



**Cultural Heritage Property
Maintenance and Reuse Plan:
5269 Tremaine Road, Milton,
Ontario**

FINAL REPORT

October 15, 2021

File: 16096844

Prepared for:

Canadian National Railway Company
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Executive Summary

In response to *Canadian Environmental Assessment Act* (CEAA) Conditions 11.1 and 11.5 of the Decision Statement issued by the Minister of the Environment on January 27, 2021, Stantec Consulting Ltd. was retained by Canadian National Railway Company (CN) to prepare Cultural Heritage Property Maintenance and Reuse Plans for properties containing a cultural heritage resource (CHR) anticipated to be vacated as part of CN's proposed Milton Logistics Hub (the Project). This Cultural Heritage Property Maintenance and Reuse Plan (Plan) was prepared for the property at 5269 Tremaine Road, Milton, Ontario.

The Plan includes details about how the property is to be secured, inspected, and maintained throughout the duration of the Project. The Plan includes an evaluation of cultural heritage value or interest (CHVI) in accordance with *Ontario Regulation 9/06* (Government of Ontario 2006) to clearly identify the CHVI of the property and its heritage attributes, in order to focus on recommendations relating to securing, repairing, and maintaining heritage attributes of the property. It is anticipated that this report will be made public so that communities and interested parties may prepare proposals for adaptive reuse of the property in the future, following completion of the Project.

The Plan is to be revisited three years after operations have commenced, and if a feasible adaptive reuse plan has not been identified, a Heritage Impact Assessment will be completed in consultation with the Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI) and the Town of Milton to determine the future of the properties, specifically, continued mothballing, relocation, or demolition with appropriate mitigation. The Plan is to be reviewed every five years, at minimum, upon completion of the Project to determine if any amendments or revisions to the Plan are required.

For the property at 5269 Tremaine Road, years of vacancy, trespassing, and vandalism have left the residence and barn in poor condition. To satisfy conditions of the Decision Statement issued by the Minister of the Environment, CN has committed to the following actions to conserve the heritage value of the property:

- Secure the building to prevent damage from trespassing and vandalism
- Secure the barn to prevent trespassing and vandalism once the barn is no longer in use by the tenant farmer

These actions are to be undertaken in the short-term (within one year) to address the issues identified.

The Executive Summary highlights key points from the report only; for complete information and findings the reader should examine the complete report.



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**CULTURAL HERITAGE PROPERTY MAINTENANCE AND REUSE PLAN:
5269 TREMAINE ROAD, MILTON, ONTARIO**

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See Appendix A for further information on Project Personnel.



CULTURAL HERITAGE PROPERTY MAINTENANCE AND REUSE PLAN: 5269 TREMAINE ROAD, MILTON, ONTARIO

Introduction
October 15, 2021

1.0 INTRODUCTION

1.1 STUDY PURPOSE

In response to *Canadian Environmental Assessment Act* (CEAA) Conditions 11.1 and 11.5 of the Decision Statement issued by the Minister of the Environment on January 27, 2021, Stantec Consulting Ltd. (Stantec) was retained by Canadian National Railway Company (CN) to prepare Cultural Heritage Property Maintenance and Reuse Plans for properties containing a cultural heritage resource (CHR) anticipated to be vacated as part of CN's proposed Milton Logistics Hub (the Project). This Cultural Heritage Property Maintenance and Reuse Plan (Plan) was prepared for the property at 5269 Tremaine Road, Milton, Ontario (Figure 1).

The Plan includes details about how the property is to be secured, inspected, and maintained throughout the duration of the Project. The Plan includes an evaluation of cultural heritage value or interest (CHVI) in accordance with *Ontario Regulation (O. Reg.) 9/06* (Government of Ontario 2006) to clearly identify the CHVI of the property and its heritage attributes, in order to focus on recommendations relating to protecting, repairing, and maintaining heritage attributes of the property in advance of the determination of a future use for the property. It is anticipated that this report will be made public so that communities and interested parties may prepare proposals for adaptive reuse of the property in the future, following completion of the Project.

The Plan is to be revisited three years after operations have commenced, and if a feasible adaptive reuse plan has not been identified at that time, a Heritage Impact Assessment (HIA) will be completed in consultation with the Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI) and the Town of Milton to determine the future of the properties, specifically, continued mothballing, relocation, or demolition with appropriate mitigation. MHSTCI and the Town of Milton will have the opportunity to review the terms of reference for the HIA and the subsequent HIA before it is finalized. The Plan is to be reviewed every five years, at minimum, upon completion of the Project to determine if any amendments or revisions to the Plan are required.

1.2 METHODOLOGY

1.2.1 Cultural Heritage Property Maintenance and Reuse

The preparation of the Cultural Heritage Property Maintenance and Reuse Plan was guided by the United States National Park Service Preservation Brief 31, *Mothballing Historic Properties* (Park 1993), Parks Canada's *Standards and Guidelines for the Conservation of Historic Places in Canada* (Parks Canada 2010), and *Well Preserved: The Ontario Heritage Foundation's Manual of Principles and Practice for Architectural Conservation* (Fram 1998).



CULTURAL HERITAGE PROPERTY MAINTENANCE AND REUSE PLAN: 5269 TREMAINE ROAD, MILTON, ONTARIO

Introduction
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1.2.2 Field Program

A site assessment was undertaken on August 20, 2020 by Lashia Jones, Cultural Heritage Specialist, and Roger Langlois, Building Condition Specialist, both with Stantec. The weather conditions during the assessment were sunny and warm. An additional site assessment was undertaken by Parker Dickson, Senior Associate with Stantec, on October 20, 2020. The weather conditions were overcast and cool. The site visit consisted of a visual inspection of the property including the residence and barn. Interior access was granted to the residence and barn. A driveway on the property is not subject to this report, as it is being removed. A separate documentation report for the driveway was prepared by Stantec in 2020.

1.2.3 Evaluation of Cultural Heritage Value or Interest

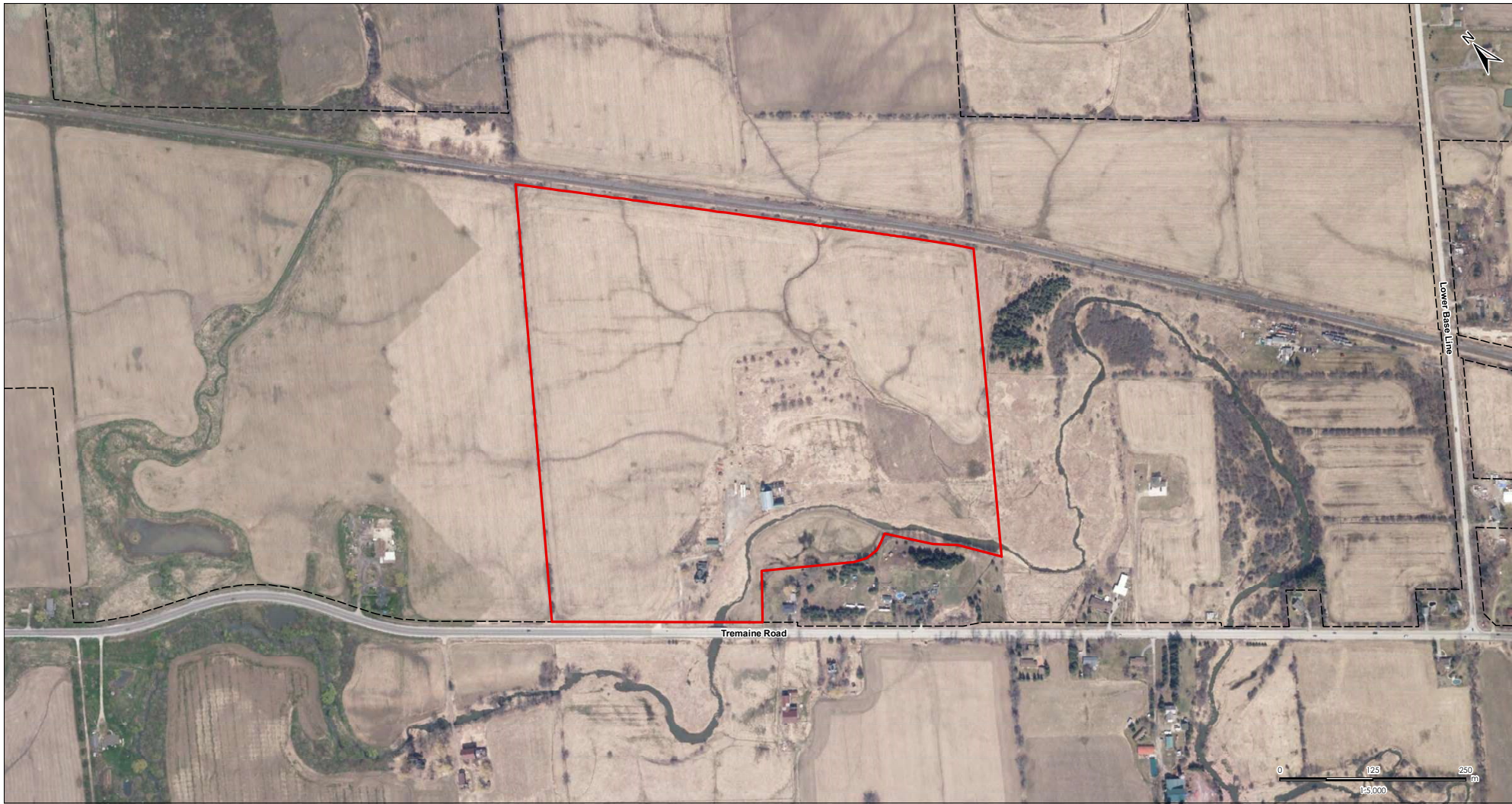
In absence of federal evaluation criteria, the criteria for determining CHVI were taken from O. Reg. 9/06 (Government of Ontario 2006). To identify CHVI of a property, at least one of the following criteria must be met:

1. The property has design value or physical value because it:
 - a. is a rare, unique, representative or early example of a style, type, expression, material or construction method
 - b. displays a high degree of craftsmanship or artistic merit
 - c. demonstrates a high degree of technical or scientific achievement
2. The property has historical value or associative value because it:
 - a. has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community
 - b. yields, or has the potential to yield, information that contributes to an understanding of a community or culture
 - c. demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community
3. The property has contextual value because it:
 - a. is important in defining, maintaining or supporting the character of an area
 - b. is physically, functionally, visually or historically linked to its surroundings
 - c. is a landmark

(Government of Ontario 2006)

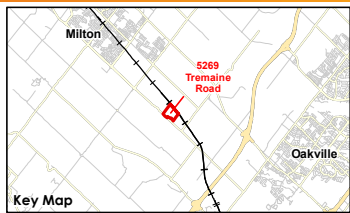


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Revised: 2021-01-28 By: dhanvey



- Legend**
- Property Boundary
 - CN-Owned Property

- Notes**
1. Coordinate System: NAD 1983 UTM Zone 17N
 2. Base Features produced under license with the Ontario Ministry of Natural Resources and Forestry © Queen's Printer for Ontario, 2015. Site layout: July 10, 2015.
 3. Orthomagery © First Base Solutions, 2020. Imagery taken in 2019.



