

**Evaluation of 114 Trafalgar Road
According to *Ontario Regulation 9/06*
Hillsburgh Urban Area
Town of Erin**

Prepared for
Town of Erin
5684 Trafalgar Road
Hillsburgh, Ontario N0B1Z0

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GLOSSARY OF ABBREVIATIONS

ARA – Archaeological Research Associates Ltd.
 CHVI – Cultural Heritage Value or Interest
 CVR – Credit Valley Railway
 GRCA – Grand River Conservation Area
 MCM – Ministry of Citizenship and Multiculturalism
 OHA – Ontario Heritage Act
 O. Reg. – Ontario Regulation

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1.0 INTRODUCTION

The Town of Erin has requested that Archaeological Research Associates Ltd. (ARA) evaluate the cultural heritage value or interest (CHVI) of 114 Trafalgar Road according to *Ontario Regulation 9/06* as amended by *Ontario Regulation 569/22 (O. Reg.)* to determine if the property is worthy of designation under Part IV of the *Ontario Heritage Act (OHA)*.

2.0 METHOD

This report examines the design of the property, presents its history and describes its context.

2.1 Field Survey

A field survey was conducted on October 19, 2023. The property was viewed and photographed from the public realm only. No interior access was afforded at this time. A site visit with permission to enter may assist with a deeper understanding of the property and its heritage attributes.

2.2 Research

Background information was obtained from historical maps (i.e., illustrated atlases), archival sources (i.e., historical publications and records), and published secondary sources (online and print).

2.3 Consultation

The Town of Erin initiated this report as one of the properties prioritized for designation by the Municipal Heritage Committee as a result of changes to the *OHA* brought on by Bill 23. Specifically, this work addresses the deadline for all listed properties to be designated, or removed from Heritage Register, within two years (January 1, 2025).

2.4 Method Conclusion

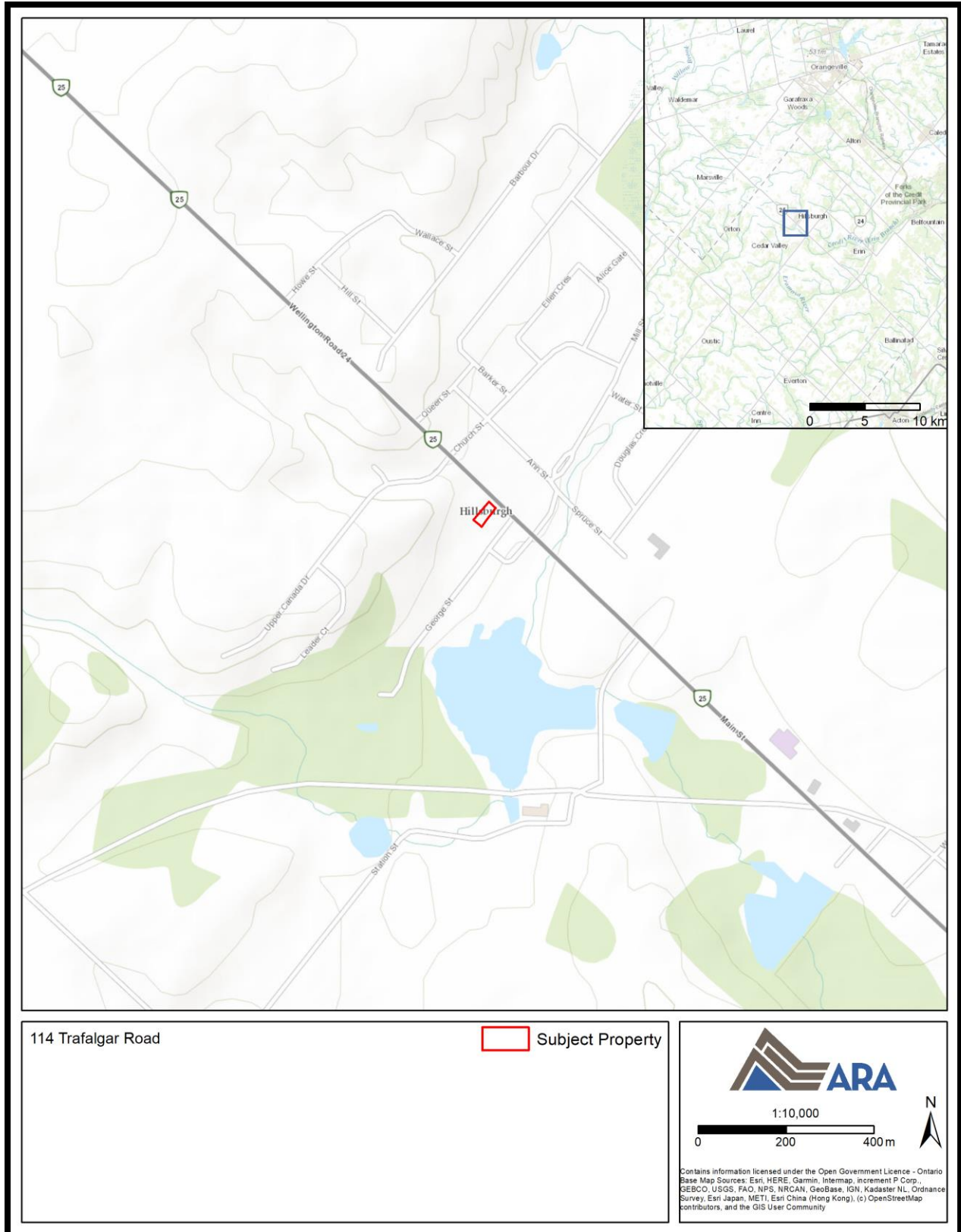
Using the results of the field survey and research detailed above, the CHVI of 114 Trafalgar Road is evaluated against the criteria prescribed in *O. Reg. 9/06* of the *OHA*. If the property meets two of the criteria, a Statement of Cultural Heritage Value or Interest is then provided including a list of heritage attributes.

3.0 PROPERTY INFORMATION

Civic Address: 114 Trafalgar Road, Hillsburgh, Town of Erin, ON

Legal Description: PART LOT 20 PLAN 62 ERIN

The property location is outlined on Map 1 and Map 2



Map 1: Subject Property in the Town of Erin
(Produced by ARA under licence using ArcGIS® software by Esri, © Esri)



Map 2: Subject Property on Current Aerial Image
(Produced under licence using ArcGIS® software by Esri, © Esri)

4.0 PHOTOGRAPHS



Map 3: Image Location of Subject Property on Current Aerial Image
(Produced under licence using ArcGIS® software by Esri, © Esri; Google Earth 2022)



**Image 1: Façade of 114 Trafalgar Road
(Photo taken October 19, 2023; Facing West)**



**Image 2: Detail of Roofline and Second Storey Openings of 114 Trafalgar Road
(Photo taken October 19, 2023; Facing West)**



**Image 3: Northeast Corner of 114 Trafalgar Road
(Photo taken October 19 ,2023; Facing Southwest)**



**Image 4: North Elevation of 114 Trafalgar Road
(Photo taken on October 19, 2023; Facing Southwest)**



**Image 5: Detail of Foundation of 114 Trafalgar Road
(Photo taken on October 19, 2023; Facing West)**



**Image 6: Detail of Bay Window of 114 Trafalgar Road
(Photo taken October 19, 2023; Facing West)**



**Image 7: Southeast Corner of 114 Trafalgar Road
(Photo taken October 19, 2023; Facing West)**



**Image 8: South Elevation and Rear Addition of 114 Trafalgar Road
(Photo taken October 19, 2023; Facing West)**



**Image 9: Context View of Trafalgar Road Looking South
(Photo taken on October 19,2023; Facing South)**



**Image 10: Context View of 114 Trafalgar Road from East Side of Trafalgar Road
(Photo taken on October 19,2023; Facing Southwest)**



**Image 11: Context View of Streetscape North of 114 Trafalgar Road
(Photo taken on October 19,2023; Facing Northwest)**

5.0 BACKGROUND INFORMATION

5.1 Architecture or Design

The Gothic Revival architecture style is rooted in medieval architecture and originated in England in the late 18th century. According to McAlester, the style is traced back to 1749, when Sir Horace Walpole “began remodeling his country house in the Medieval style, complete with battlements and multiple pointed-arch windows” (1992:200). Over the following century the number of buildings which followed Gothic Revival principles increased so dramatically, likely the result of promotion by English architect A.W.N. Pugin that they become commonplace throughout England (McAlester 1992). In North America, the publication of design plans and patterns by Andrew Downing “in 1842 (*Cottage Residences*) and in 1850 (*The Architecture of Country Houses*)” popularized the style (McAlester 1992:200). With a great number of early settlers to Ontario being of English descent, it is not surprising that Gothic Revival architecture “first appeared [in Canada] in the 1820’s and continued throughout the rest of the nineteenth century and well into the twentieth century, especially for religious buildings” (Ricketts et al. 2011:55). As one of the most enduring of the revival style, the variation of the style’s application from residences to churches is evident throughout Ontario.

