

Appendix A7-6
Cultural Heritage Evaluation Report: 83
Avenue Street, Oshawa




Limitations and Sign-off

The conclusions in the Report titled Addendum to Oshawa to Bowmanville Rail Service Extension Project: Cultural Heritage Evaluation Report—83 Avenue Street, Oshawa are Stantec's professional opinion, as of the time of the Report, and concerning the scope described in the Report. The opinions in the document are based on conditions and information existing at the time the scope of work was conducted and do not take into account any subsequent changes. The Report relates solely to the specific project for which Stantec was retained and the stated purpose for which the Report was prepared. The Report is not to be used or relied on for any variation or extension of the project, or for any other project or purpose, and any unauthorized use or reliance is at the recipient's own risk.

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**Addendum to Oshawa to
Bowmanville Rail Service
Extension Project: Cultural
Heritage Evaluation Report—
83 Avenue Street, Oshawa**

Final Report

August 24, 2023



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Project Number:
165011019

Limitations and Sign-off

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Frank Smith, MA, CAHP

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Executive Summary

Metrolinx retained Stantec Consulting Ltd. (Stantec) to prepare a Cultural Heritage Evaluation Report (CHER) for 83 Avenue Street in the City of Oshawa, Regional Municipality of Durham. The property is a “Class A” listed property on the *Heritage Oshawa* inventory. Class A properties have “a very high potential for designation” (City of Oshawa 2023). Metrolinx is proposing an acquisition, easement, and/or temporary easement on the property. This CHER was prepared according to the Metrolinx *Draft Terms of Reference for Consultants: Cultural Heritage Evaluation Report and Cultural Heritage Evaluation Report Recommendations* (Metrolinx 2016).

The property at 83 Avenue Street is located on Lots 49 and 56 of Plan 48. This plan was registered in 1875 when the subdivision of lands along Oshawa Creek began by the landowner R.G. McGrigor (also spelled McGregor). In 1874, McGrigor sold the lots containing present-day 83 Avenue Street to John Kirby (OnLand 2023). No structures are depicted on the 1911 fire insurance mapping. Based on fire insurance mapping and city directories, the present-day residence was built between 1912 and 1920.

The property at 83 Avenue Street is located on the south side of Avenue Street approximately 92 metres west of the intersection of Centre Street South and Avenue Street. The property contains a detached residence and a garage. The residence is a one and one half storey structure with a steeply pitched side gable roof with a centre gable peak on the front (north) façade. The roof is clad in asphalt shingles and contains a metal chimney. The rear (south) façade of the residence has been heavily modified with a shed roof addition and hip roof addition. The exterior of the residence is clad in vinyl siding and the foundation is parged concrete.

A site assessment was undertaken on January 12, 2023, by Frank Smith, Cultural Heritage Specialist, and Jenn Como, Cultural Heritage Specialist, both with Stantec. Weather conditions were seasonably cold and overcast with occasional snow flurries. Although Metrolinx requested exterior access to the property, property access was not granted and the rear of the property, including the rear façade was not documented. This rear façade is likely heavily modified based on views from the right of way.

A provincial heritage property (PHP) is a property that meets one or more criteria of *Ontario Regulation* (O. Reg.) 9/06¹, and a provincial heritage property of provincial significance (PHPPS) must meet one or more criteria of O. Reg. 10/06, regardless of the criteria met under O. Reg. 9/06. Based on the evaluation of the property against O.

¹ In 2023, O. Reg. 9/06 was amended by O. Reg. 569/22 (Government of Ontario 2023)



Reg. 9/06 and O. Reg. 10/06, the property contains no Cultural Heritage Value or Interest (CHVI) and is not a PHP or PHPPS.

On May 18, 2023, the Metrolinx Heritage Committee (MHC) met to discuss the findings of the CHER. The MHC determined that the property met no criteria of O. Reg. 9/06 and no criteria of O. Reg. 10/06. Therefore, 83 Avenue Street is not a Metrolinx PHP or PHPPS.

The Executive Summary highlights key points from the report only; for complete information and findings, the reader should examine the complete report.

Document History

Revision	Description	Author	Quality Reviewer	Independent Reviewer
1 April 27, 2023	Draft Report	Frank Smith	Lashia Jones	Meaghan Rivard
2 May 3, 2023	Draft Report	Frank Smith	Lashia Jones	Meaghan Rivard
3 May 26, 2023	Draft Report	Frank Smith	Lashia Jones	Meaghan Rivard
4 August 24, 2023	Final Report	Frank Smith	Lashia Jones	Meaghan Rivard



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Appendix A Heritage Personnel Qualifications



Project Personnel

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GIS Specialist:	Brandon Fonseca
Administrative Assistant:	Sarah Hilker
Quality Reviewer:	Lashia Jones, MA, CAHP
Independent Reviewer:	Meaghan Rivard, MA, CAHP

The qualifications of heritage personnel are contained in Appendix A.



Abbreviations

BA	Bachelor of Arts
CAHP	Canadian Association of Heritage Professionals
CHER	Cultural Heritage Evaluation Report
CHVI	Cultural Heritage Value or Interest
CPR	Canadian Pacific Railway
MA	Master of Arts
MCM	Ministry of Citizenship and Multiculturalism
MHC	Metrolinx Heritage Committee
OHA	Ontario Heritage Act
OHT	Ontario Heritage Trust
O. Reg.	Ontario Regulation
PHP	Provincial Heritage Property
PHPPS	Provincial Heritage Property of Provincial Significance
RoW	Right of Way



1 Introduction

1.1 Study Purpose

Metrolinx retained Stantec Consulting Ltd. (Stantec) to prepare a Cultural Heritage Evaluation Report (CHER) for 83 Avenue Street in the City of Oshawa, Regional Municipality of Durham (Figure 1 and Figure 2). The property is a “Class A” listed property on the *Heritage Oshawa* inventory. Class A properties have “a very high potential for designation” (City of Oshawa 2023). Metrolinx is proposing a property acquisition, permanent easement, and/or temporary easement on the property.

1.2 Historical Summary

The property at 83 Avenue Street is located on Lots 49 and 56 of Plan 48. This plan was registered in 1875 when the subdivision of lands along Oshawa Creek began by the landowner R.G. McGrigor (also spelled McGregor). In 1874, McGrigor sold the lots containing present-day 83 Avenue Street to John Kirby (OnLand 2023). No structures appear on the 1911 fire insurance mapping. Based on fire insurance mapping and city directories, the present-day residence was built between 1912 and 1920.

1.3 Description of Property

The property at 83 Avenue Street is located on the south side of Avenue Street approximately 92 metres west of the intersection of Centre Street South and Avenue Street. The property contains a detached residence and a garage. The residence is a one and one half storey structure with a steeply pitched side gable roof with a centre gable peak on the front (north) façade. The roof is clad in asphalt shingles and contains a metal chimney. The rear (south) façade of the residence has been heavily modified with a shed roof addition and hip roof addition. The exterior of the residence is clad in vinyl siding and the foundation is parged concrete (Photo 1).



