

CULTURAL HERITAGE ASSESSMENT REPORT

CULTURAL HERITAGE LANDSCAPES & BUILT HERITAGE RESOURCES

CLASS ENVIRONMENTAL ASSESSMENT STUDY FOR TRAFALGAR ROAD (REGIONAL ROAD 3) TRANSPORTATION CORRIDOR IMPROVEMENTS FROM STEELES AVENUE (REGIONAL ROAD 8) TO HIGHWAY 7 TOWN OF HALTON HILLS REGIONAL MUNICIPALITY OF HALTON, ONTARIO



March 2016

**Prepared for:
MMM Group Limited**

Prepared by:



UNTERMAN McPHAIL ASSOCIATES
HERITAGE RESOURCE MANAGEMENT CONSULTANTS

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1.0 INTRODUCTION

1.1 Project Description

MMM Group Limited retained Unterman McPhail Associates, Heritage Management Resource Consultants, to undertake a Cultural Heritage Assessment Report (CHAR) for cultural heritage landscapes and built heritage resources as part of the Class Environmental Assessment (Class EA) Study for Trafalgar Road (Regional Road 3) Transportation Corridor Improvements from Steeles Avenue (Regional Road 8) to Highway 7 in the Town of Halton Hills, Regional Municipality of Halton (Halton Region) (**Figure 1**). Halton Region has initiated a Class EA Study to investigate the need for additional capacity and traffic management improvements, including the provision for active transportation facilities, along the Trafalgar Road study corridor between Steeles Avenue and Highway 7, a distance of approximately 13 km. The study is being undertaken in accordance with the planning and design process for Schedule 'C' projects as set out in the Municipal Engineers' Association *Municipal Class Environmental Assessment* (October 2000, amended in 2007 and 2011).



Figure 1. Study Corridor map for the Class EA Study for Trafalgar Road from Steeles Avenue to Highway 7 in the Town of Halton Hills, Halton Region [MMM Group, 2015].

The principal objectives of this CHAR are:

- to prepare an historical summary of the development of the study corridor through the review of both primary and secondary sources as well as historical mapping;
- to conduct a survey of the cultural heritage landscapes and built heritage resources found within the study corridor;
- to identify cultural heritage landscapes and built heritage resources within the study corridor through the analysis of major historical themes and activities, historic mapping and site review activities;
- to identify sensitivities for change; and
- to make general mitigation recommendations respecting the proposed endeavour.

Trafalgar Road was laid out as part of the survey of Esquesing Township as the road allowance between Concessions 7 and 8. Initially known as Seventh Line, it ran through the Township of Esquesing, from Hornby, on the border with Trafalgar Township to the south, to Ballinafad, on the border with Erin Township to the north. The Seventh Line became part of the Halton County road system in the early 20th century. Improvements to the roadway, including paving and widening were undertaken in the 1950s and 1960s. The roadway appears to have become known as Trafalgar Road around this time. Within the current Halton Region Official Plan, Trafalgar Road is classified as a major arterial road. For the purposes of this study, Trafalgar Road is considered to run in a north to south direction.

Richard Unterman, Unterman McPhail Associates, and Jean Simonton, Heritage Consultant, undertook a windshield survey of the study corridor in March 2014. Cultural heritage landscapes and principal above ground built heritage features 40 years of age or older found within and adjacent to the study corridor were identified.

2.0 ENVIRONMENTAL ASSESSMENT REQUIREMENTS & 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.

For the most part, the analysis of cultural heritage resources in the study corridor addresses those aboveground, person-made heritage resources 40 years of age and older. The application of this rolling 40-year principle is an accepted federal and provincial practice for the preliminary identification of cultural heritage resources that may be of heritage interest or value. However, its application does not imply that all built heritage resources or cultural heritage landscapes that are over 40 years old are worthy of the same levels of protection or preservation.

2.1 Environmental Assessment Act

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. This includes projects originating from Ontario ministries and agencies, municipalities, public utilities, and conservation authorities. Projects subject to the EAA are typically infrastructure developments and include such things as public roads and highways, transit facilities, waste management facilities, electrical generation and transmission facilities as well as flood protection works. Projects with the potential for significant environmental impacts are subject to an Individual EA process that requires formal Ministry of the Environment and Climate Change (MOECC) review and Ministerial/Cabinet approval.

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.

2.1.1 Municipal Class Environmental Assessment

The *Municipal Class Environmental Assessment* (MCEA) (October 2000, as amended in 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 MCEA 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 are usually minimal, and therefore these projects are pre-approved. A Schedule A+ activity is also 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 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.

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 Ontario Ministry of Tourism, Culture and Sport (MTCS) is responsible for the administration of the *Ontario Heritage Act* (OHA) 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, then effects should be minimized where 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 B.1.1 (4) defines built heritage resources and cultural heritage landscapes as follows.

Built heritage resources is 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 OHA, 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.

2.2 Ontario Heritage Act and the Standards and Guidelines for the Conservation of Provincial Heritage Properties

The OHA provides the framework for provincial and municipal responsibilities and powers in the conservation of cultural heritage resources. The OHA gives the MTCS the responsibility for the conservation, protection and preservation of Ontario's cultural 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 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. 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.

Individual properties may be designated of cultural heritage value under Part IV of the OHA by a municipality or the MTCS. In addition, municipalities may designate Heritage Conservation Districts under Part V of the legislation. As laid out in subsections 27 (1) and 39.2 (1) of the OHA, the municipal clerk is required to keep a current register of properties of cultural heritage value or interest located in the municipality. The municipal register must include all properties designated under Parts IV and V of the OHA by the municipality or under Part IV by the Minister of Tourism, Culture and Sport. Designation of heritage resources 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.

The OHA subsection 27(2) also allows a property that is not designated, but considered to be of cultural heritage interest or value 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. Although listing of non-designated properties does not offer any specific protection under the OHA, section 2 of the Provincial Policy Statement of the Planning Act acknowledges listed properties.

Provincial heritage properties are not subject to designation by municipalities or the Minister. Part III.1 of the OHA enables the Minister of MTCS, in consultation with the ministries and public bodies affected, to prepare standards and guidelines that set out the criteria and process for identifying provincial heritage properties and to set standards for their protection, maintenance, use, and disposal. In the development of the *Standards and Guidelines for Conservation of Provincial Heritage Properties* (2010), the MTCS drew from existing standards, policies, and best practices currently in use by the Government

of Ontario, the federal government, and leading international jurisdictions, and consulted with affected ministries, public bodies and the Ontario Heritage Trust (OHT).

The *Standards and Guidelines* apply to properties owned or controlled by the Government of Ontario that have cultural heritage value or interest (i.e., provincial heritage properties). They are issued under the authority of section 25.2 of the OHA and came into effect on July 1, 2010. They are mandatory for ministries and prescribed public bodies and have the authority of a Management Board of Cabinet directive. All Ontario government ministries and prescribed public bodies must comply with the *Standards and Guidelines* in the management of properties in their ownership or under their control.

The *Standards and Guidelines* define **provincial heritage property** as,

“...real property, including buildings and structures on the property, that has cultural heritage value or interest and that is owned by the Crown in right of Ontario or by a prescribed public body; or that is occupied by a ministry or a prescribed public body if the terms of the occupancy agreement are such that the ministry or public body is entitled to make the alterations to the property that may be required under these heritage standards and guidelines.”

Section B: Identification and Evaluation, subsection B.2, *Standards and Guidelines* states an evaluation process to identify provincial heritage properties will consist of a description of the property, historical information, a determination of the cultural heritage value or interest, including potential provincial significance, based on the advice of qualified persons and with appropriate community input, a report outlining the historical research and evaluation process, and a Statement of Cultural Heritage Value with a description of its heritage attributes. This cultural heritage evaluation report shall be submitted to the MTCS for review and approval.

The *Standards and Guidelines of the Conservation of Provincial Heritage Properties* state Ministries and prescribed public bodies shall apply the Criteria for “Determining Cultural Heritage Value of Interest” set out in the Ontario Regulation 9/06 under the OHA 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 to determine whether or not a property is of provincial significance are to be applied. If the property meets the criteria in Ontario Regulation 10/06, it is a provincial heritage property of provincial significance.

The *Standards and Guidelines* define **provincial heritage property of provincial significance** as,

“...provincial heritage property that has been evaluated using the criteria found in Ontario Heritage Act O. Reg. 10/06 and has been found to have cultural heritage value or interest of provincial significance.”

The *Standards and Guidelines* also provide advice on the conservation of provincial heritage properties and provincial heritage properties of provincial importance.

2.3 Ministry of Tourism, Culture and Sport

The MTCS is responsible for the administration of the OHA and is responsible for determining policies, priorities and programs for the conservation, protection and preservation of Ontario’s heritage, which includes cultural heritage landscapes, built heritage and archaeological resources.

The MTCS 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.”

The guidelines state 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, roadscape, 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, residences, commercial, religious, institutional, industrial or agricultural buildings, bridges, 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 built heritage resources.

3.0 ASSESSMENT METHODOLOGY

3.1 Introduction

MMM Group Limited retained Unterman McPhail Associates, Heritage Management Resource Consultants, to undertake a Cultural Heritage Assessment Report (CHAR) for cultural heritage landscapes and built heritage resources as part of the Class Environmental Assessment (EA) Study for Trafalgar Road (Regional Road 3) Transportation Corridor Improvements, from Steeles Avenue (Regional Road 8) to Highway 7 in the Town of Halton Hills, Regional Municipality of Halton (Halton Region). Halton Region has initiated a Class EA Study to investigate the need for additional capacity and traffic management improvements including the provision for active transportation facilities along Trafalgar Road study corridor between Steeles Avenue and Highway 7, a distance of approximately 13 km. The study is being undertaken in accordance with the planning and design process for Schedule 'C' projects as set out in the Municipal Engineers' Association *Municipal Class Environmental Assessment* (October 2000, amended in 2007 and 2011).

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

- the identification of major historical themes and activities of the study corridor in the former Township of Esquesing, now within the boundaries of the Town of Halton Hills through a the review of both primary and secondary sources as well as topographic and historical mapping;
- a survey of lands within and adjacent to the Trafalgar Road study corridor between Steeles Avenue to Highway 7 in the Town of Halton Hills;
- the identification of cultural heritage landscapes and built heritage resources within the study corridor through the analysis of major historical themes and activities, historic mapping and site review activities;
- the identification of sensitivities for change to cultural heritage landscapes and built heritage resources through the review of the historical information, the results of the survey and the proposed changes to the road network; and
- the development of mitigation recommendations.

3.2 Public Consultation and Recognition

A review of the Town of Halton Hills Designated Properties (March 27, 2014) and Town of Halton Hills Heritage Register Heritage Register Phase 1 & 2 Consolidated (March 27,

2014) was undertaken. Jim Waldbusser of the ACO Halton Hills was consulted as well as information from the Draft Heritage Hills Heritage Register Phase 3 (October 22, 2015). Council has not approved Phase 3 as this time, therefore, the properties are not formally part of the municipal register.

The Town of Halton Hills Designated Properties (March 27, 2014) includes the Devereaux House at 11494 Trafalgar Road. This property is designated under Part IV of the OHA under By-Law No. 2014-0015, passed March 17, 2014.

The following five (5) properties are listed on the Town of Halton Hills Heritage Register: Heritage Register Phase 1 & 2 Consolidated:

- 8285 Hornby Road, Lot 2, Concession 8 (Pineland Farms);
- 9156 Trafalgar Road, Lot 6, Concession 7 (Currie Farm House);
- 9289 Trafalgar Road, Lot 7, Concession 8 (McKinnon Farm);
- 9536 Trafalgar Road, Lot 8, Concession 7 (Nurseland Farms); and
- 9866 Trafalgar Road, Lot 10, Concession 7 (Morrison Homestead).

Nine (9) properties associated with the historic settlement of Stewarttown are listed on the Town of Halton Hills Heritage Register: Heritage Register Phase 1 & 2 Consolidated. They include:

- 10996 Trafalgar Road, Lot 15, Concession 7 (St. John's Anglican Church);
- 12917 15 Side Road, Lot D west of Young Street (Residence);
- 12889 15 Side Road, Part Lot C west of Young Street (Anglican Rectory);
- 9 Mill Pond Drive, Part Lot 37 (The Tannery);
- 10 Mill Pond Drive, Lot 16, Concession 7 (David Cross House);
- 4 Stewarttown Road, Part Lot 17, Concession 7 (Harrison House);
- 23 Stewarttown Road, Part Lot 46 (Shoemaker's Cottage);
- 32 Stewarttown Road, Lot 8, Part Lot 7 (Tracey House); and
- 42 Stewarttown Road, Lots 9, 42 (Former Post Office and General Store).

Twelve (12) properties within the study corridor are included on the Draft Town of Halton Hills Heritage Register Phase 3 (October 22, 2015), which has not been formally approved by the Town. They are:

- 12268 15 Side Road, Lot 15, Concession 7;
- 12399 15 Side Road, Lot 16, Concession 7 ("The Farm");
- 12337 17 Side Road, Lot 18, Concession 7 (Devereaux Farmhouse);
- 12322 20 Side Road, Lot 20, Concession 7;
- 12794 20 Side Road, Lot 20, Concession 7 (Burt Farm);
- 10054 Trafalgar Road, Lot 11, Concession 7;
- 10284 Trafalgar Road, Lot 12, Concession 7;
- 10445 Trafalgar Road, Lot 13, Concession 8;
- 10552 Trafalgar Road, Lot 13, Concession 7;

- 10579 Trafalgar Road, Lot 13, Concession 8 (Mount Pleasant Wesleyan Methodist Cemetery);
- 10677 Trafalgar Road, Lot 14, Concession 8; and
- 11727 Trafalgar Road, Lot 19, Concession 8.

4.0 HISTORICAL SUMMARY

4.1 Township of Esquesing, County of Halton

Charles Kennedy and Richard Bristol conducted the first survey of Esquesing Township in 1818. The survey was organized into a grid pattern of 11 concessions with 32 lots each.¹ Originally part of the Gore District, which included the area that became Halton and Wentworth Counties, Esquesing Township was established in 1816 as part of the area encompassing the future Halton County. Halton County separated from Wentworth in 1853 and received full municipal and judicial powers on January 1, 1855. It included the townships of Trafalgar, Nelson, Nassagaweya and Esquesing.²

In 1819, James Hume and Ronald MacDonald arrived in Esquesing Township as its first settlers. The village of Esquesing (renamed Stewarttown in 1849) was founded in 1819 on the Credit River, now known as Black Creek, at Seventh Line or Trafalgar Road. Other early township settlements included, amongst others, Georgetown founded in 1823; Dansville, renamed Acton in 1844; the hamlet of Ashgrove at the intersection of Seventh Line (Trafalgar Road); and, 10 Side Road around 1820. Georgetown, located on the Credit River, became the site in 1888 of first paper mill in Canada to use hydroelectric power. Acton's early industries included a saw and gristmill; however, it was, the local tannery that became the settlement's main industry.

The township developed quickly, and the first town meeting was held on January 1, 1821. The population had reached 424 people in that year.³ Esquesing's population was predominately composed of immigrants from the British Isles (England, Ireland and Scotland). The first post office in the township was opened in 1820 at the home of Henry Fyfe on Lot 9, Concession 7. It was moved to the village of Esquesing in 1840.⁴ By 1846, *Smith's Canadian Gazetteer* was reporting that 57,347 acres of Esquesing's totalled

¹ The Esquesing Historical Society, Dawn Livingstone, "Are You the One?"
Access: --<<http://www.esquesinghistoricalsociety.ca/joinUs.htm>> (October 2013).

² *Illustrated Historical Atlas of the County of Halton Ontario* (Toronto: Walker & Miles, 1877) 54-55;
Colin Gibson, "Stewarttown: Capital of Esquesing", *Tackaberry Times*,
Access: --<<http://www.tackaberrytimes.com/default.asp>> (October 2013).

³ *Illustrated Historical Atlas of the County of Halton*, 55.

⁴ Gibson, "Stewarttown: Capital of Esquesing".

66,700 acres had been purchased and 19,622 acres were under cultivation. The township was described as a fine township with excellent land and many good farms, which were generally well cultivated.⁵

Two main roads were opened in the township in the 1830s. The first was the York Road, which eventually connected York (Toronto) to Guelph, and reached Georgetown in 1832.⁶ A second road was built north from Oakville through the townships of Trafalgar and Esquesing to the Township of Erin to enhance trade between the harbour at Oakville and the northern townships. Known initially as Seventh Line within the Township of Esquesing, it became part of Trafalgar Road in the second half of the 20th century. Tremaine's Map of the County of Halton (1858) and Township of Esquesing map in the *Illustrated Historical Atlas of the County of Halton* (1877) show the route as an open road allowance (*Appendix*).

By 1877, two railway companies had built lines through Esquesing Township, namely, the Grand Trunk Railway (GTR) and the Hamilton and Northwestern Railway. The GTR had a line in the northern part of the township passing through Georgetown and Acton, and the Hamilton and Northwestern Railway ran diagonally northwards through the township, passing just north of Stewarttown.⁷ Esquesing Township was described in 1877 as a mature agricultural landscape with developed farmsteads, an established grid pattern of sidelines and concession roads, numerous villages and hamlets, schools, churches and small business enterprises that served the local population, as well as larger commercial mills and businesses in the larger population centres.⁸

Topographic maps of the 20th century indicate the township remained essentially rural and agricultural in character outside of the population centres through most of the century (*Appendix*). The Toronto-Guelph Electric Suburban Railway (radial line) was built through the township in 1917. The line was closed in 1931⁹ and a portion of the right-of-way became a hydroelectric transmission line corridor. Both the GTR and the Hamilton & Northwestern Railway were absorbed into the Canadian National Railways (CN) in the 1920s. Passenger and freight service was halted to Acton in 1973. By the end of the 20th century and into the 21st century urban development and growth had taken place, for the most part, around the centres of Acton, Georgetown and Stewarttown.

In 1963, new township offices were built north of Stewarttown on Trafalgar Road. On January 1, 1974, the County of Halton became the Regional Municipality of Halton. At the same time, the Town of Halton Hills was formed through the amalgamation of the

⁵ The Esquesing Historical Society, The Historical Hamlet of Ashgrove. Access: --<<http://www.esquesinghistoricalsociety.ca/Communities/VillageAshgrove.html>>> (October 2013); Wm. H. Smith, *Smith's Canadian Gazetteer* (Toronto, Ontario: H. & W. Rowsell, 1846) 56.

⁶ *Illustrated Historical Atlas of the County of Halton*, 55.

⁷ *Ibid.*, 55; Gibson, "Stewarttown: Capital of Esquesing".

⁸ *Illustrated Historical Atlas of the County of Halton*, 55.

⁹ Halinet, "Norval on the Credit", source *Norval on the Credit* by Rev. Dr. Richard Ruggle for the Esquesing Historical Society, Access: --<<http://www.halinet.on.ca/signs/ehs/Norval.html>> (April 2014).

Towns of Georgetown and Acton, much of the land comprising the Township of Esquesing and part of the geographic Township of Trafalgar Township within the Town of Oakville to the north of Highway 401.

Hornby

Hornby was a dispersed rural settlement on the boundary of Esquesing Township and Trafalgar Township to the south in the vicinity of Seventh Line, now Trafalgar Road. A post office was established in 1841, and by 1846, the community had two stores, one tavern and about 60 inhabitants.¹⁰ The *Illustrated Historical Atlas of the County of Halton* (1877) indicates Hornby had grown to 150 people.¹¹ By that date, the residents of Hornby had access to four churches – the Church of England, Methodist, Presbyterian and Baptist, as well as a fine brick schoolhouse. The village also possessed two temperance houses, a hotel, an Orange Hall, a Drill Shed and a brass band. There were no industrial establishments within Hornby; however, several were located nearby, including two saw and shingle mills and a brewery.

Hornby survived as a local centre into the 20th century serving the neighbouring rural population. In 1906, the community had 150 residents and contained a general store, two blacksmiths, a brewery and businesses relating to agricultural implements, coal, wood and grain.¹² Hornby at the junction of Hornby Road, formerly Trafalgar Road, and Steeles continues to be identified on 20th century mapping.

Ashgrove

The hamlet of Ashgrove in Esquesing Township was established at the intersection of Seventh Line (Trafalgar Road) and 10 Side Road around 1820. It was originally known as Leonard's Corners after Edward Leonard who built a hotel on the intersection. Irish born Samuel Watkins arrived in the Ashgrove area in 1817 and acquired property on three corners of the intersection. His business operations included grain storage sheds that were used by farmers from as far away as Hillsburgh as well as the transportation of the grain to the Oakville Harbour. Watkin's son, Thomas C. Watkins, operated a store in the settlement from 1844 until 1847. He then moved to Hamilton. Other hotels and stores were built in the hamlet in the early years, with the hotels servicing the stagecoach travel along Seventh Line. The Ashgrove United Church, originally a Methodist New Connexion Church, was built in 1860 on Lot 9, Concession 8. A cemetery was established across the road. The Ashgrove Public School opened in 1842. In 1851, the School Section built a frame building about one-half mile south of the hamlet. A brick building replaced it in 1870. By 1877, Ashgrove was described as having a hotel,

¹⁰ Smith, 83.

¹¹ *Illustrated Historical Atlas*, 56.

¹² *1906 Ontario Commercial Year Book and Gazetteer*, 564.

blacksmith shop, a store and a post office and is shown as being developed on the northeast, southwest and southeast corners of the intersection.¹³

Topographic maps of the 20th century continue to show Ashgrove as a crossroads hamlet.

Stewarttown

The village of Esquesing was founded in 1819 on the west bank of the Credit River, now known as Black Creek on Seventh Line. Stewarttown's early industries included saw and gristmills. In the 1840s, John and Duncan Stewart dammed the Credit River to increase the power needed for their saw and gristmills. The first post office in Esquesing Township was established in 1820 in the store of Henry Fyfe at Lot 9, Concession 7 and later moved to Stewarttown.¹⁴ The Village of Esquesing became Stewarttown at a town meeting on February 28, 1849.¹⁵ Stewarttown became the seat of local government in 1850.

