APPENDIX A

OAKVILLE HARBOUR CHL STRATEGY IMPLEMENTATION PHASE 2: RESEARCH AND ASSESSMENT REPORT

PREPARED FOR
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HERITAGE PLANNING
TOWN OF OAKVILLE

FINAL

NOVEMBER 8, 2019

COMMON BOND COLLECTIVE

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EXECUTIVE SUMMARY

The Oakville Harbour Cultural Heritage Landscape Strategy Implementation was commissioned by the Town of Oakville in May 2019. The project was led by Common Bond Collective with Timmins Martelle, Mark Laird and Sean Hertel. The project is divided into three stages:

1) Research and Assessment of Potential Cultural Heritage Landscape(s)

2) Notice of Intention to Designate

3) Conservation Plan

This report is the cumulation of the first stage of work undertaken between May and October 2019. The research and assessment was carried out in accordance with Oakville's Cultural Heritage Landscape Strategy. The purpose of the research and assessment stage is to understand the history and evolution of Oakville Harbour so that its character (built fabric and open spaces) can be identified and described. The assessment then determines whether Oakville Harbour has cultural heritage value(s) warranting protection under the *Ontario Heritage Act* (OHA).

Based on historical research, field survey, archaeological review, consultation, analysis and evaluation, the research and assessment report finds that the Study Area and vicinity has cultural heritage values that are significant and merit designation as a Cultural Heritage Landscape (CHL) under the Provincial Policy Statement (PPS) and O. Reg. 9/06. The Study Area and vicinity is significant for its historical, associative and contextual values. The consultant team recommends that the Town of Oakville proceed with designation under the OHA, an OPA, and the creation of a Conservation Plan to outline measures for the protection of its heritage values and attributes.

The proposed boundary for the CHL is larger than the Study Area and is generally bounded by the top of bank of Sixteen Mile Creek on the east and west, Lakeshore Road to the north and Lake Ontario including breakwaters to the south. The CHL boundary aligns with street and property boundaries as well as existing provincial and local natural heritage policies.

This report and its recommendations have been reviewed by Town of Oakville Heritage Planning staff. It will be presented to Heritage Oakville Advisory Committee for review and endorsement and then to Town Council for approval.

ACKNOWLEDGEMENTS

The consultant team gratefully acknowledges the assistance of the numerous individuals and groups who contributed time and information to support the study process. In addition to those listed below, the team would like to thank all stakeholders and individuals who have contributed throughout the study.

Town of Oakville

Susan Schappert, *Project Manager & Heritage Planner*;
Diane Childs, *Manager, Policy Planning and Heritage Planning Services*; *and*
Chris Mark, *Director of Parks and Open Space*

Oakville Historical Society

Mark Verlinden, George Chisholm, Phil Brimacomb, volunteers and summer students.

Oakville Museum

Julian Kingston, *Museum Supervisor;* and
Carolyn Cross, *Curator of Collections*

Oakville Public Library

Elise Cole, *Local Collections Librarian*

Mississaugas of the Credit First Nation

Darin Wybenga, *Traditional Knowledge and Land Use Coordinator, Department of Consultation and Accommodation*

1 INTRODUCTION & METHODOLOGY

1.1 INTRODUCTION

In January 2014, the Town of Oakville adopted the Cultural Heritage Landscape Strategy (CHL Strategy). The document provides a clear framework for the identification and evaluation of Cultural Heritage Landscapes (CHLs) in the Town of Oakville. It also provides an approach and guidelines for conserving significant CHLs identified. Implementation of the CHL Strategy is a three phase process:

- Phase 1: Inventory to identify potential CHLs;
- Phase 2: Research and Assessment to evaluation individual significant CHLs for protection; and
- Phase 3: Implementation of Protection, producing Conservation Plans to ensure cultural heritage values are conserved.

The Phase 1 Inventory Report was completed in February 2016 by a consultant team led by Laurie Smith Heritage Consulting. The report included 63 site inventory reports, and a summary report which prioritized each of the 63 sites for further evaluation. The sites were prioritized as High, Medium, Low. The inventory identified four sites that together comprise Oakville Harbour for Phase 2 Assessments:

1) Lakeside Park (Medium priority).
2) The Erchless Estate (Medium priority).
3) Oakville Harbour and Shipyard Park (Medium priority).
4) Tannery Park (Low priority).

In March 2019, the Town of Oakville issued a Request for Proposals for the Oakville Harbour Cultural Heritage Landscape Strategy Implementation to address the findings of the Phase 2 Assessments. Common Bond Collective is the lead firm for the following consultant team:

- Common Bond Collective (Ellen Kowalchuk & David Deo) – Team Lead, Project Manager and Cultural Heritage Landscape Specialists
- Timmins Martelle Heritage Consultants (Tatum Taylor Chaubal & Josh Dent) – Cultural Heritage and Engagement
- Sean Hertell – Urban Planning Consultant
- Mark Laird – Natural Heritage Consultant

The Oakville Harbour Cultural Heritage Landscape Strategy Implementation project is divided into three stages:

1) Research and Assessment of Potential Cultural Heritage Landscape(s)
2) Notice of Intention to Designate
3) Conservation Plan

This report is the cumulation of the first stage of work. The project methodology and report structure is described below.

1.2 METHODOLOGY

1.2.1 Report Objective

This report is the first of three stages of the Oakville Harbour Cultural Heritage Landscape Strategy Implementation project. Its purpose is to identify any and all significant CHLs in the Study Area and make recommendations for designation. In accordance with Oakville's CHL Strategy, identifying significant CHLs involves establishing that the area in fact comprises a CHL, and then evaluating the area to determine whether it possesses sufficient cultural heritage value to warrant conservation as per Oakville's CHL Strategy.

Oakville's CHL Strategy provides important guidance on how to define CHLs and evaluate their significance. The definition used for CHLs in the Strategy references that of the PPS and outlines both the physical and cultural elements whose interrelationships comprise a CHL. The evaluation criteria to determine significant cultural heritage value are those of O. Reg. 9/06.

1.2.2 Study Area Background & Research

To identify and assess significant CHLs, the study commenced with an intense information-gathering phase to identify the key physical and cultural components of the area. This included fieldwork, meeting with town staff, formal stakeholder engagement, and research. The consultant team conducted a site visit on May 6, 2019. It was lead by Susan Schappert, Project Manager & Heritage Planner, Diane Childs, Manager, Policy Planning and Heritage Planning Services and Chris Mark, Director of Parks and Open Space, all of the Town of Oakville. Subsequent site visits were undertaken on May 30 and August 23, 2019.

Research began with an extensive document review of previous reports and materials provided by town staff. The project team then reached out to the Oakville History Society, Oakville Museum, and Oakville Public Library to identify key resources and information sources. The project team undertook primary and secondary research at these repositories, and also the Archives of Ontario, Toronto Reference Library, and the City of Toronto Archives. The history of Oakville Harbour is very well documented, and extensive use was made of archival photographs, postcards, mapping, and newspapers. Aerial imagery dating back to 1931 was also reviewed, as were the Oakville Historical Society's collection of newsletters dating to the 1970s. Research findings were synthesized into historical summaries outlining the chronology of the harbour, and identifying key individuals, organizations and events associated with the place.

Section 2 - Study Area Overview provides a description of the site in its present form, detailing many of its important physical features. *Section 3 - Policy Context & Existing Protections* outlines the policy framework supporting CHLs in Oakville, and summarizes the existing built heritage and archaeological resources in the Study Area. *Section 4 - History & Evolution of the Study Area* provides the historical background to the harbour area, including historical summary, key events, individuals and organizations, and a morphology of the creek mouth. *Section 5 - Stakeholder Engagement* summarizes the project's engagement process. Taken together, these sections represent the information gathering portion of the report, and provide a basis for further analysis of the potential CHLs.

1.2.3 CHL Identification and Recommendations

Sections 6 & 7 comprise the analysis section of the report. *Section 6 - CHL Analysis* is devoted to answering the two critical questions of the study: does the site contain CHLs according to the PPS definition; and if so, do they embody sufficient cultural heritage value to warrant conservation as per Oakville's CHL Strategy. In response to the PPS definition of CHLs, the section begins with a summary of the area's key cultural aspects distilled from the information gathered in sections *2 through 5*. The Study Area is then assessed against the PPS CHL definition to ensure it contains the key characteristics of a CHL. Using key associations and practises related to the Study Area as a framework, different layers are identified. For each layer, the relationship between the relevant physical and cultural components are summarized, providing the basis to identify CHLs as per the PPS definition. Once CHLs have been identified, the cultural heritage value of the Study Area is evaluated under the O. Reg. 9/06 criteria. Based on this analysis a number of recommendations are then made on how to proceed with conserving CHLs in the Study Area. These pertain to boundaries, categories, and suggested conservation mechanisms, as summarized in *Section 7 - Recommendations*.

1.3 TERMINOLOGY & ABBREVIATIONS

1.3.1 Clarification of Key Terms

Study Area vs Harbour Area

The original scope of this report is based on an area provided by the Town of Oakville in the RFP. These limits are introduced in Section 2 below, and are referred to throughout this report as the Study Area. However research and analysis processes inevitably require considering elements that are related to, but beyond the original Study Area. This is referred to as the Harbour Area, and represents the general vicinity about the mouth of Sixteen Mile Creek. While the Harbour Area lacks hard boundaries, it helps informs recommendations on CHL boundaries.

Cultural Landscape vs Cultural Heritage Landscape

Cultural Landscape is the term used by UNESCO and globally to represent the theoretical concept of ideas embedded in place. In Ontario, policy refers to the slightly modified Cultural *Heritage* Landscape, which indicates the presence of significant cultural heritage value to be conserved under the planning framework. In this report, Cultural Landscape refers to the concept, and Cultural Heritage Landscape refers to the specific heritage resource in Ontario.

Lakeshore Road vs Colborne Street

The street running along the top of the Study Area is presently known as Lakeshore Road East and West since 1964. Prior to that it was known as Colborne Street, named for Lieutenant-Governor of Upper Canada Sir John Colborne. To avoid confusion with the regional highway known as Lakeshore Road and completed in the 1910s, this report uses Colborne Street in historical contexts before 1964, and Lakeshore Road East / West to describe current subsequent.

1.3.2 Abbreviations

CL: Cultural Landscape

CHL: Cultural Heritage Landscape

CHL Strategy: Oakville Cultural Heritage Landscape Strategy: CHL Strategy

HCD: Heritage Conservation District

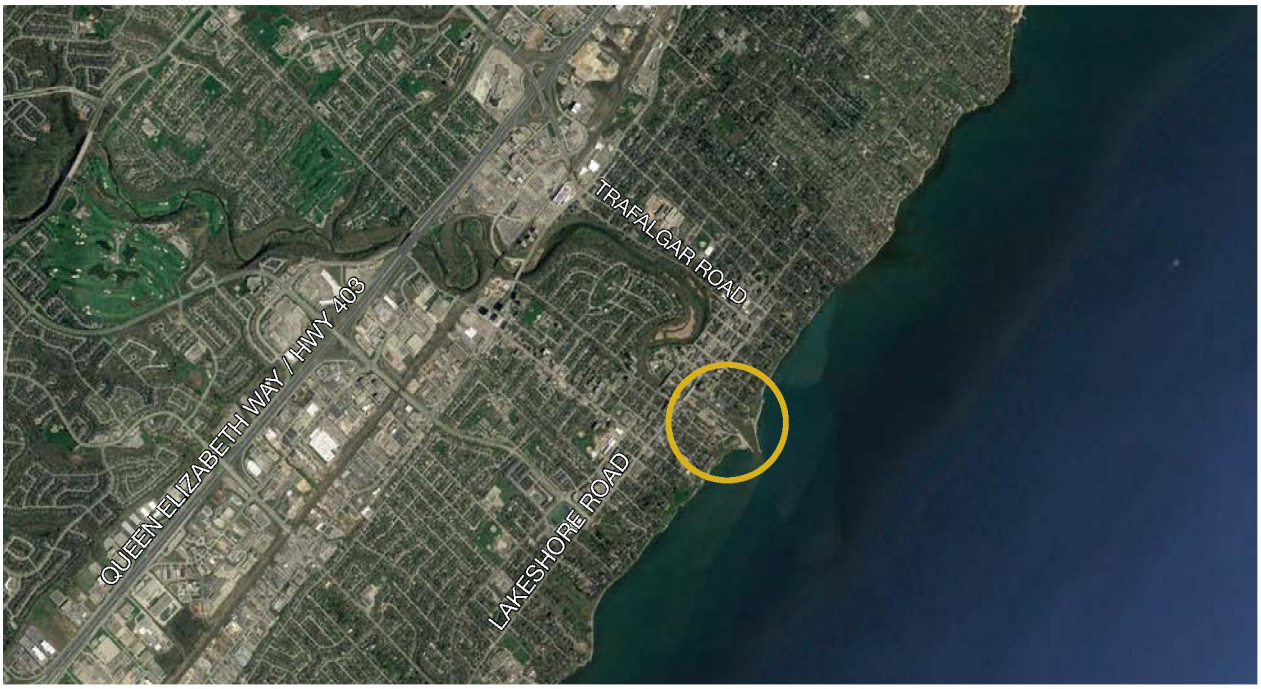
OHA: Ontario Heritage Act

O. Reg. 9/06: Ontario Regulation 9/06 Criteria for Determining Cultural Heritage Value or Interest

PPS: 2014 Provincial Policy Statement

2 STUDY AREA OVERVIEW

The Study Area for this assessment was set out by the Town of Oakville in the RFP. The irregular-shaped area includes the portion of Sixteen Mile Creek between Lakeshore Road and Lake Ontario (Map 1 & Map 2). The area also includes most of the creek's valley lands as well Oakville Harbour itself. To the west, the Study Area includes Shipyard and Tannery parks, and to the east it includes the Oakville Club, Lakeside Park, and a portion of the Erchless Estate (Map 3).



Map 1: The Study area is located at the juncture of Sixteen Mile Creek and Lake Ontario, indicated by a yellow circle (Google, CBCollective 2019).

2.1 OVERVIEW

The Study Area contains a combination of natural and built features that have been shaped by ongoing human activity since at least the 18th century. The Mississauga were hunter-gatherers whose way of life involved seasonal migrations. During the summer season they would camp at Sixteen Mile Creek, cultivating corn along the flats and fishing for salmon and eel. They called the creek Nanzuhzaugewazog - meaning 'having two outlets' a reference to the shallow, gravelly mouth dividing the river in two. In the 18th century, French traders encountered the Mississauga as they travelled through the area. The French referred to the creek as 'Riviere aux Gravois' and 'Riviere deux sorties,' both names sharing the Mississauga's description of the creek's natural properties. The early-19th century saw the influence of the British administration. In particular, renaming of the creek to Sixteen Mile Creek to reflect its distance from Burlington Bay and then the purchase of the Mississauga reserve lands by William Chisholm in 1827.

Chisholm surveyed the area on the east and west banks of the creek and began to transform the natural landscape into one that suited his interests in lumber and shipbuilding. This included saw and grist mills and creation of the actual harbour which required construction of piers and

Map 2: The Study Area boundary indicated by a red dashed line (Town of Oakville, CBCollective 2019).

dredging the creek. For the next 120 years, the harbour and its banks were busy with commercial, industrial, manufacturing and shipping activity. Sawmills, ship building facilities, foundries, tanneries as well as lumber and wheat exports resulted in a dense and crowded port. The nature and location of this harbour activity influenced the residential development to its west and east. The subdivision of land in the west harbour supported housing for workers at the tannery and foundry while the larger lot sizes in the east harbour encouraged residences for the Chisholm family and a number of carpenters, ship builders and mariners.

The latter half of the 19th century saw the harbour transition again when the wheat trade collapsed and exports declined. During the 1890s, Oakville Harbour became increasingly used for tourist and recreational activities. Day-trippers and longer term vacationers arriving by steamship and train appreciated Oakville's location on Lake Ontario. The increased public use of the lake and harbour prompted the town to purchase lands for the future Lakeside Park in the 1870s. This was followed by the creation of the Oakville Club in 1903 and then the lawn bowling club c1910.

Generally the early 20th century, was a time of stability and prosperity for the town. The advent of the automobile proved to be a boon to the tannery (which supplied leather seats) and to the tourist industry (which allowed vacationers to reach Oakville Harbour via the Lakeshore Road). Although the tannery went bankrupt in the 1920s, the buildings found new tenants and life with the manufacture of consumer products including mattresses, foam and blinds. Manufacturing continued on the west harbour until the 1960s.

Recreational activities continued with the establishment of the Oakville Yacht Squadron (1946) and the Oakville Power Boat Club (1953). Cultural activities included the founding of the Oakville Historical Society (1953), the restoration of several historic structures in the 1950s and 1960s and the purchase of the Erchless Estate by the Town of Oakville (1976) to reopen as a museum.

Currently, property ownership in the Study Area is primarily public. The Town of Oakville owns the harbour, the Erchless Estate, Lakeside, Shipyard and Tannery parks. It leases portions of the harbour and adjacent lands to various recreation groups. The Oakville Club property is privately owned. The Study Area is characterized by recreational areas and amenities used by organized clubs and groups as well as the public. The Oakville Yacht Squadron, the Lake Ontario Swim Team and the Oakville Club all use the harbour as the location for their facilities (clubhouse, slips).

The Study Area contains portions of the Larry Cain Trail and the Waterfront Heritage Trail Centre. There is also a short trail through the Erchless Estate. The Study Area is notable for its large

number of commemorations (plaques and cairns), memorials (trees) and interpretative panels relating to the history of the town and harbour.

Portions of the eastern Study Area overlap with the Old Oakville Heritage Conservation District (HCD). In addition, the Study Area is adjacent to several properties, on both the east and west, that have already been identified has having heritage significance or potential. This includes the townhouses on Forsythe Street (37-77 Forsythe Street), the Granary Building (105 Robinson) and properties within the Old Oakville HCD (19, 29, 41, 45, 53, 65, 68, 70 and 75 Navy Street and 115 William Street).

2.2 SITE DESCRIPTIONS

The Study Area contains a number of entities including Sixteen Mile Creek, Oakville Harbour and Lakeside, Shipyard and Tannery parks. These areas, along with their principal features are described below.

Map 3: The various sub-areas contained within the harbour area: Tannery Park ‘TP’, Shipyard Park ‘SP’, East Bank ‘EB’, Erchless Estate ‘EE’, and Lakeside Park ‘LP’ (Google, CBCollective 2019).

2.2.1 Sixteen Mile Creek

Sixteen Mile Creek flows from the Niagara Escarpment through the towns of Milton and Oakville emptying into Lake Ontario. Its massive 372 square kilometre watershed extends 30 kilometres northwest from Lake Ontario. The creek and its banks provide a habitat for wildlife such as Chinook Salmon, Brownhead Trout, and Steelhead. It also provides recreational opportunities such as paddling and walking and hiking along its trails. Within the Study Area, the normally winding creek straightens out and widens to form a harbour environment at its juncture with Lake Ontario. River flats exist on its east and west sides in the area, which give way to relatively steep banks on each side. Oakville has created the Sixteen Mile Creek Heritage Trail, which passes through the vicinity of the Study Area.

2.2.2 Oakville Harbour

The harbour consists of two breakwaters and infrastructure relating to boating (Figures 2-1, 2-2). At the north end of the west breakwater is a short, armour stone groyne which extends approximately 30 m into the entrance channel. The armour stone groyne breaks waves that propagate up the entrance channel. The east breakwater contains a metal cylindrical structure serving as a navigational aid. The harbour contains the Oakville Harbours Marina (Oyster Bay, Central Portion and Upper Reach) with a total of 238 slips; the Oakville Yacht Squadron with 79 slips total and the Oakville Club with 47 total slips.

2.2.3 Erchless Estate

A 1.38 hectare (3.41 acre) property consisting of historic buildings and their associated grounds (Figures 2-3, 2-4). The property is bounded by King Street (north), Navy Street (east and south) and Sixteen Mile Creek (west). The estate gardens are identified by the town as a 'Destination Park' and are available for rent.[1] It is classified by the town as a 'Community Park.' The Erchless/ Customs House complex serves as the Oakville Museum while the Cottages house the Oakville Historical Society archives and offices (Figure 2-5). The property is used primarily for passive recreation (walking) and activities associated with the Museum. The property has also been designated as a significant cultural heritage landscape by By-law 2019-057 and Council has adopted a Conservation Plan for a Cultural Heritage Landscape for the Erchless Estate.

2.2.4 Lakeside Park

A 1.2 hectare (2.97 acre) property bounded by Front Street (north), Navy Street/Sixteen Mile Creek (west), Lake Ontario (south) and foot of Thomas Street (east). Identified by the town as a 'Destination Park', it is not, however, available for rental. It is classified by the town as a 'Neighbourhood Park.' Used for passive recreation (walking) although the park contains a play structure. The park is the site of the annual Mayor's Picnic.

Originally laid out in 1896, Lakeside Park's evolution over the years includes enlargements, shoreline reductions, and the addition of historic structures. The park was enlarged starting in the 1920s when the town added residential lots south of Front Street to its area. It was then negatively affected by high water levels in the 1940s, which washed away substantial portions

1 The Town of Oakville defines destination parks as places that provide a setting for special events. https://www.oakville.ca/culturerec/destination-parks.html

of the original beach. In the 1950s a number of historic structures were relocated to the park's northeast quadrant. Lakeside Park has historical and visual connections with the adjacent Erchless Estate, through its associations and history with the Chisholm family.

Lakeside Park is grassed, and has a flat topography at its north end with a modest transition to a pebble beach along the shores of Lake Ontario (Figures 2-6, 2-7). Among the sizeable trees that likely date to the first plantings are some Sugar Maples, Norway Spruce, Bur Oak, Black Walnut and Red Oak. Lilacs, ferns, perennials, and a Forsythia hedge at the slope to the water's edge complement the handsome collections of trees. Internal circulation is provided by pedestrian paths, with additional park infrastructure including lamp standards, benches, and picnic tables (Figures 2-8, 2-9). In addition to the historic structure relocated in the 1950s (Merrick Thomas House, Old Post Office Museum, and bandstand) (Figure 2-10), the park contains the TOWARF headquarters, public washrooms, and children's play equipment. Landscape elements include a white picket fence at the north end, numerous commemorative plaques, cairns, and tree memorials (Figure 2-11).

2.2.5 East Bank

The East Bank refers to Study Area lands east of the river and north of the Erchless Estate. The area contains the Water Street Park as well as the Oakville Club property. Water Street Park straddles Water Street between Lakeshore Road East and Robinson Street (Figure 2-12). It contains plantings and a short promenade along the water with access to slips/docks of the Oakville Harbour Marinas. The Oakville Club property is a narrow strip of land between the Water Street Park and the Erchless Estate property. Notable features in the vicinity (but outside the Study Area), include the stone granary building at Water and Robinson streets, and the Market Square and Oakville Lawn Bowling Club north of the King Street (Figures 2-13 through 2-15).

2.2.6 Tannery Park

Tannery Park is identified by the Town of Oakville as the area on the west side of Oakville Harbour to the north and south of Walker Street and extending as far west as the residential properties on Walker Street. Its use is primarily for passive recreation (walking, birdwatching). There is a continuing project to upgrade the park and its amenities. Completed projects include seating, interpretative panels and an observation deck with a beacon (Figure 2-16).

North of Walker Street, Tannery Park contains a parking lot, new washroom facilities, and a grassed lawn with trees. The Waterfront Trail passes through this portion, winding down the bank to form a creekside path and seating area (Figures 2-17, 2-18). South of Water Street, Tannery Park is characterized by a rolling grassed area in the north, giving to steep banks down to the water on creek and lake sides. A new shoreline is being constructed at Lake Ontario, characterized by concrete walkways projecting into the lake surrounded by armour stone tapering into the water (Figures 2-19, 2-20). Paths connected to the Waterfront Trail lead to an observation deck providing views to the east and south. The deck contains plantings, interpretation, and is surmounted by a tall, sculptural beacon of weathering steel (Figure 2-21). There is a cairn commemorating the H.M.C.S Oakville to the west, and park infrastructure includes benches, various path lighting, and signage. A recording of trees towards the end of the recent landscaping established the following species: Austrian Pine, Ash, Norway Maple, Horse Chestnut, Yew, Crabapple, Beech, Honey Locust, Tulip Tree, Red Oak, Buckthorn, Manitoba Maple and Honeysuckle. Among the

taller trees retained, there is a Black Walnut and Black Locust. Of note is the substantial stand of Black Locust (Robinia pseudoacacia) in the southwestern part of the Park which is a remarkable survival of a species that is often associated with early homesteads going back as far as the Loyalists (Figure 2-22). This stand, with its understory, and the mature trees in the gardens along Forsythe Street provide very good habitat for migrating birds.

2.2.7 Shipyard Park

Shipyard Park is identified by the Town of Oakville as the area on the west side of Oakville Harbour stretching to the townhouses on Forsythe Street. The northern boundary is the stair located at Forsythe Street and Lakeshore Road West. To the south, the boundary is generally the limit of the Oakville Yacht Squadron (OYS) property. The park contains the west bank of Sixteen Mile Creek and slopes upwards towards Forsythe Street culminating at the top of the bank. The shoreline contains a sheltered area for moorings, which has been enlarged from the original shipyard's marine railway boat launch (Figure 2-23). Shipyard Park contains the OYS facilities at its south, including the main building, parking lot, greenspace housing Oakville's second lighthouse, and moorings along the creek (Figures 2-24). The OYS grounds are fenced off from public access, which is restricted to the narrow Waterfront Trail along its west boundary. To the north is a public parking lot adjacent to a boat launch. There are several areas of grassed and wood-chipped parkland to the north, separated by Francis Street (Figure 2-25). These contain Lyon's Log Cabin and remnant historic machinery related to the shipyard, along with park infrastructure including benches and other seating, gazebo with interpretive panels, and access stairway. (Figures 2-26, 2-27).

The ecology of this area has been altered substantially since the early 20th century when the land formed a peninsula with marshland to the west. Archival materials indicate that by the 1950s the marshland had been filled in, and the current park shape is evident by the late 1970s. Current trees include Crabapple, Honey Locust, Silver Maple, Willows, Magnolias, conifers, various types of Euonymus, Daylily, Ivy, and annual and perennial plantings. The plantings in general lack coherence and make no reference to the natural heritage of this part of Sixteen Mile Creek. The understory to treed slopes (like those on the Erchless Estate) is of significance for wildlife (Figures 2-28, 2-29), even though invasive plants such as Japanese Knot Grass have got a hold on the slope below Lake Shore Road West . The leaf litter is a natural habitat for ground-foraging migrant birds such as the Eastern Towhee. The Memorial Tree Program highlights the number of smaller native and exotic trees including Yellowwood, a clump of Willows, some Lilacs and Witchhazel, a larger Red Oak, a Weeping Falsecypress, Dawn Redwood, and a taller Silver Maple. A Cottonwood at 22m is the tallest tree and a signifier of what would have been part of the original ecology of the flooding lands around Oakville Harbour.

SECTION 2 FIGURES

Figure 2-1: Looking south from the Erchless grounds to harbour entrance between the breakwaters (*CBCollective 2019*).

Figure 2-2: Looking northwest to Tannery and Shipyard parks from the Erchless grounds. Note high water on the right (*CBCollective 2019*).

Figure 2-3: View of the Dunington-Grubb rockery with Erchless in the background (*CBCollective 2019*).

Figure 2-4: Looking southeast to the Erchless complex with water tower foundation in foreground (*CBCollective 2019*).

Figure 2-5: The stables and cottages at the north end of the grounds, prior to spring plantings (*CBCollective 2019*).

Figure 2-6: Looking southeast into Lakeside Park, with the bandstand and cairn in background (*CBCollective 2019*).

Figure 2-7: Lakeside Park as viewed from the east breakwater with rocky beach and rolling topography (*CBCollective 2019*).

Figure 2-8: Looking northwest at Lakeside park showing park infrastructure, historic buildings and washrooms. The Custom House is evident in the background (*CBCollective 2019*).

Figure 2-9: Park infrastructure includes lamp standards, way-finding signage and trails (*CBCollective 2019*).

Figure 2-10: The Merrick Thomas House (left) and Post Office Museum (right) form a cluster of heritage resources relocated to Lakeside Park in the 1950s (*CBCollective 2019*).

Figure 2-11: The historic connection between Lakeside Park and the Chisholm family is sustained by the continued visual relationship (*CBCollective 2019*).

Figure 2-12: Looking south at boat slips in the Water Street Park (*CBCollective 2019*).

Figure 2-13: The granary building dates from c.1856 and represents the days of warehousing grain when the harbour served commercial purposes. It is one of the last buildings of its type in Ontario (*CBCollective 2019*).

Figure 2-14: Market Square is commemorated at the current park, which also contains a collection of interpretive panels. (*CBCollective 2019*).

Figure 2-15: The Oakville Lawn Bowling Club has been on the north side of King Street since the early 20th century (*CBCollective 2019*).

Figure 2-16: The redesigned Tannery Park is crowned by a new observation deck and punctuated by a bold steel beacon (*CBCollective 2019*).

Figure 2-17: Winding paths connect the upper portions of Tannery Park, including washroom facilities to the creekside paths below (*CBCollective 2019*).

Figure 2-18: Looking north from Tannery Park to the Oakville Yacht Squadron grounds and Shipyard Park beyond (*CBCollective 2019*).

Figure 2-19: Rolling topography, trails, commemoration and interpretation characterize the upper level of Tannery Park (*CBCollective 2019*).

Figure 2-20: Looking south at shoreline engineering currently underway at Tannery Park (*CBCollective 2019*).

Figure 2-21: Tannery Park's topography affords good views to the north, east and south (*CBCollective 2019*).

Figure 2-22: Rolling topography and mature trees at Tannery Park (*CBCollective 2019*).

Figure 2-23: The shipyard's original marine railway path has been enlarged over the decades to house a number of moorings in Shipyard Park (*CBCollective 2019*).

Figure 2-24: Looking southeast at the parking lot and Oakville Yacht Squadron grounds at the south end of Shipyard Park (*CBCollective 2019*).

Figure 2-25: Francis Street separates Shipyard Park into a number of distinct sections (*CBCollective 2019*).

Figure 2-26: Lyons Log Cabin is located within a lush section of Shipyard Park on the west side of Francis Street (*CBCollective 2019*).

Figure 2-27: Remnants of the shipyard's old marine railway hearkens back the harbour's earlier uses, as does the Granary building across the water in the background (*CBCollective 2019*).

Figure 2-28: The understory and trees create a lush area in the northeast corner of Shipyard Park (*CBCollective 2019*).

Figure 2-29: The bank between the housing on Forsythe Street and the parking lots contains a dense understory and mature trees (*CBCollective 2019*).

3 POLICY CONTEXT AND EXISTING PROTECTIONS

3.1 PROVINCIAL PLANNING POLICY

Provincial planning legislation defines, recognizes the importance of, and establishes the conservation imperative for cultural heritage landscapes. In so doing, a cultural heritage landscape is defined under the *Provincial Policy Statement 2014* and consistently across the suite of Provincial planning- and development-related legislation (e.g. *Greenbelt Plan 2017* and *Growth Plan: A Place to Grow 2019*), as meaning:

> "(A) defined geographical area that may have been modified by human activity and is identified as having cultural heritage value or interest by a community, including an Aboriginal community. The area may involve features such as structures, spaces, archaeological sites or natural elements that are valued together for their interrelationship, meaning or association. Examples may include, but are not limited to, heritage conservation districts designated under the Ontario Heritage Act; villages, parks, gardens, battlefields, mainstreets and neighbourhoods, cemeteries, trailways, viewsheds, natural areas and industrial complexes of heritage significance; and areas recognized by federal or international designation authorities (e.g. a National Historic Site or District designation, or a UNESCO World Heritage Site)."

The *Planning Act*, the primary vehicle for establishing land use planning policies and regulations across Ontario, sets out matters of Provincial interest to which municipal planning responsibilities (e.g. review and approval of development applications) under the *Act* must have regard. Such include, under Section 2(d), "the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest."

The *Provincial Policy Statement* more specifically articulates the Provincial interest in conserving cultural heritage and cultural heritage landscapes, with which municipal planning priorities and decisions must be consistent, as follows:

- A coordinated and integrated approach, across levels of government and agencies, for managing cultural heritage and archeological resources (1.2.1.c);
- Long-term economic prosperity should be supported by encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes (1.7.1.d)
- Section 2.6, Cultural Heritage and Archaeology, sets out five related considerations:
    - Significant built heritage resources and cultural heritage landscapes shall be conserved (2.6.1);
    - Development and site alteration not permitted on lands containing archaeological resources uncles those of significance can be conserved (2.6.2);

- Development and site alteration on adjacent sites only when determined that such will not negatively impact heritage attributes (2.6.3);

- Planning authorities should consider and promote archaeological management plans and cultural plans in conserving cultural heritage and archaeological resources (2.6.4); and,

- Planning authorities shall consider interests of Aboriginal communities in conserving cultural heritage and archaeological resources (2.6.5.).

As of this writing, changes are being proposed to Provincial planning legislation including the *Provincial Policy Statement.* While the prioritization of, and policies relating to, the preservation of cultural heritage landscape would remain there are some minor changes to how terms and policies are described. It is our opinion that such changes would not impact the intent or implementation of cultural heritage policies at the Provincial or municipal level.

3.2 REGIONAL AND MUNICIPAL OFFICIAL PLAN POLICY REVIEW

The Region of Halton and Town of Oakville, through their respective Official Plans enacted under the *Planning Act* and consistent with the *Provincial Policy Statement*, individually and collectively establish a strong and detailed framework for the identification and conservation of cultural landscapes.

The Halton Region Official Plan (1995, Office Consolidation June 19, 2018) expands upon Provincial policies in setting out a general planning framework to guide more detailed local municipal planning. Included among the Part IV, Cultural Heritage Resources, policies are those to:

- Protect the material, cultural and built heritage of Halton for present and future generations (165); and

- Promote awareness and appreciation of Halton's heritage, and to promote public and private partnerships to provide stewardship of that heritage (166).

Adding further detail to the Provincial and Regional policy frameworks, the Town of Oakville Official Plan, Livable Oakville (2009, Office Consolidation August 28, 2018), provides the strongest and most detailed policies for the identification and conservation of cultural heritage including, under Part C, Section 5, to:

- Conserve cultural heritage resources through available powers and tools (5.1.1a) including those under the *Ontario Heritage Act*, *Planning Act*, *Environmental Assessment Act*, *Building Code Act* and *Municipal Act* (5.1.2);

- Establish policies, procedures, plans, and guidelines to support the identification, assessment, evaluation, management, use, registration, designation, alteration, removal and demolition of cultural heritage resources or changes to their heritage status (5.2.1d);

- Establish policies and/or urban design guidelines to recognize the importance of cultural heritage context (5.2.1f); and

- Conserve cultural heritage landscapes in accordance with the town's Cultural Heritage Landscape Strategy (5.3.3).

Updates to the Town of Oakville's Cultural Heritage policies, including to the above, were made by the Town to support and enhance the continued implementation of Provincial legislation including the *Ontario Heritage Act* and the Town's Cultural Heritage Landscape Strategy (January 2014). These were made under Town-initiated Official Plan Amendment (OPA) No. 16, which was adopted by Town Council on September 26, 2017 and later approved by Halton Region on April 26, 2018. The Amendment is currently under appeal, and not yet in effect.

