

Appendix A7-9
Cultural Heritage Evaluation Report: 399
Simcoe Street South, Oshawa





**Addendum to Oshawa to
Bowmanville Rail Service
Extension Project: Cultural
Heritage Evaluation Report—
399 Simcoe Street South,
Oshawa**

Final Report

August 24, 2023



Prepared for:
Metrolinx
20 Bay Street, 6th Floor
Toronto, Ontario M5J 2W3

Prepared by:
Stantec Consulting Ltd.
600-171 Queens Avenue
London, Ontario N6A 5J7

Project Number:
165011019

Limitations and Sign-off

The conclusions in the Addendum to Oshawa to Bowmanville Rail Service Extension Project: Cultural Heritage Evaluation Report—399 Simcoe Street South, 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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Prepared by  Digitally signed
by Smith, Frank
Date: 2023.09.22
16:24:28 -04'00'

Frank Smith, MA, CAHP

Reviewed by  Digitally signed
by Jones, Lashia
Date: 2023.09.22
16:22:49 -04'00'

Lashia Jones, MA, CAHP

Approved by  Digitally signed by
Meaghan Rivard
Date: 2023.09.22
16:23:48 -04'00'

Meaghan Rivard, MA, CAHP



Executive Summary

Metrolinx retained Stantec Consulting Ltd. (Stantec) to prepare a Cultural Heritage Evaluation Report (CHER) for 394 Simcoe Street South in the City of Oshawa, Regional Municipality of Durham. The property is a “Class B” listed property on the *Heritage Oshawa* inventory. Class B properties have “a good potential for designation” (City of Oshawa 2022a). The *Heritage Oshawa Inventory* does not include properties designated under Part IV of the *Ontario Heritage Act* (OHA) or listed under Section 27 of the OHA. Metrolinx is proposing a permanent easement, temporary easement, and/or acquisition on the property.

The property contains a structure built *circa* 1900 based on census records and historical mapping. The residence was likely acquired by the Canadian Pacific Railway (CPR) when the railway built the Lakeshore Line through Oshawa in 1912. Based on city directories and land registry records, the structure was occupied by employees of CPR. Land registry records indicate that CPR sold the property in 1971.

The property contains a two storey structure with a T-shaped plan consisting of a principal section, rear section, and two additions. The structure contains a medium pitched intersecting gable roof with asphalt shingles and a brick chimney. The structure contains modern vinyl or aluminum siding (which likely covers the original brick exterior), modern windows, and a stone foundation. The structure was formerly a residence that has been converted to commercial use.

A site assessment was undertaken on January 12, 2023, and February 9, 2023, by Frank Smith, Cultural Heritage Specialist, and Jenn Como, Cultural Heritage Specialist, both with Stantec. The January 12, 2023, site visit consisted of an exterior survey from the municipal right of way (RoW). Interior access was provided on the February 10, 2023, site visit.

A provincial heritage property (PHP) is a property that meets one or more criteria of *Ontario Regulation* (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. 9/06¹. Based on the evaluation of the property against O. 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.

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



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On March 16, 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 or O. Reg. 10/06. Therefore, 399 Simcoe Street South is not a 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 February 24, 2023	Draft Report	Frank Smith	Lashia Jones	Meaghan Rivard
2 March 1, 2023	Revisions to Draft Report from Metrolinx	Frank Smith	Lashia Jones	Meaghan Rivard
3 March 31, 2023	Revisions to Draft Report from Metrolinx Heritage Committee	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

Project Manager:	Alex Blasko, B.Sc. (Hon.)
Report Writer:	Frank Smith, MA, CAHP
Fieldwork Technicians:	Frank Smith, MA, CAHP; Jenn Como, BA
GIS Specialist:	Brian Cowper
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 399 Simcoe Street South in the City of Oshawa, Regional Municipality of Durham (Figure 1 and Figure 2). The property is a “Class B” listed property on the *Heritage Oshawa* inventory. Class B properties have “a good potential for designation” (City of Oshawa 2022). Metrolinx is proposing a property acquisition, temporary easement, and/or permanent easement on the property.

1.2 Historical Summary

The property contains a residential structure built *circa* 1900 based on census records, architectural style, and historical mapping. The residence was likely acquired by the Canadian Pacific Railway (CPR) when the railway built the Lakeshore Line through Oshawa in 1912. City directories from 1921 to 1969 indicate the residence was used to house CPR employees. Based on land registry records, CPR sold the property in 1971.

1.3 Description of Property

The property contains a two storey structure with a T-shaped plan consisting of a principal section, rear section, and two additions. The structure contains a medium pitched intersecting gable roof with asphalt shingles and a brick chimney. The structure contains modern vinyl or aluminum siding (which likely covers the original brick exterior based on visual observation in the basement and fire insurance mapping), modern windows, and a stone foundation. The structure was formerly a residence that has been converted to commercial use (Photo 1).