According to Ricketts et al. “the style proved to be surprisingly adaptable, fluid, open to new interpretations with every new generation of architects” without losing the quintessential features that distinguish the style (2011:73). As a result, several subcategories of the style emerge in Canada including Romantic Gothic Revival Style (circa 1820), Ecclesiological Gothic Revival Style (circa 1840), High Victoria Gothic Revival Style (circa 1850s), and French Gothic Revival Style (end of 19th century) (Ricketts et al. 2011). Not all Gothic Revival architecture is done of such a grand scale as the style’s application to smaller more modest residence is also widespread. In Ontario specifically, the Gothic Cottage, also known as the Ontario Cottage, became one of “the most pervasive Ontario residential style prior to 1950” (Kyles 2016).

One design feature commonly applied to Gothic Revival architecture is the use of dichromatic brickwork. Dichromatic brickwork became popular in the 19th century in England which influenced its use in Ontario beginning in the 1870s (Richie 1979). The use of dichromatic brickwork was very popular and applied to many buildings of various architectural styles constructed in 1870s and 1880s and continued to be applied to buildings in the following decades (Richie 1979). The most typical combination is yellow or buff brick detailing on red brick, however this combination reverses in regions where “clay brickmaking normally burned to a yellow colour, in which case red bricks provide the colour contrast” (Richie 1979:60). The contrasting detailing is typically found at the corners, around door and windows openings as well as in decorative band/patterns and accordingly “its application in many cases did not require any great skill on the part of the bricklayer” (Richie 1979:61).

114 Trafalgar Road demonstrates several Gothic Revival architectural features including steep gable and roof pitch, projecting bay, arched and lancet windows and door with decorative details, dichromatic brickwork, quoins, and decorative woodwork on gable peaks and porch.

A description of the architecture/design of 114 Trafalgar Road is as follows:

- Two-storeys detached residential building (Image 1, Image 3).
 - L-shaped floor plan with asymmetrical façade (Image 1, Image 3).
 - Cross gable roof with large front gable with return eaves end and central gable peak in recessed portion of L plan (Image 2, Image 3, Image 7).

- One-storey porch
 - South half of porch is open and north half is closed in.
 - Closed in area of porch is clad in board and batten which is painted grey.
 - Open area of porch appears to be supported by wooden posts. Concrete staircase with metal railing connects driveway to porch area on south elevation.
 - Porch has a low pitch lean-to roof finished with asphalt shingles.
 - Decorative trim is located under the roofline along the full length of the porch (Image 6, Image 7).
- Façade has intricate and heavy ornamentation including moulded fascia board, bargeboard, gingerbread trim, and finial (Image 1, Image 2).
- Fieldstone foundation (Image 4, Image 5).
- Dichromatic brickwork
 - Red brick envelope with decorative buff brick detailing around windows and doors (Image 3, Image 4, Image 5, Image 7).
 - Buff brick throughout all elevations appears to have been painted.
 - Buff brick quoins (Image 4, Image 5, Image 7).
 - Buff brick masonry course arranged in a cross pattern near the roofline.
- Roofline includes a wood frieze board and modern aluminum eaves and downspouts (Image 3, Image 7, Image 8).
 - Finished in modern asphalt shingles.
- Window and door openings on the side elevations have rectangular openings topped by a buff brick flat or “jack” arch (Image 3, Image 4, Image 8).
 - Windows appear to be newer six-over-six sash style windows.
- Upper storey façade window openings include a segmentally arched window in the large gable peak and a lancet window opening in the small center gable peak.
 - The segmentally arched opening in the gable is finished with buff brick detailing arranged in a way that creates a drip hood mould effect using brick headers and footers (Image 2).
 - Windows appear to be six-over-six sash style windows (Image 2).
 - Lancet window opening in central gable peak.
 - Decorative tracery of buff brick detailing around the opening (Image 2).
- Bay window on first storey of façade (Image 3).
 - Two-over-two sash style windows
 - All window openings on all elevations appear to include wood sills clad in metal and black metal surrounds, windows appear to be modern replacements (Image 2).
- Cinder block chimney located on south elevation (Image 8).
- Two-storey rear addition clad in board and batten with side gable roof (Image 8).
 - Rear addition follows a similar form and massing as the main building.
 - Modern asphalt shingle roof with gutters and downspouts.
- Landscaped front yard with mature trees (Image 7, Image 10).
- Setback from the road.
- Driveway along southeast elevation leads to rear parking lot.

When examined against the typical characteristics of the Gothic Revival style as outlined in *Ontario Architecture* (Blumenson 1990), *Ontario Architecture Online* (Kyles 2016) and *Well Preserved* (Fram 2003), 114 Trafalgar Road meets all of the characteristics of the style and therefore can be considered representative of the Gothic Revival style (see Table 1).

**Table 1: Characteristics of Gothic Revival Architecture
(Adapted from Kyles 2016, Blumenson 1990, Fram 2003)**

Characteristics	Characteristics of 114 Trafalgar Road
One-and-a-half to two-storeys	Yes
Rectangle, L-shaped or T-shaped plan	Yes
Steep pitched central gable	Yes
Steep roof pitch	Yes
Generally symmetrical from part to part, though independent parts might be assembled irregularly	Yes
Projecting or recessed Bays	Yes
Vertical emphasis	Yes
Multiple gables	Yes
Pointed arches for windows and entrances	Yes
Porches with split post and shallow roof which span frontage	Yes
Decorative woodwork (expressed in finials, trim, verge boards, verandahs, or entrances)	Yes
Dichromatic Brickwork. (often expressed in voussoirs, quoins, or brick banding)	Yes

5.2 History

5.2.1 Town of Erin

Erin Township was first surveyed between 1819 and 1820, with the first settler, a native of Pennsylvania, Nathaniel Roszel, arriving shortly after taking up “land at Lot 1, Concession 7” (Town of Erin 2023). Despite the township’s Irish name, most settlers were Scottish in origin and early families consisted of the Hows, the McMullens, and the Trouts (Irwin 1867). The first Township Meeting was held in 1824 in the houses of various settlers, although all subsequent township halls have historically been in or near the village of Hillsburgh. An 1846 publication notes an overall population of 1368 where “32,447 acres were taken up, 7,945 of which were under cultivation” and a “a small settlement in the south-west of the township call “McMullen Mills” where a grist and saw mill, tavern, blacksmith’s shop, and between forty and fifty inhabitants” (Smith 1846:55). By 1861 the population of the township had reached 4,948 people (Irwin 1867). Construction on a Credit Valley Railway (CVR) spur from Cataract Junction to Elora began in 1877 and was completed in 1879 with stations at Hillsburgh, Orton, and Erin (GRCA 2023). Commercial freight cars began running in 1881, and the CVR was purchased by Canadian Pacific Railway in 1884. Passenger service was discontinued in 1958 and the railway was dismantled in 1987 and converted into a recreational trail (GRCA 2023, Town of Erin 2023). Within the Township other major settlements included Ballinafad, Crewsons Corners, Ospringe, and Orton (Irwin 1867, Town of Erin 2023). The Municipal Office for Erin Township opened in 1995 and is located south of Hillsburgh. The Township of Erin amalgamated with the villages of Erin and Hillsburgh in 1998, and while the area is growing, it remains a predominately rural community.