Overall there exists a consistent, strong and progressively detailed in-force and emerging planning policy framework within Ontario to support the identification and conservation of cultural heritage landscapes within the Town of Oakville and the Oakville Harbour most specifically.

3.2.1 Livable Oakville Policies and Amendments

Further to the passage of a heritage designation by-law and the approval of a conservation plan, Council may adopt area-specific official plan policies to support the conservation of a significant cultural heritage landscape, as required by provincial policies. Section 5, Cultural Heritage, of the Livable Oakville Plan sets out Council's approach to heritage conservation, and the following policies are particularly relevant:

Section 5.2.1, Cultural Heritage Resources, states that:

> To *conserve cultural heritage resources* in accordance with applicable legislation and recognized heritage protocols, the Town: …
>
> b) may recognize and/or designate *cultural heritage resources*; …
>
> d) may, consistent with provincial standards, establish policies, procedures, plans, and guidelines to support the identification, assessment, evaluation, management, use, registration, designation, alteration, removal, and demolition of *cultural heritage resources* or changes to their heritage status;

Section 5.3.3, Heritage Conservation, states that:

> The Town shall *conserve cultural heritage landscapes* in accordance with the Cultural Heritage Landscape Strategy.

In addition, section 5.3.4 of OPA 16 (Cultural Heritage Policy Updates) to the Livable Oakville Plan, which is subject to one appeal, states that:

> Where protected or registered under the *Ontario Heritage Act*, a Heritage Conservation District or cultural heritage landscape:
>
> a) shall be identified on Schedule A1, Urban Structure, of the Livable Oakville Plan;

b) shall be subject to applicable powers and tools for their conservation; and,

c) may be subject to an area-specific land use designation and policies consistent with the applicable Heritage Conservation District Plan or cultural heritage landscape conservation plan.

Town staff may prepare an official plan amendment for Council's consideration to provide land use designations and policies to support the protection, management and use of the Oakville Harbour cultural heritage landscape in a manner that ensures its cultural heritage value or interest and heritage attributes are retained.

3.3 CULTURAL HERITAGE LEGISLATION AND EXISTING PROTECTIONS

In 1975, the Ontario Heritage Act came into effect with *An Act to Provide for the Conservation, Protection and Preservation of the Heritage of Ontario*. Part IV of the Act (Conservation of Buildings of Historic or Architectural Value), permitted municipalities to enact by-laws designating a property to be of 'historic or architectural value or interest.' Part V permitted municipalities to designate any defined area as a heritage conservation district. The Act did not permit properties already designated under Part IV to also be designated under Part V. The Act also permitted the Ontario Heritage Foundation (now the Ontario Heritage Trust) to enter into agreements, covenants and easements with owners of real property.

In 2005, several changes to the OHA came into effect as a result of Bill 60. The Bill was the result of extensive consultations and introduced a series of significant amendments. Part IV was amended to provide that only when a property meets the prescribed criteria that it can be designated under Section 29. Subsequently, criteria for determining cultural heritage value or interest were issued as a regulation under the OHA. The criteria were prescribed for the purposes of designating a property under Part IV, Section 29 of the Act. A property must meet one or more of the criteria set out in O. Reg. 9/06. (Map 4)

Map 4: Summary various protection mechanisms already in place within the harbour and surrounding area. (Town of Oakville, CBCollective 2019).

Ontario Heritage Act Designation Under Part IV, Section 29

The following are Designated Heritage Properties under the Ontario Heritage Act:

Erchless Estate (By-law 1976-087; By-law 2019-057) Address: 8 Navy and 110-114 King.

- Merrick Thomas House (By-law 1978-6). Address: 144 Front Street. Location: Lakeside Park.
- Old Post Office (By-law 1978-7) Address: 144 Front Street. Location: Lakeside Park.
- Oakville Lighthouse (By-law 1991-162) Location: Shipyard Park.
- Lyon's Log Cabin (By-law 1993-54) Location: Shipyard Park.

Recently, the Town of Oakville completed a cultural heritage assessment of the Erchless Estate as a cultural heritage landscape. The report determined that the property met criteria under the OHA and qualified as a cultural heritage landscape under Part IV of the OHA. It has been designated as a significant cultural heritage landscape by By-law 2019-057 and Council has adopted a Conservation Plan for a Cultural Heritage Landscape for the Erchless Estate.

In addition, the stone granary at 105 Robinson Street (outside the Study Area) is designated (By-law 1984-42). Built in 1885, the Town of Oakville describes it as "a rare surviving example of the simple stone warehouse constructed during the mid 19th century. The Granary is the only building of its type to stand on its original location in Ontario. Built by Peter McDougald and William Francis Romain, it is a reminder of the prosperous wheat trading days in Oakville. It is a well-proportioned building made of warm brown local stone and light gray Kingston limestone, imported as ballast on wooden ships plying Lake Ontario."[2]

Ontario Heritage Act Inclusion on Heritage Register Under Part IV, Section 27

Under Part IV, Section 27, the OHA also permits a municipality to include a property on its heritage register (known as listing). The following are listed on Oakville's Register of Properties of Cultural Heritage Value or Interest:

- Tannery Park - has potential value for its association with HMCS Oakville.
- 37 - 77 Forsyth Street are listed for potential value for its association with the Tannery (applies only to the wall, not the townhouses themselves).

Ontario Heritage Act Heritage Conservation District, Part V

In 1979, the Town of Oakville passed a by-law identifying the area between Sixteen Mile Creek, Allan Avenue, and Robinson Street and Lake Ontario as an area to be examined for future designation as a heritage conservation district. The *Old Oakville Downtown Residential Area Heritage Conservation District Plan* (by-law 1982-044) was passed by council on March 1, 1982, and subsequently approved by the OMB.

The Oakville Club at 56 Water Street is included with the HCD, identified in the historic building inventory of the plan and designated under Part V of the OHA.

2 Town of Oakville, *Heritage Register, Section A: Register of Designated Heritage Properties Under Part IV of the Ontario Heritage Act*, 26.

The TOWARF building is included in the HCD and is designated under Part V of the OHA, but is not identified as a historic building in the inventory of the plan.

The Erchless Estate, Merrick Thomas House and Old Post Office are all within the Old Oakville HCD boundary. However they are excluded from the district because overlapping designations were not permitted under the OHA when the HCD came into effect.

Ontario Heritage Act Ontario Heritage Foundation Easement, Part II

In 1983, the Town of Oakville and the Ontario Heritage Foundation (now Ontario Heritage Trust) entered into an easement agreement for the conservation of the property.

Ontario Heritage Act Heritage Archaeology, Part VI

Archaeology in the Study Area relates primarily to the Erchless Estate. It is important to note is that the entire Erchless Estate property is a designated archaeological site (AiGw-401) and includes Indigenous ceramics. The 2006 report description summarizes fours areas of concentration. Three are affiliated with mid-19th century buildings, with one possibly dating to the 1830s. The fourth area includes historic artifacts but also Indigenous ceramics potentially dating to the Middle Woodland Period (0 A.D. – 700 A.D).

It is also highly likely that Lakeside Park retains archaeological potential unless historic land-use indicates some widespread disturbance. Shipyard Park and Tannery Park may also have potential, either Indigenous or Historic, but these are in closer proximity to previous industrial activity.

A number of archaeological reports were provided to the consultant team by the Town of Oakville. These are listed in *Section 8.0 - Sources.*

3.4 CULTURAL HERITAGE LANDSCAPES

Cultural Heritage Landscapes (CHLs) are a progressive and emergent type of cultural heritage resource in Ontario. Cultural heritage management in the province has conventionally concerned built heritage resources with a focus on material conservation. This emphasis on physicality often fails to capture the interrelationships between a site's physical and intangible elements. These include the practises, associations and meanings that make cultural heritage valued and relevant in the first place. Ignoring these cultural aspects risks isolating physical heritage resources from the cultural forces that create or sustain them, and ultimately give them value.

CHL theory is based on understanding the relationship between a site's physical and intangible elements. Julian Smith defines this relationship very simply:

> *"A Cultural Landscape is a set of ideas and practices embedded in a place. The ideas and practices are what make it cultural; the place is what makes it a landscape."*

In this way cultural heritage resources are viewed not as isolated monuments, but as a collection of interrelated elements understood in relation to the practises and associations that continue to sustain the place. In considering these cultural dimensions, CHLs bring a site's cultural associations and practises into the conservation process.

Despite being a relatively new concept in the Ontario context, the development and application of CHLs dates back over twenty-five years at the international level. The concept was largely developed by the United Nations Educational, Scientific and Cultural Organization (UNESCO). Emerging from a growing awareness of a false dichotomy between natural and cultural heritage, cultural landscapes were developed as a tool to better contextualize the relationship of both elements to their relevant communities.

Legislation in Ontario refers to Cultural *Heritage* Landscapes, a variation implicitly referring to landscapes considered significant cultural heritage resources. The directive to conserve CHLs comes from the Section 2.6.1 of the Provincial Policy Statement, 2014 (PPS), which states "… significant cultural heritage landscapes shall be conserved." The Ontario Heritage Act (OHA) provides a legal mechanism for assessing and designating cultural heritage resources, and utilizes Ontario Regulation 9/06 (O. Reg. 9/06) criteria used to assess cultural heritage value of properties for the purposes of designation under Section 29. The OHA does not explicitly mention CHLs by name. This connection is via the PPS definition of 'conserved', which references the OHA. In response to the PPS directive, a number of municipalities in Ontario have developed protocols and strategies for the identification and protection of CHLs, including the Town of Oakville.

3.5 OAKVILLE CULTURAL HERITAGE LANDSCAPE STRATEGY AND IMPLEMENTATION

The Town of Oakville's Cultural Heritage Landscape Strategy (January 2014) (CHL Strategy) provides a framework and strategy for the identification and conservation of CHLs in Oakville. It provides a definition for CHLs, evaluation criteria, CHL categories for use, and an overview of mechanisms for conservation. Oakville's CHL Strategy refers to the PPS to define CHLs, and to the criteria in O. Reg. 9/06 to establish significant cultural heritage value.

The CHL Strategy provides for the categorization of CHLs of three different types: designed landscapes, organically evolved landscapes, and associative landscapes. These three categories are derived from international best practises, and were originally described by UNESCO.

- Designed Landscape: clearly defined landscape designed and created intentionally by man;

- Organically Evolved Landscape[3]: results from an initial social, economic, administrative, and/or religious imperative and has developed in its present form in response to its natural environment; or

- Associative Landscape: justifiable by virtue of the powerful religious, artistic, or cultural associations of the natural element rather than material cultural evidence, which may be insignificant or even absent.

These categories reflect the nature of the relationship between a site's physical and cultural dimensions. Accordingly, conservation objectives and strategies vary for each category.

3 Organically Evolved Landscapes are further subdivided into Relict and Continuing landscapes, a reference to landscapes whose evolutionary processes have ceased and continue respectively.

Designed landscapes, for example, derive their cultural meaning from the physical forms and creations of specific designers at a point in time. The objective of conservation is then to ensure those forms remain legible and understandable, something usually achieved by an emphasis on conventional built heritage approaches. Evolved landscapes differ, in that their significance is related to an ongoing cultural activity persisting within the physical environment. The built forms and configuration of landscape are more flexible, since dynamism and change are considered key elements of the ongoing evolution. Conservation is this case is less concerned with the present form of the landscape, focusing instead on supporting that landscape's capacity to sustain the significant cultural practises. Finally, associative landscapes are valued for the significant cultural associations embedded in the place. Conservation for these landscapes should focus on the environment's ability to retain and sustain the important associations.

The Strategy also outlines a number of strategies for conserving CHLs, both under the OHA and also under the *Planning Act*. The OHA allows for the protection of properties with cultural heritage value through listing on the municipal heritage register, or designation under Part IV or Part V of the Act.

- Listing a property on the municipal register: Most suitable as a preliminary tool to provide potential cultural heritage landscapes with interim protection. Listed properties have a mandatory waiting period for demolition permits to be issued, during which time the municipality may seek further protective measures.

- Designation under Part V of the OHA: Most suitable for large areas with multiple properties and features. Part V designations are used for Heritage Conservation Districts (HCDs), which are governed by district plans containing guidelines to conserve identified heritage features within the HCD.

- Designation under Part IV of the OHA: Most suitable for smaller geographic areas with fewer parcels of land (generally 3 or less). Part IV designations rely on a statement of cultural heritage value or interest (SCHV) that identifies a site's key heritage attributes.

- Part IV designation within a Part V HCD: Most suitable for properties designated under Part IV prior to becoming part of an HCD.

For properties with Part IV or V designations, the protection mechanism is the requirement for heritage permits. These are only issued once the municipality is satisfied alterations to a property do not contravene HCD guidelines, or negatively impact heritage attributes identified in the SCHV.

The Strategy also allows for conservation of CHLs under the *Planning Act*. This is considered most suitable for large areas having common physical characteristics with historic associations, but lacking the intensity of historic fabric to justify an HCD. Conservation under the *Planning Act* requires an official plan amendment that lists "the important characteristics of each individual defined and specific cultural heritage landscape". The OPA would also need to provide the regulations that would conserve the landscape features through applications made under the Act. Any applications for development under the Act would require consideration of the OPA's heritage character. This process could include requirement of a Heritage Impact Assessment, however unlike properties designated under the OHA, heritage impacts would be resolved under the planning process as heritage permits would not be required.

3.6 NATURAL HERITAGE POLICY

3.6.1 Greenbelt Act

The Greenbelt Act (2005) provides the authority for the creation of the Greenbelt Plan (2017). The Greenbelt Plan establishes the Protected Countryside and Urban River Valley designations.

The Greenbelt Plan defines important agricultural land and natural systems that need to be protected for the long-term prosperity of the region. In 2017, Sixteen Mile Creek was one of 21 urban river valleys added to the Greenbelt as part of an Urban River Valley designation. The intention of the Urban River Valley designation is to integrate the Greenbelt into urban areas by promoting:

- Protection of natural and open space lands along river valleys in urban areas which will assist in connecting the rest of the Greenbelt Area to the Great Lakes and other inland lakes;
- Protection of natural heritage and hydrologic features and functions along urban river valleys;
- Provision of a gateway to the rural landscape of the Greenbelt; and
- Provision of a range of natural settings on publicly owned lands for recreational, cultural and tourism uses including parkland, open space land and trails.[4]

Key river valleys in urban areas adjacent to the Greenbelt provide opportunities for additional connections to help expand and integrate the Greenbelt and its systems into the broader southern Ontario landscape. The Urban River Valley designation provides direction to those areas where the Greenbelt occupies river valleys in an urban context. These urban river valleys may be the setting for a network of uses and facilities, including recreational, cultural and tourist amenities and nbsp;infrastructure, which are needed to support urban areas. The designation only applies to publicly owned land.

3.6.2 Conservation Halton

In 1956, the Sixteen Mile Creek Conservation Authority was formed and requested that the provincial government conduct a conservation survey. The Sixteen Mile Creek Conservation Report was adopted in 1958 to guide conservation management in the watershed. In 1962, the conservation authority acquired the Oakville flood plain lands and initiated a flood plain acquisition and management program. The following year the Twelve and Sixteen Mile conservation authorities merged to form the Halton Region Conservation Authority.

Sixteen Mile Creek is currently managed by Conservation Halton (CH) through planning and regulation. Through planning, CH provides technical expertise to provincial agencies, municipalities, and landowners throughout its watersheds. CH regulation also requires permission be granted

4 Greenbelt Plan Amendment No. 1 Approved by the Lieutenant Governor in Council, Order-in-Council No. 110/2013 January 9, 2013 (effective January 10, 2013). Accessed at https://www.ontario.ca/document/greenbelt-plan-2017/greenbelt-plan-amendment-no-1

for undertaking works in or adjacent to watercourses, river or stream valleys, lands adjacent or close to the shoreline of Lake Ontario, other natural hazards such as karst, and wetlands. Sixteen Mile Creek and its valley are within CH's area of jurisdiction.

3.6.3 Oakville Strategy for Biodiversity

Oakville Council's Strategic Plan (2015-2018) included a goal 'to enhance our natural environment and to have programs and services that are environmentally sustainable.' The development of a biodiversity strategy was identified in Council's plan as a key action to help implement this goal and create a cohesive approach. The Oakville Strategy for Biodiversity (OSB) was completed in 2018. It provides a framework for coordinated and focused action to protect and restore the health of Oakville for future generations. The OSB development benefited from a strong foundation in existing global, national and provincial plans.[5]

The OBS identifies opportunities for biodiversity, categorizing them into four tiers:

Tier 1 Natural Heritage System - important natural areas supporting biodiversity such as native woodlands, wetlands, thickets and meadows.

Tier 2 Contributing Areas - areas with native woodlands, wetlands and cultural meadows that contribute to native biodiversity. While these areas may be smaller, they do provide supporting habitat and ecological connections or stepping stones for native species within the urban fabric. Some Tier 2 areas associated with Lake Ontario are important habitats that link terrestrial and aquatic environments. This can be seen in the mid-August 2019, bird count for Oakville Harbour which reached 151 species. While a good number of Barn Swallows were recorded, it was the numbers of birds associated with Lake Ontario that turn the breakwaters into populous platforms. These include: 55 Ring-billed Gulls, 73 Caspian Terns, 132 Dunlin and 308 Semipalmated Sandpipers.

Tier 3 Supporting Areas - include residential, commercial or industrial areas that are traditionally managed as lawns presenting the potential for tree planting and naturalization. They may also include drainage ditches and swales, where natural features can be enhanced to better support native biodiversity and improve stormwater control and water quality.

Tier 4 All Areas of Oakville - all areas have the ability to provide good quality native habitats in all forms.

Most of Sixteen Mile Creek, all the way beyond Highway 407, is categorized as a Tier 1 area. Oakville Harbour can be categorized as having characteristics of the Tier 1 and Tier 2 areas. The Study Area also involves Tier 3 adjacent areas. Tier 4 is relevant to the Study Area in so far as green roofs, bat condominiums, and pollinator gardens could be used to assist the natural environment.

5 These include the United Nations Convention on Biological Diversity, 1992, the Strategic Plan for Biodiversity 2011-2020, the Aichi Biodiversity Targets, Canadian Biodiversity Strategy, 1995 and Ontario's Biodiversity Strategy, 2011.

4 HISTORY AND EVOLUTION OF THE STUDY AREA

4.1 HISTORICAL SUMMARY

4.1.1 Geological Formation & Landforms

Geological landforms, watersheds, soils, climate, plants and animals – all the profound elements of a natural heritage – have helped shape the 11,000-year human history of the area that is now the Town of Oakville. The bedrock beneath Southern Ontario – the primary grey shales that are interbedded with siltstone, limestone and dolomite going back to the Ordovician geological period – is buried well out of sight, yet Oakville's bedrock yielded potash, which fertilized crops above ground. Amid minerals and ores, potash, still extracted worldwide (notably in the Boulby mine under the UK's North East Coast and North Sea) and still part of Canada's resource history and dependency, adds to our collective cultural and natural heritage, much as do the skies and waters above the Earth's surface

Oakville's bedrock is covered over by deposits laid down during glacial cycles of the last two million years, the Quaternary geological period. The last major period of continental glaciation was around 75,000 years ago. An ice sheet achieved its maximum southerly extent in Ohio around 20,000 years ago. Much of Oakville is on the Peel Plain characterized by clayey till soils deposited by glaciers, which began to recede about 12,500 years ago. Taken together over Southern Ontario, these deposits form, on top of the bedrock, a layer that is between fifteen and more than two hundred metres deep. The gently rolling landscape, which inclines gradually to Lake Ontario from the Oak Ridges Moraine, is known as the South Slope Till Plain.

In Oakville, glacial meltwater channels flowing into the glacial Lake Iroquois incised the South Slope Till Plain. Such channels created the valley systems of Fourteen Mile Creek, Bronte Creek, Sixteen Mile Creek, Morrison Creek and Joshua's Creek. As the glaciers receded, the meltwaters gradually reduced, leaving the present day wide valley systems with wide floodplains and smaller creeks. Today's valley systems, including Sixteen Mile Creek, have experience less development than has the Till Plain. Hence they constitute some of Oakville's most significant natural areas.

As the Ontario ice sheet retreated around 12,500 years ago, a basin filled with water to create the glacial Lake Iroquois (Figure 4-1). Rising lake levels, which reduced the slope of all watercourses, led to extensive coastal wetlands at the drowned mouths. Fish would have been especially plentiful in the coastal marshes, and marshes remain among the most productive of all ecosystems. Water, still holding its spiritual place in the cosmology of the Mississaugas of the Credit First Nation, was also the habitat of the eel, a staple of traditional First Nation diets. Upstream in rivers and in wider stretches of the creeks, where white pine was intermixed with hardwoods, fishing by firelight was practiced for thousands of years and into the colonial period.

4.1.2 Early Inhabitants & European Settlement

Iroquoian- and Ojibwe-Speaking People

Iroquoian-speaking Huron (Wendat), Petun and Neutral (Attawandaron) inhabited the north shore of Lake Ontario at the time of European arrival in the 17th century. These groups were primarily horticulturalists, and the harbour area lies somewhere between the historic Neutral (Attawandaron) and Huron (Wendat) territories.[6] Around 1650 these groups were weakened by disease and dispersed by the Haudenosaunee who moved into the area until a series of battles with an alliance of Ojibwe, Odawa and Pottawatomie peoples (the Three Fires Confederacy) caused the Haudenosaunee return to the present day New York State area. These Ojibwe-speaking people dwelt along and above the north of Lake Ontario, including the general vicinity of present-day Oakville.[7] Though referring to themselves as Anishinabe, the various Ojibwe groups across the lake's north side became known to colonists as 'Mississauga', a name earlier used by Jesuit Fathers for an Algonquin-speaking group nearby the Mississagi River of Lake Huron in the 17th century. For groups of Ojibwe the term 'Minzezahgeeg' was thought to mean, 'Persons Living Where there are Many Mouth of Rivers'.[8]

Unlike the Iroquois people preceding them, the Mississauga were hunter-gatherers whose way of life involved seasonal migrations. During the summer season they would camp at Sixteen Mile Creek (as well as Twelve Mile Creek and the River Credit), cultivating corn along flats and fishing for salmon, and possibly eel. After the harvest they returned to interior hunting grounds for the colder months. The Mississauga called the river Nanzuhzaugewazog meaning 'having two outlets', a reference to the shallow, gravelly mouth dividing the river in two.

Until the latter 18th century contact with Europeans was relatively limited, mostly to French traders through travel or at forts and outposts. French maps from this period refer to Sixteen Mile Creek variously as 'Riviere aux Gravois' and 'R. deux sorties', both names sharing descriptive qualities with the Ojibwe name (Figures.4-2, 4-3) French defeat in the Seven Years' War led to the cession of New France to Great Britain, and issuance of the Royal Proclamation of 1763. The proclamation forbade the settlement of territories by non-First Nations, and established that land could only be acquired through negotiations and sale to the Crown. From this point immigrants to the area were primarily of British descent. Colonial settlement of land north of Lake Ontario was not immediate however, and it was not until the British loss in the American Revolutionary War that some five thousand Loyalists and two thousand allied Iroquois relocated from American territories to southern Ontario in the mid-1780s.[9] This wave of British sympathizers marked the beginning of colonial settlement of the area in earnest and would drastically affect the lives and future of the local Ojibwe inhabitants.

Treaties

The Royal Proclamation of 1763 reserved all lands not previous ceded or purchased as Indigenous land. It established that only land granted by the Crown could be legally owned, and prohibited

6 Sheila Campbell and Betty-Jean Lawrence, "Early Contact Period (1610-1700)," archived July 23, 2017. https://web.archive.org/web/20170723194754/http://www.oakville.ca/culturerec/firstnations-essay4.html

7 Ibid.

8 Donald B. Smith, *Mississauga Portraits: Ojibwe Voices from Nineteenth-Century Canada* (Toronto: University of Toronto Press, 2013), 34.

9 Ibid, 33.

private transactions between settlers and Indigenous people. Under this system the Crown had to purchase Indigenous lands at a public meeting, whereupon consent of the selling nation was required.[10] By this process large tracts in southern Ontario were acquired via treaty and subsequently divided into surveyable townships. The surveys imposed a concession and lot grid of grantable plots of land (the standard being 200 acres parcels) forming the basis for private property ownership (Figure 4-4).

By the early 19th century the Crown had secured treaties for large quantities of land along the north and western shores of Lake Ontario. Townships were surveyed accordingly along with several military roads. By 1805 the Crown possessed the entire shoreline between the Niagara and St. Lawrence rivers, save for a stretch between Burlington Bay and the Etobicoke Creek. This unconsolidated area was known as the Mississauga Tract, a large area of Mississauga territory extending roughly to the present Ontario Highway 9. North of the Mississauga Tract was Chippewa territory. The Mississauga were asked in 1805 (the day after the Toronto Purchase - Treaty No. 13 agreement was reached) to agree to part with a large section of their remaining territory.[11] The initial response by Chief Kineubenae or Golden Eagle was resistant, based on the grievances of previous treaties. Specifically they had not been permitted "to encamp and fish where we pleased" as promised, and settlers proved adversarial rather than helpful neighbours.[12] More generally, colonial settlement had reduced access to hunting and fishing grounds, and made all manner of provision scarce. These grievances also highlight the larger issue of the Mississauga and British having different understandings altogether of what the treaties conferred.

Nonetheless, the Mississauga eventually agreed to sell a portion of the tract in 1805, with the 85,000 acre parcel, extending roughly ten kilometers from the shoreline confirmed the following year. As part of the sale, known as the Head of the Lake Treaty (Treaty No.14), the Mississauga retained three reserves for fishing and hunting located at 12 Mile Creek, 16 Mile Creek, and the River Credit (Figure 4-5). These reserves were for the "sole right of Fisheries… together with the flats and low grounds… which we have heretofore cultivated and where we have our camps."[13] In June 1806 these new Crown lands were surveyed into three townships by Deputy Provincial Surveyor Samuel S. Wilmott. From east to west they were named Toronto, Alexander and Grant townships, the latter two quickly renamed Trafalgar and Nelson in commemoration of the recent naval triumph.[14] The reserves at Twelve and Sixteen Mile Creek were roughly 80 chains (1.61 km) wide, and straddled both sides of the rivers from the third concessions south of Dundas Street and south. The also contained the river flats located within the concession to the north. The reserve at the River Credit was much larger, extending roughly 80 chains (1.61 km) on each side of the river from the lake to the top of Concession 2 North of Dundas Street.

In 1818 the Mississauga were again approached, this time for the remaining Mississauga Tract lands north of those purchased in 1806. The Chippewa lands immediately north of the Mississauga's holdings had been ceded in mid-October under the Lake Simcoe-Nottawasaga Treaty. With this

10 Ibid, 44

11 MCFN, "Head of the Lake, Treaty No. 14 (1806)," http://mncfn.ca/head-of-the-lake-purchase-treaty-14/

12 Quinipeno, quoted at a meeting with the Messissagues at the River Credit, 1 Aug. 1805, CO 42, 340: 51, 53. Quoted in Smith, 46.

13 Canada. Department of Indian Affairs, *Indian Treaties and Surrenders: From 1680 to 1890,*(Ottawa: S. E. Dawson, 1905): 37.

14 Hazel C. Mathews, *Oakville and the Sixteen: The History of an Ontario Port,* (Toronto: University of Toronto Press, 2007): 6.

cession, the remaining Mississauga lands were effectively surrounded by European ownership. Chief Ajetance agreed to the sale later in October, and under the Ajetance Treaty an enormous area of 648,000 acres were sold to the Crown for £ 522.10 paid annually.[15]

Following the Ajetance Treaty Mississauga land holdings were reduced to several thousand acres of the three river reserves. By 1820 settlement was closing in around the isolated reserves and Deputy Superintendent of the Indian Department William Claus met with leaders to discuss ceding the remaining reserves. The Mississauga ceded their lands on the 12 and 16 mile creeks under Treaty 22 on February 8, 1820, and the north and south portions of the Credit Indian Reserve under Treaty 23 that same day.[16] Into the 1820s the Mississauga would retain only the 200 acre Credit Mission reserve.

A number of factors may explain why the Mississauga entered into these treaties despite their misgivings. Significantly, they had little sense of what the land was worth economically to the colonists. Further forcing their hand was the sickness decimating their population since the 1790s, which declined by nearly two-thirds through the 1820s. In a weakened state, there was an advantage to Crown authority protecting their lands from squatters and other harassment. The Mississauga after all held the British (recent allies in the War of 1812) in higher regard than the Americans, who they intensely mistrusted and disliked.[17] In their precarious position, the Mississauga had a higher tolerance for the westernizing colonial forces. For several decades at the Credit Mission for example, Mississauga residents lived in log cabins, practised Methodism, and implemented European agricultural practises. But Donald B. Smith also notes that perhaps most fundamentally, the Mississauga and British had different understandings of what the treaties conferred. The concept of permanent legal ownership is common to European custom, but was unprecedented for the Mississauga who instead related ownership to usage and alliances. That these differences went undetected is not surprising, given that few Credit Mississauga had any significant grasp of English in 1820, let alone access to legal counsel.[18] "In short," writes Smith, "the Mississauga accepted British trade goods in return for allowing newcomers use of portions of their territory. They believed that they retained sovereignty. The English focused on ownership, and the Ojibwe on the use of land."[19] Oral accounts from 1829 make it clear that far from intending to sell these lands, the Mississauga had understood the treaty to place them in trust with the Crown and protect them from settler encroachment.[20] The British had understood the opposite.

European Settlement in Trafalgar Township

Trafalgar was one of three townships created and surveyed following the Head of the Lake Treaty in 1806. Using Dundas Street as the baseline two concessions were surveyed north, with four to the south. The extents of the Mississauga Reserves were noted and excluded. In early 19th century Upper Canada roads were essential to communication, security and colonial settlement. Beyond being surveyed and cleared, roads relied on continual and frequent usage to keep the region's dense forests from claiming them back. The relatively late date of acquisition for the

15 MCFN, "Ajetance Treaty, No. 19 (1818)," http://mncfn.ca/head-of-the-lake-purchase-treaty-14/

16 MCFN, "12 Mile Creek, 16 Mile Creek and Credit River Reserves – Treaty Nos. 22 and 23 (1820)," http://mncfn.ca/treaty2223/

17 Donald B. Smith, 47.

18 Ibid, 48-49.

19 Ibid, 44-6.

20 Quoted in Donald B. Smith, 51.

Head of the Lake lands meant that Dundas Street was completely undeveloped within the tract, despite having been surveyed thirteen years prior. Therefore in 1806 colonial officials concentrated settlement along Dundas Street within the newly surveyed township to bolster the integrity of that vital east-west route. This was accomplished by earmarking all lots adjacent to that road for settlement (relocating the Crown and clergy reserves elsewhere in the township), and creating more aggressive timelines for settlers to establish deed to their grants (Figure 4-6).[21] It was helpful that the lands at the creek mouths were held as reserves, since their access to water power and transportation would likely have drawn settlers further south.

The Mississauga Reserve at Sixteen Mile Creek

The Mississauga Reserve at Sixteen Mile Creek was one of three reserves created by the Head of the Lake Treaty. The 1,120 acre reserve was four farm lots wide and located on the Concession 3 South of Dundas Street and Broken Front.[22] Prior to the treaty the Mississauga had actively used the Sixteen Mile Creek and its mouth for travel, hunting, fishing, seasonal camps, and cultivation of crops.[23] In the 1805 provisional agreement preceding the 1806 treaty, the Mississauga claimed the sole right to fisheries in the three rivers, "together with the flats or low grounds on said creeks anil river, which we have heretofore cultivated and where we have our camps."[24] Wilmott's survey records a number of aspects of this usage as found in 1806 (Figure 4-7). In particular 'corn fields' are noted in a clearing above the loop on the west river bank, and to the south a trail leading from the creek to a lake-side summer camp. The Mississauga would continue to use these seasonal fields, trails and camps late into the 1820s.[25] Also recorded on the survey is an ancient and major east-west trail at the base of the historic Lake Iroquois shoreline, a part of the larger network connecting Quebec City to New Orleans.[26] Traditional accounts suggest a Mississauga burial ground south of the river's first loop, behind what would become the village's first meeting house and settler burial ground.[27]

The Mississauga Reserve contained rich wood stocks and water resources that made it extremely attractive to colonial interests. The area was noted for its dense hardwood forests, including oak, ash, hickory, walnut, butternut, elm and maple, interspersed with less frequent but just as impressive conifers. [28] In particular the area was very rich in white oak and white pine, two species instrumental to shipbuilding, and otherwise very merchantable. Among the forests were pines two-hundred feet tall and clear of branches for the first hundred feet.[29] The Crown had interest in the reserve, with British North America long serving as an essential source of wood for the Royal Navy. Enterprising citizens took note of the valuable wood stocks, but also the potential for water power supplied by the creek, and the advantage of proximity to Lake Ontario. In 1820 the

21 Mathews, 6.

22 The Mississauga Indian Reserve at Sixteen Mile Creek was located roughly on lots 13 - 16, though offset roughly 4 chains (~80 metres) to the east.

23 Sheila Campbell and Betty-Jean Lawrence, "The Mississauga People (1701-1800)," archived July 23, 2017. https://web.archive.org/web/20170723184853/http://www.oakville.ca/culturerec/firstnations-essay5.html

24 Canada. Department of Indian Affairs, 36.

25 Mathews, 17-18.

26 Ibid, 47.

27 Ibid, 51.

28 Ibid, 6.

29 Ibid, 11.

Mississauga surrendered nearly all the river reserves secured fourteen years earlier, and Sixteen Mile Creek became a Crown Reserve effectively protecting it from the reach of private interests.

Therefore by the 1820s Oakville Harbour formed part of a valuable area in an advantageous location, which had through a number of circumstances been shielded from the forces of settlement and extraction typical of Upper Canadian development. This area was further distinguished as a consolidated 1,120 acre area that had not been separated and was granted as 200 acre parcels. Even more advantageous was that the area straddled both sides of a navigable river at its junction with Lake Ontario. In short the Crown Reserve at Sixteen Mile Creek represented a very potent development opportunity, and before long a number of businessmen were agitating for its sale. In 1824 the merchant and politician William Chisholm (1788 - 1842) addressed the Lieutenant-Governor by letter about the Crown Reserve, and would do so twice more, as would numerous others. In July 1827 it was announced that 968 acres of the reserve would be sold at public auction, and the following August William Chisolm was successful in purchasing 960 acres.[30] The money paid was supposed to be held in trust by the Commissioner of Crown Lands for the Credit Mission settlement at the remaining Mississauga's lands.

4.1.3 Harbour Establishment & Early Growth (1827 - 1850s)

> *The advantages of a fine back country of sixty miles having no other outlet, of an excellent harbour, and of water power now being made in the centre of the Town, are so obvious that they need only to be noticed to show that Oakville will soon be one of the principal Towns of the Province.*[31]

The preceding quote made by William Chisholm in 1836 underscores not only the favourable conditions of the former Crown Reserve lands at Sixteen Mile Creek, but also the strategic opportunity they presented to an enterprising entrepreneur. William Chisholm was a successful merchant by the 1820s with stores, and a shipyard established close to his home at Burlington Bay. Having taken part in the wooden stave trade, he was familiar with the conditions around Sixteen Mile Creek including the value of the local wood stocks. The gravelly river mouth was shallow however, permitting only small boats and canoes.[32] A proper harbour was necessary to take full advantage of the local resources' export value.