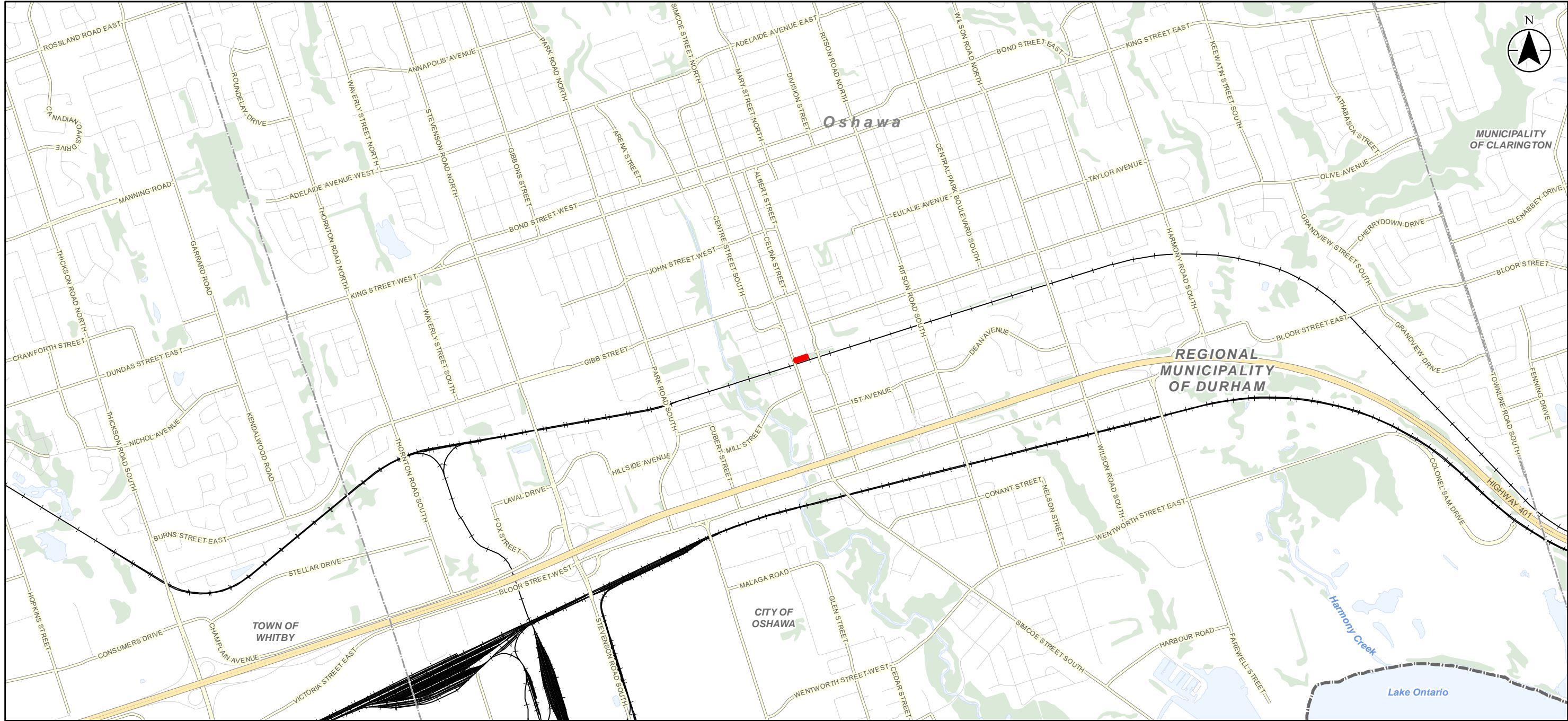




Photo 1: 399 Simcoe Street South, looking east

1.4 Current Context

The general character of this part of Simcoe Street South consists of a mix of late 19th to mid-20th century commercial, residential, and civic properties. Many former residences, including the structure in the Study Area, have been converted to mixed or commercial use.



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

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



Project Location 165011019
Region of Municipality of Durham Prepared by BCC on 2/23/2023
Technical Review by BCC on 1/23/2023

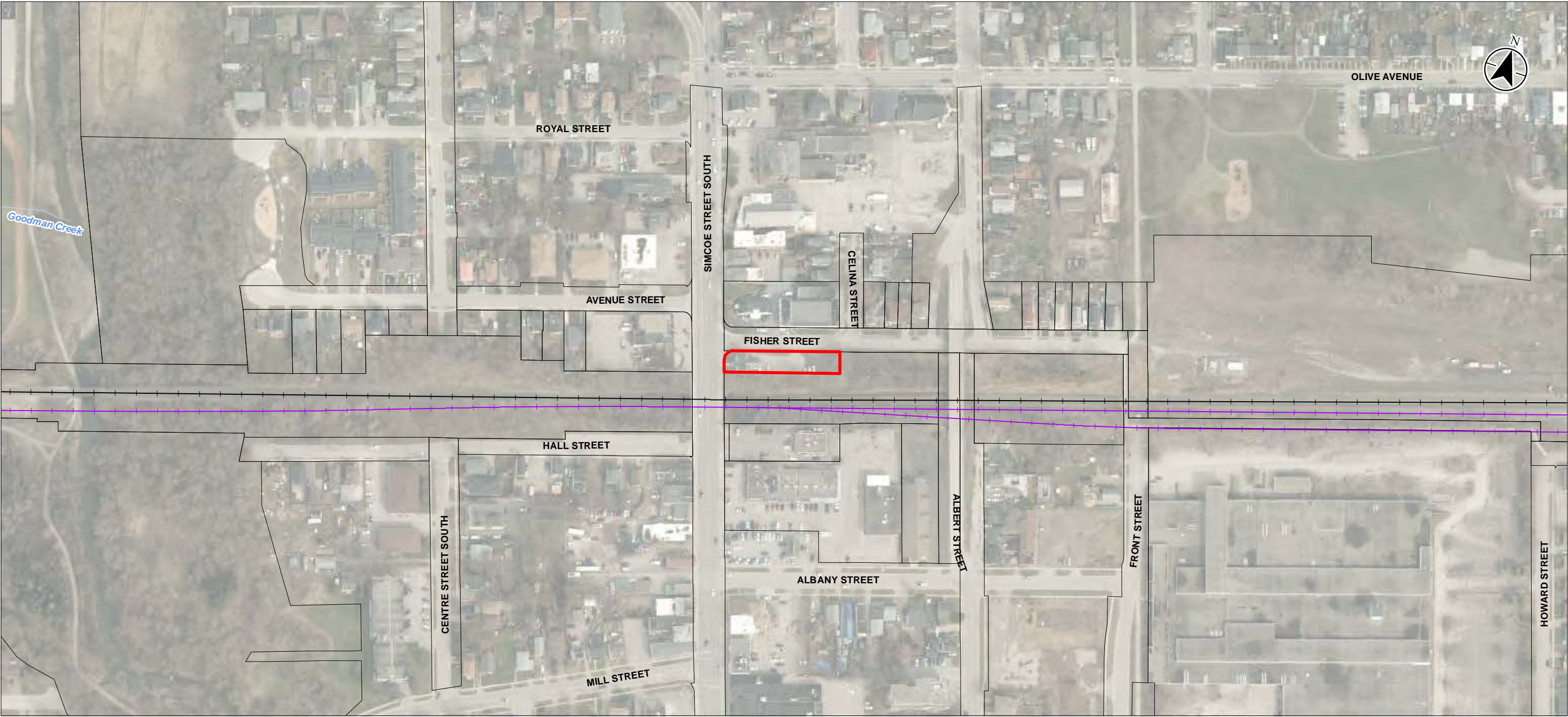
Client/Project
METROLINX, OSHAWA TO BOWMANVILLE RAIL
SERVICE EXTENSION PROJECT
CULTURAL HERITAGE EVALUATION REPORT—399
SIMCOE STREET SOUTH, OSHAWA

Figure No.
1
Title
Location of the Study Area

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.

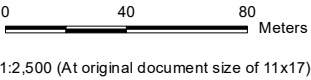
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- Notes**
1. Coordinate System: NAD 1983 CSRS MTM 10
 2. Base features produced under license with the Ontario Ministry of Natural Resources and Forestry © Queen's Printer for Ontario, 2018.
 3. Orthoimagery © First Base Solutions, 2018. Imagery Date,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

- Legend**
- Existing Railway
 - Proposed Corridor (2021)
 - Watercourse
 - Property Boundary
 - Study Area



Project Location 165011019 REVA
Region of Durham Prepared by BCC on 2023-02-23
Technical Review by BCC on 2023-01-23

Client/Project
METROLINX, OSHAWA TO BOWMANVILLE RAIL
SERVICE EXTENSION PROJECT
CULTURAL HERITAGE EVALUATION REPORT—399
SIMCOE STREET SOUTH, 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 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 the Conservation of Provincial Heritage* (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 O. Reg 9/06² and 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 and photography from 1860, 1877, 1911, 1926, 1948, and 1966 was reviewed. A detailed land use history of the property was limited by the legal description of the property. The property is described as “PT Canadian Pacific Railway Lands Sheet 20, Plan 335” and “PT Lot 10, Concession 1, Being an Unnumbered Lot on South Side of Fisher St and East Side of Simcoe St on Sheet 20, Plan 335, Being Part of CPR Lands.” Land registry records for these parcels include multiple properties outside of the Study Area that were owned by CPR in the City of Oshawa. Therefore, a record of ownership from the late 19th century to mid-20th century could not be verified.

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, and February 9, 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. The site visit on January 12, 2023, consisted of an exterior survey from the RoW. Interior access was provided on the February 2, 2023, site visit. Staff were accompanied on site by Tammy Lee Hanlon, property owner.