5.2.2 Village of Hillsburgh

The first settler to what would become Hillsburgh was the William How family, English immigrants who settled on Lots 22 and 23, Concession 7, in 1821, who would eventually establish the first general store in the area. Although the general store would later be destroyed by an accidental gunpowder explosion, How’s pioneering endeavours resulted in the settlement being known as Howville. The name was changed to Hillsburgh when Nazareth Hill purchased Lot 25, Concession 7 in 1823 and built the area’s first hotel (Town of Erin 2023). Early businesses include Aaron Wheeler’s gristmill and sawmill (circa 1824), the How brothers’ Lower Mill (c. 1830s), along with

William How's general store and Nazareth Hill's hotel (Town of Erin 2023). A school was established in a small house as early as 1844, and a new red brick schoolhouse for the village was built in 1864 (Town of Erin 2023). Another mill was constructed between 1846 and 1852, when the Toronto milling and distilling firm Gooderham & Worts saw a need for a second mill at Hillsburgh. Accordingly, a second dam was built on the millpond in order to power an overshot wheel 24 feet in diameter. Owned and operated by Gooderham & Worts, this was their only mill on the Credit River, and it was kept in almost constant production. A cooperage was built as an addition to the mill to provide barrels using oak harvested from around Ballinafad, and horse teams were often taking the flour to Oakville's waterfront for distribution and sale (Kortright 1983, Town of Erin 2023).

A historical atlas from 1861 indicates that Hillsburgh was a well-settled hamlet with a commercial core on either side of Main Street (now Trafalgar Road) that supported the surrounding agricultural community (see Map 4). Local industries included Boustead's Inn, a general store and post office, and both a sawmill and gristmill located on the creek which ran through the village. The town's population was approximately 230 people in 1867 (Irwin 1867).

In 1877, with speculation of the rail business, George Gooderham subdivided his large property which housed the Gooderham & Worts mill and created several lots fronting on Main Street (Dilse & Duncan 2000). An 1877 historical map indicated that Hillsburgh's commercial district remained similar to the 1860s, although there was some additional growth on the west side of Main Street (Trafalgar Road). The most glaring change in the topography is the construction of the CVR corridor which ran through Hillsburgh (see Map 5). The completion of the CVR station in 1879 allowed for farmers in and around Hillsburgh to ship their produce outside of the immediate area, and potatoes became a popular cash crop (Town of Erin 2023). Other non-agricultural industries in the late nineteenth century included John Viner's furniture factory, a carriage and wagon shop that also served as the village blacksmith, a second wagon and carriage store established in 1884, and tannery. In addition, local women also wove fabric and carpets which were supplied to a tailor's shop (Town of Erin 2023). The Police Village of Hillsburgh incorporated in 1899 and the settlement received its first rural mail route in 1912. Prior to this, residents took turns traveling by foot or horse to Esquesing Township for the mail, which was left at How's General Store for collection. Main Street (Trafalgar Road) was paved in 1925 and resurfaced with asphalt in 1963 (Town of Erin 2023).

A 1937 topographic map depicts Hillsburgh as similar in appearance to the mid-to-late 19th century. The boundaries of the commercial district had not changed, there were still numerous mill ponds along the creek, the CVR tracks ran through the town, however the configuration of the main thoroughfares remained fundamentally the same (see Map 7). The predominate change to the town's footprint is that there were several additional roads that had been added between 1877 and 1937, such as Station Street. A 1954 aerial photograph appears similar to the 1937 topographic map (see Map 8).

5.2.3 Site Specific History

According to historic maps, local historians, county directories and census data, **the building at 114 Trafalgar Road was likely built between 1863 and 1893 for either Dr. Thomas J. Young or one of the members of the Byrne family.** Below is a history of the property from 1860 until present day:

- The Crown Patent for the 50 acres comprising the west half of the east half of Lot 25, Concession 7, Erin Township was granted to Hiram Hill by the Crown on June 14, 1860 (see Table 2, LRO 61).
- An 1861 historical atlas indicates that the subject property was located on a parcel of land that belonged to Hiram Hill (see Map 4). The land containing the subject property appears to have a series of structures built on it, one of which was an inn. The subject property is located north of the creek in the developing downtown area of Hillsburgh village.
- In 1864, Hiram Hill sold all of Lot 20 on Unregistered Plan 62 to Thomas John York. The transaction also included Lot 21. As Plan 62 is unregistered, a date for its subdivision was not located.
 - Thomas John York was born in 1825 in Ireland. He married Sylvia Merrick (b. 1829) and the couple had at least six children: Sarah Jane (b. 1854), Frederick Jonathan (b.1855-1933), Thomas John Jr (b.1859), Martha Elizabeth (b. 1860), William (b. 1863) and Henry (b.1856). (Family Search 2023b).
 - At some point he qualified as a physician and was listed in an 1867 Wellington County directory as living in Hillsburgh, where he worked as a Physician and Coroner (Irwin & Burnham 1867). However, neither the civic address nor any information regarding his residence was mentioned.
 - By 1871, York was living in Orangeville (Family Search 2023b).
 - It appears that Dr. York returned to Hillsburgh at some point as the 1883 *Wellington County Gazetteer and Directory* lists Thomas J. York as an M.D. and coroner in Hillsburgh.
 - York died on August 10, 1898, in Gravenhurst, Muskoka, Ontario at the age of 72. His occupation was listed as a Physician at the time of his death (Family Search 2023b).
- On January 24, 1870, Thomas John York sold all of Lot 20, including other lands, to John Byrne.
 - John Byrne was born in 1832 in County Wicklow, Ireland. He married Rachel Watson (1836 – 1912) and the couple had two sons, William James and John Junior (Family Search 2023a).
 - Byrne owned a carriage works and blacksmith's shop in Hillsburgh, and at one point lived in a house next door to his business. He retired in the 1880s, and according to a local historian, built a large brick house called "Review Villa." His sons continued living in the family's old residence near the blacksmith's shop, which they called "Uno Park" (Carmichael 2001).
 - It is unclear if the subject property is either of these structures, as no corroboration was found regarding exactly where in the village these residences were located.
 - John Byrne owned multiple other lots in the village and might have also been involved in the establishment of the former St. John's Anglican Church located at 96 Trafalgar Road (LRO 61, Carmichael 2001).
 - The 1871 Canada Census recorded John Byrne, a 40-year-old smith and carriage maker, as living in Hillsburgh with his wife Rachel and two sons, as does the 1881 census. However, neither record contains any information regarding Byrne's address or type of residence (LAC 1871, LAC 1881).
 - County directories from 1879 and 1883 record a John Byrne as a freehold owner on Lot 24 in Concession 8, which is one concession south of the project area on the east side of Main Street (Trafalgar Road) (Armstrong & DeLion 1879, Evans 1883). By 1885, Byrne had moved to a property located on Lot 24, Concession 7, which, while on the west side of Main Street (Trafalgar Road), is still one

concession block south of the subject property. He is still living at the same location in 1887 and 1895 (Union Publishing 1885, Union Publishing 1887, Union Publishing 1895).