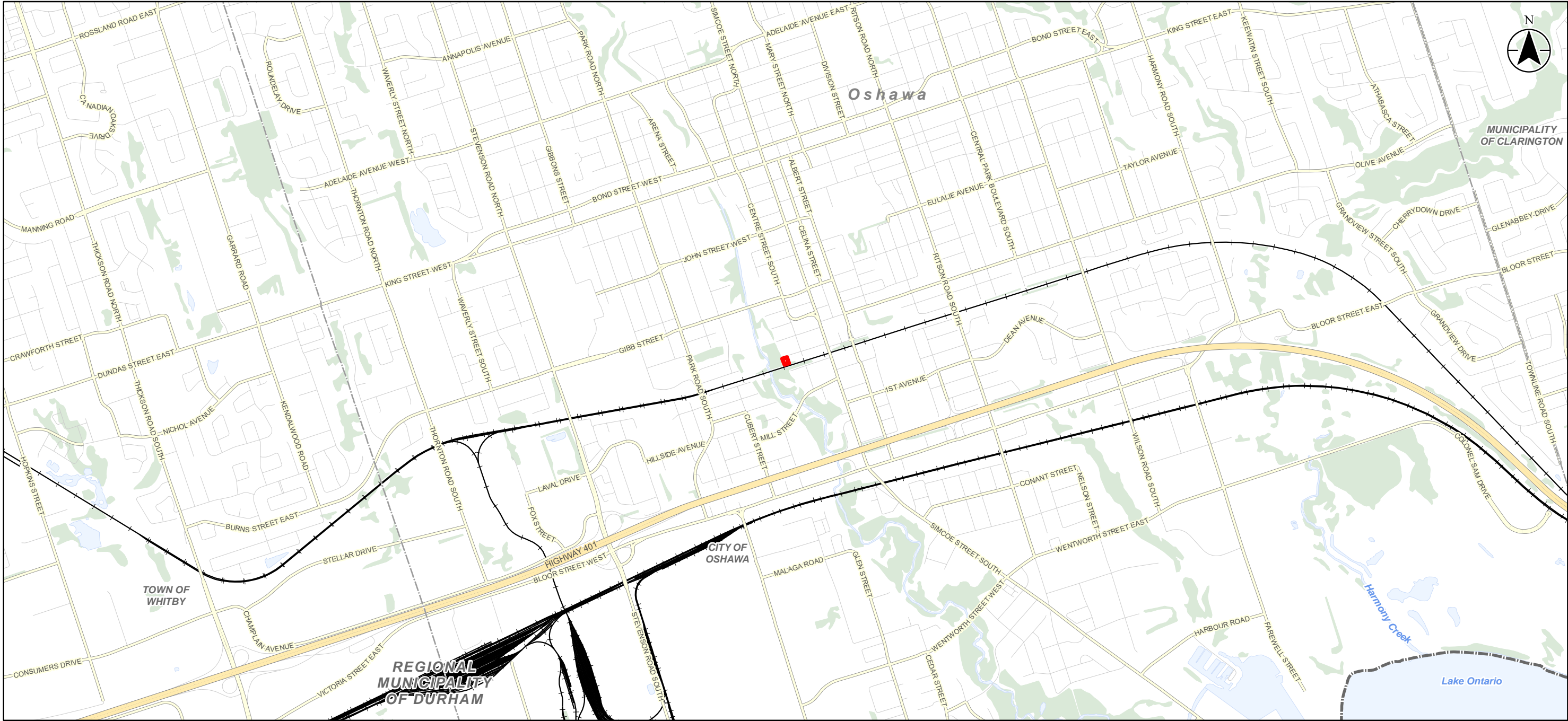


Photo 1: 83 Avenue Street, looking south

1.4 Current Context

The property is located on Avenue Street in the central part of the City of Oshawa. Avenue Street is a two-lane roadway paved in asphalt with concrete curbs. A concrete sidewalk runs along the south side of the roadway. Timber utility poles with municipal streetlighting are located along the north side of the roadway. Avenue Street is predominantly residential in character and the west end of Avenue Street terminates at a cul-de-sac near woodlands, Oshawa Creek, and the Dr. Blake Parkette. The south side of Avenue Street contains detached residential structures dating to the late 19th to early 20th century. The north side of Avenue Street contains a more varied housing stock consisting of contemporary residences, low-rise apartments, and early 20th century detached residences.

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Notes
1. Coordinate System: NAD 1983 CSRS MTM 10
2. Base features produced under license with the Ontario Ministry of Natural Resources and Forestry © Queen's Printer for Ontario, 2021.

- Legend**
- Study Area
 - Expressway / Highway
 - Major Road
 - Minor Road
 - Existing Railway
 - Waterbody
 - Wooded Area
 - Municipal Boundary, Upper
 - Municipal Boundary, Lower

0 0.5 1 km
1:25,000 (At original document size of 11x17)



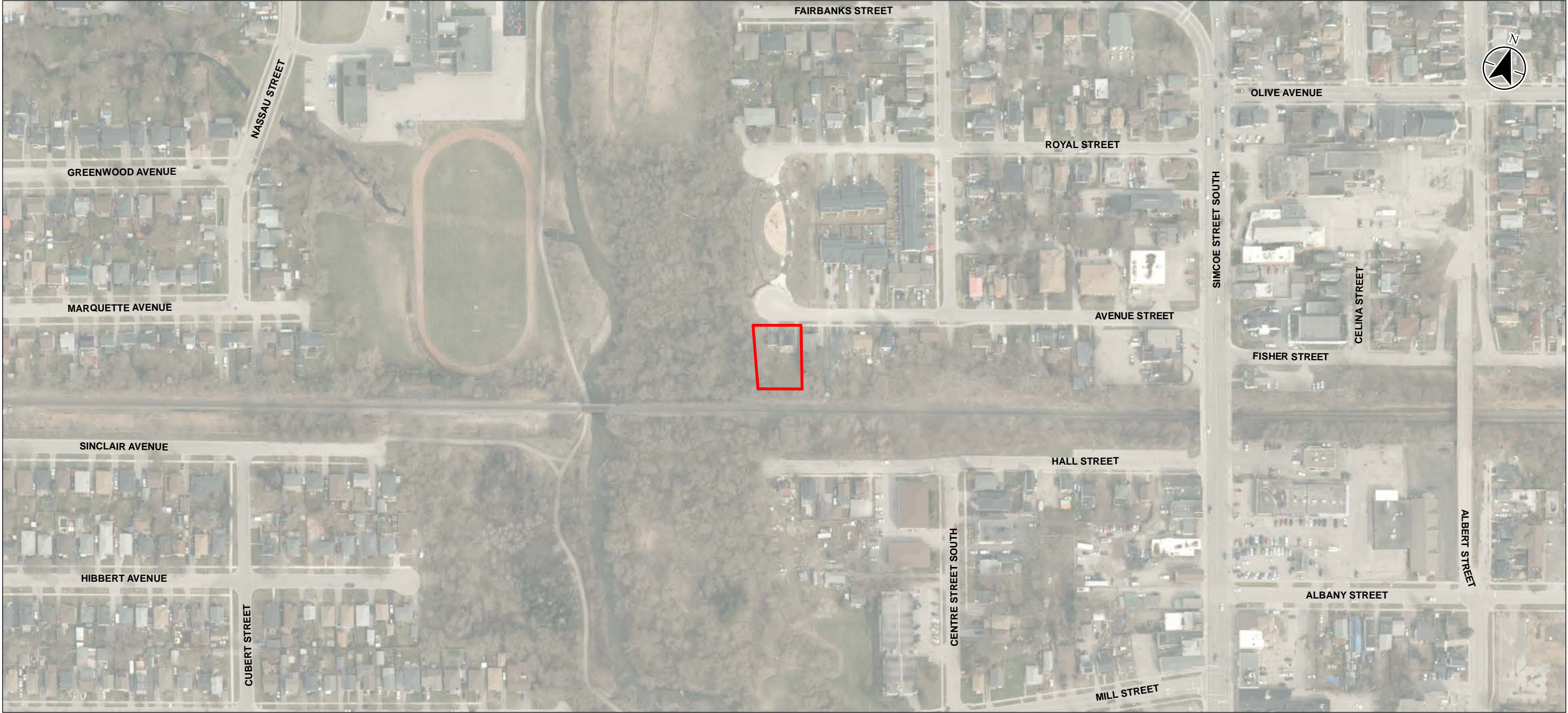
Project Location
Region Municipality of Durham
165011019
Prepared by BCC on 2/1/2023
Technical Review by BCC on 1/25/2023

Client/Project
METROLINX, OSHAWA TO BOWMANVILLE RAIL
SERVICE EXPANSION
CULTURAL HERITAGE EVALUATION REPORT—83
AVENUE STREET, OSHAWA

Figure No.
1
Title
Location of the Study Area

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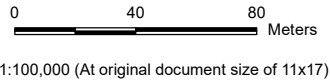
\\a0215-rplsa\01\work_group\0165011019 - Bowmanville\02_Amendment2_Assignment\11_data\figs_cad\figs\mxd\heritage\report_figures\20230201_CHER_83_AvenueSt\165011019_CHER_fig02_StudyArea.mxd Revised: 2023-05-24 By: bowmer



- Notes**
1. Coordinate System: NAD 1983 CSRS MTM 10
 2. Base features produced under license with the Ontario Ministry of Natural Resources and Forestry © Queen's Printer for Ontario, 2018.
 3. Orthoimagery © First Base Solutions, 2018. Imagery Date, 2019.

Legend

Study Area



1:100,000 (At original document size of 11x17)



Project Location
Region of Durham
165011019 REVA
Prepared by BCC on 2023-05-24
Technical Review by BCC on 2023-01-25

Client/Project
METROLINX, OSHAWA TO BOWMANVILLE RAIL
SERVICE EXTENSION PROJECT
CULTURAL HERITAGE EVALUATION REPORT—83
AVENUE STREET, OSHAWA

Figure No.