3 Heritage Recognitions

3.1 Municipal

The property at 399 Simcoe Street South is a “Class B” listed property on the *Heritage Oshawa* inventory. Class B properties have “good potential for designation” (City of Oshawa 2022). The *Heritage Oshawa Inventory* does not include properties designated under Part IV of the *Ontario Heritage Act* (OHA) or listed under Section 27 of the OHA.

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 2021), the MCM and Ontario Heritage Trust (OHT) were contacted to identify previous heritage recognitions within the project area. Neither the MCM nor OHT identified 399 Simcoe Street South as a cultural heritage resource. The property 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 399 Simcoe Street South was subject to existing federal heritage recognition the Directory of Federal Heritage Designations database available at Parks Canada and the Canadian Register of Historic Places at Canada’s Historic Places was digitally reviewed. Following a review of both databases, 399 Simcoe Street South was not found to have previous federal heritage recognition (Parks Canada 2023; Canada’s Historic Places 2023).

3.4 Adjacent Lands

The property is located across the street to the west from 394 Simcoe Street West, a “Class B” property and across the street to the north by 387 Simcoe Street South, a property which contains a structure over 70 years old.



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 Ministry of Citizenship and Multiculturalism (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 399 Simcoe Street South 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 does not have any material specific to this property.
Oshawa Museum	Jennifer Weymark, Archivist	No response received from the Oshawa Museum.



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 Whitby Township, 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 Township of East Whitby 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 (Sampson 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 legally described as “Part of Lot 10, Concession 1, Being an Unnumbered Lot on South Side of Fisher St and East Side of Simcoe St on Sheet 20 Plan 335, Being Part of the Canadian Pacific Lands” and “Part Canadian Pacific Railway Lands, Sheet 20, Plan 335.” Land registry records for Sheet 20 from the early 20th century do not include any entries for “unnumbered lots or Canadian Pacific Lands” (OnLand 2023a). Historical mapping from 1877 indicates that the Study Area was part of large parcel of land owned by T. [Timothy] Fisher.

Fisher had subdivided much of the parcel into park lots but retained two larger parcels. One of these parcels was located within the Study Area at the corner of present-day Simcoe Street and Fisher Street. The other parcel was located east of present-day Albert Street (Figure 3). Timothy Fisher is enumerated in the Census of 1881 as a 64-year-old gentleman residing in South Oshawa. He lived with his wife Margaret, age 67; daughter Maggie, age 17; and Content Fisher, age 82 (Library and Archives Canada 1881). The Census of 1861 lists Timothy Fisher as a farmer residing in a stone house in Whitby Township and the Census of 1871 also lists him as a farmer in Whitby Township (Library and Archives Canada 1861; Library and Archives Canada 1871).



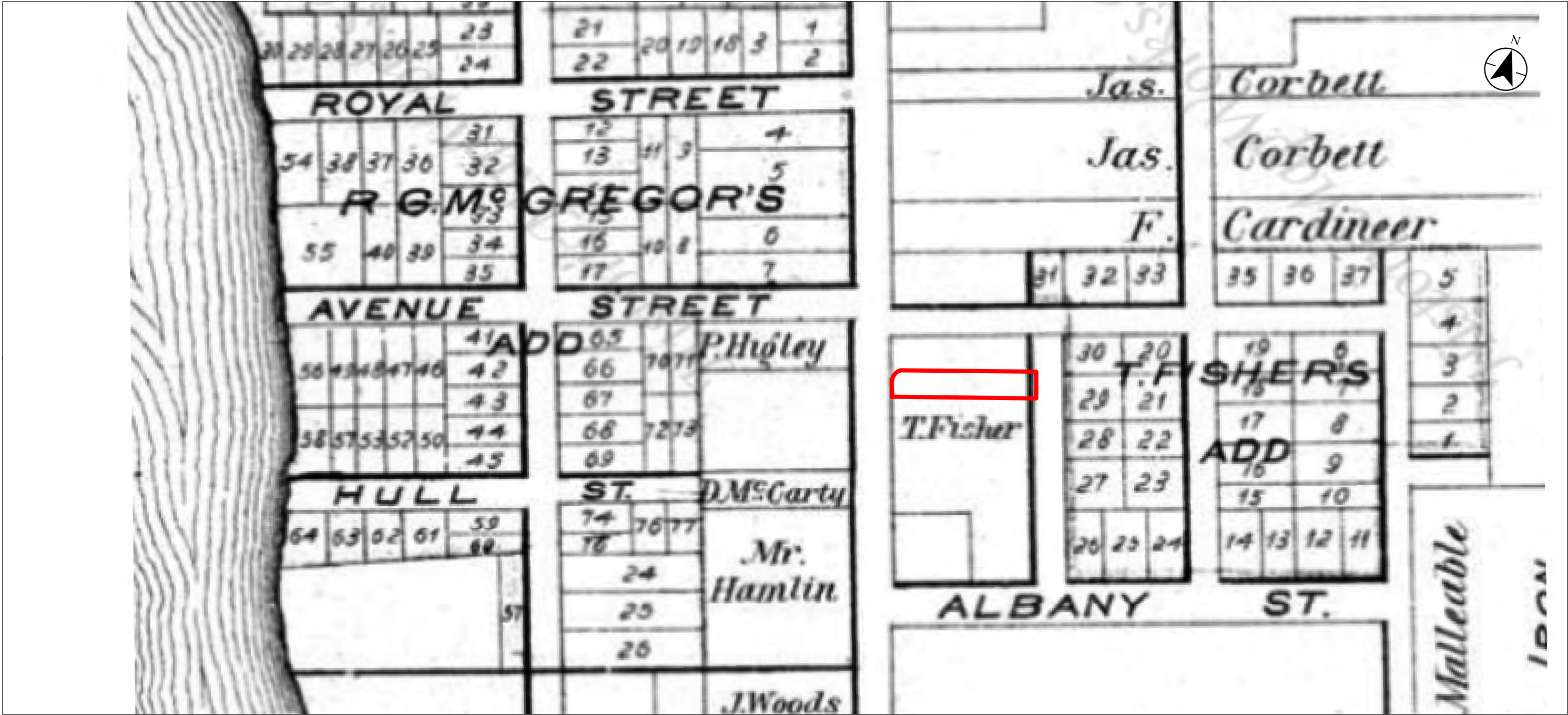
Based on these census records, it is likely Timothy Fisher relocated to the south part of Oshawa between 1872 and 1881 when he retired as a “gentleman”. While historical mapping from 1860 depicting the Study Area is damaged, it appears that nobody with the surname Fisher lived within or adjacent to the Study Area, supporting the research that Fisher relocated to South Oshawa in the 1870s. Based on the legal description of the property, the Study Area was likely acquired by the CPR when the Lakeshore Line was built through Oshawa in 1912. Based on this historical research and the architectural style of the structure (further discussed in Section 6.2), the structure was likely built *circa* 1900. It was possibly owned by Timothy Fisher or one of the numerous individuals who purchased park lots from Fisher. Fire insurance mapping from 1911 shows the Study Area containing a two storey brick structure with T-shaped plan and a rear brick and frame addition (Figure 4).


