

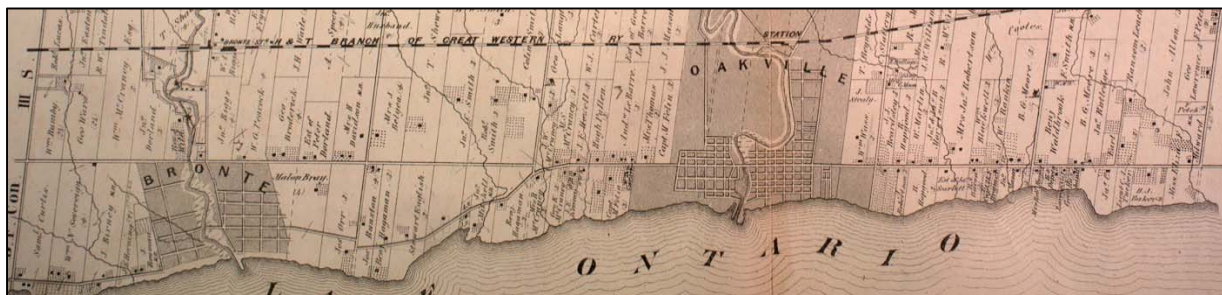
APPENDIX B

Scenic Corridor Study

Historical Context

Lakeshore Road

Within Oakville, Lakeshore Road was developed in two different eras. The earliest section runs from Great Lakes Boulevard to Fourth Line and was originally part of an Indigenous trail used by the Mississaugas that winds along the lakeshore towards Hamilton. The second section from Fourth Line to Winston Churchill Boulevard follows a straight east-west concession road, originally laid out as part of the 1806 Wilmot Survey. The origins of these two sections of Lakeshore Road still define much of their character and arrangement today.



1877 Halton County Atlas Map showing Lakeshore Road.



Lakeshore Road west of downtown Oakville c.1915, prior to it being paved.

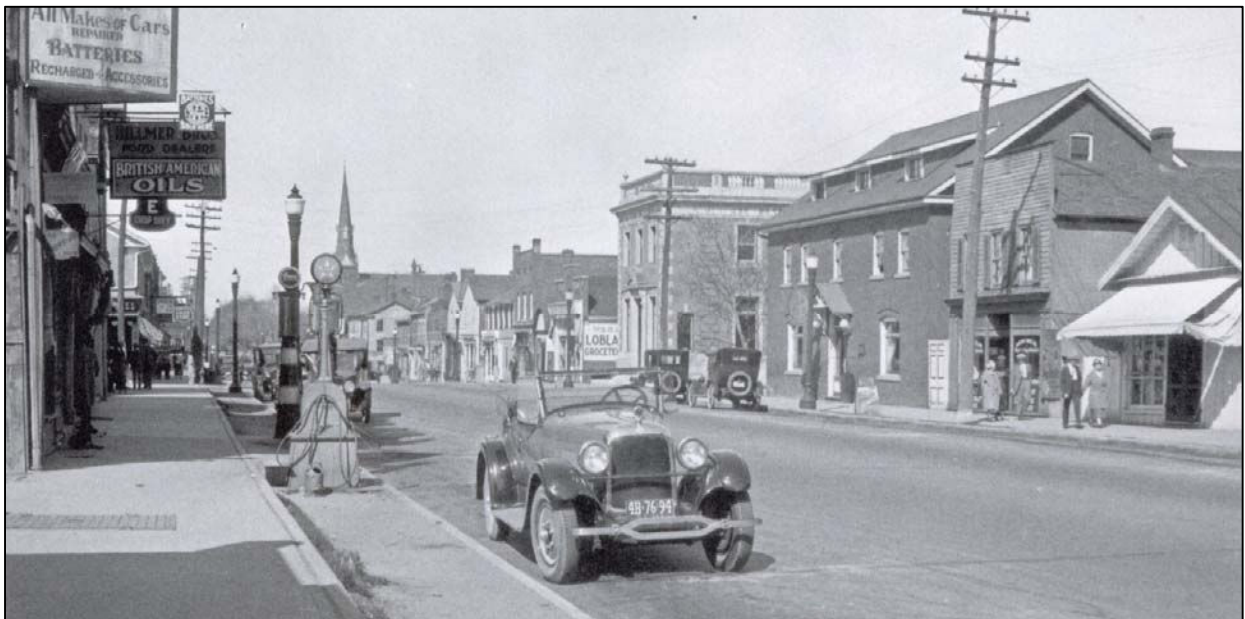
By the turn of the 20th century, Lakeshore Road was known as 'The Lakeshore' or 'Lake Shore Road', running from Toronto to Hamilton. In 1917, the mostly rural route was upgraded to a two lane concrete road and became part of the provincially-managed Trans-Provincial Highway that spanned from Detroit

to Montreal. At the time, it was the first concrete highway in Ontario and was one of the longest inter-city concrete stretches of road in the world. It was often referred to as King's Highway No. 2 or Provincial Highway No. 2.