Chisholm also understood the broader opportunities that could be leveraged by developing a harbour, in addition to the economic value of any singular resource. A harbour at Sixteen Mile Creek would provide a key outport between the harbours at York (Toronto) and Burlington Bay (Hamilton), and serve as a logical distribution point for the produce that would inevitably flow from the agricultural lands being settled to the north. This trade would attract merchants and other professionals to the port, and stimulate the growth of a settlement. The power of Sixteen Mile Creek would also attract businesses, and promote the development of industrial operations.

Harbour Construction & Infrastructure

Quickly after his purchase, William Chisholm set about developing the infrastructure and amenities that would help the area develop. Chief among these were the harbour, several mills, and shipyard,

30 Ibid, 10.

31 *Montreal Gazette*, April 26, 1836, Quoted in Mathews, 19.

32 Ibid, 18.

each serving a particular role developing the area's economy. Only after constructing these items was significant attention devoted to establishing a formal townsite.

Chisholm had identified a need for a saw and grist mill to support the new settlement. The former to process wood into valuable lumber, and the gristmill to support the local community while providing a processing plant for wheat farmers near to the port. These were located adjacent to each other, situated on the river's second loop north of the harbour. The mills were begun slightly before the harbour in 1827-1828. The sawmill entered operation in 1830, with the gristmill following in 1833.[33]

In 1828 Chisholm was granted permission by the Upper Canada House of Assembly to construct a harbour at Sixteen Mile Creek, and charge tolls for its operation for a duration of fifty years after which point it would revert to the Crown.[34] The harbour was planned as a set of parallel piers built on cribs, with the east pier begun first in 1828 extending 576 feet into the lake. Construction of the west pier followed, and in 1830 the harbour was dredged. By 1831 the harbour accommodated some of the largest vessels on Lake Ontario, and could effectively fulfil its duty as a significant export port.[35] The first lighthouse was built near the end of the east pier between 1836-1837. The octagonal wooden structure stood 36 foot tall with a fixed oil lamp, and would stand until 1886.[36]

The vast majority of commercial trade in early 19th century Upper Canada occurred by water. However western lake traffic was still relatively sparse in the late 1820s, with most schooners attending longer-established settlements further east.[37] To guarantee available vessels to transport wood and wheat produce, Chisholm acted quickly in establishing a shipyard on Sixteen Mile Creek at the north end of Navy Street. The shipyard was begun in 1827, and the 50 ton schooner Trafalgar was the first vessel launched in August 1828. The Trafalgar was followed by schooners Lady Colborne (1830), Mississauga Chief (1831) and John Henry Dunn (1831). Chisholm's shipyard built its first steamship (Constitution) in 1833, followed by Oakville (1834), and Burlington (1837).[38]

Economic Development

The emerging port's economy was based on wood and wheat exports. Wood comprised a significant portion of the Canadian economy (two-thirds of all exports to Britain at the time), and the Sixteen Mile Creek vicinity boasted excellent stocks of white oak and white pine. Wood exports included squared timber, milled lumber, and oak staves.[39] Whereas wheat production was dependant on land being settled, cleared, and cultivated, wood products were immediately extractable, with the most valuable trees the most obvious. Numerous accounts reference staggering amounts of wood floating down Sixteen Mile Creek to await shipment. The wheat economy in and around Oakville took longer to develop, but would become a rigorous trade. At the early date of 1830, exports from Oakville amounted to 6,250 bushels of wheat, 1,189 barrels

33 Ibid, 23.
34 Ibid, 13.
35 Ibid, 22.
36 Ibid, 124.
37 Ibid, 30.
38 Ibid, 117, 122.
39 Ibid, 27.

of flour, 5 barrels of tallow, and 109 barrels of potash.[40]

Exports were shipped by water to domestic, American and British destinations. In the early 1830s most sawn lumber did not get past the capital of York, and with time the American market absorbed more and more lumber. Oakville's proximity to Rochester gave convenient access to the Erie Canal, with several ships plying regularly between the two ports. At first most wheat was sent to Lower Canadian ports, though an increasing proportion would go south with time. Salt and limestone were commonly sent back to Oakville via inbound schooners.

In the 1840s the economy was evolving. With the disappearance of larger trees sawn lumber supplanted squared timber and staves as the primary wood product. A large number of sawmills were established to take part in this growing business. At the same time continued settlement of agricultural lands to the north was producing large amounts of grain, most of which was brought to Oakville for milling and / or export. Wheat exports had exploded to 11,243 barrels in 1840, and again to 165,839 in 1850.[41] This prosperity was further enhanced by a spike in wheat prices precipitated by the Crimean War in 1854. In 1850 the harbour received the designation of warehousing port. This meant that international shipping could be stored in port without being subject to duty, and R. K. Chisholm subsequently constructed a warehouse to facilitate this business.

Oakville was also a major port for stonehooking. The practise involved using specialized rakes to haul grey shale and limestone from the lake beds, river beds and shorelines along the northwestern shore of Lake Ontario. Stonehooking craft were specialized to carry large quantities of stone while navigating shallow waters, and crews generally required less naval experience than larger craft.[42]

The harbour relied on water shipping to export products, and shipbuilding was vital to maintaining the local fleet. In 1866, eighteen of the twenty ships registered at the Port of Oakville had been built on Sixteen Mile Creek.[43] A number of notable shipyards operated on the river in the 19th century. Chisholm's original shipyard was sold to Capt. Jacob Randall c.1837, who operated with Capt. John Jeffrey until in turn selling to brothers John and Melancthon Simpson in the late 1840s.[44] Capt. G. B. Chisholm established a shipyard on the east bank at the foot of William Street in the late 1850s. Around 1866 John Potter established a shipyard on Sixteen Mile Creek further north of the harbour area.

The early economy had a defining impact on the local built form and townscape, with Navy Street emerging as a commercial thoroughfare. In 1828 William Chisholm had built a warehouse at the foot of William Street, west of his merchant shop and ship's chandlery built the same year. Other prominent wheat and stave dealers followed suit building grain warehouses and stores. By the 1850s weigh-scales and at least five warehouses had been built along the east bank, in addition to others further east. The four storey Gage & Hagaman building built in the 1850s at the southwest corner of Colborne and Navy streets attests to the prosperity and optimism surrounding the settlement. The resource extraction and shipping economy also seriously impacted the natural landscape. Rigorous deforestation had led to significant topsoil erosion, flooding and ultimately

40 Ibid, 32.

41 Ibid, 195.

42 Phil Brimacombe, "Bayanna and Coals to Oakville," in Oakville Historical Society Newsletter 47, no. 1 (March 2013): 4-8.

43 Ibid, 215.

44 Ibid, 214.

diminished the water levels in the river system. Sawmilling operations were affected as smaller streams dried up entirely, and larger rivers such as Sixteen Mile Creek became operable on a part-time basis.[45] Excessive stonehooking was accelerating shoreline erosion throughout its areas of practise, and in 1857 a provincial law was passed banning the activity within 16 metres of the shore.[46] In the 1840s the once prolific salmon ceased running, possibly due to overfishing and polluted waters from milling operations.[47]

Oakville Townsite & Village

Development of the Oakville townsite commenced in earnest after the commercial and operational infrastructure of the port had been established. After paying the balance of land costs in 1831, William Chisholm hired Deputy Surveyor H. J. Castle to survey a townsite in 1833. Castle's plan laid out a grid of rectangular blocks using Front Street as a baseline. Blocks were one and a half acres in size, consisting of six quarter-acre lots (Figure 4-8). The standard street width was 1 chain (~20 metres), with major streets being 14 feet (~4 metres) wider. By 1835 blocks west of Sixteen Mile Creek had been redrawn to better align with topography, and offer smaller lots intended to encourage worker housing. The 1835 Palmer plan denotes blocks set aside for a market north of the present Erchless grounds, and St. George's Square near the northeast limit (Figure 4-9).

There are numerous accounts of a continued Mississauga presence around the village, despite having ceded the reserve in 1820. Since at least the 1820s the Mississauga had a summer camp near the lake at the eastern edge of the reserve limit. Whether they continued to cultivate corn on the west bank of the river into the 1830s is unlikely, but they did retain use of the summer camp often crafting supplies that could be sold to villagers. The Mississauga fished the plentiful salmon from Sixteen Mile Creek, with villager accounts describing the torch and spear technique.[48] The harbour area is also known to be an eel habitat, which forms a staple of Ojibwe diets.[49]

The first large sale of land was in 1833 when 50 prime, centrally-located lots were put up for sale. The advertisement explicitly emphasized the suitability of lots for warehouse and store construction. Subsequent sales were held in 1835 and 1836, apparently to raise funds for the ill-fated Oakville Hydraulic Company. The earliest public building was the frame meeting house (b.1827; demolished) northeast of Navy and Church [?] streets, and the Oakville House (b. 1828; demolished 1984) at Navy and Colborne streets was the first tavern. Both were built by William Chisholm. Oakville developed about the economic centre of the harbour and Navy Street, first growing east initially to the east and eventually west.[50] The lands at the lake on both sides of the river would remain unsubdivided for several decades. On the west side, these lands south of Anderson and Walker streets are annotated as reserves, and are rendered with trees suggesting they may have been kept unharvested. Those east of the river mouth south of Block 77 and easy of Thomas Street lack these annotations, and were used as storage yards for hardwood fuel devoured by steamboats.[51]

45 Ibid, 189-190.

46 Phil Brimacombe, "The Mosquito Fleet," in Oakville Historical Society Newsletter 47, no. 1 (March 2013): 4-8.

47 Mathews, 56.

48 Ibid, 56, 64.

49 Meeting with Darin Wybenga, MCFN, July 16, 2019.

50 Ibid, 36-38.

51 Ibid, 123.

The Oakville Post Office was established in 1832 at the southwest corner of Colborne and Navy streets. William Chisholm was appointment Postmaster, a position he earlier held in Nelson Township.[52] By 1833 Oakville enjoyed regular steamship service to York, and formed a stop on the stage coach line connecting York and Hamilton. In 1834 the port was officially designated a Port of Entry for Upper Canada. This may have been in response to a series of Cholera outbreaks in 1833 and 1834, as with this status officials gained license to screen incoming migrants for disease.[53] The village's first newspaper, the Observer was established in 1836. Thus by 1837 Oakville was an energetic village with a robust resource export economy and good connections to the rest of the province (Figure 4-10). In less than a decade the settlement boasted warehouses, stores, a productive shipyard, numerous mills, and distillery and brewery. The community of nearly 400 souls was still very much a pioneer-era settlement however, with tree stumps and log buildings dominating the landscape.[54]

Fugitive Slave Act & Underground Railway

The first Fugitive Slave Act was passed in the United States in 1793. The same year Lieutenant Governor Simcoe passed a bill for the gradual abolition of slavey in Upper Canada. In 1850 the second Fugitive Slave Act was passed in the United States. It extended the reach of the institution of slavery into the free Northern states, stating that refugees from enslavement living in the North could be returned to enslavement in the South once captured. The Act led thousands of freedom-seekers to take refuge in Canada. It was repealed 28 June 1864.

The American passage of the Fugitive Slave Act in 1850 led to an influx of former slaves emigrating to the Province of Canada. As a Port of Entry conducting considerable maritime business with the United States, Oakville became a minor destination point on the underground railroad. Numerous ships assisted escaped slaves to cross Lake Ontario, prominent among them that of Capt. Robert Wilson who transported many to freedom north of the border. Around 1860 Samuel Adams and the Reverend William Butler set about establishing a black congregation in Bronte, but eventually set sights on Oakville since it had a large black population. Many in Oakville's black community found work on farms, in service and hospitality, and as barbers. A blacksmith by trade, Samuel Adams is credited with the invention of a highly effective stonehooking rake.[55] Following the Civil War a number of freed slaves from around the province would gather annually in Oakville to celebrate emancipation day.[56]

Industrialization

Upper Canada boasted few settlements with major industrial operations in the 1830s. William Chisholm attempted to make Oakville a major industrial centre through a massive dam project capitalizing on the power of Sixteen Mile Creek. As seen on the 1835 Palmer plan, a dam was proposed across the entire river between Randall and Rebecca streets, which would power a number of mill buildings. The dams requirements may have been what caused the Chisholm shipyard to relocated in subsequent plans. Chisholm partnered with the Montreal firm of Forsyth, Richardson & Company for the project, who became joint owners of much of the townsite in

52 Ibid, 128.

53 Ibid, 82.

54 Ibid, 132.

55 Canadian Carribean Associations of Halton, "Oakville's Black History" accessed September 19, 2019. https://www.ccah.ca/resources.html

56 Mathews, 419.

the process (Figure 4-11). In preparation of the undertaking, numerous loans were taken out against town lots, and 150 lots were sold in 1835 and 1836. A number of blocks west of the river were re-surveyed into more modest lot sizes, in anticipation of the influx of workers that would accompany industrialization. In 1840 the Oakville Hydraulic Company was incorporated, the first in Canada established to develop hydraulic power for manufacturing purposes. However the company encountered immense challenges in damming the river, and ultimately went bankrupt in the process. The endeavour resulted in immense losses for all involved when the banks foreclosed in 1841. Chisholm's interests in the harbour and townsite lots were put up at a sheriff's sale, whereupon his sons purchased the majority of his holdings. William Chisholm passed away several days after the sale in 1842.[57]

Notwithstanding the failures of the Oakville Hydraulic Company, a number of smaller industrial operations emerged organically and enjoyed success in the village's early years. Sawmills became very common along Sixteen Mile Creek and related waterways, capitalizing on the area's raw timber and growing settlements. A distillery and brewery was established in 1836 on the west bank of Sixteen Mile Creek near its mouth. An offshoot of the burgeoning local grain industry, the steam-powered Oakville Brewing and Distilling Company quickly became Oakville's leading industry. John L. Biggar leased the facility in 1839, and began operation of a steam grist mill in conjunction.[58] In the early 1850s Jeremiah Hagaman established a carriage factory on the west side of Navy Street between Robinson and William streets.[59]

In the 1850s a number of substantial industrial operations were established on the west bank of Sixteen Mile Creek. The first was a foundry on the west bank just north of Colborne Street established by John Doty and Abiather Hibberd in 1851. The operation produced steam engines, and after a fire in 1854 John Doty partnered with R.K. Chisholm to form John Doty & Company.[60] Producing industrial machinery and machine engines the partnership flourished, eventually building a very large facility of Kingston limestone in 1856-7 (Figure 4-12). In 1854 Thompson Smith purchased the Oakvilly Brewing and Distilling Company, converting its facilities into a tannery that was successfully operated by Joseph Milbourne (Figure 4-13).[61] Smith also established a steam-powered sawmill south of the Doty foundry (Figure 4-14). The exact timing in unknown, but likely corresponds with the conversion of the original Chisholm sawmill to a new gristmill in 1856.[62] John Doty's brother Pharis was hired as a machinist, and eventually ran the sawmill.

Municipal Growth about an Established Port

By the mid-19th century Oakville Harbour was prospering from a booming export economy and the emergence of new local industries. The 1850s were a time of municipal maturation and growth for the village, thanks in large part to the arrival of the railway in 1855. Oakville had hitherto struggled to develop a service economy, but the Hamilton and Toronto Railway (immediately leased to the Great Western Railway) precipitated a boom in the merchant, professional and trade

57 Ibid, 85-90.

58 Ibid, 76-77.

59 Ibid, 251.

60 Ibid, 203-204.

61 Ibid, 204.

62 Ibid, 206.

classes in the village.[63]

This growth corresponded to an evolving built form, transitioning from the crude log cabins and shanties of the pioneer decades to a proliferation of large stores and private residences. Building materials were local lumber and river stone, along with Kingston limestone and Oswego brick brought to the village as ballast in schooners.[64] Navy Street boasted an impressive array of fine stores, hotels, and institutional buildings, an indication of its critical location in the developing village (Figure 4-15). The village expanded east with Colborne Street developing a commercial character. Lands outside the original townsite survey were subdivided for sale, including those long used by the Mississauga as a summer camp.

The most prominent structures on Navy Street were the Custom House and Erchless, built by R. K. Chisholm in 1856 and 1858 respectively (Figure 4-16). The conjoined structures added to earlier buildings, creating a complex that served as a residence, custom house, and first branch of the Bank of Toronto.[65] Institutional uses spread north of King Street following the incorporation of the Village of Oakville in March 1857. The 'Market Square' from the original 1833 townsite was deeded to the Village, and a modest two-storey Lock Up built by 1859, in advance of the larger Market Building completed in 1862 (Figure 4-17). Located in the north end of the block, the Lock Up contained jail cells and council chambers, whereas the Market Building featured stalls and an armoury at grade with auditorium above. Council facilities and jail cells were added to the ground floor when the Lock Up burned in 1876, at which point the building became known as the Town Hall. The market square hosted the Trafalgar Agricultural Society fair every other year. The Market Building was used as accommodation for migrants who had yet to establish permanent lodgings, a reminder of the Village's status as an official Port of Entry.[66]

By mid-century Oakville had established itself as an important port in Canada West with a robust export economy and numerous industrial operations. The arrival of the railroad helped drive growth of the fledgling municipality of over 2,000 inhabitants.

4.1.4 Harbour Decline & Transition (1860s - 1890s)

The latter decades of the 19th century were characterized by economic tumult and transition that would significantly impact the harbour, town and surrounding area. The collapse of wheat and declining exports meant decline for the town in the 1860s. While emergent tourism and fruit industries brought some economic revitalization, the final decades of the century were generally characterized by stagnation.

Wheat Collapse and Commercial Shipping Decline

In the late 1850s an economic crisis, dropping wheat prices, and frost-damaged crops dealt a severe shock to the local wheat economy. Yields and exports dropped, with many farmers abandoning the mass-export crop in favour of more diverse products intended for local markets. The decline in production had a significant impact on harbour commerce. Wheat exports to the United States amounted to 282,000 bushels in 1856, before plummeting to 86,000 bushels in 1862, and dropping to 44,000 the following year. Other exports also declined following the

63 Ibid, 198.

64 Ibid, 223.

65 Ibid, 242.

66 Ibid, 314-316.

establishment of the Grand Trunk Railway line further north, which intercepted produce previously exported from the harbour. The changes marked a turning point for the port, which despite continuing to ship modest quantities of wheat, wood and other products would never recover as a prosperous shipping port.

By the early 1870s the harbour was in a state of decay with R. K. Chisholm lacking suitable toll revenues to enact improvements. The harbour was sold to a private individual in 1872, but would be purchased shortly after by the Town of Oakville. The harbour represented opportunities for recreational boating, fishing and swimming to the town.[67] The wheat collapse also hastened the decline of sailing ships, already under pressure from the steamships now prevalent on the lake. Some crews and captains would persist under the more precarious economy or transition to other activities such as stonehooking. Most however would eventually retire or relocate to thriving ports elsewhere on the lakes. Once hosting dozens of sailing ships over the winter, in 1871 only eight wintered in the harbour (Figure 4-18). Though commercial shipping continued it was now predominantly by steam, and by the 1890s a single sailboat taking cargo was a novel sight.[68] Low demand and the exhaustion of prime wood stocks meant the end for Oakville's major shipbuilding operations, whose master builders either relocated or closed up shop.[69]

The decline impacted all manner of commerce in the town, with a number of businesses and industries going under. Numerous grain dealers were ruined, the Bank of Toronto branch in the Custom House closed, and Oakville underwent a 25% drop in population between 1857-1861. The tannery shut briefly in 1868, a small soap factory near the east pier closed, and Doty's foundry (then the largest industrial operation in Oakville) failed in 1871.[70] Those industries buoyed by local advantages (such as nearby livestock and wood supplies) would persist and prosper however. The tannery for example re-opened and under a number of managers grew into one of western Ontario's largest. The McCraney and later Doty sawmill continued operating just into the 20th century, despite catastrophic fires in 1870 and 1882.[71] In 1892 a smaller tannery for the production of purse and glove leather was established in Gage & Hagaman's four-storey building at the southwest corner of Navy and Colborne streets. After five years it was taken over by the larger tannery.[72] The carriage factory on Navy Street continued to grow, employing a dozen workers by 1870.[73]

New Economies and Recreation

Following the collapse of wheat and decline of commercial shipping, several new economies emerged in the Oakville area. As farmers transitioned from wheat, strawberries emerged as a viable and lucrative crop. By the 1870s several hundred acres around Oakville were devoted to strawberry growing. In 1877 average daily output amounted to 15 tonnes, and two years later over 200 tonnes were shipped out during the season.[74] The strawberry boom spawned the

67 Donal B. Smith, 23-5.

68 Mathews, 347.

69 Ibid, 336.

70 Ibid, 351.

71 Ibid, 353.

72 Ibid, 391.

73 "Old Oakville's Industries Made Ships, Engines, Beer," *Daily Journal Record*, September 1, 1967, 16.

74 Mathews, 388.

specialized spinoff industry of basket-making. A locally designed fruit basket proved ideal for the burgeoning strawberry trade, and in 1874 the old brewery further north of the harbour area was converted to a basket factory. The factory produced nearly 750,000 baskets in 1877, and by the 1890s could produce 250,000 daily (Figure 4-19). Near the end of the century the basket factory and tannery were Oakville's two largest industries.

In the late 19th-century leisure and tourism emerged to capture the disposable income of the growing middle class. Oakville (for its salubrious situation on Lake Ontario) became a popular summer destination for travellers from nearby cities and towns. This included vacationers who patronized hotels, rented houses, or developed summer estates upon the lake. Their numbers were augmented by a great number of day-trippers making excursions by steamboats or train (Figure 4-20). In the 1880s three to four trips brought up to 3,000 visitors daily, and the harbour served an important role in welcoming and entertaining the travellers.[75] A natural pine grove (known variously as Chisholm's Grove, Lewis Grove and Harbour Grove) near the lake shore on the harbour's west bank served as a very popular picnic location until it was sold and developed as a private residence. Visitors returned to Harbour Grove after the house burned in 1888, with ferry service from the east bank eventually established and a pavillion along with other leisure amenities built at the end of the 1890s (Figure 4-21).[76] A boat livery was built at the foot of the east pier in 1888.

In the 1870s, the Town of Oakville sought use of the vacant lakeside land east of Thomas Street for a public pleasure ground. In 1876 an earlier by-law prohibiting bathing in public places was repealed. In its place was a by-law retaining the prohibition of river bathing, but permitting such practise in the lake between 8 o'clock in the morning and 10 at night.[77] In 1877 a trade was enacted with R. K. Chisholm whereby the town acquired the fuel yard between Navy and Thomas streets that Chisholm had used for wood storage. In exchange, the town permitted the permanent closure of Water and Front streets south of King and west of Navy streets respectively thus allowing Chisholm to extend the Erchless property. Water Street was formerly an important road connecting warehouses with the east pier, and its closure serves as an acknowledgement of permanent change to the harbour economy. Despite acquiring the parkland, it was not until 1896 that it was laid out. Engineer and surveyor Edgar Bray led the works that including filling in gullies, removing knolls, levelling roads and regrading the bank to the beach (Figure 4-22).[78]

It was also during this period that yachting developed a strong connection with Oakville. While the Royal Canadian Yacht Club (RCYC) held its first race to Oakville in 1857, it was not until the 1870s that the club was regularly hosting events there.[79] A number of noteworthy boats and sailors associated with Oakville would strengthen the ties between the town and yachting culture.[80] Of particular importance was the shipyard of Capt. James Andrew, which became renowned for its racing and pleasure craft (Figures 4-23, 4-24). Andrew established his Oakville operation beside Doty's sawmill in the 1880s at a time when demand was high for small craft. His yard built a great number of vessels that won or challenged for the Canada's Cup, notable among them Aggie

75 Ibid, 377.
76 Ibid, 384.
77 Ibid, 309.
78 Ibid, 383.
79 Ibid, 233.
80 Ibid, 439.

(b.1887), which won nearly RCYC trophy at least once and was champion for multiple years, and Canada (b.1896) the namesake for the Canada's Cup trophy (Figures 4-25, 4-26).[81] Capt. Andrew continued to operate his shipyard into the 20th century.

Changes to the Harbour Area

The harbour underwent a number of repairs and upgrades in the decades following its acquisition by the town in 1874. In 1878 flooding destroyed the bridge at Colborne Street, and a new rotating bridge of heavy timber construction was built the following year (Figure 4-27). In 1886 a severe storm destroyed the east pier and first lighthouse. The pier was rebuilt to the same length, but somewhat inside the original location narrowing the entry slightly. A new lighthouse was built on the pier in 1889. In 1894 the Aberdeen Bridge was completed, replacing the early heavy timber structure (Figures 4-28, 4-29). The rotating bridge featured a metal framed deck, with abutments and central drum built of stone likely from the Niagara Escarpment. The Aberdeen Bridge was higher above the water than its predecessors, lessening the severity of incline associated with crossing. In 1896 a large ice flow damaged or destroyed a number of boats in the harbour, along with a boat livery at the east pier.

The landscape of the harbour area underwent changes at the hands as economic activities grew and waned. With the collapse of wheat the warehouses along the east bank lost their chief purpose. Two south of Colborne Street were demolished after the 1880s, and that at the foot of King Street was converted to an ice house. Of the wheat growers who persisted, a number joined a sort of cooperative agricultural society from Peel County known as the Grange. In the late 1870s the 'Grangers' purchased the site of William Chisholm's original warehouse at the foot of William Street, and erected a warehouse with 25,000 bushels capacity.[82] By the 1870s coal had emerged as an efficient fuel source for industrial and residential applications, and was brought relatively cheaply by water from ports at New York, Ohio and Pennsylvania.[83] Two large coal sheds were built on the east bank to receive and store the fuel, one south and one north of the Grangers' warehouse (Figure 4-30).

On the west side of the river, the foundry's grand limestone structure was demolished in the 1890s after several attempts to reuse the facilities failed. These removals correspond to the emergence of a recreational or tourist landscape. In the 1880s Capt. Andrew's shipyard established several additional buildings north of the sawmill. The pines of Harbour Grove attracted plenty of visitors in summer months, and eventually formal facilities were added. A boat livery was built in 1888, and a ticketing pavilion with freight shed followed c1897. Further afield, summer estates and cottages further reinforced Oakville's role as a summer destination.

4.1.5 Stability (1900s - 1940s)

The first half of the 20th-century was a somewhat uneventful period for the Town of Oakville characterized by stability and modest growth. Its population of 1,643 in 1901 was practically unchanged from thirty years prior, but would rise steadily to 2,372 in 1911, and 3,298 in 1921 before reaching 4,115 in 1941. At the turn of the century Ontario was in the midst of a period of general prosperity dating to the late 1890s, a refreshing change from the harder times that had preceded. Oakville received a series of infrastructural upgrades in the early 1900s, which

81 Ibid, 439.

82 Ibid, 346-347.

83 Brimacombe, "Bayanna and Coals to Oakville," 4-9.

included electric lighting, telephone service, water and sewage systems, and new sidewalks. In 1904 the Hamilton Radial Railway line was extended to Oakville with the service running along Rebecca Street. Two years later a bridge was completed across Sixteen Mile Creek and the line extended to a station on Randall Street.

The automobile was growing in popularity, and over the coming decades would revolutionize how people travelled and towns looked. Lakeshore Road of the Toronto-Hamilton Highway was Canada's first major pavement road and passed through Oakville along Colborne Street. With its official opening in 1915, Oakville formed part of a significant regional traffic network in southern Ontario.[84] The Aberdeen Bridge was paved as part of the improvements. Almost 25 years later the four-lane Queen Elizabeth Way (QEW) opened north of the original townsite travelling along Lower Middle Road.

In 1900 Oakville's two largest industries were the tannery and basket factory. The coming decades would see a general reduction in industrial activity around the harbour with Doty's sawmill closing in 1901. Capt. James Andrew sold his shipyard in 1915, which re-opened as the Oakville Yacht Building Company Limited in 1925 (Figure 4-31).[85,86] In winter 1926-1927 the company built a fleet of sixteen Class C boats, specifically designed for the RCYC and sold to members at cost.[87] The tannery continued to expand, becoming one of the largest operations of its kind in Canada. Unfortunately it failed in the mid-1920s, bringing an end to one of Oakville's long-standing and leading industries. The smaller facility at Navy and Colborne streets was purchased by James R. Kendall, who produced fine glove leathers until after the Second World War.[88]

The growth of the recreation and tourism economy continued into the 20th-century. The automobile and new regional roads proved a boon to the tourist economy, and with time a number of summer residents would stay year round. In the early 1900s John A. Chisholm built a large summer home on the south side of Front Street dubbed Mount Vernon. The property abutted Lakeside Park to the south and commanded views of Lake Ontario (Figure 4-32). The harbour area remained an important hub for recreational activities. In 1903 Allan S. Chisholm and others formed a tennis club, which became the Oakville Club five years later utilizing the old Grangers' warehouse building as their clubhouse (Figure 4-33). In 1907 a bowling green was added to the grounds around the Town Hall which burned some years later. Maps from 1910 show a 'Tennis Lawn' on the western half of the former Market Square block adjacent to the club's building (refer to Figure 4-30). Archival photographs suggest that by 1913 the club had constructed a major addition to the south, replacing an earlier coal shed (Figure 4-34).

Popular summertime activities at the harbour included swimming at Oakville Beach, fishing and tennis (Figure 4-35). Sailing and canoeing offered diverse forms of enjoyment in the forms of scenic paddling, races and tilting tournaments (Figures 4-36 through 4-38).[89] A number of

84 Ibid, 451.

85 Ibid, 440.

86 *Acton Free Press*, December 31, 1925, 2; and *Acton Free Press,* October 29, 1925, 6.

87 Royal Canadian Yacht Club, "RCYC Models: Panel 9" https://rcyc.ca/ABOUT-US/History-of-RCYC/RCYCModels/rcycmodels_p9.aspx

88 Mathews, 453.

89 Cumberland Land Company, *Brantwood: beautifully located, healthful surroundings, inviting prospects, pleasing vistas, with city conveniences,* (Oakville: Cumberland Land Company, Limited, 1913): 22.

promotional materials from the early 1910s emphasize the quality of the harbour area as a place of recreation and relaxation. A 1912 booklet gives an alluring account of harbour area's attractive qualities:

> *High banks, here sloping gently to a wide and sandy beach, there dropping cliff-like to the water's edge, give picturesque effect, while the quiescent music of incessant wash of waves against the shore lends indescribable charm to the all-enchanting scene.*[90]

Description is also given to the form of Lakeside Park and some of its programming:

> *Lakeside Park comprises sonic three acres of exceptional beauty stretching along the lakefront close to the Harbour. The banks arc high, the beach wide, the outlook over lake superb. Band concerts here on moonlit summer evenings are without compare.*[91]

In the late 1920s Mount Vernon burned, and for back taxes was taken by the town and added to Lakeside Park. Some years later the parcel of land to the east would be donated by Hazel Mathews Chisholms to the Town, by which point Lakeside Park made up the entire block bounded by Navy, Front and Thomas streets and the lake.

Despite having been paved in 1915, Aberdeen Bridge had ultimately been designed for horse-drawn vehicles and was replaced in 1924 by the concrete Lakeshore Bridge (Figure 4-39). Coal would continue to be shipped into Oakville Harbour into at least the 1940s. However the south shed was removed c.1913, and the north gone by 1931, after which the fuel was piled directly on the ground (Figure 4-40). In 1937 Oakville ceased to be an official Port of Entry. Unprecedented high water levels caused considerable damage to the harbour area during the Second World War years (Figure 4-41). The east pier was broached and eventually destroyed, and large stretches of beach from the foot of the hill to pier were awash. Lakeside Park's grassy slope was heavily eroded, and the historic oak at the mouth of the harbour was lost (Figure 4-42).[92] Substantial upgrades and repairs were made following the war in 1947, including a new steel and concrete breakwater replacing the east pier, the lighthouse being briefly transported to the west pier during construction.

4.1.6 Postwar Prosperity (1946 - Present)

General Summary

The Town of Oakville grew significantly following the Second World War. Being close to Ontario's major population centres, railway lines and the newly opened Queen Elizabeth Way, a large number of industrial operations were established in the former agricultural outskirts of the town. In 1951 the Ford Motor Company of Canada announced it would be establishing a new headquarters and production plant just east of the town. The 32 acre facility was to be the largest manufacturing facility in Canada at the time.[93] Other large operations established include several refineries, and a railcar manufacturing facility. In the mid-1960s Erich Bruckmann established a

90 George A. Griffin, *Oakville: Past and Present, being a brief account of the town, its neighbourhood, history, industries, merchants, institutions and municipal undertakings,* (Toronto: Griffin & Griffin, 1912): 3.

91 Griffin, 10.

92 Mathews, 456.

93 Mathews, 457.

yacht-building operation known as Bruckmann Manufacturing, serving as the custom division of C&C Yachts following a merger c.1969. While located outside the harbour area the operation built numerous successful vessels, and continued the tradition of championship-calibre sailing craft built at Oakville. Notable yachts include Red Jacket (1966) and Manitou (1969).

Oakville also grew as a residential community, with residents lured by suburban living and reasonable commute times made possible by the QEW. Oakville grew dramatically to 6,910 people in 1951 from 4,115 a decade earlier, and had reached 10,366 by 1961. The following year Oakville was re-incorporated as a town through a merger with Bronte and Trafalgar townships, which included the villages of Bronte, Palermo and Sheridan. The reincorporated area had a population of 61,483 in 1971. In 1967 the Centennial Square Complex was built at the northwest corner of Colborne and Navy streets. Oakville's modern outward growth corresponded with a growing awareness of the importance of its historic centre. Through the 1950s through the 1970s a number of initiatives and policies recognized the historic townsite and harbour at Sixteen Mile Creek as integral to Oakville's identity.

The harbour area continued to evolve after the war with commercial shipping ending altogether and recreational uses fully dominating the landscape (Figure 4-43 through 4-45). Numerous sailing and activity clubs contributed to the evolution by building new or expanded facilities. The arched concrete bridge was replaced in 1968, at which point the remnant turntable from the Aberdeen Bridge was finally removed. This bridge was in turn replaced in 2017 by the current structure. With the reemergence of industry following the war, the derelict tannery facilities on the west bank found new life supporting various operations. Tenants in the 1960s included plumbing suppliers, storage facilities, furniture sellers, blind makers and mattress and foam manufacturers.[94] The tannery at Colborne and Navy streets burned in 1948 however and was not rebuilt. The waterworks building at the south end of the west bank was demolished in the mid-1960s.

Social and Recreation Clubs

The Oakville Yacht Squadron was founded in 1946 by racers for Snipe class dinghies, and was originally located on the east bank of the river. Subsequently moved to the west bank, south of the old yacht-building yards. In 1995 the club merged with the Oakville Harbour Yacht Club, adding an interest and dimension of cruising to the club's activities.

Further up Sixteen Mile Creek, the Oakville Power Boat Club began in 1953, before being established with a non-profit charter in 1956. The current clubhouse dates from 1968 and in 2013 the club celebrated its 60th anniversary. Annual rituals include season opening and ending events based on British naval traditions.

The Town of Oakville Water Air Rescue Force (TOWARF) was founded in 1954 to provide marine search and rescue services at Oakville. Initially local pilots volunteered their personal aircraft to assist in searches however today the 424 (Tiger) Squadron from CFB Trenton provides airborne search and rescue assistance.

The Lake Ontario Swim Team (LOST) is an informal organization of swimmers who swim in Lake Ontario based out of Oakville Harbour. The group began meeting in 2006, using the lighthouse at a meeting point. In 2019 it counts 225 annual members, with over 200 participating in the annual Lost Race.