City directories between 1921 and 1969 indicate that the property was occupied by employees of CPR. Between 1921 and 1929, the structure was occupied by Orme Burns, the freight and station agent for CPR (Vernon 1921: 51; Vernon 1929: 141). The CPR train station was located just east of the Study Area and the CPR freight station was located just west of the Study Area. The Census of 1921 lists Orme Burns as a 34-year-old CPR agent who rented 399 Simcoe Street South. He lived with his wife Mabel, age 32 and daughter Elsie, age 11 (Library and Archives Canada 1921). Fire insurance mapping from 1926 shows the structure located just south of the CPR tracks and depicts the structure as a two storey brick structure with a T-shaped plan and a brick and frame addition (Figure 5). Between 1930 and 1937, the structure was occupied by Ira Ivey, another passenger and freight agent for CPR (Vernon 1930: 155; Vernon 1937: 402).

Between 1938 and 1961, the structure was occupied by John Connors, a signal maintainer at CPR (Vernon 1938: 81; Vernon 1961: 560). Between 1962 and 1963, the property was occupied by J.D. Courtney, the freight supervisor/agent for the CPR depot. Census data is not available for these individuals as census records from after 1921 are not public. Courtney resided at 399 Simcoe Street South until at least 1969 (Vernon 1963: 532; Vernon 1969: 89). Fire insurance mapping from 1948 depicts the property as containing a two storey brick structure with a T-shaped plan and a brick and frame addition (Figure 6). Based on fire insurance mapping, the brick and frame addition were removed between 1948 and 1965 (Figure 7). Between 1968 and 1972, CPR sold several parcels of land that were located along the CPR corridor in Central Oshawa. In 1971, the parcel containing the Study Area was sold by CPR to Benjamin and Audrey Keats (OnLand 2023b).



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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.

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.



Project Location
Region of Durham
165011019 REVA
Prepared by BCC on 2023-08-16
Technical Review by BCC on 2023-01-23

Client/Project
METROLINX, OSHAWA TO BOWMANVILLE RAIL
SERVICE EXTENSION PROJECT
CULTURAL HERITAGE EVALUATION REPORT—399
SIMCOE STREET SOUTH, OSHAWA

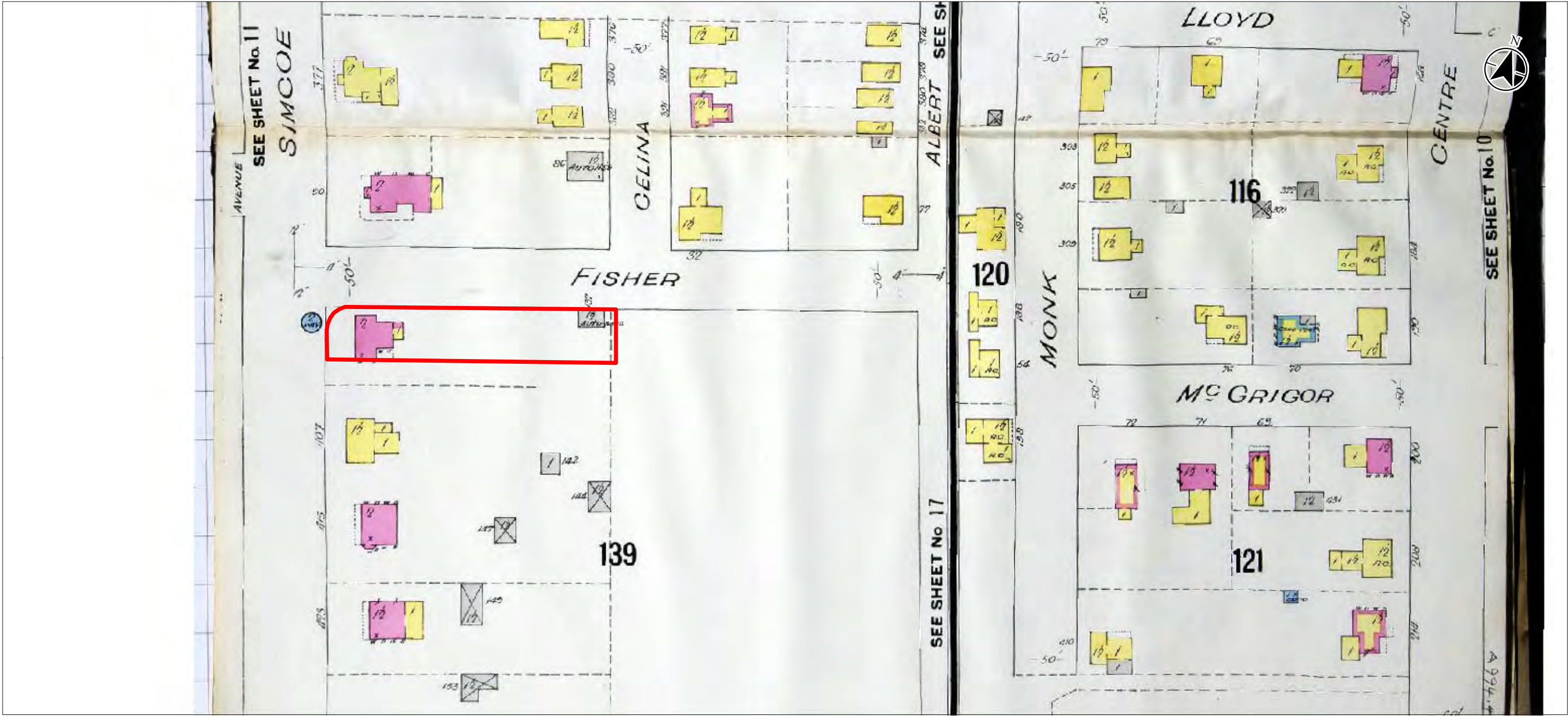
Figure No.


3

Title

Historical Mapping, 1877

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Legend
 Study Area

Notes
1. Source: Goad, Charles E. 1911. Oshawa, Ontario County, Sheet 18. Toronto: Charles E. Goad.
2. Map is not to scale.

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.