Lakeshore Road three miles east of downtown Oakville, 1925.

Within the former town limits of Oakville (downtown Oakville today), the road was still known as Colborne Street (and often, 'Main Street') and within the former village of Bronte, it was Triller Street. These were the names chosen by the founders of the villages and remained in place until the 1960s.



View of Lakeshore Road in downtown Oakville in 1926.

As automobile use increased in the 1920s, the road became busier with visitors and tourists from Toronto and Hamilton who were looking for a quiet retreat, away from the bustling streets of the fast-growing cities. Many affluent city dwellers began to build vacation homes along Lake Ontario east of downtown Oakville; the town quickly became well-known as a resort town. Many historical records from the time depict the town as a leisurely and pretty small town with tree-lined streets and beautiful homes.



The entrance to Raymar Estate (since demolished) as seen from Lakeshore Road.

As traffic increased, the road became congested, especially on weekends. The Department of Highways eventually created the Queen Elizabeth Way along the former Lower Middle Road concession road to provide a faster route between Toronto and Hamilton. This new highway allowed Lakeshore Road to remain the two-lane road that it is today and arguably saved the villages of Oakville and Bronte.

In the 1960s, the Ministry of Transportation transferred the maintenance responsibility of the highway to local municipalities. In 1964, the newly amalgamated Town of Oakville changed the name of the entire length of the road located within the town boundaries to Lakeshore Road. By 1997, the road was fully transferred by the ministry of Transportation to the Town of Oakville.

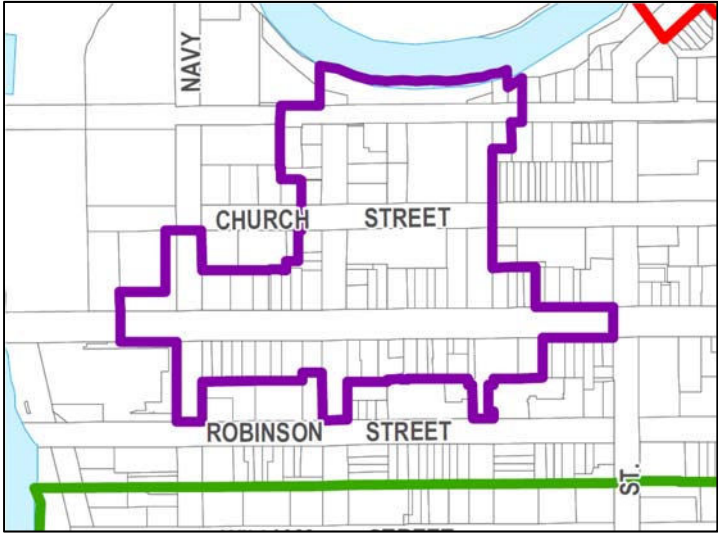
Throughout the last half of the 20th century, the road slowly became more urbanized in the former villages of Oakville and Bronte. In between these commercial areas, the rural route became suburbanized as more residential developments were built. The road has been widened over the past century but was luckily never turned into multi-lane highway. Much of its historic character remains,

including its layout (both straight and winding) and historic features such as mature trees, historic estate homes and farmhouses which still dot the mostly suburban landscape.



View of Lakeshore Road with Coronation Park on the right and Third Line to the left. New residential subdivisions are notable, along with rural farms, 1986.

In 2013, the Town of Oakville passed a by-law to designate a portion of Lakeshore Road, along with portions of Navy, Thomas, George and Randall streets, as a heritage conservation district. The Downtown Oakville Heritage Conservation District continues to protect the historic commercial area of downtown Oakville.



Downtown Oakville Heritage Conservation District outlined in purple.