In the early 1850s, with the arrival of the railway and problems due to a non-resident owner of the mills, Stewarttown suffered an economic decline that lasted into the 1870s. By 1877, the population had reached over 200 people. The Lawson Bros. had taken over the mills, built a steam sawmill and planned to build a steam shingle mill. A flour mill was operating on the west branch of the Credit River. Other industries in the late 1870s included, but were not limited to, Captain Johnston's saw and shingle mill, a tannery, a saddle and harness maker, and a blacksmith.¹⁶

McCullough's Corners

Local history references a small crossroads settlement named McCullough's Corners on Lot 21, Concession 4, at the intersection of the original Highway 7 alignment and its intersection with Seventh Line, now Trafalgar Road. Tremaine's Map (1858) notes James Kennedy as the lot owner. The *Illustrated Historical Atlas of the County of Halton* (1877) shows Dr. Robert McCullough as the property owner of the Lot 21, Concession 4. A cemetery, known as McCullough's Cemetery, is shown in the southwest corner of the lot.

4.2 Trafalgar Road

Trafalgar Road was laid out as part of the survey of Esquesing Township as the road allowance between Concessions 7 and 8. In the 1830s, it was improved as part of the Gore District Council's proposal to build a road running northwards from Oakville to the Township of Erin in Wellington County to facilitate the transportation of goods. The road ran from Oakville Harbour through Trafalgar Township and Esquesing Township to Erin

¹³ Ibid., 56.

¹⁴ *Illustrated Historical Atlas*, 56; Gibson, "Stewarttown: Capital of Esquesing".

¹⁵ Gibson, "Stewarttown: Capital of Esquesing".

¹⁶ *Illustrated Historical Atlas*, 55.

Township. As the townships of Esquesing and Trafalgar did not line up precisely, the road had a sharp jog along the town line (Steeles Avenue) in the vicinity of Hornby. Within the Township of Esquesing, the route followed Seventh Line and passed through the communities of Hornby, on the border with Trafalgar Township, Ashgrove, and Stewarttown in the southern part of Esquesing and Silver Creek and Ballinafad, on the border with Erin Township in the northern part of the township.

In the mid 1800s, the route was improved by the Trafalgar, Esquesing and Erin Road Company, which had been incorporated in 1846 to construct a plank or macadamized road from Oakville to the rear of Erin Township.¹⁷ The company was authorized to charge tolls along the route. By 1850-51, a plank road had been completed between Oakville and Stewarttown. Stewarttown was the site of its official opening ceremony dinner. The road was later completed to Georgetown. In the 1860s, the planking, which proved to be too expensive to maintain, was replaced by a gravel surface.¹⁸ The road was extended at a later date into Garafraxa Township.

Halton established a county road system in 1907. A map of the county dating to c1915 identifies Seventh Line as a county road (*Appendix*). Seventh Line, later known as Trafalgar Road, remained an important regional road with a gravel surface through the first part of the 20th century. When Highway 401 was constructed across Halton County in the late 1950s an interchange was provided between the new limited access highway and Seventh Line (*Appendix*). As part of this overall project, the jog of Seventh Line at Steeles Avenue was eliminated to the north of Highway 401. Paving of the road between Steeles Avenue and Highway 7 in Esquesing Township was completed by 1960 and the road was widened in the 1960s. Further improvements included the realignment of Trafalgar Road in the vicinity of Stewarttown in the 1970s (*Appendix*). Seventh Line appears to have become known as Trafalgar Road in the mid 1960s.¹⁹

5.0 DESCRIPTION OF STUDY CORRIDOR

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 Steeles Avenue to Highway 7) and the associated principal cultural heritage landscapes and built heritage resources.

¹⁷ Canada, *The Provincial Statutes of Canada*, Vol. II, 2nd Session, 2nd Parliament (Montreal: Stewart Derbishire & George Desbarats, 1846) 1155-1163.

¹⁸ Steven J. Brown and Krista A. Taylor, *East Garafraxa, A History* (Orton: The Corporation of the Township of East Garafraxa, 2006) 17-18; Gibson, “Stewarttown: Capital of Esquesing”.

¹⁹ Department of Highways Ontario publications listing the Highway 401 interchanges identify Interchange No. 40 at Seventh Line in 1964 and Trafalgar Road in 1967.

5.2 Description of the Existing Environment

The study corridor is situated in the southeast part of the Town of Halton Hills within the Regional Municipality of Halton.

The Niagara Escarpment running southwest to northeast forms a significant feature within the municipality. The north part of the study corridor to the north of Stewarttown is included within the Escarpment. The Escarpment consists of steep vertical cliffs with exposed bedrock in some areas. The area below the Escarpment to the southeast lies within the South Slope and Peel Plain physiographic regions of Southern Ontario. Within Halton Region, the Peel Plain lies between two bands of the South Slope. The South Slope lies at the base of the Escarpment but also comprises a strip of land between the Peel Plain and the Iroquois plain along Lake Ontario to the south. The physical landscape of the South Slope under the Escarpment consists mainly of a weakly drumlinized till plain. The bedrock is buried under a thick layer of drift or till deposited during the Wisconsin glaciation. The surface deposits within the region are largely of glacial origin and contain components of the underlying bedrock. The till is an accumulation of ground rock of various sizes. The till plain has a gently undulating topography and the soil generally proved well suited for agricultural development. The Peel Plain physiographic region comprises a clay plain, which extends across the central portion of Halton Region. The land surface is flat to gently undulating. There is a gradual and uniform slope toward Lake Ontario to the south. The underlying geological material of the plain is a till containing large amounts of shale and limestone. Generally, clay overlays the till; however, sandy alluvium can border the stream valleys.

The study corridor spans two watersheds, the Credit River to the north and the Sixteen Mile Creek to the south. The Credit River originates in Mono Township and flows approximately 90 km in a generally southeasterly direction from the Orangeville area and empties into Lake Ontario at Port Credit. The Middle Credit River watershed between Inglewood and Norval/Georgetown flows through a narrow valley. Below the Escarpment the river flows through steep-walled valleys and floodplains of varying width. Black Creek, historically known the West Branch of the Credit River, is a major tributary of the Credit River in this zone. It rises on the Escarpment and then flows into Silver Creek at the west end of Georgetown.

The Sixteen Mile Creek, also known as the Oakville Creek, originates above the Niagara Escarpment. It has three broad drainage basins, West, Middle and East that converge to form the Lower (Main) Branch, which empties into Lake Ontario at Oakville. The Middle Branch and its associated tributaries flow in a southeasterly direction across the study corridor. It joins with the East Branch in the vicinity of Britannia and Trafalgar Road and the West Branch below Lower Baseline Road, east of Regional Road 25. The surrounding lands remain primarily in agricultural use within Halton Hills.

Historically, the study corridor lay within the Township of Esquesing in the County of Halton. Settlers arriving in the early 1800s commenced the clearing of the original forest that covered the region. The fertile soils were cleared quickly and by the mid 1800s an established pattern of agricultural fields, hedgerows, tree lines, woodlots and rural gravel roads were well established. Black Creek proved to be well-suited to waterpower development, and as such, mills were constructed along the waterway; they were a benefit to the agricultural settlers. Local communities, such as Hornby, Ashgrove and Stewarttown, along with schools and churches grew up to support the largely rural population. The proximity to the growing City of Toronto provided a readily accessible market for local products including milk, fruits, vegetables and poultry. Topographic maps of the 20th century indicate the township remained essentially rural and agricultural in character outside of the population centres through most of the century. By the end of the 20th century and into the 21st century urban development and growth had taken place, for the most part, around the centres of Acton, Georgetown and Stewarttown with an associated loss of barns and other agricultural buildings, as the lands made the transition from agricultural to residential and other urban uses.

Trafalgar Road is considered to run in a north to south direction between Steeles Avenue and Highway 7, a distance of approximately 13 km. The two lane paved roadway follows a generally straight horizontal alignment through the study corridor. The posted speed limit varies between 60 and 80 km/hr., along the length of the corridor. Traffic lights control the intersections of the major crossroads. A utility line paralleling the roadway alternates between the east and the west sides of Trafalgar Road. Bridge structures carry the roadway over Hornby Creek and Black Creek, at the south and north ends of the study corridor, respectively. Two rail corridors, namely CN and Metrolinx, formerly the Goderich Exeter Railway (GEXR), traverse Trafalgar Road to the north of Stewarttown.

Trafalgar Road, formerly Seventh Line, developed as an important route across Esquesing Township in the 19th century and attracted settlement at key side roads, as well as institutions such as churches with cemeteries, schools, and businesses such as taverns, inns and general stores, on subdivided lots. Vestiges of this 19th century landscape remain along the roadway. Agricultural lands containing farmhouse, barns, field, fence lines, tree lines and hedgerows characterize the surrounding land uses through the southern part of the study corridor between Steeles Avenue and 15 Side Road. The land on the east side of Trafalgar between 10 Side Road and 15 Side Road lies within the Vision Georgetown Study Area and is under pressure for development consistent with the Official Plan. The area west of Trafalgar Road to Sixth Line retains its agricultural character.

Stewarttown, developed in the 1820s as a mill town on Black Creek, formerly identified as the West Branch of the Credit River. Located to the west of Trafalgar Road between 15 Side Road and 17 Side Road, the community strung out along Trafalgar Road, known as Main Street in the village or Mill Pond Drive. Historically, Trafalgar Road curved to the west of the surveyed road allowance to cross Black Creek at Stewarttown. The road was realigned in the mid 1970s to eliminate the jog and bypass the core of the community

of Stewarttown. Stewarttown Road follows the route of the earlier road through the community.

The east side of Sixth Line, which is adjacent to the western study limit, remains rural in character with some rural residential development.

The north end of the study corridor between 17 Side Road/Maple Avenue and Highway 7, mainly east of Trafalgar Road, is in transition from rural to urban land uses as Georgetown expands. Some residual agricultural land remains on the west side of the roadway and the Niagara Escarpment is located north of the Metrolinx rail corridor.

5.3 Description of Identified Cultural Heritage Resources

The survey of the study corridor was completed in March 2014. Fifty-nine (59) cultural heritage resources were identified during the survey of the study corridor.

The Wesleyan Methodist (McCullough's) Cemetery is located on Lot 21, Concession 8 at Trafalgar Road and Lindsay Court in Georgetown. During the survey, construction at this location did not allow a view of the site from the public roadway. The crossroads hamlet of McCullough's Corners once stood at the intersection of the original Highway 7 and Trafalgar Road. The McCullough farmstead formerly located on Lot 21, Concession 4 at this location included a cemetery. Later Highway 7 was realigned at Trafalgar Road North and Lindsay Court, and an Extendicare nursing facility was built near the corner of the original intersection adjacent to McCullough's Cemetery. According to the Ontario Genealogical Society Halton-Peel Branch a few gravestones were visible amongst the trees and vegetation in the 1950s, and a newspaper article in 1963 noted three markers on the site. An archaeological report (1992) verified that all of the graves were not moved to the Greenwood Cemetery.²⁰ This former cemetery has not been included in Table 1 since it is considered to be primarily an archaeological site.

The property at 10445 Trafalgar Road is included in the Draft Town of Halton Hills Heritage Register Phase 3 (October 22, 2015). It was noted at the time of the site review in March 2014 that the buildings including a farmhouse, multiple barns and outbuildings had been removed from the property. As a result of the loss of the structures, this former agricultural property is not included in Table 1.

A description of the identified cultural heritage resources, including cultural heritage landscapes (CHL) and built heritage resources (BHR), are listed in the following ***Table 1: Identified Cultural Heritage Landscapes (CHL) and Built Heritage Resources (BHR) Located Within or Adjacent to the Trafalgar Road Study Corridor*** and mapped in ***Figures 2, 3 and 4***.

²⁰ Ontario Genealogical Society, Halton-Peel Branch, Wesleyan Methodist (McCullough's) Cemetery. Access: --<<http://www.haltonpeel.ogs.on.ca/h/es11.htm>> (April 2014).

Sites 1, 2 and 3 in Table 1 refer to geographical areas. A reference number for the three sites is provided only on Figure 2 although the sites are located throughout the study corridor as indicated in the description contained in Table 1. All other numbered sites in Table 1 and shown on Figures 2, 3 and 4 relate to specific land parcels.

Table 1 includes a site number, resource category, resource type, location and description as well as a digital photograph of the principal built heritage resource or associated cultural heritage landscape or an historical map for each site. The following explanatory notes provide background material on the information contained in Table 1.

- Sites are numbered generally from south to north.
- Resources are identified by category: Cultural Heritage Landscape (CHL) or Built Heritage Resource (BHR) and by type: roadscape, farm complex, cemetery, bridge, residence, church, school, etc.
- The municipal address, when applicable, and lot and concession number locates the identified cultural heritage resources. The identified cultural heritage resources are mapped on Figure 2.
- A brief description of the cultural heritage resource, e.g., notable landscape features, structures on the property, construction period(s), building materials, roof shape, number of storeys, important architectural details, architectural style or influence and alterations/additions, is based upon information gained from the public roadway.
- Known heritage value as identified through listings in a local inventory, designation under the OHA, recognition through a commemorative plaque, and inclusion in the Ontario Heritage Bridge List is provided.
- Digital photographs or an historical map with caption are supplied for each resource.

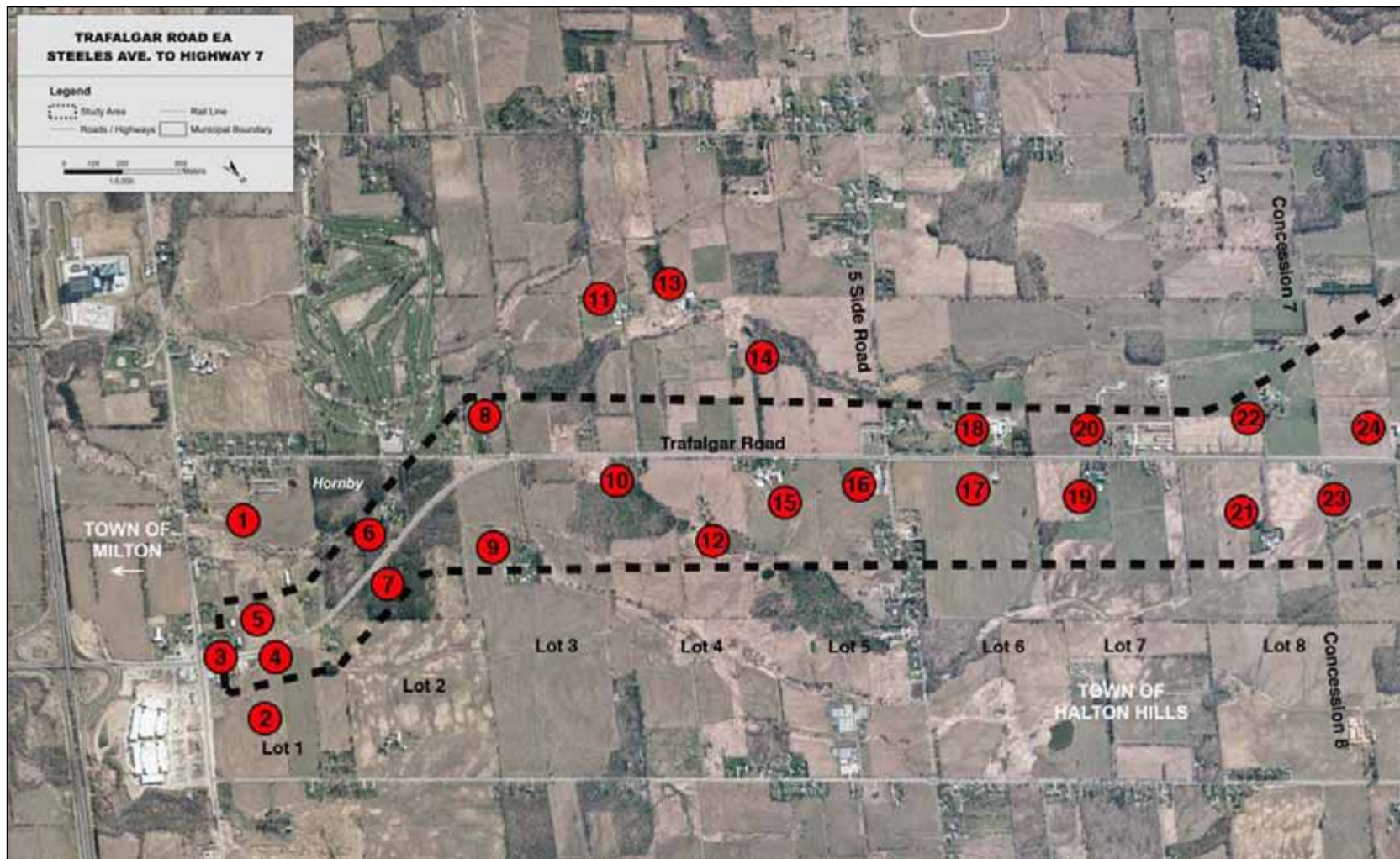


Figure 2. Identified cultural heritage resources located within or adjacent to the Trafalgar Road Study Corridor between Steeles Avenue and Highway 7 in the Town of Halton Hills: South Section [MMM Group, 2014, as adapted].

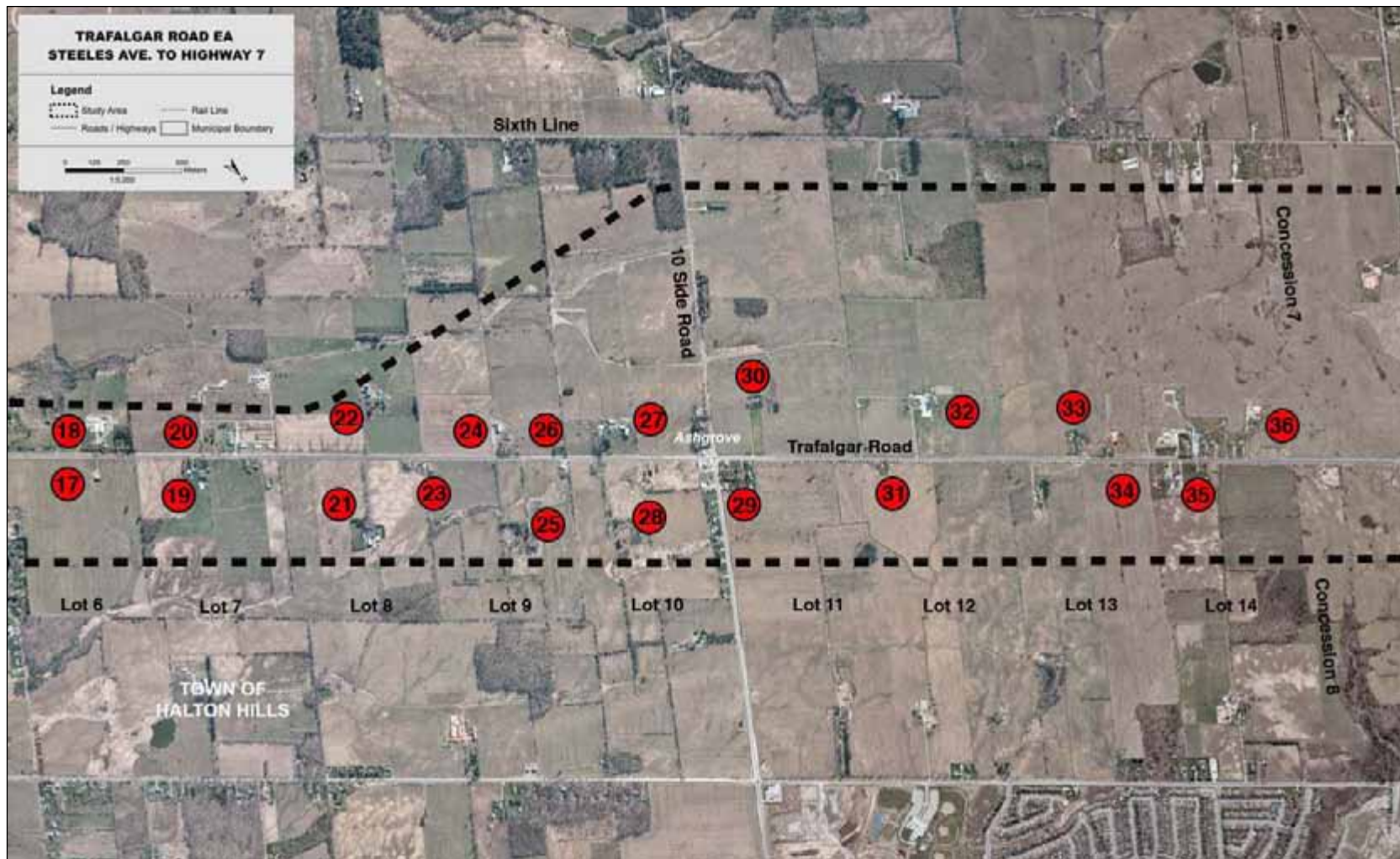


Figure 3. Identified cultural heritage resources located within or adjacent to the Trafalgar Road Study Corridor between Steeles Avenue and Highway 7 in the Town of Halton Hills: Centre Section [MMM Group, 2014, as adapted].