94 Underwriters' Survey Bureau, *Insurance Plan of the Town of Oakville Ont. Population 51,000 Plan dated March 1967*, (Toronto and Montreal: Underwriters' Survey Bureau, 1967), 73.

Conservation and Commemorative Activity

The tradition of relocating historic structures to this area was established by Hazel Chisholm Mathews and the Oakville Historical Society, which she founded in 1953. Mathews set a precedent for this practice in 1952, when she orchestrated the relocation of Oakville's first post office building to Lakeside Park. Having undertaken archival research in the process of writing Oakville and the Sixteen (1953), an account of the town's development, Mathews had amassed a collection of historical documents and artifacts, which she hoped to house in a museum. When she learned that the former post office building was being sold, she contacted the owner and received the building in trust to serve as the town's first museum. As part of the agreement, she arranged to move the building to the Park. Its relocation and subsequent restoration were facilitated by donations from local companies and individuals.[95] The archival materials Mathews had collected became the foundation for the Oakville Historical Society's holdings, which are now located in the former cottages of the Erchless Estate.

Over the next two decades, several other buildings found their way to the Oakville Harbour area. As she planned for the museum in the post office building, Mathews hoped to expand the facility by acquiring an "authentic pioneer dwelling" in which to display furniture and other household items. She identified the Merrick Thomas House as a suitable, available house and initiated negotiations with the Department of National Defense to obtain and move it.[96] With support from the Historical Society, the Thomas House was successfully moved to Lakeside Park in 1955. Other relocated structures included the Trafalgar Park Bandstand, which moved to Lakeside Park in the 1950s; Oakville's second lighthouse, which was moved and rebuilt by the Oakville Yacht Squadron in 1960; and the Lyon's Log Cabin, which was dismantled in c1966 and reassembled in Shipyard Park in 1973. Newsletters of the Historical Society recount that the Granary was also intended for reassembly at the west end of Lakeside Park in 1976, although the building ultimately remained in situ nearby.

This series of activities in the Harbour vicinity coincided with the mid-century burgeoning of the historic preservation movement throughout North America. As in the movement's earliest days (which are often tied to the Mount Vernon Ladies' Association in the 1850s), its development during this era was significantly driven by women and historical societies. The preservationist urge at this time was, in large part, a reaction to urban renewal and large-scale redevelopment in North American cities. Building relocation was one form of such advocacy. In cases where multiple historic buildings were relocated to the same landscape, this collection could function as an architectural museum. Regional examples include Black Creek Pioneer Village in Toronto (opened in 1960) and Upper Canada Village in Montreal (opened in 1961), which each feature over 40 buildings representing life in the 1860s.

As historic preservation principles were codified and the field became professionalized over the course of the mid- to late-1900s, some theorists and practitioners reacted against relocation. Key international charters such as the Venice Charter (1964) and the Appleton Charter (1983), which originated with ICOMOS Canada, strongly discouraged moving historic buildings; the latter, for instance, emphasized that, "Relocation and dismantling of an existing resource should

95 Hazel Chisholm Mathews, "The Old Post Office Museum," Oakville Historical Society.

96 Ibid.

be employed only as a last resort, if protection cannot be achieved by any other means."[97] At the same time, other professionals viewed relocation as a well-established technique; James Marston Fitch, a prominent preservation educator, believed that, "All too often in the modern world, the only way to save a valuable old building is to move it out of the path of some construction activity… Ironically, some of our most successful outdoor architectural museums are the by-products of just such pressures."[98] The pros and cons of this practice continue to feed professional debate to this day. While heritage building relocations continue to occur, the accumulation of multiple buildings in one space, especially for the purposes of public education and enjoyment, is no longer a trend. In this sense, Oakville Harbour reflects a particular era in the evolution of conservation practice.

The Study Area has persisted as a place to share stories of Oakville's past. When the Erchless Estate faced redevelopment in 1976, the Historical Society and local residents advocated on its behalf, and the town purchased the property for use as a museum. It continues to offer guided tours, exhibits, events, and public programs that celebrate heritage. Beyond their archival holdings, the Historical Society has also led a number of initiatives throughout their history, such as beginning a plaquing program in 1957 for houses over a century old, and installing a Volunteer Memorial Fountain in front of their headquarters in 2006.[99] Various bronze plaques, including as part of the Town's Memorial Tree Program, and several interpretive signage systems installed in the Harbour area offer further heritage interpretation and commemoration.

For more information on the relocated structures found in the Oakville Harbour area, see Section 4.3 of this report.

For details related to existing interpretive signage and commemorative plaques in the Oakville Harbour area, see Appendix A of this report.

4.2 EVOLUTION OF THE NATURAL ENVIRONMENT

4.2.1 Sixteen Mile Creek

Sixteen Mile Creek was so rich in Atlantic salmon that one eighteenth-century French map labeled it 'Rivière au Saumon'. An account in 1847 of the Mississauga fishing at night elaborates on the firelight method: a 'large piece of pine lighting in a grate which is so arranged to cast a strong glare upon the water and enable the spearman to see the fish, which he strikes with his harpoon with an unerring aim'.[100] At fifteen to eighteen pounds in weight, the salmon caught on a night's fishing could fill eight to ten barrels. But by the 1840s the salmon had stopped running.

The 1847 account of Sixteen Mile Creek by the Oakville resident, the Reverend G. W. Warr,[101] provides some of the best evidence of its natural history in a decade of change that followed the work on Oakville Harbour -- 1828 to 1840 – and with the building of the grist and sawmill in

97 "Appleton Charter for the Protection and Enhancement of the Built Environment," ICOMOS Canada, August 1983.

98 James Marston Fitch, *Historic Preservation: Curatorial Management of the Built World*, Charlottesville: University of Virginia Press, 1990 (1982), 133.

99 "The Volunteer Memorial Fountain," in *Oakville Historical Society Newsletter* 40, no. 4 (December 2006), 9-10.

100 Mathews, 56-57.

101 G. W. Warr, *Canada As It Is: or, The emigrant's friend and guide to Upper Canada,* (London: W. E. Painter, 1847).

1827-8. At a time when wolves were still plentiful, howling could be heard at night. During the daytime, passenger pigeons would blacken the sky in flocks a mile wide, taking some four hours to pass over the settlements. Due to widespread hunting, they were last seen in Oakville in the 1870s,[102] and the species became extinct in 1914.

Elizabeth Simcoe's sketch of 1795 is valuable evidence of the massive white pine standing proud of the forest canopy along Sixteen Mile Creek (Figure 4-46). 'The Mill on the Sixteen' by Frederick Arthur Verner (1856) shows maples, oaks, tamarack and elm in their fall colours, with the white pine appearing in contrasted greens (Figure 4-47). Along with marsh reeds and wildfowl, the forest still formed the backdrop to this picturesque scene, with the train footings and mill workings as the major intrusions on the age-old sounds of water, wind, and birds. Some of the white pine survived around Oakville Harbour into the era of early photography, for example in one photo of c.1900 (refer to Figure 4-49).

This natural grove of pines was known at Chisholm's Grove. It overlooked the lake on the west bank of Sixteen Mile Creek and was a favourite place for picnickers. In the late 1880s a channel ferry was established and a c. 1890 photograph (refer to Figure 4-21) gives a good view of the south part of the west bank with massed pines. It was the sale of the land to Shubel Lewis that put this Grove out of public use, which resulted in an indenture, dated April 14 1873, creating 'a free park, under the name of George's Square'.[103] It was to be furnished with 'suitable walks, and grass plots therein', and shade trees were specified. An undated photograph of George's Square, looking east from Dundas Street, shows another tall pine grove. Chisholm's Grove itself survived into the 20th century, but the encroachment of the tannery from the north and lake erosion to the south ultimately destroyed the pines.

'Natural groves' were disappearing with the forest canopy. White pine comprised nearly two-thirds of all timber that went to market. White oak was best adapted to shipbuilding and heavy construction work, especially under water.[104] Widespread and nearly complete deforestation of the local area led to a loss of topsoil, and seasonal flooding for Sixteen Mile Creek, as well as the network of smaller streams and watercourses. These originally supported a significant number of water-powered sawmills. Ultimately the deforestation also caused water levels in these rivers and streams to drop considerably, to the point that some mills could only be operated during part of the year and others had to cease operation altogether.

The Palmer Plan of 1835 (refer to Figure 4-9) represents the contemporary natural heritage to the north of the settlement as thickly tree-covered. The 1863 Map of Oakville makes clear that the residence of George K. Chisholm assumed an important place to the north west of the town, with a large tract of land belonging to that residence. 'Oakville Mills' appears on the map as a vignette based on the scene in the Verner painting. Another version of the 1863 map includes the 'Blue Bird' as an emblem above the oak leaves, plough and boat -- all emblematic of Oakville. An 1877 Oakville Map confirms the impression given in the Verner painting of 1856: i.e., that the stretch of the Sixteen Mile Creek to the south and west of the rail line (with its station) was free from settlement; streets and housing by the mills only appear on the south east side. The 1909 topographical map confirms this distinction.

102 Mathews, 58.

103 Ibid, 378-9.

104 Ibid, 27.

4.2.2 Oakville Harbour

Two French maps, one dated c. 1756 and the other 1760, show an island at the mouth of the Sixteen Mile Creek, which is designated on the latter as 'R. de Gravois [pebbly or gravelly]: deux Sorties' (refer to Figures 4-2 & 4-3). In a translation of the Mississauga designation 'Nesaugyonk', the early surveyor, Augustus Jones, referred to the Sixteen as 'Having two outlets'.[105]

William Chisholm, having dredged the Harbour in 1827, created two piers jutting in parallel out into Lake Ontario. The Palmer Plan of 1835 (refer to Figure 4-9) shows by way of green shading that the area that would become Lakeside Park was not subdivided into building lots in the original townsite survey.[106] A 'Ship Yard' in the bay on the west side of the river is part of a large area coloured red. This red shading indicated property that Chisholm had mortgaged to finance the harbour construction. Plans from 1835 to 1837 show a Ship Yard in the heart of Oakville Harbour (refer to Figures 4-9 & 4-10). This Ship Yard appears to form a complete 'island' in the Creek. There were no longer two outlets, but Oakville Harbour was divided into two by what may be called the 'Shipyard Island'.

Photography provides vital evidence of Oakville Harbour's cultural landscape evolution from around 1900. Aerial photography offers corroborating evidence from around 1930.

A photo of 1906 (Figure 4-48) is the most compelling evidence of the 'island' that corresponds to the 'Ship Yard' of the 1835-37 mapping. This feature, which turned into more of a 'peninsula', still retained in 1906 something of the original Sixteen Mile Creek ecology: the reeds of marshland, along with some flood-tolerant willows. Behind the Tannery, larger willow or cottonwood poplars, blown by the prevailing westerly winds, extend up the slope to what appears to be a stand of black locust (Robinia pseudoacacia). Willows are dominant in other views, but the 1908 photo from the Lighthouse (Figure 4-49) suggests, on the Tannery side of the Harbour, there was an intermixture of conifers, perhaps spruce as well as cedar and white pine. White pine trees still feature along the slope by the Tannery. The 1909 photo of Water Sports (refer to Figure 4-36), which is angled towards the Erchless Estate, indicates cedar (Thuja occidentalis) on the slope, with some residual pine or some spruce on the high ground. (Mount Vernon with a Lombardy poplar or two is also just visible.) By 1910 the Town Park (later Lakeside Park) was being photographed (refer to Figure 4-22) and small hardwood specimen trees were clearly favoured. Upstream, a River Scene of 1911 (Figure 4-50) suggests that willow and white pine were plentiful by the river's edge, with wetlands and forest still present before Oakville's residential neighbourhoods spread northwards.

The Goad Atlas of 1910/13, showing the area up by Randall Street, marks the marginal vegetation of Sixteen Mile Creek as 'Marsh' (refer to Fire Insurance Plans in Appendix C). That designation 'Marsh' applies to the projecting 'peninsula', which was originally the 'Ship Yard Island'. The Fire Insurance Plan of 1913, based on the same information, indicates 'Marsh' opposite Captain Andrews Shipyard by the steel bridge linking Colborne Street West (present-day Lakeshore Road West). It indicates 'Terraces' below the Erchless Mansions. By contrast, the Fire Insurance Plan of 1949 suggests that, behind the 'Marsh', landfill, designated 'Garbage Dump', was accumulating on the backside of 'peninsula' to create the form of the Harbour that is still recognizable today. The 1967 Fire Insurance Plan records the Oakville Yacht Squadron's presence in the landfill area that was no longer a peninsula.

105 Ibid, 5.

106 The 1833 plan refers to a section west of Navy Street as 'Public Common'. The area would be used as a hardwood storage yard as steamships became prevalent on Lake Ontario.

At first, the infilling does not appear to have altered some residual ecology of the 'peninsula Marsh'. By 1932, a photograph (Figure 4-51) reveals that the Ship Yard had reverted to reed beds with taller willows; yachts and a yacht yard were to the north of this natural or naturalized area. As late as 1957 (Figure 4-52), the reed beds and willows were intact. A 1973 view of ice-skating in winter (refer to Figure 4-45) supports the contention that the willows at least survived.

The earliest aerial photo of 1931, although in fuzzy resolution, clearly shows the shape of the peninsula with water visible on both sides (refer to aerial photographs in Appendix B). The 1934 aerial shot is sharper and highlights the willows along the length of the peninsula. The 1954 and 1978 aerial views confirm the continuing presence of the willows, but the land that had been made up through dumping was by then converted into parking lots for the yachters, whose boats now filled the water in a formal 'Marina'. Even as late as the 1990 aerial photo there are some willows retained.

Between the 1931/4 aerials and the 1954 aerial, a drastic reshaping of Oakville Harbour and the beach below Lakeside Park had occurred. The unprecedented high waters of the 1940s led to the disintegration of the east pier. The lighthouse was left in 'splendid isolation', as one photograph documents: 'Gradually the broad grassy slope of Lakeside Park became eroded by the water, and the ancient oak which had stood guard over the mouth of the Sixteen for centuries vanished'.[107] Only in 1947 did the federal government step in. A new concrete and steel breakwater was constructed from the new shoreline to the lighthouse. This is very much angled in comparison to the previous pier arrangement, which was two piers in parallel.

4.3 ASSOCIATIONS

The Study Area has associations with several people, organizations, activities and events. Bolded names highlight individuals with prominent connections to the Harbour Area, and biographical entries in this section. A family tree graphic prepared by the Oakville Museum can be seen in *Figure 4-53.*

4.3.1 Persons

William Chisholm (1788-1842) & Rebecca Silverthorn Chisholm (1795-1865)

Born in Jordan Bay, Nova Scotia to United Empire Loyalists parents, William's family moved to Upper Canada in 1793 eventually settling in present day Hamilton where William grew up. In 1812, William married Rebecca Silverthorn and shortly after served in the militia during the War of 1812 - participating in the capture of Detroit and the battle of Queenston Heights. Chisholm was promoted to lieutenant-colonel in 1824 and to colonel in 1831.

In 1816, Chisholm settled in Nelson Township and became involved in politics - winning a seat in Halton for the House of Assembly in 1820. In 1824, he became postmaster of Nelson Township, a commissioner of the Burlington Bay Canal in 1825 and a magistrate in 1827.

Chisholm's interest in shipping and lumbering began in the early 1820s when he began acquiring schooners in Halton County. This interest led Chisholm to look at the land reserved for the Mississauga at the mouth of Sixteen Mile Creek. In 1827, Chisholm made a proposal to Lieutenant Governor Maitland to acquire this land and as a result, the reserve was put up for auction and

107 Ibid, 456.

subsequently purchased by Chisholm. By 1828, Chisholm had secured the rights to operate the harbour for 50 years and had a townsite laid out within five years.

Even before his harbour plans were fully realized, Chisholm's shipyard turned out the first of many schooners in 1828. Five years later, the shipyard's first steamer was launched. By 1831, Chisholm's payments for the townsite were completed and the patent issued for Concession 4, lots 12-16.[108] However, Chisholm had to secure a mortgage to finance the harbour.

Chisholm was appointed collector of customs in 1834 and postmaster in 1835, securing his position as a leader in Oakville. It was not until 1839 that Chisholm moved his residence from Nelson Township to Oakville. The same year, William deeded his property to his fourth son Robert Kerr (R.K.) Chisholm. When William's house was destroyed by fire that same year, the Chisholn family were forced to move in with R.K. in already cramped quarters at the foot of Navy Street.

In 1840, with the Montreal firm of Forsyth, Richardson & Co., William incorporated the Oakville Hydraulic Company, to develop the water-power of Sixteen Mile Creek. The company failed, the banks foreclosed and brought suits against Chisholm and Merrick Thomas and took over land including Chisholm's interest in the harbour and townsite. The sheriff's sale of their property was held on 2 March 1842.[109] His eldest three sons purchased the foreclosed lands at auction. Chisholm died shortly after. He is buried in St. Mary's Cemetery, Oakville. The couple had 11 children:

Andrew Chisholm (1813-1813)

George King Chisholm (1814-1874)

John Alexander Chisholm (1816-1874)

Robert Kerr Chisholm (1819-1899)

William McKenzie Chisholm (1821-1852)

Esther Ann Chisholm *Romain* (1823-1885)

Mary Jane Chisholm (1826-1891)

Rebecca Elizabeth Chisholm *Howse* (1828-1866)

Thomas Charles Chisholm (1832-1872)

James Bell Forsythe Chisholm (1835-1868)

Barbara Amanda Chisholm *Wilson* (1839-1868)

John Alexander Chisholm (1816-1874) & Sarah Petit Bigger (1821-1903)

John Alexander was the third child of William and Rebecca. In 1843, John married Sarah Pettit Bigger. They had four children:

William Bigger Chisholm (1844-1889)

108 Patent for Concession 4, Lots 12 - 16 granted 25 March 1831 to William Chisholm. Abstract Book 32, Trafalgar Township, Concession 4, South of Dundas, Lots 1-22. Accessed online at https://www.onland.ca/ui/20/books/23278/, p. 211.

109 Walter Lewis, "William Chisholm," Dictionary of Canadian Biography (DCB) accessed online at http://www.biographi.ca/en/bio/chisholm_william_7E.html. The DCB lists his date of death as May 4, 1842 while other sources indicate his death date as March 4, 1842.

Charles Pettit Chisholm (1846-1914)

Robert McKenzie Chisholm (1849-1893)

John Alexander Jr. Chisholm (1858-1903)

Robert Kerr (R.K) Chisholm (1819-1899) & Flora Matilda Lewis Chisholm (1835-1918)

Robert Kerr (R.K.) was the fourth child of William and Rebecca. R.K. followed his father into shipping and mercantile businesses, becoming deputy collector of customs when he was 19. After his father's death in 1842, R.K. became responsible for the port as collector of customs and postal operations as postmaster. In 1855, R.K. began construction of a two-storey building to serve as both the Custom House and Bank of Toronto. Located on a high point of land, the building was completed in 1856 and contained two offices: one facing south which served as the custom house and the other facing east as the first branch of the Bank of Toronto.

R.K. added an addition to the property c1858 prior to his marriage to Flora Matilda Lewis. In 1858, R.K. married Flora Matilda (Lewis) Chisholm. They had five children:

Mary Alice Chisholm (1859-1920s)

Robert William Chisholm (1860-1915)

Harry Lewis Chisholm (1864-1945)

Allan Stuart Chisholm (1866-1918)

George Herbert Chisholm (1870-1943)

R.K. named the property Erchless which derives from the Gaelic 'air ghlais' meaning 'by the stream.' R.K. continued to improve the estate with construction of a tennis court, windmill and water tower. Upon his death in 1899, the property passed to his wife Flora. When Flora died in 1918, she left the property to the couple's fourth child Allan Stuart Chisholm. Flora is buried in the Oakville St. Mary's Cemetery.

Allan Stuart Chisholm (1866–1918)

Allan Stuart Chisholm was the fourth child of R.K. and Matilda Chisholm. Allan served as President of the Agricultural Society of Oakville in 1900 and a founder of the Oakville Tennis Club in 1903. He is credited with many improvements to the grounds and gardens of Erchless including the commission to Dick and Wickson Architects for the Coach House and Gardener's Cottage (1896-8) as well as the ornamental gate that stands at the north entrance to the property. Allan died very shortly after inheriting the property from his mother Matilda. He willed it to his surviving siblings Mary, Harry and George. In 1919, the siblings sold the estate to Emelda Beeler Chisholm - wife of their late cousin John Alexander Chisholm Jr.

John Alexander Jr. Chisholm (1858-1903) & Emelda Beeler Chisholm (1873-1951)

John Alexander Jr. Chisholm was the fourth child of John Alexander Chisholm (1816-1874) and Sarah Petit Bigger (1821-1903). John was a prosperous inventor and entrepreneur who established the Chisholm-Scott Company of Niagara Falls - which specialized in separating peas from their pods for the burgeoning canning industry. In 1896, he married Emelda Beeler. The couple had two children:

Hazel Chisholm Hart Mathews (1897-1978)

Grace Juliet Chisholm Turney (1902–1964)

John and Emelda built Mount Vernon c1901 as a summer home on a lot adjacent to Erchless. Situated on a lot overlooking the lake, Mount Vernon was an impressive three-storey house with expansive verandahs on the first and second storeys. John died in 1903, leaving Emelda to raise their two daughters.

When Erchless was put up for sale by the family of Allan Chisholm in 1919, Emelda sold Mount Vernon and purchased Erchless, not wanting to see the home pass out of the family. In the 1920s, Emelda made extensive renovations to the grounds and interior of the family home, including the creation of the rock garden by the landscape architects Dunningtonp-Grubb. Emelda used Erchless as her summer home. Upon her death in 1951, the estate passed to her two children, Hazel and Juliet.

Hazel Elizabeth Chisholm Hart Mathews (1897-1978)

Hazel was born in Oakville and attended school in New York City. She was married twice, first to Montgomery Hart (1889-1963) and later to Webster Mathews (1895-1944). She had three children with Montgomery Hart:

Montgomery Chisholm Hart (1920–2004)

John Oliver Hart (1922-2014)

Nancy Hart (1924-2000)

Hazel began the process of restoring the former Custom House, eventually making it her family home. When her mother Emelda died in 1951, Hazel and her sister Juliet became co-owners of Erchless. Hazel became Oakville's preeminent local historian, consolidating countless historical documents and authoring the seminal history of the town, *Oakville and the Sixteen: The History of an Ontario Port*. A founding member of the Oakville Historical Society, her research and documents formed the bulk of the society's collections. Hazel was a driving force behind the move of the Old Post Office to its present site in Lakeside Park, and its establishment as Oakville's first museum. The same year, she moved into a newly-constructed cottage on the grounds of Erchless. Hazel and her sister Juliet each designed their own cottage as their residence. Hazel lived at the cottage at 110 King Street. She died in 1978.

Grace Juliet Chisholm Turney (1902–1964)

She studied fine arts in Paris in the 1920s, becoming an accomplished painter and illustrator. She married Robert Turney (1900-1978) in 1918 and the couple returned to Erchless. Juliet then studied medicine at McGill University, earning her M.D. in 1940 and would serve as a captain during World War II and then in China with the United Nations. She went on to get her degree in pediatrics.

Juliet lived at Erchless and practiced medicine from the estate. In 1953, Juliet moved into a newly-constructed cottage on the grounds of Erchless. Juliet and her sister Hazel each designed their own cottage as their residence. Juliet lived at the cottage at 108 King Street.

Juliet played an important, but little known, role in the early efforts to conserve the natural heritage of Oakville. In 1949, Juliet purchased a 12-hectare (70 acre) property in the Sixteen Valley which contained both flood plain and table land. She intended to farm the table land, but

was unsuccessful. She offered the property to different levels of government with the provision that the flood plain not be opened to the public. None agreed. In 1961, Juliet was approached by the newly-formed Sixteen Mile Creek Conservation Authority who agreed to her conditions about the flood plain. The conservation authority wanted to erect a commemorative cairn to Juliet, but she refused.[110] The conservation authority (now Conservation Halton) still manage the flood plain.

When Juliet died in 1964, ownership of the Erchless Estate had already been transferred to Hazel's son Monty and his wife Margo.

Montgomery Chisholm Hart (1920–2004) & Ruby Margaret Harbun (1923–2011)

Monty spent much of his life at Erchless. He spent summers at his grandmother Emelda's house and then lived with his mother Hazel when she renovated the former Custom House. After his marriage, Montgomery lived with his wife and children at Erchless. Montgomery graduated from Trinity College in Toronto, then attended the deHavilland aircraft school in England, becoming an air engineer. He served as a Sergeant in the RCAF.

In 1942, Monty married Ruby Margo Harburn. The couple had four children:

Lynda Jane Hart (1944 -)

Ann Chisholm Hart (1950 -)

Eric Chisholm Hart (1958 -)

Victoria Elizabeth Chisholm Hart (1961 -)

This was the last generation of the Chisholm family to own and live at Erchless. Erchless was sold in the 1960s and the Town of Oakville purchased it in 1977.

Merrick Thomas (1803/6-1856)

Merrick was born in Vermont but moved with his family to Canada in 1810. His mother died when he was nine and rather than moving with relatives, Merrick fended for himself. He found employment in Saltfleet Township (now Stoney Creek) and worked his way up to the position of general manager of a sawmill, salt works and sailing ships. He came into the employ of William Chisholm, who was running a mercantile and lumber business in Nelson Township. In 1827, Thomas married Chisholm's sister-in-law Ester Silverthorn (1806-1891), just months prior to Chisholm's purchase of Crown reserve lands at Sixteen Mile Creek. Thomas and Ester had seven children, four of whom survived infancy.

William Chisholm charged Thomas with being general superintendent of the new Oakville townsite. In 1833, Thomas bought Lot A of Block 10 of the new townsite and built a large frame house at the south-east corner of Colborne Street. It was destroyed by fire in 1839 while occupied by William Chisholm.

Thomas served as a Justice of the Peace for the United Counties of Wentworth and Halton, held a commission as a captain of artillery, was a commissioner of lighthouses and harbours snf served on Oakville's Board of Health. In 1840, with business partners William and George Chisholm, he incorporated the Oakville Hydraulic Company, to develop the water-power of Sixteen Mile Creek. The company failed and with it Thomas, William and George Chisholm. The sheriff's sale of their

110 Ann Reynolds, "Pioneering Women of Ontario," in Oakville Historical Society Newsletter 41, no. 2 (June 2007): 6.

property was held on 2 March 1842. Thomas worked on his farm until his sudden death in 1856 at the age of 53.[111] Thomas Street is named for him.

Captain James Andrew (1844-1930)

After years as a mariner, Captain James Andrew took up shipbuilding in the 1860s, travelling to Canada to learn the craft. In the 1880s he established a shipyard in Oakville Harbour specializing in smaller racing and pleasure craft. Among his most famous yachts were the Aggie, built for Cecil Marlatt in 1887 and the Canada which won the inaugural Canada Cup in 1895. Andrew purchased the house at 115 William Street in the 1890s. 115 William Street is included in the Old Oakville HCD.

4.3.2 Organizations

Granger's Warehouse (c1878) and Oakville Club (1907-present)

The Grangers was a farmer's co-operative founded in the 1860s to combat the low prices being paid to farmers by the grain merchants. With membership rising to 30,000 in the 1870s, the group decided to set up their own warehouse in Oakville. They purchased the site of William Chisholm's warehouse, formed the Grangers Warehouse Company and constructed a building with a 25,000 bushel capacity. The 1890 McKinley Act raised the tariff on grain from ten to thirty cents a bushel, forcing farmers to move into mixed farming. In 1894, the warehouse was sold to John Wales, flour and feed merchant. In 1907, the tennis club started by Allan S. Chisholm and others became the Oakville Club and purchased the Grangers' warehouse. It was remodelled for their club house with the formal opening on July 10, 1908.[112] In 2015, the Club was renovated and the original beams revealed. Currently, Oakville Club amenities include outdoor tennis courts, swimming pool and 50 slips for sailboats.

The Oakville Club is included in the Old Oakville HCD.

Oakville Brewing & Distilling Company (1836-1854)

Founded in 1836 by Hopkirk and Watson who constructed a frame building on Walker Street overlooking the harbour to produce whiskey. The distillery's success made it Oakville's leading industry. In 1839, Hopkirk accepted a government position in Toronto and leased the distillery to local merchant John L. Bigger who started a steam grist mill in conjunction with the business. In 1854 Thompson Smith purchased the company and converted it into a tannery, which was operated by Joseph Milbourne until a brief closure in 1868 (See Marlatt & Armstrong Company).

John Doty & Company (1851-1871)

John Doty (1823-1902) and Abiather Ashley Hibberd started a foundry in 1851. Both machinists, they established their foundry on the west side of Sixteen Mile Creek north of the Colborne Street bridge and east of Forsyth Street. It was destroyed by fire in 1854 but rebuilt immediately. When the partnership dissolved in 1855, Doty entered into a partnership with R.K. Chisholm and renamed the business John Doty & Company. The company supplied steam engines, circular saws, boilers, milling gear, machinery for lumber and flour. The company prospered during the 1850s due to the demand for steam engines and flour-mill machinery.[113] In 1863, Doty dissolved

111 Oakville Historical Society, Facebook page.

112 Mathews, 447.

113 Ibid, 201, 203-4, 351-2.

his partnership with R.K. Chisholm and moved for a short time to Hamilton. Doty returned to Oakville and the foundry which continued to produce sawmill equipment and marine engines. He constructed his own rolling mill on the south side of Colborne Street opposite the foundry, believing he could manufacture goods more cheaply than his competitors in Hamilton and Toronto. This turned out to be untrue and the mortgage foreclosed in 1871.[114] The limestone building was demolished in the 1890s.

Marlatt & Armstrong Company (c1880-1924)

In the late 1870s, Christopher Armstrong (1845-1931) took over an existing tannery (See Oakville Brewing & Distilling Company). Armstrong was a specialist in the process of patent leathers. In the 1880s he established the firm Armstrong & Company with Stafford Marlatt (1830-1908) as one of the principal stockholders. Marlatt subsequently bought out the interests of the other principal stockholder for his two sons Cecil (1854-1928) and Wilbur (1868-1945). The company specialized in supplying leather seats for carriages and cars as well as patent leathers. It became Oakville's most important industry and one of the largest plants of its kind in Canada. In 1897 the company took over a smaller tannery at the southwest corner of Colborne and Navy streets for the production of glove and purse leather. In 1924, news of the company's sudden bankruptcy hit the town like a lightning bolt. Not only was the tannery a major employer but it dominated the west harbour with its buildings and activity.[115] Remnants of some of the tannery buildings' walls were integrated into the terraced housing at 37 - 77 Forsythe Street.

Doty Sawmill (1877-1901)

Pharis Doty (1820-1899) followed his brother John Doty (See John Doty & Company) to Oakville. A boiler maker by trade, Pharis worked at his brother's foundry. In the 1860s, he became manager of the sawmill founded by Thompson Smith (c1856), eventually purchasing it in 1877. The sawmill burned down in 1882 but was rebuilt by Pharis' son Charles. However, by the turn of the century the scarcity of lumber forced Charles to dismantle and sell the machinery. The mill was torn down.[116]

Oakville Yacht Squadron (1946)

Founded in 1946 by sailors interested in racing Snipe class dinghies, the Oakville Yacht Squadron (OYS) was originally located on the east side of Oakville Harbour. OYS moved to the west side of the harbour, establishing a more permanent clubhouse and graduating to larger boats. The club maintained its focus on racing with Tempests, Viking 28s, C&C 27s, and J-24s in competition at OYS and around the Lake Ontario. In the early 1960s when the federal government decommissioned the harbour's 1889 wood lighthouse, OYS Commodore Doug Armour petitioned for the club to take ownership of the structure. The club raised over $10,000 to rebuild the lighthouse and it was officially reopened by Mayor William Anderson on June 19, 1963.

In 1995 OYS merged with the former Oakville Harbour Yacht Club with it a growing interest in cruising. Today, OYS maintains an active club racing program and also counts many local and a few long-distance cruisers in its membership. The club's facilities include a clubhouse, two cranes and 76 mediterrain style slips. The OYS lease their property from the Town of Oakville. The clubhouse and grounds are not open to the public.

114 Ibid, 351.

115 Ibid, 201, 204, 354-5, 391-2, 452.

116 Ibid, 206 and 353.

Oakville Power Boat Club (1953)

Established in 1953, the club is located north of Randall Street, just outside the Study Area. The Club Charter dates to 1956 and the clubhouse was constructed in 1968. In 2017, as a result of Canada 150, the Power Boat Club hosted the Yacht Squadron and the Oakville Club with 250 attendees. This was a call back to earlier years when the three organizations had more joint events.

Oakville Historical Society (1953)

Hazel Chisholm Mathews was a driving force behind the establishment of the historical society. During her renovation of the Custom House in the 1930s, she discovered documents and papers relating to Oakville's history and this became the foundation of the society's collection. In 1955, the Society was instrumental in moving the Merrick Thomas House to Lakeside Park. In 1957, the Society initiated its Historical Plaque programme for houses more than one hundred years old. In 1976, the Society opposed the proposed development of the Erchless Estate and as a result of representations to council, the town purchased Erchless in 1977.

The Society's Archives and Offices are located in the 'cottages' at the northwest corner of the Erchless Estate. The Society is run entirely by volunteers and engage in a wide ranging number of activities including: Speaker's Nights, publication of a newsletter, operation of an archives, operation of Merrick Thomas House, guided walking tours, ghost tours, annual summer picnic (Figure 4-54) and maintaining the gardens around their offices.

Town of Oakville Water Air Rescue Force (1954)

The Town of Oakville Water Air Rescue Force (TOWARF) was established in 1954 by Chief of Police Fred Oliver after a tragic boating accident claimed the lives of three Sea Scouts. A volunteer-based organization, TOWARF is a Marine Search & Rescue Unit whose primary mission is to prevent the loss of life and injury to boaters in the waters off Oakville and Bronte harbours (Figure 4-55). 50 active volunteers, organized into 7 crews, patrol the shoreline between Burloak Drive (Oakville/Burlington border) and Winston Churchill Boulevard (Oakville/Mississauga border) and approximately 10 miles out from shore. TOWARF is a Unit within the Canadian Coast Guard Auxiliary. The volunteers crew the Rescue Boat, perform maintenance on the boat and equipment as well as the interior of the headquarters building. The current headquarters building was designed by architects Julian Ryder and Tony Jackson and officially opened in 1988.[117]

When TOWARF was founded, a number of local pilots used their personal aircraft to assist in searches. Now the 424 (Tiger) Squadron from CFB Trenton provides airborne search and rescue in the area, flying the CH-146 Griffon helicopter and the Lockheed CC-130 Hercules.

Oakville Lakeside Residents' Association (1966)

The Oakville Lakeside Residents' Association (OLRA) was formed in 1966 and incorporated in 1975. They worked with the town to secure Erchless in 1977 and were a driving force behind the Old Oakville HCD in the early 1980s. The mission of the OLRA is to "protect and preserve the character of the area from a historical, cultural and land use perspective."[118] OLRA is an

117 Cheryl Elliott, *TOWARF: 50 Years of Excellence*, n.d, n.p., 58.

118 OLRA Newsletter - Spring 2019, 1.

active participant in public consultation for community and development projects (both public and private initiatives). Their activities are documented in their two-yearly newsletter.