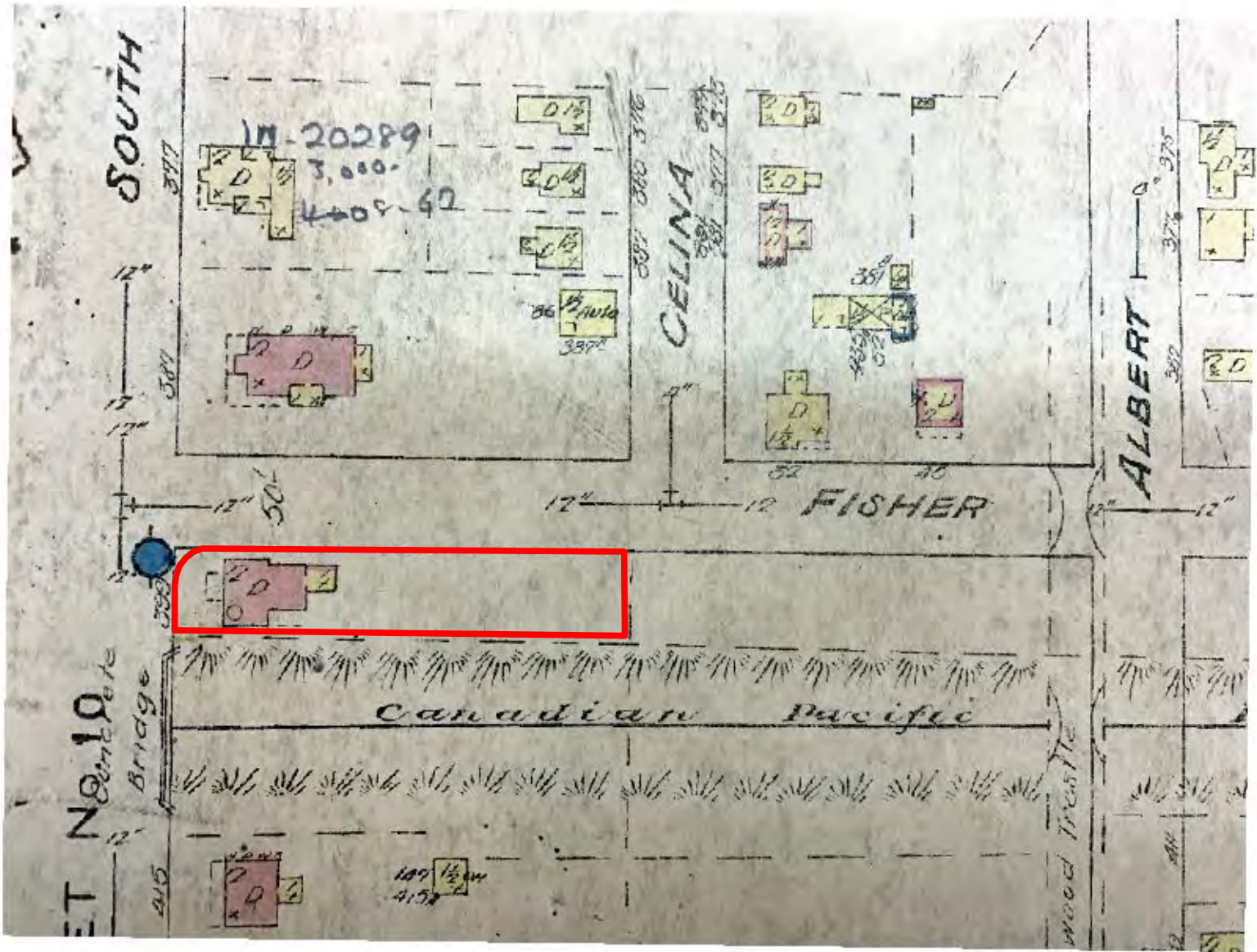
Project Location
Region of Durham
165011019 REVA
Prepared by BCC on 2023-02-23
Technical Review by BCC on 2023-01-23

Client/Project
METROLINX, OSHAWA TO BOWMANVILLE RAIL
SERVICE EXTENSION PROJECT
CULTURAL HERITAGE EVALUATION REPORT—399
SIMCOE STREET SOUTH, OSHAWA

Figure No.

4

Title
Fire Insurance Plan, 1911



Legend
 Study Area

Notes
1. Source: Underwriters Survey Bureau. 1926. Oshawa, Sheet 11. Toronto: Underwriters Survey Bureau.
2. Map is not to scale.



Project Location 165011019 REVA
Region of Municipality
of Durham Prepared by BCC on 2023-02-23
Technical Review by BCC on 2023-01-23

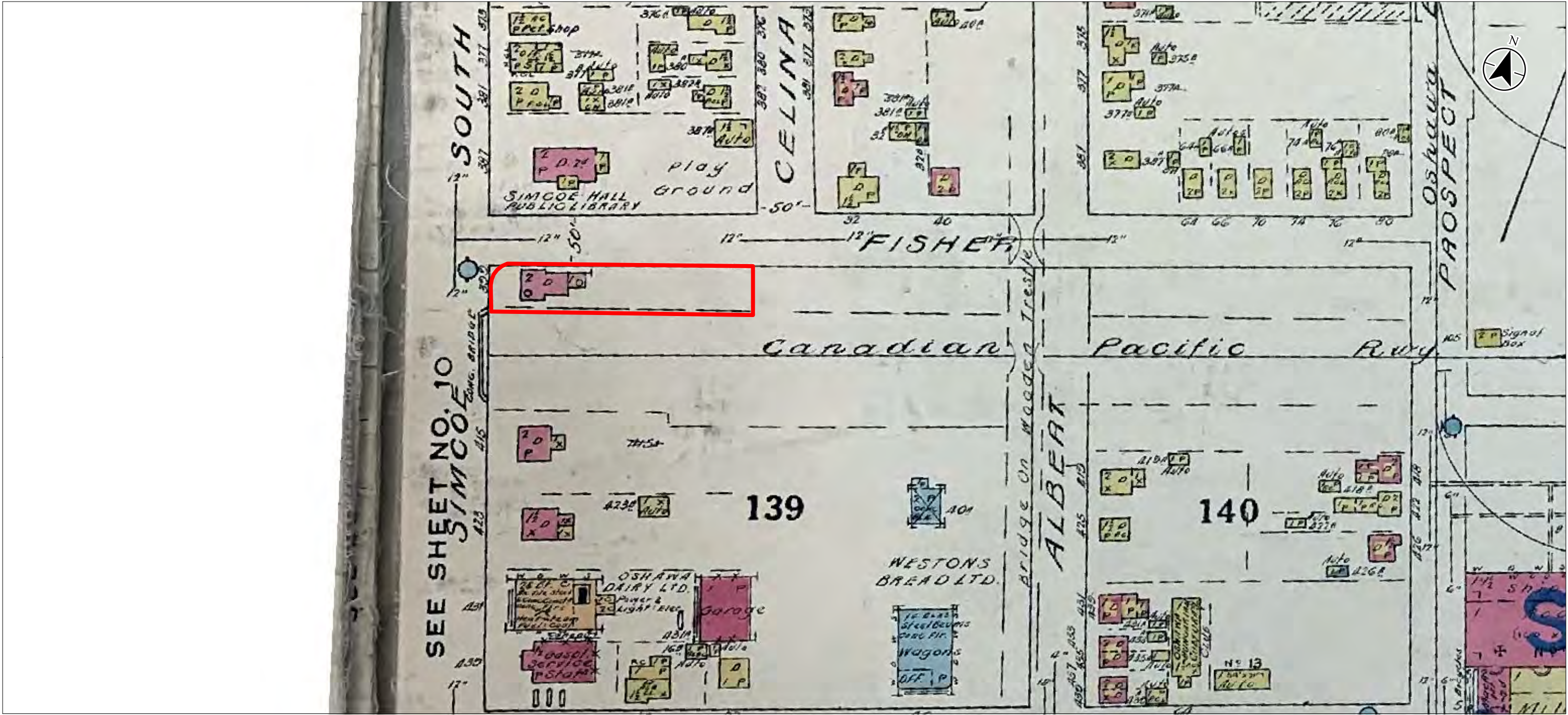
Client/Project
METROLINX, OSHAWA TO BOWMANVILLE RAIL
SERVICE EXTENSION PROJECT
CULTURAL HERITAGE EVALUATION REPORT—399
SIMCOE STREET SOUTH, OSHAWA


Figure No.

5

Title
Fire Insurance Plan, 1926

\\ad0215-ppl\as01\work_group\01650\active\165011019 - Bowmanville\02_Amendments\Assignment11_data\figs_cad\figs\mxd\heritage\report_figures\2023-02-23_Oshawa_FireInsurancePlan1948.mxd Revised: 2023-02-23 By: bcooper



Legend
 Study Area

Notes
1. Source: Underwriters Survey Bureau. 1948. Oshawa, Sheet 11. Toronto: Underwriters Survey Bureau.
2. Map is not to scale.