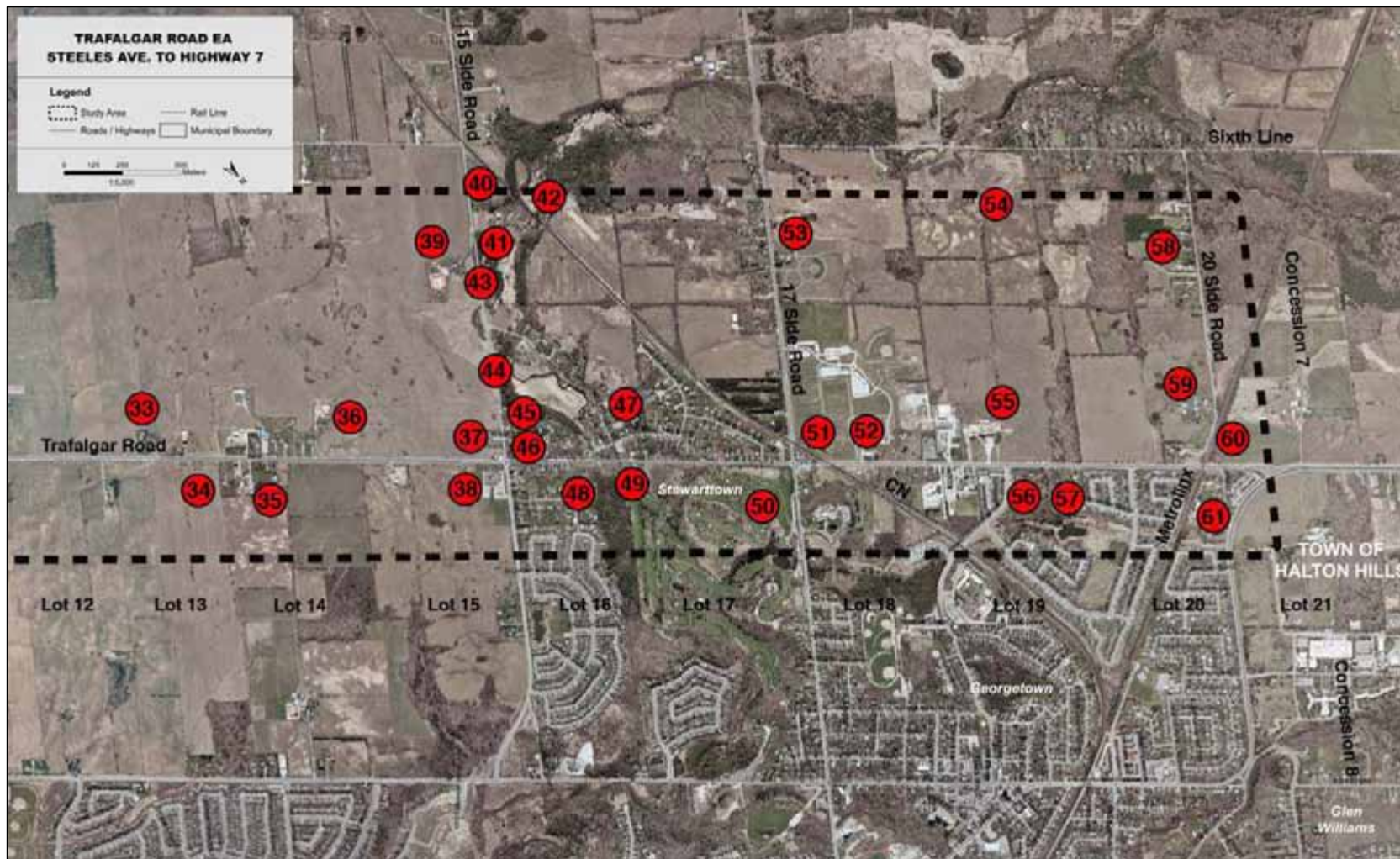


Figure 4. Identified cultural heritage resources located within or adjacent to the Trafalgar Road Study Corridor between Steeles Avenue and Highway 7 in the Town of Halton Hills: North Section [MMM Group, 2014, as adapted].

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



Site #	Resource Category	Resource Type	Location	Description	Known Heritage Recognition	Photographs/Digital Image
1.	CHL	Township Survey	Geographic Township of Esquesing, Town of Halton Hills.	Township of Esquesing The survey of Esquesing Township was completed in 1818. The survey was organized into a grid pattern of 11 concessions, numbered west to east. Each concession comprised 32 lots that were organized south to north. Road allowances were provided between concessions and every fifth lot. The lot layout as identified by fence lines, tree lines, field patterns and the historic road network remains visible in the landscape.	Not included on the <i>Town of Halton Hills Heritage Register Phase 1 & 2 Consolidated</i> (March 27, 2014) or the <i>Draft Town of Halton Hills Heritage Register Phase 3</i> (October 22, 2015) as a listed property.	 A portion of an Esquesing Township map (1877) depicts the concession, lot and road layout.
2.	CHL	Agricultural: Landscape	Lots 1-15, Concessions 7 & 8, geographic Township of Esquesing, Town of Halton Hills.	Agricultural landscape The area was first settled in the early 19 th century and was well developed as rural agricultural land by mid century. It has retained its agricultural character into the present with the historical landscape delineated by former and existing agricultural fields, tree lines, fence lines and hedgerows. The east to west survey pattern of the original lots bounded by concession roads and side roads is clearly visible in the landscape. The remaining farm complexes continue to define the historical agricultural character of the area.	Not included on the <i>Town of Halton Hills Heritage Register Phase 1 & 2 Consolidated</i> (March 27, 2014) as a listed property or the <i>Draft Town of Halton Hills Heritage Register Phase 3</i> (October 22, 2015) as a listed property.	 Farm complexes, cultivated fields, fence lines, tree lines and hedgerows are distinctive components of the agricultural landscape.

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



Site #	Resource Category	Resource Type	Location	Description	Known Heritage Recognition	Photographs/Digital Image
3.	CHL	Transportation: Roadscape	Lots 1-21, Concessions 7 & 8, geographic Township of Esquesing, Town of Halton Hills.	Trafalgar Road Trafalgar Road is an early settlement road in Halton Hills and relates to the survey of Esquesing Township as the road allowance between Concessions 7 and 8. In the 1830s it was improved as part of the development of a road north from Oakville to Erin Township. The Seventh Line became part of the County Road system in the first part of the 20 th century. An interchange was provided at Seventh Line at the time Highway 401 was constructed across Halton in the late 1950s. As part of this project, the jog of Seventh Line at Steeles Avenue was eliminated to the north of Highway 401. The roadway became known as Trafalgar Road in the mid 1960s and remains an important component of the regional road network. The posted speed limit of the two lane paved road ranges between 60 km/hr to 80 km/hr. The road offers views of the agricultural landscape.	Not included on the <i>Town of Halton Hills Heritage Register Phase 1 & 2 Consolidated</i> (March 27, 2014) as a listed heritage resource or the <i>Draft Town of Halton Hills Heritage Register Phase 3</i> (October 22, 2015) as a listed property.	 North along Trafalgar Road at Lot 13.  North along Trafalgar Road to Black Creek at Stewarttown.

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



Site #	Resource Category	Resource Type	Location	Description	Known Heritage Recognition	Photographs/Digital Image
4.	CHL	Settlement: Hamlet	Lot 1, Concessions 7, 8 & 9, geographic Township of Esquesing, Town of Halton Hills.	Hornby Hornby was established on the boundary of Esquesing and Trafalgar Townships at Seventh Line c1840. A post office opened in 1841 and by 1847 Hornby had two stores and one tavern. The community survived as a local centre into the 20 th century. It continues to be identified on 21 st maps and contains a collection of buildings along Steeles Avenue and Hornby Road (formerly Seventh Line/Trafalgar Road).	Not included on the <i>Town of Halton Hills Heritage Register Phase 1 & 2 Consolidated</i> (March 27, 2014) or the <i>Draft Town of Halton Hills Heritage Register Phase 3</i> (October 22, 2015) as a cultural heritage landscape, but individual properties within Hornby are included on the heritage register.	 A map of Esquesing Township (1877) shows Hornby at Trafalgar Road and the town line (highlighted).
5.	CHL	Agricultural: Farm Complex	13571 Steeles Avenue Lot 1, Concession 8, geographic Township of Esquesing, Town of Halton Hills.	Cedar Creek Farm The two storey Edwardian Classical farmhouse dates to the first part of the 20 th century and features masonry construction, a gable with a pediment and decorative shingles, rectangular window openings with stone lintels and sills, as well as segmental arch openings with radiating voussoirs. Modifications include a one storey east addition and porch. The gambrel roof barn with concrete foundation is visually prominent at the south end of Trafalgar Road.	Not included on the <i>Town of Halton Hills Heritage Register Phase 1 & 2 Consolidated</i> (March 27, 2014) or the <i>Draft Town of Halton Hills Heritage Register Phase 3</i> (October 22, 2015) as a listed property as a listed property.	 North to 13571 Steeles Avenue.

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



Site #	Resource Category	Resource Type	Location	Description	Known Heritage Recognition	Photographs/Digital Image
6.	CHL	Agricultural: Farm Complex	8285 Hornby Road Lot 2, Concession 8, geographic Township of Esquesing, Town of Halton Hills.	Pineland Farms The property is associated with James Snow, MPP (1967 to 1985). He served as Minister of Government Services (1972-1975) and Minister of Transportation and Communications (1975-1985). It is also associated with John Coulson (1871-1956), who donated a portion of the agricultural land to the then Halton County for reforestation. A cairn commemorating Coulson is located at 8315 Hornby Road. A one and-a-half storey frame residence with decorative vergeboard and a gambrel roof, bank-style barn with ramp on the west gambrel end and silo remaining on the property reference the agricultural history of the site. Stone gateposts and wall highlight the entry drive on Hornby Road.	Included on the <i>Town of Halton Hills Heritage Register Phase 1 & 2 Consolidated (March 27, 2014)</i> as a listed property, but not municipally designated.	 East to 8285 Hornby Road.  East to the Coulson cairn.

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



Site #	Resource Category	Resource Type	Location	Description	Known Heritage Recognition	Photographs/Digital Image
7.	CHL	Agricultural: Tree Plantation	Lot 2, Concession 8, geographic Township of Esquesing, Town of Halton Hills.	Coulson Tract, Halton Regional Forest The former agricultural land was received from the Estate of John Coulson after his death in 1956. The land was reforested and now forms the Coulson Tract of the Halton Regional Forest. It is the only one of the 14 regional forests located below the Escarpment. The Coulson Tract extends on both sides of Trafalgar Road. The Hornby Creek flows through the forest passes under Trafalgar Road.	Not included on the <i>Town of Halton Hills Heritage Register Phase 1 & 2 Consolidated</i> (March 27, 2014) or the <i>Draft Town of Halton Hills Heritage Register Phase 3</i> (October 22, 2015) as a listed heritage resource. Halton Region owns and manages the land as a regional forest.	 Northeast to the Coulson Tract from Trafalgar Road.
8.	CHL	Agricultural: Farm Complex Religious: Cemetery	8466 Trafalgar Road Lot 3, Concession 7, geographic Township of Esquesing, Town of Halton Hills.	Neilson Farm The Halton-Peel Branch of the Ontario Genealogical Society has identified the farm cemetery on the southeast part of Lot 3, Concession 7. The property is associated with John Atkinson family (1819-1877) and the Abraham Neilson family (1881-2007 or later). The age of the residence and the presence of agricultural buildings are not known, as the site is not visible from the public roadway.	Not included on the <i>Town of Halton Hills Heritage Register Phase 1 & 2 Consolidated</i> (March 27, 2014) or the <i>Draft Town of Halton Hills Heritage Register Phase 3</i> (October 22, 2015) as a listed property.	 A view of the Neilson Farm Cemetery [Halton-Peel Branch, OGS, 2007?].

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



Site #	Resource Category	Resource Type	Location	Description	Known Heritage Recognition	Photographs/Digital Image
9.	CHL	Agricultural: Farm Complex	8469-8471 Trafalgar Road Lot 3, Concession 8, geographic Township of Esquesing, Town of Halton Hills.	Falgarbrook Farm The buildings are set back from the roadway. The farm complex comprises a late 19 th century two storey, stucco-clad residence, a contemporary residence, a large contemporary barn and three silos. An older barn may be located to the rear, but is not visible from the public roadway. Fields flank the long drive leading into the site. Hornby Creek flows through the property	Not included on the <i>Town of Halton Hills Heritage Register Phase 1 & 2 Consolidated</i> (March 27, 2014) or the <i>Draft Town of Halton Hills Heritage Register Phase 3</i> (October 22, 2015) as a listed property.	 Northeast to 8469-8471 Trafalgar Road.
10.	BHR	Residential	8637 Trafalgar Road Lot 4, Concession 8, geographic Township of Esquesing, Town of Halton Hills.	Detached house The one and-a-half storey frame house with centre gable and rear wing appears to be an older house form that has been altered through modifications of the door and window openings and the installation of untreated wood siding. It is possibly associated with the nearby sawmill operations at Farlton that are shown in the <i>Illustrated Historical Atlas of the County of Halton</i> (1877).	Not included on the <i>Town of Halton Hills Heritage Register Phase 1 & 2 Consolidated</i> (March 27, 2014) or the <i>Draft Town of Halton Hills Heritage Register Phase 3</i> (October 22, 2015) as a listed property.	 Southeast to 8637 Trafalgar Road.

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



Site #	Resource Category	Resource Type	Location	Description	Known Heritage Recognition	Photographs/Digital Image
11.	CHL	Agricultural: Farm Complex	8648 Trafalgar Road South half Lot 4, Concession 7, geographic Township of Esquesing, Town of Halton Hills.	Historically, the property is associated with the John Taylor family. A long tree lined lane, flanked by fields provides access to the farm buildings that are situated a distance from Trafalgar Road on the west side of Middle Sixteen Mile Creek (East Branch). The buildings are not visible from the public roadway but mapping indicates the farmstead includes a residence, a barn complex, several silos and outbuildings. The age of the structures is not known.	Not included on the <i>Town of Halton Hills Heritage Register Phase 1 & 2 Consolidated</i> (March 27, 2014) or the <i>Draft Town of Halton Hills Heritage Register Phase 3</i> (October 22, 2015) as a listed property.	 South to 8648 Trafalgar Road from 5 Side Road.
12.	CHL	Agricultural: Farm Complex	8731 Trafalgar Road North half Lot 4, Concession 8, geographic Township of Esquesing, Town of Halton Hills.	The farm complex is set back from the road on a sloped lane leading down to valley lands. The site is generally obscured but may contain an early 20 th century farmhouse with a large contemporary addition to the west. Two agricultural structures to the east include a barn with gable roof and vertical plank siding that is in a deteriorated condition. The Halton-Peel Branch of the Ontario Genealogical Society has identified a small cemetery known as the McPherson Family Farm Cemetery at mid concession. The cemetery contains markers between 1829 and 1865.	Not included on the <i>Town of Halton Hills Heritage Register Phase 1 & 2 Consolidated</i> (March 27, 2014) or the <i>Draft Town of Halton Hills Heritage Register Phase 3</i> (October 22, 2015) as a listed property.	 Southeast to 8731 Trafalgar Road.

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



Site #	Resource Category	Resource Type	Location	Description	Known Heritage Recognition	Photographs/Digital Image
13.	CHL	Agricultural: Farm Complex	8788 Trafalgar Road North half Lot 4, Concession 7, geographic Township of Esquesing, Town of Halton Hills.	Ridgebrook Farm The property is associated with the Brownridge family since 1822. A long lane with a windbreak to the north provides access to the buildings that are located back from the road on the west side of Middle Sixteen Mile Creek (East Branch). Fields extend along Trafalgar Road. The buildings are partially visible from 5 Side Road and mapping indicates the farmstead includes a residence, barn and an outbuilding. The age of the structures is not known.	Not included on the <i>Town of Halton Hills Heritage Register Phase 1 & 2 Consolidated</i> (March 27, 2014) or the <i>Draft Town of Halton Hills Heritage Register Phase 3</i> (October 22, 2015) as a listed property.	 South to 8788 Trafalgar Road from 5 Side Road.
14.	CHL	Agricultural: Farm Complex	8790 Trafalgar Road Lot 5, Concession 7, geographic Township of Esquesing, Town of Halton Hills.	Historically, the east half of Lot 5 is also associated with the Brownridge family. The farm lane provides access to both 8788 and 8790. A residence and barn are located to the north of the lane. A large barn with gambrel roof and vertical plank siding is oriented north to south. The residence is not visible.	Not included on the <i>Town of Halton Hills Heritage Register Phase 1 & 2 Consolidated</i> (March 27, 2014) or the <i>Draft Town of Halton Hills Heritage Register Phase 3</i> (October 22, 2015) as a listed property.	 Northwest to 8790 Trafalgar Road.

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



Site #	Resource Category	Resource Type	Location	Description	Known Heritage Recognition	Photographs/Digital Image
15.	CHL	Agricultural: Farm Complex	8837 Trafalgar Road Lot 5, Concession 8, geographic Township of Esquesing, Town of Halton Hills.	<p>Agram Farms</p> <p>The one and-a-half storey vernacular farmhouse with rear wing features elements of the Gothic Revival style including dichromatic brickwork highlighting the quoins, frieze and voussoirs, frontispiece with rounded head window and three-bay front (west) elevation with central entranceway accented by transom and sidelights.</p> <p>A bank-style barn to the north of the farmhouse has a ramp on the west side, gambrel roof and concrete silo at the southwest corner. Additional agricultural structures are located on the property. The farmstead is set close to the road and is highly visible.</p>	Not included on the <i>Town of Halton Hills Heritage Register Phase 1 & 2 Consolidated</i> (March 27, 2014) or the <i>Draft Town of Halton Hills Heritage Register Phase 3</i> (October 22, 2015) as a listed property.	 <p>Northeast to the farmhouse at 8837 Trafalgar Road.</p>  <p>East to the barn at 8837 Trafalgar Road.</p>

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



Site #	Resource Category	Resource Type	Location	Description	Known Heritage Recognition	Photographs/Digital Image
16.	BHR	Educational: School	13074 5 Side Road Lot 5 &, Concession 8, geographic Township of Esquesing, Town of Halton Hills.	Pineview Public School Pineview Public School opened in September 1963. Esquesing School Section No. 4 was established in the 1850s and in 1877 a frame school, was constructed. As part of the consolation of rural schools in Ontario, S.S. No. 4, Pineview was closed in June 1963 and students attended the new Pineview School in the fall. The one-storey building with flat roof was laid out with a centrally located entry that is flanked by a classroom wing to the west and gymnasium to the east. Brick piers and large window openings characterized the classroom wing. The window openings have been modified.	Not included on the <i>Town of Halton Hills Heritage Register Phase 1 & 2 Consolidated</i> (March 27, 2014) or the <i>Draft Town of Halton Hills Heritage Register Phase 3</i> (October 22, 2015) as a listed property.	 Southwest to Pineview Public School.
17.	BHR	Agricultural: Barn	Lot 6, Concession 8, geographic Township of Esquesing, Town of Halton Hills.	Barn A bank-style barn is situated in a large field to the northeast of Trafalgar Road and 5 Side Road; no farmhouse remains on the property. The timber frame structure clad in the vertical planks sits on a stone foundation. The gambrel roof is finished in sheet metal with lightning rods set along the ridge. A ramp on the west wall provides access to the upper level.	Not included on the <i>Town of Halton Hills Heritage Register Phase 1 & 2 Consolidated</i> (March 27, 2014) or the <i>Draft Town of Halton Hills Heritage Register Phase 3</i> (October 22, 2015) as a listed property.	 Northeast to the barn on Lot 6, Concession 8.

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


Site #	Resource Category	Resource Type	Location	Description	Known Heritage Recognition	Photographs/Digital Image
18.	CHL	Agricultural: Farm Complex	9156-9158 Trafalgar Road Lot 6, Concession 7, geographic Township of Esquesing, Town of Halton Hills.	Currie Farm The property is associated with George Currie and his son, George Currie Jr., who played a significant role on Esquesing Township Council (1926-1970). The brick farmhouse is one and-a-half storeys in height with a rear wing. The three-bay front (east) elevation features a central entry and gable with round-headed window. The door and window openings are generally segmental arch shaped with radiating voussoirs and drip cap. The main door and window sash are replacements and a front porch has been removed. Agricultural buildings including a gable roof barn are located to the west of the residence.	Included on the <i>Town of Halton Hills Heritage Register Phase 1 & 2 Consolidated (March 27, 2014)</i> as a listed property, but not municipally designated.	 <p>Northwest to the farm complex at 9156-9158 Trafalgar Road that is now owned by Amma Canada.</p>

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



Site #	Resource Category	Resource Type	Location	Description	Known Heritage Recognition	Photographs/Digital Image
19.	CHL	Agricultural: Farm Complex	9289 Trafalgar Road Lot 7, Concession 8, geographic Township of Esquesing, Town of Halton Hills.	McKinnon Farm The property is associated with James H. Nixon, a prominent Esquesing farmer who also owned the farm at 9536 Trafalgar Road. The farmstead contains a vernacular two storey brick house dating to the early 20 th century with a pentagonal addition. The agricultural structures include a large bank-style barn with gambrel roof, at least three outbuildings and a silo. The buildings are set close to the road and are highly visible.	Included on the <i>Town of Halton Hills Heritage Register Phase 1 & 2 Consolidated</i> (March 27, 2014) as a listed property, but not municipally designated.	 Northeast to the farm complex at 9289 Trafalgar Road.
20.	CHL	Agricultural: Farm Complex (former)	9348 Trafalgar Road Lot 7, Concession 7, geographic Township of Esquesing, Town of Halton Hills.	A two storey farmhouse with hip roof dates to the early 20 th century. The original openings are segmental arch shaped with radiating voussoirs with brick outline. A one storey bay is located on the south wall. In the mid 1970s, the site was identified as a poultry research station. Long, low buildings to the north of the residence possibly associated with the poultry research station are currently in use for vehicle storage.	Not included on the <i>Town of Halton Hills Heritage Register Phase 1 & 2 Consolidated</i> (March 27, 2014) or the Draft <i>Town of Halton Hills Heritage Register Phase 3</i> (October 22, 2015) as a listed property.	 West to the residence at 9348 Trafalgar Road.