Client/Project
 Canadian National Railway
 Milton Logistics Hub
 Cultural Heritage Property Maintenance and Re-use Plan:
 5269 Tremaine Road

Figure No.
1
 Title
Location of the Property

CULTURAL HERITAGE PROPERTY MAINTENANCE AND REUSE PLAN: 5269 TREMAINE ROAD, MILTON, ONTARIO

Historical Context
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2.0 HISTORICAL CONTEXT

2.1 INTRODUCTION

The property at 5269 Tremaine Road is located between Lower Base Line and Britannia Road West, in the Town of Milton, part of the Regional Municipality of Halton. Historically, the property is located in the former Township of Trafalgar, on part of Lot 2, Concession 1. The following sections outline the historical development of the property from the period of Euro-Canadian settlement to the present-day.

The property history contained in this report was originally presented in a prior report titled *Cultural Heritage Documentation: 5269 Tremaine Road, Milton, Ontario*, prepared for CN by Stantec in 2020 (Stantec 2020).

2.2 PHYSIOGRAPHY

The property is located within the Peel Plain physiographic region (Chapman and Putnam 1984: 174-176). The Peel Plain is described as:

...a level-to-undulating tract of clay soils (Photo 70) covering 300 square miles across the central portions of the Regional Municipalities of York, Peel, and Halton. The general elevation is from 500 to 750 feet a.s.l. and there is a gradual and fairly uniform slope toward Lake Ontario. Across this plain the Credit, Humber, Don, and Rouge Rivers have cut deep valleys, as have other streams such as the Bronte, Oakville, and Etobicoke Creeks.

(Chapman and Putnam 1984:174)

2.3 TOWNSHIP OF TRAFALGAR

2.3.1 Survey and Settlement

The Township of Trafalgar was surveyed in two parts. The first survey was completed in 1806 by Samuel Wilmot following the purchase of land near Lake Ontario from the Mississaugas in 1805. This part of the township, referred to as the Old Survey, was surveyed in the single front system. Prior to the first survey, as early as the 1790s, Euro-Canadian squatters were noted in the township (Case 1970). The township was named Trafalgar in honour of the Battle of Trafalgar. The battle was part of the naval campaign of the Napoleonic Wars and took place on October 21, 1805 when the Royal Navy battled a combined fleet of French and Spanish ships. The battle resulted in a widely celebrated British victory under the leadership of Vice-Admiral Horatio Nelson, who was mortally wounded in battle. The Township of Trafalgar and the adjacent Township of Nelson were named in honour of the victory (Gardiner 1899:243-244). The remainder of the township was purchased from the Mississauga in 1819 and surveyed in the double front system (Plate 1). Land surveyed using the double front system divided lots into 200 acres with allowances for roads located in front of each concession and every fifth or sixth lot (Weaver 1968). The property is located within the portion of the township surveyed in the double front system (Case 1970).



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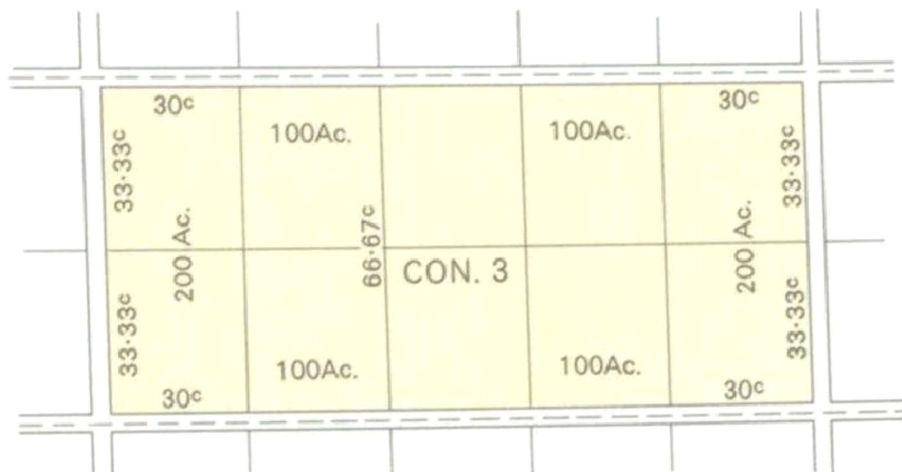


Plate 1: The double front survey system (Dean 1969)

The Township of Trafalgar was rapidly settled and by 1817 had a population of 448 (Case 1970). By 1817, there were four taverns, one grist mill, four sawmills, and three schools, although there were no doctors and no stores (Case 1970). Settlement was the result of favourable positioning near Dundas Street and Lake Ontario, as well as agriculturally fertile clay soils.

2.3.2 19th Century Development

The region became a noted wheat growing area which supplied the City of Toronto and exported grain to the United States from ports located in Oakville, Port Credit, and Whitby. By 1846, growth had accelerated so much so that there were seven grist mills and 23 sawmills within the Township of Trafalgar (McDonald 2011). Further information on the mid-19th century development of the township is contained within the Census of 1851, which was compiled and published in 1855, and from which the following information is derived. The total population of Trafalgar Township in 1851 was recorded as 6,782. This made the township the most populated in Halton County and it contained the highest proportion of people born in Canada, indicating the township had passed the pioneer period of settlement (Census of Canada 1853). The Census of 1851 lists 728 occupiers of land in the township. Of those 728, 93 resided on properties under 10 acres in size, 15 resided on 10 to 20 acres, 141 resided on 20 to 50 acres, 310 resided on 50 to 100 acres, 154 resided on 100 to 200 acres, and 15 resided on 200 acres or more. The township contained a total of 66,732 acres of occupied land, of which 23,550 acres were under crops, 15,627 acres were under pasture, 619 acres were gardens, and 26,936 acres remained wooded or undeveloped. The important role of wheat cultivation in Trafalgar Township was evident as 6,930 acres of land were used to grow wheat. Other significant crops grown in the township included peas and oats (Census of Canada 1855).

In the mid-to-late 19th century, wheat farming shifted to mixed crop and livestock farming with the City of Toronto continuing to be the primary market. A number of orchards, small fruit, vegetable, and poultry farms were also established at this time (Chapman and Putnam 1984). As transportation methods and routes were improved, the area became a part of the Toronto milk shed. The growth of farms was related



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to the sophistication of transportation networks in and around Trafalgar Township and the abundance of market facilities. As the demand for goods in Toronto and the United States increased so too did the size and scale of transportation networks throughout the township specifically and Halton County more broadly. By 1881, the Grand Trunk, Great Western, Hamilton and North-Western, and Credit Valley Railway intersected Halton County servicing large market facilities in Milton, Oakville, Georgetown, Guelph, Hamilton, and Toronto (Ontario Agricultural Commission (OAC) 1881:179). The population of Trafalgar Township in 1881 was 4,382 (Dominion Bureau of Statistics 1953).

Several hamlets and larger communities developed in Trafalgar Township during the 19th century. The closest hamlet to the property was Ash. Ash developed just south of the property around the railway tracks and Ash Railway Station. Ash grew to contain a school and post office by the early 20th century (Halton Images n.d.; Department of Defence 1909). Other hamlets included Palermo, Boyne, Munn's Corner, Trafalgar, Sheridan, Omach, Rumquin, Hornby, and Auburn (Pope 1877). Larger settlements included Bronte, incorporated as a village in 1834, and Milton and Oakville, both incorporated as towns in 1857 (Oakville Images 2013; Milton Historical Society n.d.; Oakville Historical Society n.d).

2.3.3 20th Century Development

At the start of the 20th century, the population of Trafalgar Township had declined to 3,694, the lowest it would reach between confederation and the present-day. The nearby towns of Oakville and Milton also recorded smaller populations (Dominion Bureau of Statistics 1953). The contraction of population in the township was part of a broader trend of urbanization in the late 19th and early 20th centuries. The emergence of industrialization and urbanization increased the number of wage workers required in cities and towns. At the same time, improvements in farm equipment and the mechanization of farming meant that less labour was required on a farm (Sampson 2012). This encouraged out-migration from rural areas to the burgeoning cities of Ontario (Drummond 1987: 30).

However, the downward trend in population in Trafalgar Township and Halton County would be reversed with the widespread adoption of the automobile in the early 20th century. In response to a continued increase of vehicular traffic between Toronto, Hamilton, and Niagara, the paving of Lakeshore Road between Toronto and Hamilton was initiated. Lakeshore Road, located approximately 12.4 kilometres southeast of the property, was an important roadway which connected the cities of the Golden Horseshoe. The paving was completed in 1915 (Buxton 2002). Used as a major thoroughfare for industry and tourists alike, Lakeshore Road was soon at capacity. In 1921, the population of Trafalgar Township had increased to 4,225 (Dominion Bureau of Statistics 1953).

By the 1930s, traffic volume on roads between Toronto and Hamilton had increased to the extent that a new limited access highway was required. Between 1932 and 1937 a limited access highway with Canada's first highway interchanges was built between Toronto and Niagara Falls. The highway was constructed partially through Trafalgar Township between Concession 2 and 3 South of Dundas Street. In 1939, the road was renamed the Queen Elizabeth Way (Bever 2020).



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The opening of the Queen Elizabeth Way facilitated commutes between the communities of Halton County and Toronto, leading to it becoming a bedroom community (Buxton 2002). Between 1941 and 1951 the population of the Township of Trafalgar increased from 4,585 to 8,118, the Town of Milton increased from 1,964 to 2,451 and the Town of Oakville increased from 4,115 to 6,910 (Dominion Bureau of Statistics 1953).