Project Location 165011019 REVA
Region of Durham Prepared by BCC on 2023-02-23
Technical Review by BCC on 2023-01-23

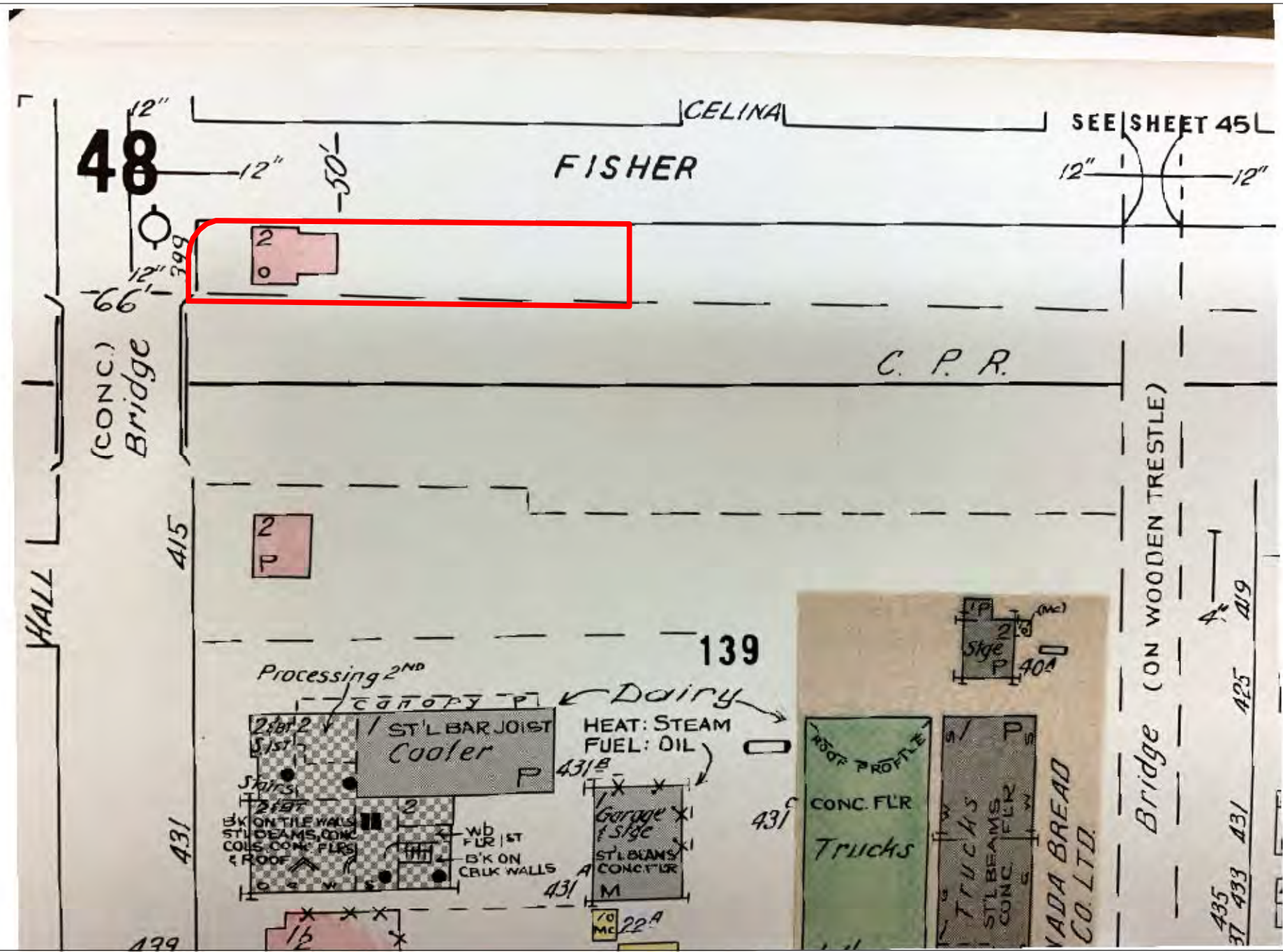
Client/Project
METROLINX, OSHAWA TO Bowmanville RAIL
SERVICE EXTENSION PROJECT
CULTURAL HERITAGE EVALUATION REPORT—399
SIMCOE STREET SOUTH, OSHAWA

Figure No.

6

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.



Legend
 Study Area

Notes
1. Source: Canadian Underwriters' Association. 1966. Insurance Plan of the City of Oshawa, Sheet 48. Toronto: Canadian Underwriters' Association.
2. Map is not to scale.



Project Location
Region of Durham
165011019 REVA
Prepared by BCC on 2023-02-23
Technical Review by BCC on 2023-01-23

Client/Project
METROLINX, OSHAWA TO BOWMANVILLE RAIL
SERVICE EXTENSION PROJECT
CULTURAL HERITAGE EVALUATION REPORT—399
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Figure No.

7

Title
Fire Insurance Plan, 1966

6 Discussion of Design or Physical Value

6.1 Description of Property

6.1.1 Exterior

The property contains a two storey structure with a T-shaped plan consisting of a principal section, rear section, and two shed roof additions. The structure contains a medium pitched intersecting gable roof with slate shingles and a brick chimney. The structure is clad in modern vinyl or aluminum siding and has a stone foundation. Based on fire insurance mapping and a visual inspection of the basement (see Section 6.1.2), the siding obscures the original brick exterior. The structure was formerly a residence that has been converted to commercial use.

The front (west) façade of the structure contains two projecting bays with steeply pitched gables (Photo 2). Located within each gable peak is a half moon louvre ventilation grate. The second storey contains a pair of narrow vinyl sash windows with fixed upper panes and horizontal sliding lower panes in each projecting bay. Between the projecting bays is a modern composite or wood door (Photo 3). This door formerly led to a balcony based on available online imagery available from Google Street View. This balcony was removed between 2018 and 2019 and replaced with a Juliette balcony. The first storey of the front façade contains two vinyl sash picture windows in each projecting bay. Between the projecting bays is the principal entrance. The principal entrance consists of a modern composite or wood door, modern composite or wood sidelight, and modern transom. The doorway is flanked by two modern exterior lights and an awning is located above the doorway with signage for “Desjardins Insurance Tammy Lee Hanlon” (Photo 4).

The south façade of the structure consists of the principal section, rear section, and the south façade of the south shed roof addition (Photo 5). The principal section contains a ventilation grate between the roofline and second storey. The second storey contains two vinyl sash windows with fixed upper panes and horizontal sliding lower panes (Photo 6). The first storey also contains vinyl sash windows with fixed upper panes and horizontal sliding lower panes (Photo 7). The rear section and addition section contains no window openings or door openings.



The north façade of the structure consists of the principal section, rear section, and the north façade of the north shed roof addition (Photo 8). The second storey of the principal section contains two vinyl sash windows with fixed upper panes and horizontal sliding lower panes (Photo 9). The first storey also contains two vinyl sash windows with fixed upper panes and horizontal sliding lower panes (Photo 10). The stone foundation of the structure is partly visible along this façade (Photo 11). The rear section of the structure contains a narrow vinyl sash fixed window on the second and first storeys. The shed roof addition contains a secondary entrance with a modern composite or wood door. The entrance is flanked by exterior lights (Photo 12).