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



Site #	Resource Category	Resource Type	Location	Description	Known Heritage Recognition	Photographs/Digital Image
21.	CHL	Agricultural: Farm Complex	9527 Trafalgar Road Lot 8, Concession 8, geographic Township of Esquesing, Town of Halton Hills.	Walker Woods Farm A long, tree-lined lane flanked by agricultural fields leads into the site. The view of the farmstead is minimal from the roadway; however, the property may contain two residences, a large gambrel roof barn, silo and several outbuildings. A large double gable farmhouse with Gothic Revival detailing dates to the 19 th century. Situated to the south of the lane, it features dichromatic brickwork highlighting the quoins, frieze and voussoirs, one storey bays and decorative vergeboard. The three-bay front (west) elevation has a central entry porch, segmental arch windows to either side and centre gable above. The <i>Illustrated Historical Atlas</i> (1877) identifies John Wrigglesworth as the owner.	Not included on the <i>Town of Halton Hills Heritage Register Phase 1 & 2 Consolidated</i> (March 27, 2014) or the <i>Draft Town of Halton Hills Heritage Register Phase 3</i> (October 22, 2015) as a listed property.	 Northeast to 9527 Trafalgar Road.  Southeast to the farmhouse.

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



Site #	Resource Category	Resource Type	Location	Description	Known Heritage Recognition	Photographs/Digital Image
22.	CHL	Agricultural: Farm Complex	9536 Trafalgar Road Lot 8, Concession 7, geographic Township of Esquesing, Town of Halton Hills.	Nurseland Farms Historically, the property is associated with James Nixon, a prominent local farmer. A long, tree-lined lane from Trafalgar Road accesses the farmstead set on a rise of land. The c1870s farmhouse with Gothic Revival detailing features dichromatic brickwork, cross gable roof highlighted with vergeboard, segmental arch openings and verandah with decorative woodwork. Agricultural structures including a gable roof barn, silos and outbuildings extend to the west. Cultivated fields border the roadway.	Included on the <i>Town of Halton Hills Heritage Register Phase 1 & 2 Consolidated</i> (March 27, 2014) as a listed property, but not municipally designated.	 West to the farmhouse at 9586 Trafalgar Road.
23.	BHR	Educational: School	9621 Trafalgar Road Part Lot 8 & 9, Concession 8, geographic Township of Esquesing, Town of Halton Hills.	S.S. No. 3, Ashgrove School Ashgrove School opened in 1842. In 1851, a frame schoolhouse was constructed about one-half mile south of the crossroads. It was replaced with a brick structure in 1870, with an addition in 1878. The school closed in 1959. The 1870 portion of the one storey, front gable brick schoolhouse has been converted to a residence. The 1878 addition and front entry porch have been removed.	Not included on the <i>Town of Halton Hills Heritage Register Phase 1 & 2 Consolidated</i> (March 27, 2014) or the <i>Draft Town of Halton Hills Heritage Register Phase 3</i> (October 22, 2015) as a listed property.	 Northeast to the former schoolhouse, S.S. No. 3 Ashgrove.

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



Site #	Resource Category	Resource Type	Location	Description	Known Heritage Recognition	Photographs/Digital Image
24.	CHL	Agricultural: Farm Complex	9714 Trafalgar Road Lot 9, Concession 7, geographic Township of Esquesing, Town of Halton Hills.	Tremaine's Map (1858) and the <i>Illustrated Historical Atlas</i> (1877) identify Joseph Ruddell as the property owner. The farmhouse is set on the top of a rise, close to the road. The one and-a-half storey building has a rear wing. The three-bay front (east) elevation is laid out with a centre entry, windows to either side and a centre gable above highlighted with round-headed window. The building has been altered through the installation of synthetic siding and replacement windows. A large timber frame barn with gambrel roof, smaller structure with gable roof and silos are located to the west of the house.	Not included on the <i>Town of Halton Hills Heritage Register Phase 1 & 2 Consolidated</i> (March 27, 2014) or the <i>Draft Town of Halton Hills Heritage Register Phase 3</i> (October 22, 2015) as a listed property.	 Northwest to 9714 Trafalgar Road.  West to the farmhouse.

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


Site #	Resource Category	Resource Type	Location	Description	Known Heritage Recognition	Photographs/Digital Image
25.	CHL	Agricultural: Farm Complex	9755 Trafalgar Road Lot 9, Concession 8, geographic Township of Esquesing, Town of Halton Hills.	A long, tree-lined lane flanked by agricultural fields leads into the site. Vegetation obscures the view of the farmstead from the roadway. The 19 th century farmhouse to the south of the lane features dichromatic brickwork highlighting the quoins, frieze and voussoirs. The three-bay front (west) elevation has a central frontispiece that contains the main entry and a round headed window on the upper level. The window openings are generally rectangular in shape. A gambrel roof barn is oriented north to south to the rear of the house. Fields extend along Trafalgar Road. The <i>Illustrated Historical Atlas</i> (1877) identifies George Wrigglesworth as the owner.	Not included on the <i>Town of Halton Hills Heritage Register Phase 1 & 2 Consolidated</i> (March 27, 2014) or the <i>Draft Town of Halton Hills Heritage Register Phase 3</i> (October 22, 2015) as a listed property.	 <p>East to 9755 Trafalgar Road with residence (right) and barn (left) obscured by vegetation.</p>

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


Site #	Resource Category	Resource Type	Location	Description	Known Heritage Recognition	Photographs/Digital Image
26.	CHL	Religious: Cemetery	9810 Trafalgar Road Lot 9, Concession 7, geographic Township of Esquesing, Town of Halton Hills.	Ashgrove Cemetery Joseph Ruddell and Frances Mayse, his wife donated ¼ acre of their farm property for a cemetery in 1860 and a further ¼ acre was purchased in 1878. A church building dating to 1860 was located directly across the road from the cemetery. The church and cemetery were associated with the Wesleyan Methodist New Connexion Church and later with the Methodist Church and the United Church of Canada. The church has been removed and the cemetery is no longer active. The municipality currently owns and maintains the fenced grounds, headstones and plantings.	Not included on the <i>Town of Halton Hills Heritage Register Phase 1 & 2 Consolidated</i> (March 27, 2014) or the <i>Draft Town of Halton Hills Heritage Register Phase 3</i> (October 22, 2015) as a listed property.	 <p>Northwest to the Ashgrove Cemetery.</p>

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



Site #	Resource Category	Resource Type	Location	Description	Known Heritage Recognition	Photographs/Digital Image
27.	CHL	Agricultural: Farm Complex	9866 Trafalgar Road Lot 10, Concession 7, geographic Township of Esquesing, Town of Halton Hills.	Morrison Farm Historically, the property is associated with William Thompson, a pioneer farmer of Esquesing Township. The farmstead is set on a rise and is accessed by a tree-lined lane from Trafalgar Road. Vegetation obscures views of the one and-a-half storey brick farmhouse. The main building is 'L'-shape with a one and-a-half storey tail and one storey frame wing. Dichromatic brickwork highlights the window openings and corners while decorative woodwork accents the centre gables. A verandah on the east wall has been removed. A large gable roof barn set on a stone foundation, silos and outbuildings are located to the north of the house.	Included on the <i>Town of Halton Hills Heritage Register Phase 1 & 2 Consolidated (March 27, 2014)</i> as a listed property, but not municipally designated.	 Southwest to the barn complex at 9866 Trafalgar Road.  West to the farmhouse.

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



Site #	Resource Category	Resource Type	Location	Description	Known Heritage Recognition	Photographs/Digital Image
28.	CHL	Agricultural: Farm Complex	9871 Trafalgar Road Lot 10, Concession 8, geographic Township of Esquesing, Town of Halton Hills.	The farm complex is not visible from the public roadway. Aerial photography (2009 and 2011) indicates a barn remains on the property, although a house visible in 2009 aerial photography has been demolished.	Not included on the <i>Town of Halton Hills Heritage Register Phase 1 & 2 Consolidated</i> (March 27, 2014) or the <i>Draft Town of Halton Hills Heritage Register Phase 3</i> (October 22, 2015) as a listed property.	 An aerial view of the former farm complex at 9871 Trafalgar Road [Town of Halton Hills Interactive Mapping].
29.	CHL	Settlement: Hamlet	Lots 10 & 11, Concessions 7 & 8, geographic Township of Esquesing, Town of Halton Hills.	Ashgrove Ashgrove was established at the intersection of Seventh Line (Trafalgar Road) and 10 Side Road around 1820. It was originally known as Leonard's Corners. By 1877, Ashgrove was described as having a hotel, a blacksmith shop, a store and a post office. Topographic maps of the 20 th century show Ashgrove as a crossroads hamlet. The community retains a collection of buildings around the corner including a number of residences from the latter part of the 20 th century on subdivided lots on 10 Side Road.	Not included on the <i>Town of Halton Hills Heritage Register Phase 1 & 2 Consolidated</i> (March 27, 2014) or the <i>Draft Town of Halton Hills Heritage Register Phase 3</i> (October 22, 2015) as a cultural heritage landscape; however, individual properties associated with Ashgrove are included on the heritage register (2014)..	 A map of Esquesing Township (1877) depicts the hamlet of Ashgrove (highlighted).

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Site #	Resource Category	Resource Type	Location	Description	Known Heritage Recognition	Photographs/Digital Image
30.	CHL	Agricultural: Farm Complex	10054 Trafalgar Road Lot 11, Concession 7, geographic Township of Esquesing, Town of Halton Hills.	The vernacular Gothic Revival style, one and-a-half storey brick farmhouse sits on a rubblestone foundation and has a gable roof with a centre gable accented by decorative vergeboard. The rectangular plan structure has a tail wing. The front entrance with multi-paned transom and sidelights is centrally located on the five-bay front (east) elevation. The ground floor window openings are rectangular while the second floor openings are segmental arch shaped. Both with radiating brick voussoirs. The window sashes appear to be replacement units. A large gable roof barn with a dormer sits on a fieldstone foundation. There is an attached gable roof shed. A tree-lined lane and mature trees around house are elements of the landscape. The <i>Illustrated Historical Atlas (1877)</i> identifies George Wigglesworth as the owner.	Included on the Draft <i>Town of Halton Hills Heritage Register Phase 3 (October 22, 2015).</i>	 <p>Southwest to the farm complex at 10054 Trafalgar Road.</p>  <p>West to the farmhouse.</p>

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


Site #	Resource Category	Resource Type	Location	Description	Known Heritage Recognition	Photographs/Digital Image
31.	BHR	Residential	10229 Trafalgar Road Lot 12, Concession 8, geographic Township of Esquesing, Town of Halton Hills.	Detached Residence The vernacular two storey structure was built in the late 19 th or early 20 th century. It sits on a rubblestone foundation, is clad in modern siding and has an asphalt shingled, cross gable roof. A one storey verandah is located in the “L” on the front (west) elevation. Typical window openings are 2 x 2 sashes (ground floor) and 5 x 2 sashes (upper floor) and there is a one storey bay window on front ground floor.	Not included on the <i>Town of Halton Hills Heritage Register Phase 1 & 2 Consolidated</i> (March 27, 2014) or the Draft <i>Town of Halton Hills Heritage Register Phase 3</i> (October 22, 2015) as a listed property.	 Northeast to the residence at 10229 Trafalgar Road.

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Site #	Resource Category	Resource Type	Location	Description	Known Heritage Recognition	Photographs/Digital Image
32.	CHL	Agricultural: Farm Complex	10284 Trafalgar Road Lot 12, Concession 7, geographic Township of Esquesing, Town of Halton Hills.	The 19 th century, one and-a-half storey dichromatic brick residence is set on a cut field stone foundation. It has a cross gable roof with an additional gable centred over the one storey verandah, an 'L'-plan structure with rounded window openings in the gables, a bay window and 2/2 sashes and a front entrance with side lights and a rectangular transom. A large barn has a gable roof with dormers and sits on a cut stone foundation. It has an attached gable roofed shed. A tree-lined farm lane and mature trees around the house accent the site.	Included on the Draft <i>Town of Halton Hills Heritage Register Phase 3 (October 22, 2015).</i>	 Southwest to 10284 Trafalgar Road.  West to the farmhouse.
33.	CHL	Agricultural: Farm Complex	10552 Trafalgar Road Lot 13, Concession 7, geographic Township of Esquesing, Town of Halton Hills.	The early 20 th century farm complex contains a two storey red brick house executed in the Edwardian Classical style of architecture with a hip roof and a concrete block foundation. An early 20 th century, gambrel roof, bank barn set on a poured concrete foundation and a concrete silo are located to the north of the farmhouse.	Included on the Draft <i>Town of Halton Hills Heritage Register Phase 3 (October 22, 2015).</i>	 Southwest to 10552 Trafalgar Road.

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



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34.	CHL	Religious: Cemetery	10579 Trafalgar Road Lot 13, Concession 8, geographic Township of Esquesing, Town of Halton Hills.	Mount Pleasant Wesleyan Methodist Cemetery In 1833, land was donated for a cemetery and a schoolhouse or Methodist meeting house, or both. A chapel was built in 1844 and closed in 1858 when it was moved to Lot 16, Concession 8 and reopened as the Stewarttown Wesleyan Church in the following year. In the mid 20 th century, the Ashgrove Women's Institute removed the neglected cemetery markers on the east side and placed them in a concrete pad. The site is mainly a green space with a few isolated mature trees and shrubs. The cemetery is inactive.	Included on the Draft Town of Halton Hills Heritage Register Phase 3 (October 22, 2015).	 East to the Mount Pleasant Wesleyan Methodist Cemetery.
35.	BHR	Residential	10667 Trafalgar Road Lot 14, Concession 8, geographic Township of Esquesing, Town of Halton Hills.	This vernacular, one and-a-half storey, red brick structure is set on a rubblestone foundation and has a side gable roof with return eaves and a chimney on north roof ridge. Window openings have stone sills (ground floor), wood lug sills (upper floor), radiating brick voussoirs, and 2/2 sashes (ground floor). The front door opening has been altered, There is a one storey modern wing added to the rear of the building. Historically the property formed part of the Peter M. Rowe farm.	Included on the Draft Town of Halton Hills Heritage Register Phase 3 (October 22, 2015).	 Northeast to the residence at 10667 Trafalgar Road.

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



Site #	Resource Category	Resource Type	Location	Description	Known Heritage Recognition	Photographs/Digital Image
36.	BHR	Agricultural: Barn	10746 Trafalgar Road Lot 14, Concession 7, geographic Township of Esquesing, Town of Halton Hills.	A timber frame barn clad in vertical planks has gable roof and a concrete foundation. The two storey structure is a bank-style barn with a ramp on the north side that provides access to the upper level. A concrete silo is located beside the ramp at the northeast corner of the barn. The house on the property is contemporary.	Not included on the <i>Town of Halton Hills Heritage Register Phase 1 & 2 Consolidated</i> (March 27, 2014) as a listed property or the Draft <i>Town of Halton Hills Heritage Register Phase 3</i> (October 22, 2015).	 Southwest to 10746 Trafalgar Road.
37.	BHR	Religious: Church	10996 Trafalgar Road Lot 15, Concession 7, geographic Township of Esquesing, Town of Halton Hills.	St. John's Anglican Church This Gothic Revival style building, which has functioned as church since 1840, is a one storey stucco clad structure with a front gable roof, and Gothic window openings with 4/2 sashes. The upper sash has framing emphasizing a pointed design. There is a typical three-window arrangement on the side elevations and two window openings on the front elevation, one on either side of the entrance, which has a gable roof porch that contains a bell. The entrance vestibule has two fixed sashes; the upper sash has complex glazing. There is a one-storey rear addition with a gable roof.	Included on the <i>Town of Halton Hills Heritage Register Phase 1 & 2 Consolidated</i> (March 27, 2014) as a listed property, but not municipally designated.	 Southwest to St. John's Anglican Church.

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38.	BHR	Educational: School	13068 15 Side Road Lot 15, Concession 8, geographic Township of Esquesing, Town of Halton Hills.	Stewarttown Middle School The first Stewarttown School was a log structure constructed c1840. In 1873, it was replaced with a two storey brick structure that was located behind the Anglican church. As part of the consolidation of rural schools in Ontario, it was replaced in 1958 with a five-room school on the land, specifically, the southeast corner of 15 Side Road and Trafalgar Road. Brick piers and large window openings characterized the classrooms of the one storey building with flat roof. The school was enlarged three times and became a middle school in 1986. The bell from the 1873 building is located on the grounds.	Not included on the <i>Town of Halton Hills Heritage Register Phase 1 & 2 Consolidated</i> (March 27, 2014) or the <i>Draft Town of Halton Hills Heritage Register Phase 3</i> (October 22, 2015) as a listed property.	 Southeast to Stewarttown Middle School.

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Site #	Resource Category	Resource Type	Location	Description	Known Heritage Recognition	Photographs/Digital Image
39.	CHL	Agricultural: Farm Complex	12268 15 Side Road Lot 15, Concession 7, geographic Township of Esquesing, Town of Halton Hills.	Valentina Farms The farm complex sits on a height of land overlooking Black Creek. The Edwardian Classical red brick farmhouse dating to the early 20 th century has a hip roof, one storey verandah and rectangular openings with stone or concrete lintels and sills. A large one addition extends to the rear. The agricultural structures including barns, sheds and silo are contemporary.	Included on the Draft <i>Town of Halton Hills Heritage Register Phase 3 (October 22, 2015)</i> .	 Southeast to 12286 15 Side Road.
40.	BHR	Residential	12147 15 Side Road Lot 16, Concession 7, geographic Township of Esquesing, Town of Halton Hills.	Craighead The one and-a-half storey frame residence is situated on the tableland to the west of the Black Creek valley. The 'L'-shape structure retains decorative vergeboard with finials on the gable ends. A large one and-a-half storey wing extends to the rear. The building has been altered through the addition of an enclosed porch, synthetic siding and replacement windows.	Not included on the <i>Town of Halton Hills Heritage Register Phase 1 & 2 Consolidated (March 27, 2014)</i> or the Draft <i>Town of Halton Hills Heritage Register Phase 3 (October 22, 2015)</i> as a listed property.	 Northeast to the residence at 12147 15 Side Road.

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Site #	Resource Category	Resource Type	Location	Description	Known Heritage Recognition	Photographs/Digital Image
41.	CHL	Farm Complex	12399 15 Side Road Lot 16, Concession 7, geographic Township of Esquesing, Town of Halton Hills.	“The Farm” The farm complex is located in the river valley and contains a vernacular one and-a-half storey frame farmhouse with gable roof and one storey wing to the west. The barn complex to the west of the house contains a timber frame barn with a gable roof and concrete foundation, a two storey frame structure with rows of windows, a one storey shed and a ruined concrete foundation. The <i>Illustrated Historical Atlas (1877)</i> indicates the owner John Johnston had a mill on the property.	Included on the Draft <i>Town of Halton Hills Heritage Register Phase 3 (October 22, 2015).</i>	 North to farm complex at 12399 15 Side Road.
42.	CHL	Transportation: Rail Bridge	Lot 16, Concession 7, geographic Township of Esquesing, Town of Halton Hills.	CN Rail Bridge over Black Creek Vegetation obscures views of the bridge from the 15 Side Road. It appears to be a six-span structure with cut stone piers and steel plate girder superstructure. The bridge carries one track over Black Creek. The age of the bridge is unknown but portions may date to the construction of the line through Esquesing Township c1875.	Not included on the <i>Town of Halton Hills Heritage Register Phase 1 & 2 Consolidated (March 27, 2014)</i> or the <i>Draft Town of Halton Hills Heritage Register Phase 3 (October 22, 2015)</i> as a listed property.	 Northwest to the CN Bridge over Black Creek.

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



Site #	Resource Category	Resource Type	Location	Description	Known Heritage Recognition	Photographs/Digital Image
43.	BHR	Transportation: Road Bridge	Lots 15 & 16, Concession 7, geographic Township of Esquesing, Town of Halton Hills.	15 Side Road Bridge over Black Creek (West) The one-span structure was constructed as part of improvements to the local road network c1970. It replaced an earlier bridge at this location. The concrete girder structure is similar in design to a bridge a short distance to the east and features an open handrail system comprising concrete end posts and three horizontal metal rails.	Not included on the <i>Town of Halton Hills Heritage Register Phase 1 & 2 Consolidated</i> (March 27, 2014) or the <i>Draft Town of Halton Hills Heritage Register Phase 3</i> (October 22, 2015) as a listed property.	 West along 15 Side Road to the west bridge over Black Creek.
44.	BHR	Transportation: Road Bridge	Lots 15 & 16, Concession 7, geographic Township of Esquesing, Town of Halton Hills.	15 Side Road Bridge over Black Creek (East) The one-span structure was constructed as part of improvements to the local road network c1970. Topographic maps identify a wood bridge at this location through the first part of the 20 th century. The concrete girder structure is similar in design to a bridge a short distance to the west and features an open handrail system comprising concrete end posts and three horizontal metal rails.	Not included on the <i>Town of Halton Hills Heritage Register Phase 1 & 2 Consolidated</i> (March 27, 2014) or the <i>Draft Town of Halton Hills Heritage Register Phase 3</i> (October 22, 2015) as a listed property.	 East along 15 Side Road to the east bridge over Black Creek.

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



Site #	Resource Category	Resource Type	Location	Description	Known Heritage Recognition	Photographs/Digital Image
45.	BHR	Residential	12889 15 Side Road (Stewarttown) Part of Lot C west of Young Street, Town of Halton Hills.	St. John's Anglican Rectory The rectory is a one and-a-half storey frame structure with centre gable. The three-bay front (south) elevation features a centre entry and a one storey verandah with turned posts and decorative fretwork. Modifications include a large addition to the south and west, synthetic siding and replacement window sash.	Included on the <i>Town of Halton Hills Heritage Register Phase 1 & 2 Consolidated (March 27, 2014)</i> as a listed property, but not municipally designated.	 Northeast to 12889 15 Side Road.
46.	BHR	Residential	12917 15 Side Road (Stewarttown) Lot D west of Young Street, Town of Halton Hills.	Detached Residence The one and-a-half storey frame structure is clad in board and batten siding and has a side gable roof. The three-bay front (south) elevation has a centrally located entry with a rectangular window opening to each side. A one storey wing extends to the west while a large addition is located to the rear. The window sashes have been replaced.	Included on the <i>Town of Halton Hills Heritage Register Phase 1 & 2 Consolidated (March 27, 2014)</i> as a listed property, but not municipally designated.	 North to 12917 15 Side Road.