2

Title

Study Area

Disclaimer: This figure has been prepared based on information provided by others as cited under the Notes section. Stantec has not verified the accuracy and/or completeness of this information and shall not be responsible for any errors or omissions which may be incorporated herein as a result.

2 Methodology and Sources

2.1 Methodology

This Cultural Heritage Evaluation Report (CHER) was prepared in accordance with the *Draft Terms of Reference for Consultants: Cultural Heritage Evaluation Report and Cultural Heritage Evaluation Report Recommendations* (Metrolinx 2016) and the Ministry of Citizenship and Multiculturalism (MCM) *Standards and Guidelines for Conservation of Provincial Heritage Properties* (OHA Standards and Guidelines) (MCM 2010). Based on the guidance provided in these documents, this CHER contains:

- Historical research and review of previously completed reports
- Community input, as required
- Evaluation against *Ontario Regulation 9/06* (O. Reg. 9/06)² and *Ontario Regulation 10/06* (O. Reg. 10/06) and a statement of cultural heritage value of interest (CHVI), as appropriate
- Identification of the property as “not a provincial heritage property”, a “provincial heritage property” or a “provincial heritage property of provincial significance”

(Metrolinx 2016)

2.2 Sources

2.2.1 Historical Research

To familiarize the study with the Study Area, primary sources such as land registry records and city directories were consulted. Secondary sources relating to the general development of Oshawa were also consulted. Mapping from 1860, 1877, 1884, 1921, 1948, and 1966 was reviewed.

² In 2023, O. Reg. 9/06 was amended by O. Reg. 569/22 (Government of Ontario 2023)



2.2.2 Field Program

A site assessment was undertaken on January 12, 2023, by Frank Smith, Cultural Heritage Specialist, and Jenn Como, Cultural Heritage Specialist, both with Stantec. Weather conditions were seasonably cold and overcast with occasional snow flurries. Although Metrolinx requested exterior access to the property, property access was not granted and the rear of the property, including the rear façade was not documented.



3 Heritage Recognitions

3.1 Municipal

The property at 83 Avenue Street is a “Class A” listed property on the *Heritage Oshawa* inventory. Class A properties have “a very high potential for designation” (City of Oshawa 2023).

3.2 Provincial

As part of the *Addendum to Oshawa to Bowmanville Rail Service Extension: Cultural Heritage Report—Existing Conditions and Preliminary Impact Assessment* (Stantec 2021a), the MCM and Ontario Heritage Trust (OHT) were contacted to identify previous heritage recognitions within the project area. Neither the MCM nor OHT identified 83 Avenue Street as a cultural heritage resource. The residence is not a provincial heritage property, is not subject to any OHT easements, and is not a Trust owned property (Stantec 2021).

3.3 Federal

To determine if 83 Avenue Street was subject to existing federal heritage recognition the Directory of Federal Heritage Designations database available at Park Canada and the Canadian Register of Historic Places at Canada’s Historic Places was digitally reviewed (Canada’s Historic Places 2023; Parks Canada 2023). Following a review of both databases, 83 Avenue Street was not found to have previous federal heritage recognition.

3.4 Adjacent Lands

No listed or designated properties are located adjacent to the Study Area.



3.5 Archaeology

A Stage 1 Archaeological Assessment was prepared under a separate cover by Stantec in 2021 as part of the *Bowmanville to Oshawa Rail Service Extension* (Stantec 2023). The Stage 1 archaeological assessment was completed under Project Information Form number P1148-0004-2021 issued to Heather Kerr, MA, Project Archaeologist, by the MCM. The Stage 1 archaeological assessment of the study area was conducted between May 14, 2021, and May 17, 2021. A total of 42.76% of the Study Area assessed under P1148-0004-2021 retains potential for the identification and documentation of archaeological resources. In accordance with Section 1.3 and Section 7.7.4 of the MCM's 2011 *Standards and Guidelines for Consultant Archaeologists*, Stage 2 archaeological assessment is recommended for any portion of the Project's anticipated construction which impacts an area of archaeological potential (Government of Ontario 2011).



4 Community Input

To collect information pertaining to the history of Study Area, the City of Oshawa and Oshawa Museum were contacted. Results of the community input are contained in Table 1.

Table 1: Community Input Results

Organization	Contact	Results
City of Oshawa	Connor Leherbauer, Planner B, City of Oshawa	The City of Oshawa has no materials or reporting specific to this property.
Oshawa Museum	Jennifer Weymark, Archivist	No response received.



5 Discussion of Historical or Associative Value

5.1 Settlement of Whitby Township and Oshawa

5.1.1 Survey and 19th Century Development

The City of Oshawa is situated on the traditional territory of the Mississaugas of Scugog Island First Nation and is covered under the Williams Treaty (City of Oshawa 2022b). This treaty was signed in 1923 between the Crown and seven Anishinaabe First Nations (Ministry of Indigenous Affairs 2022). In 2018, a settlement was reached between the seven Williams Treaty First Nations (comprising the Mississaugas of Alderville First Nation, Curve Lake First Nation, Hiawatha First Nation, Scugog Island First Nation, the Chippewas of Beausoleil First Nation, Georgina Island First Nation, and the Rama First Nation) and the provincial and federal governments that provided financial compensation to the nations and formally recognized pre-existing harvesting rights to areas covered by Treaties 5, 16, 18, 20 and 27-271/4, the Crawford Purchases (including the “Gunshot Treaty”), and around Lake Simcoe.

In 1791, the surveyor Augustus Jones was tasked with surveying a baseline from the Trent River to Humber River. This baseline would become the first concession of Whitby Township (Karcich 2013). In 1792, Simcoe issued a proclamation stating that townships located along navigable waters, which included the future Township of Whitby would have a frontage of nine miles and a depth of 12 miles. The proclamation also implemented plans to begin large-scale settlement of Upper Canada (Canadiana 1792). Whitby Township was originally known as Township No. 8. The remainder of Whitby Township was surveyed by Augustus Jones between 1795 and 1796 (Karcich 2013).

The earliest settlers of Whitby Township were composed mostly of United Empire Loyalists, Loyalist-heirs entitled to their own land grants, military officers, and American settlers. There were also a significant number of absentee landowners, which hindered the early settlement of the townships (Humber 1997: 13; Johnson 1973: 44-45). To assist with the settlement of the lands along Lake Ontario and facilitate the movement of goods and people, Asa Danforth was contracted to build a roadway between Burlington and Kingston. This roadway followed a path similar to present-day Highway 2. The roadway was improved after the War of 1812 and became known as Kingston Road (Humber 1997: 15-16).



Whitby Township remained sparsely settled in the years following the War of 1812 (Beers 1877: 10). Beginning in the 1830s, the development of the township benefited from two natural harbours located at present-day Whitby and present-day Oshawa (Johnson 1973: 86). The township entered a period of rapid growth in the 1830s and 1840s, evidenced in the account of the township provided by William Smith in 1846. He described the township as “well settled...containing a large portion of excellent land, which is mostly rolling. The farms are generally well cleared and cultivated, and in good order” (Smith 1846: 218). In 1849, Oshawa was incorporated as a village and had grown as a result of its proximity to the harbour (Hood 1978: 50).

In 1857, Whitby Township was divided when the East Whitby Township was formed (Beers 1877: 11). The division took place between Lots 17 and 18. Lots 1 to 17 became part of East Whitby Township, including the Study Area. In 1879, Oshawa was reincorporated as a town (Hood 1978: 145).

Between 1881 and 1891 the population of East Whitby Township began to decline while the population of the Town of Oshawa remained relatively stable. The population of East Whitby Township decreased from 3,417 in 1881 to 3,080 in 1891 while the population of Oshawa increased from 3,992 to 4,066 during the same period (Dominion Bureau of Statistics 1953). The contraction of population in the Township and stability of Oshawa was part of a broader trend of urbanization in the late 19th and early 20th centuries. The emergence of industrialization and urbanization increased the number of wage workers required in cities and towns. At the same time, improvements in farm equipment and the mechanization of farming meant that less labour was required on a farm (Samson 2012). This encouraged out-migration from rural areas to the burgeoning cities of Ontario, such as Hamilton and Toronto (Drummond 1987: 30).