4.3.3 Events

H.M.C.S. Oakville (November 5, 1941)

H.M.C.S. Oakville (K178) was built in Port Arthur, Ontario and launched on June 21, 1941. It was a Flower-Class Corvette - a small, fast and lightly-armed submarine hunter and convoy escort. During the Corvette's construction, the town formed the Oakville Corvette Committee and began petitioning its Commanding Officer (CO) for the opportunity to christen the ship.[119] The CO agreed and on November 5, 1941 the ship arrived at Oakville dropping anchor offshore. The thousands of spectators in Lakeside Park cheered for the ship, crew and dignitaries (Figure 4-56).

The list of items presented to the crew included: the ship's clock (from the Aggie), 300 books for the ship's library, radios and knitted items made by women in the district. The town adopted the Oakville thus providing the crew with a specific community to defend and Oakville residents a concrete way to support the war effort.

During the war, the Battle of the Atlantic pitted allied supply convoys against the German Navy. On August 28, 1942, the H.M.C.S. Oakville was escorting a convoy in the Caribbean when it attacked, captured and sunk German U-boat U94 - one of the few Corvettes to do so. The Oakville continued to serve in the war and at its end was sold to the Venezuelan Navy before being decommissioned in 1959.[120]

H.M.C.S. Oakville is commemorated in Tannery Park with a stone cairn honoring officers and crew. It was dedicated by Lieutenant Governor Lincoln Alexander in 1989. The plaque on the side of the cairn reads, "To commemorate the officers and crew of H.M.C.S Oakville - 1942-1945 - They served in Canada's time of need." Another plaque laid in front of the cairn reads, "This cairn was erected by the Town of Oakville Branch 114 Royal Canadian Legion and the Burlington Branch Royal Canadian Naval Association."

4.3.4 Structures

In addition to the harbour itself, the Study Area contains several relocated buildings and structures that were restored as a result of moving them.

Oakville Harbour Infrastructure (1828; numerous subsequent alterations)

The Harbour was constructed in 1828 by Chisholm and involved piers, cribs and dredging. The east pier was first and extended more than 500 feet into Lake Ontario. By 1831, the Harbour was 'in business.' Dredging followed and permitted larger ships. Despite being able to collect the tolls, Chisholm was in financial straits as a result of these capital expenditures. He received a loan from the government but was forced to mortgage the 'townsite' to John Henry Dunn, the Receiver General of Upper Canada. Chisholm died in 1842, virtually bankrupt; his three eldest sons were able to purchase most of his land holdings, thus keeping the Harbour in the Chisholm family and in private ownership. By the 1870s however, the cost of harbour maintenance outpaced the recovery in tolls and the family put the harbour up for sale in 1872. It was purchased by John

119 Sean E. Livingston, *Oakville's Flower: The History of the HMCS Oakville,* (Toronto: Dundurn Press, 2014): 61.

120 Town of Oakville, "HMCS Oakville," Panel located in Tannery Park, c2018.

Shewell who soon ran into the same financial difficulties as R.K. Chisholm. Shewell transferred the harbour to the Town of Oakville, which became the official owner of the Harbour in November 1874.

There was however no legal description of the harbour by R.K. Chisholm or the new federal government. R.K. claimed the east piers, the buildings on it and approaches to the harbour remained in his ownership.[121]

Post Office (built c1835; moved 1952)

The Trafalgar Post Office was originally located in the general store of postmaster Alexander Proudfoot on the corner of Dundas Street and 9th Line. By the mid-1830s, the volume of mail was such that Oakville required its own post office. Given William Chisholm's ten years of experience as postmaster at Nelson, he was appointed postmaster on October 6, 1835. Chisholm later appointed his son R.K. as his deputy. Originally located on the top of the east bank of Sixteen Mile Creek, on the south side of Colborne Street west of Navy Street, the small frame building served as the Oakville Post Office. A new frame building was constructed by postmaster Robert Balmer in c1865 on his land on the north side of Colborne Street in the centre of the block between Thomas and George streets.[122]

In 1952, the post office building was moved to its current location in Lakeside Park and served as Oakville's first museum. The relocation effort was spearheaded by Hazel Chisholm Mathews and in Oakville and the Sixteen, she provides a detailed description of its construction and restoration, "The building is constructed of twelve-inch planks four inches thick and twenty feet long which were cut at the sawmill. Running horizontally and dovetailed at the corners, the planks are held together by a spline or loose-tongue joint, the edges of the boards having been grooved ad a separate thin piece of wood inserted in the grooves. The slabs that were by-product of cutting the lumber were used as overhead beams. The building sat on timbers a foot square, and the only iron used in its construction is in the spikes and bolts that held it to its foundation. Shingles of a later date hide a covering of tin. Since the building was used as a storage warehouse (in the sixties when a second storey, since removed, was added and the window closed up), a blacksmith's shop, a stable, and a welder's shop, nothing is left of the interior partitions. It was restored with a minimum of new material; the floor of the porch, its pillars copied from those of Justus Williams' shop built in 1833, and window and door frames are all that is new. The entrance door and window sash are those of the Trafalgar Township Hall."[123]

Currently, the Post Office is operated by the Oakville Museum and is open in the summer months for tours and postal-related activities.

The Post Office was designated under the Ontario Heritage Act in 1978 for its historic and architectural interest.

Lakeside Park Bandstand (built c1908; moved 1950s)

The bandshell was originally located in Trafalgar Park (then known as the Oakville Fair Grounds) and moved to Lakeside Park in the early 1950s. It was rebuilt by the town in 1981 and moved to its present location in the park. The restored bandshell was dedicated on July 3, 1982 to

121 "The Harbour Sale," in Oakville Historical Society Newsletter 38, no. 3 (June 2004): 4-8.

122 Mathews, 257.

123 Ibid, 129.

celebrate the 12th anniversary of the Town of Oakville. A plaque on its bottom step recounts this history. In 2019, the Town of Oakville replaced the bandstand with a new structure replicating the design of the 1980s structure. The stairs of the new bandstand face directly onto Front Street.

Merrick Thomas House (built c1829; moved 1955)

The house was originally located on the north side of Lakeshore Road West, west of Margaret Road West. In 1829, Thomas leased 200 acres of the Crown Reserve/King's College on Concession 3, Lot 17, naming it Murray Hill Farm. He built a house at a site now occupied by St. Jude's Cemetery and St. Thomas Aquinas High School. Thomas purchased the property in 1839, expanded it in 1860 and closed in the verandah. Built in a 'Loyalist Style,' it was a simple building with two rooms and a loft that was accessible via an exterior stair. Thomas died in 1856, survived by his wife and children who lived until the 1890s on their original homestead.[124]

The Thomas House was moved (Figure 4-57) to its present location in Lakeside Park during 1955 as a result of the efforts of Hazel Chisholm Mathews and the Oakville Historical Society (OHS). The house is open to the public in the summer months and is furnished as a pioneer home. It continues to be operated by the OHS.

The Merrick Thomas was designated under the Ontario Heritage Act in 1978 for its historic and architectural interest.

Oakville's Second Lighthouse (built 1889; moved 1960)

Oakville's first lighthouse was constructed in 1837-1838 at the initiative of William Chisholm, Merrick Thomas and George Chalmers, who were appointed commissioners for the project.[125] During a storm on April 8, 1886, the harbour was severely damaged and the lighthouse collapsed into the channel. Work to construct a new east pier commenced in 1887 after the town secured a grant from the federal government for $20,000. The new pier was constructed in the same manner as the original–by building cribs on Sixteen Mile Creek above the curve and floating them down to the harbour. While the new pier was the same length as the previous one, the new cribs were sunk inside the old ones, resulting in the channel's being narrowed by about fifty feet.[126] Nothing was done about replacing the lighthouse until the increase in steamship service necessitated a replacement. In the summer of 1889 a new lighthouse was completed by Henry George at a cost of $960.[127] Three storeys in height, the new hexagonal lighthouse was constructed of wood with wood shingle cladding and topped with a glass enclosure housing the light.

In 1903, the east pier was extended to form a L-shape allowing passenger steamers to dock at Oakville without venturing into the silted-up harbour. In 1947, the Federal Department of Transport moved the lighthouse 6 feet south of its original position of the east pier. The same year, a fierce storm washed away the east pier, detaching the lighthouse and leaving it stranded in the lake. In 1960, the federal government decommissioned the lighthouse and it was moved to its present location on the west side of the harbour. The Oakville Yacht Squadron (OYS) took

124 Alex Gallacher, "Merrick Thomas," in Oakville Historical Society Newsletter 48, no. 3, (September 2014): 4-7.

125 Sir George Arthur, K.C.H. *Appendix to Journal of the House of Assembly of Upper Canada in the Second Year of the Reign of Queen Victoria being the Fourth Session of the Thirteenth Provincial Parliament.* Toronto: Robert Stanton, 1839, Part 1.

126 Matthews, 381.

127 Ibid, 382.

responsibility for rebuilding the lighthouse, spending over $10,000 in the effort (Figure 4-58). The rebuilt lighthouse was officially reopened by Mayor William Anderson on June 19, 1963. It was refurbished in 1990, 2007, 2012 and 2013 by OYS members who volunteered their time.

The lighthouse is designated under Part IV of the Ontario Heritage Act for its architectural significance and as one of the few remaining wooden lighthouses on Lake Ontario. A bronze plaque on the door commemorates the preservation and relocation of the lighthouse to its current location.[128]

Lyon's Log Cabin (built c1820; moved c1966)

The cabin was originally constructed in c1820 in an area known as Vernerville (present-day area of Trafalgar and Upper Middle roads). George and Mary Lyon moved into the cabin after they emigrated to Canada in 1868. The Lyon family continued to occupy the property and use the house for many years. In 1966 the property was purchased by a development company for apartments and commercial businesses, and the cabin was discovered while clearing the land. The cabin was measured, dismantled and reconstructed years later in Shipyard Park. While most of the logs were replaced, the forms, size and style of the original cabin remain. In 2014, the cabin was moved to its current location and the town undertook a restoration in 2015.

The property is designated under Part IV of the Ontario Heritage Act. The property is significant as the last vestige of the Village of Vernerville, which was established in the 1850s by Frederick Verner. It is also cited as an excellent example of a pioneer log cabin.

128 Philip Brimacombe, "The History of Oakville's Lighthouses," *The Oakville Historical Society Newsletter* 50, no. 2, (June 2016): 4-6.

SECTION 4 FIGURES

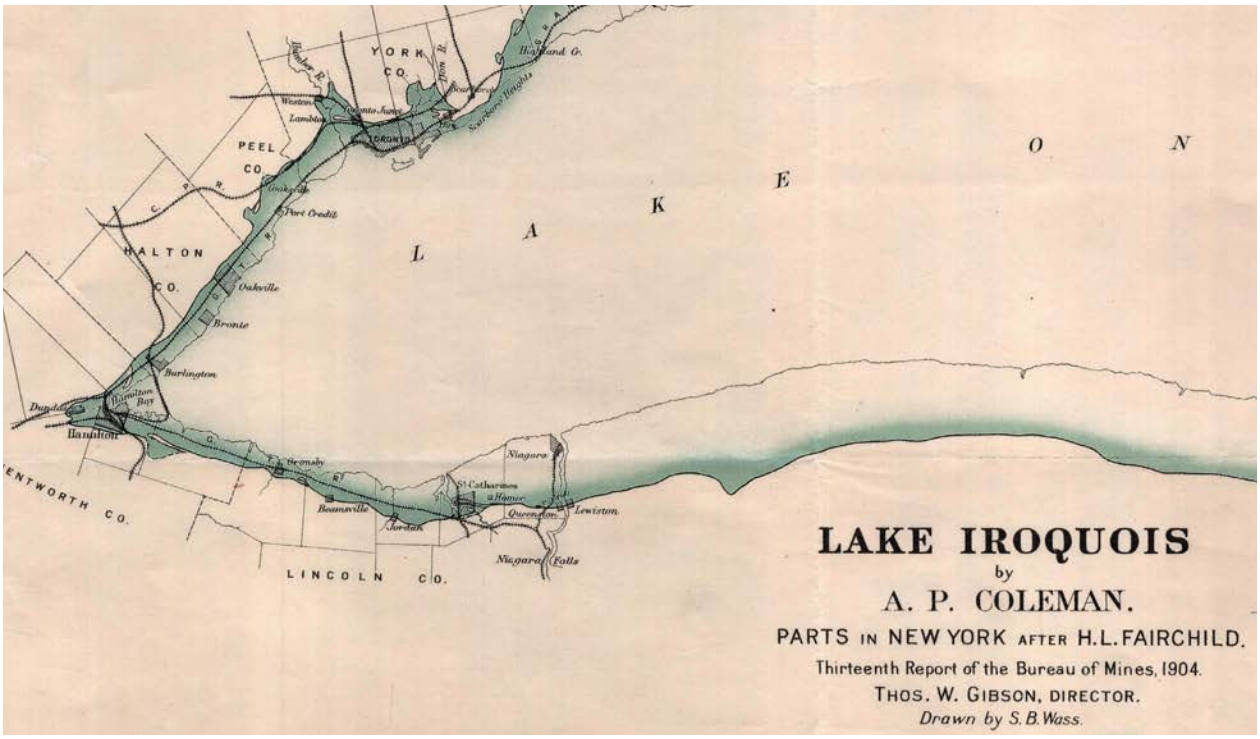


Figure 4-1: Detail of 1904 map showing the extents of Lake Iroquois shaded teal. Oakville can be seen, with town limits entirely below the old shoreline (*Univesity of Toronto Map Library*).

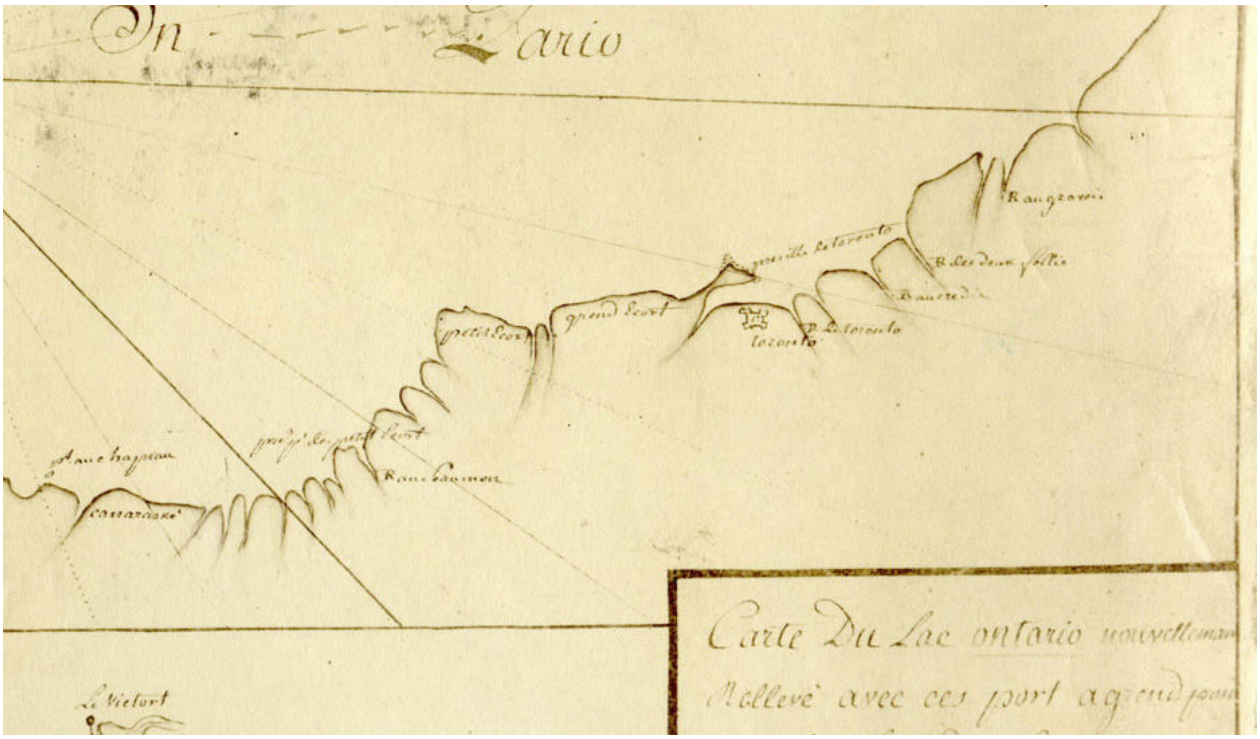


Figure 4-2: Detail of French map from 1757, with Sixteen Mile Creek entitled R. au gravois. Interestingly, the map is oriented with south at the top (*Toronto Reference Library*).

Figure 4-3: Detail of c.1760 French plan showing two names for Sixteen Mile Creek: R. de gravois, and R. de deux sorties (*OHS*).

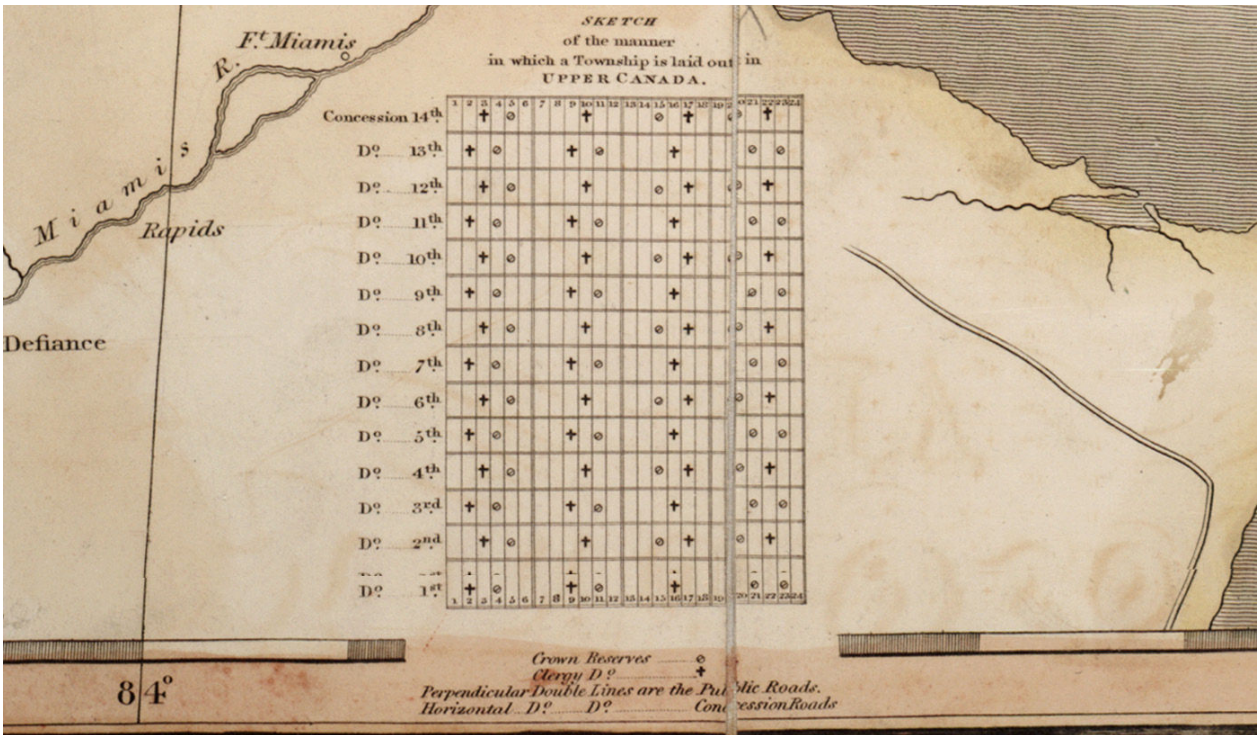


Figure 4-4: Detail of 1826 plan of Upper Canada detailing the typical lot and concession grid applied to surveyed lands (*UofT*).

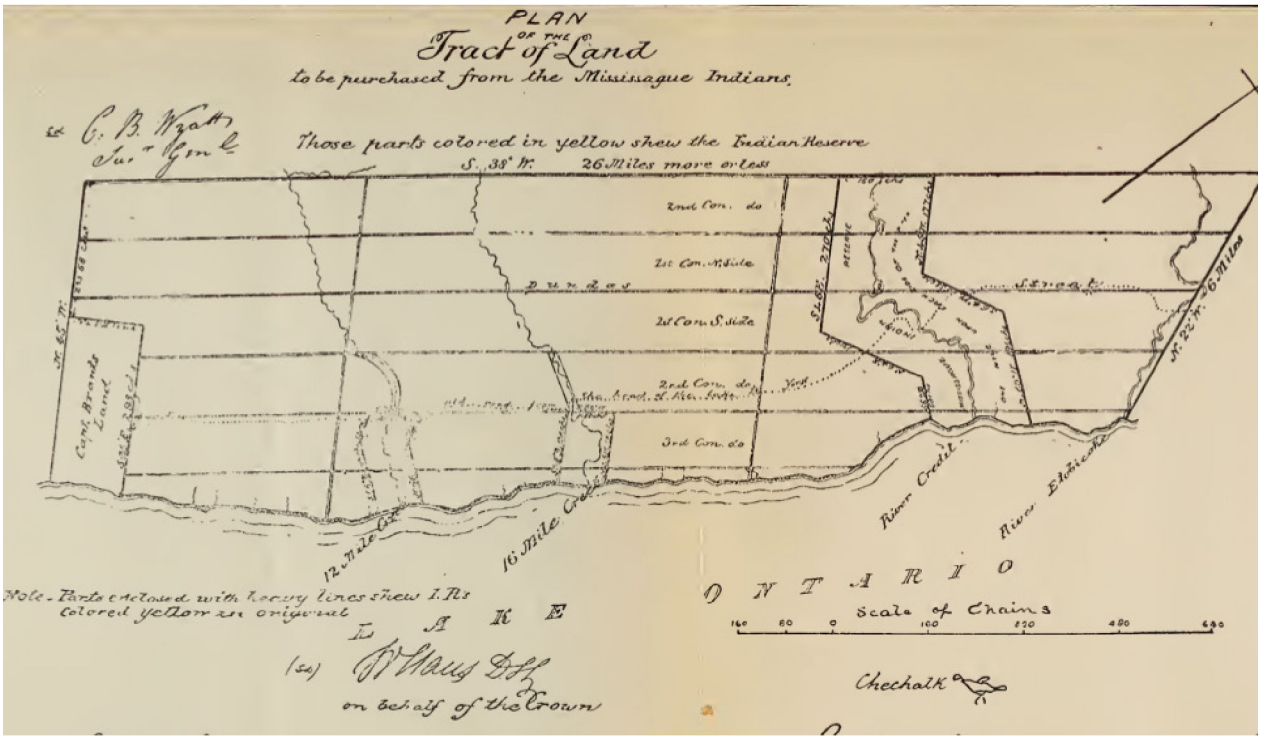


Figure 4-5: Detail of plan showing the lands to be purchased in the Mississauga Tract, with reserves indicated at the mouths of Twelve Mile Creek, Sixteen Mile Creek and the River Credit (*Treaties & Surrenders, Vol. 1, p36*).

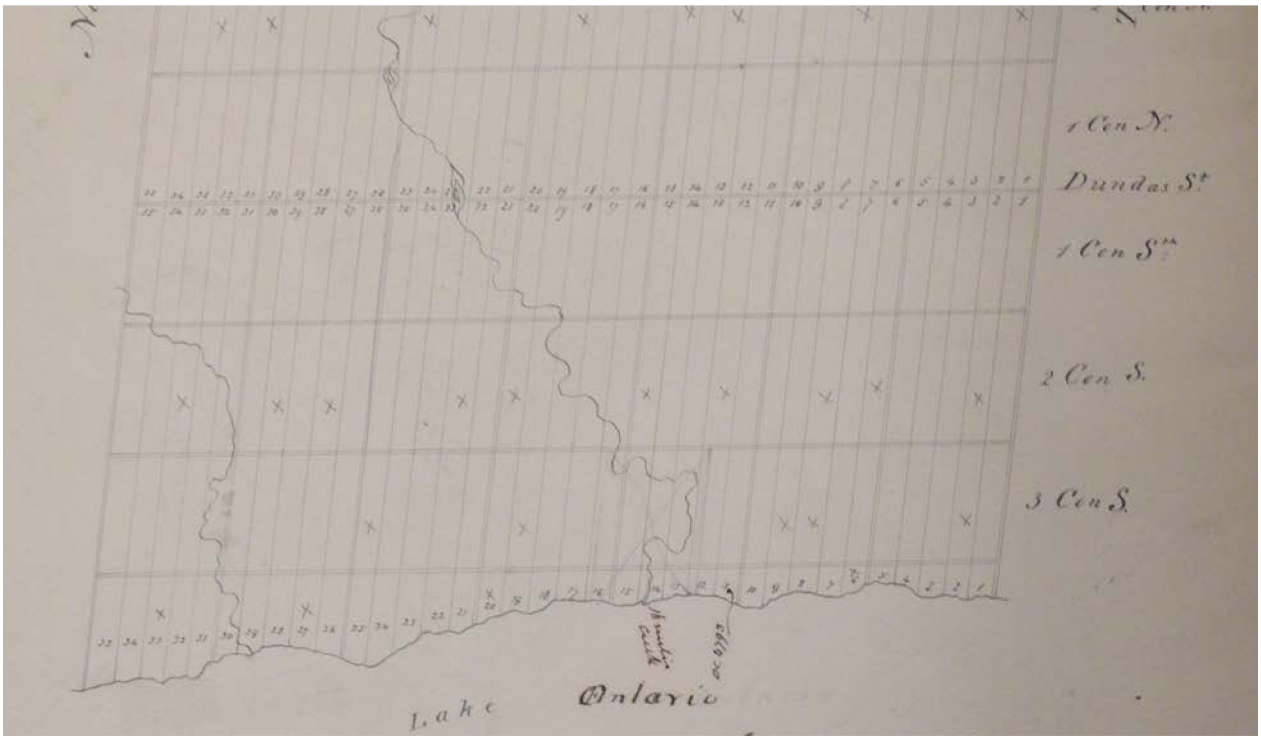


Figure 4-6: Detail of 1843 plan showing Trafalgar Township's southern survey. Reserve lands (indicated by X) have been relocated from along Dundas Street in order to promote settlement along the road (*Archives of Ontario*).

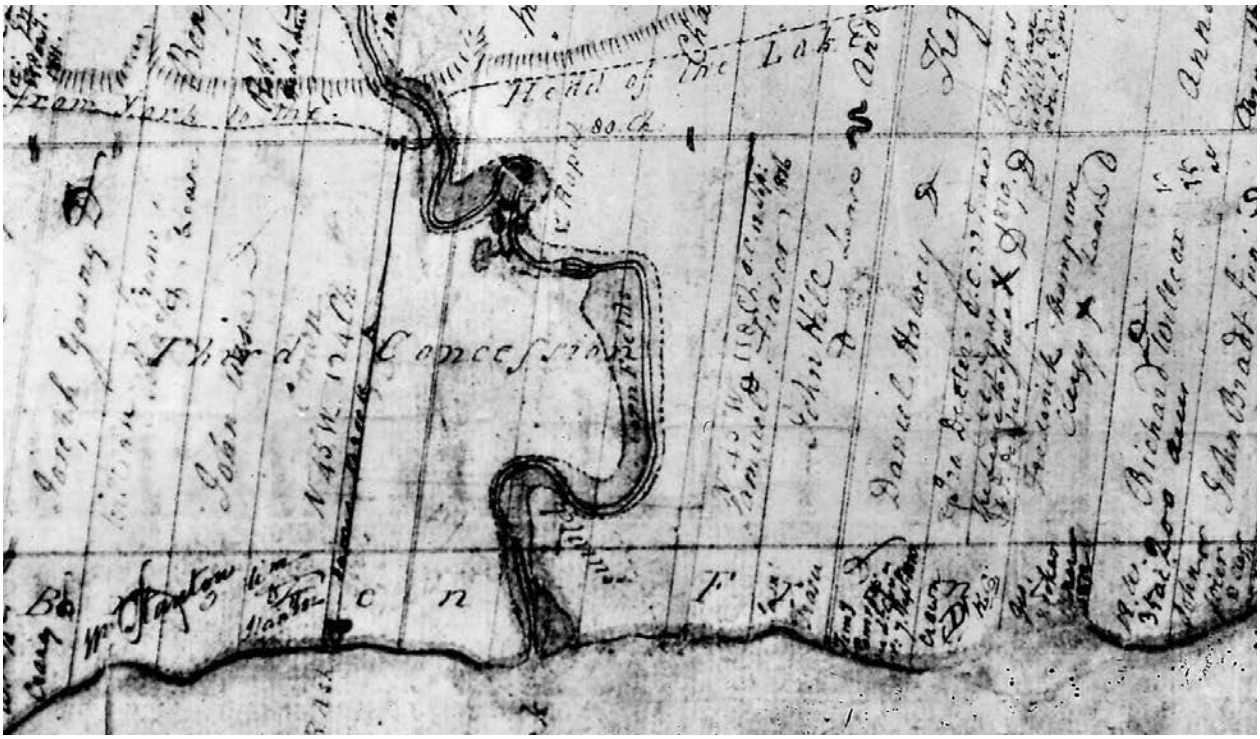


Figure 4-7: Detail of 1806 Wilmott Survey shows the Mississauga reserve at Sixteen Mile Creek. Annotated is a dotted trail from the lake to a crook in the creek, above which is shown 'corn fields.' At the top a road at the base of topography is shown, that being the historic Lake Iroquois shoreline (*OHS*).

Figure 4-8: Detail of 1833 Castle Plan showing the initial townsite layout, the east breakwater, Chisholm's first shipyard, and several stores and warehouses in red (*OHS*).

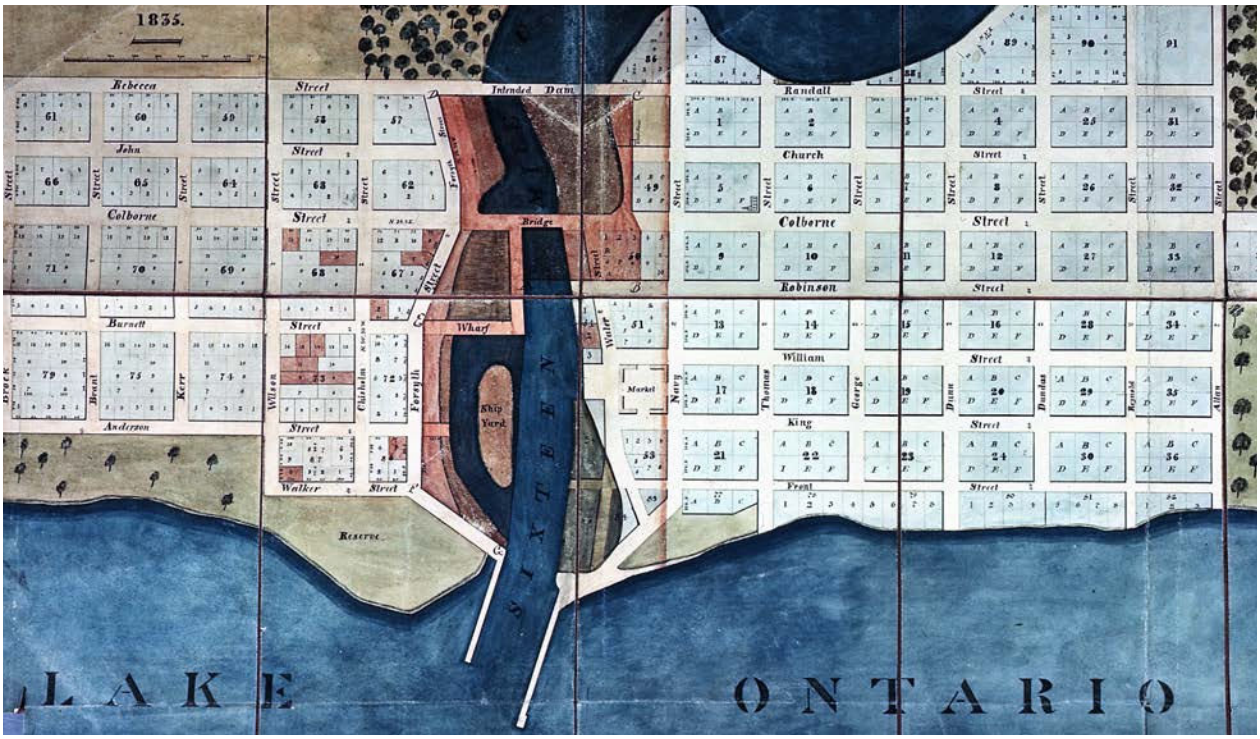


Figure 4-9: Detail of the 1835 Palmer Plan, showing further development of the harbour, including re-sized building lots west of the creek, and the intended location of the hydroaulic power dam. The portion shaded red incates the joint property shared by Chisholm with Forsyth, Richardson & Company (*OHS*).

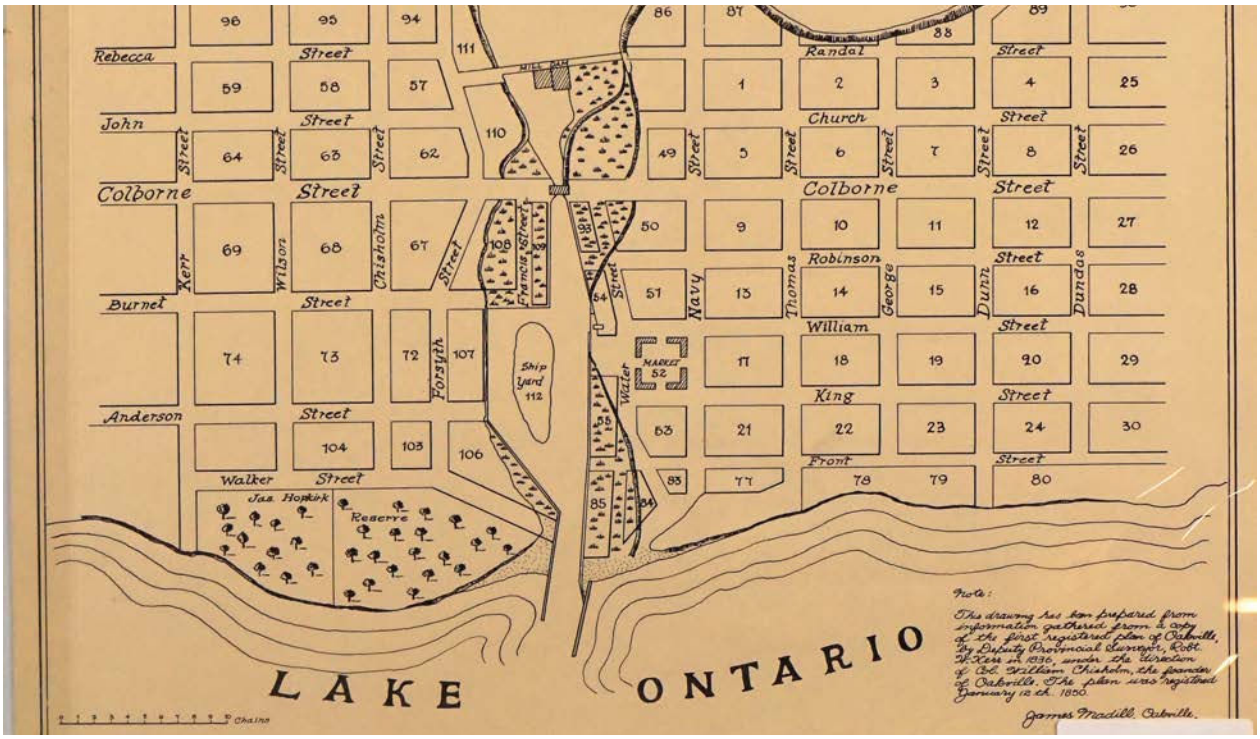


Figure 4-10: Detail of 1837 plan of Oakville with the hydraulic dam's mill buildings shown, and treed reserves indicated along the lake west of the creek (*OHS*).