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


Site #	Resource Category	Resource Type	Location	Description	Known Heritage Recognition	Photographs/Digital Image
47.	CHL	Settlement: Village	Lots 16 & 17, Concessions 7 & 8, geographic Township of Esquesing, Town of Halton Hills.	Stewarttown This settlement was established in 1819 on Black Creek (Credit River) at Trafalgar Road. The waterway proved suited to mill development and early industries included water powered saw and gristmills. The Village of Esquesing took on the name Stewarttown in 1849, and became the seat of local government in 1850. In 1877, it had over 200 people and numerous mills and businesses. In 1963, new township offices were built north of Stewarttown on Trafalgar Road. On January 1, 1974, Stewarttown became part of the Town of Halton Hills.	Not included on the <i>Town of Halton Hills Heritage Register Phase 1 & 2 Consolidated</i> (March 27, 2014) or the <i>Draft Town of Halton Hills Heritage Register Phase 3</i> (October 22, 2015) as a cultural heritage landscape. However, as well as 12889 and 12917 15 Side Road (Sites 45 and 46, respectively), the following individual properties within Stewarttown are included on the Town of Halton Hills heritage register (2014): <ul style="list-style-type: none"> • 9 Mill Pond Drive; • 10 Mill Pond Drive; • 4 Stewarttown Road; • 23 Stewarttown Road; • 32 Stewarttown Road; and • 42 Stewarttown Road. 	 <p>A map of Stewarttown (1877) depicts the village on the Seventh Line.</p>

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



Site #	Resource Category	Resource Type	Location	Description	Known Heritage Recognition	Photographs/Digital Image
48.	CHL	Religious: Cemetery	11091 Trafalgar Road Lot 16, Concession 8, geographic Township of Esquesing, Town of Halton Hills.	St. John's Anglican Cemetery William Morrison donated land for a church and a cemetery on a hill overlooking the Black Creek valley in 1849. St. John's Anglican Cemetery was established on the site; however, the church was built further south at 15 Side Road. Although the cemetery was formally established in 1849, some of the markers are older. The cemetery is now closed.	Not included on the <i>Town of Halton Hills Heritage Register Phase 1 & 2 Consolidated</i> (March 27, 2014) or the <i>Draft Town of Halton Hills Heritage Register Phase 3</i> (October 22, 2015) as a listed property.	 A view of St. John's Anglican Cemetery [Halton-Peel Branch, OGS, no date].
49.	BHR	Transportation: Road Bridge	Lot 16, Concessions 7 & 8, geographic Township of Esquesing, Town of Halton Hills.	Trafalgar Road Bridge over Black Creek, Bridge 1183230 (BR01) The one-span concrete rigid frame structure was constructed c1975 as part of the realignment of Trafalgar Road for the Stewarttown Bypass. Prior to the construction of the bypass Trafalgar Road ran through the Village of Stewarttown. The structure was rehabilitated in 2012. The original handrail system has been replaced with a concrete parapet with a single metal rail.	Not included on the <i>Town of Halton Hills Heritage Register Phase 1 & 2 Consolidated</i> (March 27, 2014) or the <i>Draft Town of Halton Hills Heritage Register Phase 3</i> (October 22, 2015) as a listed property.	 Northeast to the Trafalgar Road Bridge over Black Creek.

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


Site #	Resource Category	Resource Type	Location	Description	Known Heritage Recognition	Photographs/Digital Image
50.	CHL	Recreational: Golf Course	363 Maple Avenue Lot 17, Concession 8, geographic Township of Esquesing, Town of Halton Hills.	The Club at North Halton (Cedar Crest) John A. Willoughby, a local businessman purchased two farms and established a nine-hole golf course in 1914 on the former farmland. Willoughby retained George Cumming, the 1914 CPGA Champion to design the initial course. Known as Cedar Crest, the course remained nine holes until 1954 when it was expanded to 18 holes by R.F. Moore and Associates. An older house on the property served as the original clubhouse.	Not included on the <i>Town of Halton Hills Heritage Register Phase 1 & 2 Consolidated</i> (March 27, 2014) or the <i>Draft Town of Halton Hills Heritage Register Phase 3</i> (October 22, 2015) as a listed property.	 <p>Southeast to the golf course.</p>

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


Site #	Resource Category	Resource Type	Location	Description	Known Heritage Recognition	Photographs/Digital Image
51.	CHL	Transportation: Railway	Lots 17 & 18, Concession 7 and Lot 18, Concession 18, geographic Township of Esquesing, Town of Halton Hills.	Canadian National Railways (CN) The Hamilton & Northwestern Railway opened in 1875. The line ran from Hamilton through Esquesing Township and further north to Collingwood by the late 1870s. Stations were provided at Mansewood, Stewarttown, Georgetown and Glen William within Esquesing Township. The Grand Trunk Railway acquired the line in 1887 and it became part of CN in 1923. The rail corridor comprises two tracks in the vicinity of Trafalgar Road. Gates with signals are provided at the at-grade crossings of Trafalgar Road and 17 Side Road.	Not included on the <i>Town of Halton Hills Heritage Register Phase 1 & 2 Consolidated</i> (March 27, 2014) or the <i>Draft Town of Halton Hills Heritage Register Phase 3</i> (October 22, 2015) as a listed property.	 <p>Northwest to the CN corridor shows the at grade crossing at 17 Side Road.</p>

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


Site #	Resource Category	Resource Type	Location	Description	Known Heritage Recognition	Photographs/Digital Image
52.	BHR	Residential	11494 Trafalgar Road Lot 18, Concession 7, geographic Township of Esquesing, Town of Halton Hills.	Devereaux House The Elijah Devereaux family acquired the land in 1831 and constructed a log house initially, followed by a brick residence c1860. Heritage Halton Hills speculates the west part of the building was constructed first followed by a substantial addition to the east in the 1880s. Identified heritage attributes include the panelled main entrances with stone thresholds, transom and sidelights, exterior woodwork including the cornice with dentil detailing, soffits and vergeboard (reconstructed), dichromatic brickwork, rectangular window openings with six panes over six with wood muntin bars, stone sills and shutters and centre gable window with its rounded arches. Interior features are also identified.	Included on the <i>Town of Halton Hills Designated Properties</i> (March 27, 2014) as a municipal designated property under Part IV of the OHA, By-Law No. 2014-0015 (March 17, 2014).	 Northwest to the Devereaux House at 11494 Trafalgar Road.

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



Site #	Resource Category	Resource Type	Location	Description	Known Heritage Recognition	Photographs/Digital Image
53.	BHR	Residential	12337 17 Side Road Lot 18, Concession 7, geographic Township of Esquesing, Town of Halton Hills.	Devereaux Farmhouse A two storey moulded concrete block residence dating to the first part of the 20 th century is also associated historically with the Devereaux family. The large building features a truncated hip roof with dormers, one storey wrap around porch and rectangular door and window openings with smooth concrete lintels and sills. A barn ruin that retains a large arched opening with radiating stone voussoirs and keystone in the foundation indicates the house was formerly part of a farm complex.	Included on the Draft <i>Town of Halton Hills Heritage Register Phase 3 (October 22, 2015)</i> .	 North to the residence at 12337 17 Side Road, serves as the office of the Holy Redeemer Cemetery operate by the Catholic Cemeteries of the Diocese of Hamilton.
54.	CHL	Agricultural: Farm Complex (former)	11673 Sixth Line Lot 19, Concession 7, geographic Township of Esquesing, Town of Halton Hills.	The former farm complex is set back from the road and vegetation and topography obscure views of the building. Historically, the property is associated with the John S. Bessey family. The residence is a two and-a-half storey brick residence with side gable roof and dormer. A barn ruin is located to the northeast of the house. The land is in the process of being redeveloped for rural residential purposes.	Not included on the <i>Town of Halton Hills Heritage Register Phase 1 & 2 Consolidated (March 27, 2014)</i> or the Draft <i>Town of Halton Hills Heritage Register Phase 3 (October 22, 2015)</i> as a listed property.	 Southeast to the former farmhouse at 11673 Sixth Line.

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


Site #	Resource Category	Resource Type	Location	Description	Known Heritage Recognition	Photographs/Digital Image
55.	CHL	Farm Complex	11672 Trafalgar Road Lot 19, Concession 7, geographic Township of Esquesing, Town of Halton Hills.	Barns An 'L'-shaped timber frame barn with vertical plank siding has a stone foundation and gambrel roof with lightning rods along the ridge. The two storey structure would have initially housed livestock on the lower level with hay storage on the upper level. Several one storey, gable roof structures are located on the property but there is no residence. The buildings do not appear to be in agricultural use although the cultivated fields border the complex.	Not included on the <i>Town of Halton Hills Heritage Register Phase 1 & 2 Consolidated</i> (March 27, 2014) or the <i>Draft Town of Halton Hills Heritage Register Phase 3</i> (October 22, 2015) as a listed property.	 Southwest to the barn complex at 11672 Trafalgar Road.

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


Site #	Resource Category	Resource Type	Location	Description	Known Heritage Recognition	Photographs/Digital Image
56.	CHL	Residential: Rural Estate	11727 and 11753 Trafalgar Road Lot 19, Concession 8, geographic Township of Esquesing, Town of Halton Hills.	Two residences on the east side of Trafalgar Road are representative of rural estate development c1960. Set in treed grounds 11727 is a one storey building with flat roof with parapet and formally arranged front (west) elevation with five bays and a centrally located entry. 11753 exhibits elements of the modernist style as expressed in the shallow gable roof and interplay of stone, brick, wood and glass.	<p>The property located at 11753 is not included on the <i>Town of Halton Hills Heritage Register Phase 1 & 2 Consolidated</i> (March 27, 2014) or the <i>Draft Town of Halton Hills Heritage Register Phase 3</i> (October 22, 2015) as a listed property.</p> <p>The property located at 11727 Trafalgar Road is Included on the Draft <i>Town of Halton Hills Heritage Register Phase 3</i> (October 22, 2015).</p>	 <p>Northeast to residences at 11727 and 11753 Trafalgar Road.</p>

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



Site #	Resource Category	Resource Type	Location	Description	Known Heritage Recognition	Photographs/Digital Image
57.	CHL	Transportation: Railway	Lot 19, Concessions 7 & 8, geographic Township of Esquesing, Town of Halton Hills.	Toronto-Guelph Electric Suburban Railway The Toronto-Guelph Electric Suburban Railway (radial line) was built through Esquesing Township in 1917. It later became part of the Toronto Suburban Electric Railway. The line was closed in 1913. Although now covered with vegetation, the raised embankment of the former rail right-of-way is clearly visible in the landscape on both sides of Trafalgar Road. The former rail corridor is currently used as a footpath.	Not included on the <i>Town of Halton Hills Heritage Register Phase 1 & 2 Consolidated</i> (March 27, 2014) or the <i>Draft Town of Halton Hills Heritage Register Phase 3</i> (October 22, 2015) as a listed property..	 East along the former right-of-way of the Toronto-Guelph Electric Suburban Railway.
58.	CHL	Agricultural: Farm Complex	12332 20 Side Road Lot 20, Concession 7, geographic Township of Esquesing, Town of Halton Hills.	Heavy vegetation obscures views of the site from the public roadway. The residence is a two storey building clad in stucco with side gable roof. A one-storey verandah extends across the front (north) elevation. A barn is located to the rear of the house although details of its construction were not discernible. The associated agricultural land may have been severed.	Included on the Draft Town of Halton Hills Heritage Register Phase 3 (October 22, 2015).	 South to 12332 20 Side Road.

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


Site #	Resource Category	Resource Type	Location	Description	Known Heritage Recognition	Photographs/Digital Image
59.	CHL	Agricultural: Farm Complex	12794 20 Side Road Lot 20, Concession 7, geographic Township of Esquesing, Town of Halton Hills.	Burt Farm The farm complex contains a two storey brick house with rear wing. The side gable roof has return eaves. The three-bay front elevation is oriented to the east and has a centrally located entry. The window openings are rectangular with stone lintels on the ground floor and brick voussoirs on the second floor. Some openings have been closed in and the window sashes are replacements. The associated agricultural land with timber framed, gable roof barn may be severed.	Included on the Draft <i>Town of Halton Hills Heritage Register Phase 3</i> (October 22, 2015).	 <p>Southwest to 12794 20 Side Road.</p>

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



Site #	Resource Category	Resource Type	Location	Description	Known Heritage Recognition	Photographs/Digital Image
60.	CHL	Transportation: Railway	Lots 20 & 21, Concession 7 and Lot 20, Concession 8.	<p>Metrolinx Line, former Goderich and Exeter Railway (GEXR)</p> <p>The Grand Trunk Railway had constructed the line through Esquesing Township by 1877. It became part of CN in 1923. Railtex, an American company acquired CN's 99-mile (159-km) Guelph Subdivision between Silver Junction (Georgetown) and London in 1992. Railtex had established GEXR as a short line freight railway in 1992. Genesee & Wyoming Inc. purchased the company in 2012. The rail corridor comprises one track in the vicinity of Trafalgar Road. Gates with signals are provided at the at-grade crossing.</p>	Not included on the <i>Town of Halton Hills Heritage Register Phase 1 & 2 Consolidated</i> (March 27, 2014) or the Draft <i>Town of Halton Hills Heritage Register Phase 3</i> (October 22, 2015) as a cultural landscape.	 <p>West along the Metrolinx corridor.</p>

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

Site #	Resource Category	Resource Type	Location	Description	Known Heritage Recognition	Photographs/Digital Image
61.	CHL	Transportation Roadscape	Lot 21, Concessions 7 & 8, geographic Township of Esquesing, Town of Halton Hills.	Lindsay Court/Highway 7 Highway 7 has its roots in the development of the York Road between York (Toronto) and Guelph. It reached Georgetown in 1832. The road was assumed as part of the provincial highway system in 1927. Lindsay Court is the former alignment of Highway 7 prior to the introduction of the curve to eliminate the right angle turn. The crossroads community of McCullough's Corners that included a Wesleyan Methodist meeting house and cemetery was located at the northeast corner of Highway 7 and Trafalgar Road.	Not included on the <i>Town of Halton Hills Heritage Register Phase 1 & 2 Consolidated</i> (March 27, 2014) or the <i>Draft Town of Halton Hills Heritage Register Phase 3</i> (October 22, 2015) as a cultural landscape.	 <p>West along Lindsay Court that formerly was part of Highway 7.</p>

6.0 POTENTIAL EFFECTS OF UNDERTAKING ON CULTURAL HERITAGE RESOURCES

6.1 Introduction

This section provides an assessment of the potential adverse effects to the identified cultural heritage resources as a result of the proposed improvements to Trafalgar Road from Steeles Avenue to Highway 7 in the Town of Halton Hills. Trafalgar Road is identified as a Major Arterial Road in the Halton Region Official Plan and is an important component of the region's transportation network. The Class EA Study addresses the need for additional capacity and traffic management improvements along this stretch of Trafalgar Road. The conservation of cultural heritage resources in planning is considered to be a matter of public interest.

Generally, road improvement projects such as the widening of an existing roadway, the revision to existing intersections and the construction of grade separations and new bridge structures have the potential to adversely affect cultural heritage landscapes and built heritage resources by displacement and/or disruption during, as well as after construction. Cultural heritage landscapes and/or built heritage resources may experience displacement, or direct impacts, i.e., removal, if they are located within the right-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.

The study is being undertaken in accordance with the planning and design process for Schedule 'C' projects as set out in the Municipal Engineers' Association *Municipal Class Environmental Assessment* (October 2000, amended in 2007 and 2011). Alternatives were developed to address the future needs of the Trafalgar Road corridor. Analysis and evaluation of the alternatives resulted in selection of a Preliminary Preferred Alternative.

The Preliminary Preferred Alternative includes the following key elements,

- The roadway will be widened from two lanes to four lanes from Steeles Avenue to Highway 7 along the existing Trafalgar Road.
- The design will include provisions for active transportation facilities, i.e., on-road bike lane/paved and sidewalk/multi-use path.
- Grade separations will be introduced at the CN rail corridor north of 17 Side Road and at the GEXR (Metrolinx) rail corridor south of Highway 7. In both locations the road will be carried under the rail line.
- A new crossing over Black Creek to the north of 15 Side Road will be provided. The profile of the road will be raised approximately 2-3 m at the Black Creek crossing to address issues of flooding and to improve the grade of the roadway.

The potential direct impacts (displacement) and indirect impacts (disruption) of this project are principally associated with modifications to the existing Trafalgar Road

corridor. The impact discussion focuses on the potential adverse effects of the Preliminary Preferred Alternative.

The Preliminary Plan (October 2015) prepared by MMM Group was used to assess the potential impacts to cultural heritage resources identified within the study corridor (**Figures 5-13**). Direct and indirect impacts are discussed in Section 6.2 and Section 6.3, respectively.

6.2 Direct Impacts

The project will necessitate the full buy-out for fifteen (15) properties; however, none of these properties has been identified as being of potential heritage interest or value.

One (1) potential direct impact with respect to cultural heritage resources listed in Table 1 was identified, namely,

- Site #47: Trafalgar Road Bridge over Black Creek.

6.3 Indirect Impacts

The principal effects due to the proposed Trafalgar Road improvements are indirect impacts. A total of forty-three (43) potential indirect impacts have been identified with regard to the cultural heritage resources listed in Table 1. Generally, these indirect impacts relate to property acquisition requirements along frontages. Indirect impacts have been noted for the following properties:

- Site #2: Agricultural landscape;
- Site #3: Trafalgar Road;
- Site #6: 8285 Hornby Road (Pineland Farms);
- Site #7: Lot 2, Concession 8 (Coulson Tract, Halton Regional Forest);
- Site #9: 8469-8471 Trafalgar Road (Falgarbrook Farm);
- Site #10: 8637 Trafalgar Road;
- Site #11: 8648 Trafalgar Road;
- Site #12: 8731 Trafalgar Road;
- Site #13: 8788 Trafalgar Road (Ridgebrook Farm);
- Site #14: 8790 Trafalgar Road;
- Site #15: 8837 Trafalgar Road (Agram Farms);
- Site #16: 13074 5 Side Road (Pineview Public School);
- Site #17: Lot 6, Concession 8;
- Site #18: 9156-9158 Trafalgar Road (Currie Farm);
- Site #19: 9289 Trafalgar Road (McKinnon Farm);
- Site #20: 9348 Trafalgar Road;
- Site #21: 9527 Trafalgar Road (Walker Woods Farm);
- Site #22: 9536 Trafalgar Road;

- Site #23: 9621 Trafalgar Road (S.S. No. 3 Ashgrove School);
- Site #24: 9714 Trafalgar Road;
- Site #25: 9755 Trafalgar Road;
- Site #26: 9810 Trafalgar Road (Ashgrove Cemetery);
- Site #27: 9866 Trafalgar Road (Morrison Farm);
- Site #28: 9871 Trafalgar Road;
- Site #29: Lots 10 & 11, Concessions 7 & 8 (Ashgrove);
- Site #30: 10054 Trafalgar Road;
- Site #31: 10229 Trafalgar Road;
- Site #32: 10284 Trafalgar Road;
- Site #33: 10552 Trafalgar Road;
- Site #34: 10579 Trafalgar Road (Mount Pleasant Wesleyan Methodist Cemetery);
- Site #35: 10667 Trafalgar Road;
- Site #36: 10746 Trafalgar Road;
- Site #37: 10996 Trafalgar Road (St. John's Anglican Church);
- Site #38: 13068 15 Side Road (Stewarttown Middle School);
- Site #45: Lots 16 & 17, Concessions 7 & 8 (Stewarttown);
- Site #46: 11091 Trafalgar Road (St. John's Anglican Cemetery);
- Site #48: 363 Maple Avenue (The Club at North Halton);
- Site #49: Lots 17 & 18, Concessions 7 & 8 (Canadian National Railways);
- Site #50: 11494 Trafalgar Road (Devereaux House);
- Site #53: 11672 Trafalgar Road;
- Site #54: 11727 and 11753 Trafalgar Road;
- Site #55: Lot 19, Concessions 7 & 8 (Toronto-Guelph Electric Suburban Railway); and
- Site #58: Lots 20 & 21, Concessions 7 & 8 (Goderich and Exeter Railway).



Figure 5. Trafalgar Road Class EA, Preliminary Preferred Alternative: Station 0+000 to Station 1+700 [MMM Group, Preliminary Plan, October 2015].



Figure 6. Trafalgar Road Class EA, Preliminary Preferred Alternative: Station 1+700 to Station 3+300 [MMM Group, Preliminary Plan, October 2015].



Figure 7. Trafalgar Road Class EA, Preliminary Preferred Alternative: Station 3+300 to Station 4+800 [MMM Group, Preliminary Plan, October 2015].



Figure 8. Trafalgar Road Class EA, Preliminary Preferred Alternative: Station 4+800 to Station 6+400 [MMM Group, Preliminary Plan, October 2015].



Figure 9. Trafalgar Road Class EA, Preliminary Preferred Alternative: Station 6+400 to Station 7+900 [MMM Group, Preliminary Plan, October 2015]



Figure 10. Trafalgar Road Class EA, Preliminary Preferred Alternative: Station 7+900 to Station 9+500 [MMM Group, Preliminary Plan, October 2015].



Figure 11. Trafalgar Road Class EA, Preliminary Preferred Alternative: Station 9+500 to Station 10+700 [MMM Group, Preliminary Plan, October 2015].



Figure 12. Trafalgar Road Class EA, Preliminary Preferred Alternative: Station 10+500 to Station 12+000 [MMM Group, Preliminary Plan, October 2015].



