

Heritage Impact Assessment – Milton Link

Final Report

June 17, 2026

Prepared for:

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Heritage Impact Assessment – Milton Link

Limitations and Sign-off

June 17, 2026

Limitations and Sign-off

The conclusions in the Report titled Heritage Impact Assessment – Milton Link are Stantec's professional opinion, as of the time of the Report, and concerning the scope described in the Report. The opinions in the document are based on conditions and information existing at the time the scope of work was conducted and do not take into account any subsequent changes. The Report relates solely to the specific project for which Stantec was retained and the stated purpose for which the Report was prepared. The Report is not to be used or relied on for any variation or extension of the project, or for any other project or purpose, and any unauthorized use or reliance is at the recipient's own risk.

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Executive Summary

The Proponent, Tribal Development Management Services Inc. (doing business as "Matthews"), is advancing the development of lands located adjacent to the CN Logistics Hub in the Town of Milton. Official Plan Amendments (OPA) and Zoning By-law Amendments (ZBA) are being pursued to designate the subject lands as Industrial Area to be included within the Sustainable Halton Plan (SHP) Urban Area Boundary. The site will seek the entitlements associated with the Employment Zone, with site-specific provisions to support the intended development. The site is generally located south of Britannia Road, east of Tremaine Road, west of Regional Road 25, and north of No. 2 Side Road.

Stantec Consulting Ltd. (Stantec) was retained by the Proponent to complete a *Heritage Impact Assessment* (HIA) for the development of lands (the Project Location). The Project Location includes four properties listed on the Town of Milton's Heritage List, including 4259 and 4393 Tremaine Road, 5122 First Line, and 5694 Regional Road 25 (Town of Milton 2019). As such, an HIA is required to support the OPA and ZBA application. The HIA follows the Town's *Heritage Impact Assessment Terms Reference* (TOR) (Town of Milton 2022). The preparation of this report is also guided by the Ministry of Citizenship and Multiculturalism's (MCM) Info Sheet #5 in *Heritage Resources in the Land Use Planning Process, Cultural Heritage and Archaeology Policies of the Ontario Provincial Policy Statement, 2005* (Government of Ontario 2006).

For the purpose of this HIA, the Study Area is comprised of the municipal property boundaries of 4259 Tremaine Road, 5122 First Line, and 5694 Regional Road 25. The property at 4393 Tremaine Road was excluded from this HIA, as it is subject to conditions issued under Section 54 of the *Canadian Environmental Assessment Act*, 2012. A separate HIA will be prepared for this property at the discretion of CN subject to applicable conditions.



Heritage Impact Assessment – Milton Link

Executive Summary

June 17, 2026

To confirm cultural heritage value or interest (CHVI) the three listed properties in the Study Area were evaluated according to *Ontario Regulation* (O. Reg.) 9/06. The findings of CHVI are as follows:

- 4259 Tremaine Road was determined to not meet criteria of O. Reg. 9/06, as the residence has been heavily modified and is not representative of an early 20th century structure.
- 5122 First Line was determined to meet one criterion of O. Reg. 9/06, as it contains a rare example of a mid-19th century Gothic Revival style residence with paired gables and a cross-gabled roof.
- 5694 Regional Road 25 was determined to meet one criterion of O. Reg. 9/06, as it contains a representative early 20th century Craftsman style residence.

In accordance with recent legislative changes, CHVI is recognized where two or more criteria of O. Reg. 9/06 are met. None of the three properties considered met this threshold. Therefore, mitigative measures for the proposed development are not required.

Notwithstanding identified CHVI, following the Town's TOR, the residence and barn at 5122 First Line were determined to have materials that may be worthy of salvage. The Proponent may consider salvage materials, either for reuse on the site if feasible, or for provision to a salvage company.

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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Appendix A Bibliography



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Acronyms / Abbreviations

BA	Bachelor of Arts
CAHP	Canadian Association of Heritage Professionals
CHVI	Cultural Heritage Value or Interest
CN	Canadian National Railway Company
H & NWR	Hamilton and North-Western Railway
HIA	Heritage Impact Assessment
MA	Master of Arts
MCM	Ministry of Citizenship and Multiculturalism
OHA	Ontario Heritage Act
OPA	Official Plan Amendment
O. Reg.	Ontario Regulation
PPS	Provincial Planning Statement
SHP	Sustainable Halton Plan
TOR	Terms of Reference
ZBA	Zoning By-law Amendment



1 Introduction

The Proponent, Tribal Development Management Services Inc. (doing business as "Matthews"), is advancing the development of lands located adjacent to the CN Logistics Hub in the Town of Milton. Official Plan Amendments (OPA) and Zoning By-law Amendments (ZBA) are being pursued to designate the subject lands as Industrial Area to be included within the Sustainable Halton Plan (SHP) Urban Area Boundary. The site will seek the entitlements associated with the Employment Zone, with site-specific provisions to support the intended development. The site is generally located south of Britannia Road, east of Tremaine Road, west of Regional Road 25, and north of No. 2 Side Road.

Stantec Consulting Ltd. (Stantec) was retained by the Proponent to complete a *Heritage Impact Assessment* (HIA) for the development of lands (the Project Location). The Project Location includes four listed properties on the Town's Heritage List, including 4259 and 4393 Tremaine Road, 5122 First Line, and 5694 Regional Road 25 (Town of Milton 2019). As such, an HIA is required to support the OPA and ZBA. The HIA follows the Town's *Heritage Impact Assessment Terms Reference* (TOR) (Town of Milton 2022). The preparation of this report is also guided by the Ministry of Citizenship and Multiculturalism's (MCM) Info Sheet #5 in *Heritage Resources in the Land Use Planning Process, Cultural Heritage and Archaeology Policies of the Ontario Provincial Policy Statement, 2005*. This document provides guidance on the assessment of impacts and development of mitigation strategies based on identified cultural heritage value or interest (CHVI) resulting from a proposed change (Government of Ontario 2006).

As per the guidance contained in the Town's TOR, this report contains the following:

- Introduction and Description of the Property
- Assessment of Existing Conditions
- Analysis of Design or Physical Value, Historical Value, and Contextual Value
- Proposed Development or Site Alteration (including impact assessment)



Heritage Impact Assessment – Milton Link

1 Introduction

June 17, 2026

- Considered Alternatives and Mitigation Strategies
- Summary Statement and Recommendations
- Appendices (bibliography)

For the purpose of this HIA, the Study Area is comprised of the municipal property boundaries of 4259 Tremaine Road, 5122 First Line, and 5694 Regional Road 25 (Figure 1.2 to Figure 1.4). A discussion related to the exclusion of 4393 Tremaine Road from this HIA is included in the following section.

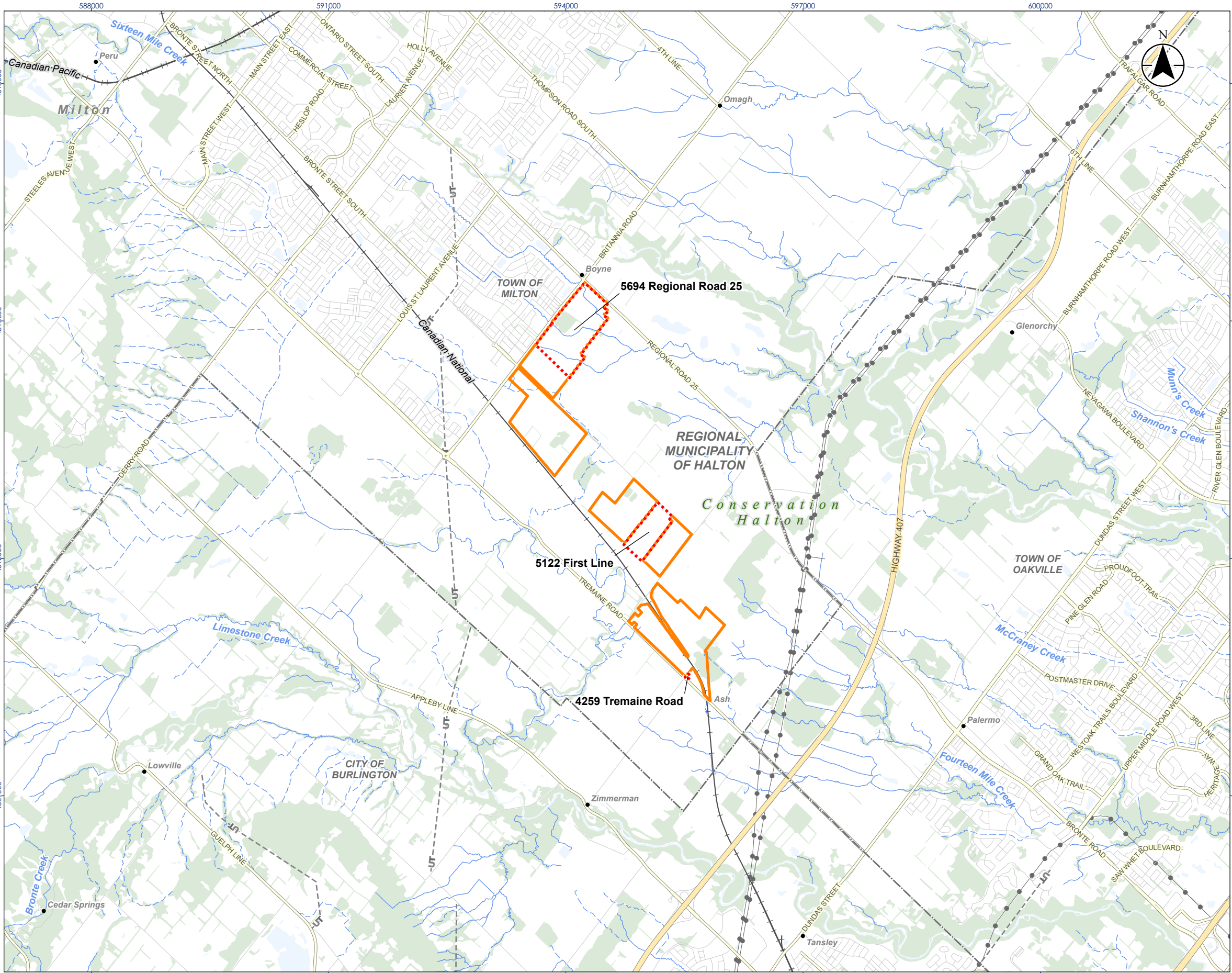
The property at 4259 Tremaine Road contains a residence that was built in 1909, and a late 20th century outbuilding. The property at 5122 First Line contains a residence, barn, and outbuildings. The residence dates to the mid to late 19th century, between 1861 and 1877. The barns and outbuildings are a mixture of 19th century and 20th century structures. The property at 5694 Regional Road 25 contains a residence that was built in the early 20th century, between 1916 and 1921.

1.1 Excluded Property

The property at 4393 Tremaine Road is owned by CN and is under their care and control. In the Environmental Impact Statement prepared for the Milton Logistic Hub Project, a Cultural Heritage Assessment was prepared which identified the listed property at 4393 Tremaine Road as a potential heritage resource. The Milton Logistics Hub was approved by the federal government on January 27, 2021, with conditions issued under Section 54 of the *Canadian Environmental Assessment Act*, 2012 (Government of Canada 2022). Under Condition 11.6, if a feasible adaptive re-use pursuant to the criteria referred to in Condition 11.5.3 is not identified three years after the beginning of operations of the Milton Logistics Hub, CN is to prepare a HIA in consultation with the Town, Halton Region, and MCM. This HIA would consider next steps for the property. As such, this property will be subject to a future HIA and is not considered in this assessment.

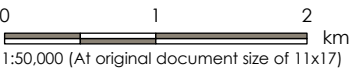


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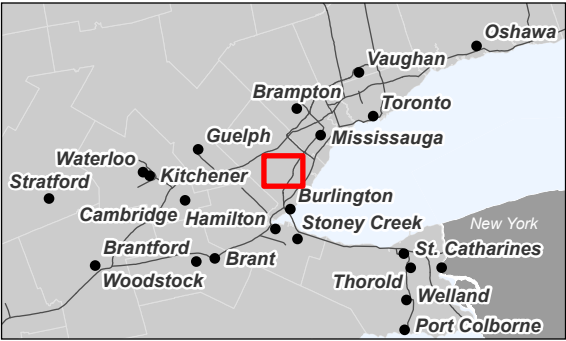


Legend

- Project Location
- Listed Property
- Expressway / Highway
- Major Road
- Minor Road
- Railway
- Hydro Line
- Unknown Transmission Line
- Watercourse (Intermittent)
- Watercourse (Permanent)
- Waterbody
- Municipal Boundary - Lower Tier
- Municipal Boundary - Upper Tier
- Wooded Area



- Notes
- Coordinate System:NAD 1983 UTM Zone 17N
 - Contains information licensed under the Open Government Licence – Ontario, and the Open Government Licence – Canada, accessed 2025



Project Location
Milton, ON

160941099 REVA
Prepared by IM on 2025-10-15
Technical Review by AW on 2024-10-14

Client/Project
TRIBAL DEVELOPMENT MANAGEMENT SERVICES INC.
HERITAGE IMPACT ASSESSMENT - MILTON LINK

Figure No.