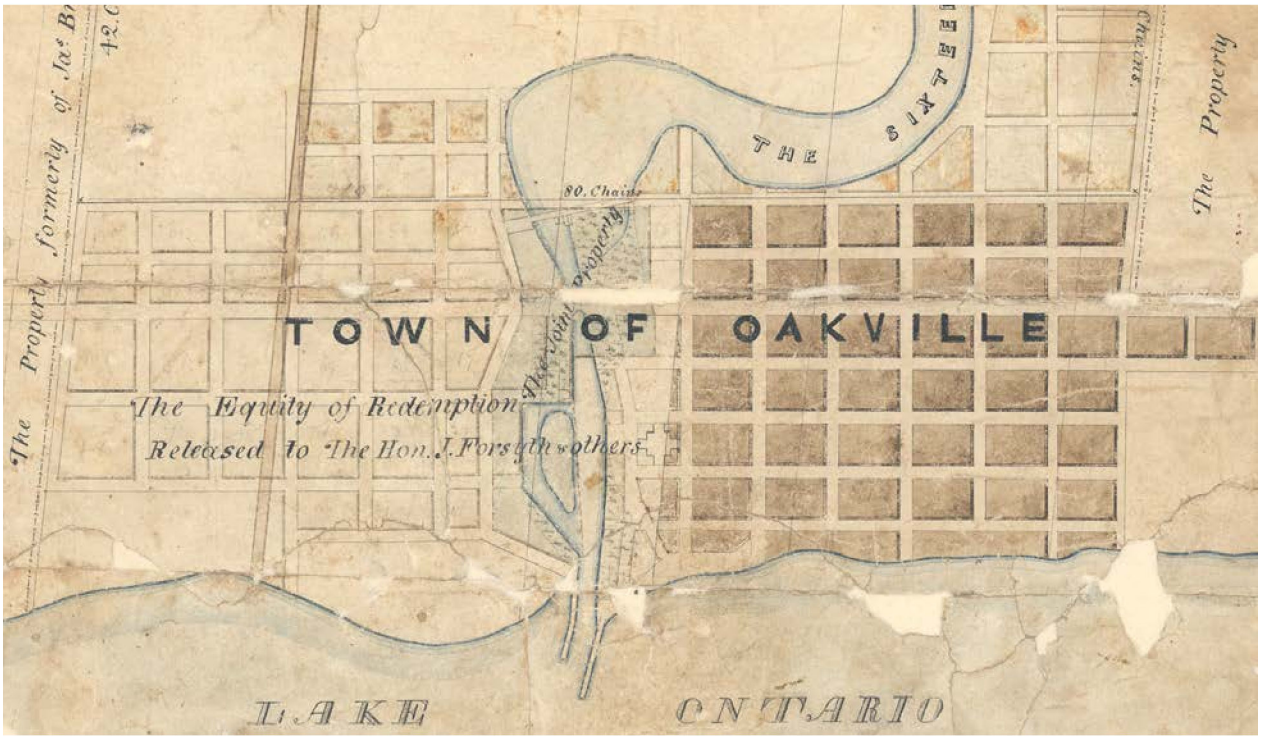


Figure 4-11: Detail of 1837 plan of Chisholm's holdings, outlining mortgages and joint poperties arranged in support of the Oakville Hydraulic Company's plans (*Oakville Museum*).

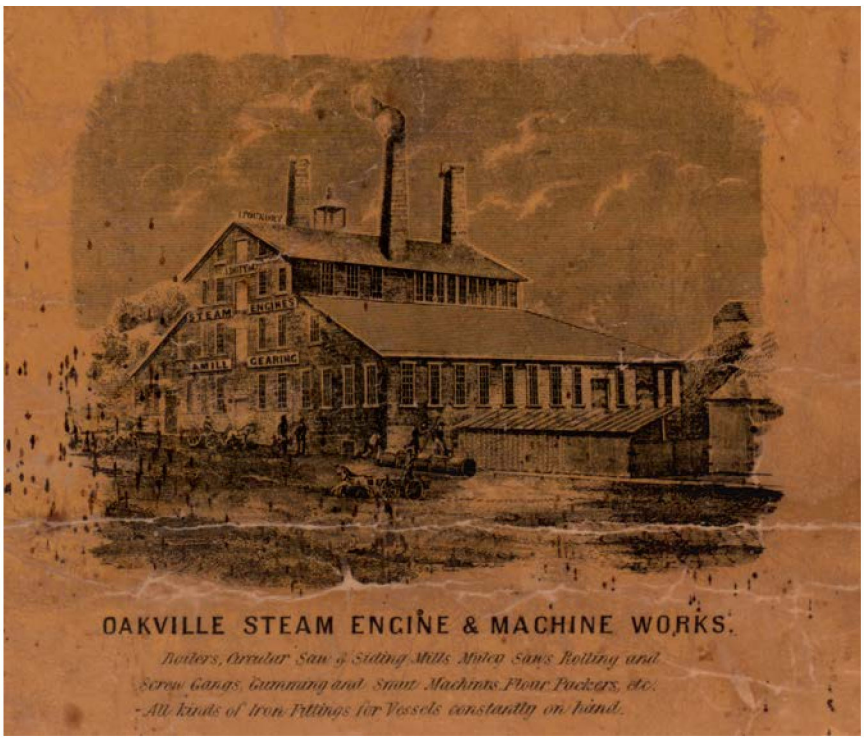


Figure 4-12: Illustration of the John Doty & Company foundry building from Tremaine's 1858 plan of Halton County. It shows the Kingston limestone facility as rebuilt following the fire, and before an addition on the west side in the 1870s (*UofT*).

Figure 4-13: c.1900 photograph looking northwest to the old tannery buildings from the west breakwater. To the left can be seen the stones obtained of stonehookers piled neatly. (OHS)

Figure 4-14: c.1900 photograph showing Doty's sawmill facility on the west side of the creek. The stone granary warehouse is seen in the background (*OHS*).

Figure 4-15: Illustration of the Gage & Hagaman building from Tremaine's 1858 county map (*UofT*).

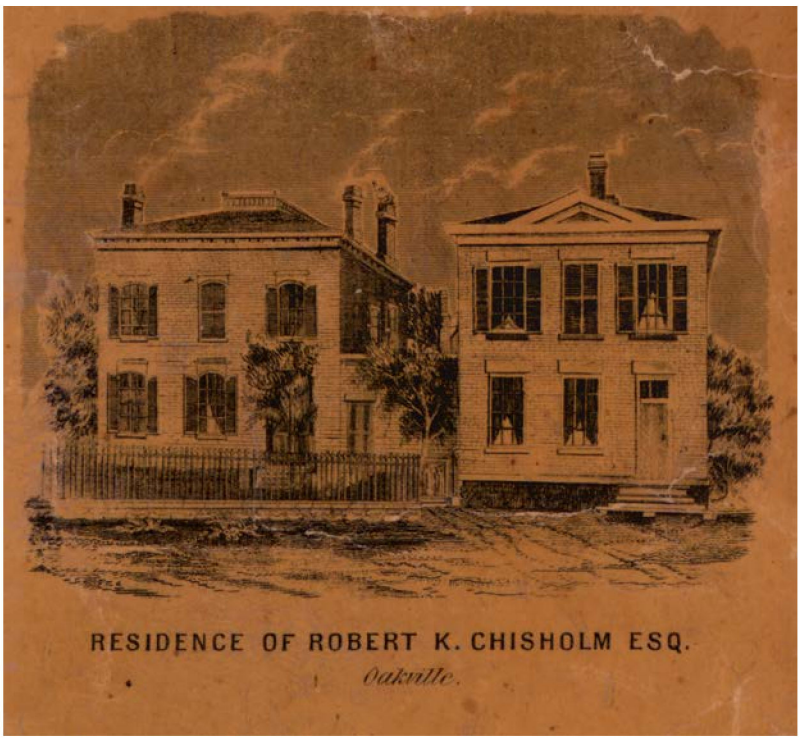


Figure 4-16: Illustration of Erchless and the Custom House taken from Tremaine's 1858 county map (*UofT*).

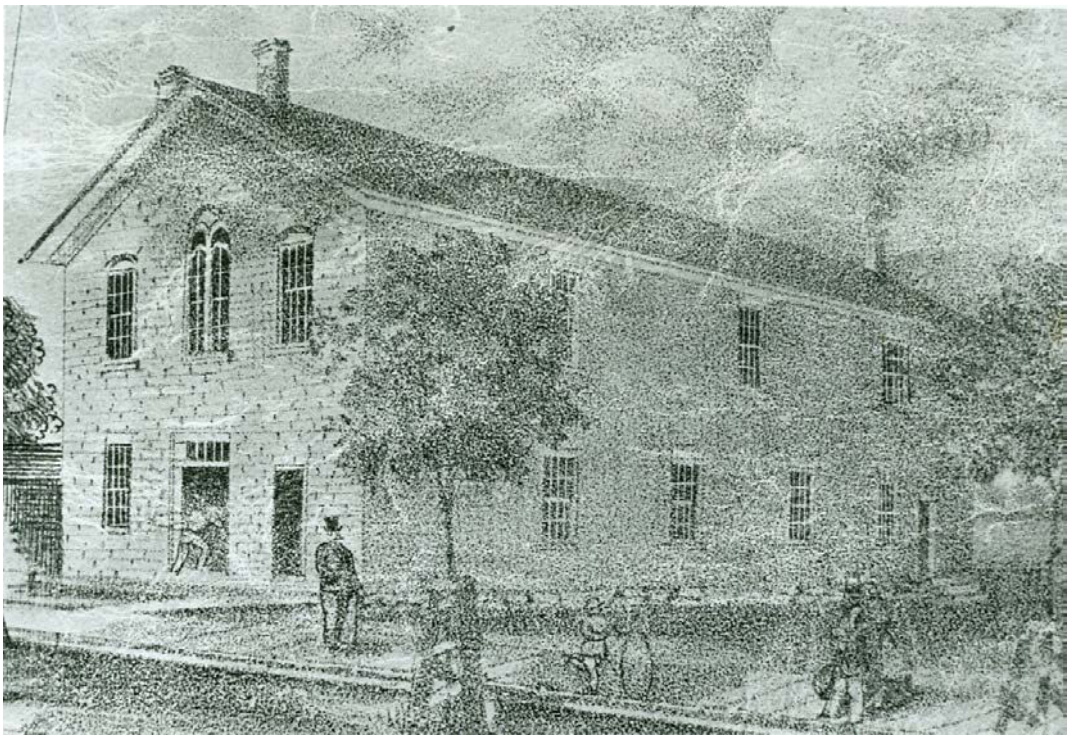


Figure 4-17: Illustation of the Market Building (later Town Hall) taken from an 1865 plan of Oakville (*OHS*).

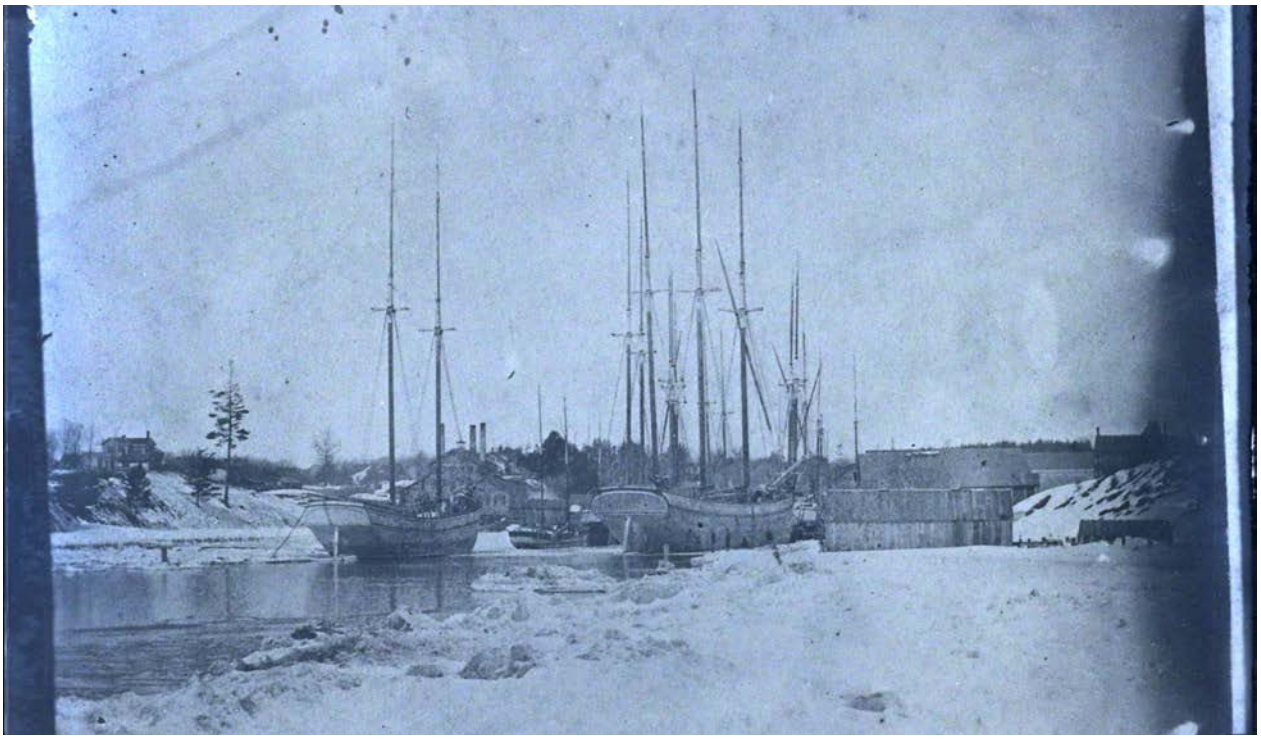
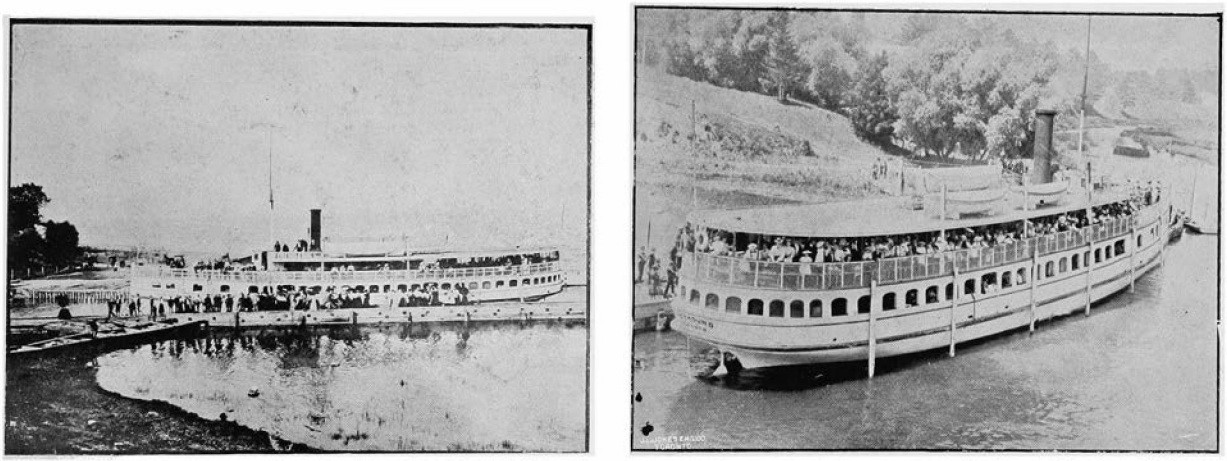


Figure 4-18: Photo-negative showing a winter harbour scene in 1878. Comparatively few schooners are shown wintering in the previously busy port. Doty's foundry can be seen in the background (*Archives of Ontario*).

Figure 4-19: 1888 Advertisement showing the different basked types produced and sold by Oakville's largest basket factory (*Polk's Ontario Gazetteer*).



STEAMER "GREYHOUND,"
LOADING FREIGHT AND STRAWBERRIES.

STEAMER "GREYHOUND" LANDING AN EXCURSION PARTY.

Figure 4-20: Two photographs from an 1897 publication showing different steamers at Oakville (*Beautiful Oakville*).

Figure 4-21: Undated photograph showing passengers riding the ferry across the harbour mouth. It is possibly the ferry established to carry passengers to the pine grove south of the tannery that was so popular with visitors (*OHS Newsletter*).

Figure 4-22: c.1910 postcard showing Lakeside Park's young trees and benches, with the second lighthouse visible in the distance (*TRL*).

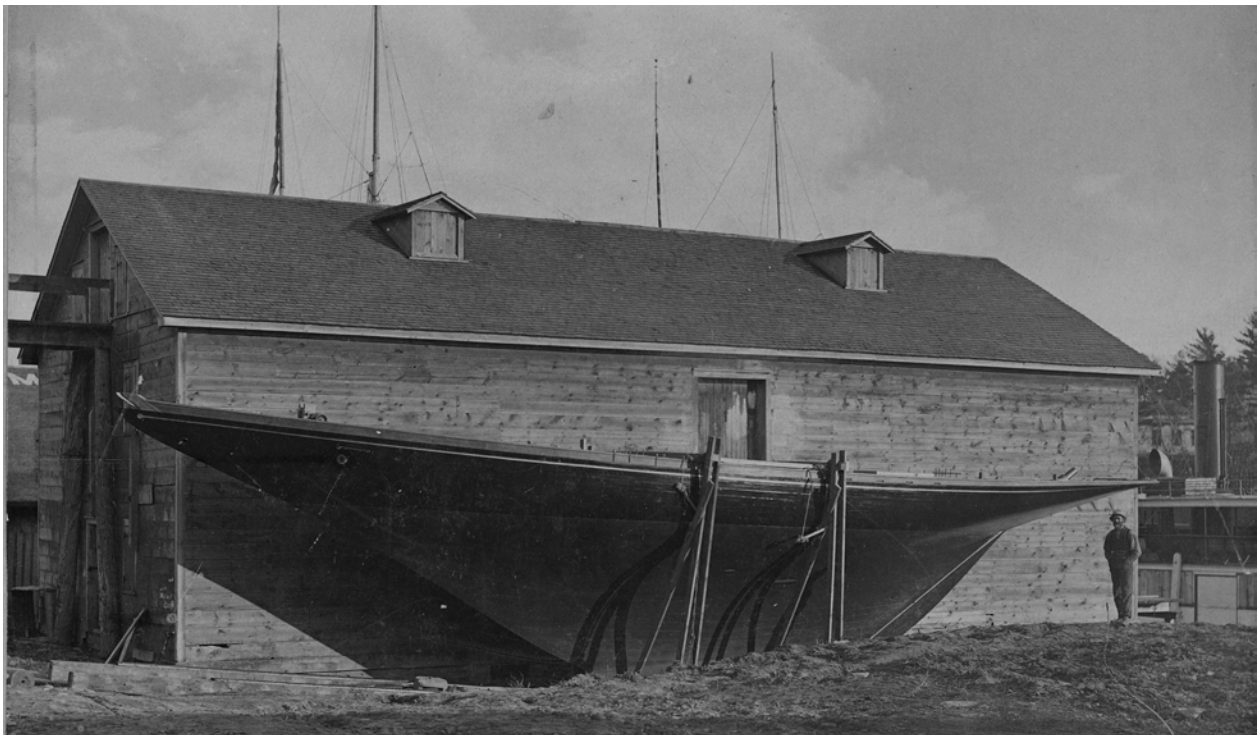


Figure 4-23: The yacht Winnetta under construction at the Andrew shipyard in 1895 (*OHS*).

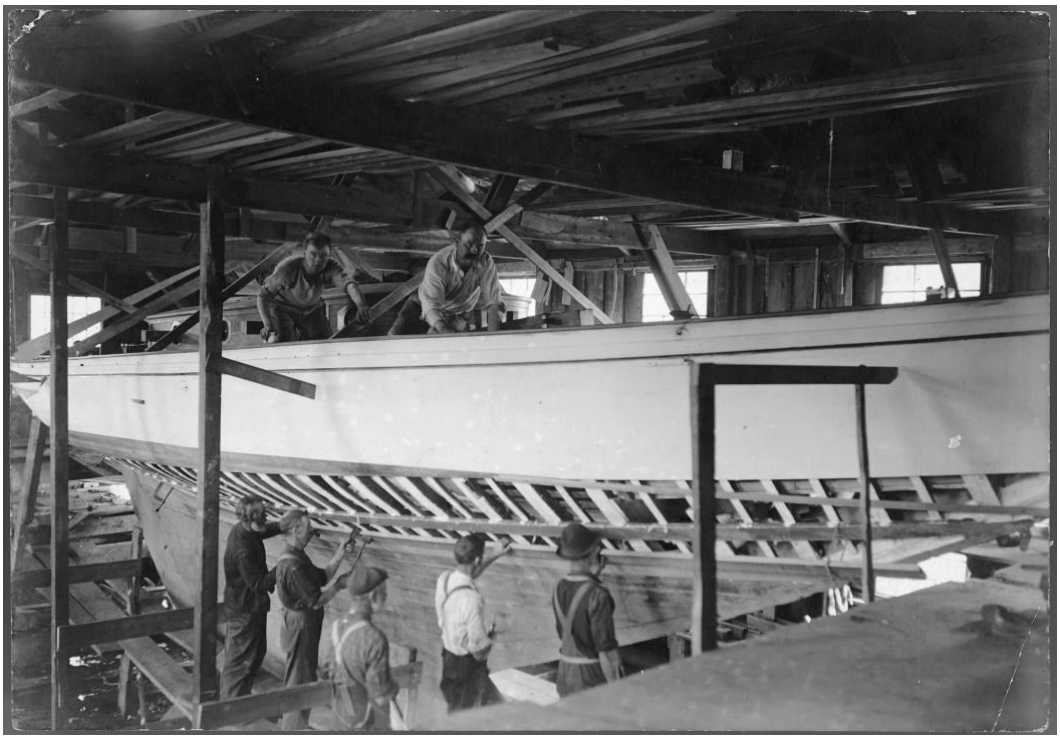


Figure 4-24: Craftsmen working on an unidentified yacht in 1908 at Andrew's shipyard (*COTA*).

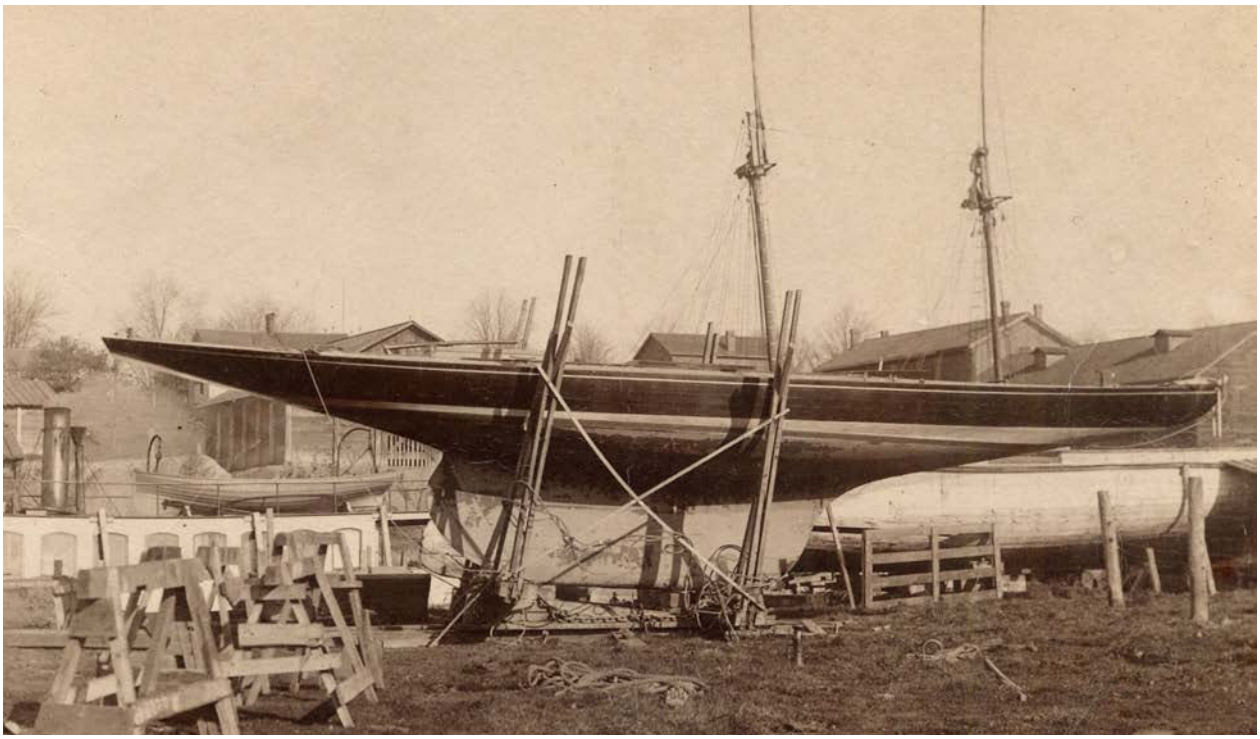


Figure 4-25: One of Oakville's most accomplished yachts, Aggie, under construction at Andrew's shipyard in 1887 (*OHS*).

Figure 4-26: Unidentified men pose with the yacht Canada then under construction at Andrew's shipyard in 1895 (*OHS*).

Figure 4-27: Unidentified men and boys pose on the east shore of the creek in c.1885 with the new heavy timber bridge seen behind. In the left background are Andrew's shipyard buildings, across the street from Doty's foundry, now sporting an addition on its west side (*OHS*).

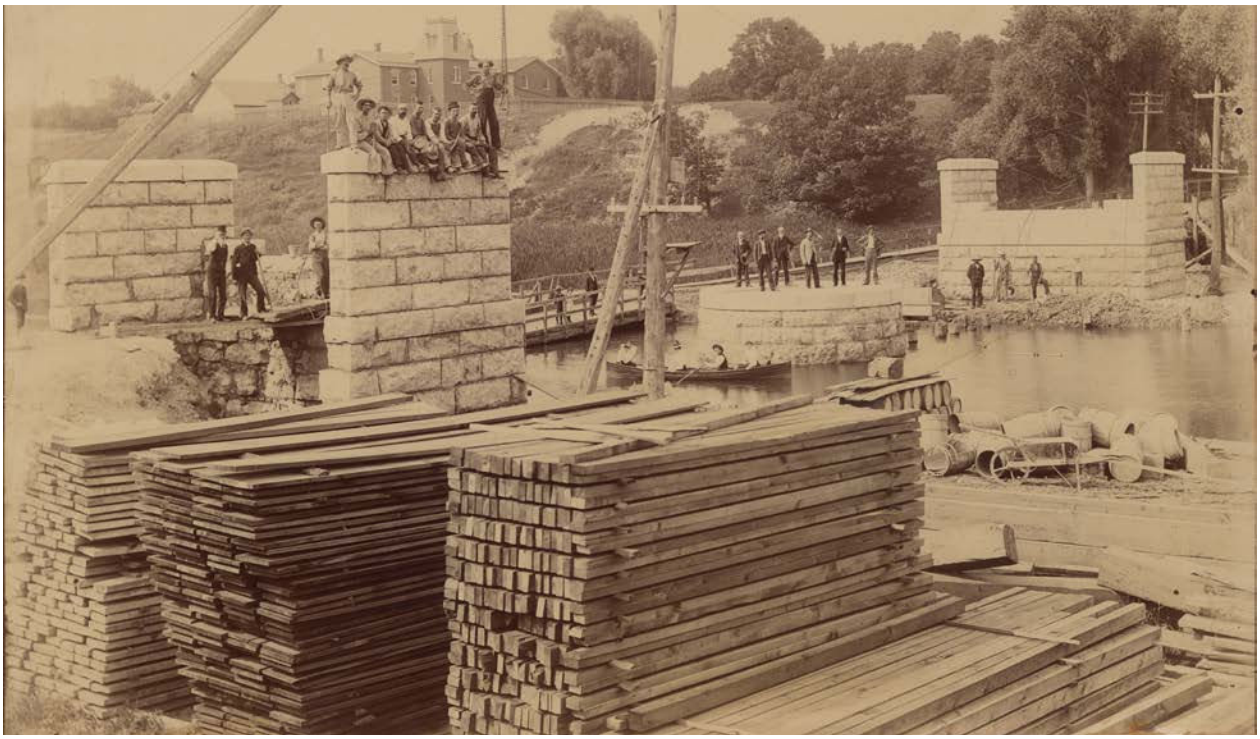


Figure 4-28: 1893 photograph of the Aberdeen Bridge under construction with abutments and turntable in place, built with massive limestone blocks (*OHS*).

Figure 4-29: A boat cruises through the creek during the opening of Aberdeen Bridge in 1894. Photograph presumably taken from Doty's foundry building. The Gage & Hagaman building, Canadian Hotel, and Granary are all visible in the background (*OHS*).

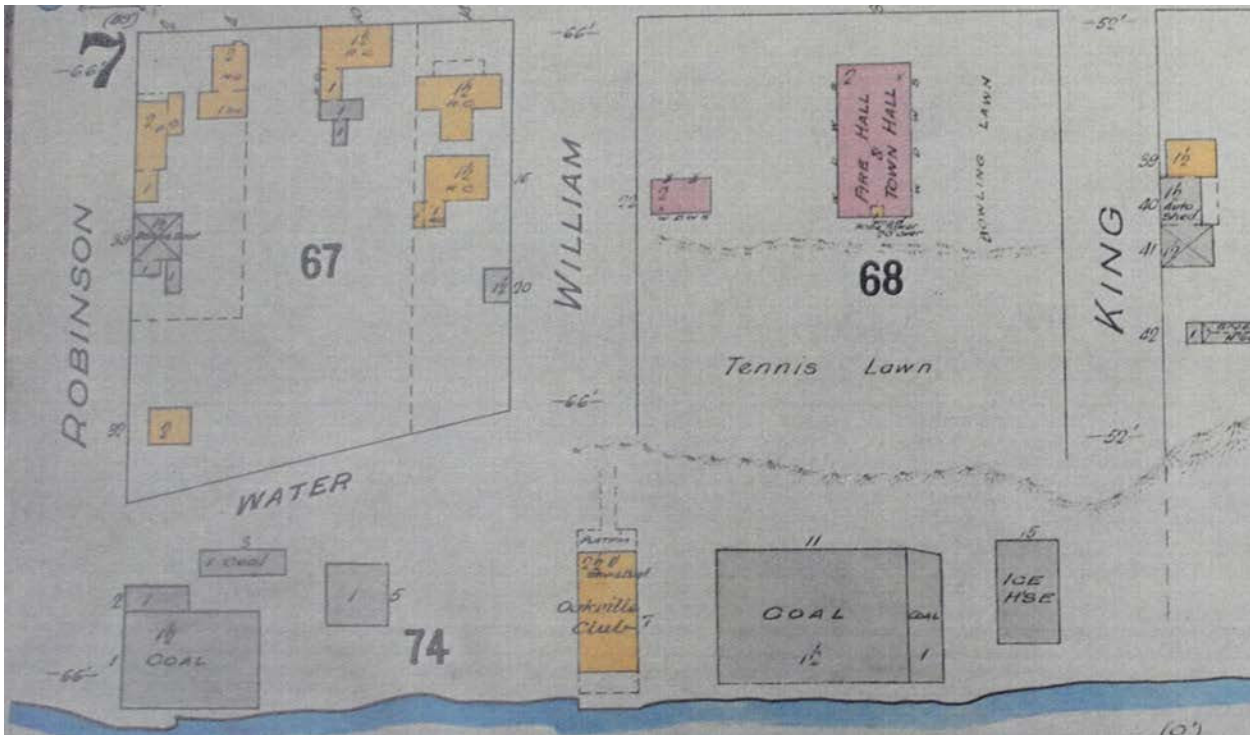


Figure 4-30: Detail of Goad's 1910 Insurance Plan of the Town of Oakville showing the east side of the harbour. Two large coal sheds are shown amongst other harbour structures, Tennis and bowling lawns are seen further east (*Oakville Public Library*).

Figure 4-31: Undated photograph showing the Oakville Yacht Building Company's facilities during the winter season (*TSPA*).

Figure 4-32: c.1919 postcard looking northeast and showing the relationship between Lakeside Park and Mt. Vernon in the background (*Oakville Public Library*).

Figure 4-33: c.1910 postcard showing the Oakville club's facilities, recently adapted from the original Granger's grain warehouse (*TRL*).

Figure 4-34: 1913 photograph looking east to the Oakville Club building. The addition to the south was formerly the site of a large coal shed (*TSPA*).

Figure 4-35: 1908 photograph showing women fishing, and pleasure craft waiting near the foot of the east breakwater (*COTA*).

Figure 4-36: 1909 photograph showing pleasure craft in the harbour and huge crowds along the east breakwater. Erchless, Mt. Vernon and Lakeside Park are all seen in the background (COTA).

Figure 4-37: 1909 photograph showing canoeists engaged in a tilting match, with many spectators on the east breakwater (*COTA*).

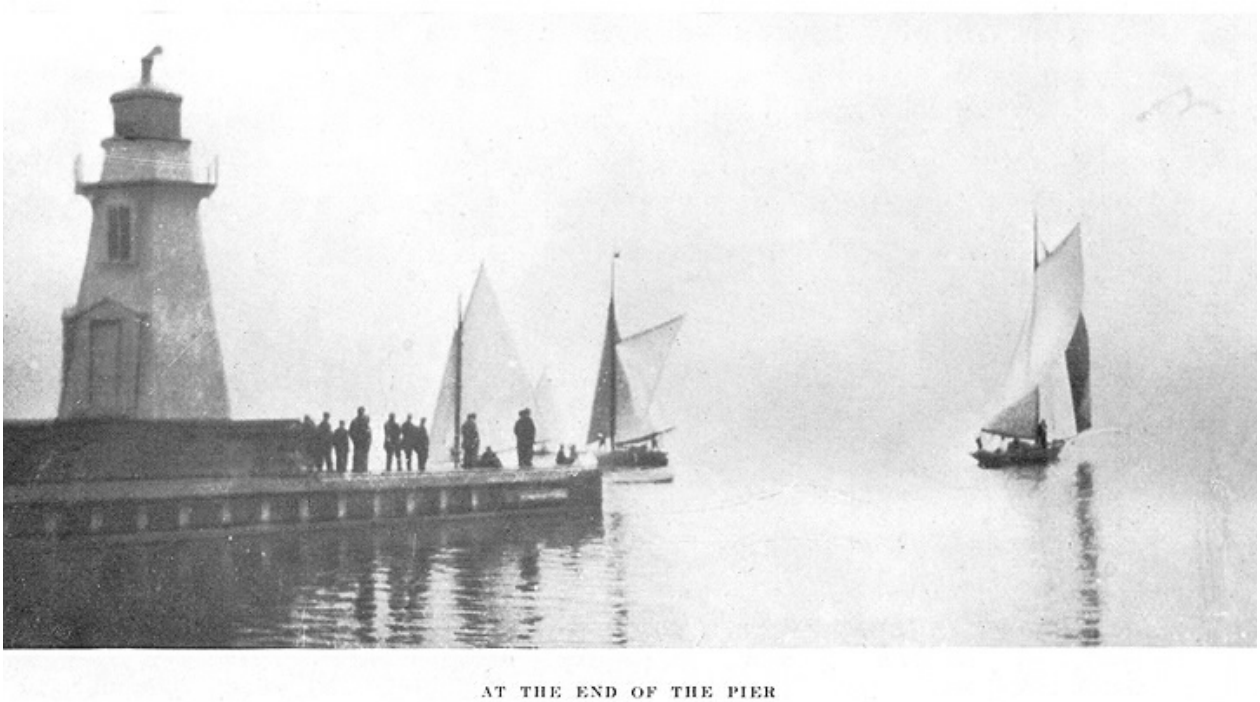


Figure 4-38: Photograph from a 1912 publication with yachts, spectators and the second lighthouse (*Oakville: Past and Present*).