In 1962, the Town of Oakville annexed the entirety of the Township of Trafalgar. However, most of the land in the newly expanded Town of Oakville remained rural north of the Queen Elizabeth Way (Williams 2011). In 1974, Halton County was replaced with the Regional Municipality of Halton. When the region was created the borders of the Town of Oakville were reduced to the south. The property at 5269 Tremaine Road and other portions of the former Township of Trafalgar were transferred to the newly enlarged Town of Milton (Town of Oakville n.d.). In 2000, the population of Milton began a rapid period of expansion after a pipeline to bring fresh water from Lake Ontario was completed. Milton's population increased from 33,000 in 1999 to 84,000 in 2012 (Friesen 2012).

2.4 PROPERTY HISTORY

The property is situated on the west half of Lot 2, Concession 1, in the former Township of Trafalgar, within the former County of Halton. The 200-acre lot was granted as a patent in 1841 from the Crown to John Wilson. In 1850, Wilson sold the west 100 acres to his son Thomas Wilson (ONLand 2020).

Thomas Wilson (age 26) is listed in the 1851 census as a farmer, along with his wife Maria (age 22), and son also named Thomas (age 1) (Library and Archives Canada 1851). In 1853, Thomas purchased 25-acres of the southerly quarter of the east half of the original 200-acre lot from his brother William. A few years later, he sold the 25-acre parcel to Robert Wilson. In a quit claim in 1857, the 50-acre north half of the east half was transferred to Thomas from his brother William (ONLand 2020). Thomas is depicted on the property in the 1858 map of the County of Halton (Figure 2). The map depicts no structures on the property; however, a branch of Indian Creek is depicted running through the property.

Thomas Wilson is listed on the property in the 1861 agricultural census with 120-acres, 80 of which were under cultivation. He was farming wheat, barley, peas, oats, corn, potatoes, turnips, and hay. By 1861, the Wilson family included Thomas (age 35), his wife Maria (age 31), and their children John (age 10), Mary (age 8), Joseph (age 6), and Margaret (age 2). The family was listed as living in a one storey log residence (Library and Archives Canada 1861). Thomas was listed as a freeholder on the property in *the County of Halton Gazetteer and Directory for 1869-70* (Sutherland 1868:75).

Thomas Wilson (age 44) is listed in the 1871 census as a farmer, along with his Maria (age 40), and their children John (age 19), Mary (age 17), Joseph (age 15), and Maggie (age 11) (Library and Archives Canada 1871). In 1872, in a quit claim, Thomas transferred title of the north half of the east half 50 acres to his brother Matthew Wilson (ONland 2019). In 1876, Thomas and his wife sold a small portion of the west half of the lot to the Hamilton and North Western Railway Company (H&NW) for the construction of a railway line through the property (ONland 2019). The 1877 Township of Trafalgar map in the *Illustrated Historical Atlas of Halton County* depicts a structure, which is likely the current residence on the property,



CULTURAL HERITAGE PROPERTY MAINTENANCE AND REUSE PLAN: 5269 TREMAINE ROAD, MILTON, ONTARIO

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north of the creek (Figure 3). The structure is surrounded by an orchard. To the east of the residence, running through the property, is the H&NW railway line.

Thomas Wilson (age 55) is listed in the 1881 census as a farmer, along with his wife Maria (age 50), and their children John (age 29), Joseph (age 24), and Maggie (age 22) (Library and Archives Canada 1881). He is also listed as a freeholder on the property in *The Union Publishing Co.'s Farmers' and Business Directory for the Counties of Brant, Halton, Waterloo and Wentworth 1884-5* (Union Publishing Company 1884:115).

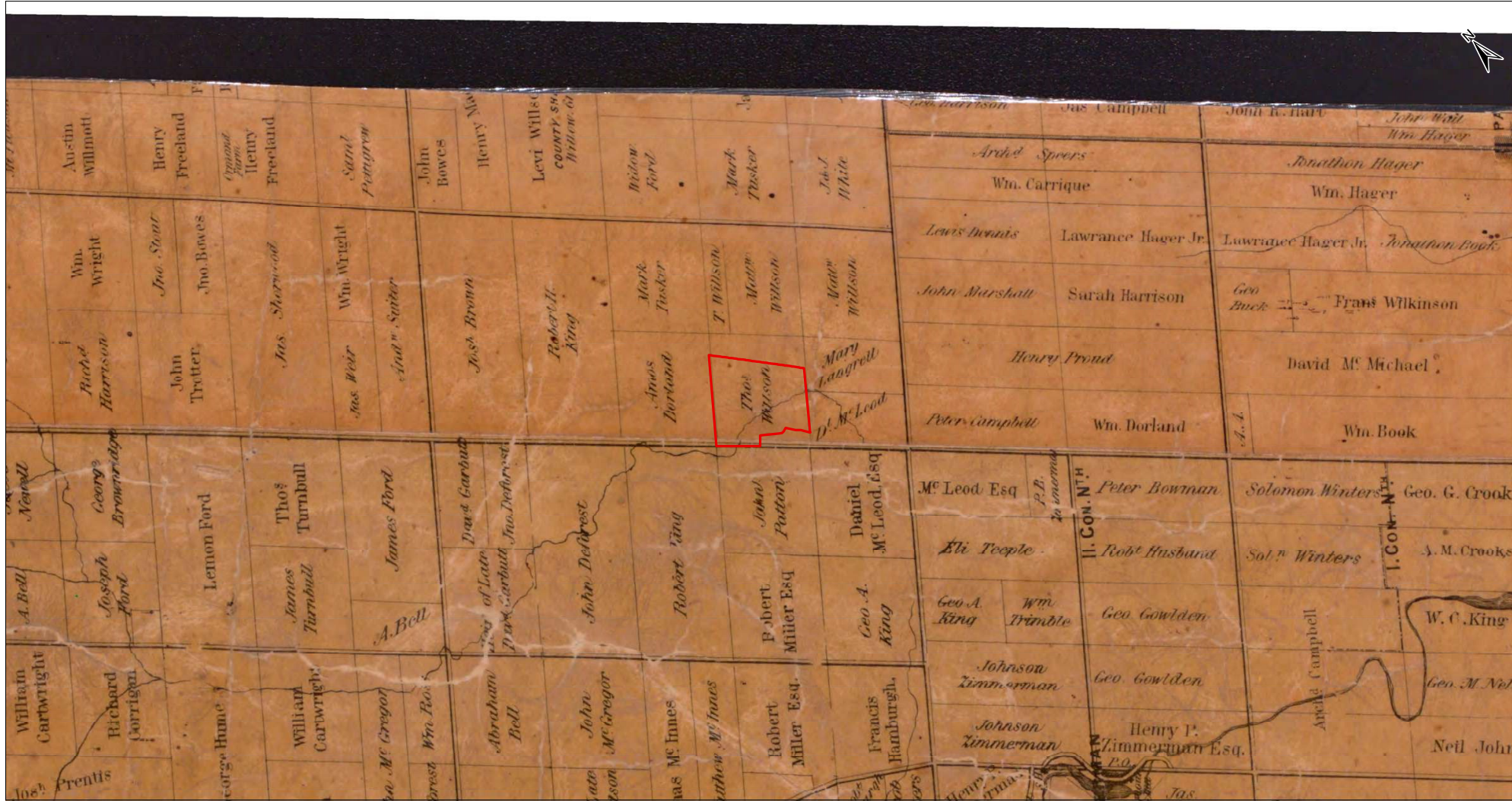
Thomas Wilson (age 65) is listed in the 1891 census as a farmer along with his wife Maria (age 61) and their son Joseph (age 34) (Library and Archives Canada 1891). He died four years later on August 22, 1896, reportedly of kidney disease (Find A Grave 2015a). Following Wilson's death, his estate was left to his wife Maria and their sons John and Joseph in 1897. That same year, in a deed and quit claim, the property was transferred from Maria and Joseph to John Wilson (Onland 2019).

John Wilson (age 49) is listed in the 1901 census as a farmer, along with his wife Emma (age 40), and their son Kenneth (age 14) (Library and Archives Canada 1901). In 1908, Wilson sold a seven acre portion of the southwest half of the property to Margaret McMullen. Three years later, John Wilson and his wife sold the remaining property to John J. Wilson. Topographic mapping from 1909 shows a structure just north of Indian Creek, which corresponds with the location of the existing house and was the Wilson farmstead (Figure 4).

In 1912, John J. Wilson sold the property to Ernest Percival Gowland (Onland 2019). In September 1913, Gowland married Velma Rosella Gowland in the neighbouring Township of Nelson (Archives of Ontario 1913). Gowland (age 43) is listed on the property as a farmer in the 1921 Census in the Township of Trafalgar, along with his wife Velma (age 30), and Zella (age 7) (Library and Archives Canada 1921).

In 1942, Gowland and his wife sold the west 100 acres, minus the railway right-of-way, to their nephew George Howard Gowland (Onland 2019). In September 1943, George H. Gowland married Jacqueline Marie Fleetham. In *The Canadian Champion* wedding announcement, it was noted that following their honeymoon, the couple would reside on the groom's farm in Milton, Ontario (The Canadian Champion 1943). In 1987, Gowland sold a part of the property to Evelyn Radler (Onland 2019). Gowland remained on the property until his death in 2001 (Find A Grave 2015b).