- In 1880, both Byrne brothers were living on Lot 25, Concession 8 in Hillsburgh, which is the location of the Byrnes' blacksmith and carriage works, as confirmed by a 1907 Fire Insurance Plan and a local historian (Union Publishing 1880, Goad 1907, Carmichael 2001). By 1887, John Byrne Junior was living on Lot 25, Concession 7, which may be the subject property. However, the specific address of the residence was not listed in the directory. His brother, W.J. Byrne, was living on Lot 23, Concession 7 (Union Publishing 1887). Finally, in 1895, John Byrne Junior had moved to Lot 25, Concession 8, whereas W.J. had moved to Lot 25, Concession 7, which could be the subject property (Union Publishing 1887, Union Publishing 1895).
 - The 1891 census lists a 59-year-old Byrne and a 56-year-old Rachel Byrne as residing in a brick, two-storey, seven room house, and lists their sons John Junior and William living in a frame/wood one-storey residence, which cannot be the subject property (LAC 1891a, b). While the brick residence occupied by John Byrne Senior and his wife Rachel could possibly be the subject property, information from local directories indicates that John and Rachel Byrne were living on Lot 24, Concession 7, which is one concession block south of the subject property as early as 1885 and it is therefore unlikely that the residence at 114 Trafalgar Road is the one mentioned in the 1891 census.
 - It is possible, as previous directories note that one of the Byrne brothers was living on Lot 25, Concession 7 in both 1887 and 1895 that the subject property had been constructed and was rented to a tenant by the Byrne family at certain times and then reoccupied by family members later. This would explain the discrepancy between county directories and the census data, although no additional corroboration for this has been found and it is merely speculation.
 - John Byrne, Senior died in 1911. His son William James "W.J." Byrne died in 1912, whereas John Byrne Junior lived until 1947. Both sons died unmarried and with no known descendants (Family Search 2023a).
 - It is unclear when the residence at 114 Trafalgar Road was constructed. It was likely extant by 1893 and was definitely extant by 1907. as it is depicted in a 1907 Fire Insurance Plan for Hillsburgh village (Goad 1907). **Without additional corroboration, it can only be said that the residence was built at some point between 1863 and 1893 for either Dr. Thomas J. Young or a member of the Byrne family.**
- According to Walker and Miles' 1877 map of Erin Township, the subject property was located on the west side of Main Street (Trafalgar Road) in a block of development, although the individual structures and their purposes have not been indicated (see Map 5). The lot surrounding the developed block belonged to Gooderham & Worts, the Toronto-based distilling company who built a mill in Hillsburgh in the mid-nineteenth century. The subject property was located north of the CVR spur.
- John Byrne sold all of Lot 20, which consisted of one rood and two and a half perches, to Nancy Awrey on October 20, 1893.
- A 1907 Fire Insurance Plan indicates that the structure on the subject property was extant at that time (see Map 6). The former civic address of the property was 54 Trafalgar Road, and the structure consisted of a one-and-a-half storey, L-shaped frame building with a brick veneer and a one-storey frame addition to the rear. The subject property is located

in the middle of Hillsburgh village and is surrounded by residential and commercial structures that consist of frame, brick, and concrete.

- On December 13, 1911, David S. Awrey, the executor of Nancy Awrey's estate, took possession of the property and sold it for \$1,000 to Mary E. Awrey the same day. Mary Awrey retained the property until July 14, 1927, when she sold it to William J. Barbour for \$1,750. William Barbour sold all of Lot 20 to Ephraim T. Barbour a year later, on July 14, 1928, for \$2,500.
- A 1937 topographic map indicates that the subject property continued to be located on the west side of Main Street (Trafalgar Road) and north of George Street in the core of Hillsburgh village (see Map 7). There appears to be structure located on the subject property, but the construction method, individual owner, or structure's purpose (such as residential or commercial) has not been indicated.
- On October 26, 1948, Mary E. Sime and Margaret A. Gibson sold all of Lot 20 to Neil McFee for \$3,500.
- A 1954 aerial photograph resembles the 1937 topographic map (see Map 8). The village's core, located along Main Street (Trafalgar Road) was well developed, and there appears to be a structure located within the boundaries of the subject property, but as the resolution of the photo is poor, more detail cannot be discerned.
- A certificate for McFee's estate was granted in 1958, and on June 1, 1961, the executors of Neil McFee sold all of Lot 20 to Edgar H. MacDonald.
- Seven years later, on July 16, 1968, Edgar MacDonald sold part of Lot 20 to Margaret M. O'Sullivan.
- After Margaret O'Sullivan sold the property on October 25, 1971, 114 Trafalgar Road passed through numerous owners, including William and Ruth Oliver (1971 – 1979), Stephen J. Clarke, who was forced to sale due to foreclosure (1979 – 1982), George and Carol Graham (1982 – 1986), and Roy and Anita Parliament (1986 – 1988).
- On January 26, 1988, the Parliaments granted part of Lot 20 to James and Cynthia Priddle. James Priddle assumed sole ownership on January 26, 1996.
- In 1999, James Priddle transferred the subject property to Lawrence Erwin and Krista Ingleson, who in turn transferred the property to Edward Bandurka and Shannon Duxbury on December 6, 2002.
- In 2007, Shannon Duxbury became the sole owner of 114 Trafalgar Road, but in 2010 the property was transferred to Nicole and Paul Chambers by CIBC Mortgages.
- On April 25, 2014, the Chambers' transferred the property to Brienne and Justin Tambini.
- On May 31, 2022, Brienne and Justin Tambini transferred the subject property to Clark Bullock and Margaret Battah, although on June 1, 2022, Clark Bullock registered a property owner name change to Clark Bullouch. Clark Bullouch and Margaret Battah are the current owners of 114 Trafalgar Road.

**Table 2: Summary of Property Ownership at 114 Trafalgar Road
(LRO #61)**



Instrument #	Instrument	Date	Grantor	Grantee	Comments
--	Patent	14 Jun 1860	Crown	Hiram Hill et ux	West ½ of E ½ Lot 25 Con 7, 50 ac
23542	B&S	15 Apr 1864	Hiram Hill et ux	Thomas John York	All, including Lot 21, Plan 62
1071	B&S	24 Jan 1870	Thomas John York	John Byrne	All + OL
7503	B&S	20 Oct 1893	John Byrne et ux	Nancy Awrey	All 1 rood 2 ½ perches


Instrument #	Instrument	Date	Grantor	Grantee	Comments
11499	B&S	13 Dec 1911	David S. Awrey, exr of Nancy Awrey	David S. Awrey	All 1 rood 2 ½ perches, \$1
11500	B&S	13 Dec 1911	David S. Awrey	Mary E. Awrey	All 1 rood 2 ½ perches, \$1000
14417	Grant	4 Mar 1927	Mary E. Awrey	William J. Barbour	All 1 rood 2 ½ perches, \$1750
14717	Grant	14 Jul 1928	William J. Barbour et ux	Ephraim T. Barbour	All 1 rood 2 ½ perches, \$2500
17901	Grant	26 Oct 1948	Mary E. Sime (?), Margaret A. Gibson	Neil McFee	All Lot 20, \$3500
M-70	Certificate	5 Feb 1958	Treasurer of Ontario	Estate of Neil McFee	All Lot 20
M-21042	Grant	1 Jun 1961	Jessie Baldwin, Ross McFee, exrs of Neil McFee	Edgar H. MacDonald	All Lot 20 Plan 62 (1 rood 1 ½ perches), \$1
M-76146	Grant	16 Jul 1968	Edgar H. MacDonald et ux	Margaret M. O'Sullivan	Part, \$2
M-111319	Grant	25 Oct 1971	Margaret M. O'Sullivan	William T. and Ruth S. Oliver	Part, \$2
222395	Deed	19 Sep 1979	William T. and Ruth S. Oliver	Stephen J. Clarke	Part, \$2
222396	Mortgage	18 Sep 1979	Stephen J. Clarke	Credit Foncier Trust Co	Part as in 222395
250739	Deed	15 Feb 1982	Credit Foncier Trust Co	Canada Mortgage & Housing Corp	Part under Power of Sale in 222396
256661	Deed	20 Aug 1982	Canada Mortgage & Housing Corp	George & Carol Graham	Part
524382	Grant	4 Apr 1986	George K. and Carol E. Graham	Roy D. and Anita L. Parliament	Part Lot 20
572129	Grant	29 Apr 1988	Roy D. and Anita L. Parliament	James and Cynthia Priddle	Part as in 524382
745312	Transfer	26 Jan 1996	James Priddle and Cynthia Hayes	James Priddle	Part as in 524382
61R-6393	Plan Reference	21 Feb 1994	Corp. Township of Erin	--	
RO810831	Transfer	12 Nov 1999	James Priddle	Lawrence Erwin and Krista Ingleson	
WC13641	Transfer	6 Dec 2022	Lawrence Erwin and Krista Ingleson	Edward Bandurka and Shannon Duxbury	
WC190143	Transfer	12 Oct 2007	Edward Bandurka and Shannon Duxbury	Shannon Duxbury	
WC277587	Power of Sale	14 May 2010	CIBC Mortgages	Nicole and Paul Chambers	
WC401172	Transfer	25 Apr 2014	Nicole and Paul Chambers	Brienne Elizabeth and Justin Tambini	
WC674619	Transfer	31 May 2022	Brienne E. and Justin Tambini	Clark Bullock and Margaret E. Battah	\$1,200,000
WC674647	Owner Name Change	1 Jun 2022	Clark Bullock	Clark Bulloch	






