



Regional Municipality of Halton

# **New North Oakville Transportation Corridor and Crossing of Sixteen Mile Creek**

## **Appendix F: Cultural Heritage Assessment**

**CULTURAL HERITAGE ASSESSMENT REPORT  
BUILT HERITAGE & CULTURAL HERITAGE LANDSCAPES**

**NEW NORTH OAKVILLE TRANSPORTATION CORRIDOR  
AND CROSSING OF THE SIXTEEN MILE CREEK  
CLASS ENVIRONMENTAL ASSESSMENT**

**TOWN OF OAKVILLE  
HALTON REGION, ONTARIO**

**April 2008  
(Revised March 2010)**

**Prepared for:  
AECOM**

**Prepared by:**



**UNTERMAN McPHAIL ASSOCIATES**  
HERITAGE RESOURCE MANAGEMENT CONSULTANTS

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BUILT HERITAGE & CULTURAL HERITAGE LANDSCAPES**

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## 1.0 INTRODUCTION

### 1.1 Purpose of Report

AECOM retained Unterman McPhail Associates, Heritage Resource Management Consultants, to undertake a cultural heritage resource assessment and to present mitigation recommendations for the built heritage resources and cultural heritage landscapes associated with the Class Environmental Assessment (EA) for the New North Oakville Transportation Corridor and Crossing of the Sixteen Mile Creek, Town of Oakville, Halton Region, Ontario. Municipal road projects are subject to the Ontario Environmental Assessment (EA) Act. The class environmental assessment process is an approved process under the EA Act for a specific group or “class” of projects. This study is being carried out in accordance with the requirements of the Municipal Class Environmental Assessment document, (June 2000) prepared by the Municipal Engineers Association and approved under the Provincial Environmental Assessment (EA) Act. This particular study has been identified as a Schedule “C” Municipal Class Environmental Assessment.

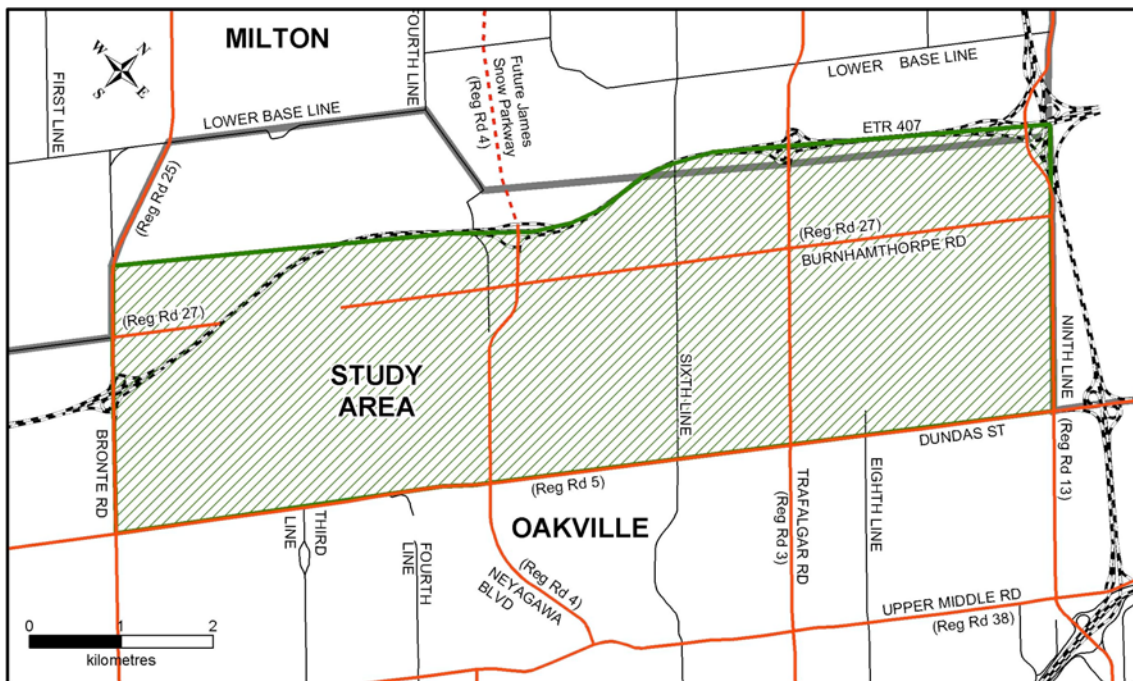


Figure 1: Study Area [TSH 2006].

The purpose of the study is to identify existing and future transportation problems and opportunities in the Study Area and to determine the preferred solution for addressing them. The Region of Halton has identified a new transportation corridor in the vicinity of Burnhamthorpe Road (Regional Road 27) within the Town of Oakville to satisfy east-west capacity requirements in a number of previous transportation studies including the Region of Halton Transportation Master Plan. Generally the study area is bound by 407 ETR on the north, Dundas Street (Regional Road 5) on the south, Ninth Line on the east and Bronte Road (Regional Road 25) on the west (*See Figure 1*).

The existing alignment of Burnhamthorpe Road is functionally designed as a Major Arterial Road and consists of two through lanes with turning lanes at some intersections. The roadway is discontinuous across Highway 407 and Sixteen Mile Creek between Regional Road 25 and Neyagawa Boulevard (Regional Road 4). It is under the jurisdiction of the Region of Halton.

The principal objectives of this built heritage and cultural heritage landscape assessment report are:

- o to prepare an historical summary of the Euro-Canadian settlement history and development of the study area through the review of both primary and secondary sources as well as historical mapping;
- o to conduct a windshield survey to identify built heritage resources and cultural heritage landscapes found within the study area;
- o to identify cultural heritage sensitivities for change in the study area; and,
- o to make general mitigation recommendations respecting the proposed endeavor.

## **2.0 ENVIRONMENTAL ASSESSMENT & CULTURAL HERITAGE RESOURCES**

The need for the identification, evaluation, management and conservation of Ontario's heritage is acknowledged as an essential component of environmental assessment and municipal planning in Ontario.

This analysis of cultural heritage resources in the study area addresses those above-ground, person-made heritage resources over 40 years old. The application of this rolling forty year principle is an accepted federal and provincial practice for the preliminary identification of cultural heritage resources that may be of heritage value. Its application does not imply however that all built heritage resources or cultural heritage landscapes over forty years old are worthy of the same levels of protection or preservation.

### **2.1 Environmental Assessment Act (EAA)**

Environmental Assessment or EA is a decision-making process used to promote good environmental planning by assessing the potential effects and benefits of certain activities on the environment. In Ontario, this process is defined and finds its authority in the

Environmental Assessment Act (EAA). The purpose of the EAA is to provide for the protection, conservation, and wise management of Ontario's environment.

The analysis throughout the study process addresses that part of the *Environmental Assessment Act*, subsection 1(c), which defines “*environment*” to include:

“...*cultural conditions that influence the life of humans or a community*”;

as well as,

“*any building, structure, machine or other device or thing made by humans*”.

New roads and improvements to existing roads and the associated construction activities may potentially affect cultural heritage resources in a number of ways. The effects may include displacement through removal or demolition and/or disruption by the introduction of physical, visual, audible or atmospheric elements that are not in keeping with the character of the cultural heritage resources and, or their setting.

### **2.1.1 Municipal Class Environmental Assessment (MCEA)**

The Municipal Class Environmental Assessment (MCEA) outlines a procedure whereby municipalities can comply with the requirements of the *Environmental Assessment Act*. The latest approved version was approved in October 2000 (amended 2007). It identifies potential positive and negative effects of projects such as road improvements, facility expansions or to facilitate a new service. The process includes an extensive evaluation of impacts on the natural and social environment. The Municipal Class EA applies to municipal infrastructure projects including roads, water and wastewater projects. Since projects undertaken by municipalities can vary in their environmental impact, such projects are classified in terms of schedules. Schedule A generally includes normal or emergency operational and maintenance activities where the environmental effects of these activities are usually minimal, and therefore these projects are pre-approved. Schedule B generally includes improvements and minor expansions to existing facilities where there is the potential for some adverse environmental impacts and therefore, the municipality is required to proceed through a screening process including consultation with those who may be affected and Schedule C generally includes the construction of new facilities and major expansions to existing facilities, and these projects proceed through a five phased environmental assessment planning process.

## **2.2 Ontario Heritage Act (OHA)**

The *Ontario Heritage Act* gives the Ontario Ministry of Tourism and Culture (MTC), formerly the Ministry of Culture, the responsibility for the conservation, protection and preservation of Ontario's culture heritage resources. Section 2 of the *Ontario Heritage Act* charges the Minister with the responsibility to,



*“...determine policies, priorities and programs for the conservation, protection and preservation of the heritage of Ontario”*

The Ministry of Tourism and Culture describes heritage buildings and structures, cultural heritage landscapes and archaeological resources as cultural heritage resources. Since cultural heritage resources may be impacted adversely by both public and private land development, it is incumbent upon planning and approval authorities to consider heritage resources when making planning decisions.

Heritage attributes, in relation to a property, are defined in the *OHA* as the attributes of the property that cause it to have cultural heritage value or interest.

### **2.3 Ministry of Tourism and Culture**

The Ministry of Tourism and Culture (MTC) guidelines assist in the assessment of cultural heritage resources as part of an environmental assessment. They are, *Guideline for Preparing the Cultural Heritage Resource Component of Environmental Assessments* (October 1992), and, *Guidelines on the Man-Made Heritage Component of Environmental Assessments* (1980). The *Guidelines on the Man-Made Heritage Component of Environmental Assessments* state:

*“When speaking of man-made heritage we are concerned with works of man and the effects of his activities in the environment rather than with moveable human artifacts or those environments that are natural and completely undisturbed by man.”*

It states one may distinguish broadly between two basic ways of visually experiencing cultural heritage resources in the environment, that is, as cultural heritage landscapes and as built heritage. Cultural heritage landscapes are a geographical area perceived as a collection of individual person-made built heritage resources set into a whole such as historical settlements, farm complexes, waterscapes, roadscares, railways, etc. They emphasize the interrelationship of people and the natural environment and convey information about the processes and activities that have shaped a community. Cultural heritage landscapes may be organically evolved landscapes as opposed to designed landscapes. Some are ‘continuing landscapes’, which maintain the historic use and continue to evolve, while others are ‘relict landscapes’ where the evolutionary process has come to an end but important landscape or built heritage resources from its historic use are still visible. Built heritage comprises individual, person-made or modified, parts of a cultural heritage landscape such as buildings or structures of various types including, but not limited to, cemeteries, planting and landscaping structures, etc.

The guidelines also describe the attributes necessary for the identification and evaluation of any discrete aggregation of person-made features or cultural heritage landscapes and the attributes necessary for the identification and evaluation of built heritage resources.

### **3.0 ASSESSMENT METHODOLOGY**

#### **3.1 Introduction**

For the purposes of this built heritage and cultural heritage landscape assessment report Unterman McPhail Associates undertook the following tasks:

- o the identification of major historical themes and activities of the study corridor through historical research and a review of topographical and historic mapping;
- o the identification of built heritage and cultural heritage landscapes within the study area in relation to major historical themes and activities and historic mapping; and,
- o a windshield survey to identify any of the principal built heritage resources and cultural heritage landscapes within the study area.

The heritage consultants completed the windshield survey work in November 16, 2004. A second field survey was undertaken May 2007 along the preferred route to confirm the cultural heritage resources identified in 2004.

#### **3.1 Public Consultation and Recognition**

The consultants contacted the Heritage Planner, Town of Oakville, by letter (February 14, 2005) regarding heritage issues within the study area. It was indicated that there were a number of properties listed on the Town of Oakville heritage inventory as well as some designated under the *Ontario Heritage Act*. There are no identified Ontario Heritage Trust easement properties or commemorative plaques, federally recognized properties or within, beside or abutting the study area.

Two cemeteries are located within the study area, namely, the Glen Oaks Memorial Gardens at No. 3164 Ninth Line and the Trafalgar Lawn Cemetery at Highway 5 (Dundas Street) at Fourth Line. The Trafalgar Lawn Cemetery is over forty years old.

Two early cemeteries are located south of Dundas Street adjacent to the study area boundary, namely, the Munn's Pioneer Cemetery in Munn's Corners, which is designated under Part IV of the *Ontario Heritage Act*; Knox Presbyterian Church and Cemetery located at No. 1150 Dundas Street West, which is designated under Part IV of the *Ontario Heritage Act*; and the Palermo Cemetery located at No. 2521 Dundas Street West.

The Town of Oakville was contacted again in March 2007 regarding an update on the listed and designated heritage resources within the study area. There has been no change in status since February 2005.

## 4.0 HISTORICAL SUMMARY

The former Trafalgar Township in Halton County is situated to the west of the Peel County border, south of Esquesing Township, east of Nelson Township and north of Lake Ontario. Municipally it is now part of the Town of Oakville.

### 4.1 Nineteenth Century Development

With the exception of the Reserve of the Mississauga Indians between Burlington Bay and Etobicoke, all of the land along the north shore of Lake Ontario had been divided into townships by 1805. In August of that year the British Government purchased the Mississauga tract of land in order to open up the area for new settlement. Deputy Provincial Surveyor Samuel S. Wilmot surveyed the Mississauga Purchase in 1806 dividing it into three new townships. Initially Township No. 2 was designated as Alexander; however, it was soon renamed Trafalgar in honour of the victory and death of Britain's Admiral Nelson at the Battle of Trafalgar.