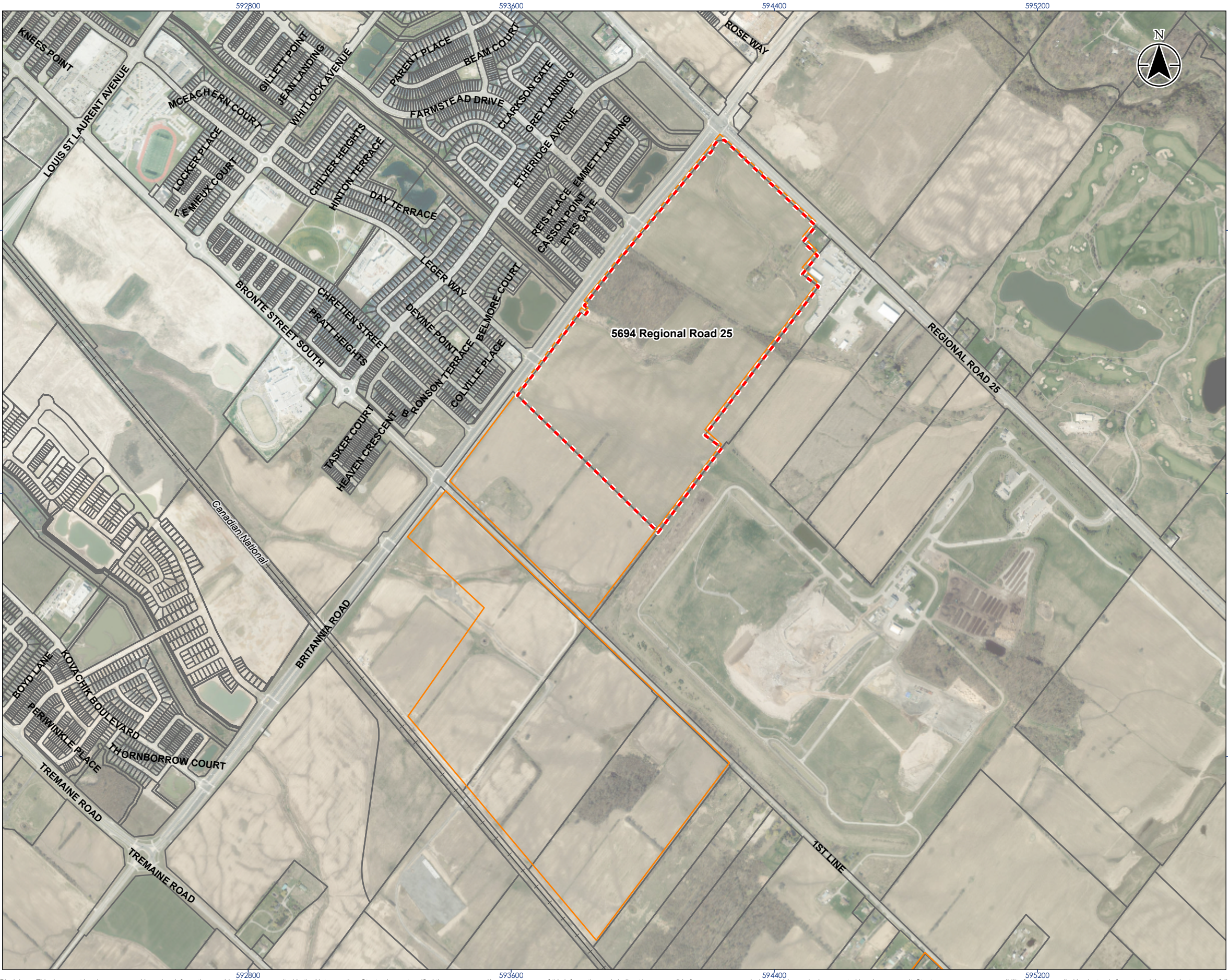
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Title

Project Location

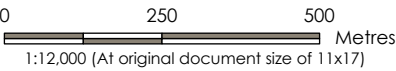
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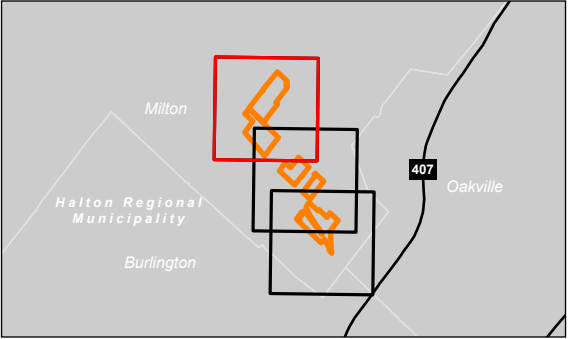


Legend

- Project Location
- Listed Property
- Railway
- Property Boundary



- Notes**
1. Coordinate System:NAD 1983 UTM Zone 17N
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 3. Orthoimagery © Peel Region, Town of Oakville, Maxar. Date of Imagery, Unknown.



Project Location
Milton, ON

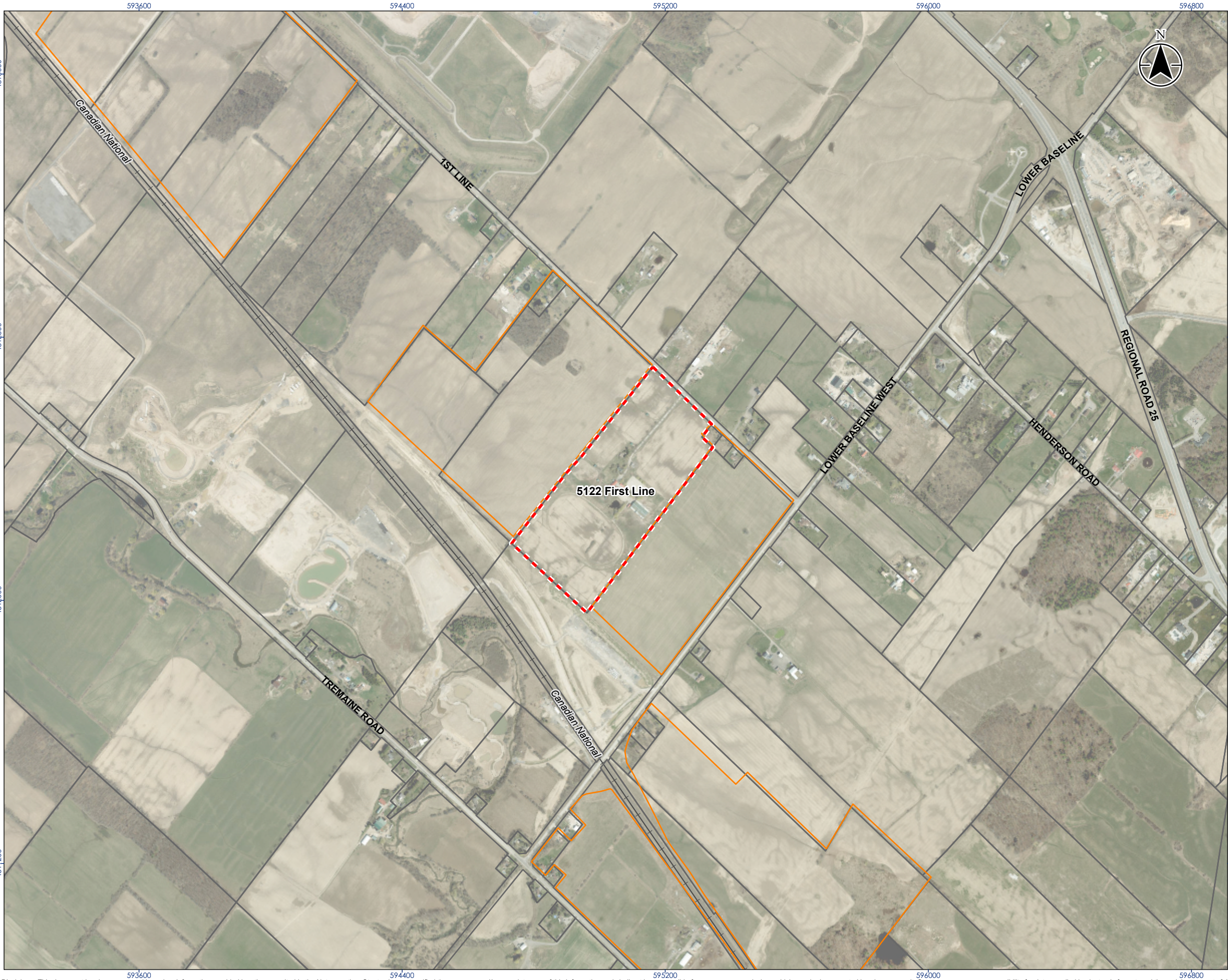
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Client/Project
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HERITAGE IMPACT ASSESSMENT - MILTON LINK

Figure No.
1.2

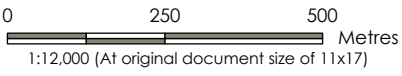
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Study Area – 5694 Regional Road 25

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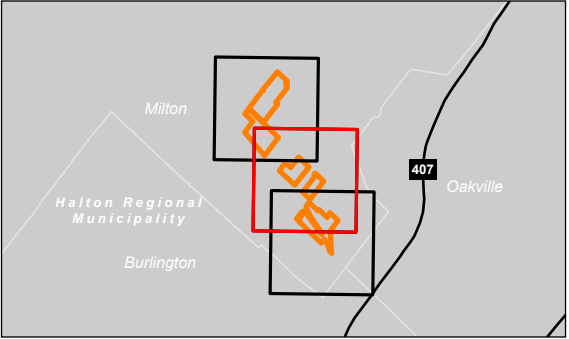


Legend

- Project Location
- Listed Property
- Railway
- Property Boundary



- Notes**
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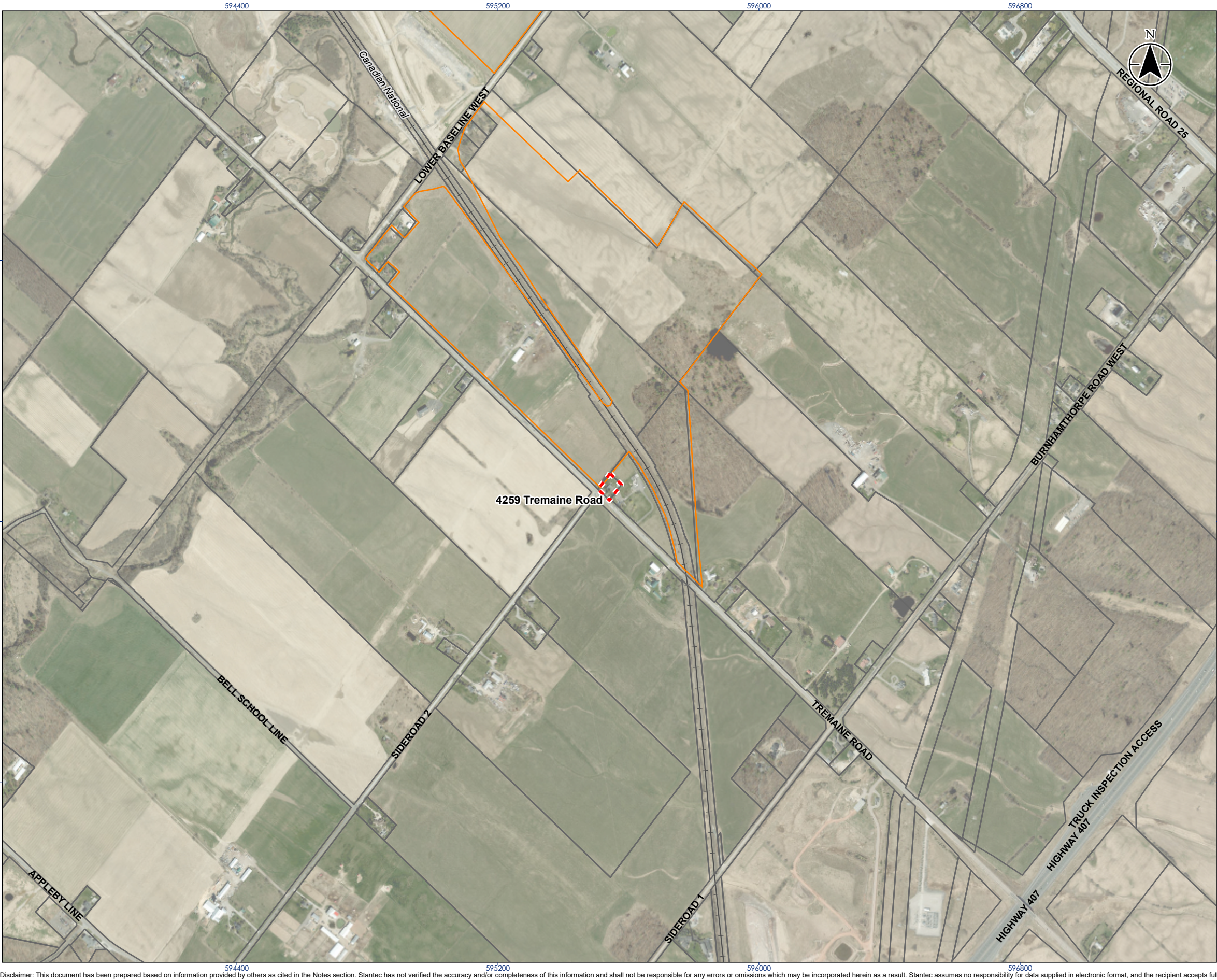


Project Location 160941099 REVA
Milton, ON Prepared by IM on 2025-10-15
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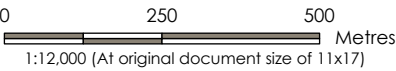
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1.3
Title
Study Area – 5122 First Line

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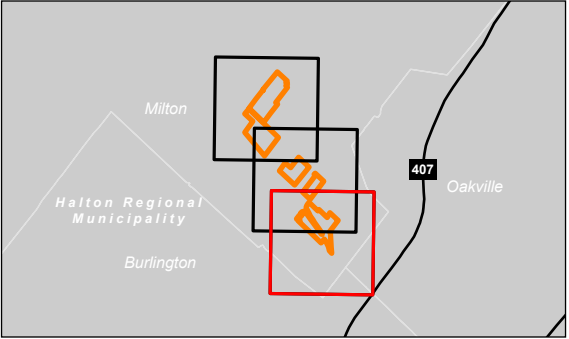


Legend

- Project Location
- Listed Property
- Railway
- Property Boundary



- Notes**
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 - 3. Orthoimagery © Town of Oakville, Maxar. Date of Imagery, Unknown.