Figure 13. Trafalgar Road Class EA, Preliminary Preferred Alternative: Station 11+500 to Station 12+800 [MMM Group, Preliminary Plan, October 2015].

7.0 MITIGATION RECOMMENDATIONS

The 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 resources. 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, and salvage of building materials.

Mitigation measures and best management practices will be implemented to address potential impacts. Identified mitigation strategies will be carried through the detailed design as applicable. Refinements and enhancements to the mitigation recommendations will be made as warranted throughout all phases of the project.

Table 2: Potential Impacts and Mitigation Recommendations provides a summary of potential impacts and recommended mitigation measures for each of the identified cultural heritage sites within and adjacent to the Trafalgar Road study corridor. Table 2 identifies the need to complete cultural heritage evaluation work for those properties of 40 years of age or older, where direct or indirect impacts have been identified.

For properties in private, municipal or regional ownership, the Cultural Heritage Evaluation Reports (CHERs), as needed, will follow the evaluation criteria set out under the 'Ontario Regulation 9/06', which were developed for the purpose of identifying and evaluating the cultural heritage value or interest of a property proposed for protection under Section 29 of the OHA.

For properties owned or controlled by the Government of Ontario, the CHERs will follow the process set out in Section B, Identification and Evaluation of the *Standards and Guidelines for Conservation of Provincial Heritage Properties* (April 28, 2010).

Conservation recommendations based on the results of the cultural heritage evaluation will be included in each CHER.

TABLE 2: POTENTIAL IMPACTS AND MITIGATION RECOMMENDATIONS FOR THE TRAFALGAR ROAD STUDY CORRIDOR

Site #	Resource Category	Resource Type	Location	Impact	Mitigation
1.	CHL	Township Survey	Township of Esquesing Geographic Township of Esquesing, Town of Halton Hills.	No identified impacts. The proposed improvements to Trafalgar Road will occur generally along the same alignment and will result in limited change to the local road network and lot layout of the former Township of Esquesing.	Review Contract Drawings 100% to confirm design has not changed in this area. No mitigation is anticipated.
2.	CHL	Agricultural: Landscape	Agricultural landscape Lots 1-15, Concessions 7 & 8, geographic Township of Esquesing, Town of Halton Hills.	Indirect. The proposed improvements to Trafalgar Road will occur generally along the same alignment and will result in limited change to the existing character of the agricultural landscape. Land acquisition in rural part of the study corridor is expected to be limited a narrow swath on one or both sides of the existing roadway.	Review Contract Drawings 100% to confirm design has not changed in this area. No mitigation is anticipated.
3.	CHL	Roadscape	Trafalgar Road Lots 1-21, Concessions 7 & 8, geographic Township of Esquesing, Town of Halton Hills.	Indirect. The character of the linear corridor will be changed permanently. The existing attributes of the two-lane roadscape with remaining tree lines and grass verges will be removed in certain sections. The introduction of two grade separations, the raising of the road profile in the vicinity of the Black Creek and the replacement of the bridge over Black Creek as well as realignments of the roadway, notably in the northern part of the study corridor will alter the appearance and character of the Trafalgar Road.	As a record, the Town of Halton Hills should consider preparing a Photographic Documentation Report for the cultural heritage landscape associated with Trafalgar Road and its context prior to any change in the study. The report should use historical mapping, 20 th century and aerial photographs and current photographs to illustrate the development of the corridor.

TABLE 2: POTENTIAL IMPACTS AND MITIGATION RECOMMENDATIONS FOR THE TRAFALGAR ROAD STUDY CORRIDOR

Site #	Resource Category	Resource Type	Location	Impact	Mitigation
4.	CHL	Settlement: Hamlet	Hornby Lot 1, Concessions 7, 8 & 9, geographic Township of Esquesing, Town of Halton Hills.	No identified impacts. Trafalgar Road was realigned previously through Hornby to eliminate the jog at Steeles Avenue. Hornby Road marks the original road allowance for Trafalgar Road.	Review Contract Drawings 100% to confirm design has not changed in this area. No mitigation is anticipated.
5.	CHL	Agricultural: Farm Complex	Cedar Creek Farm 13571 Steeles Avenue Lot 1, Concession 8, geographic Township of Esquesing, Town of Halton Hills.	No identified impacts. There will no modification to the existing character of the associated agricultural land.	Review Contract Drawings 100% to confirm design has not changed in this area. No mitigation is anticipated.
6.	CHL	Agricultural: Farm Complex	Pineland Farms 8285 Hornby Road Lot 2, Concession 8, geographic Township of Esquesing, Town of Halton Hills.	Indirect. There will be limited physical change to the existing character of the associated agricultural land due to land acquisition.	Review Contract Drawings 100% to confirm design has not changed in this area. No mitigation is anticipated.
7.	CHL	Agricultural: Tree Plantation	Coulson Tract, Halton Regional Forest Lot 2, Concession 8, geographic Township of Esquesing, Town of Halton Hills.	Indirect. There will be limited physical change to the existing character of the associated agricultural land due to land acquisition and the construction of a culvert extension.	Review Contract Drawings 100% to confirm design has not changed in this area. No mitigation is anticipated.

TABLE 2: POTENTIAL IMPACTS AND MITIGATION RECOMMENDATIONS FOR THE TRAFALGAR ROAD STUDY CORRIDOR

Site #	Resource Category	Resource Type	Location	Impact	Mitigation
8.	CHL	Agricultural: Farm Complex Religious: Cemetery	Neilson Farm 8466 Trafalgar Road Lot 3, Concession 7, geographic Township of Esquesing, Town of Halton Hills.	No identified impacts. There will no modification to the existing character of the associated agricultural land.	Review Contract Drawings 100% to confirm design has not changed in this area. No mitigation is anticipated.
9.	CHL	Agricultural: Farm Complex	Falgarbrook Farm 8469-8471 Trafalgar Road Lot 3, Concession 8, geographic Township of Esquesing, Town of Halton Hills.	Indirect. There will be limited physical change to the existing character of the associated agricultural land due to land acquisition. The setting of the farmstead is not changed as the buildings are set back a distance from the roadway	Review Contract Drawings 100% to confirm design has not changed in this area. No mitigation is anticipated.
10.	BHR	Residential	Detached house 8637 Trafalgar Road Lot 4, Concession 8, geographic Township of Esquesing, Town of Halton Hills.	Indirect. The residence is located close to the roadway and there will be physical change to the existing character of the property due to the widening of Trafalgar Road.	Review Contract Drawings 100% to confirm design has not changed in this area. Remedial landscaping in the form of fencing and/or vegetation may be required. Consultation with the property owner will be conducted to determine the preferred approach. No further mitigation is anticipated.
11.	CHL	Agricultural: Farm Complex	8648 Trafalgar Road South half Lot 4, Concession 7, geographic Township of Esquesing, Town of Halton Hills.	Indirect. There will be limited physical change to the existing character of the associated agricultural land due to land acquisition. The setting of the farmstead is not changed as the buildings are set back a distance from the roadway	Review Contract Drawings 100% to confirm design has not changed in this area. No mitigation is anticipated.

TABLE 2: POTENTIAL IMPACTS AND MITIGATION RECOMMENDATIONS FOR THE TRAFALGAR ROAD STUDY CORRIDOR

Site #	Resource Category	Resource Type	Location	Impact	Mitigation
12.	CHL	Agricultural: Farm Complex	8731 Trafalgar Road North half Lot 4, Concession 8, geographic Township of Esquesing, Town of Halton Hills.	Indirect. There will be limited physical change to the existing character of the associated agricultural land due to land acquisition and potential removal of trees along Trafalgar Road. The setting of the farmstead is not changed as the buildings are set back a distance from the roadway	Review Contract Drawings 100% to confirm design has not changed in this area. No mitigation is anticipated.
13.	CHL	Agricultural: Farm Complex	Ridgebrook Farm 8788 Trafalgar Road North half Lot 4, Concession 7, geographic Township of Esquesing, Town of Halton Hills.	Indirect. There will be limited physical change to the existing character of the associated agricultural land due to land acquisition. The setting of the farmstead is not changed as the buildings are set back a distance from the roadway	Review Contract Drawings 100% to confirm design has not changed in this area. No mitigation is anticipated.
14.	CHL	Agricultural: Farm Complex	8790 Trafalgar Road Lot 5, Concession 7, geographic Township of Esquesing, Town of Halton Hills.	Indirect. There will be limited physical change to the existing character of the associated agricultural land due to land acquisition. The setting of the farmstead is not changed as the buildings are set back a distance from the roadway.	Review Contract Drawings 100% to confirm design has not changed in this area. No mitigation is anticipated.

TABLE 2: POTENTIAL IMPACTS AND MITIGATION RECOMMENDATIONS FOR THE TRAFALGAR ROAD STUDY CORRIDOR

Site #	Resource Category	Resource Type	Location	Impact	Mitigation
15.	CHL	Agricultural: Farm Complex	Agram Farms 8837 Trafalgar Road Lot 5, Concession 8, geographic Township of Esquesing, Town of Halton Hills.	Indirect. The farmstead is located close to the roadway and there will be physical change to the existing character and setting of the buildings and the associated agricultural land due to the widening of Trafalgar Road.	Review Contract Drawings 100% to confirm design has not changed in this area. Remedial landscaping in the form of fencing and/or vegetation may be required. Consultation with the property owner will be conducted to determine the preferred approach. No further mitigation is anticipated.
16.	BHR	Educational: School	Pineview Public School 13074 5 Side Road Lot 5 &, Concession 8, geographic Township of Esquesing, Town of Halton Hills.	Indirect. There will be limited physical change to the existing character of the school. Trafalgar Road has already been improved in the vicinity of 5 Side Road.	Review Contract Drawings 100% to confirm design has not changed in this area. No mitigation is anticipated.
17.	BHR	Agricultural: Barn	Barn Lot 6, Concession 8, geographic Township of Esquesing, Town of Halton Hills.	Indirect. There will be limited physical change to the existing character of the associated agricultural land due to land acquisition. The setting of the barn is not changed.	Review Contract Drawings 100% to confirm design has not changed in this area. No mitigation is anticipated.
18.	CHL	Agricultural: Farm Complex	Currie Farm 9156-9158 Trafalgar Road Lot 6, Concession 7, geographic Township of Esquesing, Town of Halton Hills.	Indirect. The farmstead is located close to the roadway and there will be physical change to the existing character and setting of the buildings and the associated agricultural land due to land acquisition.	Review Contract Drawings 100% to confirm design has not changed in this area. Remedial landscaping in the form of fencing and/or vegetation may be required. Consultation with the property owner will be conducted to determine the preferred approach. No further mitigation is anticipated.

TABLE 2: POTENTIAL IMPACTS AND MITIGATION RECOMMENDATIONS FOR THE TRAFALGAR ROAD STUDY CORRIDOR

Site #	Resource Category	Resource Type	Location	Impact	Mitigation
19.	CHL	Agricultural: Farm Complex	McKinnon Farm 9289 Trafalgar Road Lot 7, Concession 8, geographic Township of Esquesing, Town of Halton Hills.	Indirect. The farmstead is located close to the roadway and there will be physical change to the existing character and setting of the buildings and the associated agricultural land due to land acquisition.	Review Contract Drawings 100% to confirm design has not changed in this area. Remedial landscaping in the form of fencing and/or vegetation may be required. Consultation with the property owner will be conducted to determine the preferred approach. No further mitigation is anticipated.
20.	CHL	Agricultural: Farm Complex (former)	9348 Trafalgar Road Lot 7, Concession 7, geographic Township of Esquesing, Town of Halton Hills.	Indirect. The former farm complex is located close to the roadway; however, the character of the property has been altered through the removal of the barns.	Review Contract Drawings 100% to confirm design has not changed in this area. No mitigation is anticipated.
21.	CHL	Agricultural: Farm Complex	Walker Woods Farm 9527 Trafalgar Road Lot 8, Concession 8, geographic Township of Esquesing, Town of Halton Hills.	Indirect. There will be limited physical change to the existing character of the associated agricultural land due to land acquisition. The setting of the farmstead is not changed as the buildings are set back a distance from the roadway.	Review Contract Drawings 100% to confirm design has not changed in this area. No mitigation is anticipated.
22.	CHL	Agricultural: Farm Complex	Nurseland Farms 9536 Trafalgar Road Lot 8, Concession 7, geographic Township of Esquesing, Town of Halton Hills.	Indirect. There will be limited physical change to the existing character of the associated agricultural land due to land acquisition. The setting of the farmstead is not changed as the buildings are set back a distance from the roadway.	Review Contract Drawings 100% to confirm design has not changed in this area. No mitigation is anticipated.

TABLE 2: POTENTIAL IMPACTS AND MITIGATION RECOMMENDATIONS FOR THE TRAFALGAR ROAD STUDY CORRIDOR

Site #	Resource Category	Resource Type	Location	Impact	Mitigation
23.	BHR	Educational: School (former)	S.S. No. 3, Ashgrove School 9621 Trafalgar Road Part Lot 8 & 9, Concession 8, geographic Township of Esquesing, Town of Halton Hills.	Indirect. The former schoolhouse, currently in residential use is located close to the roadway and there will be physical change to the existing character of the property due to the widening of Trafalgar Road.	Review Contract Drawings 100% to confirm design has not changed in this area. Remedial landscaping in the form of fencing and/or vegetation may be required. Consultation with the property owner will be conducted to determine the preferred approach. No further mitigation is anticipated.
24.	CHL	Agricultural: Farm Complex	9714 Trafalgar Road Lot 9, Concession 7, geographic Township of Esquesing, Town of Halton Hills.	Indirect. The farmstead is located close to the roadway and there will be physical change to the existing character and setting of the buildings and the associated agricultural land due to land acquisition and possible re-grading.	Review Contract Drawings 100% to confirm design has not changed in this area. Remedial landscaping in the form of fencing and/or vegetation may be required. Consultation with the property owner will be conducted to determine the preferred approach. No further mitigation is anticipated.
25.	CHL	Agricultural: Farm Complex	9755 Trafalgar Road Lot 9, Concession 8, geographic Township of Esquesing, Town of Halton Hills.	Indirect. There will be limited physical change to the existing character of the associated agricultural land due to land acquisition. The setting of the farmstead is not changed as the buildings are set back a distance from the roadway.	Review Contract Drawings 100% to confirm design has not changed in this area. No mitigation is anticipated.

TABLE 2: POTENTIAL IMPACTS AND MITIGATION RECOMMENDATIONS FOR THE TRAFALGAR ROAD STUDY CORRIDOR

Site #	Resource Category	Resource Type	Location	Impact	Mitigation
26.	CHL	Religious: Cemetery	Ashgrove Cemetery 9810 Trafalgar Road Lot 9, Concession 7, geographic Township of Esquesing, Town of Halton Hills.	Indirect. The cemetery is located closed to the roadway and there will be physical change to the existing character of the property due to the widening of Trafalgar Road.	The Preliminary Preferred Alternative has addressed the potential impacts to the property containing the Ashgrove Cemetery. The road alignment will swing to the east to avoid the cemetery and to minimize impacts to the property. Consideration should be given for the provision of a pull off area for maintenance and visitor vehicles. Ensure fencing around the property is retained. Review Contract Drawings 100% to confirm design has not changed in this area.
27.	CHL	Agricultural: Farm Complex	Morrison Farm 9866 Trafalgar Road Lot 10, Concession 7, geographic Township of Esquesing, Town of Halton Hills.	Indirect. There will be limited physical change to the existing character of the associated agricultural land due to land acquisition. Change to the setting of the farmstead is minimal although the buildings are visible from the roadway.	Review Contract Drawings 100% to confirm design has not changed in this area. No mitigation is anticipated.
28.	CHL	Agricultural: Farm Complex	9871 Trafalgar Road Lot 10, Concession 8, geographic Township of Esquesing, Town of Halton Hills.	Indirect. There will be limited physical change to the existing character of the associated agricultural land due to land acquisition. The setting of the farmstead is not changed as the buildings are set back a distance from the roadway.	Review Contract Drawings 100% to confirm design has not changed in this area. No mitigation is anticipated.

TABLE 2: POTENTIAL IMPACTS AND MITIGATION RECOMMENDATIONS FOR THE TRAFALGAR ROAD STUDY CORRIDOR

Site #	Resource Category	Resource Type	Location	Impact	Mitigation
29.	CHL	Settlement: Hamlet	Ashgrove Lots 10 & 11, Concessions 7 & 8, geographic Township of Esquesing, Town of Halton Hills.	Indirect. There will be limited physical change to the existing character of the associated agricultural land due to land acquisition. The building in the southwest corner of Trafalgar Road and 10 Sideroad will be removed. No buildings are identified for removal. Trafalgar Road has undergone some improvements in the vicinity of 10 Side Road and the intersection is signalized.	Review Contract Drawings 100% to confirm design has not changed in this area. No mitigation is anticipated.
30.	CHL	Agricultural: Farm Complex	10054 Trafalgar Road Lot 11, Concession 7, geographic Township of Esquesing, Town of Halton Hills.	Indirect. There will be limited physical change to the existing character of the associated agricultural land due to land acquisition. The setting of the farmstead is not changed as the buildings are set back a distance from the roadway.	Review Contract Drawings 100% to confirm design has not changed in this area. No mitigation is anticipated.
31.	BHR	Residential	10229 Trafalgar Road Lot 12, Concession 8, geographic Township of Esquesing, Town of Halton Hills.	Indirect. The residence is located close to the roadway and there will be physical change to the existing character of the property due to the widening of Trafalgar Road.	Review Contract Drawings 100% to confirm design has not changed in this area. Remedial landscaping in the form of fencing and/or vegetation may be required. Consultation with the property owner will be conducted to determine the preferred approach. No further mitigation is anticipated.

TABLE 2: POTENTIAL IMPACTS AND MITIGATION RECOMMENDATIONS FOR THE TRAFALGAR ROAD STUDY CORRIDOR

Site #	Resource Category	Resource Type	Location	Impact	Mitigation
32.	CHL	Agricultural: Farm Complex	10284 Trafalgar Road Lot 12, Concession 7, geographic Township of Esquesing, Town of Halton Hills.	Indirect. There will be limited physical change to the existing character of the associated agricultural land due to land acquisition. The setting of the farmstead is not changed as the buildings are set back a distance from the roadway.	Review Contract Drawings 100% to confirm design has not changed in this area. No mitigation is anticipated.
33.	CHL	Agricultural: Farm Complex	10552 Trafalgar Road Lot 13, Concession 7, geographic Township of Esquesing, Town of Halton Hills.	Indirect. There will be limited physical change to the existing character of the associated agricultural land due to land acquisition. Change to the setting of the farmstead is minimal although the buildings are visible from the roadway. The farmhouse is a contemporary structure.	Review Contract Drawings 100% to confirm design has not changed in this area. No mitigation is anticipated.
34.	CHL	Religious: Cemetery	Mount Pleasant Wesleyan Methodist Cemetery 10579 Trafalgar Road Lot 13, Concession 8, geographic Township of Esquesing, Town of Halton Hills.	Indirect. The cemetery is located close to the roadway and there will be physical change to the existing character of the property due to the widening of Trafalgar Road.	Consideration should be given for the provision of a pull off area for maintenance and visitor vehicles as part of the urbanization of the east side of Trafalgar Road. Ensure fencing around the property is maintained. Review Contract Drawings 100% to confirm design has not changed in this area.

TABLE 2: POTENTIAL IMPACTS AND MITIGATION RECOMMENDATIONS FOR THE TRAFALGAR ROAD STUDY CORRIDOR

Site #	Resource Category	Resource Type	Location	Impact	Mitigation
35.	BHR	Residential	10667 Trafalgar Road Lot 14, Concession 8, geographic Township of Esquesing, Town of Halton Hills.	Indirect. The residence is located close to the roadway and there will be physical change to the existing character of the property due to the widening of Trafalgar Road.	Review Contract Drawings 100% to confirm design has not changed in this area. Remedial landscaping in the form of fencing and/or vegetation may be required. Consultation with the property owner will be conducted to determine the preferred approach. No further mitigation is anticipated.
36.	BHR	Agricultural: Barn	Barn 10746 Trafalgar Road Lot 14, Concession 7, geographic Township of Esquesing, Town of Halton Hills.	Indirect. There will be limited physical change to the existing character of the associated agricultural land due to land acquisition. The setting of the barn is not changed.	Review Contract Drawings 100% to confirm design has not changed in this area. No mitigation is anticipated.
37.	BHR	Religious: Church	St. John's Anglican Church 10996 Trafalgar Road Lot 15, Concession 7, geographic Township of Esquesing, Town of Halton Hills.	Indirect. The church is located closed to the roadway and there will be physical change to the existing character of the property due to the widening of Trafalgar Road.	The Preliminary Preferred Alternative has addressed the potential impacts to the property. The road alignment will swing to the east to avoid the church and minimize impacts to the property. Review Contract Drawings 100% to confirm design has not changed in this area. No mitigation is anticipated
38.	BHR	Educational: School	Stewarttown Middle School 13068 15 Side Road Lot 15, Concession 8, geographic Township of Esquesing, Town of Halton Hills.	Indirect. There will be limited physical change to the existing character of the school grounds due to land acquisition.	Review Contract Drawings 100% to confirm design has not changed in this area. Confirm the 1873 school bell on the property is protected. No further mitigation is anticipated

TABLE 2: POTENTIAL IMPACTS AND MITIGATION RECOMMENDATIONS FOR THE TRAFALGAR ROAD STUDY CORRIDOR

Site #	Resource Category	Resource Type	Location	Impact	Mitigation
39.	CHL	Agricultural: Farm Complex	Valentina Farms 12268 15 Side Road Lot 15, Concession 7, geographic Township of Esquesing, Town of Halton Hills.	No identified impacts. The proposed improvements to Trafalgar Road will occur in proximity to the existing road right-of-way. There will no physical change to properties in the broader study corridor.	Review Contract Drawings 100% to confirm design has not changed in this area. No mitigation is anticipated.
40.	BHR	Residential	Craighead 12147 15 Side Road Lot 16, Concession 7, geographic Township of Esquesing, Town of Halton Hills.	No identified impacts. The proposed improvements to Trafalgar Road will occur in proximity to the existing road right-of-way. There will no physical change to properties in the broader study corridor.	Review Contract Drawings 100% to confirm design has not changed in this area. No mitigation is anticipated.
41.	CHL	Agricultural: Farm Complex	"The Farm" 12399 15 Side Road Lot 16, Concession 7, geographic Township of Esquesing, Town of Halton Hills.	No identified impacts. The proposed improvements to Trafalgar Road will occur in proximity to the existing road right-of-way. There will no physical change to properties in the broader study corridor.	Review Contract Drawings 100% to confirm design has not changed in this area. No mitigation is anticipated.
42.	BHR	Transportation: Rail Bridge	CN Rail Bridge over Black Creek Lot 16, Concession 7, geographic Township of Esquesing, Town of Halton Hills.	No identified impacts. The proposed improvements to Trafalgar Road will occur in proximity to the existing road right-of-way. There will no physical change to properties in the broader study corridor.	Review Contract Drawings 100% to confirm design has not changed in this area. No mitigation is anticipated.