5.1.2 20th Century Development

The population of East Whitby Township would begin to increase in the early 20th century and the Town of Oshawa would continue to grow. Between 1901 and 1921 the population of East Whitby Township increased from 2,631 to 3,886 and the population of Oshawa grew from 4,394 to 11,940 (Dominion Bureau of Statistics 1953). During this period, development of lands around the Study Area intensified. In 1924, Oshawa was reincorporated as a City (Hood 1978: 294). The growth of Oshawa was fueled by industrial development, particularly automobile manufacturing (City of Oshawa 2023).

East Whitby Township and the City of Oshawa continued to grow into the mid-20th century. The automobile industry remained a key component of the city’s economy and the population of Oshawa grew to 41,545 by 1951. The expansion of Oshawa soon surpassed its borders and new neighbourhoods were constructed within East Whitby Township. In 1951, over 10,000 acres of land in East Whitby Township was annexed by Oshawa. This reduced the population of the township from 6,392 in 1941 to 1,564 in 1951 (Dominion Bureau of Statistics 1953; Hood 1978: 408).



The postwar building boom continued into the 1970s and large swaths of land in the counties surrounding Toronto were facing increasing development pressure. In 1974, the Regional Municipality of Durham was established as a tool to coordinate planning amongst the municipalities of the former counties of Ontario and Durham (Globe and Mail 1973). The remainder of East Whitby Township was annexed by the City of Oshawa when the regional government was created. The population of the newly enlarged City of Oshawa was recorded as 102,876 in 1975 (Hood 1978: 406).

5.2 Property History

The Study Area is historically located in part of Lot 11, Concession 1, Township of East Whitby. Historical mapping from 1860 shows the Study Area was part of a large holding of land along Oshawa Creek owned by Mrs. [Eunice] McGrigor (also spelled McGregor) (Figure 3). Eunice McGrigor was the wife of John McGrigor. John was born in Scotland and was a veteran of the War of 1812. During his war service he traveled through Whitby Township and decided to settle in the area after the war. He settled around 1817 and owned over 100 acres of Lot 11, Concession 1. John and his wife Eunice believed that the Oshawa Creek area contained development potential and began to subdivide their part of Lot 11, Concession 1 into smaller park lots (Terech 2020). By 1877, much of the present-day street grid on the west side of Simcoe Street South between Gibbs Street and Hall Street had been laid out and contained park lots as part of the McGregor's subdivision of the lot (Figure 4).

Fire insurance mapping from 1911 shows that limited development had taken place on Avenue Street and that the Study Area remained undeveloped. The structures that were present on Avenue Street primarily consisted of one and one half storey frame buildings. The most prominent development on Avenue Street was the Schofield Woolen Company Limited factory, located just north of the Study Area (Figure 5). The factory was constructed in 1872 for High Beaver Hats (Oshawa Public Libraries 2023).

In 1892, the property was purchased by John Schofield. He purchased the property to replace his wool mill that was destroyed by fire in Paris, Ontario. By 1911, Schofield Wool employed 150 people and manufactured men's wool underwear using the brand names "Woolnap" and "St. George." This underwear was sold nationally, and the company operated into the 1950s (Oshawa Museum 2023).



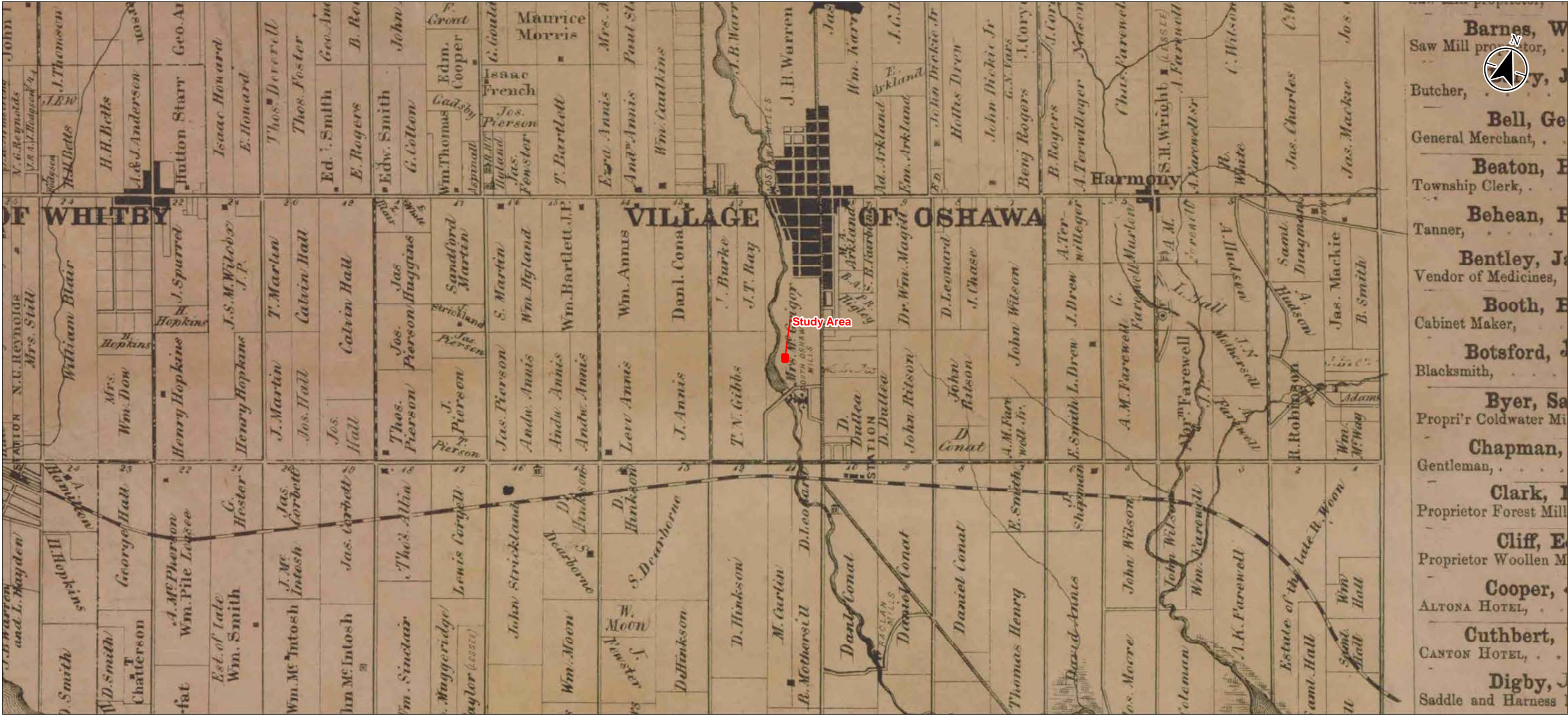
The residence at 83 Avenue Street was built between 1911 and 1920 based on fire insurance mapping and city directory records. The Town of Oshawa directory for 1921 listed Charles McInally (also spelled MacInally) as the occupant of 83 Avenue Street. This indicates that the residence was constructed between the publication of the 1911 fire insurance map and the publication of the 1921 town directory. Charles McInally was listed as a worker at a “gas plant” (Reformer Printing 1921: 125). Based on land registry records, McInally was likely a tenant. Between 1899 and 1947 the property was owned by Robert H. Jacobs, who resided at 25 Quebec Street in Oshawa (OnLand 2023; Reformer Printing 1921: 107). The residence is depicted in fire insurance mapping from 1926 as a one and one half storey frame structure (Figure 6).

Charles McInally continued to reside at 83 Avenue Street until 1939 (Vernon Directories 1939: 254). After his employment at the gas plant, he was listed as a laborer (Vernon Directories 1928: 250). Later, he worked next door at Schofield Wool. Between 1938 and 1939 he also resided at 83 Avenue Street with C.R. MacInally (also spelled McInally), who was employed at General Motors (Vernon Directories 1938: 158; Vernon Directories 1939: 254).

In 1940, the property became occupied by Frank E. Harper, a metal finisher and later welder at General Motors (Vernon Directories 1940: 122; Vernon Directories 1941: 261). Frank likely became the occupant of the property because he married Myrtle MacInally (Find-A-Grave 2023). In 1947, the estate of Robert Jacobs sold the property to Frank Harper and Myrtle Harper (nee MacInally) for \$1,250 (OnLand 2023). Fire insurance mapping from 1948 depicts the property as containing a one and one half storey frame structure (Figure 7). Frank Harper died in 1964 and is buried at Oshawa Union Cemetery (Find-A-Grave 2023). Myrtle Harper continued to reside at 83 Avenue Street until as late as 1990 (OnLand 2023).