Trafalgar Road

As with all villages along Lake Ontario's shoreline, Oakville was founded at the mouth of a river – the Sixteen Mile Creek. The town was planned out by William Chisholm who purchased the land from the Crown (after the Mississaugas surrendered to the Crown and ceded their lands in 1820). Chisholm included a north-south road (now Trafalgar Road) that connected to Seventh Line (also Trafalgar Road today), a side road laid out in the 1806 Wilmot Survey.

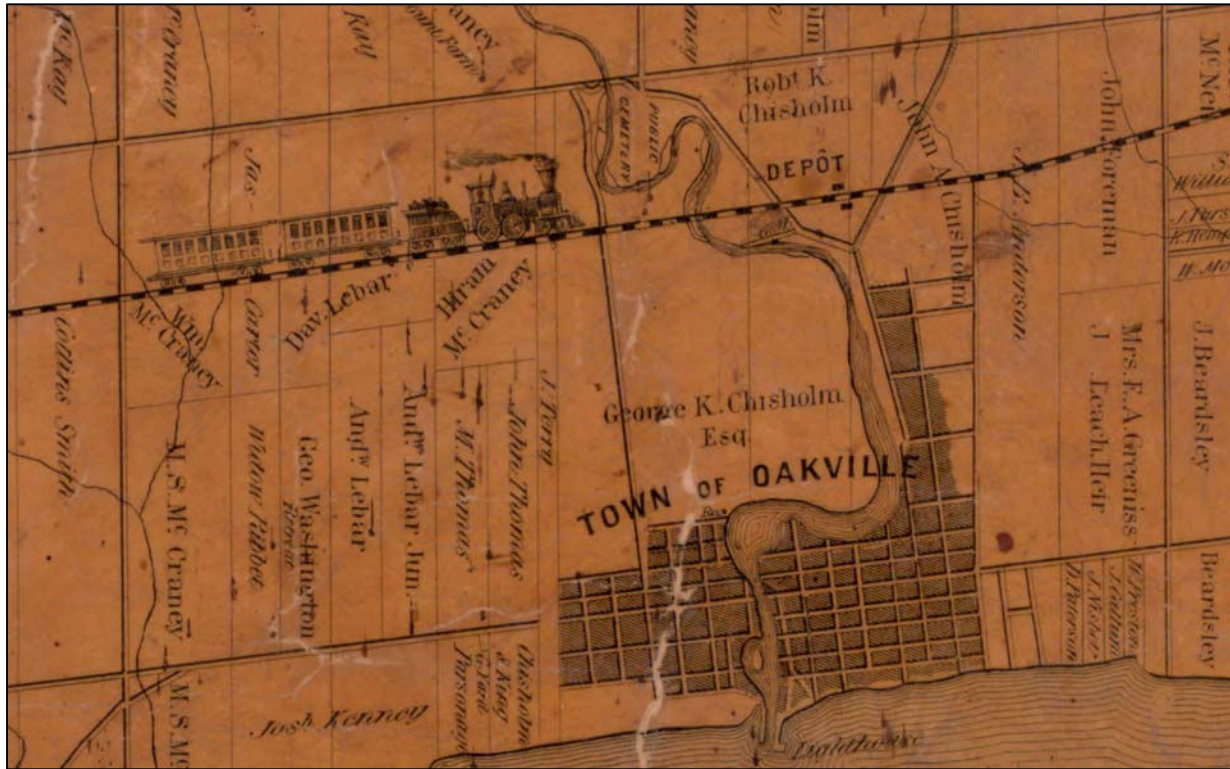


The road was named Dundas Street from the lake up to Palmer Avenue at George's Square. North of that it was a winding road referred to as 'the River Road'. This stretch branched off in a "Y" at what is now Cornwall Road, one road leading to Sixth Line (remnants of this road today include Old Mill Road and Lyon's Lane) and the other to Seventh Line (today Trafalgar Road). In 1964, the Town of Oakville changed the name of the entire length of the road to Trafalgar Road, after the 1805 Battle of Trafalgar.

This north-south road became a major thoroughfare in Oakville as it linked the village to the north, including Dundas Street (the regional road that we know today), one of the oldest and most significant routes in Ontario. Originally developed to connect Montreal to Detroit and to open up settlement in Upper Canada, Dundas Street was a stage-coach line where mail and people arrived and departed in Oakville. People, mail and goods were then transported by horseback or horse and buggy to and from the village of Oakville along what is now Trafalgar Road.