Although Dundas Street had been surveyed as a military road in 1796, it remained incomplete and impassable through the Mississauga Tract until 1806. Wilmot used the street as the baseline for his single front survey of 200 acre lots with a grid system of concessions and sideroads. He laid out four concessions to the south (SDS) of Dundas Street and two concessions to the north (NDS), which became the Old Survey. Trafalgar Township was extended north of Concession 2 NDS after the purchase of more land from the Mississaugas in 1818. This area became known as the New Survey.

Trafalgar Township was opened for settlement by 1810. For the most part the Crown Patents for land in Lots 6 to 22, Concession 2 NDS were issued between 1807-1810. Kings College acquired a few Crown Reserve lots in 1828, and a handful of Crown Patents were issued in the 1840s and late 1850s. Amongst the earliest settlers in the study area were the Biggars, Freemans, Kaittings, Kenneys, Munns, Posts and Sniders.

Since Dundas Street was a military road and the Government wanted to promote and accelerate its settlement, Crown and Clergy Reserves lands that bordered the road were dispersed throughout the township. The lots bordering Dundas Street were the first to be granted in the new Trafalgar Township and settlement duties for the area were shortened to eighteen months from the usual two years. Due to these initiatives the area north of Dundas Street flourished while development in the southern part of the township was slower due to the high proportion of Crown and Clergy reserve lands. By 1817 there were about 548 inhabitants in the township, mainly along Dundas Street.

A number of crossroad settlements, hamlets and villages were established along Dundas Street and in and adjacent to the study area throughout the 19<sup>th</sup> century. They include: Snider's Corners (*circa 1840s*) at Burnhamthorpe Road and the Ninth Line; Munn's Corners (*circa 1814*) at Sixth Line and Dundas Street; Post's Corners (1817), later known as Postville and then Trafalgar at Dundas Street and Trafalgar Road; Sixteen

Mile/Proudfoot's Hollow (*circa* 1827) at Dundas Street and Sixteen Mile Creek; a small hamlet of buildings including an Orange Lodge and a wagon maker blacksmith's shop at Sixth Line and Burnhamthorpe Road by the 1870s; Glenorchy (*late 19<sup>th</sup> century*) at the Fourth Line and Sixteen Mile Creek; and, Palermo (*circa 1805*) at Dundas Street and the Second Line. The Trafalgar Post Office, the first in Halton County and the only one between Toronto and Dundas, was opened in 1822 at Ninth Line and Dundas Street in Henry Proudfoot's store. With the opening of Trafalgar Road it was moved to Post's Corners and relocated in James Appelbe's store on the northwest corner of Dundas Street and Trafalgar Road.

At least four sawmills had been established in Trafalgar Township by 1817. Smith's *Canadian Gazetteer* (1846) noted the township had twenty-three mills. This number had decreased significantly by 1862. Some of the mills included: Phillip Triller's sawmill on Lot 21, Concession 1 SDS (1806) west of Neyagawa Boulevard below Dundas Street; George Chalmers' saw and gristmill (1827)—later owned by John Proudfoot—north of Dundas Street at The Sixteen Mile Creek; William Kaitting's steam sawmill on Lot 18, 1 NDS by 1860; George Halliday's mill on Lot 21, Concession 2 NDS at Glenorchy by the 1850s; and John Buck's mill on Lot 26, Concession 2 NDS on Sixteen Mile Creek in the 1870s.

Smith's *Canadian Gazetteer* (1846) describes Trafalgar Township as a well-settled township, with numerous well-cleared and cultivated farms, many with good orchards. The township had developed from subsistence farming in the early nineteenth century to a wheat growing area in the mid-1800s. Wheat was the principal crop prior to 1870 occupying about one quarter to one third of the cultivated land. Fall wheat planting predominated until the 1860s when spring wheat became more important. From the 1850s to the 1890s there was a consistent increase in the acreage of township land under cultivation. Many prosperous farm complexes, mature agricultural fields and a local road network characterized the agricultural heritage landscape of the mid-to-late 19<sup>th</sup> century. The log houses of the 1830s and 1840s were gradually replaced with second-generation houses of frame and brick by the 1860s. Ontario farmers turned to higher cost cash crops and animal husbandry in the 1870s.

The Trafalgar Township map in the *Illustrated Historical Atlas* (1877) depicts farmsteads facing principally onto Burnhamthorpe Road and Dundas Street with some situated on the north-south sideroads of Fourth Line, Sixth Line, Trafalgar Road and Ninth Line. The communities of Trafalgar and Munn's Corners and Palermo are located on Dundas Street. A small collection of buildings at Sixth Line and Burnhamthorpe including a blacksmith and wagon maker shop on the southwest corner and an Orange Hall west of the blacksmith shop on Burnhamthorpe Road were depicted. The early 19<sup>th</sup> century settlement of Proudfoot's Hollow had disappeared.

By the late nineteenth century agriculture in the township consisted of mixed crop, livestock and dairy farming. As a result local farmers consolidated the smaller, earlier, farmsteads in the area into larger individual land holdings.

#### **4.1.1 Road Transportation**

##### *Dundas Street*

Dundas Street was constructed as a military and settlement road at the direction of John Graves Simcoe, first lieutenant-governor of Upper Canada to connect York (Toronto) to the town of Dundas and settlements west as well as those around Lake Ontario to Newark (Niagara-on-the-Lake). It became the principal east-west transportation route across Trafalgar Township in the early and first half of the nineteenth century. A stage coach between Toronto and Hamilton stopped in Post's Corners in 1816. By the 1820s stage lines operated by various owners ran regularly along Dundas Street between Toronto and Hamilton.

The Fourth Line developed as a "given" road through Lot 21 west of the surveyed sideline between Lots 20 and 21, Concession 2 NDS around the same time and is depicted as an open road on Tremaine's map (1858).

##### *Burnhamthorpe Road*

Within the local road network Burnhamthorpe Road was surveyed as a concession road running east to west between Concession 1 NDS and 2 NDS in Trafalgar Township. Located to the north of Dundas Street, it was opened around 1850 and is shown on Tremaine's map (1858). At the East Sixteen Mile Creek a "given road" was opened north of Burnhamthorpe Road at Lots 26 and 27 in order to cross the waterway at a more convenient location. This given road is shown on Tremaine's map (1858) and the Trafalgar Township map in the *Illustrated Historical Atlas* (1877). The given road north of Burnhamthorpe was still open in the early 1900s; however, it had disappeared by the late 1930s and Burnhamthorpe Road was divided into two sections by crossing Sixteen Mile Creek.

##### *Base Line Road*

Within the local township network Base Line Road was surveyed as a concession road running east to west at the northern boundary of the Old Survey. After the New Survey it formed the boundary line between Concession 2 NDS of the Old Survey and the Lot 1, Concession 1 through 11 of the New Survey.

##### *Ninth Line*

The Ninth Line was opened as a road as far as Dundas Street prior to 1850. Tremaine's map (1858) and the Trafalgar Township map in the *Illustrated Historical Atlas* (1877) show the Ninth Line as an open road allowance north of Dundas Street.

### *Eighth Line*

The Eighth Line ran north to Dundas Street prior to 1850. Tremaine's map (1858) and the Trafalgar Township map in the *Illustrated Historical Atlas* (1877) show the Eighth Line as an open road allowance between Concession 1 and 2 NDS.

### *Trafalgar Road (Seventh Line)*

In 1831 the House of Assembly appropriated funds for a road from Post's Inn located on the southwest corner of the 7th Line and Dundas Street to Oakville. The 7<sup>th</sup> Line was a "given road" opened at a later date upon petition of area settlers rather than a surveyed township road. Trafalgar Road ran north to south between Lots 12 and 13 was opened in 1830–31 to allow settlers located above Lower Baseline Road to travel to Oakville. It was the principal north-south route in the Township in the early 1800s carrying most of the traffic from the northern townships to the port in Oakville. The Seventh Line and the Sixth Line, built at the same time, met at the corner of Old Mill Road and Trafalgar Road at Oakville. In response to the heavy traffic the road was improved in the 1840s. The Trafalgar, Esquesing and Erin Road Company was formed in 1846 and Seventh Line was planked in 1850. Tolls were collected along its length. The planking was removed in the late 1850s due to its poor repair and the inability of the company to finance its reconstruction.

### *Sixth Line*

The House of Assembly proposed that a road should be built from Munn's Corners at the 6th Line and Dundas Street south to Oakville at the same time as the 7<sup>th</sup> Line, thus enabling settlers to the north to travel to the mills and port in Oakville. The Sixth Line runs north to south between Lots 15 and 16 in the Old Survey and was opened from Oakville to Dundas Street by 1830. The Sixth Line and the Seventh Line, built at the same time, met at the corner of Old Mill Road and Trafalgar Road at Oakville. It was extended as far north as Dundas Street, which was the edge of the New Survey, by 1850. Tremaine's map (1858) indicates the road had been extended north into the New Survey by 1858.

### *Fourth Line*

The Fourth Line developed as a 'given road' through Lot 21 west of the surveyed sideline between Lots 20 and 21, Concession 2 NDS in the early 1850s. It is shown as an open road on Tremaine's map (1858). From north of Burnhamthorpe Road to Sixteen Mile Creek the Fourth Line was a seasonal rural road closed in the winter at the creek crossing. The road alignment curved to the west as it approached Sixteen Mile Creek valley and descended into the steep valley to a one lane bridge. It was closed in the early 21st century as part of the construction of 407 ETR Highway.

### *Regional Road 25 (Bronte Road)*

Regional Road 25 (Bronte Road) served as a main north-south transportation link between Milton, a milling town located in the northern area of Trafalgar Township, and the Bronte Harbour on Lake Ontario from the early to mid 1800s. A regular stagecoach run was operated between Bronte and Milton until the introduction of the Toronto and Hamilton Railway, later the Hamilton and Northwestern Branch of the Great Western Railway, in the early 1850s. Tremaine's map (1858) and the Trafalgar Township map in the *Illustrated Historical Atlas* (1877) show Bronte Road as an open road allowance between Concession 1 and 2 NDS. Jogs in the original road survey in the middle of Concession 2 SDS and at the Bronte Road and Dundas Street intersection had been straightened by the early 1900s.

#### **4.1.2 Hamlets and Crossroad Settlements**

##### *Snider's Corners*

The former crossroads community of Snider's Corners was located at Burnhamthorpe Road and the Ninth Line on Lot 6, 2 NDS. Hannah Young received the Crown Patent for all 200 acres of Lot 6, Concession 2 NDS, Trafalgar Township in 1808. Land records indicate Michael Snider bought all 200 acres of land in 1810, although he had settled on the land with his family at an earlier date. Son David Snider acquired ownership of the property in 1826 after his father's death. He built a farmhouse on the lot in 1846, which is the present residence located at No. 1481 Burnhamthorpe Road East. Tremaine's map (1858) indicates the owner of Lot 6 as David Snider. The Trafalgar Township map in the *Illustrated Historical Atlas* (1878) indicates F. G. Snider. Guidal's map (1917) notes Henry Pickering as the owner of the east part of Lot 6.

Several of Snider's children and others settled in the area of Burnhamthorpe Road and Ninth Line. The crossroads hamlet of Snider's Corners grew up on Lot 6, Concessions 1 and 2 NDS at Burnhamthorpe Road and Ninth Line in the 1800s. David Snider sold a small parcel of land in the southeast corner of Lot 6 to the Congregational Church in 1846. By 1860 the community comprised a Methodist Church, several farmsteads and a school on Lot 5, Concession 1 NDS on the east side of Ninth Line.

Ephraim Post sold a one-half acre of land of Lot 6, Concession 1 NDS to the public school trustees for S. S. # 4 Trafalgar Township in 1873. A schoolhouse is shown on the Trafalgar Township map in the *Illustrated Historical Atlas* (1877). A post office was opened in 1892 with Joseph M. Snider as postmaster. Rural mail delivery was instituted in 1912. Snider's Corners served as the social centre of the surrounding farming area in the 19<sup>th</sup> century and into the 20<sup>th</sup> century. It was noted as a hamlet on 20<sup>th</sup> century topographical maps.

##### *Trafalgar*

Originally known as Postville, Trafalgar grew up at the intersection of Trafalgar Road and Dundas Street. It had the first post office in Trafalgar Township, kept by James Appelbe.

The Post family settled at the intersection of Trafalgar Road and Dundas Street sometime between 1807-1816. Ephraim Post opened a tavern on the southwest corner of the Trafalgar Road and Dundas Street on Lot 13, Concession 1 SDS and owned land on the northeast corner on Lot 12, Concession 1 NDS. Hiram Post took over the tavern in 1841. The settlement became a busy location, as Post's Inn was a change house for horse-drawn stagecoaches operating along Dundas Street. A school was located on Lot 12, Concession 1 NDS in the early 1820s. The community grew up north and south of Dundas Street and along both sides of Trafalgar Road. Initially it was known as Post's Corners (1815 to 1851), then Postville (late 1850s) and finally Trafalgar.

James Appelbe opened a general store in the 1840s on the northwest corner of the intersection, which later contained the post office. Appelbe eventually acquired most of the land around Trafalgar. Tremaine's map (1858) shows subdivision of land on Trafalgar Road north of Dundas Street and on Dundas Street to the east and west of Trafalgar Road. The *Illustrated Historical Atlas* (1877) indicates that the community had a store, school, steam sawmill, inn, drill shed for the local militia, post office and school. In the latter part of the twentieth century, several buildings at the intersection were removed. The Post house on the northeast corner on Lot 12, Concession 1 NDS was demolished in 1965. Post's Inn, south of Dundas Street, and the Appelbe store on the northwest corner of the Trafalgar and Dundas intersection were demolished in the late 1960s.