TABLE 2: POTENTIAL IMPACTS AND MITIGATION RECOMMENDATIONS FOR THE TRAFALGAR ROAD STUDY CORRIDOR

Site #	Resource Category	Resource Type	Location	Impact	Mitigation
43.	BHR	Transportation: Road Bridge	15 Side Road Bridge over Black Creek (West)	No identified impacts. The proposed improvements to Trafalgar Road will occur in proximity to the existing road right-of-way. There will no physical change to properties in the broader study corridor.	Review Contract Drawings 100% to confirm design has not changed in this area. No mitigation is anticipated.
44.	BHR	Transportation: Road Bridge	15 Side Road Bridge over Black Creek (East)	No identified impacts. The proposed improvements to Trafalgar Road will occur in proximity to the existing road right-of-way. There will no physical change to properties in the broader study corridor.	Review Contract Drawings 100% to confirm design has not changed in this area. No mitigation is anticipated.
45.	BHR	Residential	St. John's Anglican Rectory 12889 15 Side Road (Stewarttown) Part of Lot C west of Young Street, Town of Halton Hills.	No identified impacts. The proposed improvements to Trafalgar Road will occur in proximity to the existing road right-of-way. There will no physical change to properties in the broader study corridor.	Review Contract Drawings 100% to confirm design has not changed in this area. No mitigation is anticipated.
46.	BHR	Residential	Detached Residence 12917 15 Side Road (Stewarttown) Lot D west of Young Street, Town of Halton Hills.	No identified impacts. The proposed improvements to Trafalgar Road will occur in proximity to the existing road right-of-way. There will no physical change to properties in the broader study corridor.	Review Contract Drawings 100% to confirm design has not changed in this area. No mitigation is anticipated.

TABLE 2: POTENTIAL IMPACTS AND MITIGATION RECOMMENDATIONS FOR THE TRAFALGAR ROAD STUDY CORRIDOR

Site #	Resource Category	Resource Type	Location	Impact	Mitigation
47.	CHL	Settlement: Village	Stewarttown Lots 16 & 17, Concessions 7 & 8, geographic Township of Esquesing, Town of Halton Hills.	Indirect. There will be physical change to the existing character of the settlement due to land acquisition, removal of buildings on the east side of Trafalgar Road, raising of the road profile 2-3 m in the vicinity of Black Creek and the replacement of the road bridge over Black Creek. While none of the buildings to be removed are included in the Town of Halton Hills Heritage Register, the owners at 11069 Trafalgar Road indicate there is a former icehouse on the property.	See the mitigation recommendations outlined for Site #3: Trafalgar Road. A Photographic Documentation Report for Trafalgar Road will record the roadscape and its context prior to any change in the study corridor including the Stewarttown community. Particular attention should be paid to the east side of Trafalgar Road in Stewarttown where the buildings will be removed. If possible, confirm the site history of 11069 Trafalgar Road.
48.	CHL	Religious: Cemetery	St. John's Anglican Cemetery 11091 Trafalgar Road Lot 16, Concession 8, geographic Township of Esquesing, Town of Halton Hills.	Indirect. The cemetery is located on the top of a hill close to the east side of the road allowance. The Preliminary Plan (October 2015) indicates the existing retaining wall will be replaced as part of the road improvements. The new retaining wall will be located within the Region's existing road right-of-way.	Protection of the cemetery including the headstones and landscaping may be required during the replacement of the retaining wall. Consultation with the property owners will be conducted to determine the preferred approach. Further investigations of the cemetery are of an archaeological in nature.
49.	BHR	Transportation: Road Bridge	Trafalgar Road Bridge over Black Creek Lot 16, Concessions 7 & 8, geographic Township of Esquesing, Town of Halton Hills.	Direct. The Trafalgar Road Bridge over Black Creek will be replaced. The new structure will incorporate four lanes of traffic and active transportation facilities. In addition, the bridge deck level will be 2-3 m higher than the existing structure. The existing structure was constructed c1975 and therefore, is of potential cultural heritage value or interest.	Complete the MCEA Municipal Heritage Bridges, Cultural, Heritage and Archaeological Resources Assessment Checklist. If required after completing the checklist, prepare a Cultural Heritage Evaluation Report (CHER) for the property that follows the evaluation criteria set out in Ontario Regulation 9/06 and includes mitigation recommendations.

TABLE 2: POTENTIAL IMPACTS AND MITIGATION RECOMMENDATIONS FOR THE TRAFALGAR ROAD STUDY CORRIDOR

Site #	Resource Category	Resource Type	Location	Impact	Mitigation
50.	CHL	Recreational: Golf Course	The Club at North Halton (Cedar Crest) 363 Maple Avenue Lot 17, Concession 8, geographic Township of Esquesing, Town of Halton Hills.	Indirect. There will be some physical change to the existing character of the associated recreational land due to land acquisition. The setting of the buildings is not changed as they are set back a distance from Trafalgar Road.	See the mitigation recommendations outlined for Site #3: Trafalgar Road. A Photographic Documentation Report for Trafalgar Road will record the roadscape and its context prior to any change in the study corridor including the property to be acquired at location of The Club at North Halton.
51.	CHL	Transportation: Railway	Canadian National Railways Lots 17 & 18, Concession 7 and Lot 18, Concession 18, geographic Township of Esquesing, Town of Halton Hills.	Indirect. There will be physical change to the existing character of the rail corridor due to the introduction of a grade separation to allow the roadway to pass under the rail line. The rail line will remain active and will continue to carry two tracks across the realigned Trafalgar Road.	Review Contract Drawings 100% to confirm design has not changed in this area. No mitigation is anticipated.
52.	BHR	Residential	Devereaux House 11494 Trafalgar Road Lot 18, Concession 7, geographic Township of Esquesing, Town of Halton Hills.	Indirect. There will be physical change to the existing character of the designated property due to property acquisition and relocation of property access.	Review Contract Drawings 100% to confirm design has not changed in this area. Remedial landscaping in the form of fencing and/or vegetation may be required between Devereaux House and the improved Trafalgar Road. Consultation with the property owner, the Town of Halton Hills, will be conducted to determine the preferred approach. Ensure appropriate access and signage is provided. No further mitigation is anticipated.

TABLE 2: POTENTIAL IMPACTS AND MITIGATION RECOMMENDATIONS FOR THE TRAFALGAR ROAD STUDY CORRIDOR

Site #	Resource Category	Resource Type	Location	Impact	Mitigation
53.	BHR	Residential	Devereaux Farmhouse 12337 17 Side Road Lot 18, Concession 7, geographic Township of Esquesing, Town of Halton Hills.	No identified impacts. The proposed improvements to Trafalgar Road will occur in proximity to the existing road right-of-way. There will no physical change to properties in the broader study corridor.	Review Contract Drawings 100% to confirm design has not changed in this area. No mitigation is anticipated.
54.	CHL	Agricultural: Farm Complex (former)	11673 Sixth Line Lot 19, Concession 7, geographic Township of Esquesing, Town of Halton Hills.	No identified impacts. The proposed improvements to Trafalgar Road will occur in proximity to the existing road right-of-way. There will no physical change to properties in the broader study corridor.	Review Contract Drawings 100% to confirm design has not changed in this area. No mitigation is anticipated.
55.	CHL	Agricultural: Farm Complex	Barns 11672 Trafalgar Road Lot 19, Concession 7, geographic Township of Esquesing, Town of Halton Hills.	Indirect. There will be limited physical change to the existing character of the associated agricultural land due to land acquisition. The setting of the barns is not changed.	Review Contract Drawings 100% to confirm design has not changed in this area. No mitigation is anticipated.
56.	CHL	Residential: Rural Estate	11727 and 11753 Trafalgar Road Lot 19, Concession 8, geographic Township of Esquesing, Town of Halton Hills.	Indirect. There will be limited physical change to the existing character of the residential properties due to the proposed road improvements. Most of the land acquisition will occur on the west side of the roadway. The setting of the houses is not changed.	Review Contract Drawings 100% to confirm design has not changed in this area. No mitigation is anticipated.

TABLE 2: POTENTIAL IMPACTS AND MITIGATION RECOMMENDATIONS FOR THE TRAFALGAR ROAD STUDY CORRIDOR

Site #	Resource Category	Resource Type	Location	Impact	Mitigation
57.	CHL	Transportation: Railway	Toronto-Guelph Electric Suburban Railway Lot 19, Concessions 7 & 8, geographic Township of Esquesing, Town of Halton Hills.	Indirect. There will be limited physical change to the existing character of the former rail corridor due to land acquisition and construction of a new culvert.	Review Contract Drawings 100% to confirm design has not changed in this area. No mitigation is anticipated.
58.	CHL	Agricultural: Farm Complex	12332 20 Side Road Lot 20, Concession 7, geographic Township of Esquesing, Town of Halton Hills.	No identified impacts. The proposed improvements to Trafalgar Road will occur in proximity to the existing road right-of-way.	Review Contract Drawings 100% to confirm design has not changed in this area. No mitigation is anticipated.
59.	CHL	Agricultural: Farm Complex	Burt Farm 12794 20 Side Road Lot 20, Concession 7, geographic Township of Esquesing, Town of Halton Hills.	No identified impacts. The proposed improvements to Trafalgar Road will occur in proximity to the existing road right-of-way.	Review Contract Drawings 100% to confirm design has not changed in this area. No mitigation is anticipated.
60.	CHL	Transportation: Railway	Metrolinx Railway (formerly GEXR) Lots 20 & 21, Concession 7 and Lot 20, Concession 8.	Indirect. They will be physical change to the existing character of the rail corridor due to the introduction of a grade separation to allow the roadway to pass under the rail line. The rail line will remain active and will continue to carry one track across the realigned Trafalgar Road.	Review Contract Drawings 100% to confirm design has not changed in this area. No mitigation is anticipated.

TABLE 2: POTENTIAL IMPACTS AND MITIGATION RECOMMENDATIONS FOR THE TRAFALGAR ROAD STUDY CORRIDOR

Site #	Resource Category	Resource Type	Location	Impact	Mitigation
61.	CHL	Transportation: Roadscape	Highway 7 Lot 21, Concessions 7 & 8, geographic Township of Esquesing, Town of Halton Hills.	No identified impacts. The proposed improvements to Trafalgar Road will occur in proximity to the existing road right-of-way.	Review Contract Drawings 100% to confirm design has not changed in this area. No mitigation is anticipated.

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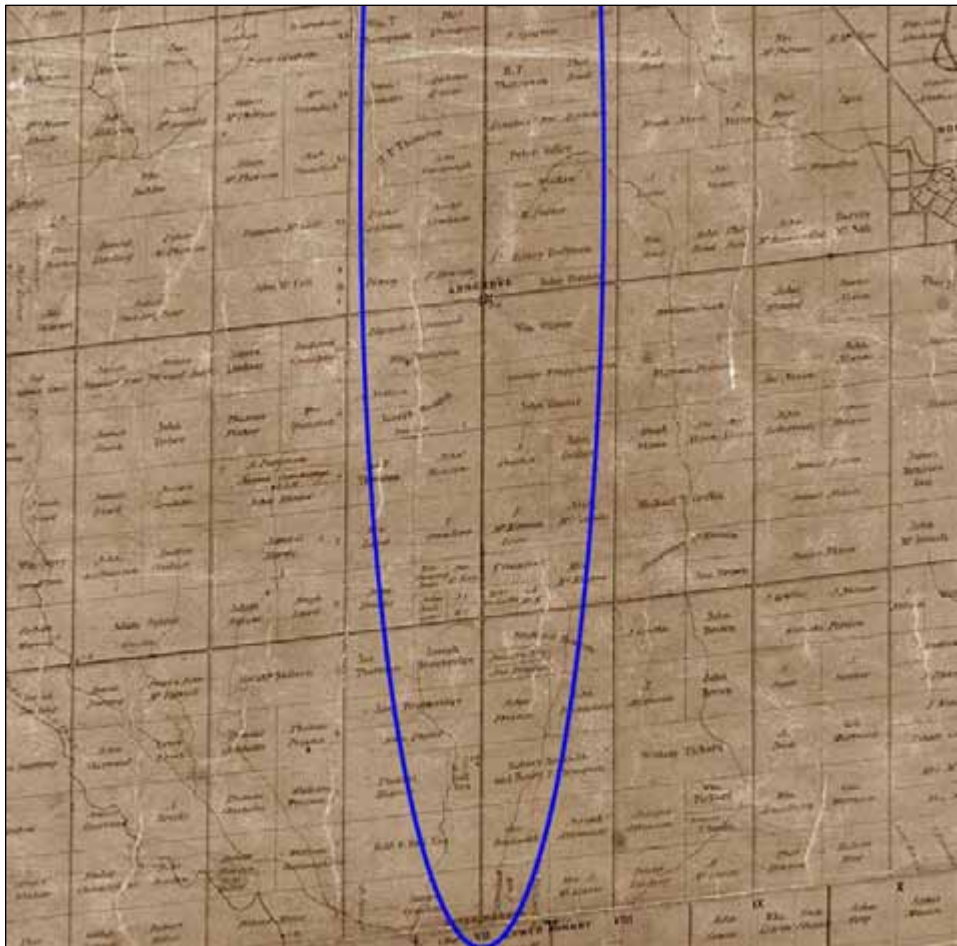
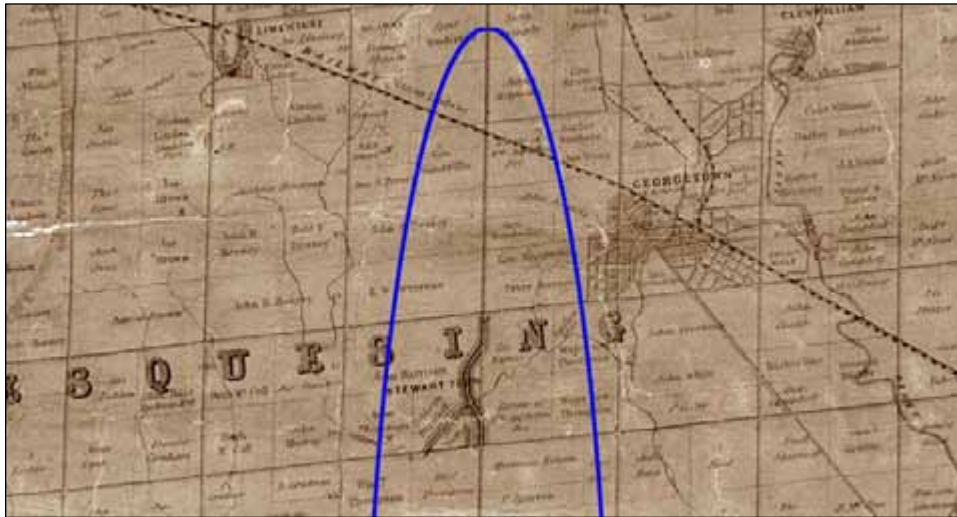
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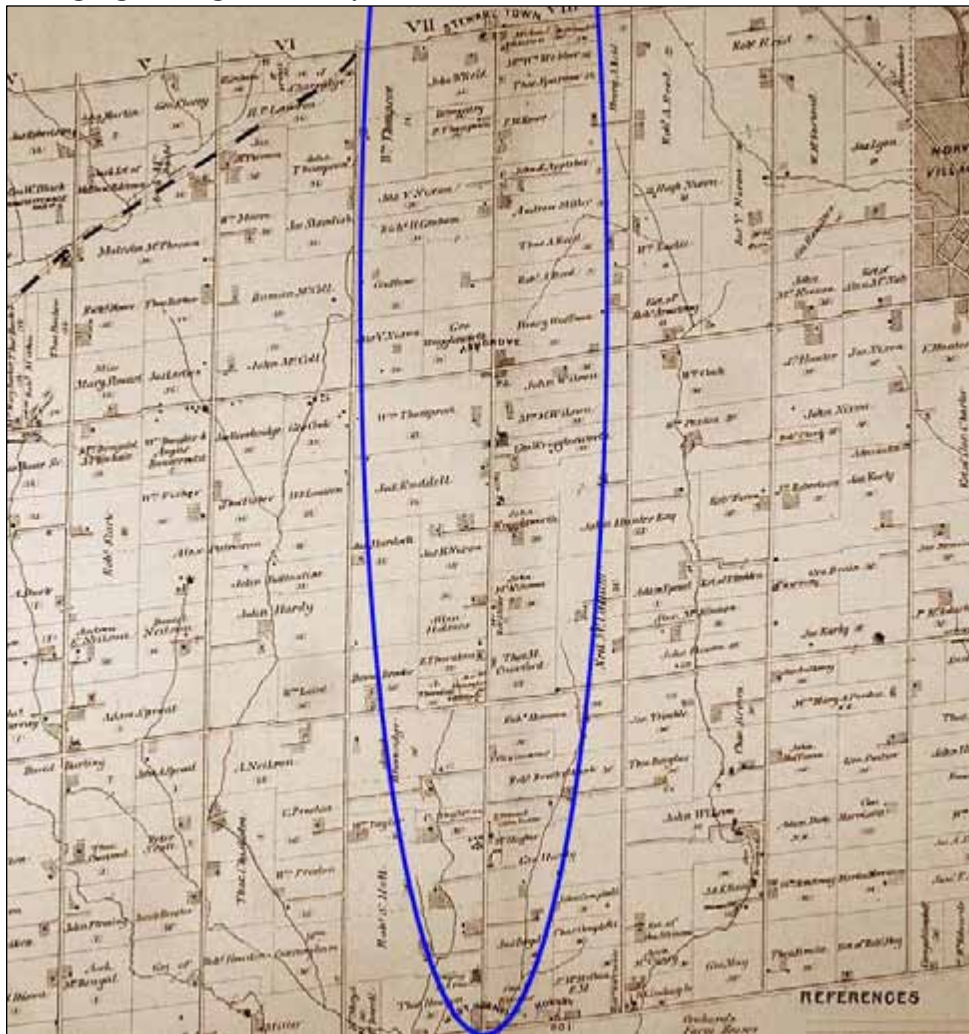
**APPENDIX:
Historical Maps**



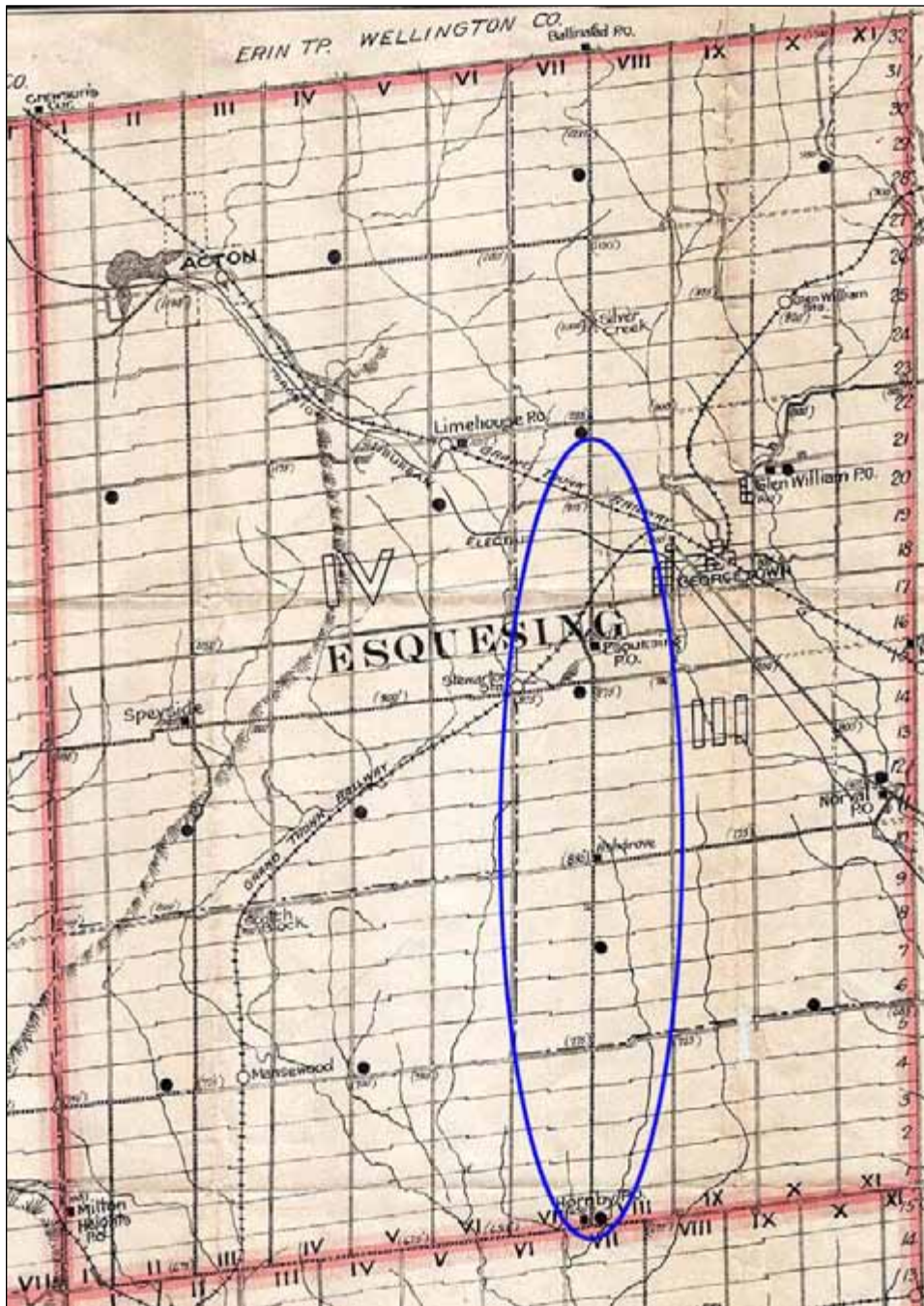
Tremaines's map (1858) shows Trafalgar Road as an open road between Concessions 7 & 8 in the northern part of Esquesing Township (above) and the southern part of the township (below). The blue oval highlights the general study corridor.