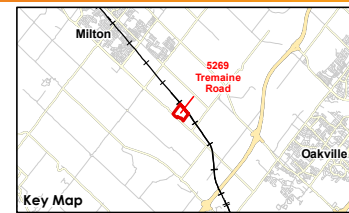


Legend
 Property Boundary

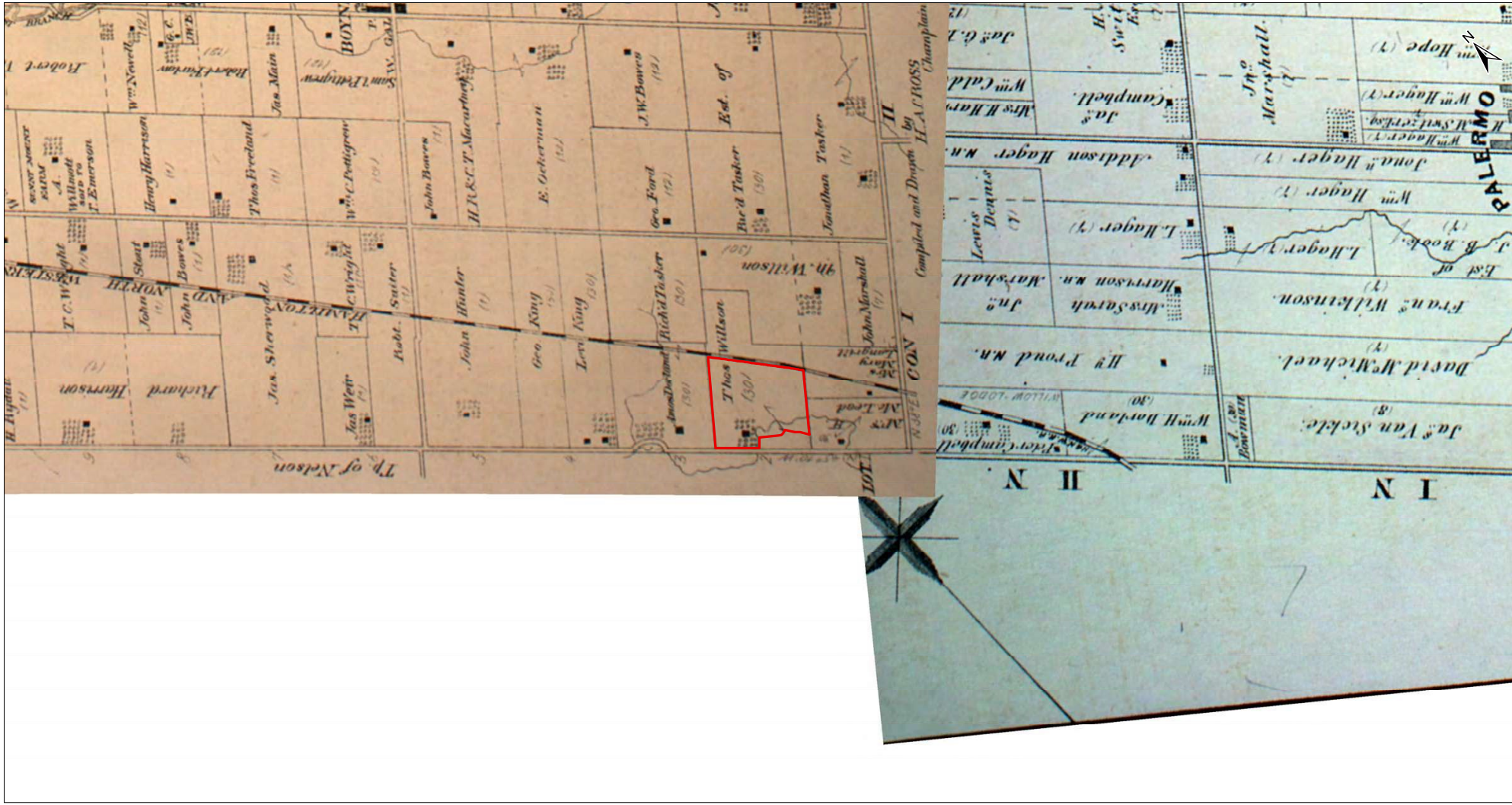
MAP NOT TO SCALE

Notes

1. Tremaine, George R. 1858. Tremaine's Map of the County of Halton, Canada West. Oakville: George R. Tremaine



Client/Project
Canadian National Railway
Milton Logistics Hub
Cultural Heritage Property Maintenance and Re-use Plan:
5269 Tremaine Road
Figure No.
2
Title
Map of the County of Halton, 1858

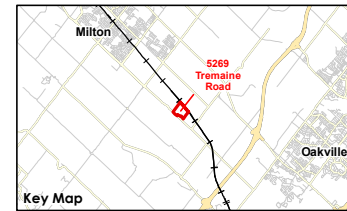


Legend
 Property Boundary

MAP NOT TO SCALE

Notes

1. Pope, J.H. 1877. Illustrated Historical Atlas of the County of Halton, Ont. Toronto: Walker & Miles.

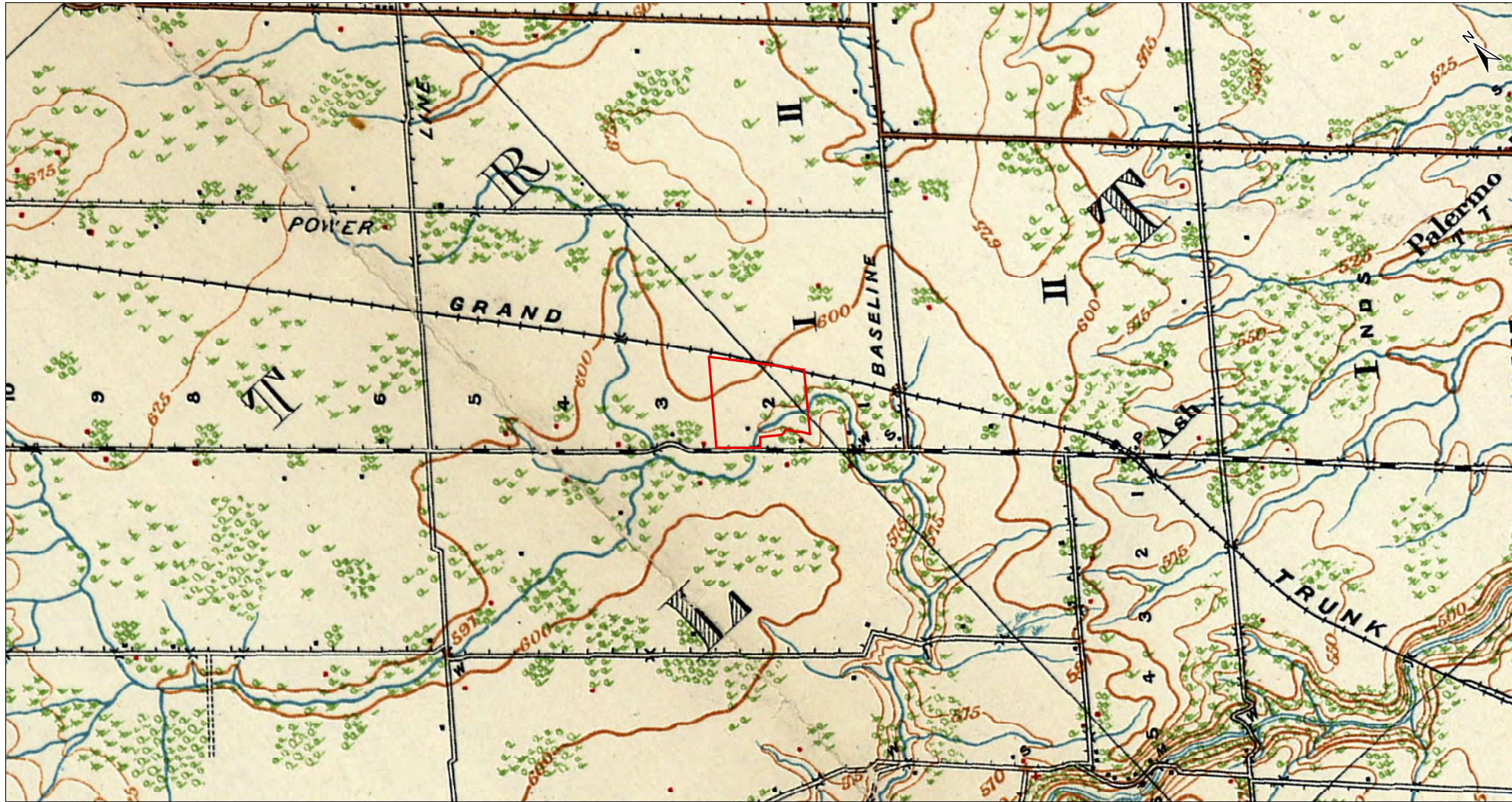


Client/Project
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 Milton Logistics Hub
 Cultural Heritage Property Maintenance and Re-use Plan:
 5269 Tremaine Road

Figure No.
3

Title
**Map of the Township of
 Trafalgar, 1877**

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Revised: 2021-01-28 By: dharvey



January 2021
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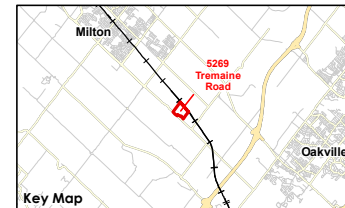


Legend
Property Boundary

MAP NOT TO SCALE

Notes

1. Department of Militia and Defence. 1919. Topographic Map, Ontario, Hamilton Sheet.



Client/Project
Canadian National Railway
Milton Logistics Hub
Cultural Heritage Property Maintenance and Re-use Plan:
5269 Tremaine Road

Figure No.
4
Title
Topographic Mapping, 1919

CULTURAL HERITAGE PROPERTY MAINTENANCE AND REUSE PLAN: 5269 TREMAINE ROAD, MILTON, ONTARIO

Existing Conditions
October 15, 2021

3.0 EXISTING CONDITIONS

3.1 LANDSCAPE SETTING

The property is located at 5269 Tremaine Road in the Town of Milton, Ontario. Tremaine Road is a two-lane asphalt paved road. The property is accessed via a gravel driveway. The property is set in a predominantly rural and agricultural landscape. The property at 5269 Tremaine Road contains a residence, a barn, a shed, a portion of Indian Creek, and agricultural fields. The gravel driveway from Tremaine Road winds southeast around the residence towards the shed and barn. To the south of the residence and shed is a branch of Indian Creek, which winds in a similar pattern to the driveway.

3.2 RESIDENCE EXTERIOR

The residence at 5269 Tremaine Road is a one and one half storey Gothic Revival Ontario Cottage structure with a steeply pitched side roof that has multiple gables. It has a T-shaped plan with a one storey addition and garage at the rear. The entire residence has been covered with modern aluminum siding and is surrounded by overgrown foundation plantings and vegetation.

The south, or front, façade features an entrance with a seven pane rectangular transom window and sidelights centred between two large boarded up windows (Plate 2). The central gable features a pointed arch window with bargeboard and a wooden finial at the peak (Plate 2 and Plate 3). The residence has a cut stone foundation (Plate 4).