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Notes
1. Source: Shier, John. 1860. Tremaine's Map of the County of Ontario, Upper Canada. Toronto: George C. Tremaine.
2. Map is not to scale.

Legend
 Study Area



Project Location 165011019 REVA
Region of Durham Prepared by BF on 2023-05-26
Technical Review by BCC on 2023-01-25


Client/Project
METROLINX, OSHAWA TO BOWMANVILLE RAIL
SERVICE EXTENSION PROJECT
CULTURAL HERITAGE EVALUATION REPORT—83
AVENUE STREET, OSHAWA

Figure No.
3
Title
Historical Mapping, 1860

Disclaimer: This figure has been prepared based on information provided by others as cited under the Notes section. Stantec has not verified the accuracy and/or completeness of this information and shall not be responsible for any errors or omissions which may be incorporated herein as a result.

\\ao215-rplsa\work_group\016501019 - Bowmanville\02_Amendments\Assignment\11_data\figs_cad\gis\mxd\heritage\report_figures\20230201_CHER_83_AvenueSt\185011019_CHER_fig04_HistoricMap1877.mxd Revised: 2023-05-26 By: bcowper



Legend
 Study Area

Notes
1. Source: Beers, J.H. 1877. Illustrated Historical Atlas of the County of Ontario, Ont. Toronto: J.H. Beers & Co.
2. Map is not to scale.



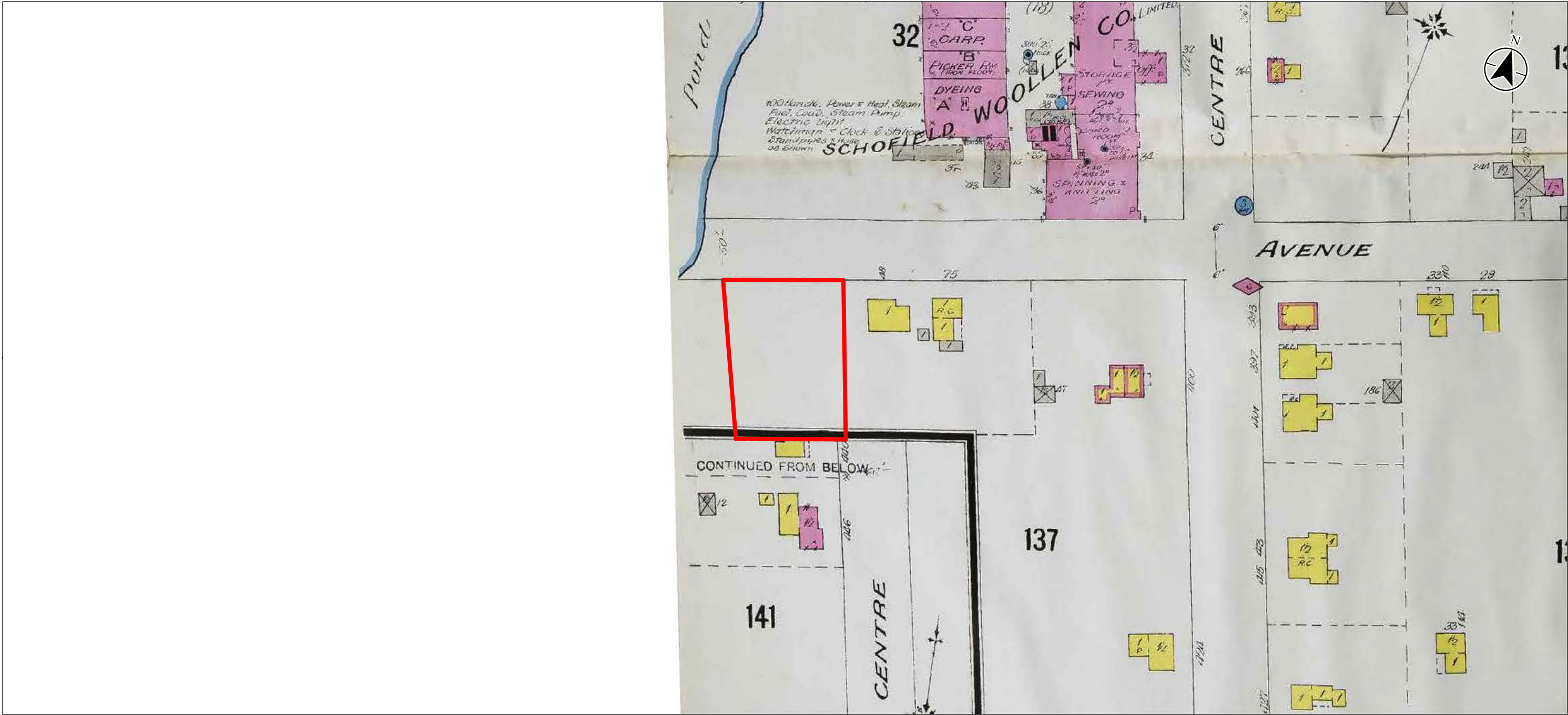
Project Location 165011019 REVA
Region of Durham Prepared by BF on 2023-05-26
Technical Review by BCC on 2023-01-25


Client/Project
METROLINX, OSHAWA TO BOWMANVILLE RAIL
SERVICE EXTENSION PROJECT
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Figure No.
4
Title
Historical Mapping, 1877

Disclaimer: This figure has been prepared based on information provided by others as cited under the Notes section. Stantec has not verified the accuracy and/or completeness of this information and shall not be responsible for any errors or omissions which may be incorporated herein as a result.

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Revised: 2023-05-26 By: bowmer



Legend
 Study Area

Notes
1. Source: Goad, Charles E. 1911. Oshawa, Ontario County, Sheet 11, Toronto: Charles E. Goad.
2. Map is not to scale.



Project Location 165011019 REVA
Region of Durham Prepared by BF on 2023-05-26
Technical Review by BCC on 2023-01-23

Client/Project
METROLINX, OSHAWA TO BOWMANVILLE RAIL
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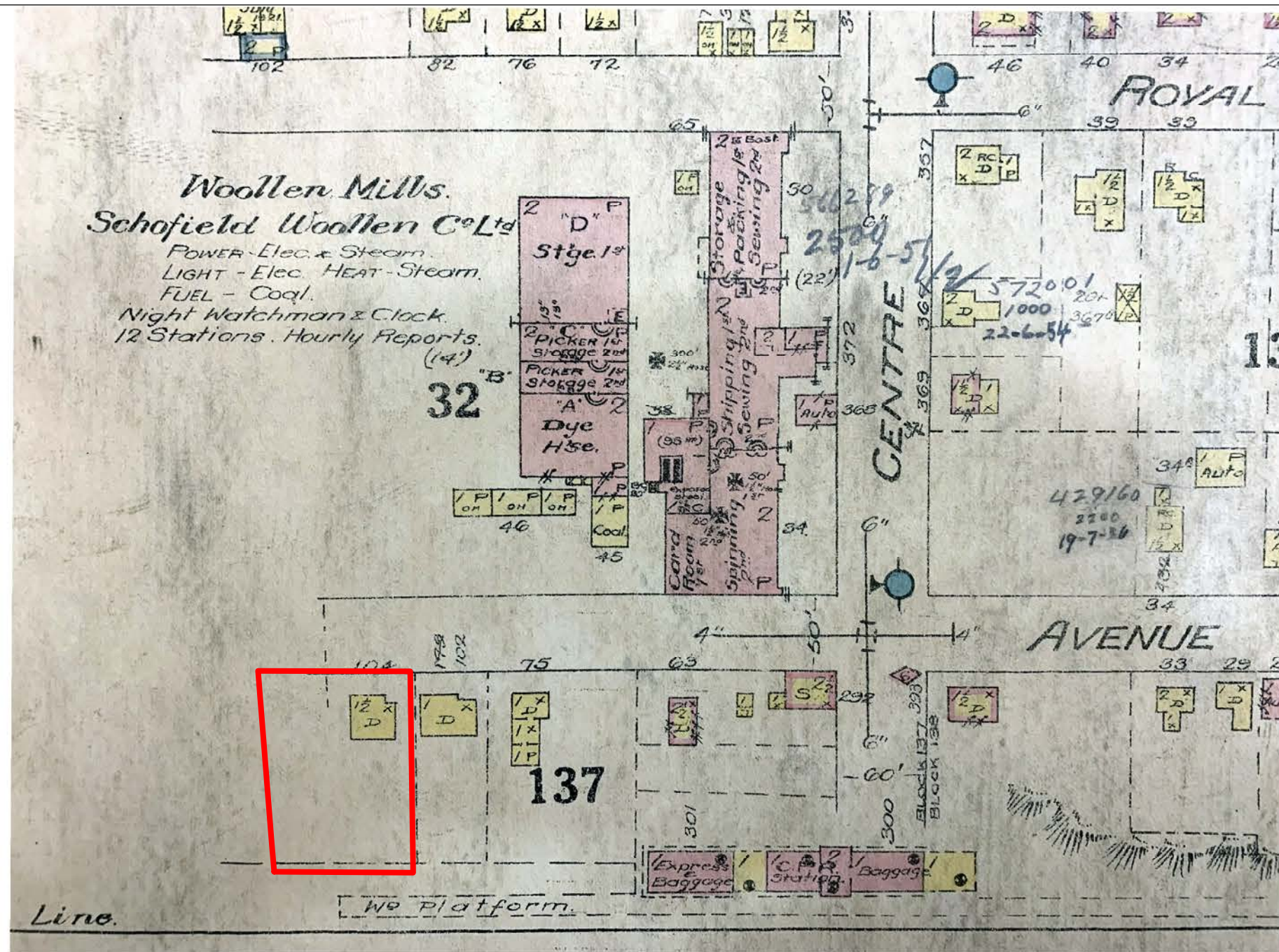
Figure No.