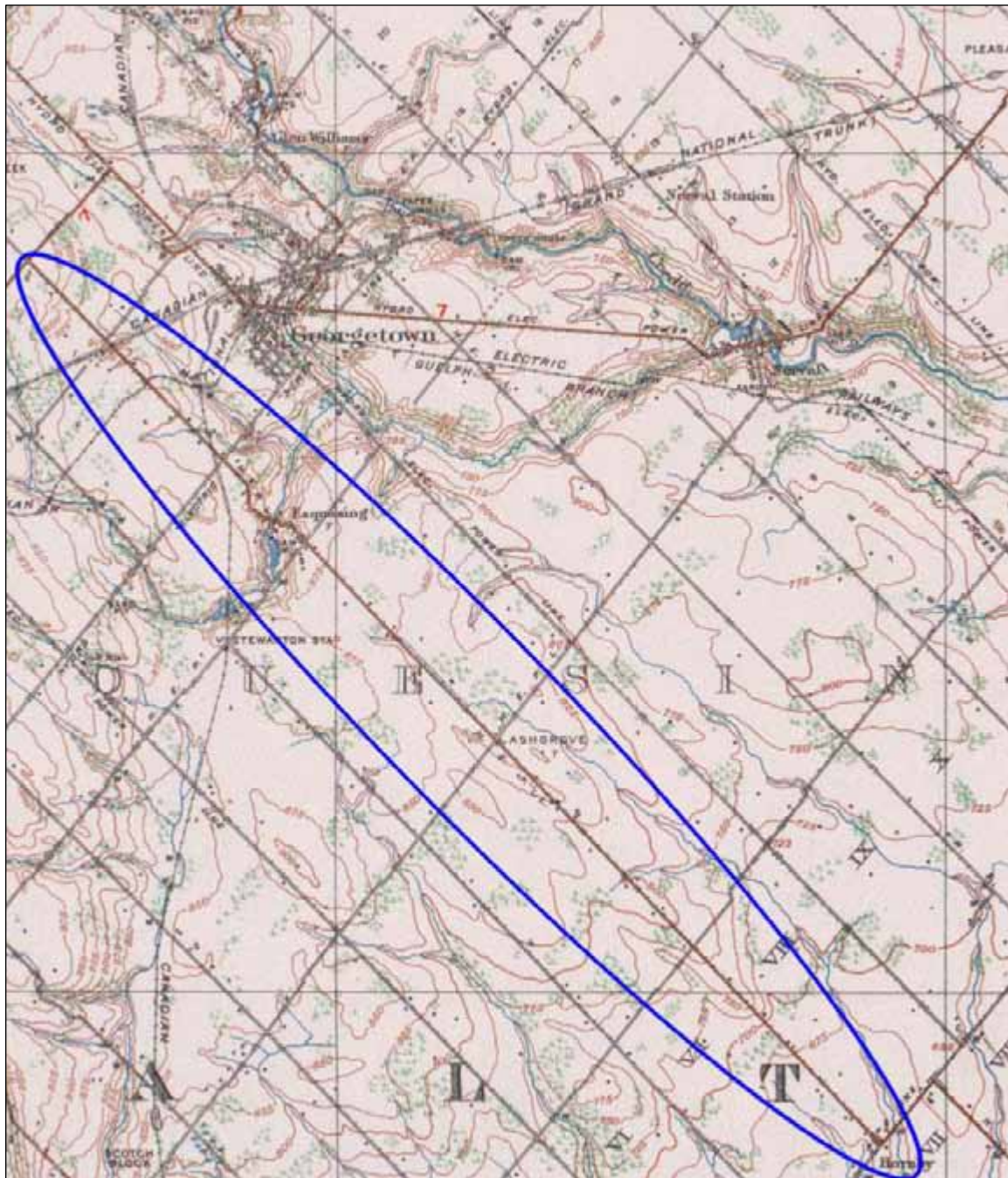
The North Part of Esquesing Township map in the *Illustrated Historical Atlas* (1877) depicts a well-developed rural landscape in proximity to Trafalgar Road. The blue line highlights the general study corridor.



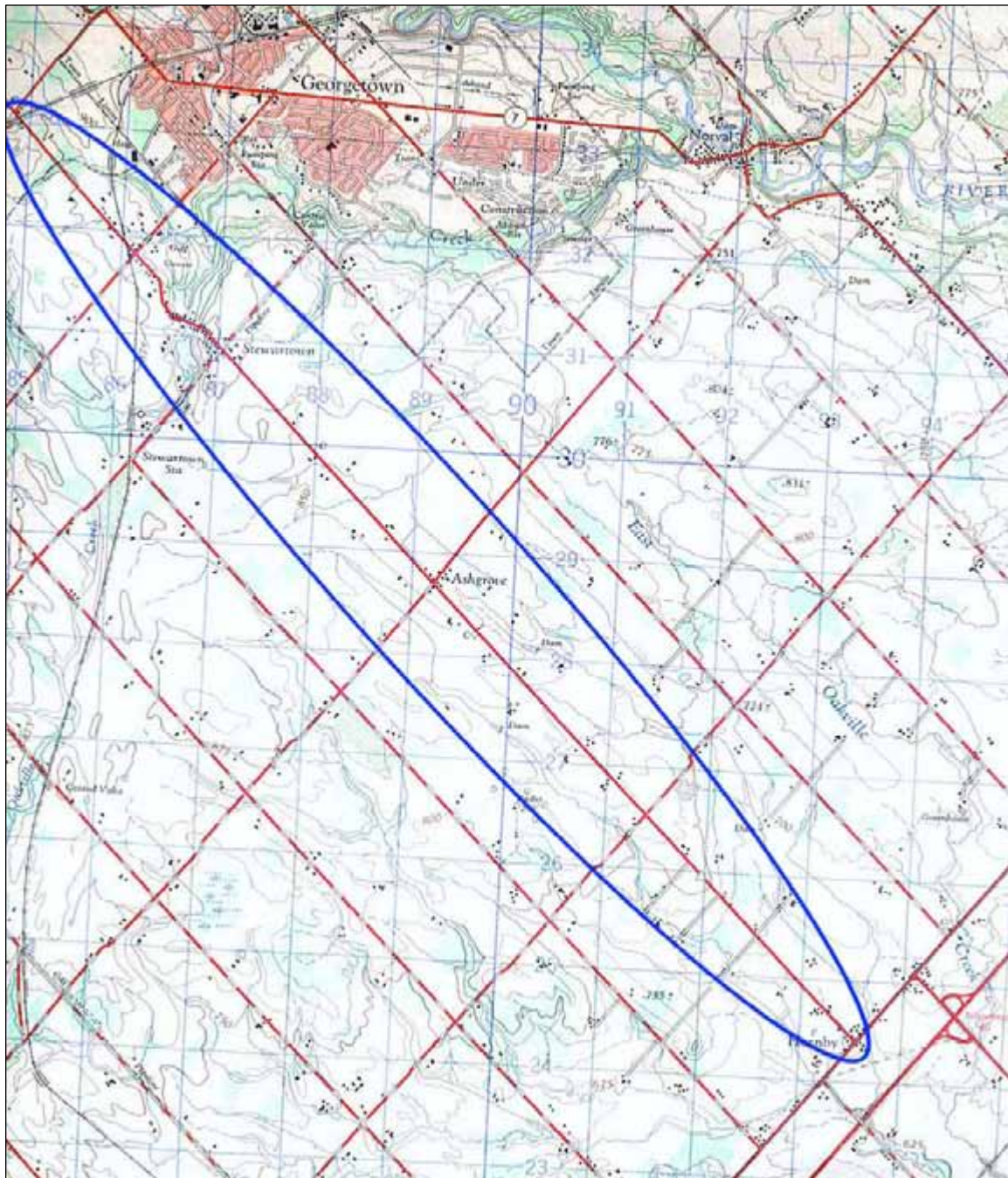
The South Part of Esquesing Township map in the *Illustrated Historical Atlas* (1877) also depicts a well-developed rural landscape in proximity to Trafalgar Road. The blue oval highlights the general study corridor..



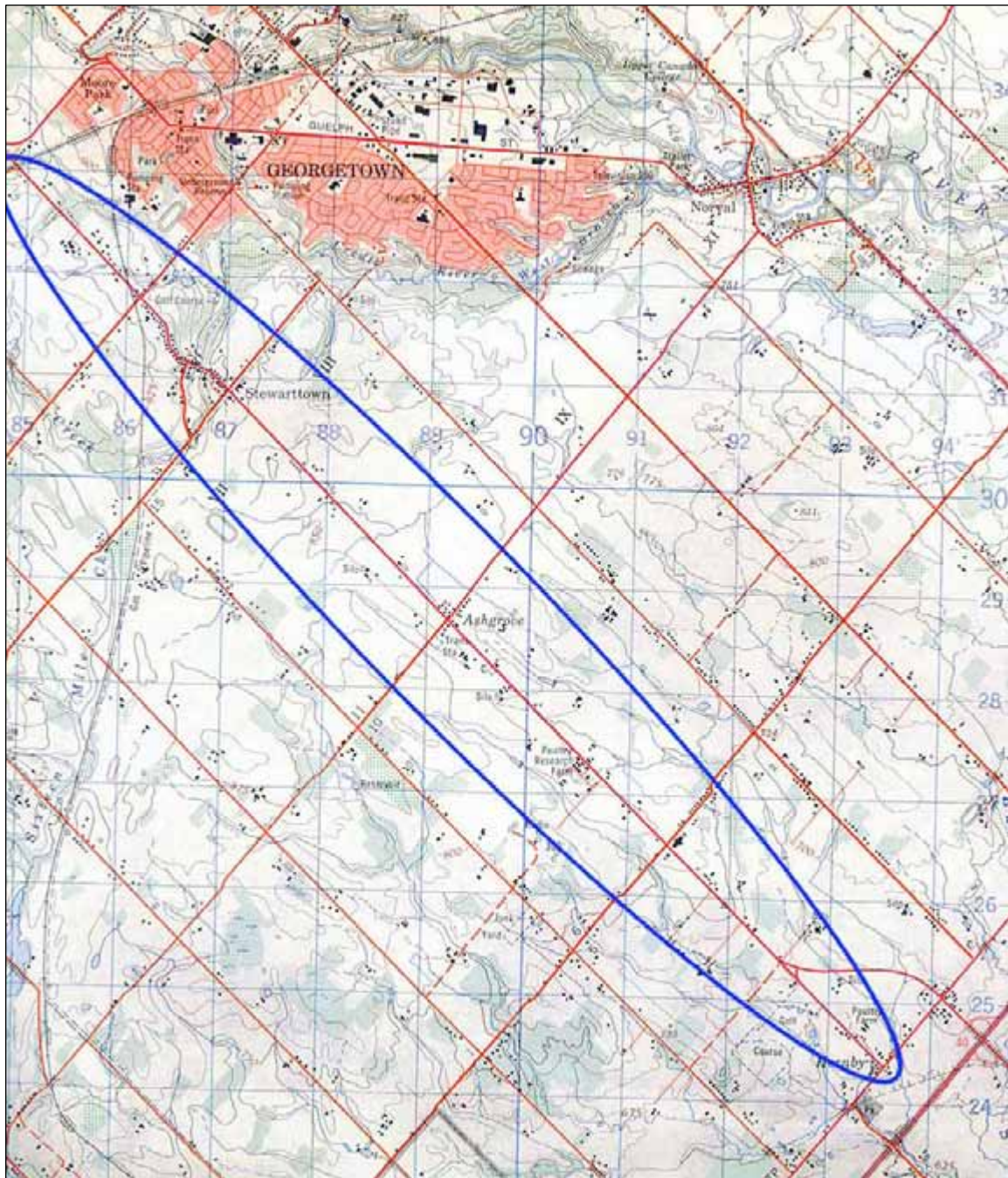
**Trafalgar Road is designated a county road on a Map of Halton County (c1915).
The blue oval highlights the general study corridor.**



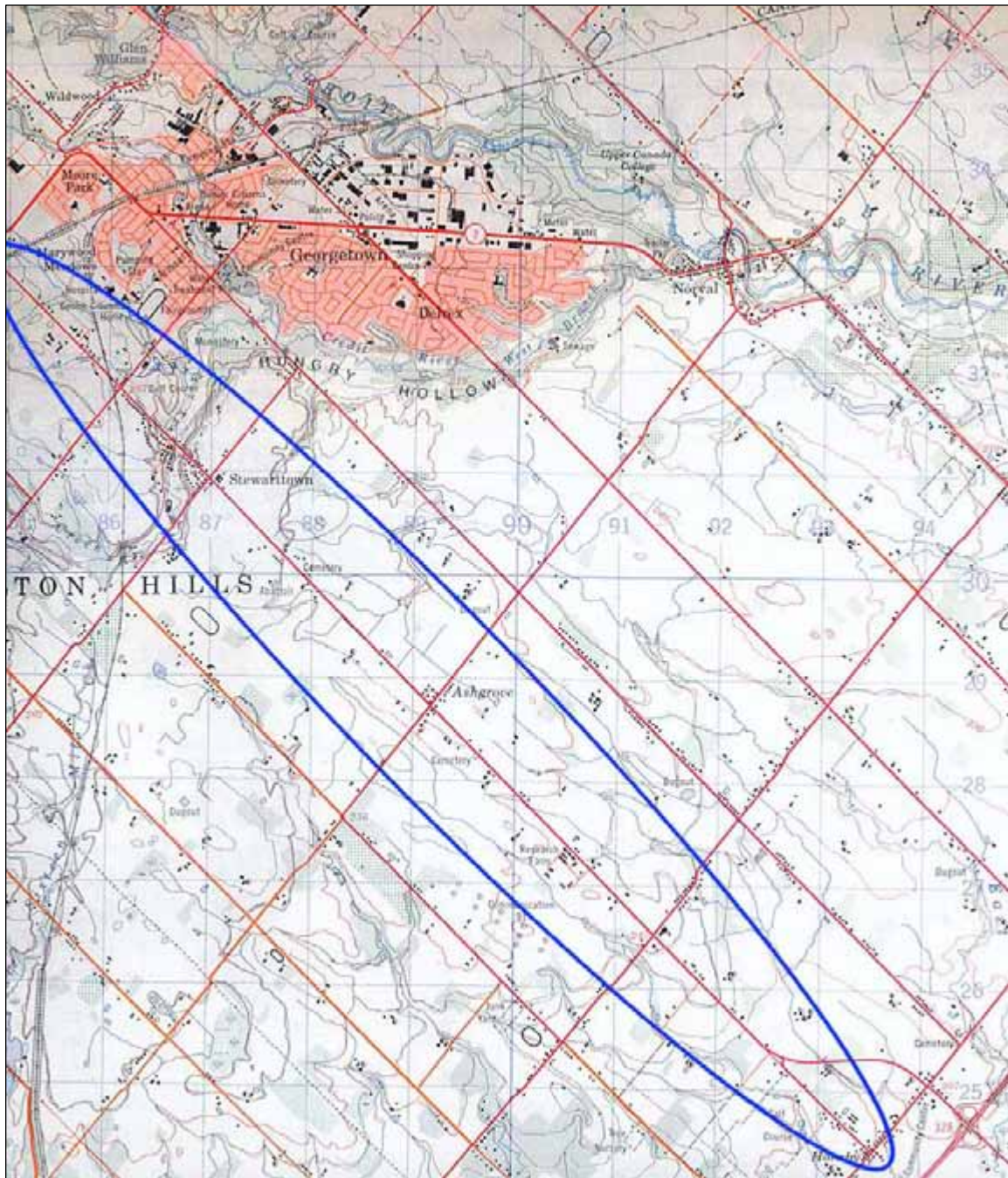
The NTS map 30 M/12 Brampton (1931) depicts a rural landscape in the vicinity of Trafalgar Road with the communities of Hornby, Ashgrove and Stewarttown along the roadway in the Esquesing Township. Note the deviation of the alignment of Trafalgar Road through the village of Stewarttown. The blue oval highlights the general study corridor.



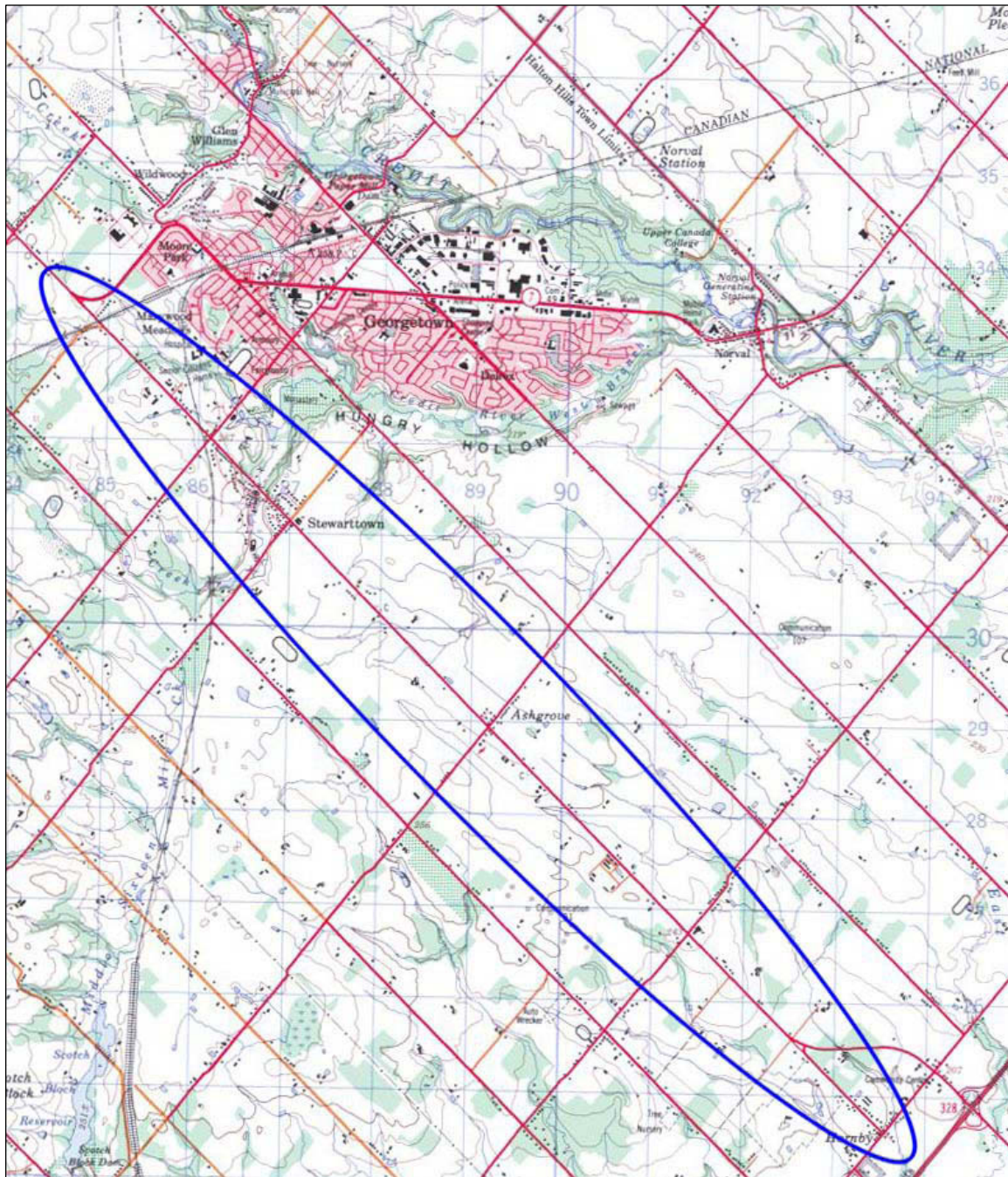
The NTS map 30 M/12 Brampton (1964) shows Highway 401 traversing Trafalgar Township to the south of Esquesing Township with an interchange at the original alignment of Trafalgar Road. The blue oval highlights the general study corridor.



The NTS map 30 M/12 Brampton (1979) depicts the realignment of Trafalgar Road at the south end of the study corridor to eliminate a jog in the road at Steeles Avenue, which is the townline between Esquesing and Trafalgar Townships. The blue oval highlights the general study corridor.



The NTS map 30 M/12 Brampton (1985) shows the straightening of the Trafalgar Road alignment through the community of Stewarttown and the earlier realignment of Trafalgar Road at Steeles Avenue. The blue oval highlights the general study corridor.



The NTS map 30 M/12 Brampton (1994) indicates the landscape along the Trafalgar Road study corridor remained principally rural in character and in agricultural use through the latter part of the 20th century. The blue oval highlights the general study corridor.