Figure 4-39: The new bridge over Colborne Street under construction in 1924 (*COTA*).

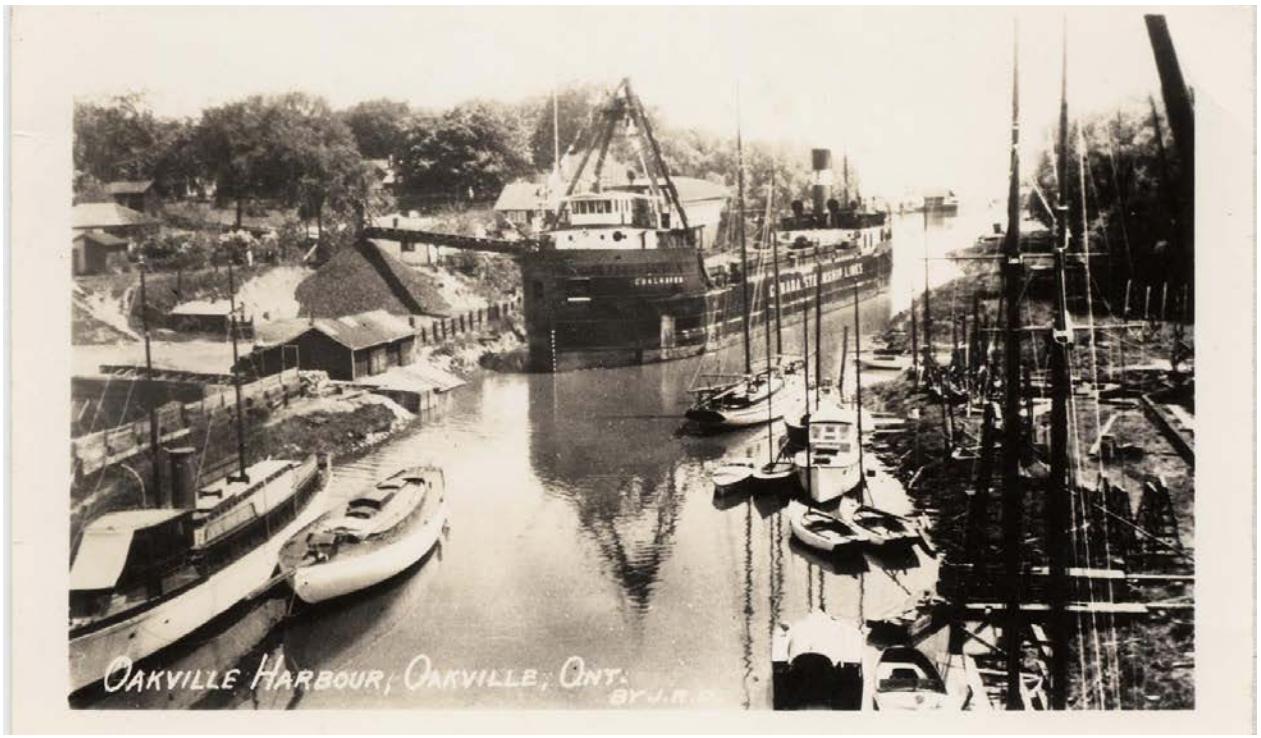


Figure 4-40: Photograph of Oakville Harbour c.1940, showing numerous pleasure craft and a coal tanker unloading onto the east bank (*Maritime History of the Great Lakes*).

Figure 4-41: 1940s photograph looking south from the Erchless grounds toward to base of the east breakwater. High water throughout the decade caused severe damage and washed away significant portions of Lakeside Park (*Oakville Museum*).

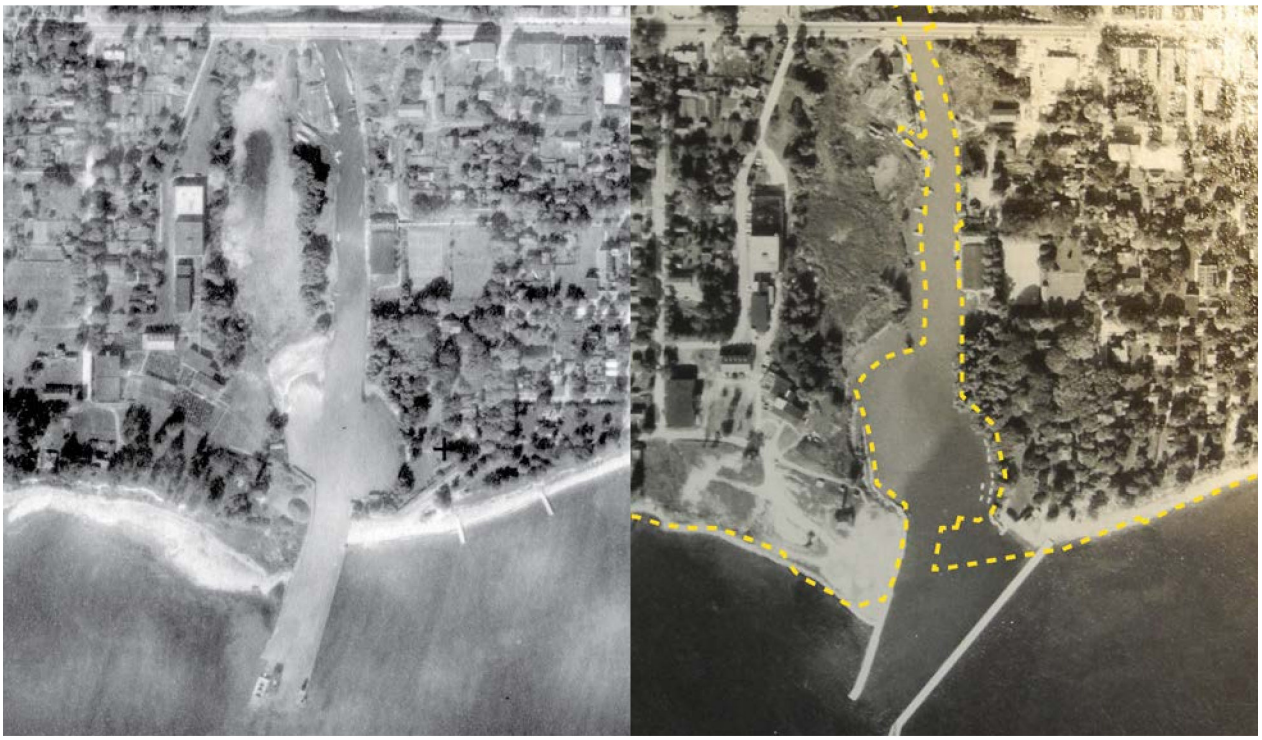


Figure 4-42: The Harbour Area as seen in 1943 (left) and 1954 (right). The 1931 shoreline is superimposed over the latter to give an indication of the changes wrought by high water in the 1940s (*National Air Photo Libary; Archives of Ontario*).

Figure 4-43: Spectators enjoying a hydroplane regatta from Lakeside Park in 1957 (*Town of Oakville Archives*).

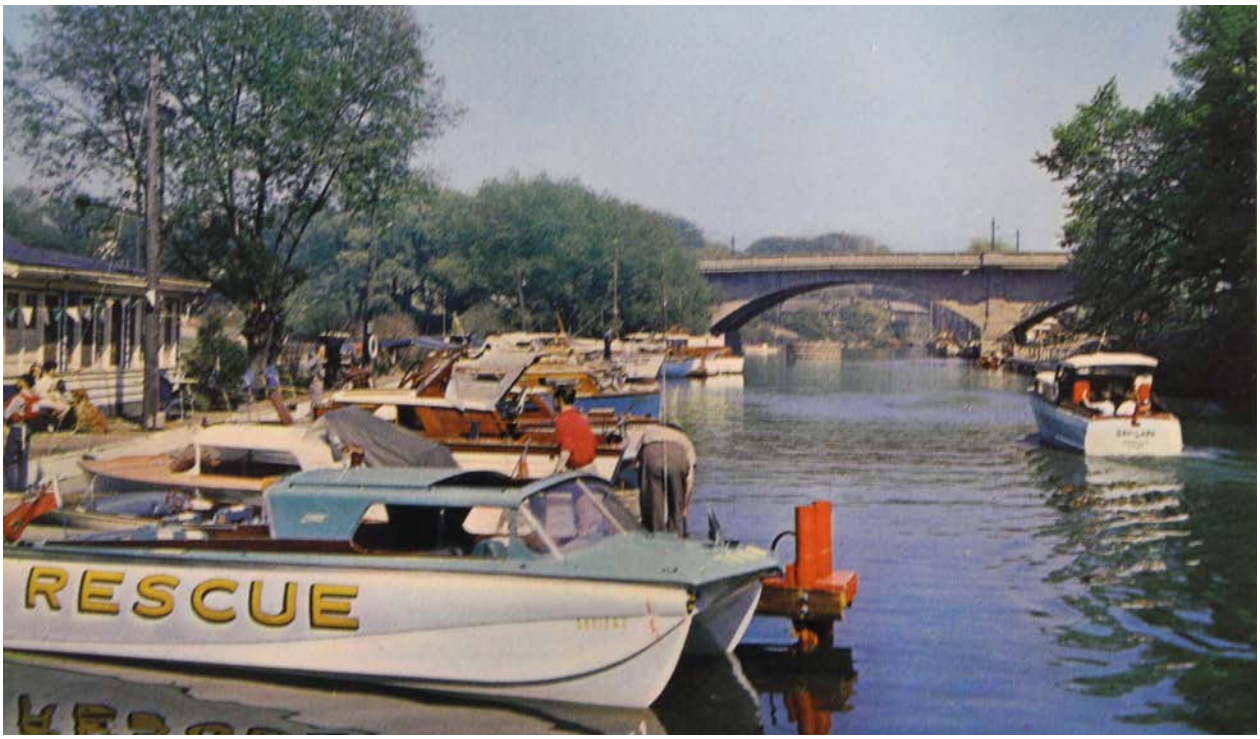


Figure 4-44: Smaller pleasure craft moored at the harbour, undate photo (*TRL*).

Figure 4-45: Skaters take to the frozen harbour ice in large numbers in 1973 (*TSPA*).

Figure 4-46: A sketch of the mouth of Sixteen Mile Creek made by Elizabeth Simcoe in 1795 shows huge white pine and is suggestive of the historic topography (*Archives of Ontario*).

Figure 4-47: 1856 painting by Frederick Arthur Verner shows a fall scene further north up Sixteen Mile Creek. Deciduous and coniferous trees are shown lining the banks around the rebuilt mills (*Oakville Museum*).

Figure 4-48: The peninsular form housing John Andrew's shipyard is clearly seen in this 1906 photograph from the radial rail bridge. The image's rich content speaks to a number of important themes through the harbour's evolution (*OHS*).

Figure 4-49: 1908 photograph looking northwest clearly shows the mixture of trees around the tannery and suggests a number of coniferous species (*COTA*).

Figure 4-50: c.1910 postcard suggest willow and white pine along the river's edge and wetlands (*TRL*).

Figure 4-51: 1932 photograph showing the ecology of the peninsular form still intact (*COTA*).

Figure 4-52: Looking south through the harbour in 1957 (*TRL*).

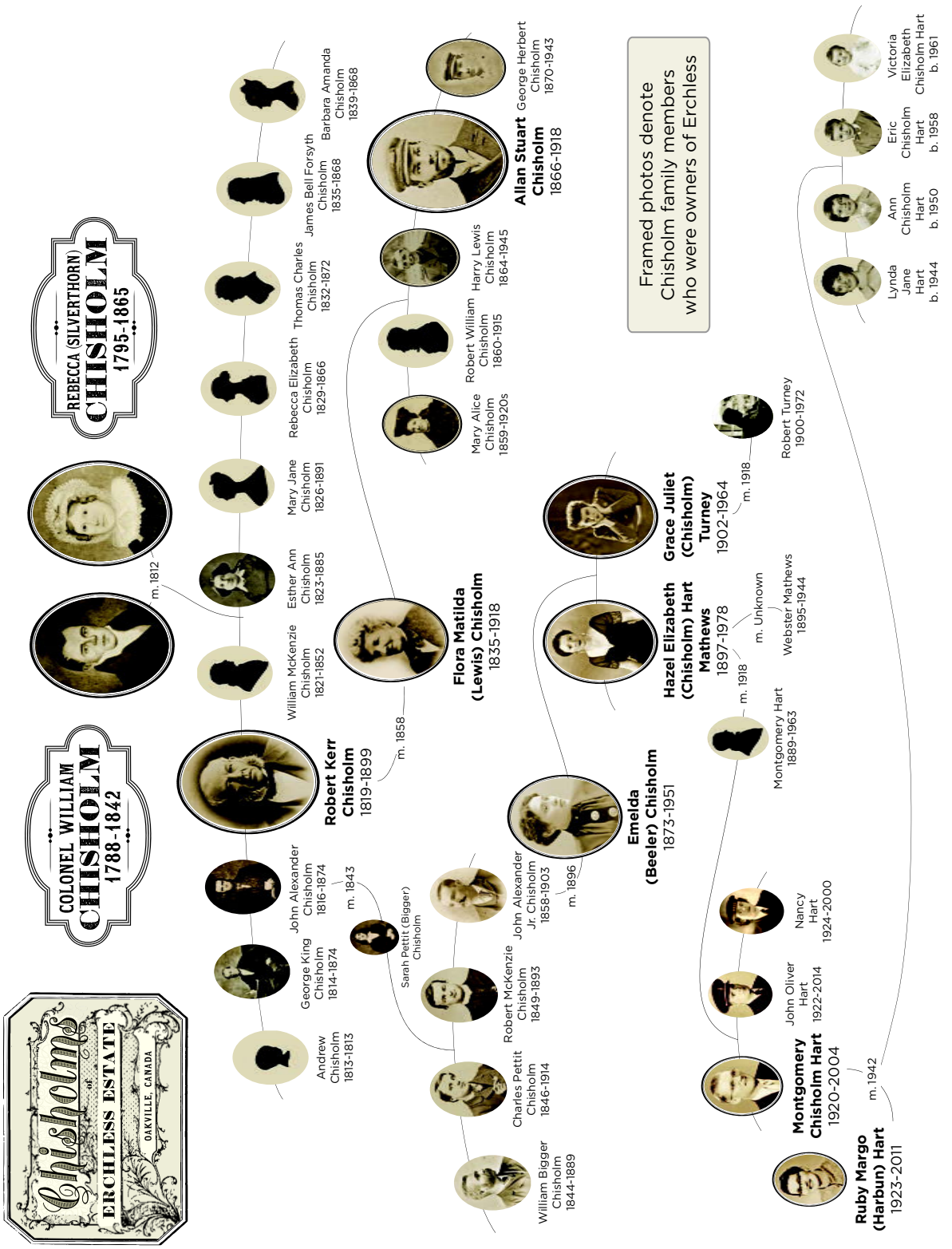


Figure 4-53: Family tree graphic prepared by the Oakville Museum of the Chisholms.

Figure 4-54: The summer picnic in Lakeside Park continues today as the Mayor's Picnic (OHS Newsletter, June 1986, cover).

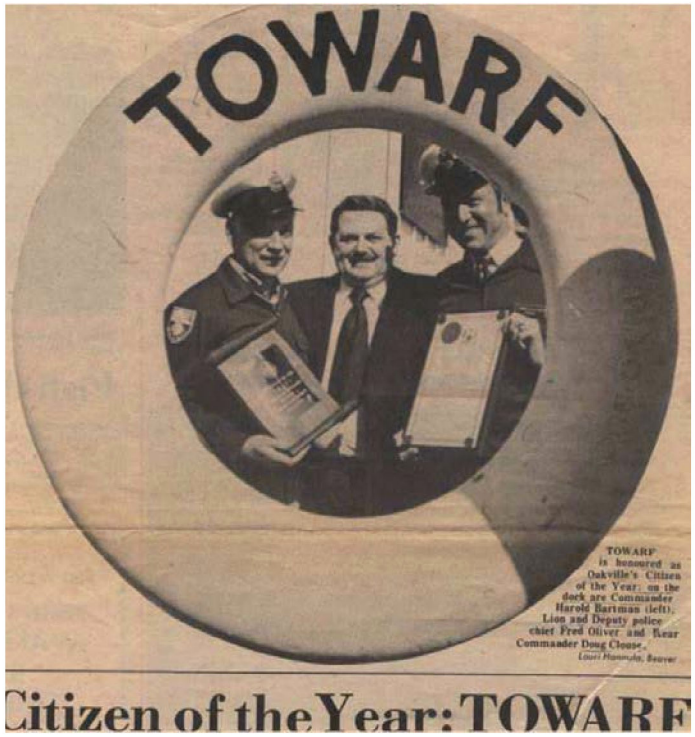


Figure 4-55: In 1975, TOWARF was awarded the Lion's Club Citizen of the Year in recogition of its volunteer work (Cheryl Elliott, TOWARF: 50 Years of Excellence, n.p., n.d., 2004, p. 40).

Figure 4-56: The crowd gathered in Lakeside Park to celebrate the christening of the H.M.C.S. Oakville on November 5, 1941. The Oakville, which anchored offshore, can be seen in the background (Sean E. Livingston, Oakville's Flower: The History of the HMCS Oakville, Toronto: Dundurn Press, 2014, p. 45).

Figure 4-57: Moving Merrick Thomas House to Front Street, 1955 (OHS Newsletter, September 2014, p. 6).

Figure 4-58: Restoration of Oakville's Second Lighthouse, c1962 (Oakville Yacht Squadron Website).

5 STAKEHOLDER ENGAGEMENT

The following twenty-two community organizations, institutions and First Nations communities were identified, in consultation with Town of Oakville staff, as potentially having an interest in the cultural heritage evaluation of Oakville Harbour:

Association of Oakville Harbours' Stakeholder

Burloak Canoe Club

Canadian Caribbean Association of Halton

Charterability

Haudenosaunee Development Institute (HDI)

Lake Ontario Swim Team (LOST)

Mississaugas of the Credit First Nation

Oakville Centre for the Performing Arts

Oakville Children's Festival

Oakville Club

Oakville Historical Society

Oakville Lakeside Residents' Association

Oakville Lawn Bowling Club

Oakville Museum

Oakville Power Boat Club

Oakville Public Library

Oakville Yacht Squadron

Oakvillegreen

Six Nations of the Grand River

Sport Oakville

Town of Oakville Water Air Rescue Force (TOWARF)

Wai Nui O Kanaka - Outrigger Canoe Club

Following the development of an engagement strategy, successive attempts were made beginning in June 2019 to connect with each stakeholder. By the end of August 2019, ten local organizations had either responded or had input during research visits to the Harbour. Some group representatives provided information via email, others requested and participated in phone conversations.

The Mississaugas of the Credit First Nation's Department of Consultation and Accommodation (DOCA) also participated through emails and an in-community meeting in Hagersville on July 16,

2019.

Engagement participants were asked to provide information about provide their organization's connection to the history of Oakville Harbour, general history of the Harbour itself, and their current use of the area.

Historian Dr. Donald Smith (University of Calgary) from Oakville was also contacted and provided information about historical research sources for the Harbour.

In total, 56 engagement outcomes (comments, narratives, resources, concerns, etc.) were catalogued from 21 email chains, phone conversations, and in-person meetings. Engagement outcomes typically focused on historical and contemporary land use (25), water use (6), traditional practices (5), and general participation in the study itself (10).

In addition to providing historical information, engagement participants shared their individual concerns about their organizations' interests in the Harbour's development. Among nearly all participants was a recognition of the historical and natural importance of Oakville Harbour coupled with an appreciation for the ongoing functionality of active Harbour infrastructure. The balancing of heritage with functionality is a central concern for local stakeholders. From DOCA, historical information about Mississauga settlement and use of area and subsequent treaties, paralleled potential interest in reintroducing traditional ceremonies to the Harbour.

Historical information provided by participants has been incorporated into previous sections of this report.

A public meeting is scheduled for November 14, 2019 to gather additional comments and feedback from stakeholders and community members. Input from this meeting will help inform subsequent stages of the project.

6 CHL ANALYSIS

This section builds on the information gathered and synthesized in sections 2 through 5, in order to identify and evaluate potential CHLs within the Study Area. It includes analysis of the area's key cultural elements, assessment against the PPS definition of CHL, and evaluation of the area against O. Reg. 9/06.

6.1 SIGNIFICANT ASSOCIATIONS, IDEAS AND PRACTISES

Identifying CHLs requires an understanding of the cultural dimensions that are embedded within the physical site. Through research, stakeholder engagement and fieldwork a number of key associations, ideas and practises have been identified and are summarized below.

6.1.1 Associations & Ideas

Water & Natural Environment

The Study Area is associated with the unique geological and hydrological conditions of its situation at the confluence of Sixteen Mile Creek and Lake Ontario.

Indigenous Uses & Significance

The Study Area is associated with a long history of Indigenous use, with the river long serving as an important waterway for navigation. The recent history of use by the Mississauga dates to the mid-18th century. The harbour area supported rich fishing and hunting, and a seasonal encampments were established in the vicinity during temperate months. The harbour continues to hold special importance for the Mississauga of the Credit First Nation, who place spiritual importance on significant waterways and confluences.

Commercial Shipping:

The Study Area is associated with the establishment of Oakville Harbour, and its growth into a thriving commercial port by the mid-19th century. The economic opportunity was clear from the outset, with the harbour established nearly half a decade before a townsite was formally laid out. The rapid growth was characterized by heavy schooner traffic, hardwood and fuel storage yards, and the construction of numerous grain warehouses and other infrastructure along the east bank. Navy Street was the major artery related to the harbour and boomed with commercial, residential, hospitality and institutional development. Boatbuilding operations thrived, and a Custom House was established with Oakville designated an official Point of Entry. Following the railway's arrival the commercial shipping economy supported the mercantile, professional and industrial growth of Oakville.

Institutional Uses

The Study Area is associated with institutional uses formerly concentrated between the Erchless Estate and Market Square. As an official Port of Entry, customs operations were based on the Erchless Estate grounds from the mid-19th century into the 20th century. The block to the north was earmarked as a market grounds as late as 1833, and supported town council, market, and lock-up operations from the 1860s into the 20th century.

Boats & Shipbuilding

The Study Area is associated with shipbuilding, and a number of significant vessels built at or associated with the port. The harbour supported several shipyards during the mid-19th century, and Oakville's builders developed a reputation for the quality of their schooners. Following a decline in the 1860s, shipbuilding was revived in the 1880s when John Andrew established his yacht-building operation. Andrew's yard produced numerous prolific winners, continuing the tradition of excellence associated with Oakville shipbuilding. There are a number of notable craft associated with Oakville Harbour, notable among them the White Oak (b.1867 by Duncan Chisholm), Aggie (b. 1887 by John Andrew) and Canada (b. 1896 by John Andrew)

Industrial Development

The Study Area is associated with the industrialization of Oakville after the 1850s. A number of notable operations were established established on the west side of the harbour area, including a tannery, foundry and sawmill, whereas the east side supported smaller operations for tanning and a carriage works.

Recreation & Public Amenity

The Study Area is associated with recreational uses that first emerged following the decline of commercial shipping in the 1860s. The purchase of a former hardwood fuel yard for Lakeside Park is exemplary of the transformation underway, with the harbour area supporting pleasure boating, racing, swimming, and picnicking for locals and tourists in the latter 19th century. In the 20th century tourism declined, but the harbour area remained an important to locals, with numerous recreational groups and clubs established in the area. These clubs' facilities have further contributed to the recreational landscape, and in the latter 19th the entire west bank of the river has been converted to parkland.

Commemoration & Heritage

As the original impetus for settlement, the Harbour is associated with the founding of Oakville and retains special meaning as part of the town's historic centre. The area accumulated additional built heritage components through the progressive relocation of a number of historic structures in the 1950s and 1960s, each with its own set of associations. Initiated by Hazel Chisholm Mathews and the Oakville Historical Society, the series of relocations produced an eclectic collection of buildings within the Harbour's vicinity. The result reflects a particular era in the evolution of conservation practice that saw similar efforts elsewhere, both regionally and throughout North America. The Harbour is also associated with a sustained connection to other heritage conservation and commemoration initiatives–for instance, as the location of several systems of interpretive signage, and of the Historical Society and Oakville Museum's holdings and programs. These activities in turn help to conserve the other significant associations and stories represented by the Harbour.

6.1.2 Practises

Recreation

Recreational activity can be divided into between active and passive types. Active recreation is that requiring some degree of infrastructure or organization, including boating (by wind, human and motor power), tennis, swimming and lawn bowling. Passive recreation includes walking, running, birding, picnicking and fishing.

Commemoration & Interpretation

These represent the active and ongoing practise of engaging with identity and public memory through connections to the harbour area's important associations. The practise of commemoration is seen in the many types of plaques acknowledging important events, structures and people in Oakville's history. Interpretation provides an educational dimension, and is represented by panels, artwood, and historic relics.

Conservation

Conservation practice applies to both natural and built features and dates to the mid-1950s. Establishment of the Sixteen Mile Creek Conservation Authority in 1956 and adoption of a management plan two years later, were the beginning of conservation efforts that continue today.

The practise of conservation of built features in the area involves the selective retention and repair of important structures to celebrate the heritage of a community. Within the harbour area the practise dates to the relocation and conservation of the first Post Office in 1952. This was followed by several other relocations of significant structures Lakeside Park in the 1950s, and with two relocations to Shipyard Park in the 1960s. By the 1970s the Town of Oakville began playing a role in conservation, first with the purchase of the Erchless Estate grounds in 1976. This was followed a number of studies promoting conservation within an urban planning framework, including the Old Oakville Heritage Conservation District Study in 1976 and a feasibility study for the Erchless Estate grounds in 1980.

6.2 STUDY AREA AS CHL

As a framework for the identification and conservation of CHLs, Oakville's CHL Strategy provides a definition for CHLs, and a methodology for evaluation. In order to identify significant CHLs for conservation, this report will first assess the harbour area/Study Area to demonstrate that it meets the definition of a CHL. This is followed by evaluation against O. Reg. 9/06 to test for significant cultural heritage value, and provide consistency under the CHL Strategy. The CHL Strategy refers to the PPS to define CHLs. Evaluation under O. Reg. 9/06 provides an indication of significant CHV, but does not determine whether or not an area is a CHL. This determination is made by assessing the area against the PPS definition, and is an important step in articulating the nature and character of the CHL(s) identified.

According to the PPS definition, CHLs are defined areas with physical elements valued for their interrelationships, meanings or associations. The physical elements comprise the 'landscape' component of the concept, and include both the natural and man-made aspects of the environment. These are summarized in Section 2.0 - Study Area Overview and throughout Section 4.1 - Historical Summary. The 'cultural' component is the interrelationships, meanings and associations that elevate the physical environment to a CHL with particular meaning and importance. These are summarized in Section 6.1 - Significant Associations, Ideas and Practises.

The Oakville Harbour area represents a landscape with strong relationships between the physical environment and cultural aspects. In fact, the area sustains multiple associations and practises in relation to several communities. These layers pertain to Indigenous associations with the creek mouth; cultural practises enabled by the access to water; and special meaning for its relationship to the founding and history of Oakville. As such, Oakville Harbour can be considered a layered CHL, where distinct but related landscapes exist simultaneously atop each other. These layers

are discussed in greater detail below. For each layer the particular relationship between physical and cultural elements is described, which impacts the nature of heritage value for each and informs the respective CHL categories.

6.2.1 Indigenous Layer

This layer represents the historic / traditional use of the harbour area by indigenous peoples, including spiritual connections to the harbour and related water bodies. It dates back centuries, and was vibrant until slightly after the establishment of the harbour at the mouth of Nanzuhzaugewazog. The layer was originally created by traditional ways of life (hunting, fishing, camping) and spirituality practised within the vicinity of the river mouth. So important were the river mouths to the Mississauga that they negotiated for their retention during negotiations for the Head of the Lake Treaty in 1805. The integrity of the layer declined however as the harbour and town were increasingly built up. The cultural relationship to the area waned as access to the harbour and river became restricted, the salmon runs ceased and traditional campgrounds were subdivided and developed. The layer has been reduced to an associative connection for the Mississauga of the Credit First Nation, who attribute spiritual importance to the harbour as a significant water site within their ancestral territory.

As a landscape sustained by powerful cultural associations with the natural environment, the layer is best understood as an Associative Cultural Landscape. As such, its value lies in the integrity of the significant associations and meanings connected to the site, including the water itself.

6.2.2 Historic Harbour Layer (Commercial, industrial & Recreational)

This layer dates to the establishment of a formal harbour at Sixteen Mile Creek in the late 1820s. It represents a landscape continually shaped by practises related to and supported by the harbour at the creek mouth. These practises include commercial shipping; industrial and manufacturing operations; and recreational activities. The commercial landscape developed quickly, dominating the east bank of the creek for several decades in the mid-19th century. It was characterized by warehouses (wood and stone), shipyards, and other transportation infrastructure, in addition to high volumes of schooner traffic in the harbour and commercial activity along Navy Street. Boat building operations were quickly established, and by the mid-19th century Oakville was an important maritime port with a strong naval culture. The layer evolved as commercial shipping waned in the 1860s, beginning the slow transition toward a recreational harbour. The harbour supported commercial operations into the mid-20th century, though these were sparse and recreational uses increasingly defined the east side's landscape. On the opposite site of the creek, a number of industrial and manufacturing operations prospered on the river flats after the mid-19th century and into the early 20th. The evolution of the harbour's east side over time is shown in Figures 6-1 through 6-4.

While commercial and industrial practises have largely ceased, the harbour continues to support recreational activities (Figures 6-5, 6-6). These remain an active force in the landscape, and the ongoing discourse ultimately sustains the layer: the natural environment and harbour serve as a venue and amenity for recreational activities, which in turn shape the harbour environment through activities and their associated infrastructure. Key elements of the physical environment include natural elements of the river mouth (including water, topography, vegetation and wildlife), harbour infrastructure, and recreational amenities. In particular green spaces, trails and moorings

are pervasive throughout the area. The natural morphology of the harbour area serves as a unique recreational space, especially for water sports. This is enhanced by the environment's rich and lush vegetation, which supports additional recreational and leisure activities. While commercial shipping and industrial / manufacturing operations are no longer practised, the harbour area retains physical resources and historical associations with them. Surviving aspects of this landscape include several remnant warehouses, adapted architectural remains, and other sites historically related to the harbour's operation (Figures 6-7, 6-8).

As a landscape borne of cultural practises undertaken in response to the natural environment, the Historic Harbour layer is best understood as an Organically Evolved Landscape. Since recreational activities continue to support its ongoing evolution, it is considered a Continuing landscape within with the evolved category. As such, its value lies in the ongoing evolution of the harbour sustained by the continued recreational practises within the area.

6.2.3 Heritage & Commemoration Layer

This layer reflects the Harbour's role as a central location in Oakville's origin story, as well as a commemorative landscape where residents continue to share stories through heritage conservation and interpretation. The town traces its founding to the Harbour's opening in the 1820s, and the area retains significance as the historic heart of Oakville. Building on this association, Hazel Chisholm Mathews and the Oakville Historical Society spearheaded efforts that established the Harbour as a setting for exploring the town's history and identity. The relocations of Oakville's first post office (which then served as the town's first museum), a historic bandstand, the Merrick Thomas House, Oakville's second lighthouse, and the Lyon's Log Cabin in the 1950s–1970s contributed to this layer (Figures 6-9, 6-10). Each of these structures represents its own history, which is now embedded within the Harbour landscape. Collectively, the moved buildings also represent the mid-century burgeoning of North America's preservation movement–which, as in this case, was often led by women and historical societies–and that era's practice of relocation as a means of conserving valued built resources.

While the specific conservation activities in this area have changed, the Harbour has continued to serve as a venue for initiatives related to Oakville's heritage. Several systems of interpretive signage and commemorative plaques share stories of the town, and the Historical Society and Oakville Museum cultivate ongoing study and celebration of the past (Figures 6-11 through 6-13). These activities maintain the Heritage & Commemoration layer as a landscape where the town's identity is considered and promoted, and where public memory is nurtured and performed (Figure 6-14). In this way, the layer also contributes to the conservation of the Harbour's other layers.

As a landscape produced and sustained by efforts to conserve stories and physical remnants of Oakville's history, the Heritage & Commemoration Layer is best understood as an Associative Cultural Landscape. As such, its value lies in the integrity of the significant associations and meanings connected to the site.

6.3 EVALUATION OF SIGNIFICANCE

The following evaluation applies to the Study Area in its entirety rather than its individual components.

ONTARIO REGULATION 9/06

Design or Physical Value:

The property has design or physical value because it...

... is a rare, unique, representative or early example of a style, type, expression, material or construction method

Yes, the Study Area can be described as a representative example of the semi-natural, river harbour type where a harbour is formed naturally along a river but requires human-made elements for protection against winds and waves.

... displays a high degree of craftsmanship or artistic merit

No. Given the extent of the Study Area, number of property types and styles as well as its combination of built and natural features, it cannot be described as displaying a high degree of craftsmanship or artistic meri'.

...demonstrates a high degree of technical or scientific achievement

No. Given the extent of the Study Area, number of property types and styles as well as its combination of built and natural features, it cannot be described as demonstrating a high degree of technical or scientific achievement.

Historical or Associative Value:

The property has historical or associative value because it...

...has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community

Yes. The Study Area has direct associations with the Indigenous history and usage of Nanzuhzaugewazog (Sixteen Mile Creek) and the surrounding area. Indigenous use of the creek dates to the 18th century at the latest, when the Mississauga established summer camps in the vicinity of the harbour area. Here they hunted, fished, and cultivated corn on river flats before returning to northern hunting grounds for the winter months. The area also holds special significance within the Mississauga's cosmology as a notable water locale. When much of the 'Mississauga Tract' was ceded under the Head of the Lake Treaty in 1806, the Mississauga reserved about 1000 acres at the mouth of the Nanzuhzaugewazog.

The Study Area has direct associations with several members of the Chisholm family between the 1820s and the 1960s. Successive generations were responsible for constructing the harbour in 1828 (William) and the Erchless Estate in 1856 (Robert Kerr); serving as business owners in the Study Area (William and Robert Kerr) and public officials (William and Robert Kerr as Collector of Customs and Postmaster), establishing organizations and clubs that remain in the Study Area including the Oakville Club (Allan Stuart) and the Oakville Historical Society (Hazell Mathews); donating property for public use as Lakeside Park (Hazell Mathews).

