

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

**MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT
TRAFALGAR ROAD IMPROVEMENTS
CORNWALL ROAD TO HIGHWAY 407
TOWN OF OAKVILLE, HALTON REGION**

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September 2013

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1.0 INTRODUCTION

1.1 Purpose of Report

AECOM retained Unterman McPhail Associates, Heritage Resource Management Consultants, on behalf of the Halton Region, to undertake a built heritage resource and Cultural Heritage Landscape Assessment Report (CHAR) as part of the study for the Class Environmental Assessment for improvements to Trafalgar Road from Cornwall Road to Highway 407 located in the Town of Oakville. The study is being conducted in accordance with the approved requirements for a Schedule C project as described in the Municipal Engineers Association's Municipal Class Environmental Assessment (Class EA) document (October 2000, as amended in 2007 and 2011), which is approved under the *Ontario Environmental Assessment Act*.

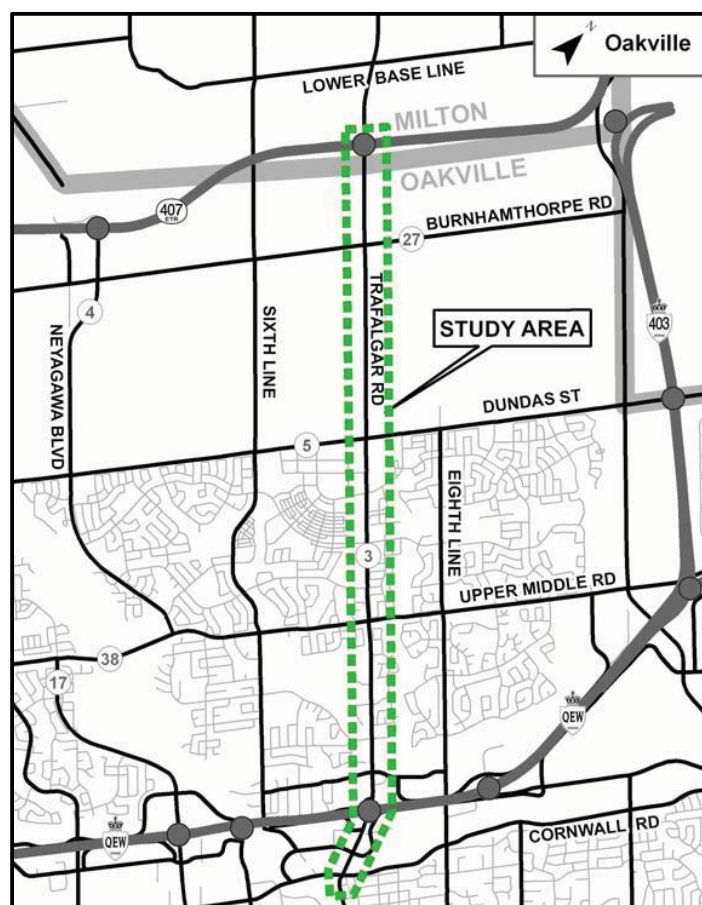


Figure 1. Map of the Trafalgar Road study corridor [AECOM].

Survey work was undertaken in September 2009 and an Existing Conditions Report prepared in January 2010. A CHAR was prepared in February 2013 to identify built heritage resources and cultural heritage landscapes of 40 years of age or older within

and/or adjacent to the study corridor and potential impacts to the heritage resources. The CHAR was revised in August 2013 to address the impacts associated with the drawings for the Concept HOV Lanes.

2.0 ENVIRONMENTAL ASSESSMENT & CULTURAL HERITAGE RESOURCES

2.1 Introduction

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.

For the most part, the analysis of cultural heritage resources in the study area addresses those above-ground, person-made heritage resources over 40 years old and older in age. 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 or interest. However, its application does not imply that all built heritage resources or cultural heritage landscapes that are over forty years old are worthy of the same levels of protection or preservation as heritage resources.

2.2 Environmental Assessment Act (EAA)

An environmental assessment provides 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 EAA applies to all public activities, including, projects originating from Ontario ministries and agencies, municipalities, public utilities, and Conservation Authorities. Projects subject to the Act are typically infrastructure developments and include such things as public roads and highways, transit facilities, waste management facilities, electrical generation and transmission facilities, and flood protection works.

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".

Infrastructure work and its 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.

2.2.1 Municipal Class Environmental Assessment (MCEA)

The *Municipal Class Environmental Assessment* (October 2000, as amended 2007 and 2011) outlines a procedure whereby municipalities can comply with the requirements of the *EAA*. 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 evaluation of impacts on the natural and social environment including culture. 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. A Schedule A+ activity is pre-approved by the Ministry of the Environment, and therefore work can proceed upon public notification of the project. 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. Lastly, 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.

Part B.1.1 (4) for Municipal Road Projects refers to the identification of cultural environment that includes built heritage resources and cultural heritage landscapes. The Ministry of Tourism, Culture and Sport is responsible for the administration of the *Ontario Heritage Act* and is responsible for determining policies, priorities and programs for the conservation, protection and preservation of Ontario's heritage, which includes cultural heritage landscapes and built heritage.

As well, Section B.1.1 (4) states significant cultural heritage features should be avoided, where possible. Where they cannot be avoided, the effects should be minimized when possible, and every effort made to mitigate adverse impacts, in accordance with provincial and municipal policies and procedures. Cultural heritage features should be identified early in the process in order to determine significant features and potential impacts.

Section C.1.1 (4) defines built heritage resources and cultural heritage landscapes as follows.

Built heritage resources are defined as one or more significant buildings, structures, monuments, installations or remains associated with architectural, cultural, social,

political, economic military history and identified as being important to a community. These resources may be identified through designation or heritage conservation easements under the *Ontario Heritage Act*, or listed by local, provincial or federal jurisdictions.

Cultural heritage landscapes means a defined geographical area of heritage significance, which has been modified by human activities and is valued by a community. It involves grouping(s) of individual heritage features such as structures, spaces, archaeological sites, and natural elements, which together form a significant type of heritage form, distinctive from that of its constituent elements of parts. Examples may include, but are not limited to, neighbourhoods, cemeteries, trailways, and industrial complexes of cultural heritage value.

2.3 Ontario Heritage Act (OHA)

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

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

The OHA allows municipalities to designate individual properties (Part IV) and districts (Part V), to list individual properties of cultural heritage value or interest (Part IV, Section 27) and to protect a heritage property with an easement (Part IV). The Ontario Heritage Trust (OHT) may protect a heritage property with an easement (Part II) and the Minister of MTCS, after consultation with the OHT, may designate a property of provincial significance (Part IV, Section 34.5).

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. The Provincial Government has established criteria for determining the cultural heritage value or interest of properties through Regulation 9/06. For Crown owned property, MTCS has established criteria or determining the cultural heritage value or interest through Regulation 10/6 and prepared the *Standards and Guidelines for the Conservation of Provincial Heritage Properties* under OHA, Part III.1.

Under subsection 27 (1) of the OHA, a municipal clerk is required to keep a current register of properties of cultural heritage value or interest located in their municipality. The municipal register must include all properties designated by the municipality under Part IV, all heritage conservation districts under Part V of the OHA, and all properties designated by the Minister of MTCS. In addition, OHA subsection 27 (1.2) allows a property that is not designated, but considered to be of cultural heritage value or interest by the municipal council, to be placed on the register. This is commonly referred to as “listing”. In many cases, listed (non-designated properties) are candidates for protection under section 29 of the OHA.

Municipal designation of heritage resources under Part IV of the OHA publicly recognizes and promotes awareness of heritage properties, provides a process for ensuring that changes to a heritage property are appropriately managed and that these changes respect the property's heritage value. This includes protection from demolition. Once a property or district has been designated and notice has been given to the OHT, the property is listed on the provincial register of heritage properties.