In 1855, the Grand Trunk Railway was built (the current GO/VIA/freight line) and Trafalgar Road solidified its role as the primary northerly entrance to Oakville. The name 'Dundas Street' was extended

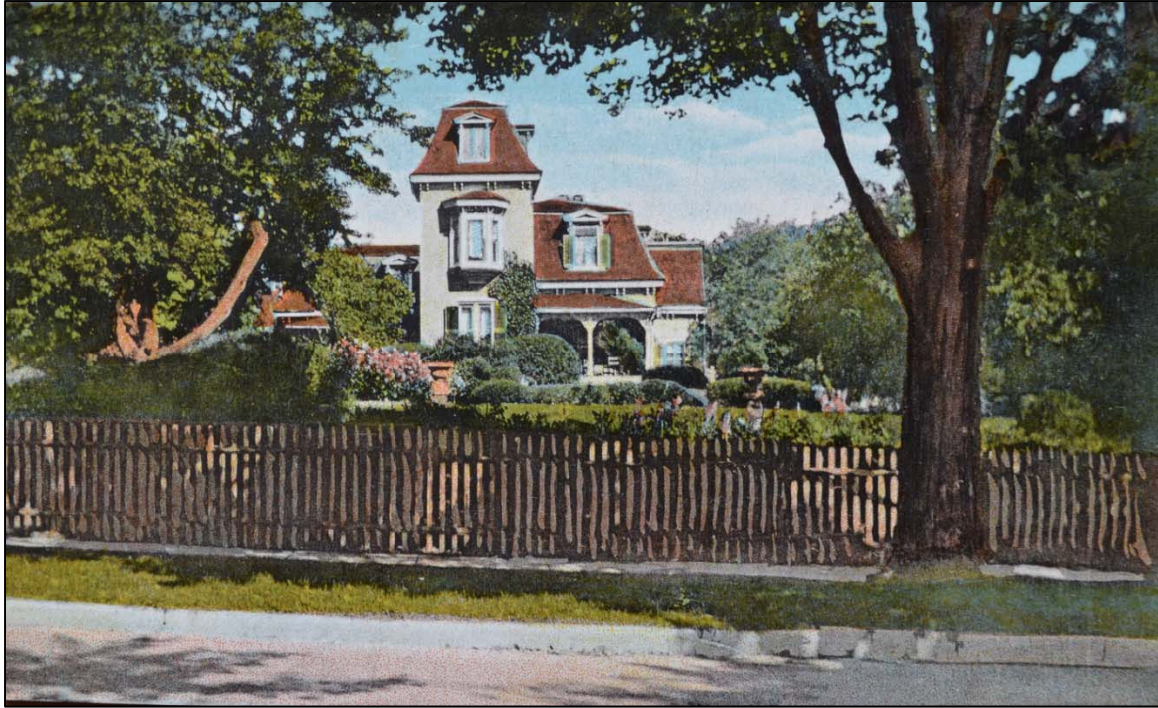
from George's Square all the way to the tracks. It soon became known locally as 'the Station Road' for its importance in connecting the downtown to the railway at the Oakville Station. Over time, it changed from a rough dirt road to one with a stream-rolled crushed stone surface and finally, to a paved concrete road during the First World War.