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HERITAGE IMPACT ASSESSMENT - MILTON LINK

Figure No.
1.4

Title
Study Area – 4259 Tremaine Road

2 Methodology

2.1 Policy Framework

2.1.1 Planning Act

The *Planning Act* provides a framework for land use planning in Ontario, integrating matters of provincial interest in municipal and planning decisions. Part I of the *Planning Act* identifies that the Minister, municipal councils, local boards, planning boards, and the Municipal Board shall have regard for provincial interests, including:

(d) The conservation of features of significant architectural, cultural, historical or scientific interest

(Government of Ontario 1990)

2.1.2 The 2024 Provincial Planning Statement

The Provincial Planning Statement (PPS) was updated in 2024 and is intended to provide policy direction for land use planning and development regarding matters of provincial interest. Cultural heritage is one of many interests contained within the PPS. Section 4.6 of the PPS states that a “protected heritage property, which may contain built heritage resources or cultural heritage landscapes, shall be conserved.”

(Government of Ontario 2024a)

Under the PPS definition, conserved means:

The identification, protection, management and use of built heritage resources, cultural heritage landscapes and archaeological resources in a manner that ensures their cultural heritage value or interest is retained. This may be achieved by the implementation of recommendations set out in a conservation plan, archaeological assessment, and/or heritage impact assessment that has been approved, accepted, or adopted by the relevant planning authority



and/or decision maker. Mitigative measures and/or alternative development approaches can be included in these plans and assessments.

Under the PPS, “protected heritage property” is defined as follows:

Property designated under Part IV or VI of the Ontario Heritage Act; property included in an area designated as a heritage conservation district under Part V of the Ontario Heritage Act; property subject to a heritage conservation easement or covenant under Part II or Part IV of the Ontario Heritage Act; property identified by a provincial ministry or a prescribed public body as a property have cultural heritage value or interest under the Standards and Guidelines for the Conservation of Provincial Heritage Properties; property protected under federal heritage legislation; and UNESCO World Heritage Sites.

(Government of Ontario 2024a)

2.1.3 Ontario Heritage Act and Ontario Regulation 9/06

The *Ontario Heritage Act* (OHA) provides the primary statutory framework for the conservation of cultural heritage resources in Ontario. Conservation of cultural heritage resources is a matter of provincial interest, as reflected in the OHA policies. Under Part IV and V of the OHA, a municipal council may designate individual properties containing CHVI (Part IV) or properties within a heritage conservation district (Part V) as containing CHVI. In accordance with Section 27(1) of the OHA, a municipality maintains a register of properties that are of cultural heritage value or interest CHVI. A municipality may also include a list of properties that have not been designated but may contain CHVI, these are often referred to as “listed properties”.



The criteria for determining CHVI are defined by *Ontario Regulation* (O. Reg.) 9/06. In order to establish CHVI, at least two of the following criteria must be met:

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

(Government of Ontario 2023)



2.1.4 Town of Milton Official Plan

Schedule 12 of Bill 185, *Cutting Red Tape to Build More Homes Act*, made changes to the *Planning Act* including making the Regional Municipality of Halton an “upper-tier municipality without planning responsibilities” effective July 1, 2024 (Government of Ontario 2024b). As a result, the Town of Milton currently has two applicable official plans: the Milton Official Plan (last consolidated in December 2024) and the Halton Region Official Plan (last consolidated in May 2024). Both Official Plans contain policies related to heritage and development.

2.1.5 Milton Official Plan

The Milton Official Plan contains the following policies related to heritage and development:

- 2.10.3.19 The Town will generally seek to prevent the demolition of a building or structure by passing a Notice of Intention to designate under the provisions of Part IV of the Ontario Heritage Act if the property in question is considered to be of heritage significance.
- 2.10.3.21 The Town may require the submission of a Heritage Impact Assessment, plans or other information as deemed necessary, if the demolition of any buildings or structures on properties included on the Heritage Register is proposed.
- 2.10.3.22 Where a demolition permit is granted for a property designated under the Ontario Heritage Act or included on the Town's Heritage List of heritage resources, the recording of the property prior to demolition, to a standard acceptable to Heritage Milton shall be a condition of the demolition permit.



- 2.10.3.23 Consideration shall be given to the effects of public works and development, particularly any extensions or changes to the existing road system, including expansion of existing pavement widths, or the establishment of new roads, on cultural heritage resources and measures required to mitigate such effects, prior to approval of such works and development. Evaluation of the effect of such works or development will include consideration of the "no change" option, as well as significant modifications to the project.
- 2.10.3.24 All new development permitted by this Plan which involves, or is located in or near, cultural heritage resources shall be required to:
- a) study and consider the preservation, relocation and/or adaptive reuse of historic buildings and structures based on both social and economic costs and benefits.
 - b) incorporate in any reconstruction or alterations, design features that are in harmony with the area's character and existing buildings in mass, height, setback and architectural details and, in particular:
 - i) new additional features should generally be no higher than the existing heritage buildings and wherever possible shall be placed to the rear of the building or set back substantially from the principal façade, and
 - ii) new construction and/or infilling should complement the immediate physical context and streetscape by generally being of the same height, width and orientation of adjacent buildings, being of similar setback, of like materials and colours and using similarly proportioned windows, doors and roof shape.



- c) express the heritage resource in some way, including the display of building fragments, marking the traces of former locations, exhibiting descriptions of former uses and reflecting the former architecture and uses.

(Town of Milton 2024)

2.1.6 Halton Region Official Plan

The Halton Region Official Plan contains the following policies related to heritage and development under Part IV, Section 167:

- 3) Require that development proposals on adjacent lands to protected Cultural Heritage Resources:
 - a) study and consider the preservation, relocation and/or adaptive re-use of historic buildings and structures based on both social and economic costs and benefits,
 - b) incorporate in any reconstruction or alterations, design features that are in harmony with the area's character and existing buildings in mass, height, setback and architectural details, and
 - c) express the Cultural Heritage Resources in some way, including display of building fragments, marking the traces of former locations, exhibiting descriptions of former uses, and reflecting the former architecture and uses.

(Regional Municipality of Halton 2024)



2.2 Field Program

A site assessment of 5122 First Line was undertaken on February 6, 2025 by Laura Walter, Cultural Heritage Specialist. Weather conditions were snowy, cold, and cloudy. A site assessment was undertaken on October 1, 2025, by Jenn Como and Laura Walter, Cultural Heritage Specialists. Weather conditions were sunny and cool. The site visit for 4259 Tremaine Road consisted of a pedestrian survey of the exterior of the property from the municipal right-of-way. The site visit for 5122 First Line and 5694 Regional Road 25 included exterior and interior assessments of buildings, where accessible and safe. The properties have been subject to break-ins and vandalism, as such some interior areas of buildings were not safe for entry. Photographs were taken with an iPhone 14 and Nikon D5300 at a resolution of 6,000 by 4,000 pixels. Photographs in Section 4 are differentiated by site visit based seasonal differences from winter (February) with snow cover and fall with green vegetation (October).

2.3 Assessment of Impacts

The assessment of impacts is based on the impacts defined in the MCM *Infosheet #5 Heritage Impact Assessments and Conservation Plans* (Infosheet #5). Impacts to heritage resources may be direct or indirect.

Direct impacts include:

- *Destruction of any, or part of any, significant heritage attributes or features*
- *Alteration that is not sympathetic, or is incompatible, with the historic fabric and appearance*

Indirect impacts do not result in the direct destruction or alteration of the feature or its heritage attributes, but may indirectly affect the CHVI of a property by creating:

- *Shadows that alter the appearance of a heritage attribute or change the viability of a natural feature or plantings, such as a garden*
- *Isolation of a heritage attribute from its surrounding environment, context or a significant relationship*



- *Direct or indirect obstruction of significant views or vistas within, from, or of built and natural features*
- *A change in land use such as rezoning a battlefield from open space to residential use, allowing new development or site alteration to fill in the formerly open spaces*
- *Land disturbances such as a change in grade that alters soil, and drainage patterns that adversely affect an archaeological resource*

(Government of Ontario 2006)

In addition to direct impacts related to destruction, this HIA also evaluated the potential for indirect impacts due to vibrations resulting from construction and the transportation of project components and personnel. This was categorized together with land disturbance. Although the effect of traffic and construction vibrations on historic period structures is not fully understood, vibrations may be perceptible in buildings with a setback of less than 40 metres from the curbside (Crispino and D'Apuzzo 2001; Ellis 1987; Rainer 1982; National Park Service 2001; Wiss 1981). For this study, a 50-metre buffer is used to represent a conservative approach to delineate potential effects related to vibration.

2.4 Mitigation Options

In addition to providing a framework to assess the impacts of a proposed undertaking, the MCM Infosheet #5 also provide methods to minimize or avoid impacts on cultural heritage resources. These include, but are not limited to:

- *Alternative development approaches*
- *Isolating development and site alteration from significant built and natural features and vistas*
- *Design guidelines that harmonize mass, setback, setting, and materials*
- *Limiting height and density*
- *Allowing only compatible infill and additions*
- *Reversible alterations*



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- *Buffer zones, site plan control, and other planning mechanisms*

(Government of Ontario 2006)



3 Historical Development

3.1 Introduction

The Study Area is situated within a rural area of the Town of Milton. Historically, the Study Area is located on the following lots and concessions in the former Township of Trafalgar, former County of Halton:

- East Half, Lot 1, Concession 1, New Survey
- East Half, Lot 5, Concession 2, New Survey
- South Half, Lot 35, Concession 2 North of Dundas Street

3.2 Physiography

The Study Area is spread between the Peel Plain and the South Slope physiographic regions. The Peel Plain is a 480 square kilometre tract of clay soils that spans the central portions of the Regional Municipalities of York, Peel, and Halton with a gentle uniform slope toward Lake Ontario (Chapman and Putnam 1984: 174). The region is characterized by level-to-undulating elevations and deep cut valleys created by numerous watercourses, such as the Bronte, Oakville, and Etobicoke Creeks, and the Credit, Humber, Don, and Rouge Rivers. It rises to between 152 to 229 metres above sea level, and the soil is predominantly a heavy, imperfectly drained Peel clay, layered over deposits of Paleozoic shale and limestone (Chapman and Putnam 1984: 174).

From European settlement until the mid-20th century, the majority of the land in the region was developed for agriculture. Initially the region was noted for its wheat crop, which was shipped to Toronto and further afield to the United States, but this evolved over time into mixed crop and livestock farming (Chapman and Putnam 1984: 176). The region's close proximity to Toronto meant that dairy farming was a prominent industry, and it also led to the establishment of racehorse farms, poultry farms, orchards, and



small fruit and vegetable farms (Chapman and Putnam 1984: 176). After the Second World War, as the expansion of the Greater Toronto Area created increased suburbanization, much of the farmland had been altered for urban development with two-thirds of agricultural land no longer farmed by the late 20th century (Chapman and Putnam 1984: 176).

The South Slope is situated on the southern slope of the Oak Ridge Moraines, although it also encompasses a strip south of the Peel plain (Chapman & Putnam 1984: 172). It covers an area of approximately 1,513 square kilometres, rising to between 244 to 305 metres above sea level (Chapman & Putnam 1984: 172). The South Slope stretches from the Niagara Escarpment to the Trent River, at a width of 10 to 11 kilometres (Chapman & Putnam 1984: 172). Streams flow downslope cutting sharp valleys in the till, and bare slopes where the soil has eroded are common (Chapman & Putnam 1984: 172).

The South Slope contains a mix of soils, which make it well suited for agricultural development. Chingaucousy clay loam and Oneida clay loam are found in the Study Area, which are acidic and have a lower lime and phosphorus content relative to the rest of the region (Chapman & Putnam 1984: 174). Grain crops were historically cultivated, with a move to mixed beef cattle, dairy, and hog farming in the early 20th century (Chapman & Putnam 1984: 174). The expansion of the Toronto Milk Shed promoted dairy farming in importance relative to beef cattle and hog farming, however the expansion of the Greater Toronto Area has seen the growth of rural non-farm populations in the region (Chapman & Putnam 1984: 174).



3.3 Survey and Settlement

The Township of Trafalgar was surveyed in two parts. Samuel Wilmot completed the first survey in 1806, using the single front system in an area in the township referred to as the Old Survey (Plate 1). The single front survey system was popular between 1783 and 1818 and used extensively along the north shore of Lake Ontario, creating deep and narrow lots with road allowances fronting each concession and every fifth lot (Dean 1969, Weaver 1968: 14). Prior to the first survey, as early as the 1790s, squatters were noted in the township (Case 1970). The township was named Trafalgar in honour of the Battle of Trafalgar, that 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 surveyed in 1819, using the double front system (Plate 2). The double front survey system was used in Upper Canada between 1815 and 1829. Each lot contained 200 acres of land and measured 30 chains by 66.67 chains with a road allowance in front of each concession and every fifth lot (Weaver 1968: 15-16).



Plate 1: Single front survey system (Dean 1969)



Plate 2: Double front survey system (Dean 1969)

The Township of Trafalgar was settled quickly after its survey and by 1817 had a population of 448 (Case 1970). At this time, there were four taverns, one grist mill, four sawmills, and three schools (Case 1970). This quick settlement was influenced by the township's position fronting Lake Ontario, and its agriculturally fertile clay soils.

3.4 19th Century Development

The region became a noted wheat growing area that 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). The total population of Trafalgar Township in 1851 was recorded as 6,782 and was the most populated township in Halton County. Of the 6,782 residents, the largest number of settlers were born in Canada not of French origin (3,343 residents) or were from Ireland (1,513 residents) (Census of Canada 1853).

The Census of 1851 lists 728 landowners 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).



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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). The growth of farms was related to the sophistication of transportation networks in and around Trafalgar Township as well as the abundance of market facilities. As the demand for goods in the City of 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 1880: 179).