The alteration process under section 33 of the OHA helps to ensure the heritage attributes of a designated property, and therefore its heritage value, are conserved. If an owner of a designated property wishes to make alterations to the property that affects the property's heritage attributes, the owner must obtain written consent from the council. This applies to the alteration of the buildings or structures and to alterations of other aspects of the designated property such as landscape features or natural features that have been identified as heritage attributes. Although listing non-designated properties does not offer any specific protection under the *OHA*, Section 27 (3) states if property included in the register under subsection (1.2) has not been designated under section 29, the owner of the property shall not demolish or remove a building or structure on the property or permit the demolition or removal of the building or structure unless the owner gives the council of the municipality at least 60 days notice in writing of the owner's intention to demolish or remove the building or structure or to permit the demolition or removal of the building.

2.4 Ministry of Tourism, Culture and Sport (MTCS)

MTCS 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.

MTCS guidelines assist in the assessment of cultural heritage resources as part of an environmental assessment. They include, *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.”

The guidelines say 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, roads, 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. There are also associative landscapes with religious, artistic, or cultural associations of the natural element rather than material cultural evidence, which may be insignificant or even absent. Built heritage comprises individual, person-made or modified, parts of a cultural heritage landscape such as buildings or structures of various types and including, but not limited to, cemeteries, planting and landscaping structures, etc.

The MTCS guidelines for environmental assessment 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 for environmental assessments.

MTCS provides the *Ontario Heritage Toolkit*, a series of guides that explain different aspects the *Ontario Heritage Act*, the *Planning Act*, the Historic Places Initiative, and related programs. It states to conserve a cultural heritage resource a municipality or approval authority may require a heritage impact assessment and/or a conservation plan to guide the approval, modification, or denial of a proposed development.

As well, MTCS has produced the *Standards and Guidelines for Conservation of Provincial Heritage Properties* (April 28, 2010), effective as of July 1, 2010. The *Standards and Guidelines* state Ministries and prescribed public bodies shall apply the Criteria for "Determining Cultural Heritage Value" set out in the Ontario Regulation 9/06 under the *Ontario Heritage Act* to determine the cultural heritage value or interest of a property. If the property meets the criteria in Ontario Regulation 9/06, it is a provincial heritage property. If deemed to be a provincial heritage property the "Criteria for Determining Cultural Heritage Value of Provincial Significance" set out in Ontario Regulation 10/06, which is to determine whether or not a property is of provincial significance, is to be applied. If the property meets the criteria in Ontario Regulation 10/06, it is a provincial heritage property of provincial significance.

3.0 ASSESSMENT METHODOLOGY

3.1 Introduction

Unterman McPhail Associates undertook a cultural heritage resource survey of built heritage resources and cultural heritage landscapes on behalf of the Halton Region with regard to improvements on Trafalgar Road from Cornwall Road in the south to Highway 407 in the north in the Town of Oakville. For the purposes of this built heritage resource and cultural heritage landscape assessment Unterman McPhail Associates undertook the following tasks:

- identification of major historical themes and activities of the study corridor through historical research and a review of topographic and historical mapping;
- identification of associated cultural heritage landscapes and built heritage resources within the study corridor through major historical themes and activities and historical mapping;
- survey of lands within and adjacent to the Trafalgar Road study corridor in September 2009 and again in January 2013 to update the findings; and,
- identification of sensitivities for change to built heritage resources and cultural heritage landscapes through the review of the historical information, the results of the survey and the proposed changes to Trafalgar Road.

3.2 Heritage Recognition

The Council has approved the Town of Oakville Heritage Register. The Oakville Heritage Register is an official list of properties that have been identified by the Town as having cultural heritage value or interest. The Town is required to create and maintain the Heritage Register in accordance with the OHA. A Heritage Register includes the following types of heritage properties:

- individually designated properties which fall under Part IV of the OHA;
- properties designated within Heritage Conservation Districts which fall under Part V of the OHA; and
- properties that are not designated but believed to be of cultural heritage value or interest (also known as 'listed' properties).

The Town of Oakville Heritage Register (July 1, 2013) includes the following sections:

- Section A: Register of Heritage Properties Individually Designated under Part IV of the OHA;
- Section B: Register of Heritage Properties Designated under Part V of the OHA - Old Oakville Heritage Conservation District;
- Section C: Register of Heritage Properties Designated under Part V of the OHA – First & Second Street Heritage Conservation District;
- Section D: Register of Heritage Properties Designated under Part V of the OHA – Trafalgar Road Heritage Conservation District; and
- Section E: Register of Properties of Cultural Heritage Value or Interest— Not Designated.

Within the Trafalgar Road study corridor there are seven (7) cultural heritage resources contained in the Heritage Register, all north of Dundas Street East. They include 3030 Trafalgar Road, 3040 Trafalgar Road, 3048 Trafalgar Road, 3371 Trafalgar Road, 3437 Trafalgar Road, 3444 Trafalgar Road and 4233 Trafalgar Road.

4.0 HISTORICAL SUMMARY

4.1 Trafalgar Township

With the exception of the Reserve of the Mississaugas 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 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 and located in the Gore District. In 1851, the Gore District was divided into Wentworth and Halton Counties with parts of the Gore District also extending into Waterloo and Brant Counties.

The Governor's Road, later named Dundas Street, became the principal east-west transportation route across the Trafalgar Township in the first half of the nineteenth century. It developed in several stages. Lieutenant-Governor John Graves Simcoe proposed the route as a military and settlement road between Lake Ontario, Lake Erie, Lake St. Clair and Lake Huron in 1793. By 1794, Dundas Street had been cleared through the forest to the site of London in southwestern Ontario with transport between York and Dundas by water. Augustus Jones surveyed the section from York (Toronto) to Lake Simcoe in 1794. By 1796, although barely passable, the road ran from the western end of Lake Ontario east to York. Initially ending at the Humber River, by 1800, Dundas Street was connected with the newly built Yonge Street. Although surveyed as a military road in 1796, Dundas Street remained incomplete and impassable through the Mississauga Tract until 1806.

Surveyor Wilmot used the Dundas Street as the baseline for the single front survey of Trafalgar Township into 200-acre lots in 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 after the purchase of more land from the Mississaugas in 1818. This area became known as the New Survey. Trafalgar Township to the west of Sixteen Mile Creek was opened for settlement by 1810. The single front system of survey imposed a grid system of settlement on the land that is still clearly visible in the landscape today.

With the dual purpose of developing the new township and clearing and maintaining Dundas Street as a military road through the labour of adjacent landowners, the Government's accelerated settlement along Dundas Street. Crown and Clergy Reserves lands along Dundas Street were dispersed throughout Trafalgar Township, and the lots bordering Dundas Street were the first to be granted to settlers. Settlement duties for Dundas Street lots were shortened to eighteen months from the usual two years. A few early nineteenth century crossroad hamlets were established along Dundas Street in the early 1800s, including Post's Corners (1817), later known as Postsville and Trafalgar, at Dundas Street and Seventh Line (Trafalgar Road). By 1816, a stagecoach ran on Dundas

Street between Toronto and Hamilton with a stop in Post's Corners. Stage lines operated by various owners ran regularly along Dundas Street between Toronto and Hamilton by 1820.

The Seventh Line running 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. In response to 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.

The township had developed from subsistence farming in the early nineteenth century to a wheat growing area in the mid-1800s. In 1846, *Smith's Canadian Gazetteer* described Trafalgar Township as a well-settled township with numerous well-cleared and cultivated farms, many with good orchards. A decade or so later, Tremaine's map (1858) depicts the established agricultural landscape in the township and along Seventh Line. The crossroad hamlet of Postsville was located at Dundas Street and Seventh Line (*Appendix*).

The township developed from subsistence farming in the early 19th 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. Prosperous farm complexes, mature agricultural fields and a local road network characterized the agricultural landscape of the mid 19th century. Ontario farmers turned to higher cost cash crops and animal husbandry in the 1870s. The Trafalgar Township map in the *Illustrated Historical Atlas* depicts well-established farmsteads on Dundas Street and Seventh Line (*Appendix*). The hamlet of Trafalgar is shown at the intersection of Dundas Street and the Trafalgar Road. A small crossroads hamlet is situated at Trafalgar Road and Burnhamthorpe Road I and includes a blacksmith shop, an Orange Hall. Local farmsteads are located along Seventh Line. 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.