The Study Area has direct associations with the Town of Oakville's founding and development. Oakville was effectively established with the construction of a harbour at the mouth of the Sixteen Mile Creek by William Chisholm between 1827-1828. The town grew about the booming commercial harbour through the mid-19th century, and Oakville became a thriving port town with a strong naval culture. A number of key industries were also located about the harbour, which originally offered access to transportation and a water source. With the decline of commercial shipping in the 1860s, the harbour in turn supported the emergence of the tourism and recreational economy. The activities and practises evolved into the 20th century through the establishment and growth of various social and recreation clubs in and around the harbour area.

The Study Area has direct associations with the activity of conservation and commemoration which began in the 1950s. This includes the moving and restoration of the Post Office (1952), bandstand/gazebo (c1950) and Merrick Thomas House (1955) to Lakeside Park; the moving and restoration of Oakville's Second Lighthouse (1960) to the OYS property and the moving of Lyon's Log Cabin (1966) to Shipyard Park. [hcd; erchless municipal ownership]

The Study Area has direct associations with the activity of volunteerism that is evidenced in several volunteer-run organizations including: the Oakville Historical Society (OHS, 1953); Town of Oakville Water Air Rescue Force (TOWARF, 1954); and the Oakville Lakeside Residents' Association (1966).

The Study Area has direct associations with recreational and competitive sailing. As a thriving commercial port in the mid-19th century Oakville Harbour was home to many sailors, captains and schooners, boasting numerous shipyards of high repute. With the emergence of the recreational harbour, Oakville quickly became associated with yachting. A number of local boats and crews attained success in RCYC and Canada Cup races. Notable vessels associated with Oakville Harbour include the school White Oak, and yachts Aggie and Canada. Organizations related to recreational and competitive sailing include the Oakville Club (1907) and Oakville Yacht Squadron (1946).

The Study Area has direct associations with the event of the christening of the H.M.C.S. Oakville on November 5, 1941. With the Oakville anchored off shore, thousands gathered in Lakeside Park to cheer for the ship and crew. More than sharing a name with the Flower-Class Corvette, the Town of Oakville adopted the Oakville and crew providing citizens a concrete way to support the war effort and the crew a specific community to defend.

...yields or has the potential to yield information that contributes to an understanding of a community or culture

Yes. It is highly likely that Lakeside Park retains archaeological potential. Shipyard Park and Tannery Park may also have potential, either Indigenous or Historic, but these are in closer proximity to previous industrial activity.

...demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community

No. Although some architects and landscape architects have been identified, the Study Area as a whole is not associated with an architect, artist, builder, designer or theorist.

Contextual Value

The property has contextual value because it...

...is important in defining, maintaining or supporting the character of the area

Yes. The Study Area, with its high banks, wide creek mouth and shoreline flats was a naturally advantageous location for a harbour. After its construction, the harbour with associated landforms and environment played a central role in dictating the economic and cultural activities that have sustained the character of the area.

...is physically, functionally, visually or historically linked to its surroundings

Yes. The construction of the harbour effectively represented the establishment of Oakville, which developed in relation to the growing commercial port. The function of the harbour (supporting commercial and recreational activities) has always been related to the physical situation and conditions of the creek mouth. The area's topography affords numerous views and visual connections to the creek and Lake Ontario.

...is a landmark

Yes. The Study Area and Oakville Harbour in particular is a prominent feature in the Town of Oakville, well-known as a public amenity space and for its associations with the history of Oakville.

SECTION 6 FIGURES

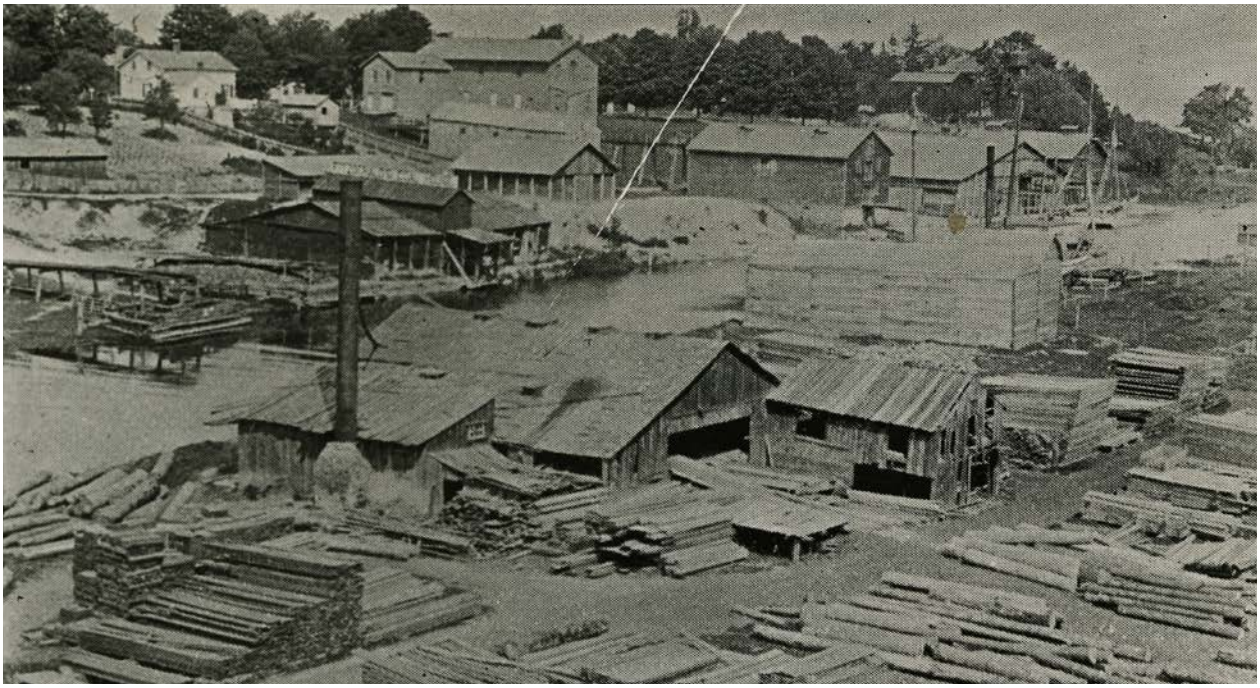


Figure 6-1: c1897 photograph showing the east side of the harbour still possessed a fair deal of shipping infrastructure despite the decline of the wheat trade several decades earlier. Of note are the loading tracks, coal sheds, and grain warehouses. The busy grounds of Doty's sawmill indicate a fair amount of industrial activity (*Oakville Historical Society*).

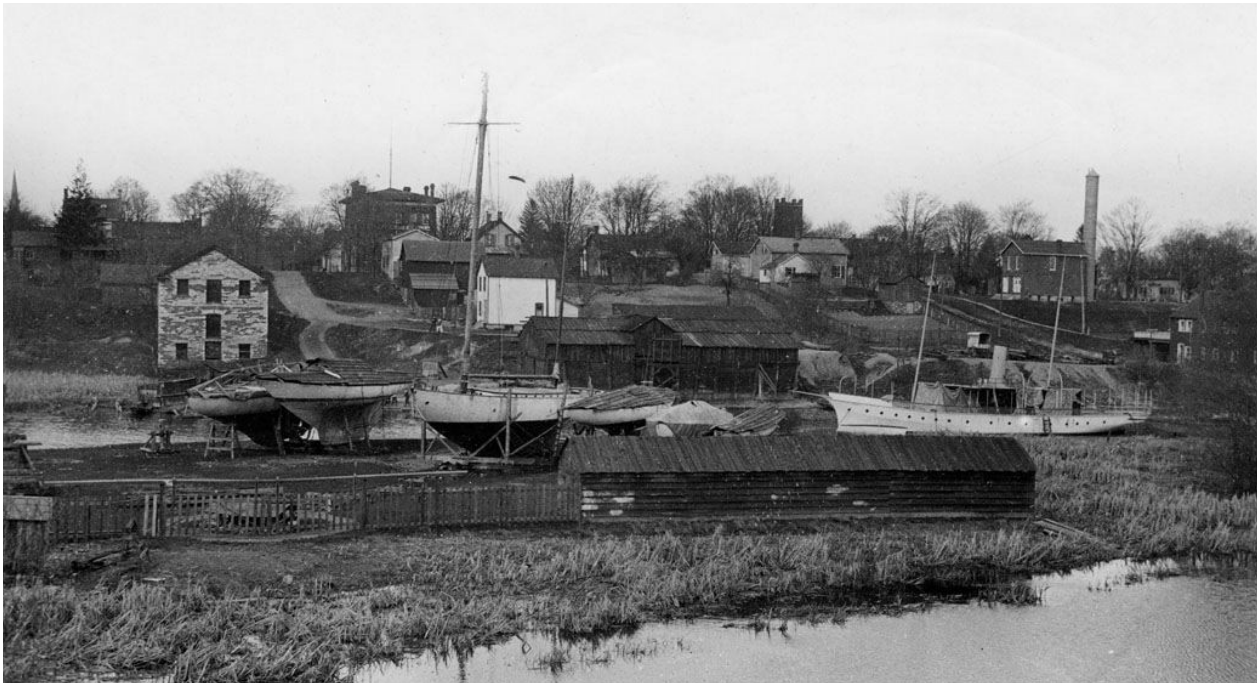


Figure 6-2: By 1917 the harbour landscape has less industrial activity, and less infrastructure related to commercial shipping (*City of Toronto Archives*).

Figure 6-3: 1948 aerial shows the coal sheds have been removed with enlarged recreational facilities in their place (*Trafalgar Township Historical Society*).

Figure 6-4: Today the east bank of the harbour landscape is entirely dominated by recreational uses, both in the water and inland (*CBCollective, 2019*).

Figure 6-5: Undated photograph showing passive recreation activities in Shipyard Park, which historic harbour vesitages in the background including the Granary and Canadian Hotel (*Town of Oakville Archival Slides*).

Figure 6-6: Kayaking and other forms of recreational boating are a defining feature of the current harbour (*CBCollective, 2019*).

Figure 6-7: Industrial heritage structures have been integrated into contemporary townhouses along Forsyth Street along the western edge of Shipyard Park (*CBCollective, 2019*).

Figure 6-8: Remains of the shipyard's marine railway system. Such artefacts support the harbour area's role as a place of memory related to the historic harbour and its diverse activities (*CBCollective, 2019*).

Figure 6-9: Merrick Thomas House is one of several historic structures that contribute to the heritage and commemoration layer of meaning in the harbour area (*Timmins Martelle, 2019*).

Figure 6-10: Though Lyon's Log Cabin has been severed from its original context as a settler cabin, it supports the role the harbour area as a place to celebrate Oakville's history (*CBCollective, 2019*).

Figure 6-11: Interpretive signage is common throughout the harbour area, and provides opportunities to educate vistors and contextualize the historic landscape (*CBCollective, 2019*).

Figure 6-12: The cairn at Tannery Park commemorates the World War II corvette named in honour of Oakville (*CBCollective, 2019*).

Figure 6-13: An example of more abstract commemoration, the names of famous Oakville Yachts are carved into retaining wall stones at Tannery Park (*CBCollective, 2019*).

Figure 6-14: Annual events celebrating Oakville's history allow the heritage and commemoration layer to serve as an active stage for the community to engage with its past and identity (*Timmins Martelle, 2019*).

7 RECOMMENDATIONS

Based on evaluation under the PPS and O.Reg. 9/06, the Study Area qualifies as a cultural heritage landscape. The Study Area and vicinity is significant for its historical, associative and contextual values. The consultant team recommends that the Town of Oakville proceed with designation under the OHA, OP and the creation of a Conservation Plan to outline measures for the protection of its heritage values and attributes.

7.1 PROPOSED BOUNDARY

The proposed boundary for the CHL is based on the consultant team's fieldwork, research and analysis. The proposed boundary is larger than the Study Area, generally extending the property limits of the major areas. The parkland northwest of the Erchless Estate has also been added, comprised of Market Square and the Oakville Lawn Bowling Club. The proposed boundary is generally bounded by the top of bank of Sixteen Mile Creek on the east and west, Lakeshore Road to the north and Lake Ontario including breakwaters to the south. The CHL boundary aligns with street and property boundaries as well as existing provincial and local natural heritage policies and implementation outlined in Section 3 (Map 5). Much of the river itself is excluded from the proposed boundary, since federal property cannot be designated under the Ontario Heritage Act.

Map 5: The recommended boundary for the CHL shown in blue, with the original Study Area overlaid as a dashed orange line. The boundary may be further refined in response to federally owned lands (Town of Oakville, CBCollective 2019).

7.1.1 Adjacent Properties

A number of properties adjacent to but outside the proposed boundary have relationships to the history and evolution of Oakville Harbour. Along the eastern boundary, these are: 19, 29, 41, 45, 53, 65, 68, 70 and 75 Navy Street as well as 115 William Street. These properties contain buildings with direct associations to individuals connected to shipbuilding and the marine trade - two themes identified as being significant through the O. Reg. 9/06 evaluation. These properties are already designated under Part V of the OHA as part of the Old Oakville HCD. Given that the Town of Oakville intends to update the Old Oakville HCD Plan, it is recommended that the revised plan articulate these relationships to Oakville Harbour, and make consideration for their conservation in guidelines

and policies. The stone granary building at 105 Water Street is also related to the harbour an example of a warehouse building type. The property is designated under Part IV of the OHA, and any assessment of impacts on adjacent structures needs to consider its cultural heritage value within the context of its historical relationship to Oakville Harbour.

7.2 DESCRIPTION OF CHL LAYERS

7.2.1 Indigenous Layer

Category: Associative Cultural Landscape

Cultural Landscape Values:

- Spiritual significance of the Nanzuhzaugewazog river mouth as a significant confluence of water bodies
- Association with traditional territory retained as reserves following the Head of the Lake Treaty in 1806, and ceded in 1820

Features:

- River mouth with water, flats and banks
- Local flora and fauna

7.2.2 Historic Harbour Layer

Category: Organically Evolved Cultural Heritage Landscape (Continuing)

Cultural Landscape Value:

- Association with the establishment and early growth of Oakville
- Association with early economic activities supported by the establishment of Oakville Harbour, including warehousing and commercial shipping
- Association with institutional aspects of harbour, including the Custom House and original Market Square and Town Hall
- Association with boatbuilding
- Association with industrial activity in the harbour area in the 19th and early 20th centuries
- Association with Oakville's rich maritime history and culture
- Association with a number of organizations, including OC, LOST, TOWARF, OYS, OLBC
- Association with the ongoing practise of Recreational activities

Features:

- River mouth with water, flats, beaches and banks
- Local flora and fauna
- Built Resources, including:
    - Grangers Warehouse building (now Oakville Club)

- Erchless Estate & grounds
- Harbour Breakwaters / Piers

- Portion of Navy Street
- Lakeside Park
- Shipyard Park
- Tannery Park
- Shipyard relics in Shipyard Park
- Tennis Courts & Lawn Bowling Grounds
- View south on Navy Street from King Street toward Lake Ontario
- View south from Lakeside Park into Lake Ontario
- View from the base of Navy Street to the lighthouse

7.2.3 Heritage & Commemoration Layer

Category: Associative Cultural Heritage Landscape

Cultural Landscape Value:

- Association with the practise of Conservation
- Association with Commemoration & Interpretation
- Association with the establishment and subsequent growth of Oakville
- Association with the individual histories of the structures that were relocated to the Harbour area in the 1950s and 1960s
- Association with the tradition of relocating buildings to this landscape, reflecting heritage practice of the 1950s and 1960s
- Association with heritage conservation and commemoration initiatives that sustain histories central to Oakville's identity

Features:

- Relocated Structures at Lakeside Park
  - Post Office Museum
  - Merrick Thomas House
  - Bandstand
- Relocated Structures at Shipyard Park
  - Lyon's Log Cabin
  - Lighthouse
- Commemorative features including plaques, cairns and trees

- Erchless buildings (including Custom House complex and stables)
- Interpretive panels and signage throughout harbour area
- View of Erchless Estate from Tannery Park observation deck

7.3 PROPOSED PROTECTION MECHANISMS

7.3.1 Designation Under Part IV of the Ontario Heritage Act

The entirety of the recommended CHL should be protected by designation under Part IV of the OHA. A Statement of Cultural Heritage Value (SCHV) will be developed and provide the unifying conceptual framework for the CHL, identifying its extents and articulating the values, interrelationships and attributes that sustain its cultural heritage value. In accordance with the OHA, the SCHV will be comprised of: a description of the historic place; a statement of its cultural heritage value or interest; and a description of its heritage attributes. The SCHV will be based on the evaluation of the Study Area against O. Reg. 9/06 (Section 6.0 of this report) as well as the CHL features (Section 7.2 of this report). The SCHV will also be informed by public comments compiled from the Open House scheduled in mid-November. The SCHV will be drafted in consultation with town staff and stakeholders.

General and strategic guidance on conservation will be developed and articulated in a Conservation Plan for the CHL. The CP will provide a general assessment of the condition of the CHL, guidelines for assessing proposed alterations and categories of actions or alterations.

7.3.2 Amendment (OPA) to Livable Oakville Plan

It is recommended that an Official Plan Amendment be prepared to provide area-specific land use designations and policies to support the protection, management and use of the Oakville Harbour Cultural Heritage Landscape (CHL) in a manner that ensures its cultural heritage value or interest and heritage attributes are retained. This is consistent with the approach set out in OPA 16 (Cultural Heritage Policy Updates) to the Livable Oakville Plan, and applied to other cultural heritage landscapes.

It is our opinion that the in-force Cultural Heritage policies (Sec. 5) of the Livable Oakville Plan (2009, Office Consolidation August 28, 2018) are appropriate and sufficient to support the establishment of further detailed policies and protections for the Oakville Harbour CHL. While OPA 16 (Cultural Heritage Policy Updates) to the Livable Oakville Plan, adopted in 2018 and not yet in effect due to an appeal, adds detail to and enhances those policies, it is not required to proceed with further planning and heritage protections for the Oakville Harbour.

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Smith, Don. B. “Oakville and the Mississauga in the 19th century,” in Oakville Historical Society Newsletter 48, no. 2 (June 2014): 4-7.

Gallacher, Alex. “Merrick Thomas,” in Oakville Historical Society Newsletter 48, no. 3, (September 2014): 4-7.

Oakville Museum, archival images and plans (various).

Oakville Public Library, archival images and plans (various).

Town of Oakville, archival images and plans (various).

Community Organizations

Oakville Lakeside Residents Association Newsletters, Fall 1999 - Fall 2018

APPENDIX A: HISTORIC COMMEMORATIONS

Ontario Heritage Trust Plaque (date unknown)

Colonel William Chisholm (1788-1842)

"The founder of Oakville was born in Nova Scotia of Loyalist parents who moved to Burlington Bay in 1793. William served with distinction in the militia during the War of 1812, He settled in Nelson Township in 1816 and became a successful storekeeper, timber merchant and ship owner. In 1827 he purchased from the Crown 960 acres of uncleared land at the mouth of Sixteen Mile Creek. Here he built mills, laid out a town plot and opened the harbour to shipping. Chisholm was thrice elected to represent this district in the Legislative Assembly."

Lakeside Park Cairn (date unknown)

Cairn inset with stone reading, "Erected in Grateful Appreciation to William Andrew Ferrah for his generous bequest for the beautification of Oakville's parks."

Second Oakville Lighthouse Plaque (c1960)

A bronze plaque on the door commemorates the preservation and relocation of the lighthouse to its current location.

Lakeside Park Bandstand Plaque (1982)

The bottom step of the 1982 bandstand contained a plaque recounting the history of the structure.

HMCS Oakville Cairn (1989)

HMCS Oakville is commemorated in Tannery Park with a stone cairn honoring officers and crew. It was dedicated by Lieutenant Governor Lincoln Alexander in 1989.

In addition, the Granary, Lyon's Log Cabin, Erchless Estate, the 1889 Lighthouse, the new Lighthouse/Navigational Aid are listed on the Building Stories website.

The Homecoming Trail (1997)

Stone inset with bronze plaque reading "'The Homecoming Trail' Dedicated to the memory of Haggard Hardy by the Oakville Symphony Orchestra and the Town of Oakville, July 1997."

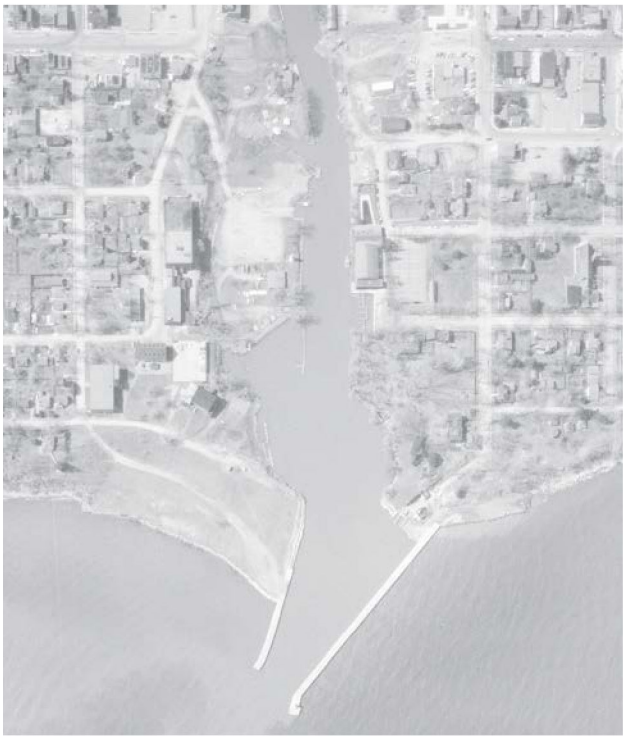
APPENDIX B: AERIAL PHOTOGRAPHY

1931 Aerial Photograph (NAPL: A3249_023-02)

1934 Aerial Photograph (NAPL: A4815_056-02)

1954 Aerial Photograph (Archives of Ontario: 54-4320-25-278)

1962 Aerial Photograph (NAPL: A17571_094-02)

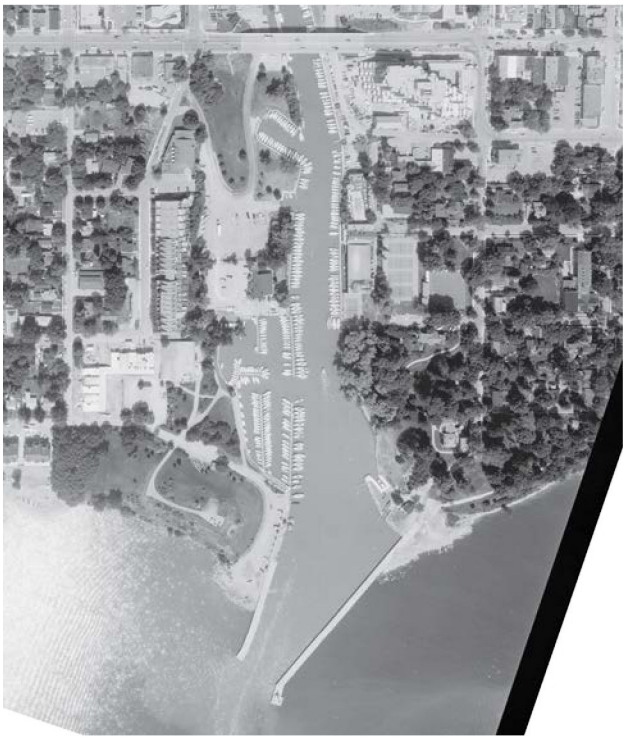


1967 Aerial Photograph (NAPL: A20338_018-02)

1974 Aerial Photograph (NAPL: A23669_062-02)

1978 Aerial Photograhp (Archives of Ontario: 78-4331-56-123)

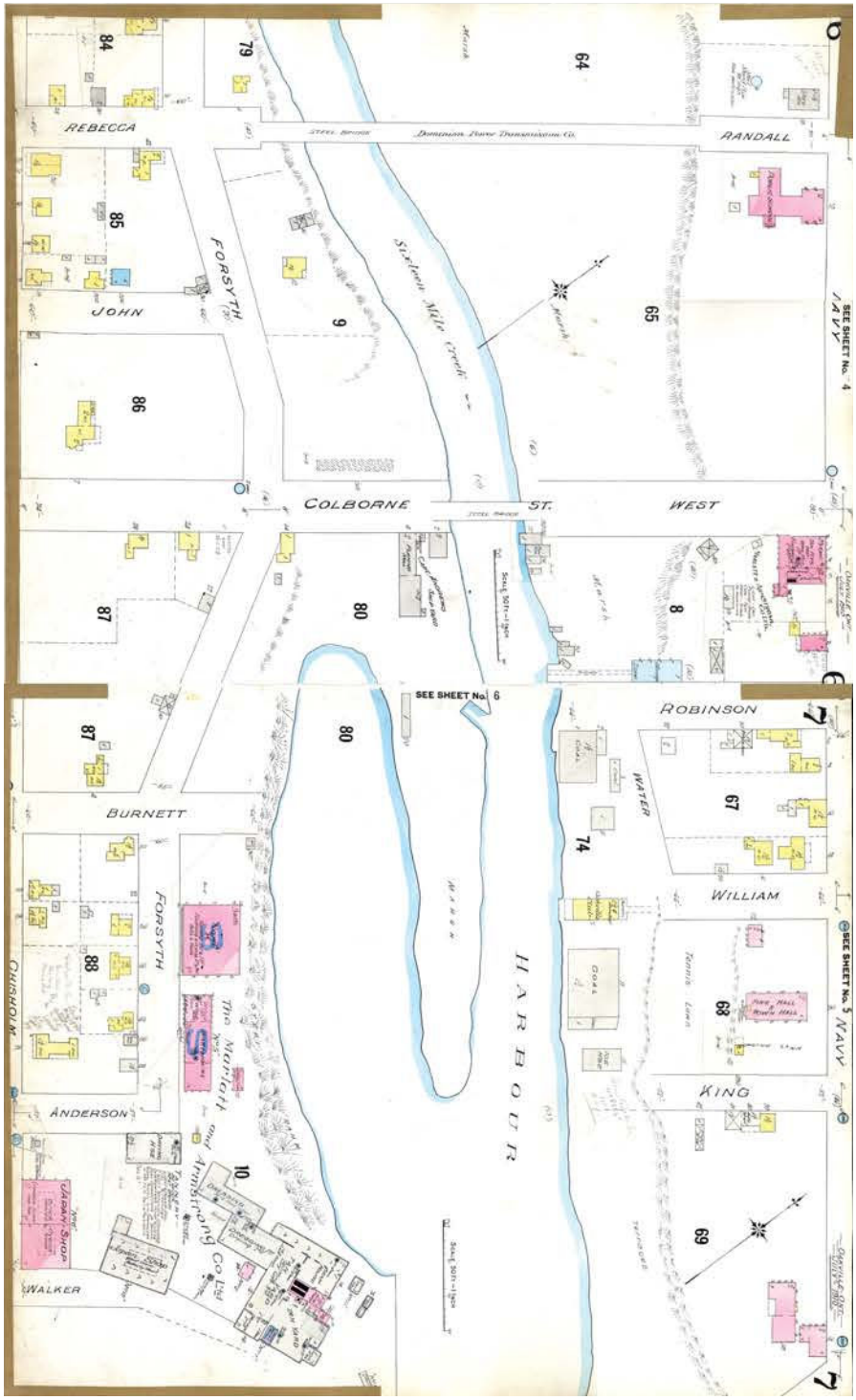
1979 Aerial Photograph (NAPL: A25284_175-02)



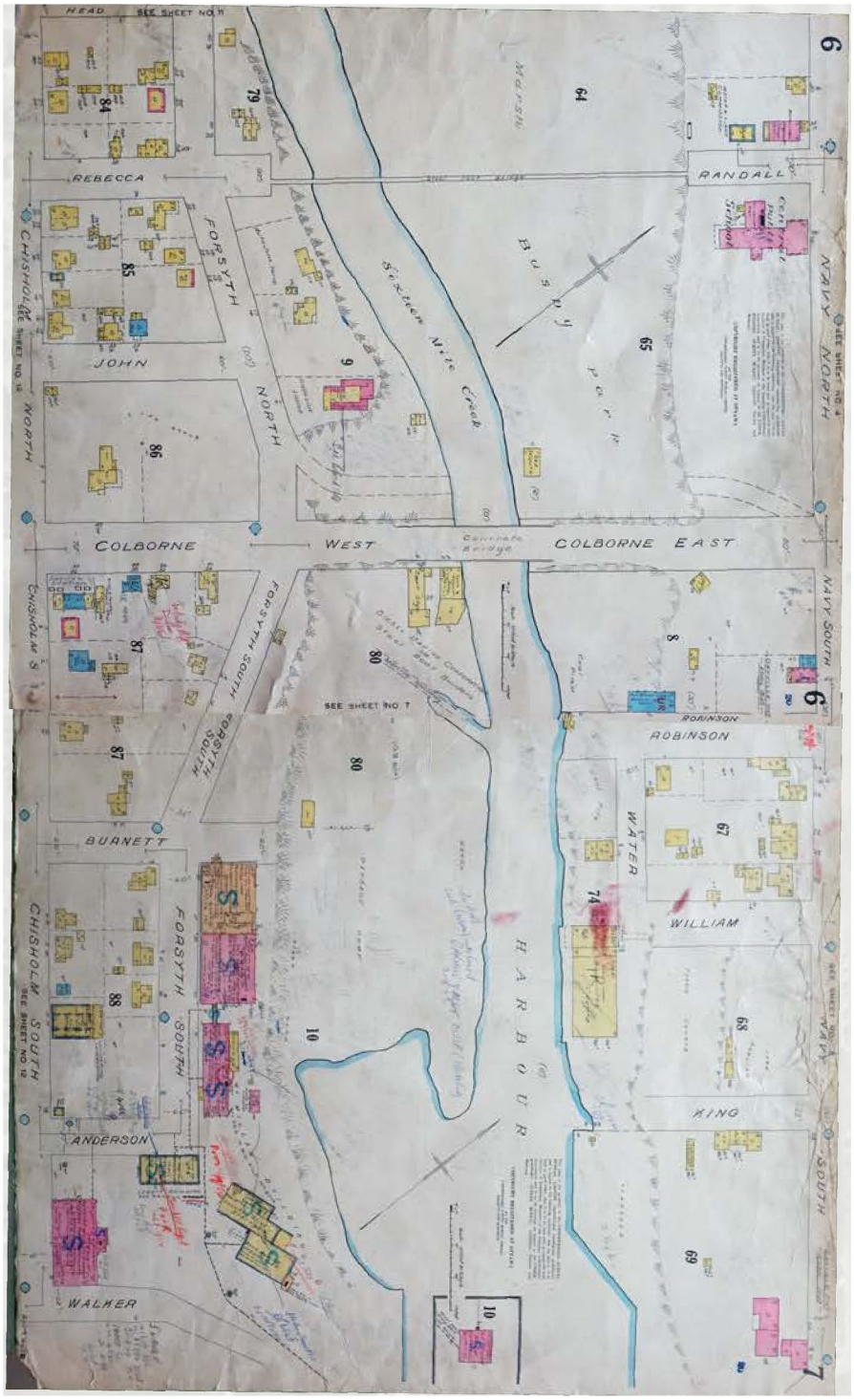
1986 Aerial Photograph (NAPL: A26977_008-02)

1990 Aerial Photograph (NAPL: A27598_085-02)

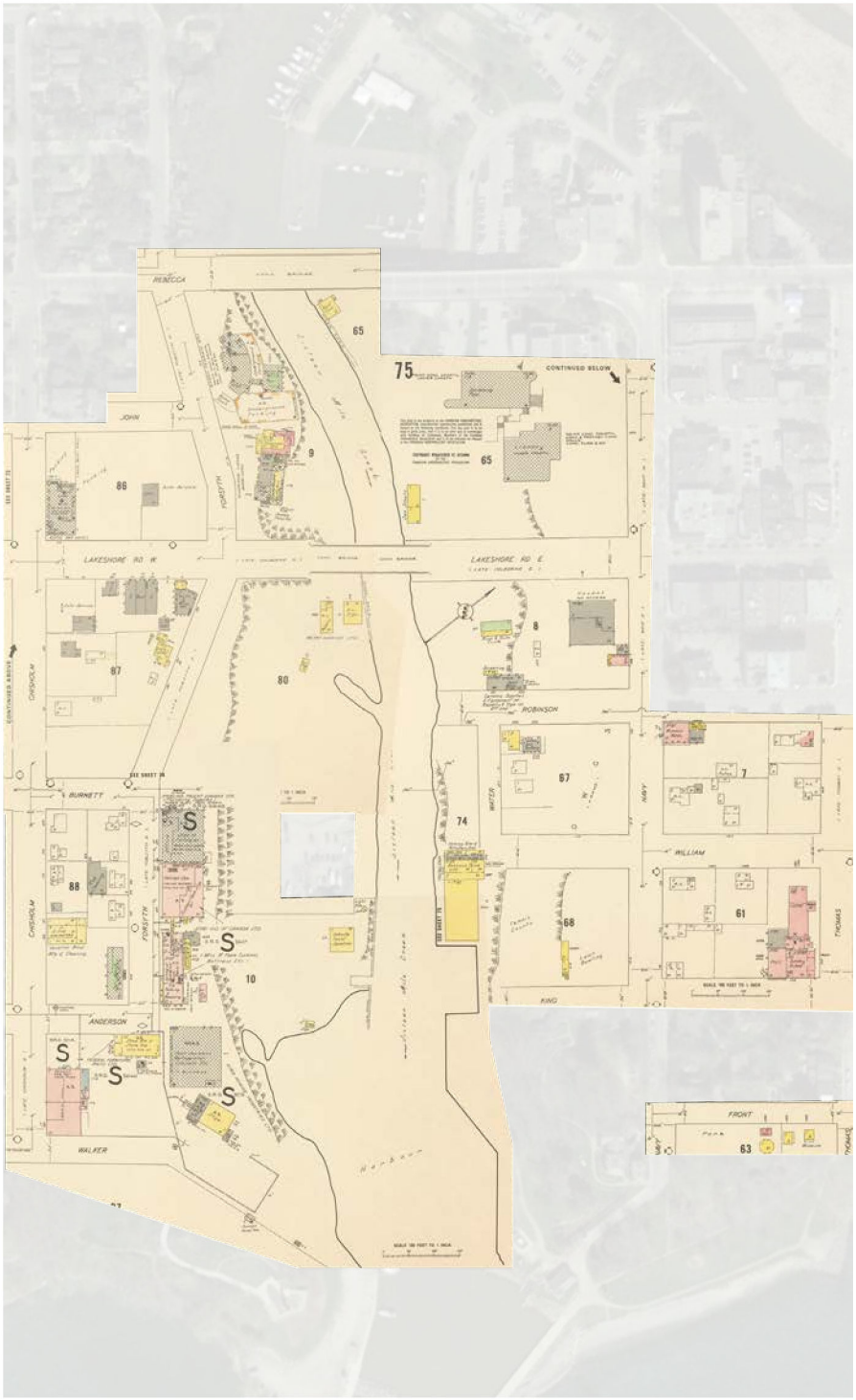
APPENDIX C:
FIRE INSURANCE PLANS



1913 Fire Insurance Plan, Plates 6 & 7 (University of Western Ontario)



1949 Fire Insurance Plan, Plates 6 & 7 (Oakville Historical Society)



1967 Fire Insurance Plan, Plates 72 - 76 (University of Toronto Fisher Rare Book Library)