5.3 Context

- Located at 114 Trafalgar Road, in the core of the historic Village of Hillsburgh
 - While not in the commercial core of the Village, the subject property remains within the residential part of the historic village core.
 - The “core” comprises a residential portion between Queen and Jane Street and a commercial portion between Church and Station Street.
- The building is situated along the west side of Trafalgar Road.
- Roadway cross-section includes a paved sidewalk with concrete curb and sewer.
- The Trafalgar Road streetscape character can be described as follows:
 - For the purposes of this report, geographically, the Trafalgar Road streetscape includes Trafalgar Road from approximately Queen Street though Jane Street, running the length of the entire core of Historic Village of Hillsburgh, which is in keeping with the core as shown in historic mapping (see Map 4 Map 7 Map 8).
 - The core comprises a residential portion between Queen and Jane Street and a commercial portion between Church and Station Street.
 - Comprised of predominantly one to two-and-a-half storey buildings.
 - Primarily brick construction (most are red brick).
 - Modest setbacks along the street.
 - Many buildings share similar features including dichromatic brickwork and decorative wood detailing.
 - Many of the buildings along Trafalgar Road streetscape date from the 19th century and early 20th century in a variety of architectural styles. Table 3 lists a selection of the buildings based on the inventory provided by the Town including a brief description, year constructed, and photos to support the description of the character of Trafalgar Road.


Table 3: Selection of 19th Century Buildings Along Trafalgar Road in Historic Village of Hillsburgh

Address	Brief Description	Est. Year Constructed	Photo
21 Trafalgar Road	Church, gothic revival two-storey, dichromatic brickwork	1888	
23 Trafalgar Road	Residence, one-and-a-half storey	Circa 1890	

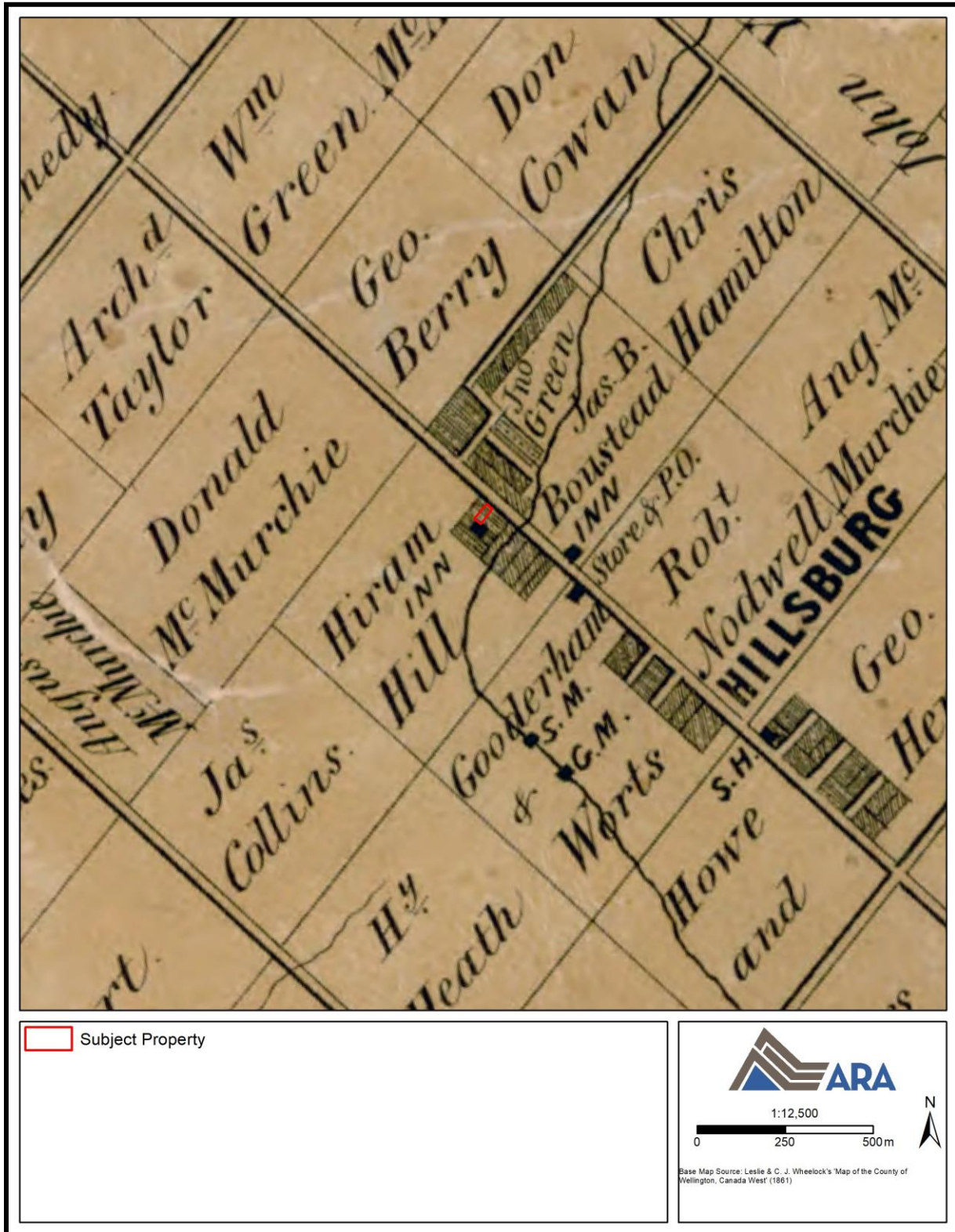
Address	Brief Description	Est. Year Constructed	Photo
29 Trafalgar Road	Hillsburgh Feed mill (originally schoolhouse), brick, one-and-a-half storey	1864	
32 Trafalgar Road	Residence, one-storey, dichromatic brickwork	Unknown	
36 Trafalgar Road	Residence, one-and-a-half-storey, red brick	Circa 1880	
58½ Trafalgar Rd	Residence, Stone mill	Unknown	
63 Main Street	Residence, red brick, dichromatic brickwork in quoining and hoodmoulds, wood brackets and bargeboard on porch,	1895	

Address	Brief Description	Est. Year Constructed	Photo
68 Trafalgar Rd	Residence, gothic revival, red brick, dichromatic brickwork in quoining and hoodmoulds, bargeboard on porch and in gables	1892	
74 Trafalgar Road	Residence, gothic revival, red brick, dichromatic brickwork in quoining and hoodmoulds, bargeboard in gables	1879	
81 Trafalgar Road	Residence, Italianate, red brick construction with stone quoins and arched openings. Hip roof with carved paired wood brackets.	1882	
83 Trafalgar Road	Church, gothic revival, one-and-a-half storeys, stone	1869	
90 Trafalgar Rd	Victorian – Red brick, yellow coining	1892	