Twentieth century topographic maps show the continuing agricultural character of the study area throughout the first three-quarters of the twentieth century (*Appendix*). Patterns of agricultural fields with some wood lots characterized the landscape. Dundas Street became part of King's Highway No. 5 from Cooksville to Hamilton and Port Dover in 1920; by 1921, the highway had extended eastward from Cooksville to Toronto. Today, Dundas Street serves as a major east-west arterial road through the Greater Toronto Area and is maintained by the local municipalities.

In 1974, the Regional Municipality of Halton was created from the County of Halton and, within the Region, the Town of Oakville, was created.

4.1.1 Historical Settlement of Postsville/Trafalgar

Abraham Grobb patented the entire 200 acres of land comprising Lot 13, Concession 1 NDS in 1808 responding to the Government's desire for the early settlement of lands adjacent to Dundas Street. Grobb was a Niagara region resident who acquired the property for speculative purposes. Within two months of acquiring the property, Grobb sold the south half (100 acres) to Peter Clive.¹ Grobb retained ownership of the north half of Lot 13 until 1820 when he sold it to Peter Kenney.² Clive retained ownership of the south half of Lot 13 until 1816 when he sold it to James Thompson.³

James Thompson was born in 1786 and served in the 2nd regiment of the York Militia during the War of 1812. In addition to Lot 13, Thompson also acquired the adjacent Lot 14. James gradually increased the amount of cultivated land on Lots 13 and 14 and by 1840, a frame house under two storeys was assessed on his property. Beginning in 1834, Thompson began selling small subdivided lots from on the Trafalgar Road and Dundas Street frontages. This contributed to the establishment of the hamlet of Post's Corners. Also known as Postsville/Trafalgar. James Appelbe acquired approximately one acre of land in the early 1830s.

James Appelbe, the son of Pierce and Patience Appelbe, was born in 1802 in County Cork, Ireland. In 1815, at the age of 13 years, he immigrated to Canada with his widowed mother and older brother William Appelbe and settled in Stewarttown, Equesing Township. James apprenticed with a Hamilton merchant before teaching school in Munn's Corners. In 1831, he married Jemima McDuffee [McDuffy], the daughter of John Kaitting and Elizabeth Petit Bigger, who had settled in Trafalgar Township in 1808.⁴ James and Jemima Appelbe settled in Postsville, Trafalgar Township, where James became a successful merchant and served as the postmaster. Appelbe, who became known as "Squire" Appelbe, also served in various township and business positions including, but not limited to, one of the first directors of the Bank of Toronto, a Justice of the Peace, Treasurer of the Trafalgar Township and Recording Secretary of the Nelson Circuit.

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 built at Post's Corners on the

¹ Land Records, Halton Region, Lot 13, Concession 1 NDS, Trafalgar.

² Ibid.

³ Ibid.

⁴ Jemima's first husband Peter McDuffee of Trafalgar Township died in 1828. They had one child, Sarah E. McDuffee.

northeast corner of Dundas Street and Trafalgar Road in the 1820s. Later it was moved to Burnhamthorpe Road near Sniders Corners. The 1877 Historical Atlas lists Robert A. Fleming as the teacher for S.S. No. 3 Postsville. The location of the third schoolhouse is not known.⁵ The community spread east and west along Dundas Street and on both sides Trafalgar Road. Known as Post's Corners from about 1815 to 1851, the community was renamed Postsville in 1857, and then 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 Benjamin Thompson owned the Lot 13, Concession 1SDS at Dundas Street and Seventh Line. His brother James Thompson owned the adjacent Lot 14. The area around the intersection of Dundas Street East and Trafalgar Road is noted on this map as 'Postsville'. The land subdivision on Trafalgar Road north of Dundas Street and on Dundas Street to the east and west of Trafalgar Road is shown. The residences located at No. 3040 and No. 3048 Trafalgar Road were built in the mid-to-late 1800s, respectively.

In March 1866, James Appelbe acquired the Thompson farmstead. In 1869, Trafalgar was described as a Trafalgar Township village located about 12 miles from Milton and 4 miles from Oakville. It had a population of 80 people and supported a butcher, a flour and gristmill, two hotelkeepers and a post office. James Appelbe was noted as the postmaster and a Justice of the Peace.⁶ James Young ran the inn in 1876 with George Baker becoming the proprietor afterwards. The *Illustrated Historical Atlas* (1877) shows the hamlet of Trafalgar at the intersection of Seventh Line and Dundas Street East. It included a store, a school, a steam sawmill, an inn, a drill shed for the local militia, a post office and a school.

By 1906, the village population was noted as 50 persons. The local businesses included a blacksmith, a carriage maker, a general store, a hotel and a purveyor of meats.⁷ A few years later in 1910-11, the population of Trafalgar was recorded as 100 people and the community still had a daily stage to Oakville. Charles Hall was the postmaster. Other businesses in the village included a blacksmith and a carriage maker, a general store, a veterinarian surgeon and a brick manufacturer.⁸ During the 20th century, the hamlet decreased in size and importance although it was located on Dundas Street, which became part of Highway No. 5 in 1920. The inn was demolished in the late 1960s and the general store was replaced by a service station in the latter part of the 20th century. The Post's home on the northeast corner of Dundas Street and Trafalgar Road was torn down in 1965.⁹ The James Appelbe House remains to the immediate west of the Trafalgar Road

⁵ Trafalgar Township Historical Society. Early Ward 5 History. Access: --<<http://www.tths.ca/ward5.html>> (January 2013).

⁶ *The Province of Ontario Gazetteer and Directory* (Toronto: Robertson & Cook, Publishers, 1869) 540.

⁷ *Ontario Commercial Year Book and Gazetteer* (1906) 1005.

⁸ *Province of Ontario Gazetteer and Directory 1910-11*. (Ingersoll: Union Publishing Company of Ingersoll Publishers, 1910) 1272.

⁹ Hazel C. Matthews, *Oakville and the Sixteen*, rpt. 1953 (Toronto: University of Toronto Press, 1971) 192-193; and Trafalgar Township Historical Society, (April 2012).

on the north side of Dundas Street. A handful of 19th and 20th century residences are situated on the west side of Trafalgar Road north of Dundas Street. To the south of Dundas Street, the lands have been transformed into a modern urban landscape.

5.0 IDENTIFICATION OF CULTURAL HERITAGE LANDSCAPES AND BUILT HERITAGE RESOURCES

5.1 Introduction

For the purposes of cultural heritage landscape and built heritage resource identification, this section provides a brief description of the existing environment of the study corridor, i.e., Trafalgar Road from Cornwall in the south to Highway 407 in the north.

5.2 Description of the Existing Environment

Trafalgar Road runs north to south through the middle of the Town of Oakville and is a multi-lane, major arterial regional road. It has been transformed into a later 20th, early 21st century urban streetscape from the southern project limits at Cornwall Road north to Dundas Street East. The CN railway corridor crosses Trafalgar Road from east to west, to the north of Cornwall Road, on three subway structures. The southern most structure has a datestone of 1982 on the southeast corner. The Oakville GO Station is located immediately west of Trafalgar Road at the railway crossing. South Service Road intersects with Trafalgar Road south of the Queen Elizabeth Way (QEW) interchange. This area is characterized by later 20th century commercial businesses. Travelling north of the QEW, the Oakville Place shopping centre and the Sheridan College campus dominate the landscape on the west side of Trafalgar Road between the QEW and Upper Middle Road. Later 20th century residential development typifies the nature of the landscape on both sides of Trafalgar Road around Upper Middle Road north to Glenashton Drive, and then commercial use north to Dundas Street East.