In relation to the Study Area, in 1878 the Hamilton and North-Western Railway (H & NWR) constructed a railway through the area connecting Hamilton to Barrie and Collingwood. The presence of this railway helped develop Trafalgar Township as it provided rail access to larger markets. In 1879, the H & NWR Company merged with the Northern Railway of Canada to become the Northern and Northwestern Railway. In 1888, the Grand Trunk Railway took over the Northern and Northwestern Railway line which was later became part of CN in 1923 (Cooper 1982).

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 hamlets to the Study Area were Boyne and Ash. Boyne was first settled in about 1818. Settled by Irish immigrants to the township, it was named in reference to the Boyne River in northeast Ireland (McDonald 2011: 114). In the late 19th century, Boyne was a small postal village with a population in 1888 of about 125 (Union Publishing Company 1888: A57). Ash was an even smaller community with just a post office in 1888 (Union Publishing Company 1888: A54). The post office was established in 1881, with an A. Bowman as the first postmaster (Library and Archives Canada 2024). Other nearby communities included Palermo, Munn's Corner, Trafalgar,



Sheridan, Omach, Hornby, and Auburn (Pope 1877). Larger settlements included Bronte, incorporated as a village in 1834, Milton, and Oakville, both incorporated as towns in 1857 (Oakville Images 2013; Oakville Historical Society n.d.).

3.5 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 (Samson 2012). This encouraged out-migration from rural areas to the burgeoning cities across 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. South of the Study Area, Lakeshore Road running through the southern portion of the township was an important roadway which connected the cities of the Golden Horseshoe. The paving was completed in 1915 (Buxton 2020). 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. South of the Study Area, 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 2024).

The opening of the Queen Elizabeth Way facilitated commutes between the communities within Halton County and Toronto, leading to these communities becoming bedroom communities for those working in the city (Buxton 2020). Between 1941 and 1951, the population of the Township of Trafalgar increased from 4,585 to 8,118; and the Town of Milton increased from 1,964 to 2,451 (Dominion Bureau of Statistics 1953).

In 1962, the Town of Oakville annexed the entirety of the Township of Trafalgar. In 1974, Halton County was replaced with the Regional Municipality of Halton. When the Regional Municipality of Halton was created, the borders of the Town of Oakville were reduced to the south. The Study Area lands within Township of Trafalgar were transferred to the newly enlarged Town of Milton. In 2000, the population of Milton began a rapid period of expansion after a pipe 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).

3.6 Study Area History

3.6.1 East Half of Lot 1, Concession 1, New Survey

The present-day listed property at 5122 First Line is on the north quarter of the east half of the lot.



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The Crown granted Lot 1, Concession 1, New Survey in the former Township of Trafalgar in two separate 100-acre parcels with the west half to Richard Langrill in 1830 and the east half to John Wilson in 1833 (OnLand 2024a). The Wilson family was of Irish decent. John was born in Ireland in 1787 and his wife Margaret was born in Ireland in 1791 (Find A Grave 2015a). Following the Napoleonic Wars in the early 19th century, economic downturns in the British Isles, including Ireland, resulted in the migration of Irish peoples to Upper Canada. The first waves of Irish settlers to Upper Canada started in the 1820s (Belshaw 2015). This may have been when the Wilson's migrated to Canada, as their eldest son John Gibson Wilson was born in Upper Canada in 1826 (Library and Archives Canada 1851a).

Margaret Wilson died in 1848 (Find A Grave 2015a). John Wilson (age 65) is listed on the 1851 Census as a farmer and widow, along with his children John (age 25), William (age 18), Matthew (age 16), and Margaret (age 20). The family is listed as living in a one and one half storey frame residence (Library and Archives Canada 1851a). Wilson died on July 24, 1852 (Find A Grave 2015a). Wilson's will in 1852, transferred the east half to his sons Matthew and William Wilson. The following year, William Wilson sold his interests in the property to his brother Matthew. In 1855, Matthew Wilson sold the south quarter to Robert Wilson, who sold it in 1860 to John Marshall (OnLand 2024a).

Matthew Wilson is depicted on the east half of the property on the 1858 Tremaine's Map of Halton County (Figure 3.1). Wilson is also depicted as the owner of the adjacent property to the north on Lot 2, Concession 1, New Survey. Wilson (age 26) is listed on the 1861 Census as a farmer living in a one and one half storey frame house (Library and Archives Canada 1861a). Wilson (age 36) is listed on the 1871 Census as a farmer along with his wife Dora (age 34), and their children Mary (age 12), Eliza (age 10), and William (age 9) (Library and Archives Canada 1871a). On the 1877 Illustrated Historical Atlas Map of Trafalgar Township, Wilson is depicted as the owner of the Study Area, and eastern parcel of Lot 2, Concession 1, New Survey (Figure 3.2). A structure is depicted in the Study Area with an adjacent orchard (now the property at 5122 First



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Line). A secondary structure is depicted to the north under Wilson's ownership on Lot 2, fronting the roadway. This structure is no longer in extant. Wilson (age 47) is listed on the 1881 Census as a farmer along with his wife Dora (age 44), and their children Mary (age 22), and Eliza (age 20) (Library and Archives Canada 1881a).

Wilson (age 56) is listed on the 1891 Census as a farmer along with his wife Dora (age 54), and their daughter Eliza (age 29) (Library and Archives Canada 1891). Wilson died on July 10, 1900 (Archives of Ontario 1900). In his funeral notice in the *Canadian Champion*, it was noted to be the largest funeral site in the area for a long time, for one of the oldest residents in the county (*Canadian Champion* 1900: 3). In his will, Wilson left the property to his wife Dora for and during her life, subject to a half interest in the use occupation and profits to his daughter Eliza Jane Wilson. At the death of his wife, or with Dora's approval during her lifetime, the property was to be sold (Milton Historical Society 1900).

The existing residence is depicted on the 1909 Topographic Map of Hamilton (Figure 3.3). Dora Wilson died on May 21, 1911 (Find A Grave 2011). Following her death the property was transferred in an executor's deed to daughter Eliza Jane Wilson. In 1919, Eliza Jane sold the property to Isaac McCreedy, who sold it in 1921 to Richard Stout (OnLand 2024a). On the 1931 Census, Stout (age 36) is listed as a farmer in a single detached frame residence with nine rooms valued at \$2,500 (Library and Archives Canada 1931a). The 1938 Topographic Map depicts the existing residence at 5122 First Line with four rear outbuildings (Figure 3.4). The only remaining outbuilding in extent on the property from this map is the south gambrel roof portion of the barn.

In 1945, Stout sold the property to William George Stout, who sold it in 1959 to George Polack. In 1966, Polack sold the property to Mary and James Rockcliffe. The following year, they sold a part of the property to Morris Rockcliffe (OnLand 2024a). The 1972 Topographic Map depicts the existing residence and the south gambrel roof portion of the barn (Figure 3.5). The addition to the barn and horse facility outbuildings were



added to the property post-1972. These structures appear on aerial photographs by 2004.

3.6.2 East Half, Lot 5, Concession 2, New Survey

The present-day listed property at 5694 Regional Road 25 is on the east half of the lot.

The Crown granted Lot 5, Concession 2, New Survey in two separate 100-acre parcels, with the west half to Lawson McMurray in 1830, and the east half to John McMurray (OnLand 2024b).

In 1842, John McMurray sold the east half to Henry McCartney (OnLand 2024b). McCartney (age 60) of Irish descent is listed on the 1851 Census as a farmer along with his wife Ann (age 59), and their children William (age 28), Henry R. (age 19), Eliza (age 17), Ann (age 25), and George F. (age 15). The family is listed as living in a one storey log residence (Library and Archives Canada 1851b). On the 1858 Tremaine's Map of Halton County, McCartney is depicted on the east half and the south quarter of the west half (Figure 3.1). McCartney (age 71) is listed on the 1861 Census as a farmer, along with his wife Ann (age 70), and children Henry (age 29) and George (age 25). The family is listed as living in a one storey frame residence (Library and Archives Canada 1861b).

McCartney died on November 16, 1864 (Find A Grave 2015b). The property remained in the McCartney family following Henry McCartney's death. Henry B. McCartney (age 38) is listed on the 1871 Census as a farmer along with his siblings Elijah (age 36), and George (age 34), and his mother Ann (age 78) (Library and Archives Canada 1871b). Ann McCartney died on May 18, 1871 (Find A Grave 2015b). Henry Robinson & C.T. McCartney are depicted on the 1877 Illustrated Historical Atlas of Trafalgar Township with a structure fronting present-day Regional Road 25 (Figure 3.1). It is undetermined what the "C.T." stands for, as these initials do not appear in the land title records or census records. It was Henry's brother George F. who lived and farmed the property with him, based on land registry records. The map also shows an orchard to the rear of



the residence on the west side of the creek. The property is shown directly adjacent to the community of Boyne. Henry McCartney (age 50) is listed on the 1881 Census as a farmer along with his brother George (age 45) (Library and Archives Canada 1881b). Ten years later, the brothers are listed on the 1891 Census as farmers (Library and Archives Canada 1891).

Henry McCartney married Ellen Adelaide Rixon on April 2, 1898 (Archives of Ontario 1898). McCartney (age 71) is listed on the 1901 Census as a farmer along with his wife Ellen (age 44), and his brother George (age 68) (Library and Archives Canada 1901). Henry McCartney died on March 12, 1915 (Find A Grave 2015b). That year, the property passed to his wife, who sold it in 1916 to Richard Tasker. The Taskers are listed as living on the west half of Lot 2, Concession 2 on the 1921 Census. They are listed as living in single-detached brick residence with six rooms (Library and Archives Canada 1921). This is the existing structure at 5694 Regional Road 25, that was likely constructed under the Tasker's ownership between 1916 and 1921.

In 1922, Tasker and his wife sold the property to Clifford Jackson Tasker (OnLand 2024b). Tasker (age 40) is listed on the 1931 Census as a farmer, along with his wife Lottie Isabell (age 29), and their son George Clifford (age 2). The family is listed as living in single detached brick veneered residence with six rooms, that has a value of \$5000 (Library and Archives Canada 1931b). The 1938 Topographic Map of Hamilton depicts the residence on the property with two rear outbuildings (Figure 3.4). The property remained in the Tasker family until the mid-20th century (OnLand 2024). The 1972 Topographic Map of Palermo depicts the residence on the property with two rear outbuildings (Figure 3.5). Based on recent aerial photographs the barn collapsed between 2013 and 2015.

3.6.3 South Half, Lot 35, Concession 2 North of Dundas Street

The present-day listed property at 4259 Tremaine Road is on a portion of the south half of the lot.



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The Crown Granted Lot 35, Concession 2 North of Dundas Street, in the former Township of Trafalgar as a 200 acre patent in 1810 to Leeborah O'Reilly. In 1824, O'Reilly sold the north half, 100 acres to Matthew Teeple, and the south half 100 acres to William McGow[en] (OnLand 2024c).

In 1836, William McGow[en] sold the south half to George and Peter Dorland, who sold the property to William Dorland in two separate land transfers in 1836 and 1840 (OnLand 2024c). Dorland (age 49) is listed on the 1851 Census as a farmer, born in the United States, along with his wife Lana (age 40), and their children Amos (age 22), Mary (age 15), and William (age 6). The family is listed as living in a one storey frame residence (Library and Archives Canada 1851c). Dorland is depicted on the south half of the property on the 1858 Tremaine's Map of Halton County (Figure 3.1). Dorland (age 58) is listed on the 1861 Census as a farmer along with his wife Lana (age 48), and their son William (age 15). The family is listed as living in a one and one half storey brick residence built in 1856 (Library and Archives Canada 1861c).

Dorland (age 68) is listed on the 1871 Census as a farmer along with his wife Lana (age 59) and their son William (age 24) (Library and Archives Canada 1871c). In 1875, Dorland sold the property to his son William Henry Dorland. In 1876, Dorland sold a four acre parcel to the H & NWR. Dorland is depicted on the property on the 1877 Illustrated Historical Atlas Map of Trafalgar Township (Figure 3.2). Dorland's 1856 residence and adjacent orchard are depicted near the southwest corner of the property. The H & NWR line crosses the northwest corner of the property. In 1886, William Henry Dorland sold the property to Robert Hay (OnLand 2024c).