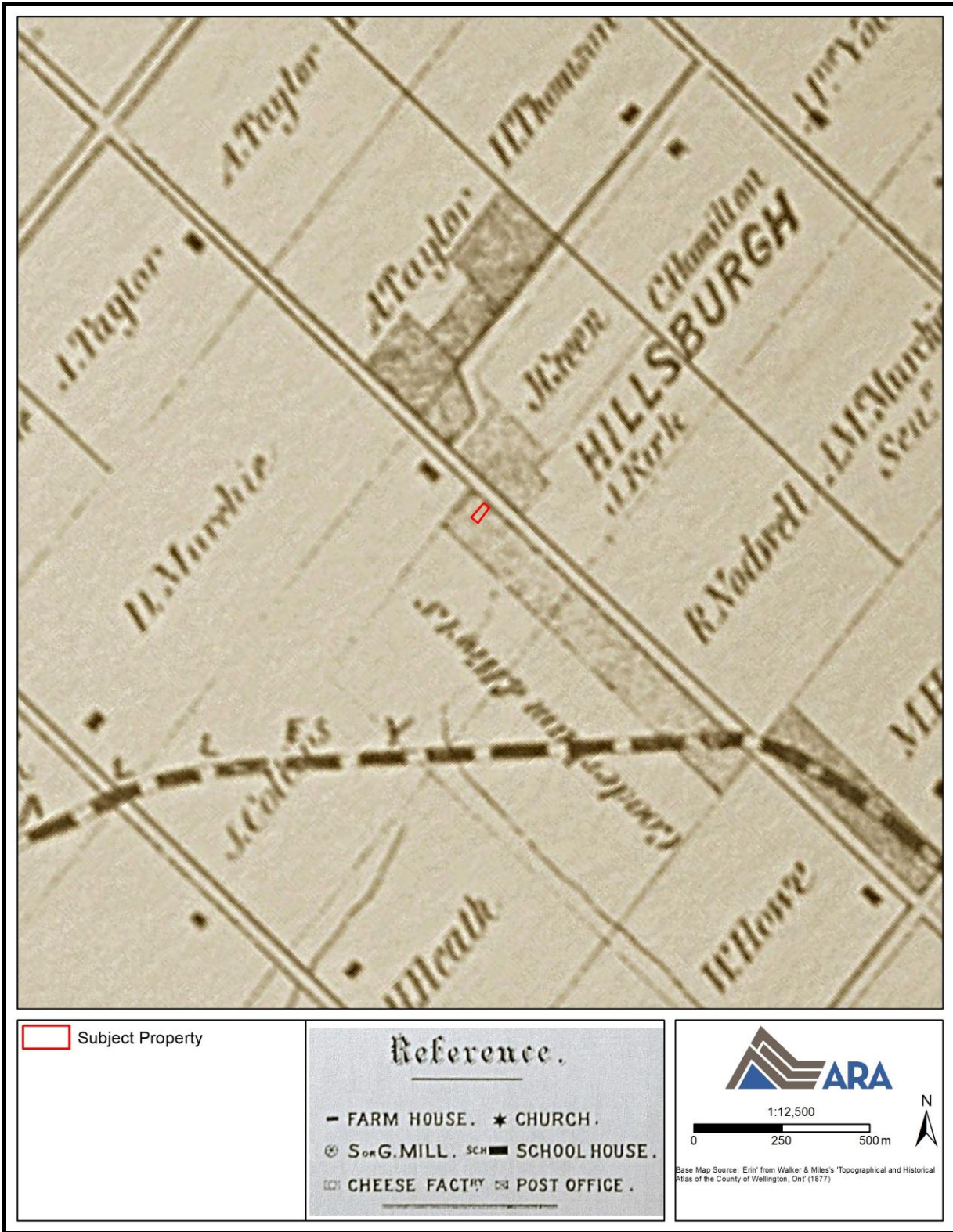
Address	Brief Description	Est. Year Constructed	Photo
92 Trafalgar Rd	Commercial – red brick	1887	
93 Trafalgar Road	Church, gothic revival, parged envelope, pointed arch openings.	1871	
96 Trafalgar Rd	Church, gothic revival, red brick, one-and-a-half storeys	Circa 1890	
118 Trafalgar Rd	Residence, two-and-a-half storeys, stone construction	1907 and 1921	
120 Trafalgar Rd	Residence, Red-brick, two storey, stone hoodmoulds, decorative bargeboard on the porch, wood brackets	1891-1907	

Address	Brief Description	Est. Year Constructed	Photo
132 Trafalgar Rd	Residence, Red-brick, two storey, stone hoodmoulds, decorative bargeboard on the porch, wood brackets	Between 1891 and 1907	