For the most part, the study corridor north of Dundas Street East to the project limits at Highway 407 is still characterized by a rural agricultural landscape distinguished by agricultural fields marked by fence and tree lines and former 19th century farm complexes. However, these rural lands are in transition to urban land-use. Historically, the intersection of Dundas Street East and Trafalgar Road was the location of the 19th century historical settlement of Postville, later referred to as Trafalgar. Today, there are a few residences, one in commercial use, located on the west side of Trafalgar Road as visible reminders of the former community. The northwest and northeast corners of the intersection contain service stations, while the southwest and southeast corners have been developed into retail and residential use. A landscaping business is located on the east side of Trafalgar Road just north of Dundas Street East. North of the intersection at Dundas Street to Burnhamthorpe Road, the study corridor includes one farm complex, two abandoned 19th century farmhouses, and one former farmhouse. From Burnhamthorpe Road north to Highway 407, one former farmhouse is located in the southeast quadrant of Highway 407 and Trafalgar Road.

5.3 Description of Identified Cultural Heritage Resources

Unterman McPhail Associates undertook a windshield survey of the Trafalgar Road study corridor in September 2009 to identify cultural heritage resources older than 40 years of age. The study area was resurveyed in January 2013 to reconfirm the earlier findings.

At the southern limits of the study corridor, the Trafalgar Road Heritage Conservation District (HCD) is located to the south and outside of the southern limits of the Trafalgar Road study corridor. It includes the area between Sixteen Mile Creek in the west and Reynolds Street and Allan Street in the east, and between Spruce Street in the north and Sumner Avenue in the south.

No built heritage resources or cultural heritage landscapes of 40 years and older in age and of heritage value or interest were identified within or adjacent to the study corridor from Cornwall Road north to Dundas Street East. The southeast corner of Trafalgar Road and Cornwall Road contains 20th century buildings; the corner building at Cornwall Road and Trafalgar Road facing onto Inglehart Street North has been converted to commercial use.

Six (6) built heritage resources and three (3) cultural heritage landscapes of 40 years and older in age and of heritage value or interest were identified within or adjacent to the study corridor from Dundas Street East north to Highway 407.

The intersection of Dundas Street East and Trafalgar Road was the location of the historical 19th century historical settlement of Trafalgar (**Site # 5: CHL**). Today, a few residences located on the west side of Trafalgar Road, north of Dundas Street East, remain as visible reminders of the former community. Three (3) properties, namely, 3030 Trafalgar Road (**Site #8: BHR**), 3040 Trafalgar Road (**Site #7: BHR**) and 3048 Trafalgar Road (**Site #6: BHR**) are located close to the existing road right-of-way. The properties at 3040 Trafalgar Road (**Site #7: BHR**) and 3048 Trafalgar Road (**Site #6: BHR**) are included in *Section E: Register of Properties of Cultural Heritage Value or Interest (Not Designated)* of the Town of Oakville's Heritage Register (July 1, 2013).

Since the initial survey in 2009, a barn, formerly a listed heritage building and located at 3075 Trafalgar Road in the historical settlement on the east side of Trafalgar Road immediately north of Dundas Street East, has been demolished. From the historical settlement of Trafalgar at Dundas Street East to the northern project limits at Highway 407, there are four (4) identified cultural heritage resources. All four sites are included in *Section E: Register of Properties of Cultural Heritage Value or Interest (Not Designated)* of the Town of Oakville's Heritage Register (July 1, 2013). They are: 3371 Trafalgar Road (**Site #4: BHR**); 3437 Trafalgar Road (**Site #3: CHL**); 3444 Trafalgar Road (**Site #2: CHL**); and 4233 Trafalgar Road (**Site #1: BHR**). The existing and former agricultural land (**Site #9: CHL**) adjacent to the Trafalgar Road study corridor was identified as a cultural heritage landscape.

There are no known federally or provincially recognized properties within or adjacent to the Trafalgar Road study corridor.

Although of historical value and/or interest to the development of Trafalgar Township and the Town of Oakville, Trafalgar Road it is not identified in **Table 1** as a cultural heritage landscape for the purposes of this cultural heritage assessment due to its modern transformation into a multi-lane arterial road throughout the study corridor.

The identified cultural heritage landscapes (CHL) and built heritage resources (BHR) are listed in the **Table 1** and mapped in **Figure 2**. The following explanatory notes provide background material on the information contained in Table 1.

- Sites are numbered from north to south in the Trafalgar Road study corridor;
- Resources are identified by category: Cultural Heritage Landscape (CHL) or Built Heritage Resource (BHR) and by type: transportation, residential, agricultural, etc.;
- The municipal address, when applicable, locates the identified cultural heritage resources;
- A brief description of the cultural heritage resource, e.g., notable landscape features, and principal buildings and based upon information gained from the public roadway;
- Reference to heritage recognition; and,
- Digital photographs taken from the public roadway, or an aerial or map for each resource.



Site #1: 4233 Trafalgar Road Site #9: Agricultural Land Burnhamthorpe Road

Site #5: Hamlet of Trafalgar Dundas Street



Site #2: 3444 Trafalgar Road Site #9: Agricultural Land (Both sides Trafalgar Road)

Site #6: 3048 Trafalgar Road Site #7: 3040 Trafalgar Road Site #8: 3030 Trafalgar Road

Figure 2. Location maps of the identified built heritage resources and cultural heritage landscape within and adjacent to the Trafalgar Road study corridor [As adapted from Google Maps, 2013].



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Municipal Class EA, Trafalgar Road Improvement
Cornwall Road to Highway 407, Town of Oakville, Halton Region

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TABLE 1: IDENTIFIED CULTURAL HERITAGE LANDSCAPES (CHL) AND BUILT HERITAGE RESOURCES (BHR) WITHIN AND ADJACENT TO THE TRAFALGAR ROAD STUDY CORRIDOR

Site #	Resource Type	Category	Location	Description	Heritage Recognition	Digital Image / Map
1.	BHR	Residential	4233 Trafalgar Road, east side (Lot 12, Con. 2 NDS, geographical township of Trafalgar Township) Town of Oakville	Single Residence The later 19 th century, 1½ storey residence has a shallow pitched side gable roof, is 3 bays wide, covered in modern siding, and the main entrance faces southward [Highway 407 West Extension Cultural Resource Documentation Report, Volume 2 Indirect Impacts: Built Heritage Landscapes, March 2001]. The farmhouse and associated outbuildings are set back from the Trafalgar Road right-of-way and are well hidden behind trees.	Listed on the Town of Oakville Section E: Register of Properties of Cultural Heritage Value or Interest - Not Designated (July 1, 2013). Appendix E notes this property has potential cultural heritage value for its historic farmstead, including the frame farmhouse, and for its associations with the rural development of Trafalgar Township. Documented in report Highway 407 West Extension Cultural Resource Documentation Report, Volume 1, Direct Impacts, Reports 1-3 and Volume 2, Indirect Impacts (Unterman McPhail Associates/SNC Lavalin Engineers & Constructors, March 2001).	 <p>View northeast to residence at 4233 Trafalgar Road (September 2009).</p>  <p>View of front (south elevation) of the residence (January 2013).</p>

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TABLE 1: IDENTIFIED CULTURAL HERITAGE LANDSCAPES (CHL) AND BUILT HERITAGE RESOURCES (BHR) WITHIN AND ADJACENT TO THE TRAFALGAR ROAD STUDY CORRIDOR



Site #	Resource Type	Category	Location	Description	Heritage Recognition	Digital Image / Map
2.	CHL	Agricultural	3444 Trafalgar Road, west side (Lot 13, Con 1 NDS, geographical township of Trafalgar Township) Town of Oakville	<p>Farm Complex</p> <p>Comprises a mid 19th century, stucco clad, farmhouse with projecting centre front gable, French-style windows on main (east) elevation. The site also includes a large gambrel barn and outbuildings.</p> <p>The farmhouse is set relatively close to the road right-of-way and is considered to be a familiar landmark on Trafalgar Road. John Clements is noted on Tremaine map (1858) and James Morrison property owner with a building and orchard on Trafalgar Township map, <i>Illustrated Historical Atlas</i> (1877). The Bentley families bought this property in 1907 and remain as the current owners.</p>	Listed on the Town of Oakville Section E: Register of Properties of Cultural Heritage Value or Interest - Not Designated (July 1, 2013). Appendix E notes this property has potential cultural heritage value for its historic farmstead, including the stucco farmhouse, and for its associations with the rural development of Trafalgar Township.	 <p>View southwest to the farm complex at 3444 Trafalgar Road (September 2009)</p>  <p>Front (east elevation) of farmhouse, partially hidden behind trees (January 2013).</p>