#### *Munn's Corners*

Daniel Munn opened a tavern in the southeast corner of Sixth Line and Dundas Street, sometime prior to 1814 as the first in the township. It became the nucleus for the development of the crossroads hamlet known as Munn's Corners. Munn was the first settler in the township to hold the office of town clerk (1813). His widow Millicent (Post) continued to operate the tavern for many years after his death. A schoolhouse for S. S. No. 3 was built on the northeast corner of Dundas Street and Sixth Line on Lot 15 in 1824. A Methodist congregation used the schoolhouse as a place to meet in Munn's Corners in the 1820s. In 1842 Jordan Munn granted property in the southwest corner of Lot 15, 1 NDS to the Trustees of the Wesleyan Methodist Church. The first church building, which was frame, was built in 1844. The church was referred to as the Parsonage Church at the time.

Tremaine's map (1858) shows little subdivision of land at Munn's Corners. The Trafalgar Township map in the *Illustrated Historical Atlas* (1877) shows a church and two buildings on the east side of Sixth Line north of Dundas Street. The present Munn's United Church building was erected on the northwest corner of Sixth Line and Dundas Street in 1898. Some earlier twentieth century residential development occurred on Dundas Street West of Sixth Line. Munn's United Church was moved back on the site in 1977 when Dundas Street was widened.



### *Glenorchy*

The former hamlet of Glenorchy was established as a rural farming community along Fourth Line between Burnhamthorpe Road West and the East Sixteen Mile Creek in the late 19<sup>th</sup> century. It included several farmsteads, a handful of rural residences and a school on the northwesterly half of the south half of Lot 21, Concession 2 NDS in the 1870s and an Orange Hall on the north half of Lot 21, Concession 2 NDS. The area was designated as the Glenorchy post office district in 1895. The post office was closed in 1912. The school continued into the mid 20<sup>th</sup> century. Some rural residential subdivision occurred on Fourth Line above Burnhamthorpe Road West. The 407 West Extension was built in the early 21<sup>st</sup> century.

### *Palermo*

Lawrence Hagar, the first Euro-Canadian settler in Trafalgar Township, founded Palermo. He came from Pennsylvania to Upper Canada in 1799 and first settled at Forty Mile Creek before moving on to Trafalgar Township where he settled at the Second Line and Dundas Street in 1805. The small settlement of Hagartown grew up around the Trafalgar Chapel—the first chapel in Trafalgar Township—established at the intersection of Bronte Road and Dundas Street in 1812 by Hagar. The settlement was renamed Palermo—to honour Lord Nelson, Duke of Palermo—in 1836 when the post office was opened.

Palermo also prospered as a stagecoach stop between the Bronte on Lake Ontario and Milton to the north and as a community located along Dundas Street in the early to mid 1800s. By the early 1840s Palermo had a chair factory and Jacob Lawrence was manufacturing horse-drawn agricultural machinery at his factory. Lawrence's farming machinery was used extensively throughout Halton County. The Palermo Grammar School was founded in 1844 but was moved to Galt in 1851. The present Palermo United Church, formerly the Methodist Episcopal Church, was built in 1867.

According to the *Illustrated Historical Atlas* (1877) Palermo contained approximately three hundred residents. The main industrial and manufacturing business was still the Lawrence foundry and agricultural works. Other businesses included a harness maker, a blacksmith, a telegraph office and a general store and hotel. There was a large brick schoolhouse, churches and a large drill shed also used as a public hall and for the township agricultural exhibitions.

## **4.2 Twentieth Century Development**

Twentieth century topographical maps and aerial photographs show that the agricultural character of the study area underwent little change throughout the first three-quarters of the twentieth century. Farm complexes lined Dundas Street, Bronte Road, Burnhamthorpe Road, Fourth Line, Sixth Line, Trafalgar Road and Ninth Line. Patterns of agricultural fields with some tree lots characterized the landscape. Early twentieth century topographical maps continued to show Trafalgar, Munn's Corners and Snider as local communities in the study

area. A new Snider Public School was opened in November 1956, replacing the older schoolhouse located on the southwest corner of Burnhamthorpe Road East and Ninth Line.

The Province of Ontario designated land in the Town of Oakville as a future controlled-access highway in the early 1970s. However, the highway was not built and the Province continued to own and lease the land until it was sold as part of the lands for the construction of the Highway 407 ETR West Extension in 1999.

Rural subdivision occurred south of Dundas Street in the 1980s and 1990s. The Glen Oaks Memorial Gardens cemetery and the White Oaks Golf Club were developed in the southeast corner of the study area in the 1990s. Trafalgar Lawn Cemetery in the south corner of the study area was opened in 1958. North Park surrounds the cemetery on the west side of Neyagawa Boulevard.

During the late 20<sup>th</sup> century Dundas Street was widened to four lanes of traffic and serves as a major east to west arterial road. Ninth Line, Trafalgar Road and the Sixth Line have also been improved. The north-south Neyagawa Boulevard was built to replace Fourth Line north of Dundas Street. Regional Road 25 (Bronte Road) has been widened to several lanes of traffic and a bypass of Palermo was constructed recently.

Dundas Street, designated as Provincial Highway No. 5 in the mid 1920s, was improved throughout the 1900s to its present configuration. In the latter part of the 20<sup>th</sup> century Bronte Road was improved to its present status as a regional road. The west section of Highway 407, which runs east to west between Burnhamthorpe Road and Dundas Street, was opened through the study area in 2001.

The Province of Ontario designated land in the Town of Oakville as a future controlled-access highway in the early 1970s. However, the highway was not built and the Province continued to own and lease land north of Dundas Street West to Burnhamthorpe Road West until it was sold as part of the lands for the construction of the Highway 407 ETR West Extension in 1999. The Highway 407 Extension West was opened in 2001. The Town of Oakville has undertaken the North Oakville Secondary Plan (NOSP) for 3,100 hectares of land located north of Dundas Street and south of the 407, which encompasses most of the study area for the New North Oakville Transportation Corridor. Reports have been prepared for the North Oakville Secondary Plans, East Secondary Plan and West Secondary Plan for the area bounded by Dundas Street (Regional Road 5), Tremaine Road (Regional Road 22), Highway 407, the Town's municipal boundary and Ninth Line (Regional Road 13).

Substantial residential development occurred on the land south of Dundas Street in the last decade of the 20<sup>th</sup> century. The North Oakville East Secondary Plan and the North Oakville West Secondary Plan have addressed the development future of the lands north of Dundas Street.

## **5.0 IDENTIFICATION OF CULTURAL HERITAGE LANDSCAPES & BUILT HERITAGE**

### **5.1 Introduction**

For the purposes of built heritage and cultural heritage landscape identification, this section provides a brief description of the existing environment, the principal built heritage resources and cultural heritage landscapes affected by the undertaking.

### **5.2 Description of the Existing Environment**

Generally the study area is bounded by Dundas Street on the south, 407 ETR on the north, Ninth Line on the east and Regional Road 25 (Bronte Road) on the west. Designated land uses within and surrounding the Study Area include both employment and residential. Existing land uses within and surrounding the area includes major open space/recreation area (particularly around Sixteen Mile Creek), as well as clusters of employment, residential, and retail and commercial properties. There are categories of natural features within the area including, Category 1 and Category 2 environmental lands (Regulated Significant and Significant Natural Features) that surround the Sixteen Mile Creek, Fourteen Mile Creek and the Joshua's Creek valleys, and small clusters of Category 3 and 4 environmental lands (Supporting Natural Features and Ecological Restoration Opportunities, respectively) in the study area.

For the most part, the rural nature of the New North Oakville Transportation Corridor study area is characterized by active farm complexes with their associated agricultural fields, fencing, tree lines, windbreaks and farm lanes as well as former farmhouses, rural residences and the historical settlements of Palermo, Munn's Corners and Trafalgar. Some traces remain of the 19<sup>th</sup> century hamlets of Glenorchy and Snider's Corners. Throughout most of the study area many farmsteads are set well back from the road with fences enclosing the fields adjacent to the road; others are placed close to the road right-of-way.

Sixteen Mile Creek wends its way from north to south through the study area branching eastward north of Burnhamthorpe Road West to become the East Sixteen Mile Creek, which crosses Fourth Line north of Burnhamthorpe Road. High riverbanks, trees and vegetation characterize the valleys of the Sixteen Mile Creek. Small tributaries cross Dundas Street West in a north-south direction in the eastern section of the study area. This waterway played an important part in the settlement of Trafalgar Township as a transportation route and a power source for early saw and gristmills. Other small tributaries of Fourteen Mile Creek cross Dundas Street West in a north-south direction in the western section of the study area.

The east to west concession roads and north to south sideroads form a grid pattern in the landscape. Regional Road 25 (Bronte Road), a paved two-lane arterial road, is located on the west side of the study area. Highway 407 forms the northern boundary in the

eastern section and mid concession 2 NDS in the west. Ninth Line is a two lane improved paved road on the eastern boundary of the study area.

Several distinctive roadscares are found within the study area. The section of Fourth Line remaining north and south of Highway 407 comprises a narrow, paved, rural road with no shoulders. Sixth Line has open vistas on both sides of the road across agricultural land. Eighth Line consists of a section of open road at Dundas Street West and a right-of-way with associated tree lines and fencerows at Burnhamthorpe Road. Burnhamthorpe Road is a narrow, undulating paved road with two lanes lined with tree lines, fencerows, hedgerows and generally grassy ditches with narrow gravel shoulders. Dundas Street, which was formed the base line for the survey of the Trafalgar Township and was opened in the late 1790s as a military road and early settlement route in Upper Canada, is a major four lane arterial road running along the southern boundary.

The landscape on the Sixth Line between Burnhamthorpe Road and Lower Baseline Road remains rural in character with rural residences and farm complexes. Sixth Line is a wide, straight road with open vistas of the agricultural fields on both sides. The farmsteads are generally set back from the road and the 19<sup>th</sup> century field patterns delineated by fence lines, tree lines and hedgerows is little changed. The 407 ETR highway was built over the Sixth Line in the early 21<sup>st</sup> century.

### **5.3 Description of Identified Cultural Heritage Landscapes & Built Heritage Resources**

The cultural heritage resources identified within the study area are considered to be of varying degrees of heritage value, interest and merit. These attributes do not necessarily mean that all heritage resources must be preserved, but careful consideration should be given in regard to their management and conservation during the process of planning change. Several properties within the study area have been listed or designated under the *Ontario Heritage Act* by the Town of Oakville.

Two cemeteries are located within the study area, namely, the late 20<sup>th</sup> century Glen Oaks Memorial Gardens at No. 3164 Ninth Line and the earlier Trafalgar Lawn Cemetery at Highway 5 (Dundas Street) at Neyagawa Boulevard. Three early 19<sup>th</sup> century cemeteries are located south of Dundas Street adjacent to the study area's southern boundary, namely, the Munn's Pioneer Cemetery in Munn's Corners, which is designated under Part IV of the *Ontario Heritage Act*; Knox Presbyterian Church and Cemetery located at No. 1150 Dundas Street West, which is designated under Part IV of the *Ontario Heritage Act*; and the Palermo Cemetery located at No. 2521 Dundas Street West.

Table 1 identifies the cultural heritage landscapes and built heritage resources identified within the study area. Information sources include a field survey of the study area in November 2004 and data collected for the following reports prepared by Unterman McPhail Associates, namely, *Cultural Heritage Resource Assessment Report*, *Built Heritage Features & Cultural Heritage Landscapes*, *North Oakville Secondary Plan*,

*Town of Oakville, Ontario (January 2004) and Cultural Heritage Resource Assessment Report, Built Heritage Features & Cultural Heritage Landscapes, North Oakville West Secondary Plan, Town of Oakville, Ontario (January 2004).*

The information in Tables 1 is organized generally from east to west on the concession roads and south to north on the sidelines.

**TABLE 1: CULTURAL HERITAGE RESOURCES IDENTIFIED WITHIN THE STUDY AREA**

Site No.	Resource Type	Resource Category	Location/Description
1.	CHL	Agricultural land	Throughout study area comprising active and former farm complexes with fencerows, fence lines and tree lines defining field patterns.
2.	BHR	Residence	No. 41 Dundas Street E., north side. 19 <sup>th</sup> century brick house. Associated with Munn's Corners. Listed on Town of Oakville's Heritage Inventory, Rank 2, William Perkins property.
3.	BHR	Church	No. 5 Dundas Street E., northeast corner of Sixth Line and Dundas. Associated with Munn's Pioneer Cemetery on south side of Dundas Street Church designated under Part IV OHA.
4.	CHL	Historical Settlement	Munn's Corners, former crossroads settlement at Dundas Street and Sixth Line. Includes Munn's Church, residences on west side Sixth Line and north side of Dundas Street. W., some noted as BHR.
5.	BHR	Residence	No. 21 Dundas Street W., north side. Early 20 <sup>th</sup> century brick veneer house associated with Munn's Corners.
6.	BHR	Residence	No. 87 Dundas Street W., north side. 19 <sup>th</sup> century frame house.
7.	BHR	Barn ruin	Barn foundation, north side Dundas Street west of Eighth Line.
8.	BHR	Residence	No. 103 Dundas Street W., north side. Circa 1900 frame house. Associated with Munn's Corners.
9.	BHR	Barn Foundation	Behind Nos. 103 and 113 Dundas Street W., north side.