The east (rear) façade consists of the principal section, rear, section, and east facades of the shed roof additions. The principal section contains no windows or door openings. The rear section contains a narrow vinyl sash fixed window on the second storey and a vinyl sash window with an upper fixed pane and lower horizontal sliding pane. The additions contain no window or door openings (Photo 13).

The property is landscaped with a lawn along the front and part of the north facades. The property along Simcoe Street South is also landscaped with a flag pole, concrete walkway, and signage. The east part of the property is landscaped with a parking lot (Photo 14 and Photo 15).



Photo 2: Front façade, looking east



Photo 3: Second storey of front façade, looking east

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Photo 4: Front façade first storey, looking east



Photo 5: South façade, looking north



Photo 6: Second storey fenestration, looking north



Photo 7: First storey fenestration, looking north



Photo 8: North façade, looking south



Photo 9: Second storey fenestration, looking south





Photo 10: First storey fenestration, looking south



Photo 11: Stone foundation, (denoted by arrow), looking south



Photo 12: Rear section and addition, looking south



Photo 13: East façade, looking west



Photo 14: Lawn and walkway, looking north



Photo 15: Parking lot, looking east

6.1.2 Interior

The interior of 399 Simcoe Street South consists of a basement, first storey, second storey, and attic. The structure is currently used for commercial purposes and has been modified to suit the needs of a contemporary business.

The first storey of the residence contains a centre hall plan consisting of a north and south room, centre room, and cold storage room. Most rooms contain drop down tile ceilings, laminate flooring, and modern trim and doors. The main hallway contains a staircase to the second storey (Photo 16). The staircase has been painted white but retains the original newel post and banister. The steps have a carved trefoil pattern (Photo 17). The south room is used as office space and contains a drop tile ceiling with fluorescent lighting, laminate flooring, and modern trim (Photo 18). The south wall contains a cast iron fireplace with decorative tile work and a wood mantle (Photo 19). The north room contains drop tile ceiling with fluorescent lighting, laminate flooring, and modern trim (Photo 20). The north wall contains a cast iron fireplace with decorative tile work and a wood mantle (Photo 21). The centre hallway leads to a reception area with a drop tile ceiling with fluorescent lighting, laminate floor, and modern trim and doors. The reception area leads to a secondary entrance, modern washroom, and kitchen (Photo 22 and Photo 23). This room also leads to a former secondary staircase (Photo 24). The kitchen contains a drywall ceiling with fluorescent lighting, laminate floor, and a north wall of painted brick. The owner informed Stantec this space was formerly used for cold storage (Photo 25 and Photo 26).

The second storey consists of a kitchen, bathroom, board room, two offices, and storage room. The second storey is accessed via the main staircase and the staircase landing retains the original wood newel post, banister, and trefoil embellishment (Photo 27 and Photo 28). The hallway of the second storey contains a wood access door to the attic. Some of the wood trim around the floors, walls, and windows is more ornate than most of the first storey (Photo 29). The second floor kitchen contains a drywall ceiling and laminate floor (Photo 30). The board room contains a drywall ceiling and laminate floor (Photo 31). The two offices also contain drywall ceiling and laminate flooring (Photo 32 and Photo 33). The storage area contains a glass and composite door leading to a Juliette balcony (Photo 34).

The staircase walls to the attic contain original plaster and a hole in the plaster reveals lath and plaster work (Photo 35 and Photo 36). The attic is a partially finished space with machine cut beams and sections of the original red brick exterior are visible (Photo 37). The basement contains machine cut beams and joists (Photo 38). Within the basement, sections of the original red brick exterior are visible and the basement foundations walls are stone. Other walling in the basement is red brick. The basement has a concrete floor (Photo 39).



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Photo 16: Centre hallway, looking east



Photo 17: Staircase details, looking west



Photo 18: South room, looking west



Photo 19: South room fireplace, looking south



Photo 20: North room, looking north



Photo 21: North room fireplace, looking north



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Photo 22: Reception area, looking east



Photo 23: Reception area, looking west



Photo 24: Servants staircase, looking west



Photo 25: Kitchen, looking east

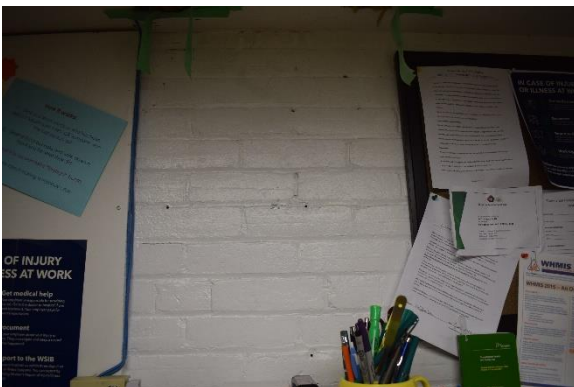


Photo 26: Kitchen brick wall, looking north



Photo 27: Staircase, looking west



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Photo 28: Trefoil trim, looking south



Photo 29: Wood trim and wood door to attic, looking east



Photo 30: Second floor kitchen, looking east



Photo 31: Board room, looking west



Photo 32: Office, looking north



Photo 33: Office, looking north



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Photo 34: Door to Juliette balcony, looking west



Photo 35: Attic stairs, looking west



Photo 36: Lath and plaster, looking north



Photo 37: Beams and brick exterior in attic



Photo 38: Beams and brick details



Photo 39: Stone wall, looking west

6.2 Architectural Discussion

The structure at 399 Simcoe Street South is a *circa* 1900 Ontario vernacular structure with Bay and Gable and Gothic Revival influence. This style of architecture was popular in Ontario between 1830 and 1900 (Blumenson 1990: 37). In particular, the front façade resembles the paired gable subvariant of the Gothic Revival style. The paired gable style contains two projecting bays and was one of the rarer types of Gothic Revival design in North America (McAlester 2013: 267). Within Ontario, the paired gable type of Gothic Revival design with projecting bays is mostly referred to as a Bay and Gable type of residence. These types of structures were commonly built in Toronto during the late 19th century and were usually mass produced as rowhouse and semi-detached houses. In general, Bay and Gable type housing is limited to Toronto. Other heavily industrialized cities in Ontario such as Hamilton contain only a few examples of Bay and Gable residences, resulting in the style being mostly associated with Toronto (Cruickshank and Visser 2008). As an important aspect of Bay and Gable architecture is their prevalence as mass produced row houses, the residence at 399 Simcoe Street South is not this type of structure as commonly symbolized and portrayed in Toronto.

6.3 Integrity Discussion

The structure has been modified by new cladding, replacement windows, and replacement doors. This has compromised the heritage integrity of the structure and its potential to serve as a portrayal or symbol of late 19th century Ontario vernacular architecture. Historical mapping indicates the structure is constructed of brick. The replacement cladding has obscured the original brick exterior, and original window opening details such as voussoirs, soldier courses, or drip moulds. In addition, the first storey window openings have been replaced or heavily modified with picture windows. While the remainder of the windows appear to be in their original openings, the window style is unsympathetic to late 19th century architecture. The interior of the structure has been extensively modified and little original fixtures or elements remain except for the trim, staircase, and fireplaces.