TABLE 1: IDENTIFIED CULTURAL HERITAGE LANDSCAPES (CHL) AND BUILT HERITAGE RESOURCES (BHR) WITHIN AND ADJACENT TO THE TRAFALGAR ROAD STUDY CORRIDOR



Site #	Resource Type	Category	Location	Description	Heritage Recognition	Digital Image / Map
3.	BHR	Residential	3437 Trafalgar Road, east side (Lot 12, Con 1 NDS, geographical township of Trafalgar Township) Town of Oakville	<p>Former Farmhouse</p> <p>Vacant, 1½ storey, cross gable roof, ell floor plan, stucco cladding, one storey bay window on the front (east) elevation of north cross gable. The site is well treed.</p> <p>From aerial views there appears to be a barn ruin to the east of the house.</p> <p>Matthew Clements noted on Tremaine map (1858) and on the Trafalgar Township map in <i>Illustrated Historical Atlas</i> (1877).</p>	Listed on the Town of Oakville Section E: Register of Properties of Cultural Heritage Value or Interest - Not Designated (July 1, 2013). Appendix E notes this property has potential cultural heritage value for its historic farmstead, including the c.1870s stucco farmhouse, and for its associations with the Clements family.	 <p>West elevation of the residence at 3437 Trafalgar Road (September 2009).</p>  <p>West elevation of the residence at 3437 Trafalgar Road (January 2013).</p>

TABLE 1: IDENTIFIED CULTURAL HERITAGE LANDSCAPES (CHL) AND BUILT HERITAGE RESOURCES (BHR) WITHIN AND ADJACENT TO THE TRAFALGAR ROAD STUDY CORRIDOR


Site #	Resource Type	Category	Location	Description	Heritage Recognition	Digital Image / Map
4.	BHR	Residential	3371 Trafalgar Road, east side (Lot 12, Con. 1 NDS, geographical township of Trafalgar Township) Town of Oakville	Former Farmhouse Abandoned 1 storey wood frame residence located in a grove of trees and not clearly visible from the road. The site is marked in the landscape by a tree-lined driveway on the south side leading to the derelict building.	Listed on the <i>Town of Oakville Section E: Register of Properties of Cultural Heritage Value or Interest - Not Designated</i> (July 1, 2013). Appendix E notes this property has potential cultural heritage value for its historic farmstead, including the c.1820 frame house, and for its associations with Matthew Clements.	 <p>West elevation of the residence at 3371 Trafalgar Road (January 2013).</p> <p>View east to tree lined drive leading to the abandoned house (January 2013).</p>

TABLE 1: IDENTIFIED CULTURAL HERITAGE LANDSCAPES (CHL) AND BUILT HERITAGE RESOURCES (BHR) WITHIN AND ADJACENT TO THE TRAFALGAR ROAD STUDY CORRIDOR

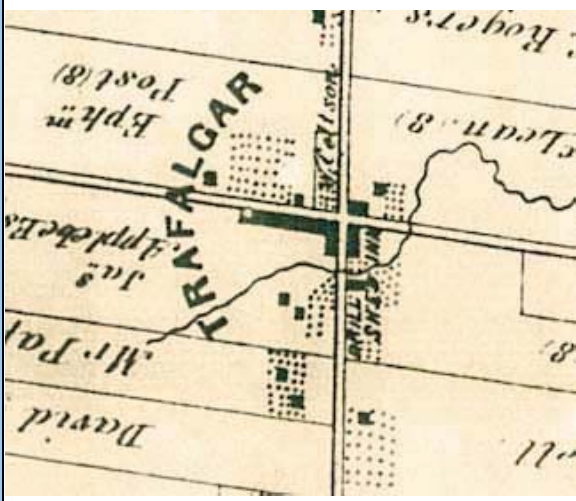
Site #	Resource Type	Category	Location	Description	Heritage Recognition	Digital Image / Map
5.	CHL	Historical Settlement	Trafalgar Road north of Dundas Street East (Lots 12 and 13, Con. 1 NDS, geographical township of Trafalgar Township) Town of Oakville	Former 19 th century settlement of Trafalgar (also known as Post's Corners and Postsville), which was established in 1816.	The residences located at 3040 and 3048 Trafalgar Road are associated with the former historical hamlet of Trafalgar (see Sites #6 and #7) and included on the <i>Town of Oakville Section E: Register of Properties of Cultural Heritage Value or Interest - Not Designated</i> (July 1, 2013). The municipally designated property at 257 Dundas Street East, known as the James Appelbe House and associated with the hamlet, is located immediately west of Trafalgar Road and is being relocated by 2014.	 <p>Map of Trafalgar Township, Illustrated Historical Atlas of the County of Halton, Ontario, 1877.</p>

TABLE 1: IDENTIFIED CULTURAL HERITAGE LANDSCAPES (CHL) AND BUILT HERITAGE RESOURCES (BHR) WITHIN AND ADJACENT TO THE TRAFALGAR ROAD STUDY CORRIDOR



Site #	Resource Type	Category	Location	Description	Heritage Recognition	Digital Image / Map
6.	BHR	Residential	3048 Trafalgar Road, west side (Lot 13, Con. 1 NDS, geographical township of Trafalgar Township) Town of Oakville	Residence This 2 storey wood frame house exhibits vernacular Queen Anne elements. It has a clipped hip roof, clapboard siding, decorative wood shingles, decorative corner brackets, corner trim and segmental window openings. It is set relatively close to the existing Trafalgar Road right-of-way.	Listed on the Town of Oakville Section E: Register of Properties of Cultural Heritage Value or Interest - Not Designated (July 1, 2013). Appendix E notes this property has potential cultural heritage value for its c.1890 Queen Anne style house and for its associations with Dr. Johnstone and the former hamlet of Trafalgar.	 <p>View northwest to residence at 3048 Trafalgar Road showing proximity to road right-of-way (January 2013).</p>  <p>Front (east) elevation of the residence at 3048 Trafalgar Road (January 2013).</p>

TABLE 1: IDENTIFIED CULTURAL HERITAGE LANDSCAPES (CHL) AND BUILT HERITAGE RESOURCES (BHR) WITHIN AND ADJACENT TO THE TRAFALGAR ROAD STUDY CORRIDOR



Site #	Resource Type	Category	Location	Description	Heritage Recognition	Digital Image / Map
7.	BHR	Residential	3040 Trafalgar Road, west side (Lot 13, Con. 1 NDS, geographical township of Trafalgar Township) Town of Oakville	Former Residence, now in Commercial Use (historically the Dr. J. A. Johnston House) This vernacular, mid-to-late 19 th C. building is 1 ½ storeys with a 3 bay front elevation, a side gable roof with return eaves and modern stucco cladding. The exterior was renovated in the 1990s. It is set relatively close to the existing Trafalgar Road right-of-way.	Listed on the Town of Oakville Section E: Register of Properties of Cultural Heritage Value or Interest - Not Designated (July 1, 2013). Appendix E notes this property has potential cultural heritage value for its frame house and for its association with the 19 th century settlement of the hamlet of Trafalgar.	 <p>East elevation of the residence at 3040 Trafalgar Road (September 2009).</p>  <p>View northwest on Trafalgar Road to 3040 with 3048 in background showing proximity to road right-of-way (January 2013).</p>

TABLE 1: IDENTIFIED CULTURAL HERITAGE LANDSCAPES (CHL) AND BUILT HERITAGE RESOURCES (BHR) WITHIN AND ADJACENT TO THE TRAFALGAR ROAD STUDY CORRIDOR



Site #	Resource Type	Category	Location	Description	Heritage Recognition	Digital Image / Map
8.	BHR	Residential	3030 Trafalgar Road, west side (Lot 13, Con. 1 NDS, geographical township of Trafalgar Township) Town of Oakville	Residence This vernacular house is one storey in height with a side gable roof and an entrance vestibule on the south end of the building. It displays design elements typical of the 1950-60s.	Not included on the <i>Town of Oakville Section E: Register of Properties of Cultural Heritage Value or Interest - Not Designated</i> (July 1, 2013). This residence is associated with the former hamlet of Trafalgar.	 View northwest to residence at 3030 Trafalgar Road (January 2013).