**TABLE 1: CULTURAL HERITAGE RESOURCES IDENTIFIED WITHIN THE STUDY AREA (continued)**

Site No.	Resource Type	Resource Category	Location/Description
10.	BHR	Residence	No. 237 Dundas Street W., north side. 19th century brick farmhouse. Listed on Town of Oakville's Heritage Inventory, Rank 1, Kaitting Property.
11.	CHL	Farm Complex	No. 257 Dundas Street W., north side. It comprises 19 <sup>th</sup> C. farmhouse, abandoned barn, silo and modern house off driveway (No. 271). Designated under Part IV <i>OHA</i> .
12.	BHR	Barn Ruin	Behind Nos. 393 and 399 Dundas Street W., north side. Foundation remnants of a barn.
13.	BHR	Residence	No. 2431 Dundas W. Former Schoolhouse S. S. #2, date stone of 1912. Listed on Town of Oakville Inventory of Buildings, Group 2.
14.	BHR	Residence	No. 2307 Dundas Street W., a vernacular mid 19 <sup>th</sup> C. residence with Classical Revival detailing.
15.	BHR	Residence	No. 2135 Dundas Street W., vernacular one storey brick house, much altered, construction date undetermined, probably 40 years and older.
16.	CHL	Historical Settlement	Palermo, mid 19 <sup>th</sup> c. settlement of importance to Trafalgar Township history. Located at the Regional Road 25 and Dundas Street West, it includes 19 <sup>th</sup> and 20 <sup>th</sup> century buildings, several of which have been listed or designated. Listed properties include: Nos. 2527 and 3015 Dundas Street W. and No. 3017 Bronte Road. Nos. 2507 and 2521 (Palermo Church) Dundas Street W. are designated under Part IV of <i>OHA</i> . Other associated heritage buildings listed or designated are found south of Dundas Street W. outside of the study area.
17.	CHL	Historical Settlement	Trafalgar, former crossroads settlement at Dundas Street and Trafalgar Road including Nos. 3040 and 3048 listed on the Town of Oakville Heritage Inventory, both Rank 2.
18.	CHL	Farm Complex	No. 1297 Dundas Street W., north side. Comprises a 19 <sup>th</sup> century farmhouse, gambrel barn with large modern addition and outbuildings.

**TABLE 1: CULTURAL HERITAGE RESOURCES IDENTIFIED WITHIN THE STUDY AREA (continued)**

Site No.	Resource Type	Resource Category	Location/Description
19.	CHL	Farm Complex	No. 2403 Dundas Street W. Comprises farmhouse, barn and outbuildings.
20.	CHL	Roadscape	Burnhamthorpe Road East and Burnhamthorpe Road West from Ninth Line to Regional Road 25.
21.	BHR	Residence (Former Schoolhouse)	No. 1536 Burnhamthorpe Road E., south side, southwest corner of intersection with Ninth Line. Set close to road. Formerly S. S # 4 Trafalgar Township schoolhouse.
22.	BHR	Residence	No. 1481 Burnhamthorpe Road E., north side. 19 <sup>th</sup> century frame building known as “James Snider Farmhouse”, designated under Part IV OHA. Location of former hamlet of Snider.
23.	CHL	Farm Complex	No. 1288 Burnhamthorpe Road E., south side. Comprises a 19 <sup>th</sup> century farmhouse, large barn and a modern farmhouse.
24.	CHL	Farm Complex	No. 1265 Burnhamthorpe Road E., north side. Comprises a 19 <sup>th</sup> century farmhouse, large gambrel barn and frame outbuildings.
25.	BHR	Residence	No. 1187 Burnhamthorpe Road E., north side. 19 <sup>th</sup> century frame vernacular house.
26.	CHL	Farm Complex	No. 1158 Burnhamthorpe Road E., south side. Comprises a 19 <sup>th</sup> century farmhouse and gable barn. Listed on Oakville’s Heritage Inventory, Rank 2, Bowbeer Property.
27.	CHL	Farm Complex	No. 1141 Burnhamthorpe Road E., north side. Comprises 19 <sup>th</sup> century farmhouse, gambrel barn, concrete silo.
28.	CHL	Farm Complex	No. 1086 Burnhamthorpe Road E., south side. Comprises a 19 <sup>th</sup> century farmhouse, barn, silo and outbuildings. Property designated under Part IV OHA.
29.	BHR	Residence	No. 1055 Burnhamthorpe Road East, north side. 19 <sup>th</sup> century frame residence. Listed in Town of Oakville Heritage Inventory, Rank 2, Fish House.

**TABLE 1: CULTURAL HERITAGE RESOURCES IDENTIFIED WITHIN THE STUDY AREA (continued)**

Site No.	Resource Type	Resource Category	Location/Description
30.	CHL	Farm Complex	No. 489 Burnhamthorpe Road E, north side. Comprises a 19 <sup>th</sup> century farmhouse and barn to north behind house. Property designated under Part IV <i>OHA</i> .
31.	CHL	Farm Complex	No. 273 Burnhamthorpe Road E., north side. Comprises a 19 <sup>th</sup> century farmhouse, 20 <sup>th</sup> C. farmhouse, 20 <sup>th</sup> century gambrel barn and farm outbuildings.
32.	BHR	Barn	No. 263 Burnhamthorpe Road E., north side.
33.	CHL	Farm Complex	No. 160 Burnhamthorpe Road W., south side. Comprises a 19 <sup>th</sup> century farmhouse (moved to site in 1930s), 20 <sup>th</sup> century barn and various outbuildings.
34.	CHL	Farm Complex	No. 185 Burnhamthorpe Road W., north side. Comprises a restored 19 <sup>th</sup> C. farmhouse, barn and outbuildings. Designated under Part IV of the <i>OHA</i> .
35.	CHL	Farm Complex	No. 191 Burnhamthorpe Road W., north side. Comprises a modern farmhouse with an older 19 <sup>th</sup> century frame house behind, 20 <sup>th</sup> century barn complex and outbuildings.
36.	CHL	Farm Complex	No. 1354 Burnhamthorpe Road W., south side. Oakridge Equestrian Centre. Comprises a 19 <sup>th</sup> century farmhouse, modern barn and older gambrel barn.
37.	BHR	Residence	No. 1495 Burnhamthorpe Road W., at end of road before Sixteen Mile Creek. 19 <sup>th</sup> century log house. Listed in Town of Oakville Heritage Inventory, Rank 2, Slacer Log Cabin.
38.	CHL	Farm Complex	No. 2381 Burnhamthorpe Road West, north side. Comprises a 19 <sup>th</sup> C. farmhouse and barn/stable complex.
39.	BHR	Residence	No. 2282 Burnhamthorpe Road West, south side, at the end of Burnhamthorpe Road west of Highway 407.



**TABLE 1: CULTURAL HERITAGE RESOURCES IDENTIFIED WITHIN THE STUDY AREA (continued)**

Site No.	Resource Type	Resource Category	Location/Description
40.	CHL	Farm Complex	No. 2483 Burnhamthorpe Road West, north side. Comprises an early 20 <sup>th</sup> C. farmhouse and agricultural buildings.
41.	BHR	Residence	No. 3480 Ninth Line, west side. 19 <sup>th</sup> century, 1½ story, vernacular brick residence. Listed in Town of Oakville Heritage Inventory, Rank 2, Ephraim Post/F. M. Brown Farmhouse.
42.	CHL	Former right-of-way	Eighth Line, north and south of Burnhamthorpe Road E. Closed, delineated in landscape by distinctive tree lines and fencing.
43.	CHL	Roadscape	Eighth Line, open section extends north from Dundas Street W.
44.	BHR	Barn ruin	Trafalgar Road, east side, north of hamlet of Trafalgar on Dundas Street
45.	BHR	Residence	No. 3040 Trafalgar Road, west side. 19 <sup>th</sup> century stucco house associated with historical settlement of Trafalgar. Listed on the Town of Oakville Heritage Inventory, Rank 2, Dr. J. A. Johnstone Property.
46.	BHR	Residence	No. 3048 Trafalgar Road, west side. Late 19 <sup>th</sup> century frame house associated with historical settlement of Trafalgar. Listed on the Town of Oakville Heritage Inventory, Rank 2, Dr. J. A. Johnstone Property.
47.	BHR	Residence	No. 3371 Trafalgar Road east side, behind modern bungalow. 19 <sup>th</sup> century frame house, abandoned. Listed on Town of Oakville Inventory, Rank 1, Matthew Clements Property.
48.	BHR	Residence	Trafalgar Road north of No. 3437 in a field. Abandoned frame residence. Probably moved to site.
49.	CHL	Farm Complex	No. 3437 Trafalgar Road, east side. Comprises a 19 <sup>th</sup> century farmhouse, gable barn. Listed on Town of Oakville Heritage Inventory, Rank 2, with Clements Family.

**TABLE 1: CULTURAL HERITAGE RESOURCES IDENTIFIED WITHIN THE STUDY AREA (continued)**

Site No.	Resource Type	Resource Category	Location/Description
50.	CHL	Farm Complex	No. 3444 Trafalgar Road, west side. Comprises a 19 <sup>th</sup> C. farmhouse, gambrel barn, and outbuildings. Listed on Town of Oakville Heritage Inventory, Rank 1, James Morrison Property.
51.	BHR	Residence	No. 4233 Trafalgar Road, west side. 19 <sup>th</sup> century frame residence. Not included on the Town of Oakville's Inventory List. Documented for Highway 407 West Extension (SLF Joint Venture, March 2001).
52.	BHR	Residence	No. 4182 Sixth Line, west side. Late 19 <sup>th</sup> century brick residence. Not included on the Town of Oakville's Inventory List. <b>[NOTE: Farmhouse has been demolished since November 2004 survey].</b>
53.	CHL	Farm Complex	No. 4243 Sixth Line east side. Comprises a farmhouse, gambrel barn, outbuildings, silo. Documented for the Highway 407 West Extension (SLF Joint Venture, March 2001).
54.	CHL	Farm Complex	No. 3369 Sixth Line, east side. Comprises a 19 <sup>th</sup> century dichromatic brick farmhouse, barn and outbuildings. Listed on Town of Oakville Heritage Inventory, Rank 2.
55.	BHR	Residence	No. 3060 Sixth Line, west side. 19 <sup>th</sup> century frame house. Associated with Munn's Corners.
56.	CHL	Roadscape	Fourth Line, north and south of Burnhamthorpe Road West.
57.	BHR	Residence	Fourth Line, no number, west side on Oakville Executive Golf Course. Vacant mid 19 <sup>th</sup> C. vernacular Classical Revival house.
58.	BHR	Residence	No. 4022 Fourth Line, west side. 19th century frame house with outbuilding.
59.	CHL	Farm Complex	No. 4278 Fourth Line, west side. It comprises a modern farmhouse and a gambrel barn set close to roadside.

**TABLE 1: CULTURAL HERITAGE RESOURCES IDENTIFIED WITHIN THE STUDY AREA (continued)**

Site No.	Resource Type	Resource Category	Location/Description
60.	BHR	Residence	No. 4279 Fourth Line, east side. Early 19 <sup>th</sup> C. former farmhouse with hip roof.
61.	BHR	Residence	No. 3079 Neyagawa Blvd, east side. 19 <sup>th</sup> century frame residence.
62.	CHL	Cemetery	Trafalgar Lawn Cemetery, Dundas Street West in west side of west side of Neyagawa Boulevard, opened in 1958.
63.	CHL	East Sixteen Mile Creek	Runs north-south to west of Fourth Line and Neyagawa Boulevard. Scenic watercourse associated with area settlement. River crossing is located at Dundas Street and formerly north of Burnhamthorpe Road.
64.	CHL	Park	No. 1361 and 1363 Dundas Street West, the Taras Shevchenko Museum and Memorial Park, opened in 1952. The gates, marble pedestal for the former bronze monument of Taras Shevchenko and remnants of the park landscaping are on the site. Behind the Park is the training grounds for the Lorne Scot Army Cadet Training School
65.	CHL	Palermo	Mid 19 <sup>th</sup> c. settlement of importance to Trafalgar Township history located at the intersection of Regional Road 25 (Bronte Road) and Dundas Street West. It includes several designated and listed properties. On Dundas Street the landscape extends westward from the former schoolhouse at No. 2431 Dundas Street West, which is listed on the Town of Oakville Inventory of Buildings.

## **6.0 POTENTIAL EFFECTS OF UNDERTAKING ON CULTURAL HERITAGE RESOURCES**

### **6.1 Study Methodology**

This section provides a preliminary assessment of the potential adverse effects of the proposed introduction of a new road into the existing environment, namely the New North Oakville Transportation Corridor and Crossing of the Sixteen Mile Creek. The conservation of cultural heritage resources in planning is considered to be a matter of public interest.

The Municipal Class Environmental Assessment process includes five phases:

1. Identification of the problem or opportunity;
2. Assessment and evaluation of alternative solutions;
3. Assessment and evaluation of the alternative design concepts for the preferred solution;
4. Documentation in an Environmental Study Report; and,
5. Project Implementation.

The Long List of Alternative Solutions-Transportation Criteria included:

- o Do nothing;
- o Upgrade capacity of adjacent roads, i.e., Dundas Street widening to 8-10 lanes;
- o Upgrade capacity of adjacent roads, i.e., Lower Baseline Widening to 4-lanes;
- o Upgrade capacity of Burnhamthorpe Road including crossing of Sixteen Mile Creek on existing alignment;
- o Upgrading capacity of Burnhamthorpe Road including crossing of Sixteen Mile Creek on new alignment; or.
- o Transportation Improvements (non-Expansive)

The alternatives were evaluated utilizing a number of Transportation, Natural Environment Social/Cultural/Economic and Engineering criteria. The Long List was reduced to two alternatives, Dundas Street and Burnhamthorpe Corridor. This Short List of alternatives was subjected to further detailed assessment against a broader range of factors and criteria. For the purposes of the impact assessment the displacement and disruption to built heritage resources and cultural heritage landscapes were examined. The Burnhamthorpe Corridor was identified as the preferred alternative. The study's name was changed to "*New North Oakville Transportation Corridor and Crossing of the Sixteen Mile Creek Environmental Assessment Study*".