The west façade has a side gable portion near the front, with four boarded up windows and rear gable portion with an additional two boarded up windows (Plate 5). All of the residence's windows, as well as the doors and the roof, have green metal trim (Plate 6). The side gable on this façade has a finial, but no arched window or bargeboard (Plate 7). There is also a brick chimney present on this elevation.

The north façade includes a gable and shed roof addition at the rear of the residence, adding extra living space, as well as a garage with a modern metal door and a covered porch (Plate 8). This addition features the same aluminum siding and metal trim as the rest of the residence.

The east façade features a side gabled portion near the front with three windows and a finial, similar to the design of the west façade (Plate 9). A profile view of the gable and shed roof rear additions can be seen from this side, each with a small square window opening (Plate 10). The portion of the residence at the rear gable features two steeply pitched dormers with pointed arch windows, bargeboard, and finials on the upper storey (Plate 11). The bargeboard on this façade is a different pattern than the one used on the front façade. The lower storey has a covered porch with two windows and two doors.



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Plate 2: Front entrance with transom window, side lights and central gable, front façade, looking north



Plate 3: South (front) façade, looking north



Plate 4: Cut stone foundation on the south façade, looking north



Plate 5: West façade, looking east

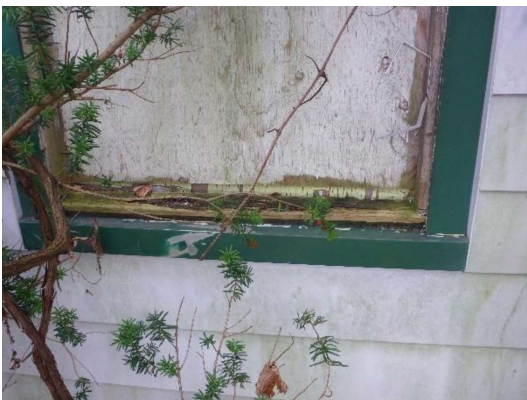


Plate 6: Metal trim on window, which also appears on doors and roof, west façade, looking east

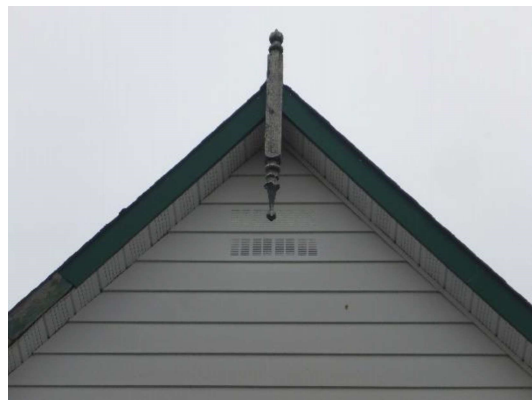


Plate 7: Wooden finial, west façade, looking east



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Plate 8: North façade, facing south



Plate 9: East façade, facing west



Plate 10: Garage, east façade, facing northwest



Plate 11: Arched window, bargeboard, and finial on east façade, facing west

3.3 RESIDENCE INTERIOR

The residence has been vacated for several years, and has been subject to exposure to the elements, water damage, mold, trespassing, and vandalism. Due to safety concerns, assessment of the residence's interior was limited. The interior contains open rooms that would have originally served as living and dining areas, hallways, kitchen, and stairway to the upper floor where bedrooms and bathrooms are located (Plate 12 to Plate 15). The second floor and basement were not assessed due to safety conditions with access and egress. Additions to the rear of the residence contains workshop and garage space. Due to lighting and safety conditions, interior photographs of the residence are limited.



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Plate 12: Interior window with plywood covering



Plate 13: Interior upstairs room



Plate 14: Interior main floor radiator and debris



Plate 15: Interior front living area

3.4 BARN EXTERIOR

The central portion of the barn is a bank barn with a stone foundation, vertical timber cladding, and a gambrel roof that is clad with metal that has three ventilators and five lightning rods. The bank follows the topography of the site, as the barn is located on a gradient, and is located on the barn's west elevation. The west façade has a large set of sliding doors on a metal track (Plate 16). There is a large cast-in-place concrete silo with a domed metal roof at the north end of the structure (Plate 17).



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The barn contains two large additions: one with a gambrel roof, and one with a gable roof attached to the rear (eastern façade) of the barn forming a U-shaped configuration. Both are wood frame structures with vertical timber cladding. There is also a small one storey concrete block gable roof addition behind a large bush on the southwest corner of the structure (Plate 18 and Plate 19). This small addition has a three over three wood frame window and a small door in the gable peak on the south façade with a wooden door and a small single pane window on its east façade. It has a metal roof with ventilators and some timber cladding. Moving further along the south façade from the addition, the older barn has places where the stone foundation has been repaired with concrete blocks (Plate 20). There are three hay loft doors in the peak of the central section of the barn.

Attached to southeast corner of the barn is a gambrel roof addition set on a concrete block foundation (Plate 21). The addition has a metal clad roof with two ventilators and is clad in metal with wood frame windows. There are nine window openings and a set of sliding doors on the south façade of this addition. The east façade has three more window openings and a door (Plate 22). The east façade of the central barn has two sliding doors on its upper storey and an open entrance and the ground level (Plate 23).

The second addition on the east façade is a gable roof structure with vertical timber cladding set on a concrete block foundation (Plate 24). It has four window openings and a door on its eastern façade. Its timber cladding and metal roof are missing in several places.



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Plate 16: West façade, looking east



Plate 17: Silo, looking southeast



Plate 18: West and south facades, showing bank incline, looking northeast

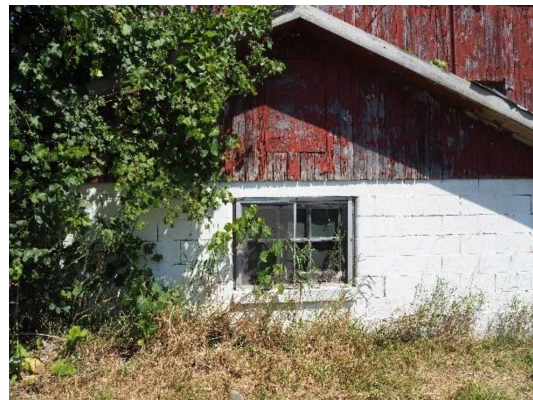


Plate 19: Gabel roof, concrete block addition on south façade, looking north

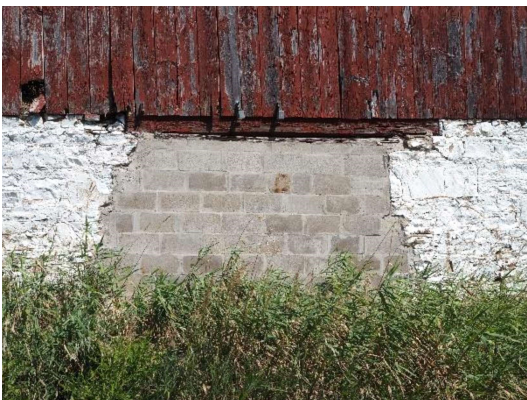


Plate 20: Stone foundation with concrete block repair, south façade, looking north



Plate 21: South façade of rear gambrel roof addition, looking northeast



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Plate 22: East façade of rear gambrel roof addition, looking west



Plate 23: East façade of central gambrel barn, looking west



Plate 24: East façade of gable roof rear addition, looking west

3.5 BARN INTERIOR

The main gambrel section of the barn contains a lower level with stables and hay loft area for storage and workspace. This section contains hand hewn beams, posts, and joists (Plate 25). The gambrel roof addition located on the east elevation also contains a stable area hay loft. This section of the barn has machine cut posts, beams, and joists (Plate 26). The roof of the gable roof section has partially collapsed, prohibiting access. This section of the barn contains hand hewn beams and posts (Plate 27).



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Plate 25: Hand hewn beams



Plate 26: Machine cut beams, posts, and joists



Plate 27: View of partially collapsed roof and hand hewn beams

3.6 OVERALL CONDITIONS SUMMARY

The intent of this section is to identify the overall condition of the property at 4393 Tremaine Road and to satisfy Condition 11.1 of the Decision Statement.

3.6.1 Residence

The residence is in poor visual condition. The stone foundation is obscured in many places by dense vegetation growing near the foundation and, in fact, seedlings are seen sprouting from gaps in the foundation in some locations. There is also evidence of mortar missing in the stone foundation (Plate 28). Large chunks of foundation stone falling off in some areas of the foundation.



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The residence is clad in aluminum siding, which is generally still intact. Trim around windows is a similar aluminum or aluminum coping. Some wooden sills are visible beneath the plywood, but paint has worn off and wear is visible on the wood. The front door on the south façade has been kicked in at the bottom panel, and the door is not boarded up with plywood. Aluminum storm windows are affixed to sidelights and transom with original sidelights and transom all intact beneath. The wooden bargeboard trim and finial are completely stripped of paint and exposed to elements. Some bargeboard has fallen or been stripped off one gable in the east façade (Plate 29).

The roof shingles are in poor condition, peeling and lifting, falling off in places with visible gaps and holes to the attic (Plate 31). In some places, the fascia covering has come off, exposing wood with worn paint to elements. A large chunk is missing from the soffit/fascia on the rear (north) gable. Spalling appears on the brick chimney. Roof eavestroughs are falling off on southeast elevation, draining directly to foundation, and the downspout drains directly to foundation (Plate 30).

The rear porch is in poor visual condition, with severely deteriorated roof. Siding is being peeled away in rear corner of the garage addition. On the east elevation, the inset porch has a deeply sagging roof (Plate 32).

The interior of the residence is in poor visual condition, with debris, peeling paint, plaster sloughing, exposed insulation, visible mould, water damage, and rot (Plate 33 to Plate 36). Wet rot is evident on the stairs to the second storey (Plate 37).