TABLE 1: IDENTIFIED CULTURAL HERITAGE LANDSCAPES (CHL) AND BUILT HERITAGE RESOURCES (BHR) WITHIN AND ADJACENT TO THE TRAFALGAR ROAD STUDY CORRIDOR

Site #	Resource Type	Category	Location	Description	Heritage Recognition	Digital Image / Map
9.	CHL	Agricultural	Adjacent to Trafalgar Road from Dundas Street north to Highway 407 (Lots 12 and 13, Con. 1 NDS and 2 NDS, geographical township of Trafalgar Township) Town of Oakville	Existing and former agricultural land with characteristic rural field patterns, tree lines, hedgerows and fencing.	Not applicable	 Aerial view of Trafalgar Road from Dundas street north to Burnhamthorpe road showing remaining 19th century field patterns.

6.0 POTENTIAL EFFECTS OF UNDERTAKING ON CULTURAL HERITAGE RESOURCES

6.1 Introduction

This section provides a preliminary assessment of the potential adverse effects of the improvements to Trafalgar Road from Cornwall Road to Highway 407 in the Town of Oakville. The conservation of cultural heritage resources in planning is considered to be a matter of public interest. Generally, changes and improvements to a roadway have the potential to adversely affect cultural heritage landscapes and built heritage resources by displacement and/or disruption during, and after construction. Cultural heritage landscapes and/or built heritage resources may experience displacement, i.e., removal, if they are located within the rights-of-way of the undertaking. There may also be potential for disruption, or indirect impacts, to cultural heritage resources by the introduction of physical, visual, audible or atmospheric elements that are not in keeping with their character and/or setting.

Three (3) aerial maps for the *Trafalgar Road Environmental Assessment Study Regional Municipality of Halton*, Concept HOV Lanes (August 21, 2013) provided by AECOM as the preliminary design were consulted to assess potential impacts to identified cultural heritage resources. The aerial map for the section of Trafalgar Road between Dundas Street and Highway 407, which contains the identified heritage resources, is included in *Appendix B*. AECOM has indicated that some frontage of the identified heritage resources within and along the study corridor will be acquired for the ROW; however, the buildings on the properties will be maintained and not removed. The grading line represents a possible easement and will not require land acquisition.

6.2 Direct Impacts

No direct impacts, i.e., demolition or removal, were identified as a result of the preliminary design for the project.

6.3 Indirect Impacts

The proposed design for improvements to Trafalgar Road will introduce new physical, visual, audible or atmospheric elements including urban design elements such as sidewalks, curbs, bus platforms and passenger platforms that are not in keeping with the existing rural character and, or setting, of the identified cultural heritage resources along the Trafalgar Road study corridor. There are nine (9) identified disruptions associated with the project. They include:

- **Site #1: 4233 Trafalgar Road** – This property is included on the Town of Oakville Heritage Register, Appendix E. The character and/or setting of this municipally recognized heritage resource will be disrupted, i.e., changes to the entrance drive and property frontage, due to the improvements to Trafalgar Road.

- **Site #3: 3437 Trafalgar Road** - This property is included on the Town of Oakville Heritage Register, Appendix E. Due to the introduction of bus bay and passenger platform as part of the preliminary design, the residence will be disrupted. The introduction of the future signalized intersection and road will occur as part of a separate study, and the residence will likely be displaced i.e., removal/demolition. Displacement will not occur as part of this EA Study.
- **Site #2: 3444 Trafalgar Road** - This property is included on the Town of Oakville Heritage Register, Appendix E. Due to the introduction of new physical, visual and audible elements, i.e., the future signalized intersection immediately east of the residence, the new ROW requiring land acquisition on the frontage and east side, the introduction of a sidewalk and the improvements to Trafalgar Road and the placement of a bus bay and passenger platform directly across the road from the site and residence has the potential for disruption effects.
- **Site #4: 3371 Trafalgar Road** – This property is included on the Town of Oakville Heritage Register, Appendix E. The character and, or setting of this municipally recognized heritage resource will be disrupted, i.e., changes to the entrance drive and property frontage, as a result of improvements to the road.¹⁰
- **Site #5: Hamlet of Trafalgar** – The remaining character and, or setting that identifies this 19th century crossroads hamlet will be disrupted as a result of improvements to Trafalgar Road, a reduction in property frontage as a result of the introduction of a ROW and from the improvements and widening of Trafalgar Road.
- **Site #6: 3048 Trafalgar Road** – This property is included on the Town of Oakville Heritage Register, Appendix E. It is part of the hamlet of Trafalgar. The character and, or setting of this municipally recognized property and its residence will be disrupted by the introduction of physical, visual and audible changes, i.e., a reduction in property frontage as a result of the introduction of a new ROW and a sidewalk, and from the improvements and widening of Trafalgar Road.
- **Site #7: 3040 Trafalgar Road** - This property is included on the Town of Oakville Heritage Register, Appendix E. The character and, or setting of this municipally recognized property and its residence will be disrupted by the introduction of physical, visual and audible changes, i.e., a reduction in property frontage as a result of the introduction of a new ROW and a sidewalk, and from the improvements and widening of Trafalgar Road.
- **Site #8: 3030 Trafalgar Road** - This property is part of the hamlet of Trafalgar. The character and, or setting of this property and its residence will be disrupted by the introduction of physical, visual and audible changes, i.e., a reduction in

¹⁰ Note although the abandoned residence on this property is at risk for removal/demolition due to its current condition, it is not considered to be a direct impact as a result of this undertaking due its setback from the road right-of-way.

property frontage as a result of the introduction of a new ROW and a sidewalk, and from the improvements and widening of Trafalgar Road

- **Site #9: Agricultural Land**- The character of the existing rural lands will be disrupted through the removal of existing tree lines, fencing and hedgerows and the introduction of urban road design and pathways/trails as part of the improvements to Trafalgar Road.

7.0 MITIGATION RECOMMENDATIONS

7.1 Introduction

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 is the process of causing lessening or negating anticipated adverse impacts to cultural heritage resources and may include, but are not limited to, such actions as avoidance, monitoring, protection, relocation, remedial landscaping, documentation of the cultural heritage landscape and/or built heritage resource if to be demolished or relocated, salvage of building materials.

The following mitigation recommendations are provided to alleviate the adverse effects, identified as indirect impacts, of this project

7.1 Indirect Impacts

- **Site 1: #4233 Trafalgar Road** – This property is included on the Town of Oakville Heritage Register, Appendix E. Appropriate landscaping should be designed for the entrance.
- **Site #2: 3444 Trafalgar Road** - This property is included on the Town of Oakville Heritage Register, Appendix E. Halton Region shall complete a Cultural Heritage Impact Assessment Report (CHIA) for this recognized heritage resource with regard to recommendations for heritage designation under the OHA.
- **Site #3: 3437 Trafalgar Road** - This property is included on the Town of Oakville Heritage Register, Appendix E. Therefore, Halton Region shall complete a Cultural Heritage Impact Assessment Report (CHIA) for this recognized heritage resource with regard to recommendations for designation under the OHA as part of Detail Design.
- **Site 4: #3371 Trafalgar Road** - This property is included on the Town of Oakville Heritage Register, Appendix E. the existing tree line at driveway should be preserved as a landscape element.