The Preferred Design is a new alignment for Burnhamthorpe Road mid-concession through Concession 2.

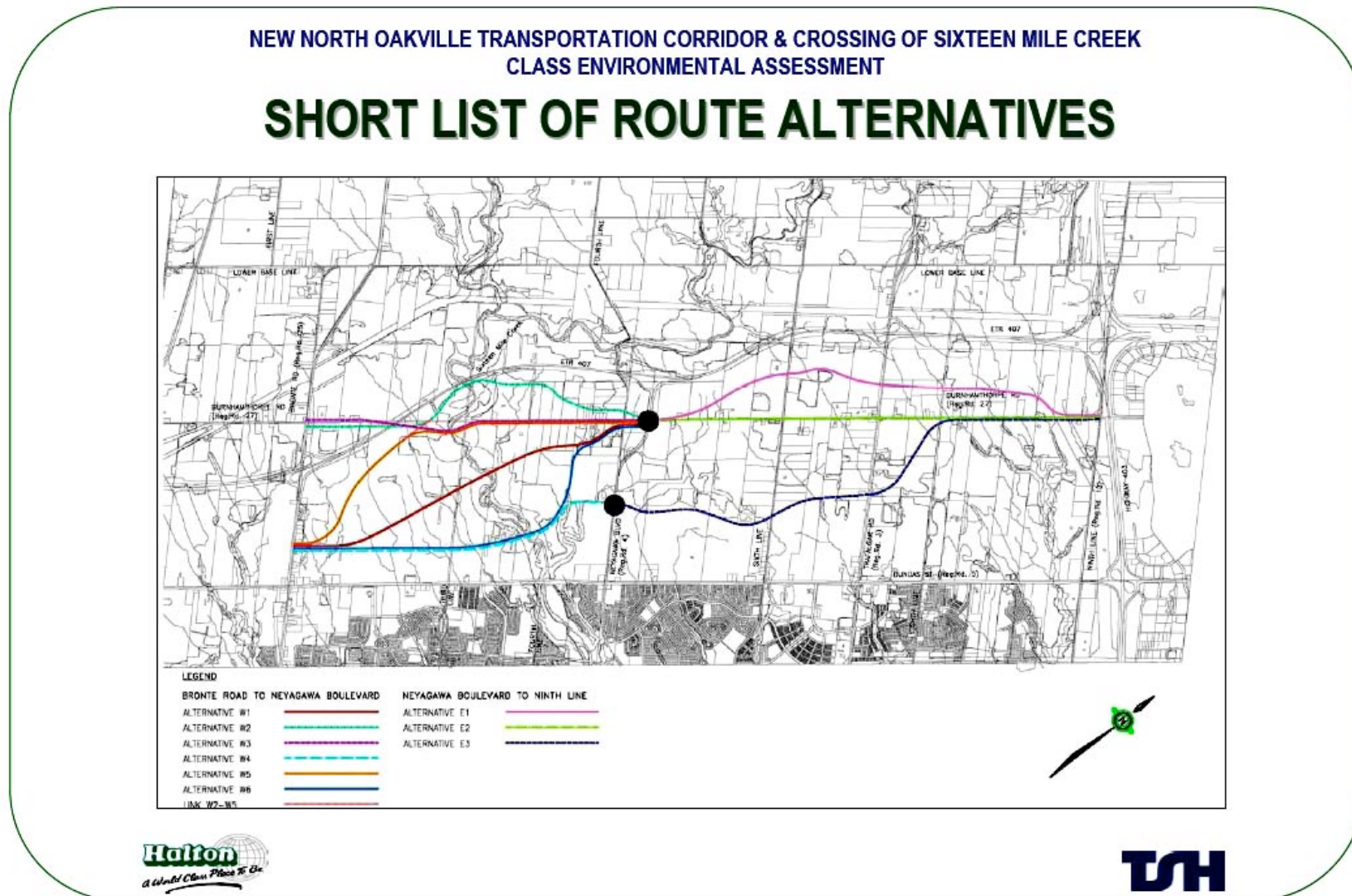


Figure 2: Short List of Route [TSH 2006].



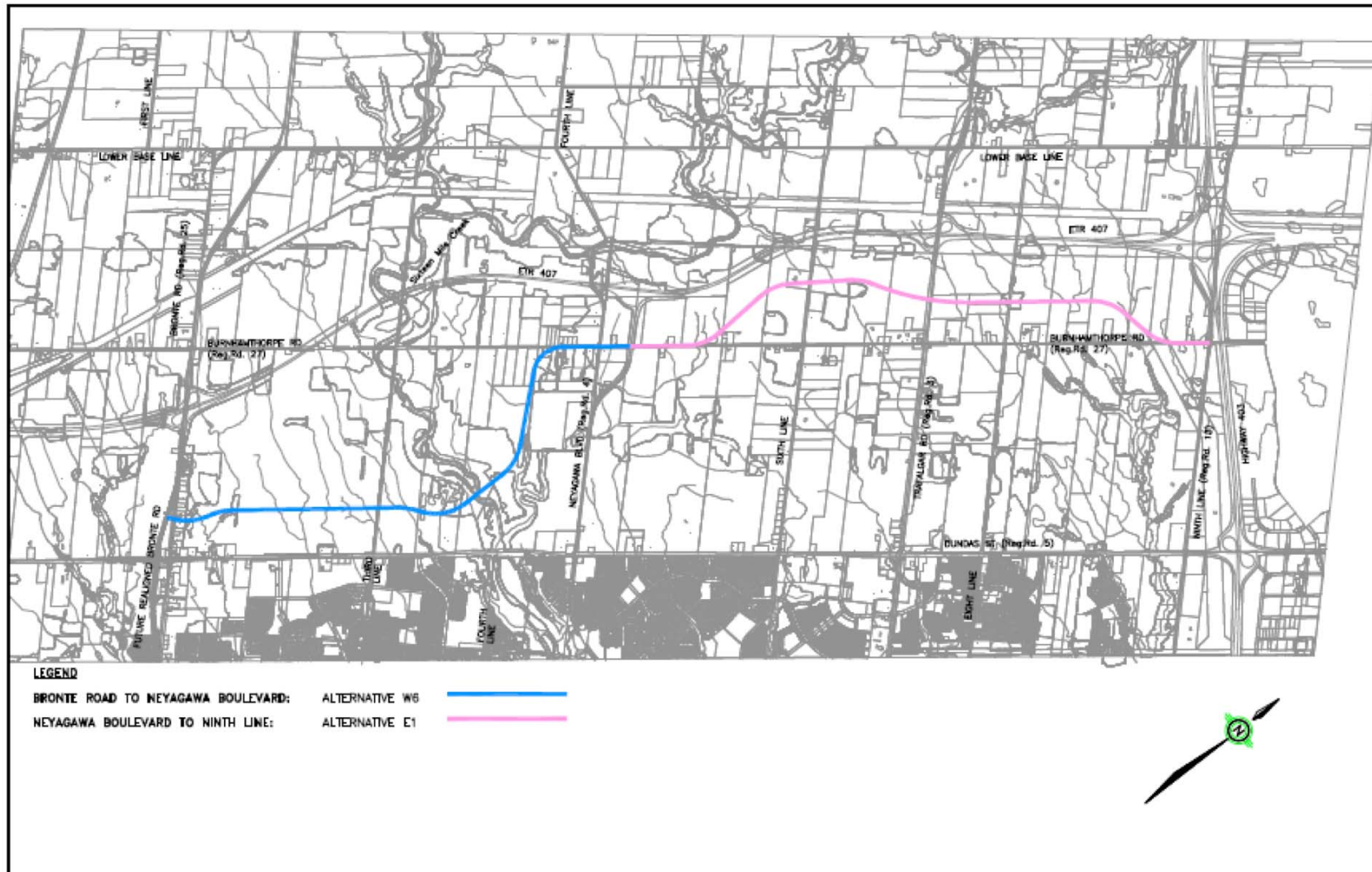


Figure 3: Preferred Route E1/W2 [TSH 2008].

The Alternative Design Concepts for the new transportation corridor and an evaluation of those alternative design concepts was conducted. A short list of these alternatives was developed. Four bridge crossing alternatives were proposed for further evaluation and Alternative Design Concepts for Routes East of Sixteen Mile Creek (Neyagawa Boulevard to Ninth Line) were studied. The east limit of Burnhamthorpe Road must connect to existing Burnhamthorpe Road at Ninth Line before continuing easterly into the City of Mississauga. Three route alternatives, E1, E2 and E3 from Ninth Line to Neyagawa Boulevard were proposed for further evaluation. Alternative E1 was selected as the preferred design concept.

Five route alternatives, W1, W2, W3, W5 and W6 from Neyagawa Boulevard west to Bronte Road were proposed for further evaluation. Alternative W6 was selected as the preferred design concept.

Four bridge crossing location alternatives from Regional Road 25 to Neyagawa Boulevard were proposed for further evaluation with the south limit of study area crossing (at north limit of Lions Valley Park) selected as part of W6.

The Cultural Heritage Factor was assessed under the criteria indicators of displacement and disruption effects for the preferred design concept.

## 6.2 Impacts of Undertaking

The introduction of a new road into an existing cultural environment will result in change either through direct impacts (displacement), or indirect impacts (disruption) to cultural heritage landscapes and built heritage resources during construction and afterward. Built heritage and/or cultural heritage landscape may experience displacement or removal if they are located within the rights-of-way of the undertaking, or by isolation of a resource from its surrounding environment and associated setting. Disruption occurs with cultural heritage resources through the introduction of physical, visual, audible or atmospheric elements that are not in keeping with their character and, or setting.

### 6.2.1 Direct Impacts

One (1) displacement (**BHR 21**) will occur as a result of the undertaking, namely, the removal of the residence located at No. 1536 Burnhamthorpe Road East (**Figure 4**). This building is a conversion of the S. S. # 4 Trafalgar Township schoolhouse built in the 1870s.



**Figure 4. No. 1536 Burnhamthorpe Road East.**

## 6.2.2 Indirect Impacts

Some cultural heritage resources will be disrupted more than others. For example, those resources set back a distance from the new roadway may receive little to no disruption effects to the character of their setting due to the removal of fence lines, hedgerows and /or tree lines and alterations to existing driveway access. Those resources located closer or beside the new roadway will receive the same type of disruption effects; however, they will be more visible in relation to the built heritage resources and the buffer area between the resource and the new road. Surrounding agricultural land will be diminished in the vicinity of some cultural heritage resources due to anticipated property acquisition.

Those resources abutting the new road will receive disruption effects. When the built resource—for the most part a farmhouse and/or residence—abuts a new road there is often a significant loss of buffer area between the resource and the road and its vehicular traffic. The setting of the cultural heritage landscape and built heritage resources are changed. For habitable buildings, proximity to the new road may increase the risk of abandonment, which can lead to vandalism and demolition or displacement in future years. There may also be an increased risk of changes to the historic fabric of habitable built heritage resource, such as window replacement to abate noise and dust levels. These alterations change the heritage character of the resource.

The character of the identified roadscape will be affected with the new road. Two sections of Burnhamthorpe Road will be incorporated into the new road alignment, a short section westward from Ninth Line and a long section from Station 16+500 to the west of Sixth Line eastward past Neyagawa Boulevard to Station 14+700. Both sections will require improvements to the existing rural road. The existing Burnhamthorpe Road East will be terminated west of Ninth Line. Agricultural land between the 407 ETR and the new Burnhamthorpe Road will be isolated from the associated farm complexes along Burnhamthorpe Road East.

Levels of impact assessment for disruption effects are defined as follows:

- o Low—Potential for little to no change to the character of the existing setting of the identified cultural heritage resource.
- o Medium—Potential for some change to the character of the existing setting of the identified cultural heritage resource.
- o High—Potential for the greatest change to the character of the existing setting of the identified cultural heritage resource and changes to the built heritage feature.

### *Low Disruption Impacts*

Three (3) cultural heritage landscapes including one (1) roadscape, one (1) farm complex, and one (1) park will receive low disruption impacts. They are:

- o Eighth Line right-of-way north of Burnhamthorpe Road (**CHL 42**);



- o No. 1481 Burnhamthorpe Road East, David Snider Property, (**CHL 22**), designated property under the OHA;
- o No. 1361 and 1363 Dundas Street West (**CHL 64**), Taras Shevchenko Museum and Memorial Park.

One (1) built heritage resource will receive low disruption impacts:

- o No. 4022 Fourth Line (**BHR 58**), Residence.

#### *Medium Disruption Impacts*

One (1) built heritage resource will receive medium disruption impacts:

- o No. 263 Burnhamthorpe Road East (**BHR 32**), Barn.


#### *High Disruption Impacts*

Three (3) cultural heritage landscapes including agricultural lands, one (1) roadscape and one (1) farm complex will receive high disruption impacts. They are:


- o Agricultural Lands (**CHL 1**).
- o Burnhamthorpe Road East and West, Roadscape (**CHL 20**); and,
- o No. 185 Burnhamthorpe Road West (**CHL 34**), Farm Complex;

Those cultural heritage resources identified as having the potential for medium and high impacts are listed in Table 2.