In 1901, the executors of Hay's will sold the property to Thomas R. Horn. In 1904, Horn sold a 7 acre parcel of the west corner to Lewis Johnston. In 1906, Lewis Johnston sold this portion to Edward Johnston, who sold it back to Lewis in 1908. In 1909, Lewis Johnston sold the seven acre parcel including the Study Area to Henry Richardson (OnLand 2024c). The 1909 Topographic Map of Hamilton shows the 1856 brick



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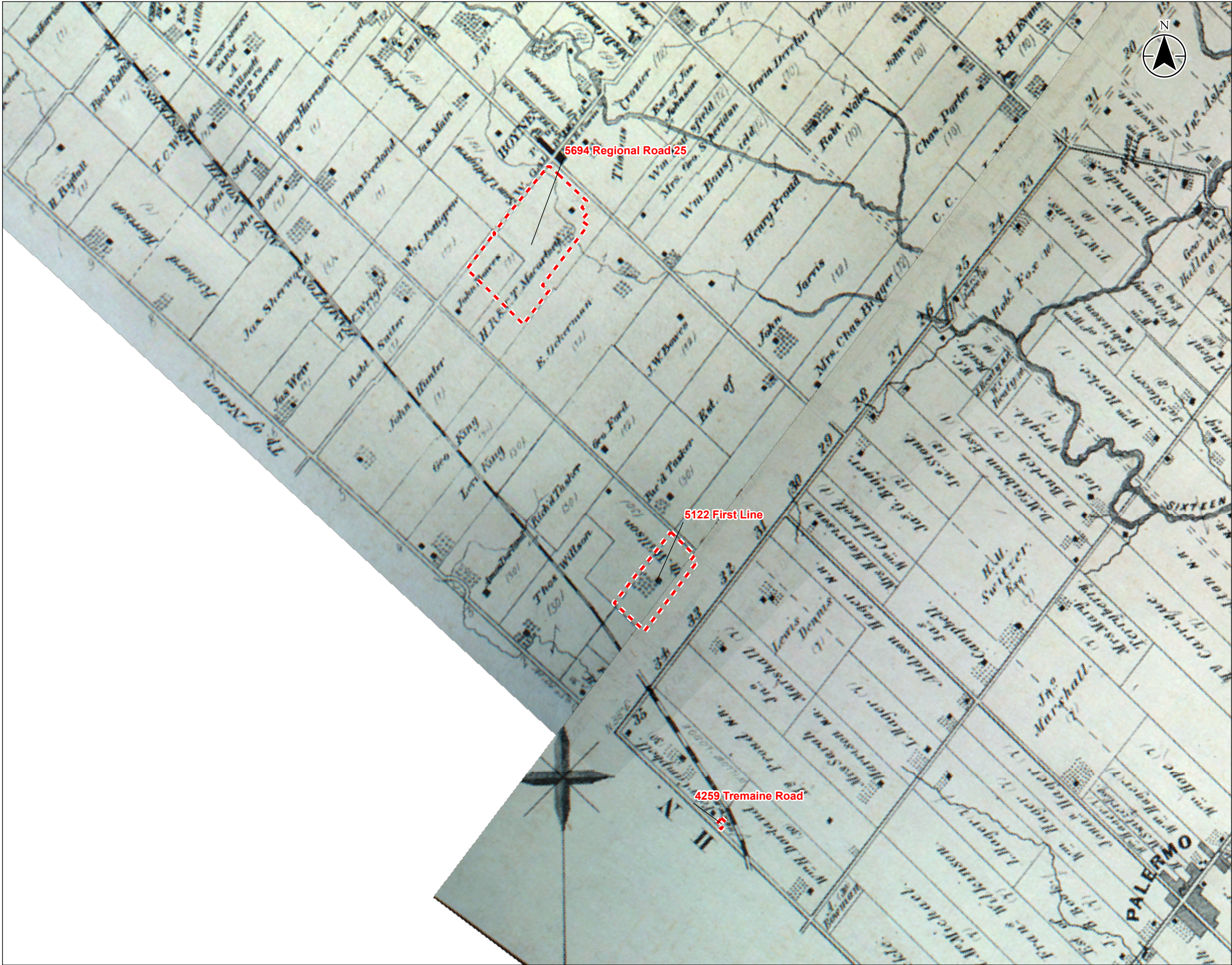
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residence at the southwest corner of the property (now demolished), a structure on the south side of the railway labelled as a post office, and a structure at the present-day 4259 Tremaine Road. Based on the land records and topographic map, 4259 Tremaine Road was built in 1909 for Henry Richardson. Richardson (age 61) is listed on the 1911 Census as a farmer along with his wife Margaret (age 56), and daughter Ethel (age 5) (Library and Archives Canada 1911).

The 1938 Topographic Map of Hamilton shows the structures on the 1909 topographic map, each with an outbuilding (Figure 3.4). The 1972 Topographic Map of Palermo depicts 4259 Tremaine Road, three structures on the south side of the railway associated with 4143 Tremaine Road (outside the Study Area), a structure northwest of the dam now 4091 Tremaine Road (outside of the Study Area), and the original 1856 residence and associated structures in the southwest corner now 4029 Tremaine Road (outside of the Study Area) (Figure 3.5). The 1856 residence was demolished by the early 21st century.





Legend

 Listed Property

Map Not to Scale

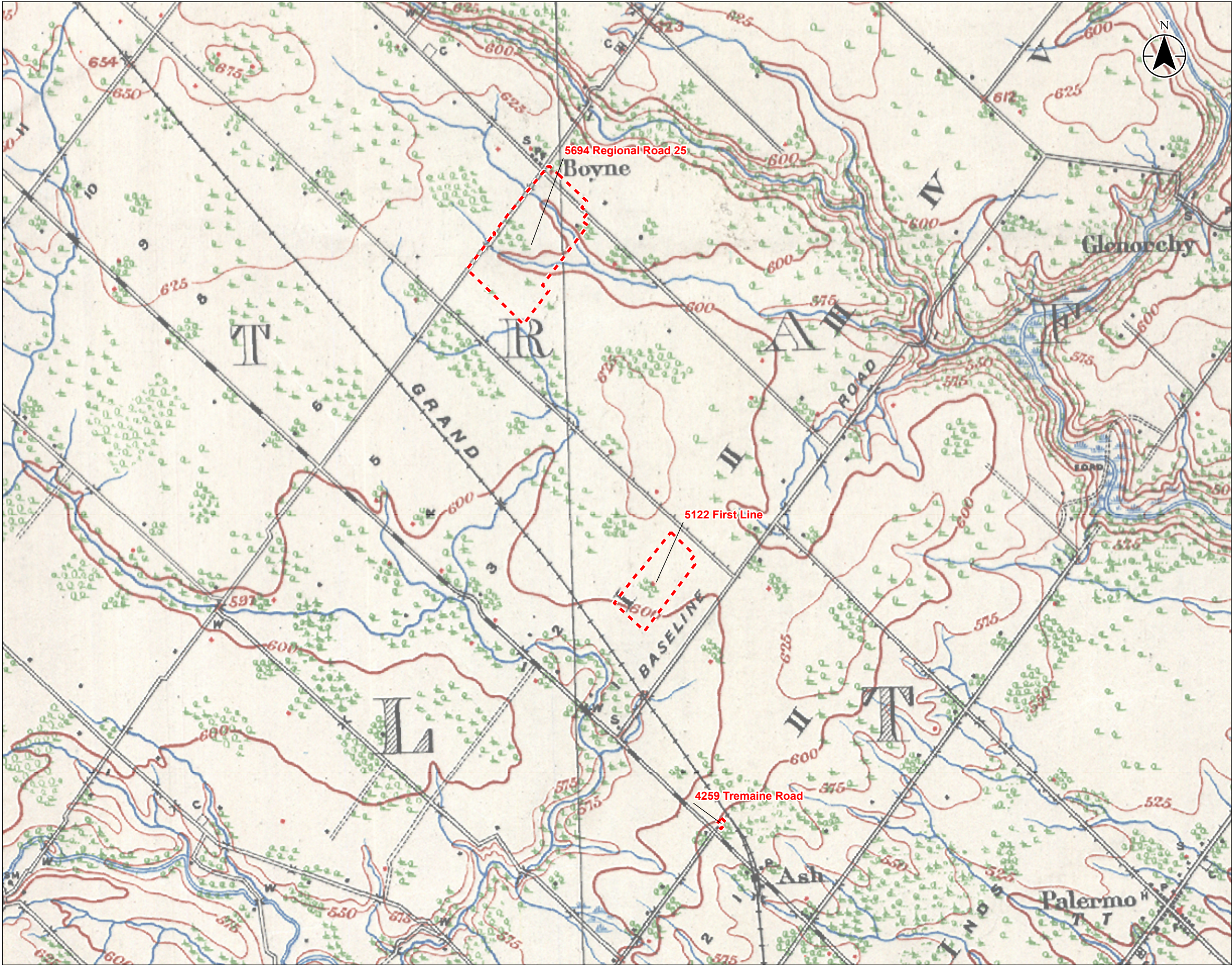
Notes
1. Reference: 1877, Illustrated historical atlas of the county of Halton, Ont., Toronto: Walker & Miles, 1877.

Project Location
Milton, ON
160941099 REVA
Prepared by IM on 2025-10-15
Technical Review by AW on 2025-10-14

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Figure No.
3.2

Title
**Historical Mapping, Walker and Miles
Map, 1877**



Legend

 Listed Property

Map Not to Scale

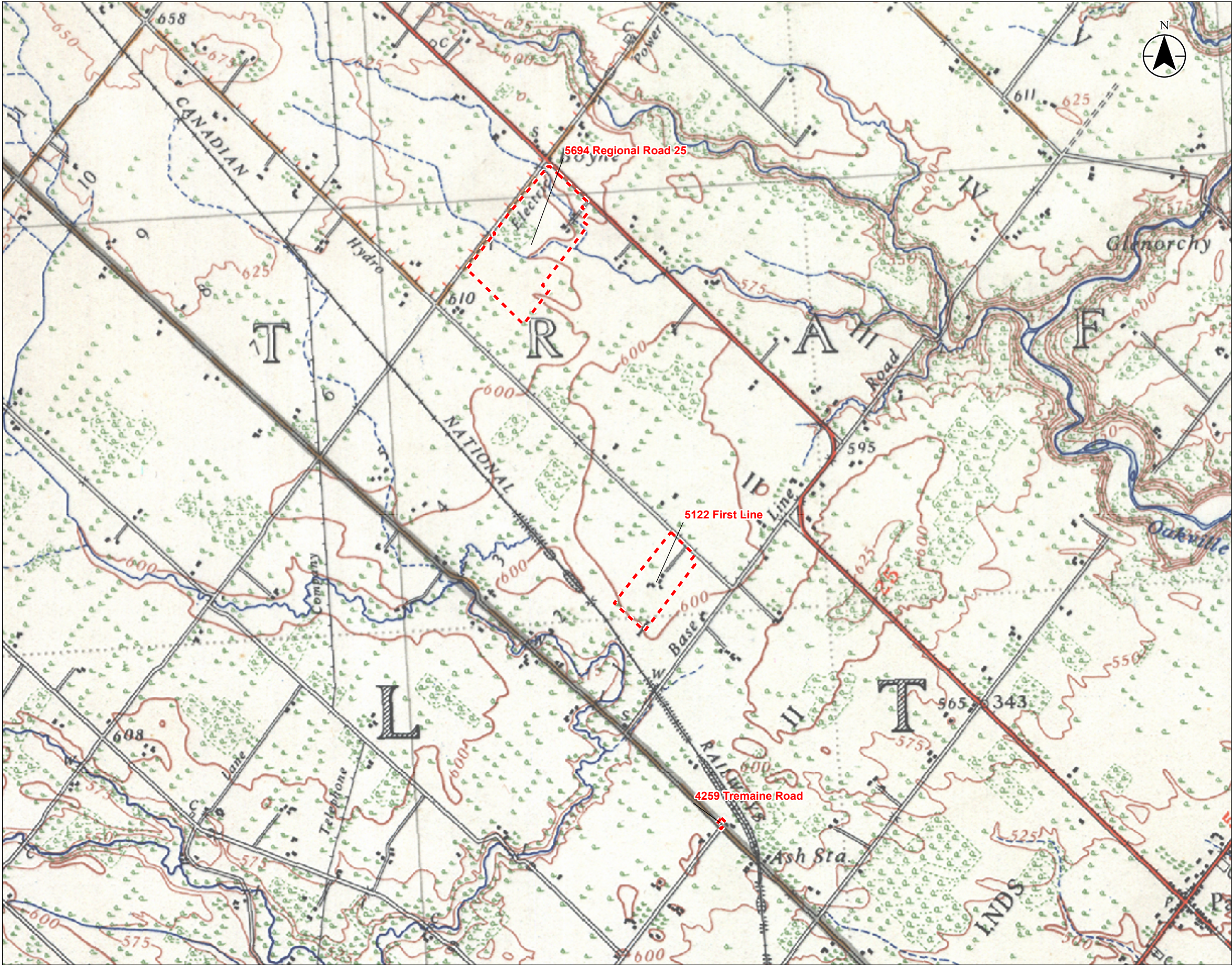
Notes
1. Reference: Department of Militia and Defence. 1909. Topographic Map, Ontario, Hamilton Sheet.

Project Location
Milton, ON
160941099 REVA
Prepared by IM on 2025-10-15
Technical Review by AW on 2025-10-14

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Figure No.
3.3
Title
Topographic Mapping, Hamilton Sheet, 1909

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Legend

 Listed Property

Map Not to Scale

Notes
1. Reference: Department of National Defence. 1938. Topographic Map, Ontario, Hamilton Sheet.