5

Title

Fire Insurance Plan, 1911

Disclaimer: This figure has been prepared based on information provided by others as cited under the Notes section. Stantec has not verified the accuracy and/or completeness of this information and shall not be responsible for any errors or omissions which may be incorporated herein as a result.



Legend
 Study Area

Notes
1. Source: Underwriters Survey Bureau, 1926. Oshawa, Sheet 10. Toronto: Underwriters Survey Bureau.
2. Map is not to scale.



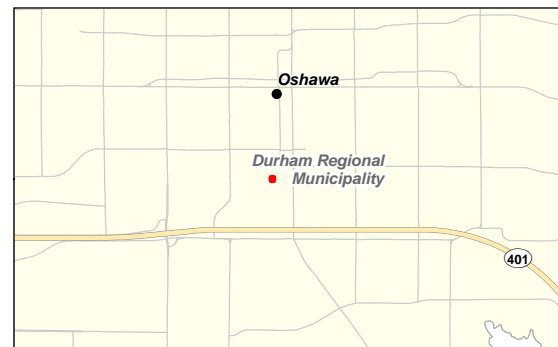
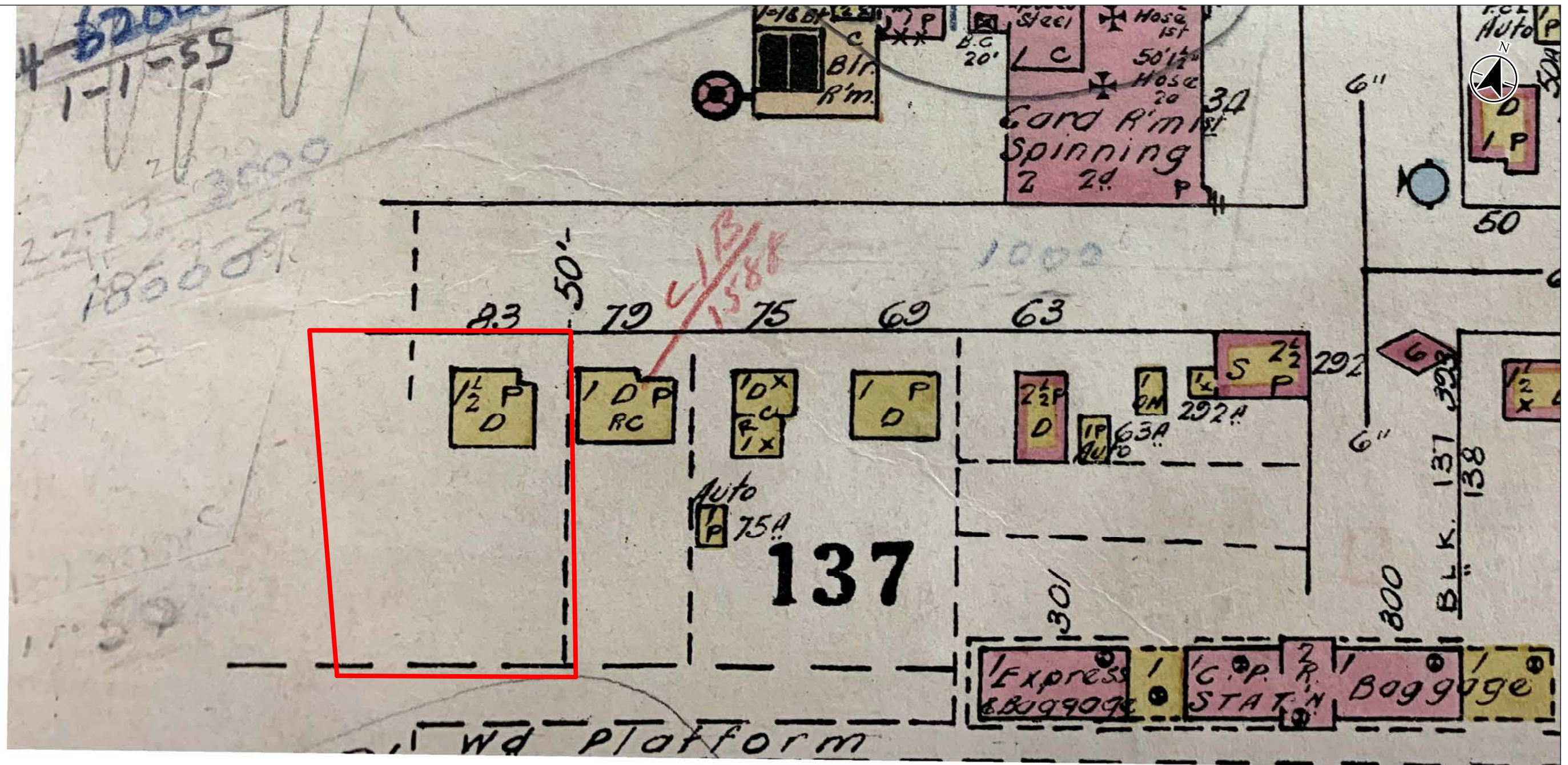
Project Location 165011019 REVA
Region of Durham Prepared by BF on 2023-05-26
Technical Review by BCC on 2023-01-23

Client/Project
METROLINX, OSHAWA TO BOWMANVILLE RAIL
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Figure No.

6

Title
Fire Insurance Plan, 1926



Legend

 Study Area

Notes

1. Source: Underwriters Survey Bureau. 1948. Oshawa, Sheet 10. Toronto: Underwriters Survey Bureau.
2. Map is not to scale.



Project Location	165011019 REVA
Region Municipality of Durham	Prepared by BF on 2023-05-26 Technical Review by BCC on 2023-01-23

Client/Project
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Figure No.

7

Title
Fire Insurance Plan, 1948

Disclaimer: This figure has been prepared based on information provided by others as cited under the Notes section. Stantec has not verified the accuracy and/or completeness of this information and shall not be responsible for any errors or omissions which may be incorporated herein as a result.

6 Discussion of Design or Physical Value

6.1 Property Description

The property at 83 Avenue Street is located on the south side of Avenue Street approximately 92 metres west of the intersection of Centre Street South and Avenue Street. The property contains a detached residence and a garage (Photo 2).

The residence is a one and one half storey structure with a steeply pitched side gable roof with a centre gable peak on the front (north) façade. The roof is clad in asphalt shingles and contains a metal chimney. The rear (south) façade of the residence has been heavily modified with a shed roof addition and hip roof addition. The exterior of the residence is clad in vinyl siding and the foundation is parged concrete.

The front façade of the residence is symmetrical in composition (Photo 3). The upper storey contains a modern 1/1 window located in the centre gable peak (Photo 4). The first storey contains a main entrance flanked by modern 1/1 vinyl windows with modern shutters (Photo 5). The main entrance contains a wood frontispiece with classically inspired detailing including wood pilasters. The main entrance door is wood or composite and the main entrance also contains a wood storm door. Above the doorway is an arched transom. The name “Maggie” is written above the transom (Photo 6). The main entrance is accessed via wood deck that wraps around to the east façade.