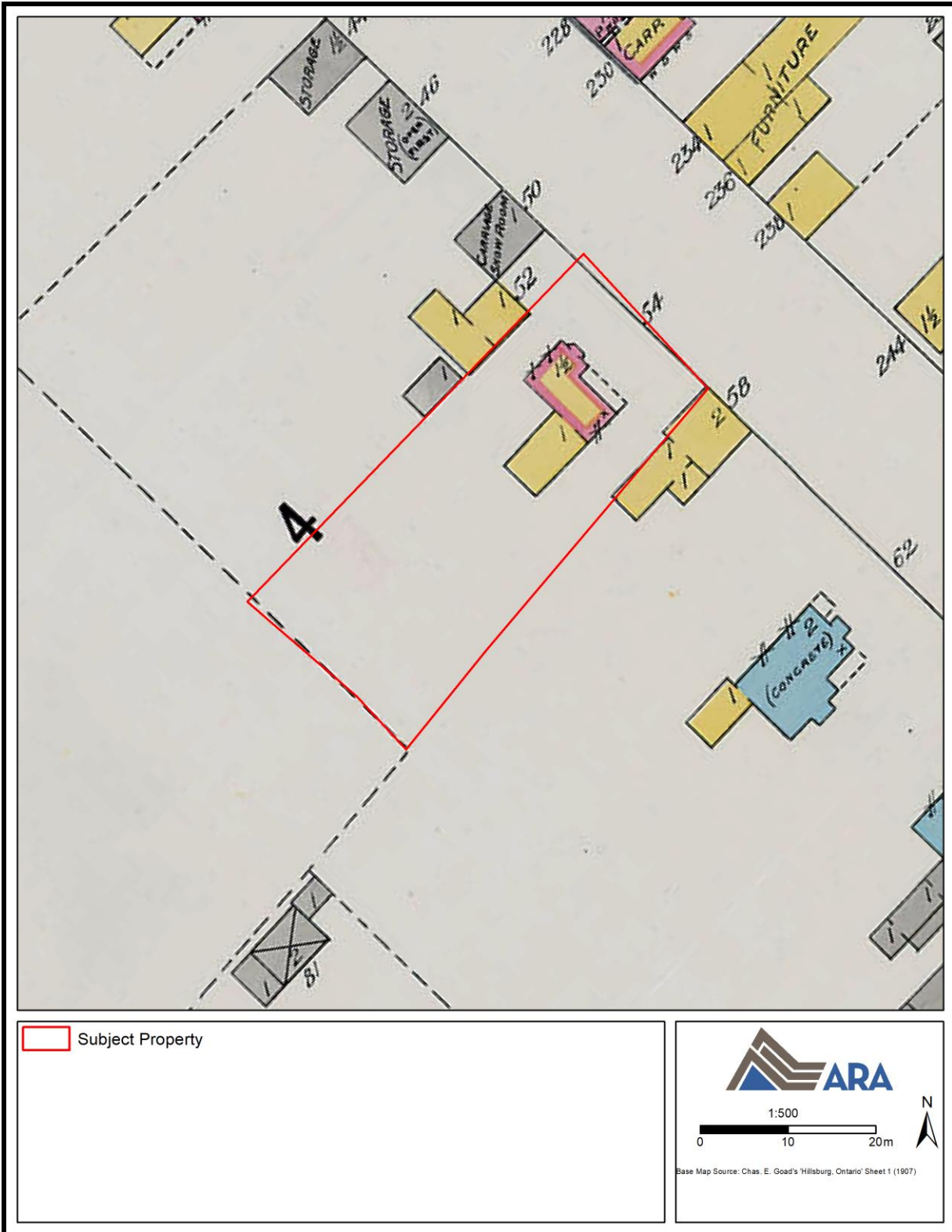
6.0 MAPS



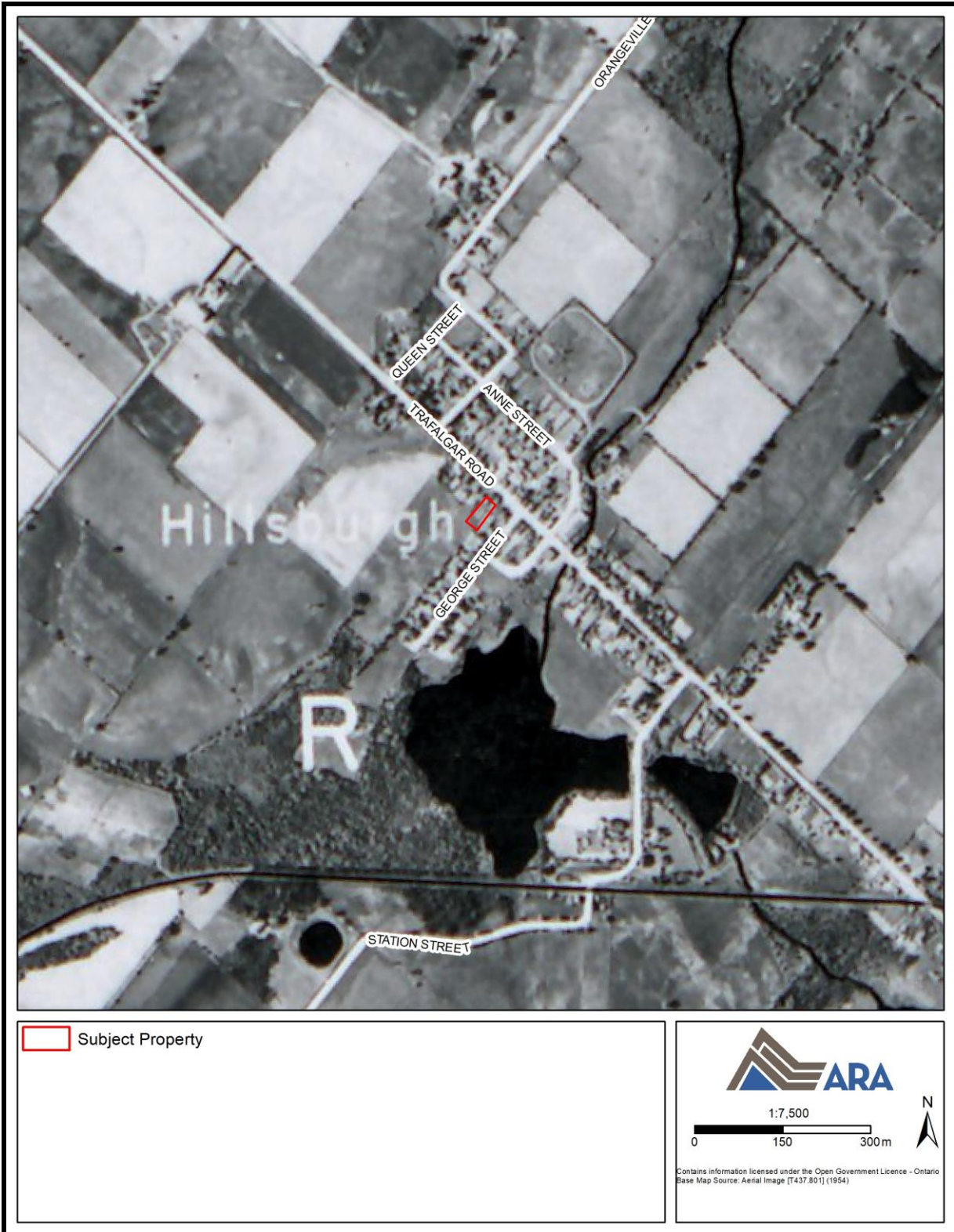
Map 4: Subject Property Shown on 1861 Historic Map
(Produced under licence using ArcGIS® software by Esri, © Esri; OHCMP 2018)



Map 5: Subject Property Shown on 1877 Historic Map
(Produced under licence using ArcGIS® software by Esri, © Esri; McGill University 2001)



**Map 6: Subject Property Shown on a 1907 Fire Insurance Plan
(Produced under licence using ArcGIS® software by Esri, © Esri; Goad 1907)**



Map 8: Subject Property Shown on 1954 Aerial Photograph
(Produced under licence using ArcGIS® software by Esri, © Esri; University of Toronto 2021)

7.0 EVALUATION OF SIGNIFICANCE

Using the information provided by the consultation, field survey and additional historical and contextual research, an evaluation of 114 Trafalgar Road according to O. Reg. 9/06, can be found below in Table 4.

Table 4: Evaluation of 114 Trafalgar Road in Accordance with O. Reg. 9/06

Description	Criteria Met Yes/No	Value
The property has design value or physical value because it is a rare, unique, representative, or early example of a style, type, expression, material or construction method	Yes	114 Trafalgar Road is a representative example of the Gothic Revival architectural style. The two-storey L-shaped plan house has a cross gable roof, large front gable and central gable peaks which is typical of Gothic Revival structures. The dichromatic brickwork expressed in the decorative drip hood moulds, jack arch window treatments, quoins, and the brick course arranged in a cross pattern near the roofline along with the lancet window, bay window, and segmentally arched window openings are typical of the Gothic Revival style. The intricate and decorative ornamentation including moulded fascia board, bargeboard, gingerbread trim, and finial, are also representative of the Gothic Revival architecture style.
The property has design value or physical value because it displays a high degree of craftsmanship or artistic value	No	114 Trafalgar Road does not display a high degree of craftsmanship or artistic value. The materials and techniques used for its construction were common for their time.
The property has design value or physical value because it displays a high degree of technical or scientific achievement	No	114 Trafalgar Road does not display a high degree of technical or scientific achievement.
The property has historical value or associative value because it has direct associations with a theme, event, belief, person, activity, organization, or institution that is significant to a community	No	114 Trafalgar Road is associated with Dr. Thomas J. York and the Byrne family, who were both early settlers and carried out important services in the community. Dr. Thomas York, worked as both a physician and coroner and John Byrne, was the owner of a carriage and blacksmith's shop in Hillsburgh. As it is unclear the exact date of construction of the building at 114 Trafalgar Road or its original owner at the time of construction, no direct association with an event of belief or direct association with a theme, event, belief, person, organization or institution that is significant to the surrounding community can be determined.
The property has historical value or associative value because it yields or has the potential to yield information that contributes to the understanding of a community or culture	No	114 Trafalgar Road does not have the potential to yield information that contributes to the understanding of its community. There is no evidence that this property would offer new knowledge or a greater understanding of particular aspects of the community's history.

Description	Criteria Met Yes/No	Value
The property has historical value or associative value because it demonstrates or reflects the work or ideas of an architect, builder, artist, designer or theorist who is significant to a community	No	114 Trafalgar Road Street does not reflect the ideas of an architect, builder, designer, or theorist. Research did not reveal a builder or architect associated with the property. Research indicates that the design of the residence did not generate key ideas in the field of architecture.
The property has contextual value because it is important in defining, maintaining, or supporting the character of an area	Yes	114 Trafalgar Road is important in supporting the 19 th century character of Trafalgar Road in the historic village of Hillsburgh. The streetscape is comprised of predominantly one to two-and-a-half storey residential and commercial buildings of primarily brick construction and with modest setbacks along the street. Furthermore, the stylistic similarities between properties strengthens their contribution to the historic character of the area including red brick construction with dichromatic brickwork and decorative woodwork. 114 Trafalgar Road contributes to the heritage fabric of the streetscape and exhibits setback, massing and decorative details consistent with the streetscape.
The property has contextual value because it is physically, functionally, visually, or historically linked to its surroundings	No	114 Trafalgar Road is not physically linked to its surroundings. There is no demonstrated material connection between the property and its surroundings. 114 Trafalgar Road is not functionally linked to its surroundings. The property's function is not dependant on its surroundings. 114 Trafalgar Road is not visually linked to its surroundings. Although the streetscape is a 19 th century streetscape that is not a significant visual link that would warrant consideration under this criterion.
The property has contextual value because it is a landmark	No	114 Trafalgar Road does not occupy prominent open space. Its modest construction is consistent with the character of the neighbourhood and thus, the structure is part of the fabric of the street rather than a visual landmark.

8.0 HERITAGE ATTRIBUTES

An examination of the relationship between the heritage attributes and the cultural heritage value or interest outlined in Table 5 assisted with the development of the list of heritage attributes.