**TABLE 2: POTENTIAL INDIRECT IMPACTS: MEDIUM AND HIGH**

Site No. & Resource Type	Resource Category	Location/Description	Disruption Impact	Photographs
(1) CHL	Agricultural land	Located throughout the study area	<p>High</p> <p>Disruption impact to field patterns, fence lines, tree lines and associative land patterns with the introduction of a new road. From Ninth Line to west of Sixth Line, mid-concession of 2 NDS, the association of land to farm complexes Burnhamthorpe Road East will be severed.</p>	 <p><b>View of agricultural land located north and west of 1481 Burnhamthorpe Road East.</b></p> <p><b>View of agricultural land to west of Sixth Line to route of new alignment.</b></p>



**TABLE 2: POTENTIAL INDIRECT IMPACTS: MEDIUM AND HIGH (continued)**

Site No. & Resource Type	Resource Category	Location/Description	Disruption Impact	Photographs
(1) CHL	Agricultural land (continued)		<p>High</p> <p>Disruption impact to field patterns, fence lines, tree lines and associative land patterns with the introduction of a new road. From Ninth Line to west of Sixth Line, mid-concession of 2 NDS, the association of land to farm complexes Burnhamthorpe Road East will be severed</p>	 <p>View to agricultural fields north and east of No. 185 Burnhamthorpe Road West.</p>

**TABLE 2: POTENTIAL INDIRECT IMPACTS: MEDIUM AND HIGH (continued)**

Site No. & Resource Type	Resource Category	Location/Description	Disruption Impact	Photographs
(20) CHL	Roadscape	Burnhamthorpe Road East and West, rural two lane paved road with centre line, little to no shoulders, grassy ditches, tree lines and fencerows.	<p>High</p> <p>Disruption impact due to anticipated improvements.</p> <p>Burnhamthorpe Road East from Ninth Line to Sta. 21 +400. Existing road will be dead-ended at east end at new alignment.</p> <p>Burnhamthorpe Road West from Sta. 14+700 to 16+500.</p>	 <p><b>Burnhamthorpe Road West to west from No. 263.</b></p>  <p><b>Burnhamthorpe Road West looking east from N0. 1137 towards Neyagama Boulevard.</b></p>

**TABLE 2: POTENTIAL INDIRECT IMPACTS: MEDIUM AND HIGH (continued)**

Site No. & Resource Type	Resource Category	Location/Description	Disruption Impact	Photographs
(32) BHR	Barn	No. 263 Burnhamthorpe Road East. Unused barn, remnant of a former farmstead, associated farmhouse demolished.	<p>Medium</p> <p>Disruption impact with changes to the character of its setting and existing entrance from Burnhamthorpe Road East.</p>	
(34) CHL	Farm Complex	No. 185 Burnhamthorpe Road West (Part Lot 17, Concession 2 NDS) comprises a restored 19 <sup>th</sup> C. farmhouse, barn and outbuildings. Built c1870 by John Featherstone, a prominent Oakville citizen. The property was designated under Part IV of the OHA in 1992.	<p>High</p> <p>Disruption impacts with changes to the character of the setting due to preferred route located to its immediate north as it passes through existing agricultural land.</p>	

## **7.0 MITIGATION RECOMMENDATIONS**

A proposed undertaking should not adversely affect cultural heritage resources and intervention should be managed in such a way that its impact is sympathetic with the value of the resources. When the nature of the undertaking is such that adverse impacts are unavoidable it may be necessary to implement management or mitigation strategies that alleviate the deleterious effects to cultural heritage resource. Mitigation measures is the process of causing lessening or negating anticipated adverse impacts to cultural heritage resources and may include such actions as avoidance, monitoring, protection, relocation, documentation, salvage, remedial landscaping, etc. Mitigation may be a temporary or permanent action.

### **7.1 Direct Impacts**

An on-site review of the residence located at No. 1536 Burnhamthorpe Road East was conducted in March 2008, and it was determined the building was originally the S. S. # 4 Trafalgar schoolhouse associated with the hamlet of Snider's Corners. A cultural heritage evaluation report was completed for the resource. Due to the compromised physical/design integrity of the former schoolhouse building, retention and relocation of the building were not recommended as mitigation measures.

Commemoration of the former historical community of Snider Corners with a description of the schoolhouse, the former church site and the Snider House by means of an historical plaque is considered to be an appropriate mitigation measure for the site.

### **7.2 Indirect Impacts**

Mitigation actions such as remedial landscaping will be examined as part of the detail design phase for resources that are identified as medium disruption impacts. The retention of existing tree lines, fence lines, hedge rows and field patterns as much as possible for the high disruption impacts to the agricultural lands and to the roadscape associated with Burnhamthorpe Road West.

The proposed bridge crossing of the East Sixteen Mile Creek will be in keeping with its natural character.

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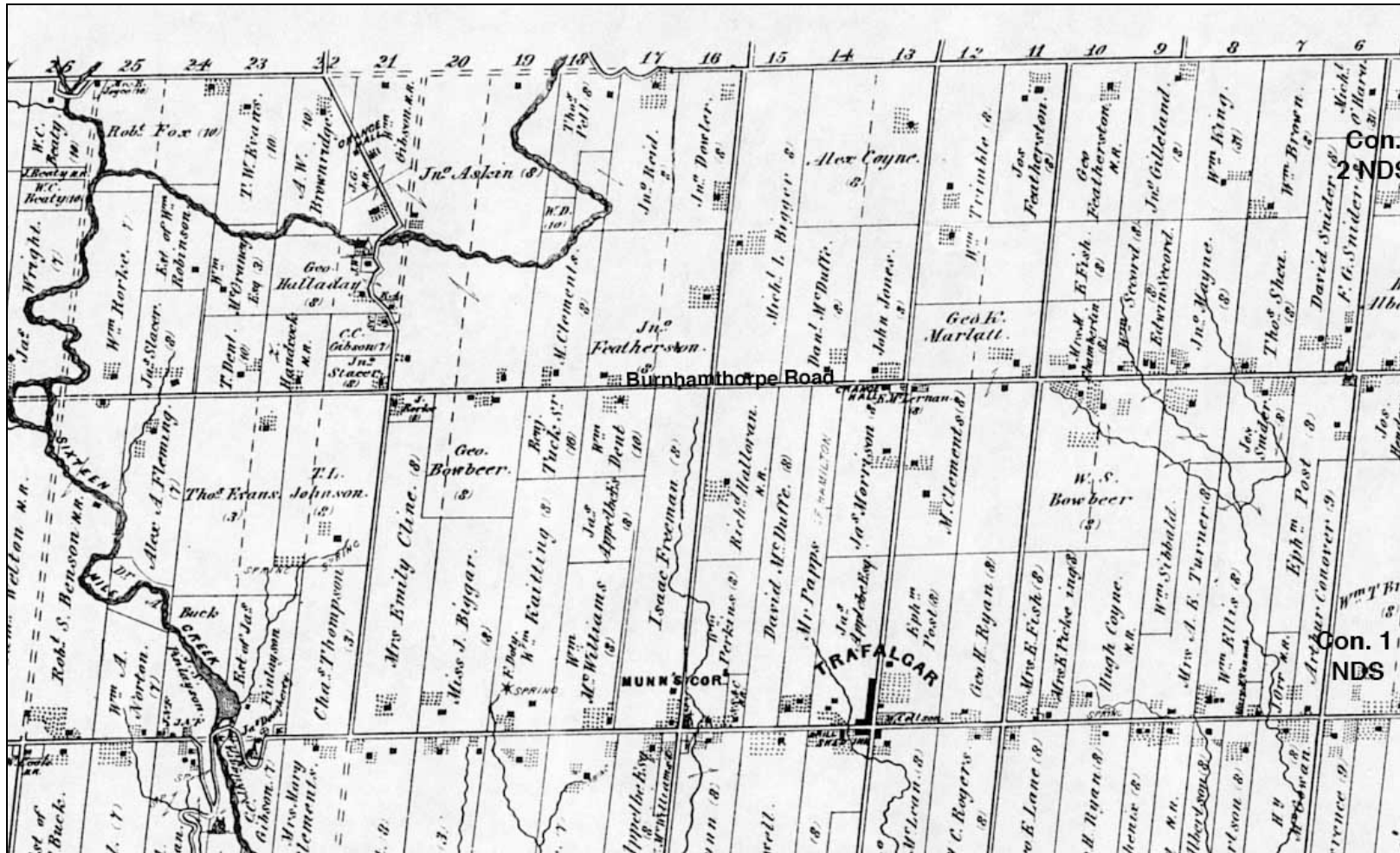
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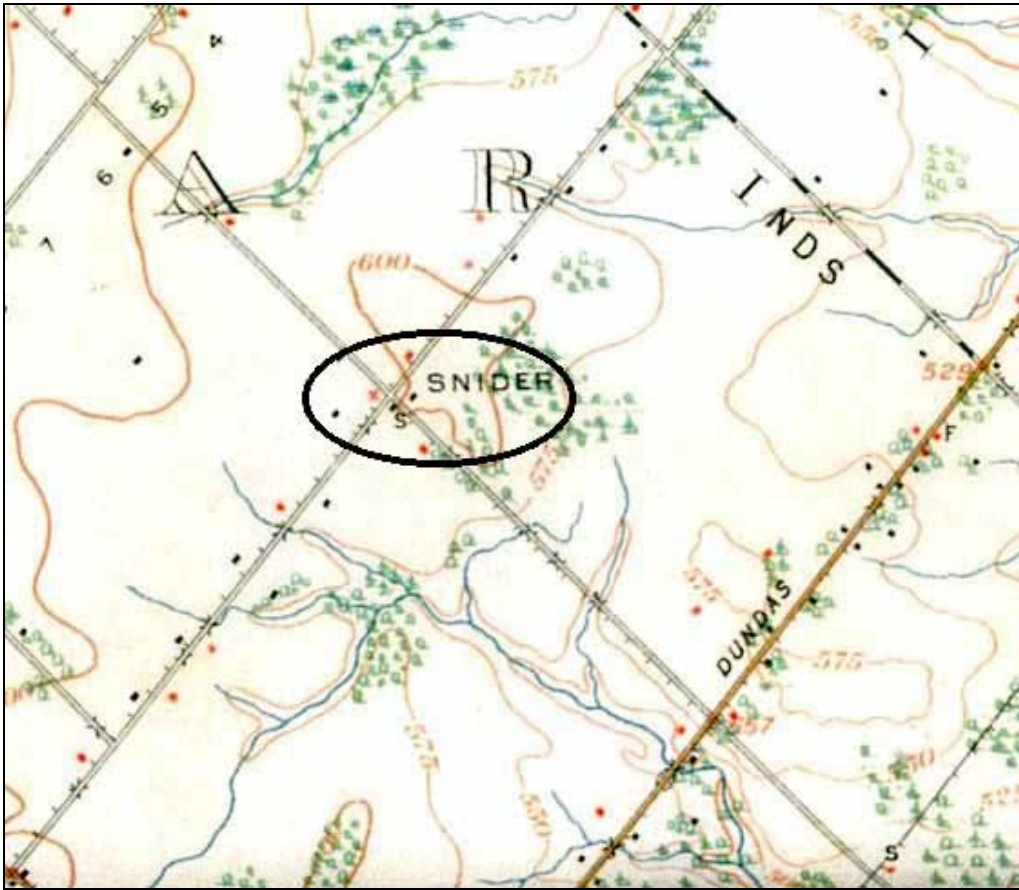
**APPENDIX:  
HISTORICAL MAPS**



Tremaine Map of Trafalgar Township, 1858.



Trafalgar Township 1877 [Illustrated Historical Atlas of Halton County].



Location of schoolhouse at No. 1536 Burnhamthorpe Road East [National Topographic Series, Brampton 30 M/12, 1922].

**CULTURAL HERITAGE RESOURCE  
EVALUATION REPORT**

**NO. 1536 BURNHAMTHORPE ROAD EAST  
(LOT 1, CONCESSION 1 NDS,  
FORMER TRAFALGAR TOWNSHIP)  
TOWN OF OAKVILLE, ONTARIO**



**April 2008  
(Revised December 2009)**

**Presented to:  
AECOM &  
Halton Region**

**Presented by:**



**UNTERMAN McPHAIL ASSOCIATES**  
HERITAGE RESOURCE MANAGEMENT CONSULTANTS

**Cultural Heritage Resource  
Evaluation Report**

**No. 1536 Burnhamthorpe Road East  
(Lot 1, Concession 1 NDS,  
Former Trafalgar Township)  
Town of Oakville, Ontario**

**April 2008  
(Revised December 2009)**

**Presented to:  
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300 Water Street  
Whitby, Ontario  
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and  
Halton Region**

**Presented by:  
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References

Appendix: Historical Maps

## 1.0 INTRODUCTION

AECOM under contract to Halton Region retained Unterman McPhail Associates to review and provide a professional heritage opinion related to the cultural heritage integrity of the built heritage resource located at No. 1536 Burnhamthorpe Road East, Town of Oakville. This residence was identified in the New North Oakville Transportation Corridor Class EA as being of heritage interest and worthy of further investigation. This report was completed in April 2008 and revised in December 2009.

## 2.0 HISTORICAL BACKGROUND

### 2.1 Hamlet of Snider

Hannah Young received the Crown Patent for all 200 acres of Lot 6, Concession 2 NDS, Trafalgar Township in 1808. Land records indicate Michael Snider bought all 200 acres of land in 1810, although he had settled on the land with his family at an earlier date. Son David Snider acquired ownership of the property in 1826 after his father's death. He built a farmhouse on the lot in 1846, which is the present residence located at No. 1481 Burnhamthorpe Road East. Tremaine's map (1858) indicates the owner of Lot 6 as David Snider. The Trafalgar Township map in the *Illustrated Historical Atlas* (1878) indicates F. G. Snider. Guidal's map (c1917) notes Henry Pickering as the owner of the east part of Lot 6.