- **Site #5: Hamlet of Trafalgar** – This property is included on the Town of Oakville Heritage Register, Appendix E. Halton Region shall complete a Cultural Heritage Documentation Report (CHIA) of the cultural heritage landscape associated with the former hamlet of Trafalgar. A plaque commemorating this 19th century crossroad hamlet should be prepared and placed on Trafalgar Road at or near Dundas Street East. The plaque shall be prepared in consultation with the Town of Oakville.
- **Site #6: 3048 Trafalgar Road** – This property is included on the Town of Oakville Heritage Register, Appendix E. Therefore, Halton Region shall complete a Cultural Heritage Impact Assessment Report (CHIA) for this recognized heritage resource with regard to recommendations for designation under the OHA. Reference to this residence shall be included in a Cultural Heritage Documentation Report of the cultural heritage landscape associated with the former hamlet of Trafalgar and included in any commemorative plaque for the hamlet of Trafalgar.
- **Site #7: 3040 Trafalgar Road** – This property is included on the Town of Oakville Heritage Register, Appendix E. Therefore, Halton Region shall complete a Cultural Heritage Impact Assessment Report (CHIA) for this recognized heritage resource as part of Detail Design. If the CHIA determines this residence may be removed, a stand-alone Cultural Heritage Documentation Report shall be completed. Reference to this residence shall be included in a Cultural Heritage Documentation Report of the cultural heritage landscape associated with the former hamlet of Trafalgar and included in any commemorative plaque for the hamlet of Trafalgar.
- **Site #8: 3030 Trafalgar Road** - This property is associated with the hamlet of Trafalgar. Therefore, it should be documented as part of the Cultural Heritage Documentation Report of the cultural heritage landscape associated with the former hamlet of Trafalgar. Reference to this residence shall be included in a Cultural Heritage Documentation Report of the cultural heritage landscape associated with the former hamlet of Trafalgar and included in any commemorative plaque for the hamlet of Trafalgar.
- **Site 9: Agricultural Land** – Preserve existing tree lines, hedgerows and fencing were feasible.

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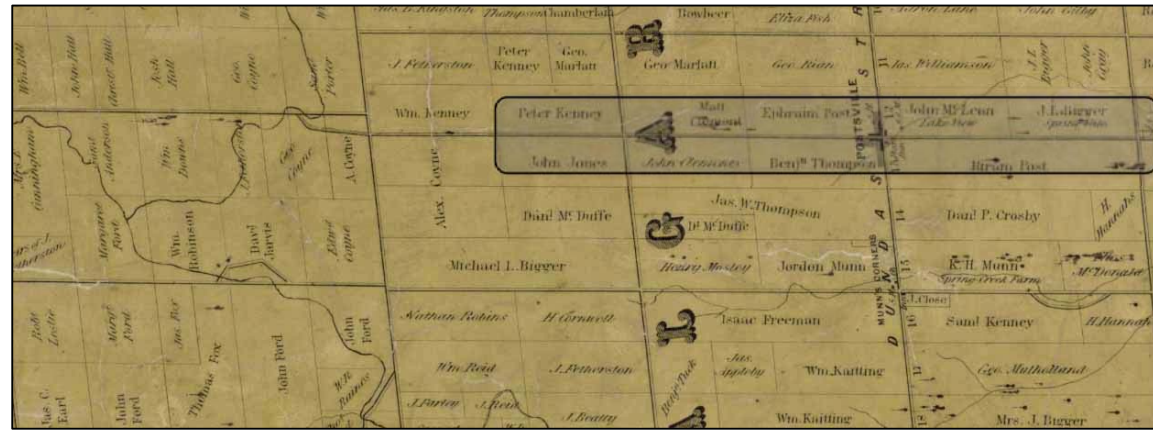
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Contact

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APPENDIX A HISTORICAL MAPS



Upper Middle Road

Burnhamthorpe Road

Middle Road/QEW

Dundas Street

Seventh Line or Trafalgar Road in the late 1850s showing the agricultural character of the land along the road. Note the community of Postsville (Trafalgar) at Dundas Street [Tremaine's Map of the County of Halton, 1858].

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Burnhamthorpe Road

Dundas Street

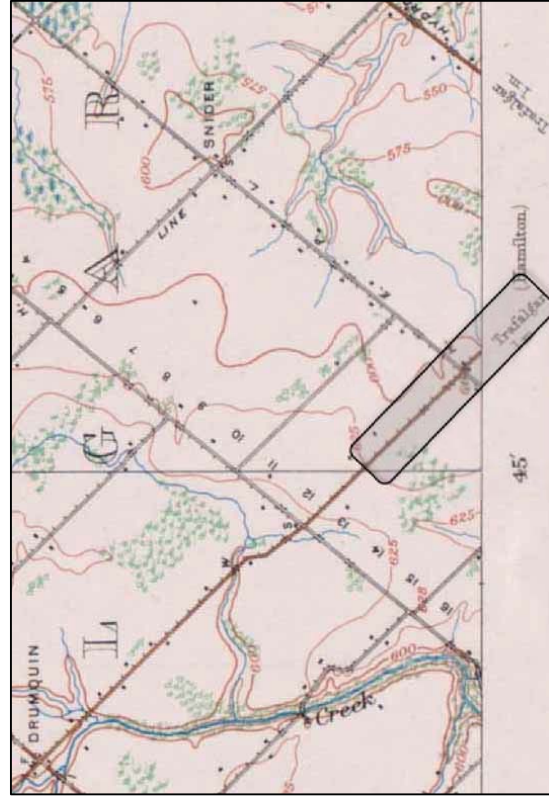
Upper Middle Road

Middle Road/QEW

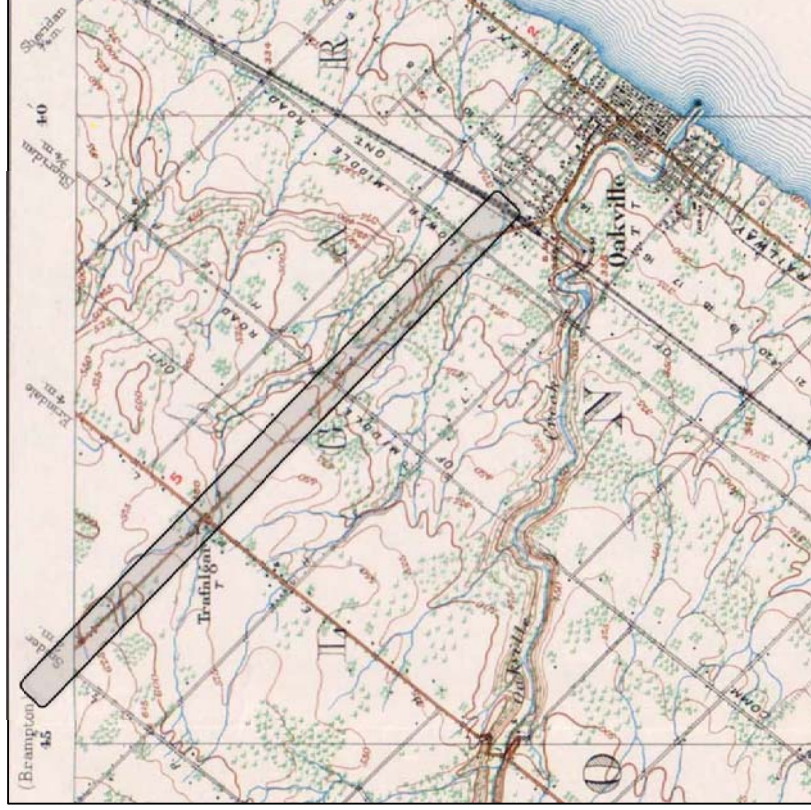
Seventh Line or Trafalgar Road in the late 1870s showing the agricultural character of the land outside Oakville. Note the community of Trafalgar at the Dundas Street and the blacksmith shop and Orange Hall at the Trafalgar Road and Burnhamthorpe Road intersection [Map of Trafalgar Township. Illustrated Historical Atlas of the County of Halton, Ontario. Walker & Miles, Toronto. 1877].