Project Location
Milton, ON

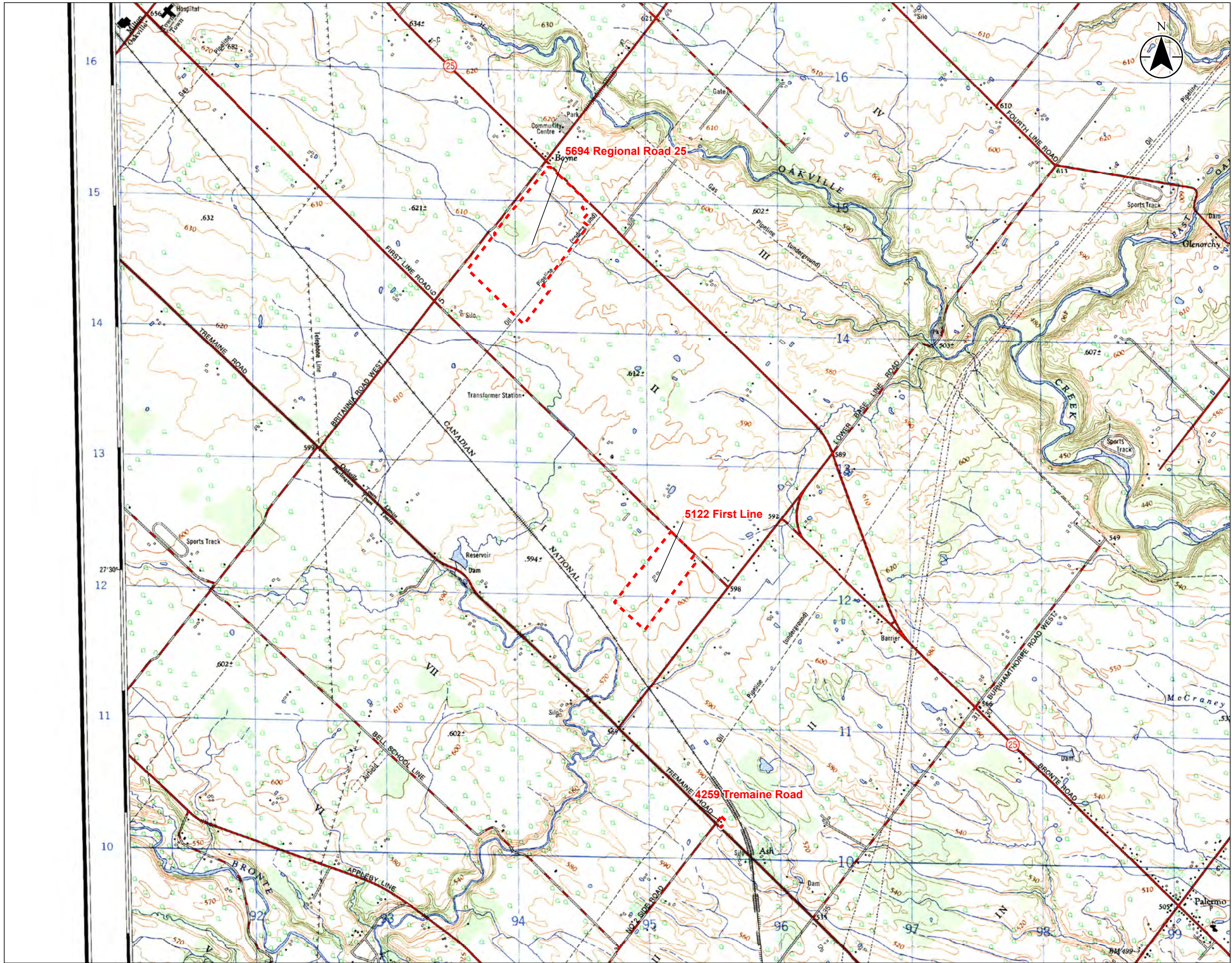
160941099 REVA
Prepared by IM on 2025-10-15
Technical Review by AW on 2025-10-14

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Figure No.
3.4

Title
Topographic Mapping, Hamilton Sheet, 1938

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Legend

 Listed Property

Map Not to Scale

Notes
1. Reference: Department of Energy, Mines, and Resources. 1972. Topographic Map, Ontario, Palermo Sheet.

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Figure No.
3.5
Title
Topographic Mapping, Palermo Sheet, 1972

4 Site Description

4.1 4259 Tremaine Road

4.1.1 Property Setting and Landscape

Adjacent to the Study Area Tremaine Road is a two-lane roadway paved with asphalt with gravel shoulders and hydro poles on its west and east sides (Photo 1 and Photo 2). Between Burnhamthorpe Road West and Lower Base Line Road West, it traverses a rural landscape with large farmstead parcels including severed properties with mid to late 20th century residences and contemporary residential infill lots. The CN Railway line crosses Tremaine Road just south of 2nd Side Road.

The property contains a residence and an outbuilding. Views of the residence are obstructed from the public right of way by vegetation including a mixture of deciduous and coniferous trees and bushes. The property has an asphalt driveway, wood fencing, and ornamental gardens (Photo 3). The outbuilding was constructed after 1972 and is a one storey structure with a gable roof clad with asphalt shingles (Photo 4). Its exterior is clad in vinyl siding.



Photo 1: Tremaine Road, looking southwest



Photo 2: Tremaine Road, looking north

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Photo 3: Driveway, looking northeast



Photo 4: Rear outbuilding, looking east

4.1.2 Residence

The residence is a one and one half storey structure with a medium-pitched side gable roof with asphalt shingles (Photo 5 to Photo 7). The structure has a vinyl siding exterior with vinyl windows. The front (west) façade has a central entrance with a replacement door. A one storey addition joins the rear elevation. The structure has a parged foundation.



Photo 5: Front and north elevations, looking southeast

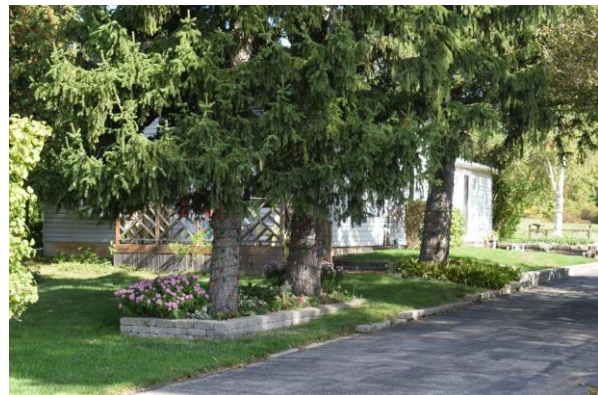


Photo 6: Front and south elevations, looking northeast





**Photo 7: South elevation, looking
northeast**

4.2 5122 First Line

4.2.1 Property Setting and Landscape

First Line, between Lower Base Line Road West and Britannia Road, is a two-lane roadway with gravel shoulders and hydro poles mostly on its east side (Photo 8 and Photo 9). The roadway transverses a rural landscape with larger farmstead parcels and agricultural fields, mixed with smaller severances with mid to late 20th century and contemporary residential infill lots.

The property contains a residence, barn, horse arena, outbuildings, and fields. The outbuildings and the layout of the property are associated with its former use as an equestrian facility. The structures on the property are set back from First Line and accessed by a long tree-lined driveway that is flanked by fields (Photo 10 and Photo 11). To the north of the driveway before residence is an enclosed area with a pool, pool house, and metal chain link and wood fencing (Photo 12 and Photo 13). Across from the driveway from the pool area is a wood pavilion structure with a cross gable roof (Photo 14 and Photo 15). The property contains several small outbuildings related to its former use as an equestrian facility (Photo 16 and Photo 17). These are wood and steel frame structures with wood and metal cladding.



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Photo 8: First Line, looking northeast



Photo 9: First Line, looking southeast



Photo 10: Driveway looking east



**Photo 11: Driveway looking west
towards residence**



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Photo 12: Pool, looking east



Photo 13: Pool house, looking northeast



Photo 14: Pavillion adjacent to driveway, looking west



Photo 15: Pavillion, looking southeast





**Photo 16: Equestrian outbuilding,
looking south**



**Photo 17: Equestrian outbuilding,
looking northwest**

4.2.2 Residence

Exterior

The residence is a one and one half storey structure with a cross gable roof with asphalt shingles (Photo 18). The west (rear) elevation has two contemporary brick chimneys at each gable peak. The south chimney stack is exposed, while the north chimney stack top is visible from the exterior at the gable peak. The structure has an I-shaped plan. It has a stucco exterior with a rubble stone foundation that is parged with concrete (Photo 19). All windows and doors on the exterior have been boarded-up. They are all in rectangular openings with replacement metal windows.

The front (east) façade has three separate bays (Photo 20). The north and south bay each have a front facing gable, while the centre bay has a covered partial porch with paired gable peaks. The gabled eaves have decorative wood brackets and the two gable peaks have wood bargeboard. The gabled bays have a paired windows on the first storey and two windows on the second storey. The central bay has a covered wood porch on a concrete and stone foundation with wood columns (Photo 21). The porch has exposed decorative wood rafters (Photo 22). The south and central entrance each have a wood panelled entry door. The central entry door is flanked by two windows.



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The north elevation has two first storey windows and a basement window (Photo 23). The rear elevation is a simpler version of the front façade with no decorative brackets or gable peaks (Photo 24). The rear façade has three separate bays. The north and south bay each have a rear facing gable. The north gabled bay has a one window on its first storey, and two on its second storey. The south gabled bay has two second storey windows. The central bay has a covered wood porch on a stone foundation (Photo 25). The wood porch has exposed decorative rafters (Photo 26). The north entry door is wood panelled with 12 lites. The basement is accessed from the porch by a set of concrete and stone steps (Photo 27). The south elevation has decorative wood brackets and a centre gable peak with decorative bargeboard (Photo 28 and Photo 29). The exterior has two first storey windows and one window on the second storey in the gable peak.



Photo 18: Residence, looking southwest



Photo 19: Close-up of foundation

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Photo 20: Front façade, looking west



Photo 21: Front façade porch, looking west



Photo 22: Front porch roof, looking south



Photo 23: North elevation, looking south



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Photo 24: Rear elevation, looking east



Photo 25: Rear porch, looking east



Photo 26: Rear porch roof, looking south



Photo 27: Basement access, looking south



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Photo 28: South elevation, looking northeast



Photo 29: South elevation gable peak

Interior

The first storey of the residence contains a central front hall with staircase to the second storey flanked by rooms in the gabled bays (Photo 30 to Photo 33). A dinning room and kitchen is located in the north gabled bay (Photo 34 to Photo 41), and two living room areas and a central powder room are located in the south gabled bay are (Photo 42 to Photo 50). Throughout the first storey is original or period appropriate wood flooring, wood baseboard, wood window and door mouldings, and interior wood doors. The front hall has a wood quarter landing staircase with boxed newel and wood balustrades. The kitchen has contemporary tile flooring, a wood built-in pantry, wood kitchen cupboards, and a door over the west window. Between the north and south living room is a small powder room with contemporary tiling. The north living room has a small brick fireplace with marble hearth and cladding, and a wood mantle.

The second storey has two bedrooms and two bathrooms, with a bedroom in each gabled bay (Photo 51 to Photo 61). Each bedroom has a dressing room. The bedrooms have wood flooring, wood baseboard, wood window and door mouldings, and wood interior doors. The bathrooms have contemporary tiling. The basement layout matches the first storey, with a central portion and north and south sections. The basement has



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rubble stone foundation walls, with areas of parging and red brick (Photo 62 to Photo 66). The first storey is supported by machine cut wood beams (Photo 67 and Photo 68).



Photo 30: Front entrance in the central front hall, looking east



Photo 31: Central front hall looking south towards south gabled bay



Photo 32: Central front hall, looking west



Photo 33: Central front hall staircase with boxed newel



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Photo 34: Dining room, looking north



Photo 35: Dining room, looking east



Photo 36: Dining room door off central front hall, looking southeast



Photo 37: Dining room door off kitchen, looking northwest



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Photo 38: Kitchen, looking west



Photo 39: Kitchen, looking north



Photo 40: Kitchen built-in, looking south



Photo 41: Kitchen door over exterior window, looking west

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Photo 42: Front living room, looking northeast



Photo 43: Front living room, looking east



Photo 44: Front living room, looking south



Photo 45: Front living room, looking southwest



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Photo 46: Powder room, looking north



Photo 47: Close-up of powder room sink, looking northwest



Photo 48: Rear living room, looking northwest



Photo 49: Rear living room, looking south



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Photo 50: Close-up of rear living room fireplace, looking west



Photo 51: North bedroom, looking north



Photo 52: North bedroom, looking northwest



Photo 53: North dressing room, looking east

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Photo 54: North bathroom, looking southeast



Photo 55: North bathroom sink, looking southwest



Photo 56: Upstairs hallway, with south bathroom on left, bedroom/dressing room at end of hall, and closet on right, looking south



Photo 57: Upstairs hall closet door, looking southwest



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Photo 58: South bathroom, looking east



Photo 59: South bathroom, looking southeast



Photo 60: South dressing room, looking south



Photo 61: South bedroom, looking east



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Photo 62: Basement central portion, looking northeast



Photo 63: Basement south portion, looking south



Photo 64: Basement north portion, looking north



Photo 65: Basement north portion, looking east



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Photo 66: Basement north portion rubble stone wall, looking southeast



Photo 67: Basement joists



Photo 68: Basement joists

4.2.3 Barn

4.2.3.1 Exterior

The barn is composed of an original south portion with a gambrel roof and a north addition with a cross gable roof (Photo 69). The original portion of the barn is clad in metal and has two metal ventilators. The exterior of the barn is clad with metal, and it has a concrete block foundation (Photo 70 to Photo 73). The lower storey within the concrete block foundation has rectangular window openings with concrete sills. Some of the windows are wood frame while some have been boarded up. An entrance on the



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south elevation has a set of wood double doors. Access to the upper storey is through central sliding doors on the west and east elevations. The east elevation has a steel staircase that provides access to the upper storey.

Attached to the north elevation of the barn is a two storey structure with a concrete block foundation (Photo 74 to Photo 77). At its north elevation is a one storey addition with a hipped roof. The addition's roof is clad in metal and the two storey portion has a brick chimney. The exterior of the addition is clad in vertical barnboard and board and batten. It has a mixture of vinyl and wood doors and windows.



Photo 69: Barn, looking east



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Photo 70: Barn, looking west



Photo 71: Barn, looking north



Photo 72: Barn, looking northeast



Photo 73: Barn, looking east

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Photo 74: Barn addition, looking south



Photo 75: Barn addition, looking west



Photo 76: Barn addition, looking north



Photo 77: Barn addition, looking northwest

4.2.3.2 Interior

The lower storey of the south portion has a concrete floor, steel posts, hand-hewn wood beams, and wood horse stables (Photo 78 to Photo 80). The hand-hewn beams were altered in the early 20th century with the steel supports. The lower storey of the north portion has concrete flooring, steel and wood horse stables, and a steel frame ceiling (Photo 81 and Photo 81). The upper storey or threshing floor of the barn is supported by a simple two-posts-per-bent timber frame structure with wood flooring (Photo 83 to Photo 87). All the posts and beams are hand-hewn. The wood posts and beams are



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secured in place by mortise and pins. The northwest portion of the barn has an enclosed area while the remaining portions of the addition were not accessible during the site visit.