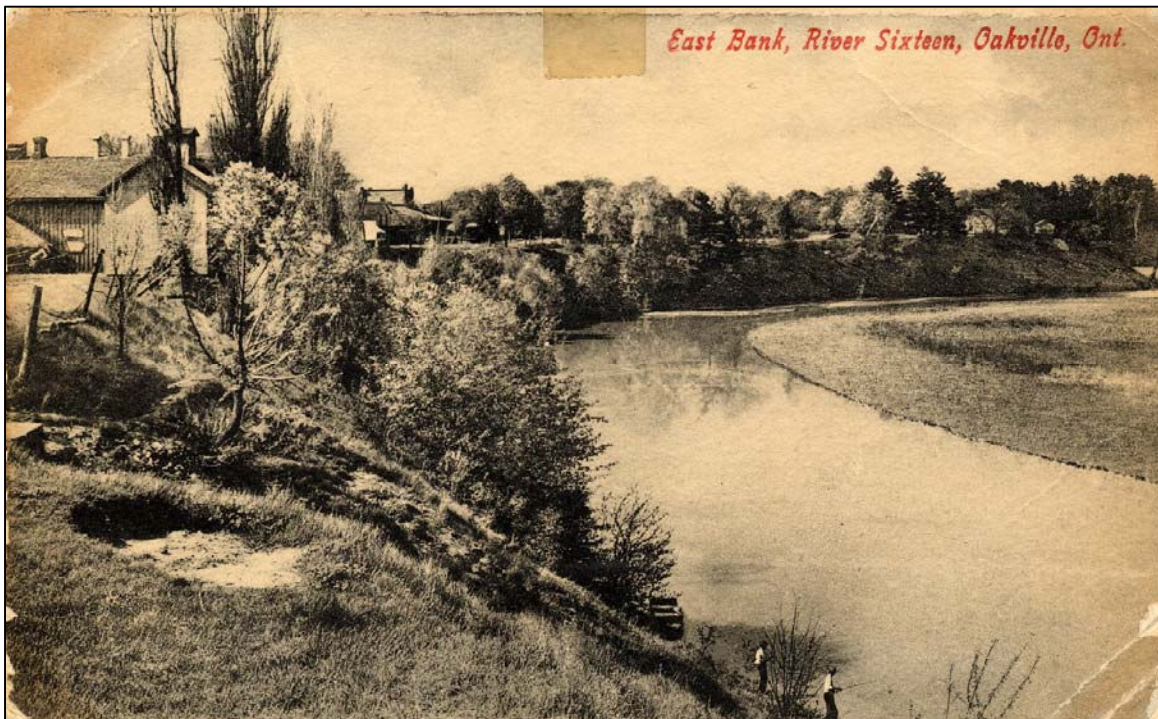
1858 Tremain's Map showing downtown Oakville, the railway and the train station.

As the road was improved, it became a fashionable street with many large houses built by the town's affluent families on the east side of the street. Many property owners chose this location because it was close to their factories located in the industrial area in what is now Midtown. Others travelled to Toronto for work (even in the early 1900s!) and wanted to be close to the train station. Slowly the larger properties of the wealthy were divided and more east-west streets were added as residential development grew.

The west side of Trafalgar Road was primarily industrial, occupied by the Oakville Basket Factory and storage areas for logs and materials coming down the river. After the factory burned down in the 1920s, residential development began slowly on this side of Trafalgar Road. But the houses were never as large or impressive because of their proximity to the bank of the creek.



Rosebank, one of the prominent houses along Trafalgar Road, now MacLachlan College.

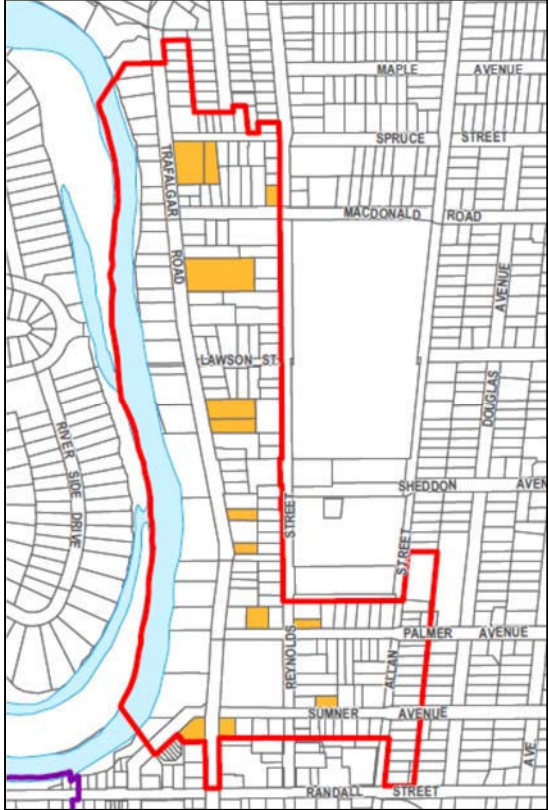


East bank of the Sixteen Mile Creek with Trafalgar Road homes in the background.

Most of the grander historic residences built along Trafalgar Road still exist today, along with a mix of infill homes from the 19th and 20th centuries. Many of the earlier homes were set back from the street

since the area was more rural in the early days – some of these remain in their original location today (some with newer houses built in front) while others were picked up and moved forward.

In the early 1990s, local residents rallied to protect the area along Trafalgar Road as a heritage conservation district. A by-law was passed in 1994 and the Trafalgar Road Heritage Conservation District was officially designated under the *Ontario Heritage Act*.



Trafalgar Road Heritage Conservation District outlined in red.