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Plate 28: Detail of foundation gaps



Plate 29: Worn paint and damaged bargeboard



Plate 30: Downspouts draining to foundation



Plate 31: Roofing in poor condition



Plate 32: Sagging east porch



Plate 33: Water damaged drywall and black mould



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Plate 34: Water damaged ceiling tiles



Plate 35: Water damage from roof leak

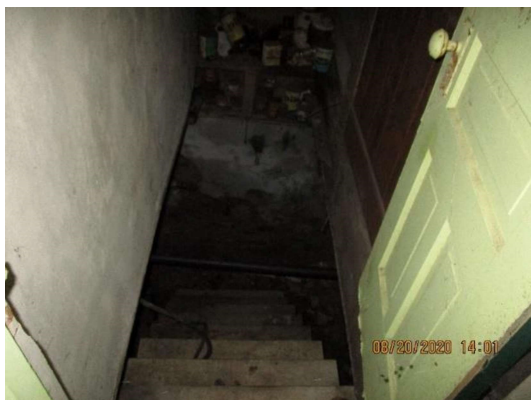


Plate 36: Basement stairs, considered unsafe for access

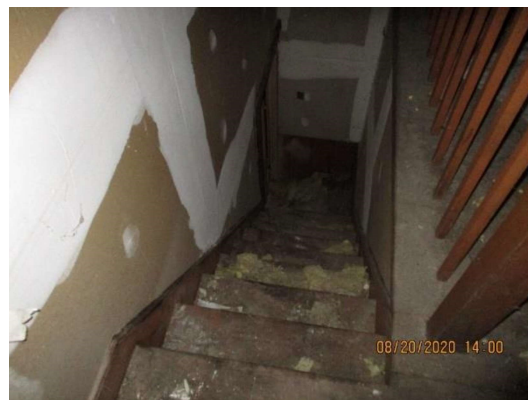


Plate 37: Wet rot on staircase

3.6.2 Barn

The hay loft area of the barn contains machine sawn beams and bolt and rivet construction (later construction or repairs) that appear to be in good visual condition. The lower barn area contains mix of stone foundation with sections of concrete block replacement. There are several areas of gaps in the stone foundation (Plate 38) and a side wall of the foundation is caving in (Plate 39). Split logs are visible (Plate 40 and Plate 41) and propped up in various locations by temporary/ad-hoc supports (Plate 42).

The roof in the gable roof section of the barn has collapsed inwards. There is minimal cladding remaining on this section (Plate 43).



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Plate 38: Gap in foundation



Plate 39: Collapsed foundation wall



Plate 40: Collapsing exterior structural beams



Plate 41: Interior structural beam of questionable integrity



Plate 42: Temporary/ad-hock supports



Plate 43: Gable roof section of the barn



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Evaluation of Cultural Heritage Value or Interest Criteria
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4.0 EVALUATION OF CULTURAL HERITAGE VALUE OR INTEREST CRITERIA

4.1 INTRODUCTION

In the absence of federal evaluation criteria, the criteria for determining CHVI is taken from O. Reg. 9/06 (Government of Ontario 2006), see Section 1.2.3. If a property meets one or more of the criteria it is determined to contain, or represent, a cultural heritage resource. A summary statement of cultural heritage value will be prepared, and a list of heritage attributes which define the CHVI identified. The evaluation of the property at 5269 Tremaine Road is provided in subsequent sections below.

4.2 EVALUATION OF CULTURAL HERITAGE VALUE OR INTEREST

4.2.1 Design or Physical Value

The residence at 5269 Tremaine Road is a representative example of a mid-to-late 19th century Ontario Gothic Revival Cottage. Based on census and land registry records, the residence was likely constructed by Thomas Wilson between 1861, when the Thomas family is recorded as living in a one storey log cabin, and 1877, when the 1877 Township of Trafalgar map in the *Illustrated Historical Atlas of Halton County* depicts a structure on the property. The residence is a one and one half storey three bay T-plan with a cut stone foundation. These one and one half storey structures with side gable roofs, centre gable dormers, and lancet windows were popularized by periodicals circulating through Canada, including *The Canada Farmer*. These residences were popular because they were affordable, relatively easy to construct, and used Gothic Revival elements popular in Britain and the United States such as bargeboard and finials, which are present at 5269 Tremaine Road (Plate 44). The versatility of this vernacular design with Gothic Revival elements resulted in its widespread adoption in Ontario. These types of residences (see Plate 44) were built in rural communities, farms, and cities throughout the province (Mace 2013:36).



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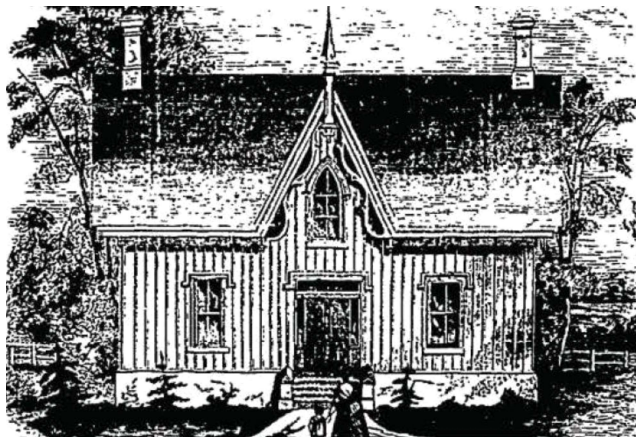


Plate 44: A “cheap farm residence” from *The Canada Farmer* (Mace 2013)

However, the residence at 5269 Tremaine Road has been modified by modern siding and fallen into disrepair. This has diminished the historical integrity of the residence. The Gothic Revival Ontario Cottage style does not employ a high degree of craftsmanship or artistic merit nor does it demonstrate a high degree of technical or scientific achievement.

The barn at 5269 Tremaine Road is a large red timber frame bank barn with a gambrel roof, stone foundation, and two bay doors on the east wall. It has a small concrete block addition with a gable roof on one side, two larger additions on the west elevation. One of these additions on the west elevation has a gambrel roof, metal cladding, and a concrete block foundation; and the second is a second timber clad gable roof addition with a concrete block foundation. The barn is representative of late 19th century gambrel roof barn design. The lumber in the upper floor of the original part of the barn has been replaced with machine cut lumber, but hand hewn beams can still be seen on the lower level and in the gable roof addition on the west elevation. The barn and its additions use common construction methods and materials. The barn does not display a high degree of craftsmanship or artistic merit, nor does it demonstrate a high degree of technical or scientific achievement given its common design and construction materials.

4.2.2 Historical or Associative Value

The property is historically associated with Thomas Wilson. Thomas purchased the land in 1850 and by the time of the 1861 census, 80 of his 120 acres were under cultivation producing crops such as wheat, barely, peas, oats, corn, potatoes, turnips, and hay. The census of 1861 records Thomas living on the farm with his wife and four children. In 1867, Thomas and his wife Maria sold a small portion of the property to the H&NW and the township map produced the following year depicts the railway line running through the property. Research has not indicated that Thomas Wilson or his family were directly associated with a theme, event, belief, person, activity, organization, or institution significant to the community.



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The property does not provide evidence of notable or influential aspects of the history of a particular culture or contribute in a meaningful way to a comparative analysis of similar properties. The property does not yield information that contributes to an understanding of a community or culture. The builder of the residence and barn is unknown.

4.2.3 Contextual Value

The property is set within a rural context, outside the hamlet of Ash in Trafalgar Township. As described in Section 2.3.2, Trafalgar Township has a long-standing agricultural character. Therefore, the property maintains and supports the character of the surrounding area. The railway tracks and connection to Tremaine Road on the property provide a tangible sign connecting the property to neighbouring ones and to the nearby train station and hamlet of Ash. The location of the buildings on the property in relation to each other, the road, and the surrounding agricultural fields physically and functionally link the structures to their surroundings and the agricultural history of the area. The property at 5269 Tremaine Road is not considered a landmark.

4.2.4 Summary of Evaluation

Table 1 provides a summary of the findings of CHVI based on an evaluation of heritage criteria.

Table 1 Evaluation of 5269 Tremaine Road

Criteria of O. Reg. 9/06	Yes / No	Comments
Design or Physical Value		
Is a rare, unique, representative, or early example of a style, type, expression, material, or construction method	Yes	The residence is representative of a vernacular interpretation of the Ontario Gothic Revival Cottage design popular during the latter half of the 19 th century throughout rural Ontario. The barn is representative of late 19 th century gambrel roof barn design.
Displays a high degree of craftsmanship or artistic merit	No	The residence and barn were constructed with widely available materials and exhibit a level of craftsmanship standard at the time of construction.
Demonstrates a high degree of technical or scientific achievement	No	The residence and barn do not demonstrate a high degree of technical or scientific achievement as they are standard structures.
Historical or Associative Value		
Has direct associations with a theme, event, belief, person, activity, organization, or institution that is significant to a community	No	No historical associations were identified for this property.
Yields, or has the potential to yield, information that contributes to an understanding of a community or culture	No	The property does not yield information that contributes to an understanding of a community or culture.
Demonstrates or reflects the work or ideas of an architect, artist, builder, designer, or theorist who is significant to a community	No	The architect, builder, or designer of the residence and barn is not known.



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Evaluation of Cultural Heritage Value or Interest Criteria
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Table 1 Evaluation of 5269 Tremaine Road

Criteria of O. Reg. 9/06	Yes / No	Comments
Contextual Value		
Is important in defining, maintaining, or supporting the character of an area	Yes	The popular design and date of construction for both residence and barn support the rural character of the property as does the design of the outbuilding.
Is physically, functionally, visually, or historically linked to its surroundings	Yes	The location of the buildings on the property in relation to each other, the road, and the surrounding agricultural fields physically and functionally link the structures to their surroundings and the agricultural history of the area.
Is a landmark	No	The property is not considered a landmark.

4.3 CONCLUSION

In the absence of federal criteria, and based on the criteria of Ontario Regulation 9/06, the property at 5269 Tremaine Road meets three of the criteria and thus would be considered to have CHVI as a provincial heritage property of local significance.

4.4 DRAFT STATEMENT OF CULTURAL HERITAGE VALUE OR INTEREST

4.4.1 Description of Property

The farmstead at 5269 Tremaine Road is located in the Town of Milton in the Halton Region of the Greater Toronto Area. The property is bound by Tremaine Road to the south, agricultural fields to the west, agricultural fields and the railway to the north, and a creek and additional residences to the east.

4.4.2 Cultural Heritage Value or Interest

The residence demonstrates CHVI as a representative example of mid-to-late 19th century Ontario Gothic Revival Cottage architecture. The residence and the barn, together, provide a representative example of an Ontario vernacular farmstead from the latter half of the 19th century. The residence is a one and one half storey structure with modern aluminum siding and a cut stone foundation. The bank style barn is a timber frame structure with a gambrel roof, vertical barnboard siding, and a stone foundation. The beams in the upper portion of the barn have been replaced, but the lower portion of the structure still contains many of the original hand hewn beams, posts, and secondary beams. The property also retains contextual value, as it is still set within a rural context and remains physically and visually linked to the surrounding area, the railway, and the nearby hamlet of Ash.