The east façade of the residence contains an upper storey with a modern 1/1 vinyl window and a first storey with a modern 1/1 vinyl window (Photo 7). The east façade also contains a partial-width porch with wood porch support columns with spindle work. The porch ends at a secondary entrance part of the shed roof rear addition (Photo 8).

The west façade of the residence contains a salt box style roof. The upper storey contains a modern 1/1 vinyl window and the first storey contains two modern 1/1 vinyl windows (Photo 9).

To the west of the residence is a gable roof garage with a shed roof east wing. The garage is clad in vinyl siding and contains a wood door and vinyl garage door (Photo 10). The front of the property is landscaped with an asphalt driveway, lawn, and shrubs. The rear of the property contains mature trees along the CPR RoW (Photo 11).



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Photo 2: 83 Avenue Street, showing residence and garage, looking south



Photo 3: Front façade, looking south



Photo 4: Upper storey window on front façade, looking south



Photo 5: First storey of front façade, looking south



Photo 6: Frontispiece, looking south



Photo 7: East façade, looking south





Photo 8: Partial-width porch, looking south



Photo 9: West façade, looking east



Photo 10: Garage, looking south



Photo 11: Mature trees along RoW, looking south

6.2 Architectural Discussion

The residence at 83 Avenue Street is an Ontario vernacular structure with a centre gable commonly found in “Gothic Cottage” architecture in Ontario. These types of vernacular structures are one and one half storey in height and contain a side gable roof with a centre gable. These “Gothic Cottages” are based on the Gothic Revival style popular in Ontario from the mid-19th century to the turn of the 20th century (McAlester 2013: 267-268; Blumenson 1990: 37). They were popularized by periodicals circulating through Canada in the mid-19th century, including *The Canada Farmer*. These residences were popular because they were affordable, relatively easy to construct, and often included Gothic Revival elements popular in Britain and the United States such as arched windows, bargeboard, and finials. The versatility of this vernacular design resulted in its widespread adoption in Ontario. These types of residences were built of



varying materials in rural communities, farms, and cities throughout the province (Mace 2013: 36). The height, side gable roof, and centre gable peak of the residence at 83 Avenue Street is consistent with the typical Gothic Cottage in Ontario. The classically inspired details of the frontispiece are more typical to Edwardian and Colonial Revival architecture, which were popular styles when the residence was built. However, it is unclear if this frontispiece is original to the house.

6.3 Integrity Discussion

The residence at 83 Avenue Street is a vernacular and late example of a Gothic Cottage. The residence was built between 1911 and 1920. While the residence contains a layout typical to the style, aside from the spindle work on the porch columns it contains none of the architectural details associated with the style such as bargeboard, finials, and pointed arch or lancet windows. It is unclear if the residence formerly contained these details and has been heavily modified. It is also possible that these details were omitted as this style of architecture would have been decreasing in popularity when the residence was built. In addition, the residence has been modified with vinyl or aluminum siding, vinyl windows, and the rear addition.

The City of Oshawa contains numerous examples of vernacular Gothic Cottage architecture, including multiple examples on Brock Street (26 Brock Street East, 35 Brock Street East, and 78 Brock Street East), Celina Street (143 Celina Street, 279 Celina Street, and 381 Celina Street), Harmony Road (2651 Harmony Road North), Mill Street (49-51 Mill Street, 176 Mill Street, and 189 Mill Street), Ritson Road (3050 Ritson Road North and 83 Ritson Road South), and Simcoe Street (3096 Simcoe Street North, 3245 Simcoe Street North, 3300 Simcoe Street North, 3395 Simcoe Street North, 4318 Simcoe Street North, 325 Simcoe Street South, 149 Simcoe Street South, 356 Simcoe Street South, 750 Simcoe Street South, and 856 Simcoe Street South) (City of Oshawa 2022a).



7 Discussion of Contextual Value

Avenue Street is predominantly residential in character and the west end of Avenue Street terminates at a cul-de-sac near woodlands, Oshawa Creek, and the Dr. Blake Parkette (former location of Schofield Wool). The south side of Avenue Street contains detached residential structures dating to the late 19th to early 20th century. The north side of Avenue Street contains a more varied housing stock consisting of contemporary residences, low-rise apartments, and early 20th century detached residences. This streetscape does not have a unique or definable character within the wider context of Central Oshawa. As one of many one to one and one half storey structures on Avenue Street, the residence located within the Study Area is not particularly memorable or notable (Photo 12 to Photo 15).



Photo 12: Avenue Street, looking east at housing stock



Photo 13: Avenue Street, looking west towards creek and parkette



Photo 14: South side of Avenue Street, looking south



Photo 15: North side of Avenue Street, looking north

8 Evaluation

8.1 Ontario Regulation 9/06

Table 2 provides the findings of the evaluation according to O. Reg. 9/06 (Government of Ontario 2023).

Table 2: O. Reg 9/06 Evaluation

Criteria of O. Reg. 9/06 (amended by O. Reg. 569/22)	Yes/No	Comments
1. 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	No	The residence is a vernacular example of an Ontario Gothic Cottage. While it contains a one and one half storey height and side gable roof with centre gable peak, it does not contain other elements commonly associated with the style such as bargeboard and a finial. In addition, the residence has been modified with new cladding, vinyl windows, and a rear addition. Therefore, the residence is not a rare or unique example of this style and does not serve as a portrayal of Ontario Gothic architecture in Oshawa.
2. The property has design value or physical value because it displays a high degree of craftsmanship or artistic merit.	No	The heritage integrity of the residence has been compromised by new cladding, new windows, and a rear addition. The original elements of the residence are typical in terms of materials and execution.
3. The property has design value or physical value because it demonstrates a high degree of technical or scientific achievement.	No	The residence is a typical early 20 th century residence that has been modified over time. It does not demonstrate technical expertise in its construction.



Criteria of O. Reg. 9/06 (amended by O. Reg. 569/22)	Yes/No	Comments
4. 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	The residence was occupied by the McInally and Harper families. They were typical members of Oshawa's working class who were employed in the City's many factories. Research does not indicate the McInally or Harper families made a significant contribution to the development of Oshawa.
5. The property has historical value or associative value because it yields, or has the potential to yield, information that contributes to an understanding of a community or culture.	No	The residence is a typical early 20 th century structure that has been modified over time. It does not offer new knowledge or a greater understanding of the City of Oshawa or one of its communities.
6. The property has historical value or associative value because it demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.	No	The architect or builder is unknown.
7. The property has contextual value because it is important in defining, maintaining or supporting the character of an area.	No	Avenue Street contains a mixed residential streetscape that is not particularly unique or definable within the context of Central Oshawa.
8. The property has contextual value because it is physically, functionally, visually or historically linked to its surroundings.	No	The residence is a typical early 20 th century structure and contains no important relationships that contribute to a broader understanding of the property or area. While Charles McInally worked at the adjacent Schofield Woolen Company, there is no indication the residence is linked to the company in another way.
9. The property has contextual value because it is a landmark.	No	The residence is a typical early 20 th century structure and is not particularly memorable along Avenue Street.



8.2 Ontario Regulation 10/06

Table 3 provides the findings of the evaluation according to O. Reg. 10/06 (Government of Ontario 2006).

Table 3: O. Reg 10/06 Evaluation

Criteria in O. Reg. 10/06	Yes/No	Comments
1. The property represents or demonstrates a theme or pattern in Ontario's history.	No	The property contains an early 20 th century vernacular residence that contains limited Ontario Gothic cottage design elements. These types of structures are widespread in Ontario and the property does not contribute to an influential evolution or pattern of development in Ontario.
2. The property yields, or has the potential to yield, information that contributes to an understanding of Ontario's history.	No	The property contains an early 20 th century vernacular residence that contains limited Ontario Gothic cottage design elements. These types of structures are widespread in Ontario and many examples of this type of structure with a higher degree of heritage integrity remain.
3. The property demonstrates an uncommon, rare or unique aspect of Ontario's cultural heritage.	No	The property contains an early 20 th century vernacular residence that contains limited Ontario Gothic cottage design elements. These types of structures are widespread in Ontario. Therefore, the property does not demonstrate an uncommon or rare aspect of Ontario's cultural heritage.
4. The property is of aesthetic, visual or contextual importance to the province.	No	The property does not contain vantage points or views that are essential to the visual setting and the property was not designed to evoke an emotional response.
5. The property demonstrates a high degree of excellence or creative, technical or scientific achievement at a provincial level in a given period.	No	The residence uses typical early 20 th century construction methods. This does not demonstrate excellence from a technical perspective at the provincial level.