Several of Snider's children and others settled in the area of Burnhamthorpe Road and Ninth Line. The crossroads hamlet of Snider's Corners grew up on Lot 6, Concessions 1 and 2 NDS at Burnhamthorpe Road East and Ninth Line in the 1800s. David Snider sold a small parcel of land in the southeast corner of Lot 6 to the Congregational Church in 1846. By 1860, the community comprised a Methodist Church, several farmsteads and a school on Lot 5, Concession 1 NDS, the east side of Ninth Line and later moved to the west side of Ninth Line. A post office was opened in 1892 with Joseph M. Snider as postmaster. Thomas Clifton succeeded Snider in 1897 and Halby Post succeeded Clifton in 1909. Rural mail delivery was instituted in 1912. Snider's Corners served as the social centre of the surrounding farming area in the 19<sup>th</sup> century and into the 20<sup>th</sup> century. 'Snider' was noted as a hamlet community on 20<sup>th</sup> century topographical maps.<sup>1</sup>

Within the local road network Burnhamthorpe Road was surveyed as a concession road running east to west between Concession 1 NDS and 2 NDS in Trafalgar Township. Located to the north of Dundas Street, it was opened around 1850 and is shown on Tremaine's map (1858). This given road is shown on Tremaine's map (1858) and the Trafalgar Township map in the *Illustrated Historical Atlas* (1877). Burnhamthorpe Road was divided into two sections by the crossing of the Sixteen Mile Creek.

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<sup>1</sup> Brampton 30 M/12, 1922, 1942, 1951, 1979 and 1995.



## 2.2 No. 1536 Burnhamthorpe Road East

The first schoolhouse for the area was built on Lot 5, Concession 1 NDS, Trafalgar Township on the east side of Ninth Line. Ephraim Post sold a one-half acre of land of Lot 6, Concession 1 NDS to the public school trustees for S. S. # 4 Trafalgar Township in 1873 on the west side of Ninth Line at Burnhamthorpe Road East. A schoolhouse is shown on the Trafalgar Township map in the *Illustrated Historical Atlas* (1877). The schoolhouse is also shown on the Guidal map (c1917) and early 20<sup>th</sup> century topographical maps (1922, 1942 and 1951). A new Snider Public School was opened in November 1956.<sup>2</sup> It would appear the schoolhouse was converted to residential use in the 1950s.

## 3.0 DESCRIPTION OF THE EXISTING ENVIRONMENT

Numerous buildings, structures and cultural landscape features dating from the nineteenth century and of 40 years of age or older in the 20<sup>th</sup> century have survived to the present day in the surrounding area of No. 1536 Burnhamthorpe Road East. Some of these features and landscapes are relatively unchanged and in original use, while others are unused or abandoned, or altered and adapted to a new use. Although rate of change in the study area increased somewhat during the last quarter of the twentieth century, for the most part, the rural character has been maintained. Generally the rural nature of the area is characterized by active farm complexes with their associated agricultural fields, fencing, tree lines, windbreaks and farm lanes as well as former farmhouses, rural residences. Some traces remain of the 19<sup>th</sup> century hamlet Snider. Throughout most of the study area many farmsteads are set well back from the road with fences enclosing the fields adjacent to the road; others are placed close to the road right-of-way. The east to west concession roads and north to south sideroads form a grid pattern in the landscape. Ninth Line is a two lane improved paved road on the eastern boundary of the study area. Burnhamthorpe Road East is a narrow, undulating paved road with two lanes lined with tree lines, fencerows, hedgerows and generally grassy ditches with narrow gravel shoulders. Highway 403 was introduced into the landscape to the east of Ninth Line in the 1980s, and Highway 407 to the north of Burnhamthorpe Road East at the beginning of this century.

The intersection of Burnhamthorpe Road East and Ninth Line was once the location of the former Snider Corners. In the past it contained a few houses, a Methodist Church located in the northwest corner, and a schoolhouse on the southwest corner of the intersection. Today only a few buildings remain, set in what was agricultural land. The Snider House, which is a municipally designated property under the *Ontario Heritage Act*, is still located on the northwest corner at No. 1481 Burnhamthorpe Road East, set back a distance from Burnhamthorpe Road East. A modern residence is located in front

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<sup>2</sup> Trafalgar Township Historical Society. Oakville Images, Snider's School Opening Program.

of the Snider House. No. 1536 is prominently located on the southwest corner of the intersection, set close to the right-of-way of Burnhamthorpe Road East.

#### **4.0 BUILDING INVESTIGATION & DESCRIPTION**

In order to ascertain whether or not the building is a former schoolhouse, an investigation of the building was completed on March 25, 2008. It was determined that the existing residence was a former schoolhouse, possibly dating from the c.1870 period as shown on the historical mapping, before it was substantially altered by conversion renovations on the exterior and interior.

#### **4.1 Exterior**

The residence is a 1½ storey frame building with a side gable roof. There are two, modern gable dormers on the north (front) elevation and one gable dormer on the south elevation. The front elevation is three bays wide with modern front window sash and a central door. A one storey addition is located on the southwest corner of the building. The exterior is clad in modern siding. All exterior detailing of the former schoolhouse has been removed. The original foundation was flat lakestone.



**North (front) elevation.**



**South elevation.**



**East elevation.**



**West elevation.**



**Addition on southwest corner.**



**Original foundation stone.**

## **4.2 Interior**

The interior of the building contains a basement and ground and second floor living spaces. The ground floor contains a kitchen, laundry room, dining room and living room. The second floor has two bedrooms and washrooms.

Basement access was limited due to seasonal conditions. An inspection of the basement floor system did not provide an indication of former use, however, a newer concrete block basement wall system was visible.

A visual inspection of the ground floor and second floor confirmed from the interior detailing and trim that these spaces had been completely renovated sometime in the 20<sup>th</sup> century.

The roof and walling system behind the north and south knee walls were accessible from a closet space on the second floor. In this space the original green painted plaster wall of the interior of the former schoolhouse wall rose to the underside of the roof joist. The underside of the joist shows shadow lines of the former white plaster from the original wooden ceiling lath. The new second floor of the residence is set below the height of the former ceiling of the schoolroom. This change is visible behind the knee wall inserted for the residential conversion. The former open interior space conversion at this level resulted in the ceiling joists being cut.



**Kitchen, ground floor.**



**East Bedroom, 2<sup>nd</sup> floor.**



**Hallway 2<sup>nd</sup> floor.**



**Ground floor living room.**



**West bedroom, 2<sup>nd</sup> floor.**



**Space between knee wall and exterior south wall showing construction of new knee wall.**





**Original wall, plaster and joist assembly.**



**Original roof and sheathing detail.**



**Cut ceiling joists of original building.**



**View of lath markings of schoolhouse ceiling on joists.**

## **5.0 CULTURAL HERITAGE RESOURCE EVALUATION**

The criteria for determining cultural heritage value or interest set out under Ontario Regulation 9/06 made under the *Ontario Heritage Act*, as amended in 2005, were applied to the property at No. 1536 Burnhamthorpe Road East, Town of Oakville. These criteria were developed to assist municipalities in the evaluation of properties considered for designation. The regulation states that:

*“A property may be designated under section 29 of the Act if it meets one or more of the following criteria for determining whether it is of cultural heritage value or interest:*

- 1. The property has design value or physical value because it,
  - i. is a rare, unique, representative or early example of a style, type, expression, material or construction method,*
  - ii. displays a high degree of craftsmanship or artistic merit,*
  - or*
  - iii. demonstrates a high degree of technical or scientific achievement.**

2. *The property has historical value or associative value because it,*
  - i. *has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community,*
  - ii. *yields, or has the potential to yield, information that contributes to an understanding of a community or culture, or*
  - iii. *demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.*
3. *The property has contextual value because it,*
  - i. *is important in defining, maintaining, or supporting the character of an area,*
  - ii. *is physically, functionally, visually or historically linked to its surroundings, or*
  - iii. *is a landmark.”*

## **5.1 Heritage Value**

The present residence located at No. 1536 Burnhamthorpe Road East was built in the late 19<sup>th</sup> century as a schoolhouse. It appears to have been converted to its present residential use c1950s.

### ***Design Value or Physical Value***

The former schoolhouse has been substantially altered on both the exterior and interior and is therefore considered to be integrity compromised. It was converted from a schoolhouse to a residential use. As part of the transformation, the schoolhouse structure was completely renovated on the exterior and interior and raised on its foundation. These renovations compromised the cultural heritage integrity of the building as a former schoolhouse. At some point in time, probably after the conversion, the exterior was re clad in metal siding, and new windows and an addition were added to the southwest section of the house. This work changed any details of the c1920s exterior changes to the original built form. All that remains is the 1½ storey side gable form of the original schoolhouse.

### ***Historical Value or Associative Value***

The *Illustrated Historical Atlas of the County of Halton* (1877) shows as a schoolhouse on the property. The schoolhouse was associated with the former historical community of Snider and the surrounding area. The schoolhouse is shown on the Guidal map (c1917) and on a topographical map (1922). It appears to have been converted to residential use in the 1950s. A new Snider’s Public School was opened in November 1956.

### ***Contextual Value***

The property at No. 1536 Burnhamthorpe Road East is located in the northeast corner of Lot 6, Concession 1 NDS, geographical township of Trafalgar, now part of the Town of Oakville. Access to the property is from Burnhamthorpe Road East. The property relates to the former historical community of Snider, now principally represented by the Snider House at No. 1481 Burnhamthorpe Road East. The residence at No. 1536 Burnhamthorpe Road East is set close to the road right-of-way on the southwest corner of the intersection

of Ninth Line and Burnhamthorpe Road East. To the rear and to the west, there is former agricultural land.

## **5.2 Summary of Heritage Value**

The frame building at No. 1536 Burnhamthorpe Road East is considered to be of local heritage interest for historical and associative value. It was built as a rural schoolhouse in the latter part of the 19<sup>th</sup> century, and continued in this use into the mid 20<sup>th</sup> century, when it appears it was converted to residential use. It is associated with the former historical community of Snider (Snider's Corners).

Notable heritage attributes of the residence include, but are not limited to:

- Siting of the former schoolhouse, now a residence, on the southwest corner of Burnhamthorpe Road East and Ninth Line within the former community of Snider; and,
- Exterior form as a 1½ storey frame structure with side gable roof, thus suggesting its former use as a schoolhouse.

## **6.0 MITIGATION RECOMMENDATIONS**

As part of the Class Environmental Assessment for the New North Oakville Transportation Corridor, the preferred alternative connects with the existing Burnhamthorpe Road East west of Ninth Line. As a result, the residence located at No. 1536 Burnhamthorpe Road East, which was formerly a schoolhouse, is directly affected through displacement by the intersection widening.

Generally an undertaking should not adversely affect cultural heritage resources and intervention should be managed in such a way that its impact is sympathetic with the value of the resources. When the nature of the undertaking is such that adverse impacts are unavoidable it may be necessary to implement management or mitigation strategies that alleviate the deleterious effects to cultural heritage resources. Mitigation measures lessen or negate anticipated adverse impacts to cultural heritage resources. These measures may include such actions as avoidance, monitoring, protection, relocation documentation, salvage, remedial landscaping, etc., and may be a temporary or permanent action.

The principal philosophy in the protection of culturally significant heritage features is to preserve in-situ the historic structural and material integrity to the maximum extent possible, consistent with public safety. The following conservation options, listed in descending order of preference, have been considered within the context of the project:

- (1) Retention of the existing building in-situ.
- (2) Relocation of the existing building in a new location on its current site.
- (3) Relocation of the existing building to an appropriate new site.
- (4) Salvage of elements for incorporation into existing historic or new structures.

- (5) Full recording and documentation of the structure if it is to be demolished.
- (6) Commemoration of the heritage site.

***Conservation Options 1, 2 and 3:***

Due to the compromised physical/design integrity of the former schoolhouse building, these options are not applicable.

***Conservation Option 4:***

There may be some salvageable material such as joists, rafters sheathing and flooring for reuse.

***Conservation Option 5:***

This report acts as the evaluation of the former schoolhouse building. If the building is to be demolished, further photographic documentation of the construction techniques may be required when dismantled.

***Conservation Option 6:***

Commemoration of the former historical community of Snider Corners with a description of the schoolhouse, the former church site and the Snider House by means of an historical plaque is considered to be an appropriate mitigation action.

Copies of this report should be provided to Town of Oakville and the Trafalgar Township Historical Society.



## Sources Consulted

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Access:-- <<http://www.trafalgartownshiphistory.ca/>>.