As a result, aside from the massing of the residence, which retains its Gothic Revival influenced paired gable design style, the residence does not serve as a portrayal or symbol of a Gothic Revival structure. While the residence shares design similarities with Bay and Gable style residences in Toronto, it was not built as part of mass produced row housing or semi-detached housing, which typifies this type of housing. Both Gothic Revival structures and Bay and Gable structures typically included decorative embellishments such as bargeboard and finials. The structure at 399 Simcoe Street South contains none of these typical elements. In addition, the residence previously had a porch, which was replaced and later removed based on Google Street View. While it is possible that original building elements may be obscured by the modern cladding, this could not be verified during the field program.



The City of Oshawa contains many examples of late 19th century Gothic Revival structures with a higher degree of heritage integrity. While examples of paired gable architecture are uncommon in Oshawa, the extent of modifications preclude the structure from serving as an uncommon or rare portrayal or symbol of late 19th century architecture containing paired gables.

7 Discussion of Contextual Value

Simcoe Street South is a four-lane roadway paved with asphalt and contains concrete curbs and sidewalks. The roadway is lined with freestanding municipal streetlighting along the east side of the roadway and timber utility poles with municipal streetlighting on the west side of the roadway (Photo 40 and Photo 41). The CPR RoW is located just south of the Study Area (Photo 42). The general character of this part of Simcoe Street South consists of a mix of late 19th to mid-20th century commercial, residential, and civic properties. Many former residences, including the structure in the Study Area, have been converted to mixed or commercial use.

Fisher Street is a two-lane roadway paved with asphalt. The south side of the roadway contains no sidewalks and a concrete curb. The north side of the roadway contains asphalt sidewalk west of Celina Street and concrete sidewalk east of Celina Street. Both sides of the roadway are lined with timber utility poles with municipal streetlighting. The general character of Fisher Street between Simcoe Street South and Celina Street is commercial and institutional, including former residences that have been converted to commercial (399 Simcoe Street South, within the Study Area) or institutional use (Simcoe Settlement House at 387 Simcoe Street South). South of Celina Street, the character of Fisher Street is residential on the north side, while the south side contains a chainlink fence and vegetation part of the CPR corridor (Photo 43).

The varied streetscapes of Simcoe Street South and Fisher Street do not have a unique or definable character within the wider context of Central Oshawa. As one of many mixed-use and altered late 19th to early 20th century structures along Simcoe Street South, the structure at 399 Simcoe Street is not particularly memorable or notable.



Photo 40: Looking north on Simcoe Street South



Photo 41: Looking south on Simcoe Street South

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Photo 42: CPR Corridor, looking east



Photo 43: Fisher Street, looking east

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	Aside from the massing of the residence, which retains its Bay and Gable and Gothic Revival design style, the residence does not serve as a portrayal or symbol of a Bay and Gable or Gothic Revival structure due to its new cladding, replacement windows, and removed balcony. While the residence shares design similarities with Bay and Gable style residences in Toronto, it was not built as part of mass-produced row housing or semi-detached housing, which typifies this type of housing. The interior has also been extensively modified due to its conversion to commercial use and contains modern walls, drop ceilings, and flooring.
2. The property has design value or physical value because it displays a high degree of craftsmanship or artistic merit.	No	The original artistic embellishments and craftsmanship of the structure have been removed or obscured through modifications.
3. The property has design value or physical value because it demonstrates a high degree of technical or scientific achievement.	No	The structure uses building techniques typical to the late 19 th to early 20 th century.



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 structure is historically linked to the growth of Oshawa during the late 19 th and early 20 th centuries. It is one of many structures built during this period. Better examples of these structures remain in Oshawa that reflect the development of the city during this period. While the property was later used as employee housing by CPR, this railway line was the third railway to open in the City and the railway and the structure did not appear to play a significant role in the overall 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 property contains a structure that has been heavily modified from a residence to commercial use. It does not offer a greater understanding of the history of Oshawa or the CPR.
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	Simcoe Street South and Fisher Street are mixed streetscapes without a unique or definable character.



Criteria of O. Reg. 9/06 (amended by O. Reg. 569/22)	Yes/No	Comments
8. The property has contextual value because it is physically, functionally, visually or historically linked to its surroundings.	No	While the property was formerly historically and functionally linked to the CPR freight yard and passenger station, this connection has been reduced by the closure of both the yard and end of passenger service. In addition, the structure was built prior to the opening of the CPR and was used by the railway for housing due to its proximity and not to fulfill a particular function required for rail service.
9. The property has contextual value because it is a landmark	No	The structure is one of several former residences converted to mixed use along Simcoe Street South. It is not particularly memorable or useful for wayfinding.

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 a former residence that has been converted to commercial use. This type of property use is common 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 a former residence that has been converted to commercial use. This type of property use is common in Ontario and the property does not have the potential to yield information that contributes to a greater understanding of Ontario's history.



Criteria in O. Reg. 10/06	Yes/No	Comments
3. The property demonstrates an uncommon, rare or unique aspect of Ontario's cultural heritage.	No	The property is a late 19 th to early 20 th century former residence that during the early to mid-20 th century was used by CPR for employee housing. Company housing is not a unique in a provincial context.
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 property contains a former residence that has been heavily modified. The structure is a typical late 19 th to early 20 th century structure that has been modified over time. These modifications are utilitarian and the property does not demonstrate a high degree of technical achievement.
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	The property was used as employee housing for CPR between at least 1921 and 1969. The CPR was one of three railways that have operated in Oshawa and was the last to build a line through the community as part of their lakeshore line. This line was a later built railway and not especially important to the development of the province.



Criteria in O. Reg. 10/06	Yes/No	Comments
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 March 16, 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 or O. Reg. 10/06. Therefore, 399 Simcoe Street South is not a PHP or PHPPS.



8.4 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.



9 Data Sheet

Property Data Sheet

Field	Property Data
Property Name	None Identified
Municipal Address	399 Simcoe Street South, Oshawa
Municipality:	City of Oshawa, Regional Municipality of Durham
Lat/Long:	43°53'13.85" North 78°51'30.68" West
PIN	16370-0773
Ownership:	Private
Property Size:	Approximately 238 feet by 44 feet
Aerial Photograph:	
Current Photograph:	
Date of Construction:	<i>Circa 1900</i>



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Data Sheet**
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Field	Property Data
Date of Significant Alterations:	Mid to late 20 th century (new siding and windows)
Architect/Designer/Builder:	Unknown
Previous Owners(s) or Occupants:	Canadian Pacific Railway (<i>circa</i> 1912-1971)
Current Function:	Commercial Building
Previous Function:	Residence and Employee Housing
Heritage Recognition/Protection:	None Identified
Local Heritage Interest:	Class B Property on Heritage Oshawa Inventory, City of Oshawa
Adjacent Lands:	None Identified



10 Chronology

The following chronology indicates important dates, periods, and events in the evolution of 399 Simcoe Street South 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
- ***Circa 1871-1877:*** Timothy Fisher purchases part of Lot 10, Concession 1 for park lot development
- **1879:** Oshawa is incorporated as a Town
- ***Circa 1900:*** The present-day structure in the Study Area is built by Fisher or an individual who purchased land from Fisher.
- **1912:** The CPR Lakeshore line is built through Oshawa
- ***Circa 1912-1920:*** CPR purchases the property, and it is used as employee housing
- **1924:** Oshawa is incorporated as a City
- **1971:** CPR sells the property
- **1974:** Regional Municipality of Durham is established and the remainder of East Whitby Township is annexed into the City of Oshawa.



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**Addendum to Oshawa to Bowmanville Rail Service Extension Project: Cultural Heritage
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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 alongside the built environment. 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.