Photo 78: Lower storey, looking south



Photo 79: Lower storey, looking southeast



Photo 80: Lower storey, horse stable, looking west



Photo 81: Lower storey addition, looking northwest



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Photo 82: Close-up of lower storey addition ceiling



Photo 83: Upper storey, looking west



Photo 84: Upper storey, looking southwest



Photo 85: Upper storey, looking northwest





Photo 86: Wood timber frame and rafters, looking southwest



Photo 87: Close-up of wood flooring

4.2.4 Riding Arena

4.2.4.1 Exterior

The Riding Arena is situated to the south of the Barn. It is a large structure with a central gable roof clad in metal with one storey on the west and east sides with shed roofs clad in metal (Photo 88 to Photo 93). The structure is clad in vertical barnboard and has a concrete block foundation. The north and south gable ends have a central entrance with wood double doors, rectangular transoms, rectangular fixed windows, and a pediment with central fixed diamond window. The pediment is supported by concrete block columns. The west and east sides have double entry doors at the north and south elevations. Centrally placed on the west side is a two storey viewing portion with gabled roof, metal windows, and lower wood double entry doors. The south side has central wood double entry doors. The exterior has rectangular fixed wood frame windows.



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Photo 88: Riding Arena, looking east



Photo 89: Riding Arena, looking west



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Photo 90: Riding Arena north elevation, looking south



Photo 91: Riding Arena south elevation, looking north



Photo 92: Riding Arena north entrance doors, looking south



Photo 93: Riding Arena north gable windows

4.2.4.2 Interior

The Riding Arena is an open wood frame structure, with plywood clad walls, wood pilaster mouldings, and a dirt floor (Photo 94 and Photo 95). The west and east sides contain the horse stables composed of wood and steel stables, plywood walls, drywalled ceilings, and concrete floors (Photo 96 and Photo 97).



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Photo 94: Riding Arena, looking northeast



Photo 95: Riding Arena, looking southeast



Photo 96: Stables, looking south



Photo 97: Stables, looking north

4.3 5694 Regional Road 25

4.3.1 Landscape and Property Setting

The property at 5694 Regional Road 25 is situated at the southwest corner of Regional Road 25 and Britannia Road (Photo 98 and Photo 99). North of the property are contemporary residential subdivisions, to the east are agricultural fields, and to the south is a mid-20th century residence and the Town's Operational Centre. The property contains a residence, barn ruins, and agricultural fields. The structures are set far back



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from the roadway and accessed by a long gravel driveway. Views of the residence from the roadway are blocked by trees adjacent to the structure (Photo 100). The driveway extends as a trail past the residence towards and the barn ruins (Photo 101).

Transversing the property between the residence and barn ruins is a creek within the Sixteen Mile Creek watershed (Photo 102).



Photo 98: Regional Road 25, looking northeast



Photo 99: Regional Road 25, looking south



Photo 100: View of residence (denoted by red arrow) and fields from the roadway, looking west



Photo 101: Trail extension from driveway, looking east at the creek





Photo 102: Creek, looking southwest

4.3.2 Residence

4.3.2.1 Exterior

The residence is a one and one half storey structure with a high pitched side gable roof, asphalt shingles, and two red brick chimneys. The chimney on the north elevation has been cut at the roofline. The residence has wide wood eaves with triangular wood knee brackets. The front (east) façade has a central gabled dormer with a wood eaves and is clad with asphalt shingles. The rear (west) elevation has a central shed roof dormer clad with asphalt shingles. The residence has a red brick exterior and a stone foundation. Its exterior windows have been boarded-up but have segmental arch openings, brick voussoirs, and stone sills.

The front façade has a covered porch that has been altered with the north portion enclosed and clad with aluminum siding (Photo 103 and Photo 104). The south open portion has two brick piers, one wood column, and a wood ceiling. The front entrance has a three-lite wood panelled entry door with a brick voussoir. The north elevation has one window on each storey (Photo 105). The west elevation has an enclosed porch with horizontal wood cladding (Photo 106). The rear entrance has a wood half glass entry door (Photo 107). The south elevation has four asymmetrically placed windows, due to

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the interior stairwell (Photo 108). The elevation also includes a side entrance with a half glass entry door.



Photo 103: Front façade, looking west



Photo 104: Front façade, looking southwest



Photo 105: North elevation, looking southwest



Photo 106: West elevation, looking southeast





Photo 107: Rear enclosed porch and entrance, looking east



Photo 108: South elevation, looking northeast

4.3.2.2 Interior

The interior of the residence has a south hallway with staircase to the second storey (Photo 109). To the northeast of the hallway is a living room, to the northwest is a dining room, and to the west is the kitchen. The structure is wood frame with lathe and plaster walls and ceilings. It retains original wood mouldings, trim, and panelled doors. The hallway has a closet adjacent to the entrance with a curved wall (Photo 110). The living room has Craftsman style detailing with a central brick fireplace flanked by two small windows with wood mouldings (Photo 111). The fireplace is missing its mantle. The dining room has wood flooring and a coffered ceiling (Photo 112 to Photo 114). The kitchen has been stripped of its cabinets (Photo 115). Access to the basement is from the southeast side of the kitchen.

The second storey is accessed by a set of wood quarter-landing stairs with boxed newels and simple wood balustrade (Photo 116 and Photo 117). The second storey has three bedrooms and a bathroom (Photo 118 to Photo 121). It also has original wood flooring in the hallway, wood mouldings and trim, and wood panelled entry doors.

The basement is accessed by a wood staircase from the kitchen or the side entrance, which is situated lower than the kitchen (Photo 122). Adjacent to the side entrance is



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wood wainscotting. The basement has parged stone walls, wood posts and machine cut wood beams, and concrete flooring (Photo 123 to Photo 125). The southwest portion of the basement as an enclosed concrete area.



Photo 109: Central hallway, looking west



Photo 110: Curved closet wall adjacent to entrance, looking southeast



Photo 111: Living room, looking north



Photo 112: Dining room, looking west



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Photo 113: Dining room coffered ceiling, looking west



Photo 114: Dining room original wood flooring



Photo 115: Kitchen, looking southeast



Photo 116: Boxed newel post

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Photo 117: Staircase from second storey, looking south



Photo 118: Bathroom, looking southwest

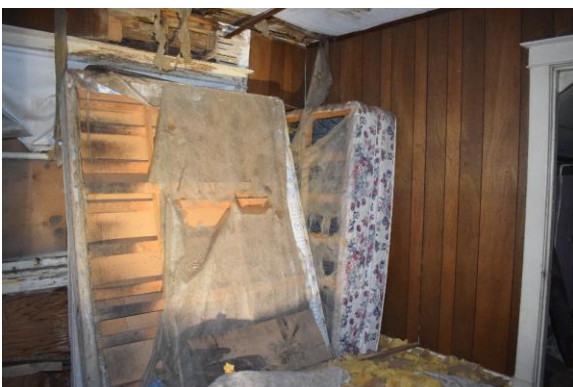


Photo 119: West bedroom, looking northwest



Photo 120: North bedroom, looking northeast

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Photo 121: East bedroom, looking northeast

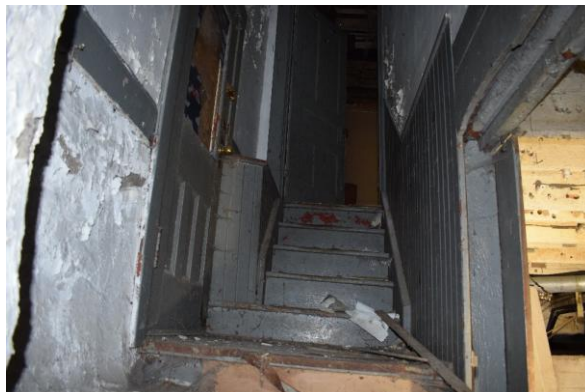


Photo 122: Side entrance and basement access, looking west



Photo 123: Basement, looking north



Photo 124: Basement, looking west



Photo 125: Basement beams

4.3.3 Barn Ruins

The barn ruins are set approximately 95 metres to the rear (west) of the residence. Based on recent aerial photographs, the barn collapsed between 2013 and 2015. The ruins are now mostly overgrown with vegetation (Photo 126 to Photo 128).



Photo 126: Barn ruins, looking north



Photo 127: Barn ruins, looking northwest

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**Photo 128: Barn ruins, looking
northeast**

5 Evaluation of Cultural Heritage Value or Interest

5.1 Introduction

The criteria for determining CHVI are defined by O. Reg. 9/06 (as amended by O. Reg. 569/22) (Section 2.1.3). If a property meets two or more criteria, it is determined to contain or represent a cultural heritage resource. In this case a Statement of the CHVI of the property will be prepared including a list of heritage attributes. Where a property is determined to represent a cultural heritage resource, consideration will be given to the effects of a proposed change on the heritage attributes of that property.

5.2 4259 Tremaine Road

5.2.1 Design or Physical Value

The property contains a heavily modified Ontario vernacular early 20th century residence. As the massing of the structure has been modified with front and rear additions, and contemporary vinyl siding and windows, the structure does not contain design value, and is not representative of a particular style, type, expression, or material. The residence does not demonstrate a high degree of craftsmanship or artistic merit and contains common building materials and design elements that are found throughout 20th residences in Ontario. The residence does not demonstrate a high degree of technical or scientific achievement.

Based on the above discussion, the property at 4259 Tremaine Road does not meet the design or physical value criteria of O. Reg. 9/06.



5.2.2 Historic or Associative Value

This property is located on part Lot 35, Concession 2 North of Dundas Street. The residence was built in 1909, under the ownership of Henry Richardson. Historical research did not indicate that Richardson made a strong or notable contribution to the development of Trafalgar Township. Richardson was a farmer, not noted in historical sources as playing a significant role in the development of the township or a local community.

The property does not exhibit evidence of notable or influential aspects of the community's history or the history of a particular culture. The residence was constructed in the early 20th century and is not linked to the early settlement of the township or agricultural development in the area. The property does not yield information important to an understanding the Township of Trafalgar, and the architect is unknown.

Based on the above discussion, 4259 Tremaine Road does not meet the historic or associative criteria of O. Reg. 9/06.

5.2.3 Contextual Value

The property is set in a rural area of the Town of Milton. It is located on the east side of Tremaine Road, just south of Lower Base Line. Tremaine Road between Burnhamthorpe Road West and Lower Base Line includes one farmstead, two early 20th century residences, and three mid to late 20th century residences. The area does not have a distinct heritage character as it is composed of properties of various buildings dates and architectural styles. Thus, the property does not define, maintain, or support the character of an area.

As the property was determined not to have design value or support the character of an area, it does not have visual links to its surroundings. Background research did not identify any historical links to surrounding properties. The standalone residence on the property is not physically or functionally linked to its surroundings. The residence is set back from the roadway behind vegetation. It is not clearly visible in the streetscape. Its



small size and lack of visibility from the public right of way limits the ability of the residence to be used as a local wayfinding guide, and as such the property is not a landmark.

Based on the above discussion, 4259 Tremaine Road does not meet the contextual criteria of O. Reg. 9/06.

5.2.4 Summary of Evaluation

Table 1 summarizes the findings of CHVI based on an evaluation according to O. Reg. 9/06.

Table 1 Ontario Regulation 9/06 Evaluation for 4259 Tremaine Road

Criteria of O. Reg. 9/06	Yes/No	Comments
1. Is a rare, unique, representative, or early example of a style, type, expression, material, or construction method	No	The property contains a heavily modified Ontario vernacular early 20 th century residence. As the massing of the structure has been modified with front and rear additions, and contemporary vinyl siding and windows, the structure does not contain design value as representative of a style, type, expression, material, or construction method.
2. Displays a high degree of craftsmanship or artistic merit	No	The property does not demonstrate a degree of craftsmanship or artistic merit greater than normal quality or above industry standards at the time of the construction of the residence.
3. Demonstrates a high degree of technical or scientific achievement	No	The construction methods, materials, forms, and arrangement of the structures on the property do not display technical or scientific achievement that exceeds typical techniques used at the time of construction of the residence.



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Criteria of O. Reg. 9/06	Yes/No	Comments
4. Has direct associations with a theme, event, belief, person, activity, organization, or institution that is significant to a community	No	The residence was built in 1909, under the ownership of Henry Richardson. Historical research did not indicate that the Richardson made a strong or notable contribution to the development of Trafalgar Township.
5. Yields, or has the potential to yield, information that contributes to an understanding of a community or culture	No	The property contains a typical residential structure that has been modified over the years. It does not have the potential to yield new knowledge or a greater understanding of the history of the community or wider Town of Milton.
6. Demonstrates or reflects the work or ideas of an architect, artist, builder, designer, or theorist who is significant to a community	No	The architect or builder is unknown.
7. Is important in defining, maintaining, or supporting the character of an area	No	The property is set in a rural area of the Town of Milton. It is located on the east side of Tremaine Road, just south of Lower Base Line. Tremaine Road between Burnhamthorpe Road West and Lower Base Line includes one farmstead, two early 20 th century residences, and three mid to late 20 th century residences. The area does not have a distinct heritage character, rather it is composed of properties of various buildings dates and architectural styles. Thus, the property does not define, maintain, or support the character of an area.



Criteria of O. Reg. 9/06	Yes/No	Comments
8. Is physically, functionally, visually, or historically linked to its surroundings	No	The standalone residence is not physically or functionally linked to its surroundings. As the property was determined not to have design value or support the character of an area, it does not have visual links to its surroundings. Background research did not identify historical links to surrounding properties.
9. Is a landmark	No	The structures on the property are set back from the streetscape behind vegetation and are not clearly visible from the public right of way. As a result, it is not particularly memorable or discernable to passing motorists or pedestrians. Thus, the property is not a landmark.

5.3 5122 First Line

5.3.1 Design or Physical Value

The property contains an example of a mid-19th century Gothic Revival style residence with rarely found paired gables and cross-gabled roof. The Gothic Revival style was popular in Ontario during much of the 19th century and reflected an interest in medieval and English Renaissance construction in England. American and English architects of the 19th century provided an aesthetic framework for the style that allowed it to be applied to both small, relatively simple structures and large, ornate structures. The style soon became one of the most popular in Ontario, supplanting the earlier Georgian and Classical Revival design styles (Blumenson 1990: 37-38). The most common features of Gothic Revival structures in Ontario are a pointed arch window, steep gables, finials, and bargeboard. The use of paired gables on the front façade of the residence is a rare design element of the Gothic Revival style (McAlester 2013: 268).