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4.4.3 Heritage Attributes

- Residence
 - One and one half storey structure
 - Steeply pitched cross gable roof
 - Bargeboard and finials
 - Pointed arch windows on the front and east façades
 - Front entrance with rectangular seven pane transom light and side lights
 - Cut stone foundation
- Barn
 - Gambrel roof and gable roof
 - Timber frame construction, including hand hewn beams and split logs in the lower portion
 - Bank entrance with large sliding doors
 - Vertical barnboard siding
 - Stone foundation



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Conservation Measures
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5.0 CONSERVATION MEASURES

5.1 SHORT-TERM MEASURES

5.1.1 Introduction

As outlined in Section 3.0, the residence and barn are in poor condition, brought on by years of vacancy, trespassing, vandalism, and exposure to the elements. As a future use for this property is to be determined at the end of a three-year time period of operations of the Project, but is not yet known, short-term measures are primarily directed to securing the buildings such that decisions can be made in the future. Short-term measures should be implemented before construction on the Project begins.

5.1.2 Security

Doors and windows which are currently unlocked, open or un-boarded (such as the front entrance on the south elevation and garage entrance on the north elevation) should be secured with replacement locks where applicable and boarded over with plywood as a first step towards securing the residence. Wherever possible, additional bracing to secure the plywood and prevent entry through the doors is recommended. Security fencing may be erected around the residence during the mothballing stage to prevent break-ins and vandalism, until such time that the building is ready for adaptive reuse.

Given structural concerns related to the barn building, the barn should also be boarded up and secured to the extent possible, and security fencing surrounding the barn installed to deter trespassers.

Given the extent of break-ins and vandalism so far, this is a known property to trespassers and vandals, and is likely to continue to be accessed. Given the rural location, security systems are unlikely to be effective as trespassers could easily disable cameras, which could result in costly and cumbersome repairs. As the house is not serviced, a security system is not recommended.

5.1.3 Stabilization

The roof of the residence is in poor condition with visible holes, resulting in exposure to the elements. Damaged roof boards may be replaced and spot treatments of new shingles or similar roof coverings may be installed over gaps or holes in the roof. The roof of the porch on the east elevation is noticeably sagging and may be stabilized with temporary supports to prevent further damage. This may be a temporary measure until considerations are made for adaptive reuse, at which time replacement roofing may be completed in full.

As the basement was not accessed at the time of the site visit due to safety concerns, stabilization measures for the basement foundation and structural beams are not known. Missing mortar from the foundation indicates that water is likely penetrating into the basement and could be compromising the structure if rot is widespread in the joists and beams. Review of the structural integrity of the residence



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should be completed as part of any adaptive reuse proposal to determine the structural feasibility of reuse.

Stabilization measures to protect the barn may include repairing or bracing the stone foundation which is beginning to collapse in multiple places. Multiple temporary or ad-hoc structural support posts were noted in the barn as is typical with barn structures. A structural engineer may be consulted to determine if additional temporary supports may be required.

In the gable roof section of the barn, the roof that has caved in may be removed and stabilized to prevent further collapse.

5.1.4 Repair and Replacement

Various elements of the residence are in poor condition and may require different repair needs at different times in the mothballing process. The residence has experienced water damage and mould from the leaking roof, black mould, wet rot on the stairs leading to the upper storey. The stairs to the basement, which were considered unsafe for access, require attention and repair. Given that the basement was not accessed, there is potential for further repairs and replacements to be required.

Damaged roof boards may be replaced and new shingles or roofing materials may be applied to where gaps or holes are present to prevent water damage. Eavestroughs and downspouts may be repaired or replaced where necessary and installed to direct water away from the foundation.

Gaps in the foundation mortar were noted in multiple locations. To avoid the intrusion of water to the basement, gaps in the foundation mortar may be repointed using a lime-based mortar. Where foundation stones have fallen these may be replaced with a comparable alternative, such as a similar type of stone, if available, concrete block or poured concrete.

Trim around windows (where visible behind plywood coverings) and the gable bargeboard and finial is worn nearly completely, exposing the wood to the elements. Bargeboard trim is falling off the gable on the east elevation. Where condition allows, trim, barge board, and the finial may be painted to avoid continued weathering and wear. Where damaged, these materials may be carefully removed and safely stored for future restoration and use. Exposed window trim may also be painted or protected to avoid continued weathering and wear.

Interior debris and deteriorated finishes (peeled paint, plaster) may be removed from the building during the repair and maintenance stage.

5.1.5 Servicing

Services are currently disconnected from the residence and barn. At present, this means there is no heat or regular ventilation in the residence. Electrical wiring and devices are not in compliance with the Ontario Electrical Safety Code (OESC) Section 22 – Rule 22-204 – wiring methods in buildings housing livestock or poultry. Power should not be turned on until a complete review of the system has been conducted.



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5.1.6 Ventilation

Given that services to the residence have been disconnected and are not anticipated to be reinstalled prior to future use, there will be no provision of heat or forced air with help with circulation and ventilation of the building. In the absence of this, ventilation measures may be established to avoid further condensation, mould, and mildew within the interior. Typically, one to four air exchanges per hour is considered a minimum for mothballed buildings. One or two air exchanges per hour is usually sufficient in winter, whereas twice that may be needed in the summer. Basement and attic grilles may be enough to provide one air exchange per hour in winter conditions, but louvred ventilation may be required on windows to allow for sufficient air exchange during summer months. According to the National Parks Service briefing on mothballing, “[s]mall pre-formed louvers set into a plywood panel or small slit-type registers at the base of inset panels generally cannot provide enough ventilation in most moist climates to offset condensation, but this approach is certainly better than no louvers at all. Louvers should be located to give cross ventilation, interior doors should be fixed ajar at least 4” (10 cm) to allow air to circulate, and hatches to the attic should be left open” (Park 1993). Louvred openings should be added to plywood window/door coverings to permit natural ventilation. This should account for approximately 150 square feet (sq. ft.) total of ventilation area. Louvres are to be equipped with wire mesh to control any wildlife (e.g., birds, small animals, etc.) from entering.

5.1.7 Pest Control

Pests can become a problem for any building, as they can destroy natural materials and can be a health hazard for future workers or occupants. Ongoing pest control measures may be implemented during the mothballing phase. Interior pest control for small rodents, bats, and bugs may be undertaken to keep the building as clean as possible for potential adaptive reuse and to deter damage from pests to the structural elements.

5.2 MEDIUM AND LONG-TERM MEASURES

5.2.1 Introduction

Medium-term conservation measures for the residence and barn at 5269 Tremaine Road will largely build on maintaining those that were put in place in the short-term stage to secure the site so that conditions do not continue to deteriorate due to trespassing or vandalism. Medium and long-term measures should be implemented on an ongoing basis throughout the Project so that the integrity of the property is not at risk.

5.2.2 Security

Security fencing may be erected around the residence during the mothballing stage to prevent break-ins and vandalism, until such time that the building is ready for adaptive reuse. Window, and door coverings should be maintained to continue deterring break-ins and vandalism and replaced when damaged.



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5.2.3 Pest Control

Ongoing pest control measures may be implemented during the mothballing phase. If the roof and exterior repairs have been made that prevent the entrance of larger pests (i.e., raccoons, squirrels, birds) monitoring may occur to note whether any additional entrance points have been created by pests. Interior pest control for smaller rodents, bats, and bugs should be undertaken to keep the building as clean as possible for the upcoming adaptive reuse phase and deter damage from pests to the structural elements.

Any new entrance points created by pests or additional damage may be addressed with the same measures described in Section 5.1. Timber members of the residence that are to remain may be inspected for termites. If termites appear to be present, treatment and removal should follow to avoid compromising the repairs or replacement timber members.

5.2.4 Ventilation

Once the doors and windows are re-boarded, there will be inadequate ventilation or servicing to the residence to allow sufficient air exchanges or to combat freeze-thaw cycles. Minimal levels of servicing to heat the building or allow for air exchange in the summer are beneficial during the mothballing period, particularly if it is to be long-term.

Given that services to the residence have been disconnected and are not anticipated to be reinstalled prior to determination of the future use of the residence, there will be no provision of heat or forced air to help with circulation and ventilation of the building. Therefore, alternate ventilation measures may be installed to avoid condensation, mould, and mildew that can accelerate damage to buildings and make future use less feasible. It may be necessary to have louvred opening equipment that consists of five to ten percent (5-10%) of the square footage of each floor. Ventilation installed during the short-term period should be maintained and monitored.

5.2.5 Monitoring

Monitoring of the buildings is required. Monitoring provides a known presence on the site that can help deter break-ins and vandalism. Monitoring can also provide a review of the buildings' components to note if there are major sources of water or moisture, particularly following repairs, roofing and stabilization, mould, or other sources of damage and deterioration. Monitoring activities may include the following:

- Regular Monitoring (weekly or bi-weekly)
 - Check property for any potential damage following a weather event
 - Check for any attempts of vandalism or entry into the property (damaged windows and doors, graffiti, etc.)
- Seasonal monitoring (once per spring and fall)
 - Pruning and trimming of foundation plantings and visual inspection of foundation for gaps or cracks
 - Gutter and downspout cleaning and checks
 - Assess for evidence of pests



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- Annual monitoring (conducted only once per year, as part of either spring or fall monitoring)
 - Check roof for loose or missing shingles
 - Check painted trim for patching or repainting needs

5.2.6 Maintenance

Over the long-term, mid-year maintenance in the spring and fall may occur, as applicable. These activities may include:

- Site clean-up; pruning and trimming of vegetation at the foundation to deter plants from rooting into the foundation
- Remove invasive vegetation at foundations (if applicable)
- Gutter and downspout check
- Check for pests
- Clean out storm drains (if applicable)
- Touch up peeling exterior paint
- A review of maintenance contract inspects for equipment/utilities (if applicable)
- Checking the roof for loose or missing shingles
- Termite and pest inspection/treatment (if applicable)
- Exterior material spot repair



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Action Plan
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6.0 ACTION PLAN

6.1 SUMMARY OF CULTURAL HERITAGE MAINTENANCE

Through the reporting process, Stantec provided a range of conservation measures suitable for the short, medium, and long-term conservation of the structure based on the existing conditions outlined in Section 3.0. To satisfy conditions of the Decision Statement issued by the Minister of the Environment, CN has committed to the following actions to conserve the heritage value of the property:

- Secure the building to prevent damage from trespassing and vandalism
- Secure the barn to prevent trespassing and vandalism once the barn is no longer in use by the tenant farmer

These actions are to be undertaken in the short-term (within one year) to address the issues identified.