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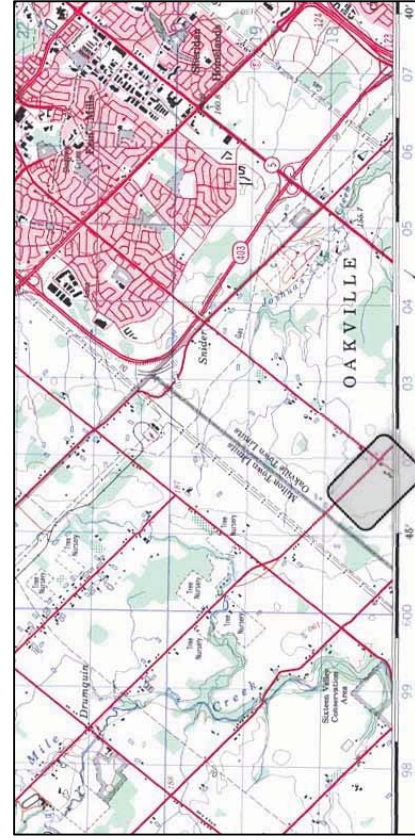
Topographic map showing Trafalgar Road from Burnhamthorpe Road north to the approximate location of Highway 407 [National Topographic Series, Brampton 30M/12, 1931 (surveyed 1907)].



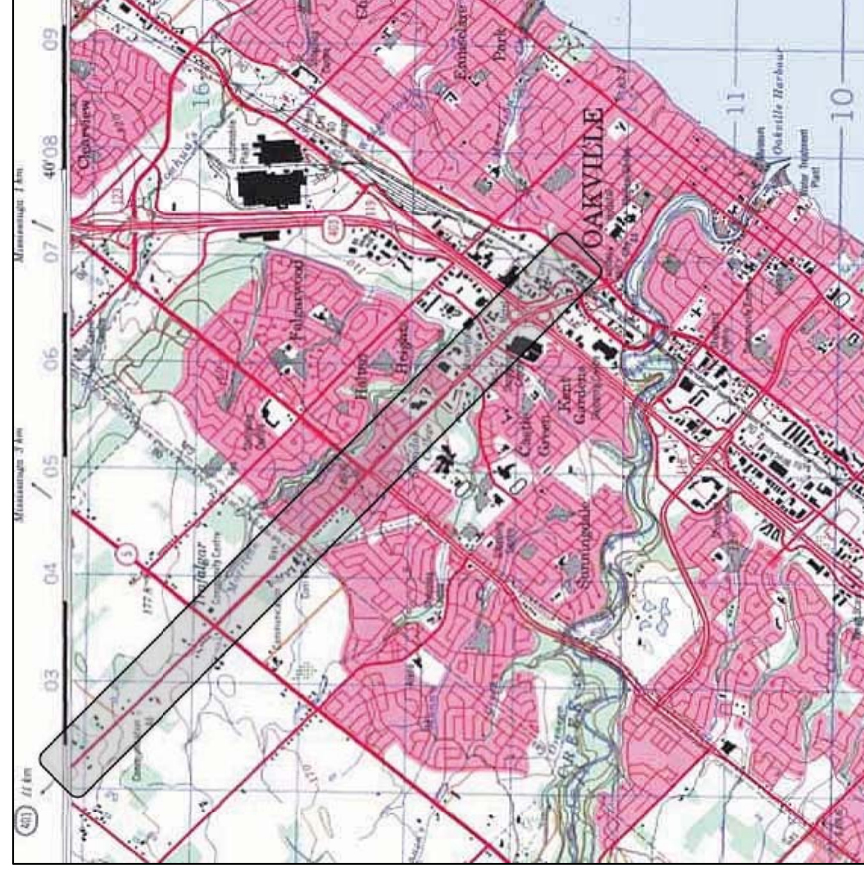
Topographic map showing Trafalgar Road from the approximate location of Cornwall Road in the south to Burnhamthorpe Road in the north showing the hamlet of Trafalgar at Dundas Street East [National Topographic Series, Hamilton 30M/5, 1931 (surveyed 1907)].

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Topographic map showing the rural character of the landscape along Trafalgar Road from Burnhamthorpe Road north to the approximate location of Highway 407 in the late 1980s [National Topographic Series, Brampton 30M/12, 1994 (current 1989)].



Topographic map showing the urbanization of the landscape along Trafalgar Road from Cornwall Road at the southern limits of the study corridor to south of Dundas Street and the rural character of the landscape north to Burnhamthorpe Road in the mid 1990s [National Topographic Series, Hamilton 30M/5, 1999 (current 1996)].

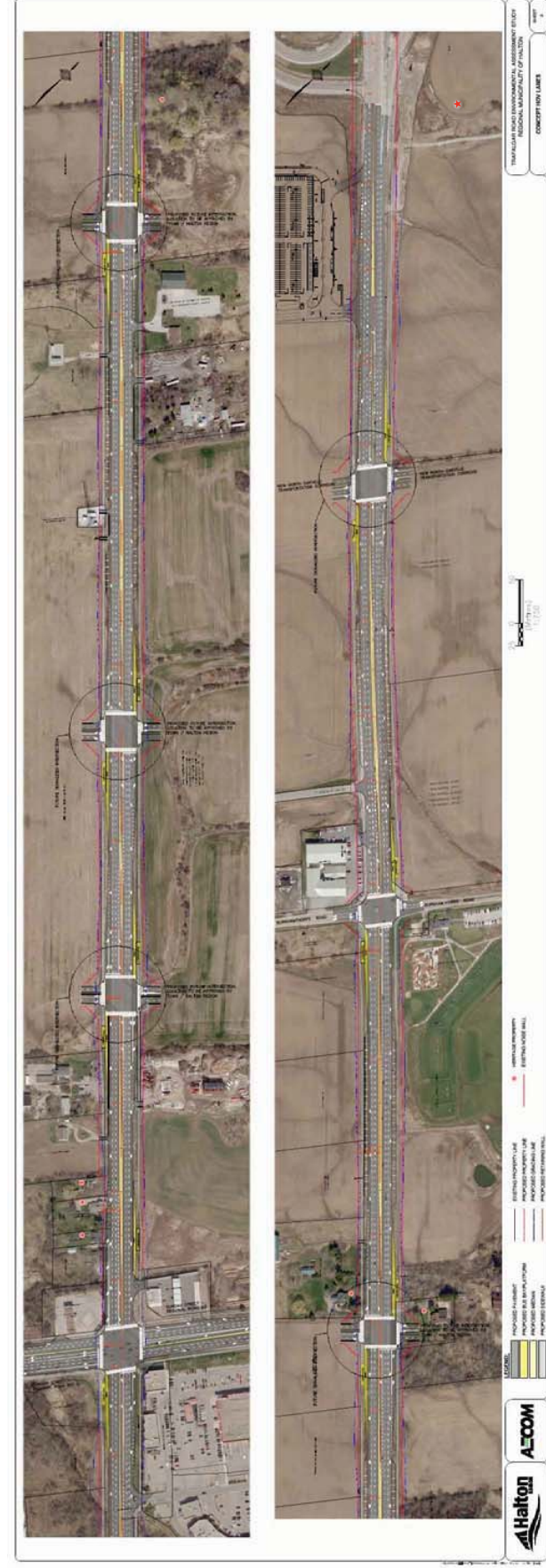
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**APPENDX B
CONCEPT HOV LANES
SHEET 3
(AUGUST 21, 2013)**

Cultural Heritage Assessment Report
Municipal Class EA, Trafalgar Road Improvement
Cornwall Road to Highway 407, Town of Oakville, Halton Region

Appendix B



As adapted by UMCA to show Site #1, Concept HOV Lanes, Sheet 3 (August 21, 2013).