Criteria in O. Reg. 10/06	Yes/No	Comments
6. The property has a strong or special association with the entire province or with a community that is found in more than one part of the province. The association exists for historic, social, or cultural reasons or because of traditional use.	No	The property was not found to have important symbolic, historical, social, or cultural meaning within the province or with a community that is found within more than one part of the province.
7. The property has a strong or special association with the life or work of a person, group or organization of importance to the province or with an event of importance to the province.	No	During the 20 th century, the property was occupied by typical working class residents of Oshawa who were employed in the city's many factories. While this type of labor was important to the development of Oshawa, the occupants of the residence are not linked to a person or group of provincial importance.
8. The property is located in unorganized territory and the Minister determines that there is a provincial interest in the protection of the property.	No	The property is located in the City of Oshawa, Regional Municipality of Durham.

8.3 Recommended Outcome of Evaluation

A provincial heritage property (PHP) is a property that meets one or more criteria of O. Reg 9/06, and a provincial heritage property of provincial significance (PHPPS) must meet one or more criteria of O. Reg 10/06, regardless of the criteria met under O. Reg 9/06.

Based on the outcome of the evaluation, the property does not contain CHVI and is not a PHP or PHPPS.

On May 18, 2023, the Metrolinx Heritage Committee (MHC) met to discuss the findings of the CHER. The MHC determined that the property met no criteria of O. Reg. 9/06 and no criteria of O. Reg. 10/06. Therefore, 83 Avenue Street is not a Metrolinx PHP or PHPPS.





9 Draft Statement of Cultural Heritage Value or Interest

The property has not been found to contain CHVI and a draft statement of CHVI is not applicable given the findings of the CHER.



10 Data Sheet

Property Data Sheet

Field	Property Data
Property Name	N/A
Municipal Address	83 Avenue Street
Municipality:	City of Oshawa, Regional Municipality of Durham
Lat/Long:	43° 53'11.80 North; 78° 51'43.92 West
PIN	16366-0252
Ownership:	Private
Aerial Photograph:	
Current Photograph:	



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Field	Property Data
Property Size:	Approximately 131 feet by 91 feet
Date of Construction:	1911-1920
Date of Significant Alterations:	After 1948 (rear addition)
Architect/Designer/Builder:	Unknown
Previous Owners(s) or Occupants:	Charles McNally Frank and Myrtle Harper
Current Function:	Residence
Previous Function:	N/A
Heritage Recognition/Protection:	Class A Property
Local Heritage Interest:	None Identified
Adjacent Lands:	None Identified



11 Chronology

The following chronology indicates important dates, periods, and events in the evolution of 83 Avenue Street and the surrounding area:

- **1791-1795:** The Township of Whitby is surveyed and opened for settlement
- **1849:** Following a period of steady growth, Oshawa is incorporated as a Village
- **1854:** The Grand Trunk Railway constructs a line just south of Oshawa and Bowmanville
- **1857:** The Township of Whitby is divided into Whitby Township and East Whitby Township, Oshawa and the Study Area become part of East Whitby Township
- **1879:** Oshawa is incorporated as a Town
- **1911-1920:** The residence at 83 Avenue Street is built
- **1912:** The Canadian Pacific Railway line is built through Oshawa
- **1924:** Oshawa is incorporated as a City
- **1939:** Charles McNally vacates the property
- **1940:** Frank Harper and Myrtle Harper occupy the property from the estate of Robert Jacobs
- **1947:** Frank and Myrtle Harper purchase the property from the estate of
- **1964:** Frank Harper dies
- **1974:** Durham Region is established, and the remainder of East Whitby Township is annexed into the City of Oshawa



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Appendices



Appendix A Heritage Personnel Qualifications



Lashia Jones, MA, CAHP: Lashia Jones is a Senior Cultural Heritage Specialist and member of Stantec's Environmental Services Team, with experience in identifying, evaluating and planning for cultural heritage resources. Ms. Jones is a member of the Canadian Association of Heritage Professionals, and has a Master's Degree in Canadian Studies from Carleton University, specializing in Heritage Conservation. Ms. Jones has worked for both public and private sector clients, providing a variety of cultural heritage services including heritage impact assessments, cultural heritage evaluations, inventories of cultural heritage resources, heritage conservation districts, heritage master plans, conservation plans and cultural heritage bridge evaluations. Ms. Jones is well versed with local, provincial and national tools for the identification, evaluation and planning best practices for cultural heritage resources, including the Ontario Heritage Act, Provincial Policy Statement, Planning Act, Environmental Assessment Act, Ontario Heritage Tool Kit, Standards and Guidelines for the Conservation of Provincial Heritage Properties and the Standards and Guidelines for the Conservation of Historic Places in Canada. Lashia's role on various project types has given her experience in public engagement and consultation, constructive dialogue with clients, heritage committees, local councils and multi-disciplinary project teams

Frank Smith, MA, CAHP: Frank Smith is a Cultural Heritage Specialist with over seven years of experience in detailed historical research, interpretation, and conservation of cultural heritage resources. Frank attained his Bachelor of Arts degree *magna cum laude* in history from Adelphi University in Garden City, New York and his Master of Arts degree in history (public history stream) from Western University in London, Ontario. Before joining Stantec, he was the Curator of the John P. Metras Sports Museum and Research Assistant for the Census of Canada 1891 project. Since joining Stantec, Frank has assisted in the completion of dozens of environmental assessment reports, including reports for Metrolinx, Canadian National Railways, and Canadian Pacific Railways. Frank has evaluated dozens of railway corridors and evaluated thousands of properties adjacent to railway corridors. Frank is a member of the Canadian Association of Heritage Professionals.

Jenn Como, BA: Jenn Como is a cultural heritage specialist with Stantec specializing in the archaeology of Euro-Canadian and Indigenous sites in Ontario. She has five years of experience with Stantec including four years performing both lab and fieldwork for archaeological investigations in Ontario and one year focusing on historical research, evaluation of cultural heritage resources, and impact assessments for built heritage projects. She received a Bachelor's degree with an Honors Specialization in Anthropology from Western University in London, Ontario. Jenn's work experience has included municipal, provincial, and federal projects as well as private enterprise projects in such sectors as renewable energy, power transmission, nuclear energy, transportation (including rail, highway, and waterways), housing development, and aggregate projects. Throughout these projects she has positively engaged and liaised with Indigenous groups and community members, co-authored archaeological and cultural heritage assessment reports, completed background research, inventoried and



evaluated impacts to cultural heritage resources, processed and analyzed material culture resources from both Euro-Canadian and Indigenous sites, and provided project support.

Meaghan Rivard, MA, CAHP: Meaghan Rivard is Stantec's Senior Heritage Consultant with over 12 years of experience in the identification, research, evaluation, and documentation of heritage resources as well as expertise in the environmental assessment process as it pertains to heritage resources. Ms. Rivard attained her Bachelor of Arts degree with honours and distinction in history from Brock University in St. Catharines, Ontario and her Master of Arts degree in history (public history stream) from Western University in London, Ontario. Ms. Rivard is a member of the Canadian Association of Heritage Professionals.

Ms. Rivard has experience managing and executing all aspects of Cultural Heritage Evaluation Reports, Heritage Impact Assessments, Photographic Documentations, and Heritage Conservation Plans. She has assessed more than 2,500 properties as part of windshield surveys and worked under various classed environmental assessments. In addition to environmental assessment related work, Meaghan continues to be actively involved in the assessment of individual properties. Here she utilizes knowledge in the identification, evaluation, and documentation of heritage resources alongside expertise in the assessment of proposed change and preparation of options to mitigate negative impacts on heritage resources. Meaghan is focused on regulatory satisfaction balanced with an admiration for the heritage of our province.

Through her specialization in the Environmental Assessment process, over the past 14 years Meaghan has reviewed, authored, and contributed in various capacities to hundreds of cultural heritage reports under a wide variety of reporting requirements for municipal, provincial, and federal clients. Meaghan has completed work directly for Ontario's Ministry of Transportation, Hydro One Networks Inc., Metrolinx, Ontario Power Generation, and Infrastructure Ontario. She has also been listed as the lead heritage consultant on retainer assignments for the Ministry of Transportation and Infrastructure Ontario.