The residence at 5122 First Line dates to the mid to late 19th century, between 1861 and 1877. It is a larger interpretation of the Gothic Revival style than the cottage version



promoted in *The Canada Farmer* in 1864. The 1864, *The Canada Farmer* promoted the Gothic Revival one and one half storey cottage on a rectangular plan as inexpensive farmhouse (The Canada Farmer 1864).

The exterior of the residence has been modified with stucco cladding, replacement windows, and new chimneys. The residence does not demonstrate a high degree of craftsmanship or artistic merit and contains common building materials and design elements that are found throughout 19th and 20th century residences in Ontario. The residence does not demonstrate a high degree of technical or scientific achievement.

The 19th century barn at 5122 First Line was modified in the late 20th century with a concrete block foundation, steel beams in its lower storey, metal cladding, and a rear addition. Its heritage integrity has been compromised through these alterations.

Therefore, the barn is not an intact example or representative (portrayal or symbol) of an Ontario vernacular barn.

The property at 5122 First Line is a contemporary equestrian facility set on a landscape that has evolved to operate into the 21st century. Aside from the design value of the residence, the rest of the property was altered beginning in the late 20th century. The Horse Arena and the equestrian outbuildings were built in the late 20th century and the circulation patterns and relationship between the buildings are shaped by their contemporary equestrian facility use. These equestrian outbuildings used common construction materials and techniques related to their era of construction.

Based on the above discussion, the property at 5122 First Line meets criterion 1 of O. Reg. 9/06, as it contains a contains a rare example of a mid-19th century Gothic Revival style residence with paired gables and cross-gabled roof.

5.3.2 Historic or Associative Value

The longest ownership of the property and connection to the existing residence is under the Wilson family from 1833 to 1919. John Wilson, of Irish descent, purchased the



property in 1833. Following his death in 1848, ownership of the property passed to his son Matthew Wilson. The existing residence was constructed under Matthew's ownership in the mid to late 19th century, and the barn in the late 19th century. Wilson farmed the property until the late 19th century. The property passed to the Wilson's daughter Eliza Jane Wilson who sold the property out of the family in 1919. Background research did not determine the Wilsons to be significant to the development of the Township of Trafalgar. John and Matthew Wilson were farmers in the township, that were not determined to significantly influence the development of the township or agricultural community. They were typical 19th century farm owners in the Township of Trafalgar's history.

The property is an agricultural property that has been modified over the years to include a contemporary equestrian facility. It does not have the potential to yield new knowledge or a greater understanding of the history of the community or wider Town of Milton. The architect or builder of the house and outbuildings is unknown.

Based on the above discussion, 5122 First Line does not meet the historic/associative criteria of O. Reg. 9/06.

5.3.3 Contextual Value

The property is located on the west side of First Line. First Line transverses a rural landscape with larger farmstead parcels and agricultural fields mixed with smaller mid to late 20th century and contemporary residential infill lots. The street contains two other mid to late 19th century residences. While rural, the architectural character of the area is mixed with varying styles, construction materials, and property setbacks. No cohesive historic character was identified and therefore the property does not contribute to defining, maintaining, or supporting the character of the area.

As was often the case, family members were identified on adjacent parcels to 5122 First Line and other Gothic Revival residences were identified along First Line. Upon further investigation, there does not appear to be a direct historic link between families



identified. When reviewing the similarly styled residences, it is noted that 5122 First Line represents a grander design in its massing (two storeys) and detailing (decorated gables on front façade). In addition, 5122 First Line is setback more substantially from First Line and not clearly visible from the road while the others are closer to First Line and clearly visible. These differences contribute to the finding that there is no physical, visual, or historical link between these properties or their wider surroundings.

Finally, the structures on the property are set far back from the roadway and are not clearly discernible in the public streetscape to act as a wayfinding guide. Thus, the property is not a landmark.

Therefore, 5122 First Line does not meet the contextual criteria of O. Reg. 9/06.

5.3.4 Summary of Evaluation

Table 2 summarizes the findings of CHVI based on an evaluation according to O. Reg. 9/06.

Table 2 Ontario Regulation 9/06 Evaluation for 5122 First Line

Criteria of O. Reg. 9/06	Yes/No	Comments
1. Is a rare, unique, representative, or early example of a style, type, expression, material, or construction method	Yes	The property contains an example of a mid-19th century Gothic Revival style residence with rarely seen paired gables and cross-gabled roof. The 19th century barn at 5122 First Line was modified in the late 20th century compromising its heritage integrity. The property at 5122 First Line is predominantly a contemporary equestrian facility set on a landscape that has evolved to operate into the 21st century.



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Criteria of O. Reg. 9/06	Yes/No	Comments
2. Displays a high degree of craftsmanship or artistic merit	No	The property does not demonstrate a degree of craftsmanship or artistic merit greater than normal quality or above industry standards at the time of the construction of the residence, barn, and equestrian outbuildings.
3. Demonstrates a high degree of technical or scientific achievement	No	The construction methods, materials, forms, and arrangement of the structures on the property do not display technical or scientific achievement that exceeds typical techniques used at the time of construction of the residence, barn, and equestrian outbuildings.
4. Has direct associations with a theme, event, belief, person, activity, organization, or institution that is significant to a community	No	John Wilson, of Irish descent, purchased the property in 1833. The property passed to his son Matthew Wilson in 1852, who built the existing residence. The property remained in the Wilson family until 1921. Background research did not determine the Wilson's to be significant to a community.
5. Yields, or has the potential to yield, information that contributes to an understanding of a community or culture	No	The property is a typical agricultural property that has been modified over the years. It does not have the potential to yield new knowledge or a greater understanding of the history of the community or wider Town of Milton.
6. Demonstrates or reflects the work or ideas of an architect, artist, builder, designer, or theorist who is significant to a community	No	The architect or builder is unknown.



Criteria of O. Reg. 9/06	Yes/No	Comments
7. Is important in defining, maintaining, or supporting the character of an area	No	While rural, the architectural character of the area is mixed with varying styles, materials, and setbacks. Therefore, a cohesive historic character was not identified, and 5122 First Line does not contribute to defining, maintaining, or supporting the character of the area.
8. Is physically, functionally, visually, or historically linked to its surroundings	No	The property was a typical agricultural property in the rural portion of Milton it does not have a functional or physical link to the surrounding area. The residence at 5122 First Line is set back from the roadway and not clearly visible and thus it is not visually linked. The background research did not identify historical links between 5122 First Line and its surroundings. While there are two other mid to late 19 th century Gothic Revival residences on First Line, they use a typical rectangular plan with centre gable peak, which differs from the design of 5122 First Line.
9. Is a landmark	No	The structures on the property are set far back from the roadway and are not clearly discernible in the public streetscape. Thus, the property is not a landmark.

5.4 5694 Regional Road 25

5.4.1 Design or Physical Value

The property contains a representative early 20th century Craftsman style residence characterized by its side-gabled roof with centred gable and partially covered porch. Also typical of the Craftsman style seen on the exterior is its wide eaves with triangular wood knee brackets, brick porch pier, and brick cladding. On the interior is a central fireplace flanked by two smaller windows with wood mouldings in the living room and a



wood staircase with boxed newels. While the residence is representative of a popular style with numerous characteristics identified, most of those identified are in poor visual conditions resulting in low heritage integrity.

The residence does not demonstrate a high degree of craftsmanship or artistic merit and contains common building materials and design elements that are found throughout residences in Ontario. The residence does not demonstrate a high degree of technical or scientific achievement.

The barn on the property is collapsed and does not demonstrate design or physical value as it no longer has the integrity to represent a particular type or construction material.

Based on the above discussion, the property at 5694 Regional Road 25 meets criterion 1 of O. Reg. 9/06, as it contains a contains a representative early 20th century Craftsman style residence.

5.4.2 Historic or Associative Value

This property is located on part Lot 5, Concession 2, New Survey. The 19th century ownership is associated with the McCartney family, who owed the property from 1842 until 1916. Based on census records, the McCartneys had a log and frame residence on the property. The architectural style of the existing residence dates to the ownership of the Tasker family. Historical research did not indicate that the Tasker family made a strong or notable contribution to the development of Trafalgar Township.

The property does not exhibit evidence of notable or influential aspects of the community's history or the history of a particular culture. It also does not yield information important to an understanding the Township of Trafalgar, and the architect is unknown.

Based on the above discussion, 5694 Regional Road 25 does not meet the historic/associative criteria of O. Reg. 9/06.



5.4.3 Contextual Value

The property is situated at the southwest corner of Regional Road 25 and Britannia Road. North of the property and Britannia Road are contemporary subdivisions, to its east is agricultural fields, and to its south is a mid-20th century residence and the Town's Operational Centre. The surrounding area does not have a defined heritage character, due to the variety of building dates, architectural styles, lot sizes, and building materials.

The property is situated adjacent to the former community of Boyne. As there is no defined heritage character in the area, the property does not have a visual or historic connection to its surroundings. The property contains a single residential structure that is not functionally linked to its surroundings. Thus, the property does not define, maintain, or support the character of an area.

The residence on the property is set far back from the roadway behind seasonal vegetation. It is not clearly discernible in the public streetscape and does not act as a notable wayfinding guide. Thus, the property is not a landmark.

Therefore, 5694 Regional Road 25 does not meet the contextual criteria of O. Reg. 9/06.

5.4.4 Summary of Evaluation

Table 3 summarizes the findings of CHVI based on an evaluation according to O. Reg. 9/06.



Table 3 Ontario Regulation 9/06 Evaluation for 5694 Regional Road 25

Criteria of O. Reg. 9/06	Yes/No	Comments
1. Is a rare, unique, representative, or early example of a style, type, expression, material, or construction method	Yes	The property contains a representative early 20 th century Ontario vernacular structure with Craftsman style influences. The Craftsman style was a dominant style for smaller houses built during the period from 1905 until the early 1920s. Typical of the style the residence displays a side gable roof, with a wide eave overhang, one and one half storey height, and dormers.
2. Displays a high degree of craftsmanship or artistic merit	No	The property does not demonstrate a degree of craftsmanship or artistic merit greater than normal quality or above industry standards at the time of the construction of the residence.
3. Demonstrates a high degree of technical or scientific achievement	No	The construction methods, materials, forms, and arrangement of the structures on the property do not display technical or scientific achievement that exceeds typical techniques used at the time of construction of the residence.
4. Has direct associations with a theme, event, belief, person, activity, organization, or institution that is significant to a community	No	The existing residence dates to the ownership of the Tasker family, specifically Clifford Jackson Tasker. Historical research did not indicate that the Tasker made a strong or notable contribution to the development of Trafalgar Township.
5. Yields, or has the potential to yield, information that contributes to an understanding of a community or culture	No	The property is a typical residential property that has been modified over the years. It does not have the potential to yield new knowledge or a greater understanding of the history of the community or wider Town of Milton.



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Criteria of O. Reg. 9/06	Yes/No	Comments
6. Demonstrates or reflects the work or ideas of an architect, artist, builder, designer, or theorist who is significant to a community	No	The architect or builder is unknown.
7. Is important in defining, maintaining, or supporting the character of an area	No	The property is situated at the southwest corner of Regional Road 25 and Britannia Road. The surrounding area does not have a defined heritage character, due to the variety of building dates, architectural styles, lot sizes, and building materials. Thus, the property does not define, maintain, or support the character of an area.
8. Is physically, functionally, visually, or historically linked to its surroundings	No	As there is no defined heritage character in the area, the property does not have a visual or historic connection to its surroundings. The property contains a single residence that is not functionally linked to its surroundings.
9. Is a landmark	No	The residence is set far back from the roadway behind seasonal vegetation. It is not clearly discernible in the public streetscape. Thus, the property is not a landmark.



6 Impact Assessment

6.1 Description of the Proposed Undertaking

The Proponent is advancing the development of lands located adjacent to the CN Logistics Hub. OPA and ZBA amendments are being pursued to designate the subject lands as Industrial Area to be included within the SHP Urban Area Boundary. The site will seek the entitlements associated with the Employment Zone, with site-specific provisions to support the intended development. The future uses in the Employment Zone would anticipate the demolition of the existing structures in the Project Location to facilitate development.

6.2 Assessment of Impacts to Identified Heritage Value

The listed properties in the Study Area did not meet two or more criteria of O. Reg. 9/06. Therefore, a discussion of impacts and mitigation measures is not applicable.



7 Summary Statement and Recommendations

7.1 Evaluation

The three listed properties in the Study Area were evaluated according to O. Reg. 9/06:

- 4259 Tremaine Road did not meet criteria of O. Reg. 9/06, as the residence has been heavily modified and is not representative of a particular style, type, or expression of early 20th century architecture.
- 5122 First Line met one criterion of O. Reg. 9/06, as it contains a rare example of a mid-19th century Gothic Revival style residence with paired gables and a cross-gabled roof.
- 5694 Regional Road 25 met one criterion of O. Reg. 9/06, as it contains a representative example of an early 20th century Craftsman style residence.

In accordance with recent legislative changes, CHVI is recognized where two or more criteria of O. Reg. 9/06 are met. None of the three properties considered met this threshold. Therefore, mitigative measures are not required for the proposed undertaking in the Study Area.

7.2 Salvage Materials

All structures within the Project Location may be demolished as part of the proposed undertaking. Following the Town's TOR, where demolition is proposed a list of items that should be salvaged is required (Town of Milton 2022). The viability or feasibility of salvage should be confirmed by a qualified professional with experience in material conditions or salvage of historic materials. In the case of the listed properties within the Project Location, the following materials should be considered for salvage:

Residence at 5122 First Line:

- Wood brackets
- Wood bargeboard
- Wood porch rafters
- Wood flooring



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- Wood baseboards and mouldings
- Wood doors

Barn at 5122 First Line:

- Wood posts and beams
- Mortise and pins



Appendices



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