6.2 SPECIAL QUALIFICATIONS

Regular maintenance of heritage buildings, such as painting, gentle exterior cleaning, and minor repairs, may be conducted by CN staff or tenants (where applicable). When repairs are required for masonry (e.g., repointing, cleaning, replacement, etc.) they should be conducted by a practitioner who experienced with historical masonry or is a member of the Canadian Association of Heritage Professionals (CAHP) who can guide the masonry work. Similarly, where major repairs are considered to rehabilitate, restore, or reconstruct vacant heritage buildings, proposed plans should be prepared or reviewed by a CAHP qualified heritage specialist or architect. When HIAs are to be conducted, they should also be prepared by a CAHP professional with experience in preparing similar reports. CN staff should provide advice, review scopes of work, and confirm requirements for specific and appropriate qualified persons based on the nature of the project or study being undertaken.



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Adaptive Reuse Criteria
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7.0 ADAPTIVE REUSE CRITERIA

To meet Condition 11.5.3, this report includes an overview of the criteria by which adaptive reuse proposals for the property should be considered, if adaptive reuse is proposed.

The primary consideration for any adaptive reuse is one that avoids alteration or destruction of the heritage attributes identified in Section 4.4.3 of this report. Adaptive reuse plans that maintain and allow opportunities for repair or restoration of heritage attributes are preferred.

If adaptive reuse proposals cannot retain, repair, or restore original heritage attributes, sympathetic replacement should be considered as the next best option.

The following criteria have been adapted from the *Standards and Guidelines for the Conservation of Historic Places in Canada* (Parks Canada 2010), to provide an overview of how adaptive reuse proposals should be assessed. A proposed adaptive reuse of these structures would:

- Conform with surrounding land uses; this could include respecting the rural nature of the area, utilizing the existing structures rather than new construction on the property, and if new construction is required, keeping it subordinate to but compatible with the existing structures.
- Preserve the cultural heritage value and heritage attributes of the existing structures, in line with the standards for Rehabilitation from the *Standards and Guidelines for the Conservation of Historic Places in Canada*.
- Preserve the heritage context of the use relative to surrounding areas.
- Avoid structural changes that would adversely affect the heritage attributes of the resource.
- Be economically viable to support the long-term adaptive reuse of the structure and retain its heritage attributes.
- Avoid conflicting or impacting supporting species at risk habitat for buildings that have been identified for supporting species at risk that adaptive reuse.

Adaptive reuse proposals are encouraged to meet as many of the applicable criteria as possible, with proposals that meet a higher number of criteria preferred over those that meet fewer. The owner of the property, CN, will make the determination as to whether adaptive reuse is economically viable for the site. If adaptive reuse is the selected approach, it will be overseen by a CAHP member in good standing and will be sent for review to all relevant regulatory bodies. In this case specifically, CN has determined that adaptive reuse during the length of the project is not viable for any of the CHRs on the project site. Future adaptive reuse of the building may require relocation to a new site.



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Closure
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8.0 CLOSURE

This report has been prepared for the sole benefit of CN and may not be used by any third party without the express written consent of Stantec. Any use which a third party makes of this report is the responsibility of such third party.

We trust this report meets your current requirements. Please do not hesitate to contact us should you require further information or have additional questions about any facet of this report.

Yours truly,

Stantec Consulting Ltd.

<Original signed by> <Original signed by>

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APPENDIX A

Project Personnel



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Appendix A PROJECT PERSONNEL

Meaghan Rivard, MA, CAHP: Meaghan Rivard is Stantec's Senior Heritage Consultant with over 12 years of experience in the identification, research, evaluation, and documentation of heritage resources as well as expertise in the environmental assessment process as it pertains to heritage resources. Ms. Rivard attained her Bachelor of Arts degree with honours and distinction in history from Brock University in St. Catharines, Ontario and her Master of Arts degree in history (public history stream) from Western University in London, Ontario. Ms. Rivard is a member of the Canadian Association of Heritage Professionals.

Ms. Rivard has experience managing and executing all aspects of Cultural Heritage Evaluation Reports, Heritage Impact Assessments, Photographic Documentations, and Heritage Conservation Plans. She has assessed more than 2,500 properties as part of windshield surveys and worked under various classed environmental assessments. In addition to environmental assessment related work, Meaghan continues to be actively involved in the assessment of individual properties. Here she utilizes knowledge in the identification, evaluation, and documentation of heritage resources alongside expertise in the assessment of proposed change and preparation of options to mitigate negative impacts on heritage resources. Meaghan is focused on regulatory satisfaction balanced with an admiration for the heritage of our province.

In addition to her role as task manager, Ms. Rivard has been the quality reviewer for cultural heritage reporting for this project, reviewing reporting for compliance with applicable municipal, provincial, and federal guidelines where applicable. Through her specialization in the Environmental Assessment process, over the past 12 years Meaghan has reviewed, authored, and contributed in various capacities to hundreds of cultural heritage reports under a wide variety of reporting requirements for municipal, provincial, and federal clients. Meaghan has completed work directly for Ontario's Ministry of Transportation, Hydro One Networks Inc., Metrolinx, Ontario Power Generation, and Infrastructure Ontario. She has also been listed as the lead heritage consultant on retainer assignments for the Ministry of Transportation and Infrastructure Ontario.

Lashia Jones, MA, CAHP: Lashia Jones is a Cultural Heritage Specialist and member of Stantec's Environmental Services Team, with experience in identifying, evaluating and planning for cultural heritage resources. Ms. Jones is a member of the Canadian Association of Heritage Professionals, and has a Master's Degree in Canadian Studies from Carleton University, specializing in Heritage Conservation. Ms. Jones has worked for both public and private sector clients, providing a variety of cultural heritage services including heritage impact assessments, cultural heritage evaluations, inventories of cultural heritage resources, heritage conservation districts, heritage master plans, conservation plans and cultural heritage bridge evaluations. Ms. Jones is well versed with local, provincial and national tools for the identification, evaluation and planning best practices for cultural heritage resources, including the *Ontario Heritage Act*, *Provincial Policy Statement*, *Planning Act*, *Environmental Assessment Act*, *Ontario Heritage Tool Kit*, *Standards and Guidelines for the Conservation of Provincial Heritage Properties*, and the



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Standards and Guidelines for the Conservation of Historic Places in Canada. Lashia's role on various project types has given her experience in public engagement and consultation, constructive dialogue with clients, heritage committees, local councils and multi-disciplinary project teams.

Frank Smith, MA: Frank Smith is a Cultural Heritage Specialist with over seven years of experience in detailed historical research, interpretation, and conservation of cultural heritage resources. Frank attained his Bachelor of Arts degree *magna cum laude* in history from Adelphi University in Garden City, New York and his Master of Arts degree in history (public history stream) from Western University in London, Ontario. Before joining Stantec, he was the Curator of the John P. Metras Sports Museum and Research Assistant for the Census of Canada 1891 project. Since joining Stantec, Frank has assisted in the completion of dozens of environmental assessment reports, including reports for Metrolinx, Canadian National Railways, and Canadian Pacific Railways. Frank has evaluated dozens of railway corridors and evaluated thousands of properties adjacent to railway corridors.

Christian Giansante, B.Eng.: Christian Giansante is a Cultural Heritage Consultant who has gathered significant experience working with federal heritage buildings across Canada through a variety of complex projects ranging from restoration to rehabilitation. Christian has regularly participated in design workshops for proposed projects at federal heritage buildings; conducted thorough reviews of proposed designs & provided recommendations for how to best implement the project into the historic building. Christian was also the liaison between his heritage conservation group and the FHBRO (Federal Heritage Buildings Review Office), departmental custodians and tenants, and various consultants engaged on projects. Internally, Christian has managed and created heritage guidance documents and technical conservation briefs for facilities management teams at heritage buildings; he has completed archival research on historic buildings including gathering historic photos, plans, specifications; and he has also created and managed an inventory of cultural properties. Christian appreciates taking the time to understand a place and its story to try and preserve its character while making it viable for contemporary use. Christian received his Bachelor of Engineering in Architectural Conservation and Sustainability from Carleton University. The program was based in civil engineering studies with additional focus placed on design, heritage conservation, adaptability and sustainable construction.

Tracie Carmichael, BA, B.Ed., is a Principal at Stantec and the managing leader for the Cultural and Social Sciences team based in Ontario. She has over 20 years of experience with Ontario archaeological and cultural heritage projects and has been responsible for the management and coordination of Stantec's Ontario Cultural and Social Sciences team for six years. She responsible for the oversight of archaeological and heritage projects across all sectors. She has managed and produced deliverables for such clients as Enbridge Pipelines Inc., Metrolinx, NextEra Energy Canada, ULC, Samsung Renewable Energy Inc., and Suncor Energy Inc. She has worked with key clients to meet regulatory requirements and maintained a relationship with the Ontario Ministry of Heritage, Sport, Tourism and Culture Industries which is responsible for overseeing the compliance of all archaeology and heritage consulting projects in Ontario. She also has extensive experience in the quality and independent review of deliverables for archaeological and heritage projects throughout Ontario for aggregate, community development, linear corridor, mining, renewable energy, and other sectors.



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Roger Langlois: Roger has first-hand experience working in environments where he's assigned and managed on-site staff to multi-sized projects in multiple locations while maintaining project budgets. Bringing significant experience in the day-to-day operations and mechanical/electrical design of facilities, he has led the coordination of design teams including process equipment selection, packaging line layouts, and complete facility upgrades. A subject matter expert (SME) in code compliance, Roger remains current on evolving process and equipment innovation. A process specialist for more than 40 years, Roger brings deep understanding on a variety of topics including hazardous operability studies (HAZOPs), hazardous area classifications, and risk assessments. He provides the necessary technical advice by conducting training programs across Stantec as well as at client locations. Roger is also a licensed interprovincial electrician and millwright.