Table 5: Relationship of Heritage Attributes to Cultural Heritage Values

Cultural Heritage Value or Interest	Heritage Attribute
114 Trafalgar Road is a representative example of the Gothic Revival style.	<ul style="list-style-type: none"> • Two-storey Gothic Revival residence • L-shaped plan • Cross gable roof with large side gable • Large front and side gables with steep central gable peak

Cultural Heritage Value or Interest	Heritage Attribute
	<ul style="list-style-type: none"> • The decorative ornamentation including moulded fascia board, bargeboard, gingerbread trim, and finial • Dichromatic brickwork expressed in the decorative drip hood moulds, jack arch window treatments, quoins, and in the brick course arranged in a cross pattern near the roofline • Segmentally arched window opening on façade and rectangular window openings on side elevations • Lancet window in gable peak • Bay window
114 Trafalgar Road is important in supporting the 19 th century character of Trafalgar Road in the historic village of Hillsburgh.	<ul style="list-style-type: none"> • Two-storey Gothic Revival residence including massing, setback, and decorative details

9.0 STATEMENT OF CULTURAL HERITAGE VALUE OR INTEREST

Introduction and Description of Property

114 Trafalgar Road is located on the west side of Trafalgar Road in the Village of Hillsburgh. The property is in the historic core of the settlement and consists of a two-storey Gothic Revival residence, with a cross gable roof, constructed in the late 19th century.

Statement of Cultural Heritage Value or Interest

114 Trafalgar Road is a representative example of the Gothic Revival architectural style.

The two-storey L-shaped plan house has a cross gable roof, large front gable and central gable peaks which is typical of Gothic Revival structures. The dichromatic brickwork expressed in the decorative drip hood moulds and jack arch window treatments, quoins, and the brick course arranged in a cross pattern near the roofline along with the lancet window, bay window, and segmentally arched window openings are typical of the Gothic Revival style. The intricate and decorative ornamentation including moulded fascia board, bargeboard, gingerbread trim, and finial, are representative of the Gothic Revival architecture style.

114 Trafalgar Road is important in supporting the 19th century character of Trafalgar Road in the historic village of Hillsburgh.

The streetscape is comprised of predominantly one to two-and-a-half storey residential and commercial buildings of primarily brick construction and with modest setbacks along the street. Furthermore, the stylistic similarities between properties strengthens their contribution to the historic character of the area including red brick construction with dichromatic brickwork and decorative woodwork. 114 Trafalgar Road contributes to the heritage fabric of the streetscape and exhibits setback, massing and decorative details consistent with the streetscape.

Cultural Heritage Attributes

114 Trafalgar Road is a representative example of the Gothic Revival style. The property contains the following heritage attributes that reflects this value:

- Two-storey Gothic Revival residence
- L-shaped plan
- Cross gable roof with large side gable

- Large front and side gables with steep central gable peak
- Ornate bargeboard on both front gables
- The decorative ornamentation including moulded fascia board, bargeboard, gingerbread trim, and finial.
- Dichromatic brickwork expressed in the decorative drip hood moulds, jack arch window treatments, quoins, and the brick course arranged in a cross pattern near the roofline.
- Segmentally arched window openings
- Lancet window in gable peak
- Bay window

114 Trafalgar Road is important in supporting the 19th century character of Trafalgar Road in the historic village of Hillsburgh. The property contains the following heritage attributes that reflect this value:

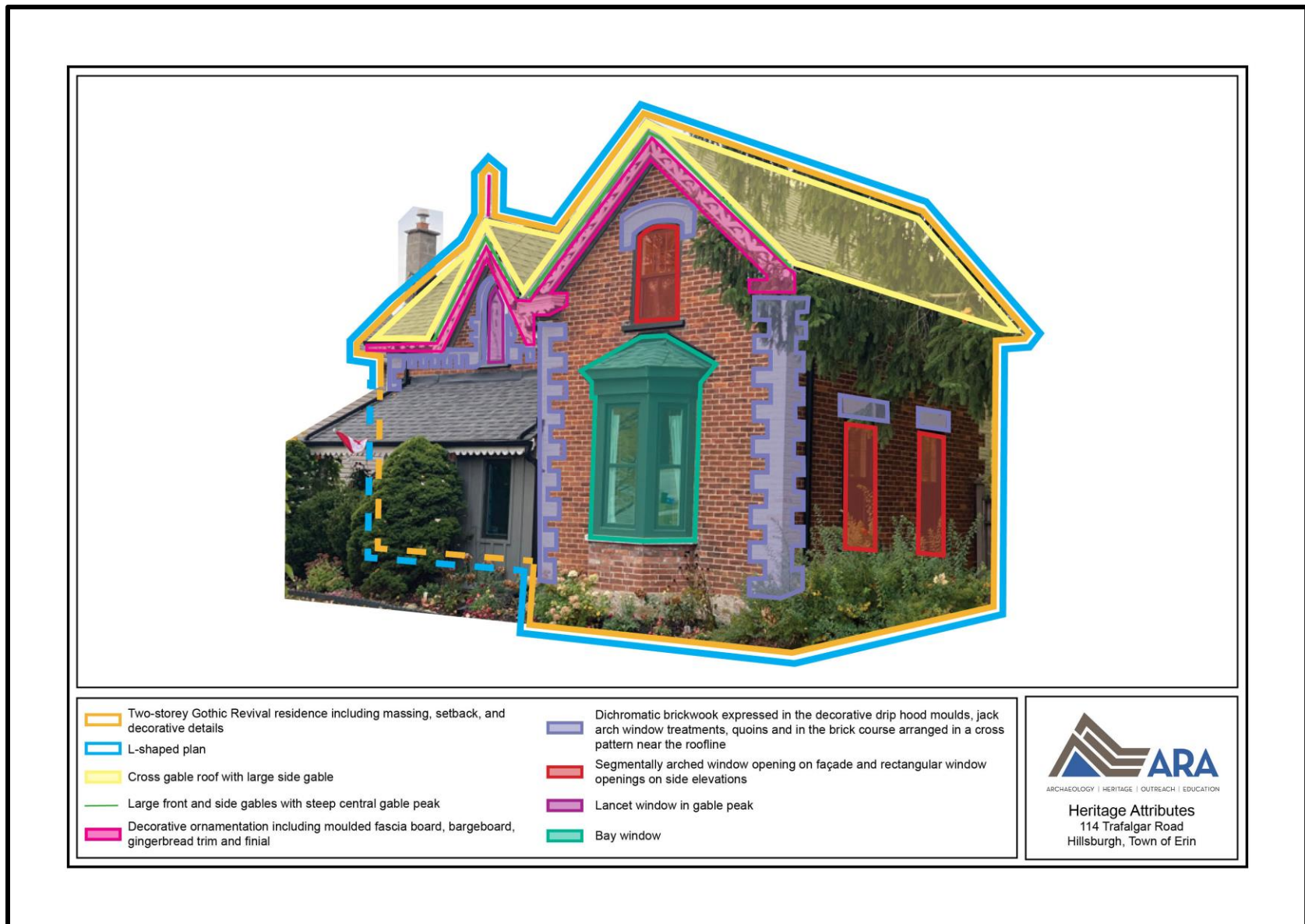
- Two-storey Gothic Revival residence including massing, setback, and decorative details

The following are not heritage attributes:

- Rear addition
- Cinder block chimney
- Closed in front porch

10.0 MAP OF HERITAGE ATTRIBUTES

The following figures display the heritage attributes as outlined above in Section 8.0.



Map 9: Heritage Attribute Map of 114 Trafalgar Road

11.0 CONCLUSIONS

O. Reg. 9/06 of the *OHA* requires that to be designated, a property must meet at least two of the criteria. 114 Trafalgar Road meets two of the criteria for determining CHVI as outlined in *O. Reg. 9/06*, therefore it is worthy of designation under Part IV of the *OHA*.

The *Provincial Policy Statement* notes that CHVI is bestowed upon cultural heritage resources by communities (MMAH 2020). Accordingly, the system by which heritage is governed in this province places an emphasis on the decision-making of local municipalities in determining CHVI. It is hoped that the information presented in this report will be useful in those deliberations.

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