## Maps

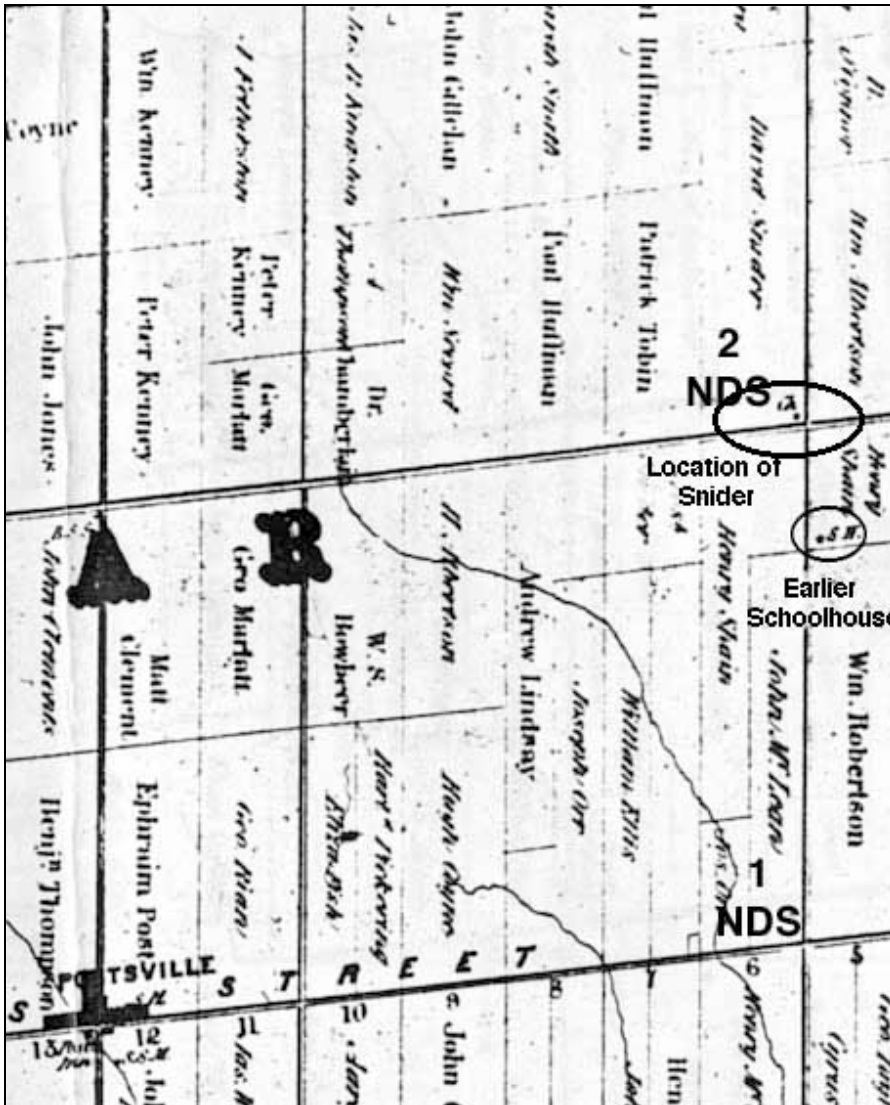
Guidal Landowners' Map of the Township of Trafalgar, Halton County, Province of Ontario. Toronto: Map Advertising Co. Limit, c1917.

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Tremaine, George. Map of the County of Halton, 1858.

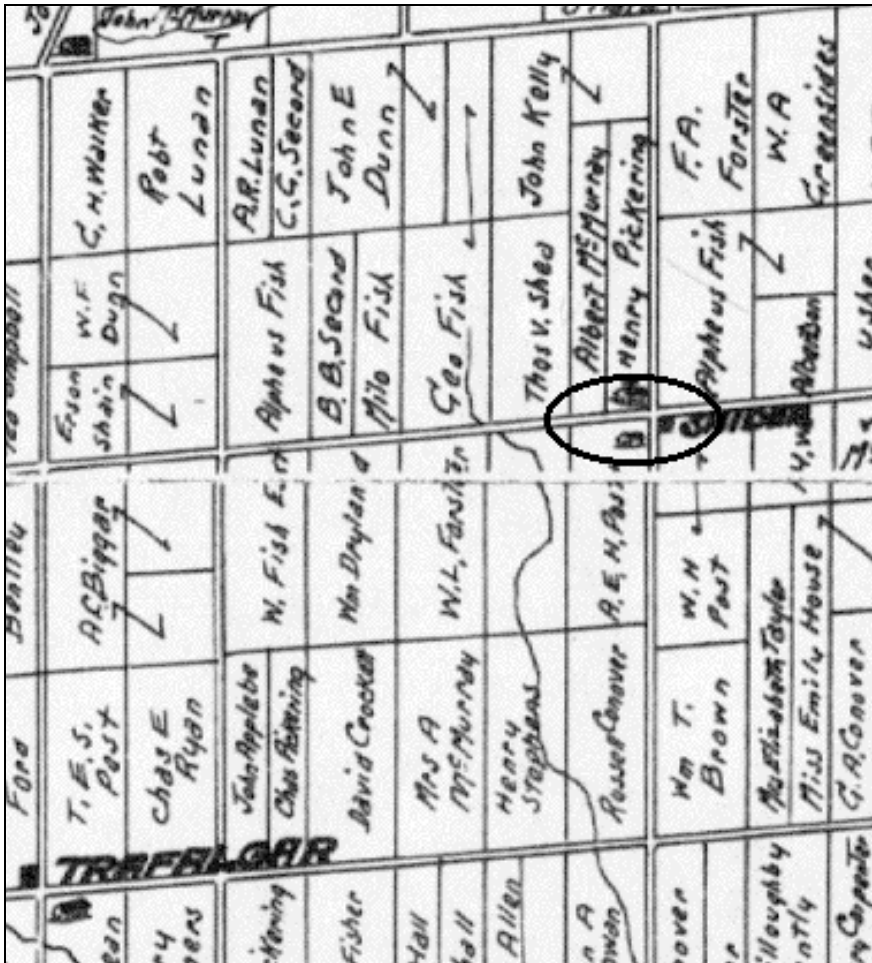
**APPENDIX:  
HISTORICAL MAPS**



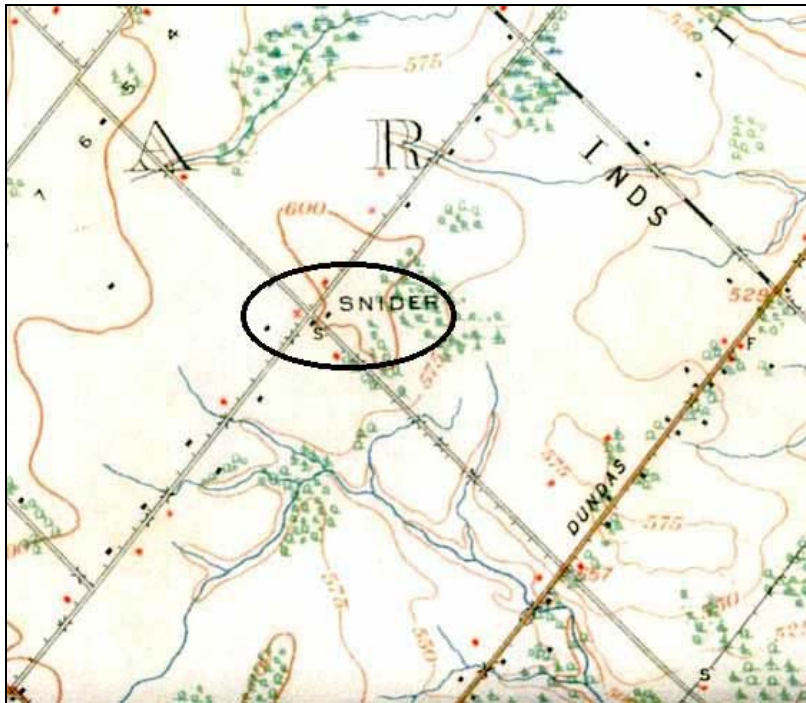
Tremaine's Map (1858).



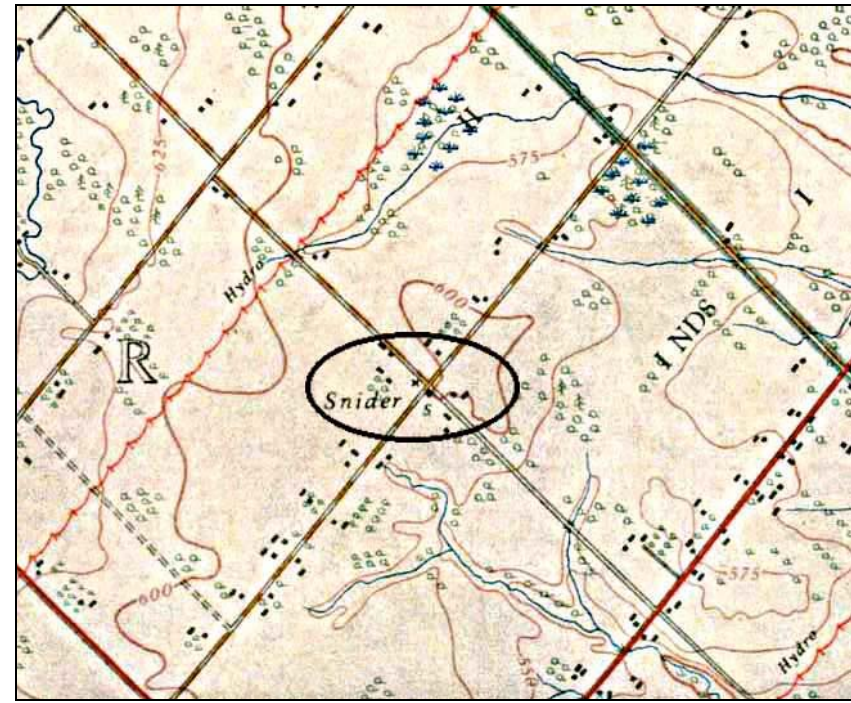
Trafalgar Township, *Illustrated Historical Atlas of Halton County* (1977).



Guidal Landowners' Map of the Township of Trafalgar, Halton County, Province of Ontario. Toronto: Map Advertising Co. Limit, c1917.

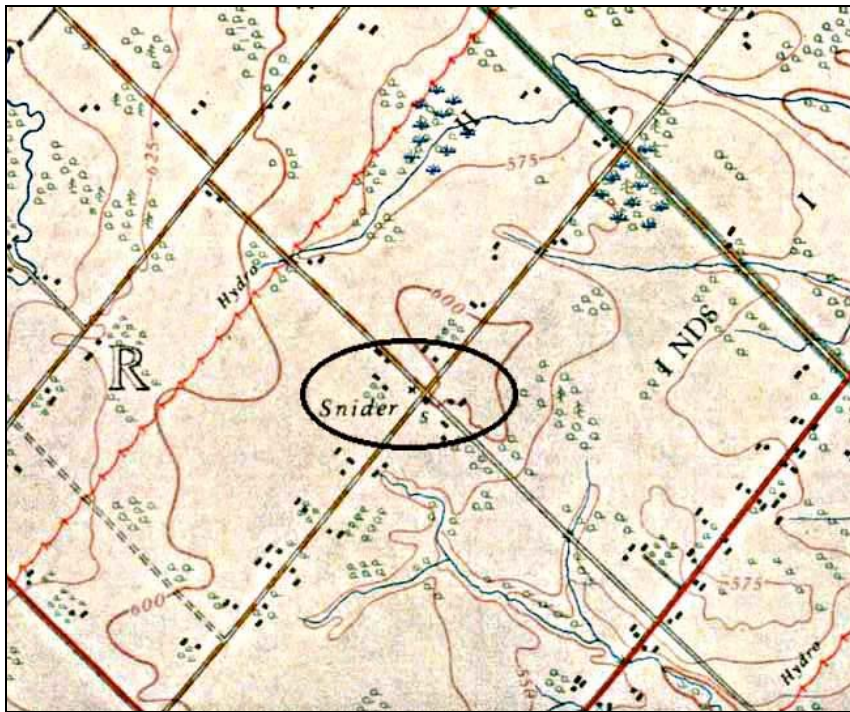


Topographical map 1922.

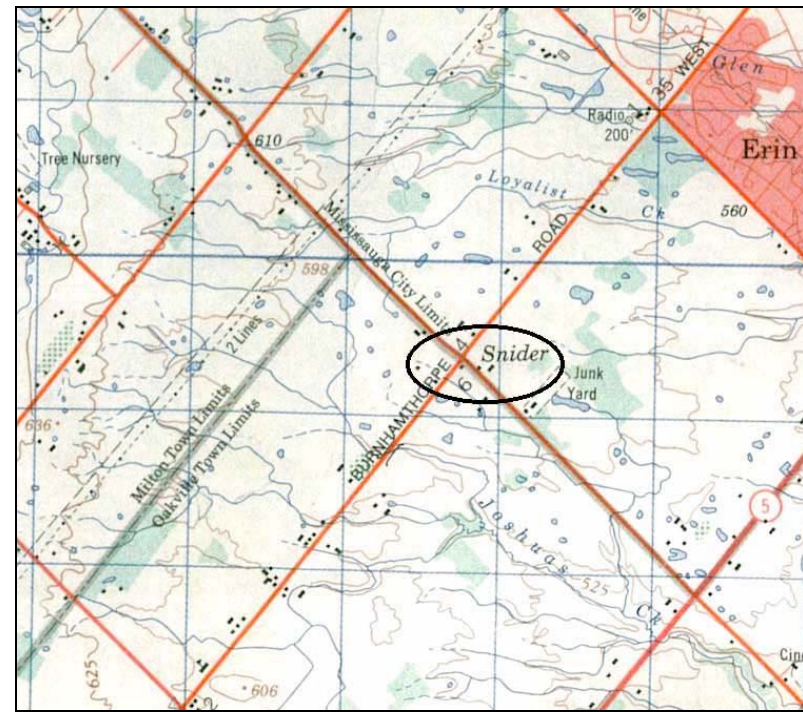


Topographical map 1942.





Topographical map 1951.



Topographical map 1979.