

*Appendix A7-18*  
*Cultural Heritage Evaluation Report:*  
*1490 Baseline Road, Clarington*





**Addendum to Oshawa to  
Bowmanville Rail Service  
Extension Project: Cultural  
Heritage Evaluation Report –  
1490 Baseline Road, Clarington**

Final Report

August 24, 2023



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Project Number: 165011019

## Limitations and Sign-off

The conclusions in the report titled Cultural Heritage Evaluation Report — 1490 Baseline Road, Clarington 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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**Lashia Jones, MA, CAHP**

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Meaghan Rivard  
Date: 2023.09.22  
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**Meaghan Rivard, MA, CAHP**



## Executive Summary

Metrolinx retained Stantec Consulting Ltd. (Stantec) to prepare a Cultural Heritage Evaluation Report (CHER) for 1490 Baseline Road, Municipality of Clarington, Regional Municipality of Durham. The property was identified as a potential built heritage resource in the *Addendum to Oshawa to Bowmanville Rail Service Extension: Cultural Heritage Report—Existing Conditions and Preliminary Impact Assessment* (Stantec 2021). Metrolinx is proposing a property acquisition, permanent easement, and/or temporary easement on the property.

The property is historically located on part of Lot 34, Concession 1, in the former Township of Darlington. Between 1860 and 1862, the lands within the Study Area were purchased by Charles Wade. In 1897, the lands within the Study Area were willed to Charles Wade Junior. Between 1912 and 1916, Charles and Edward Wade moved to Lot 34, Concession 1 and it is likely the present-day residence within the Study Area was built. The parcel remained in the Wade family until the late 1960s.

The property at 1490 Baseline Road contains an early 20<sup>th</sup> century residence and modern gable roof garage. The residence is a two-storey structure with a T-shaped plan consisting of a two-storey section and one storey section attached to the rear (west) façade. The residence contains medium-pitched hip roof clad in asphalt singles on the main section and a gable roof clad in asphalt shingles on the rear section. The exterior of the residence is clad in vinyl siding and the residence contains vinyl sash windows. The foundation of the residence is obscured.

A site assessment was undertaken on February 2, 2023, by Frank Smith and Jenn Como, Cultural Heritage Specialists, both with Stantec. Metrolinx did not request interior access to the property and therefore the CHER only contains a description and evaluation of the property's exterior.

A provincial heritage property (PHP) is a property that meets one or more criteria of *Ontario Regulation* (O. Reg.) 9/06<sup>1</sup>, 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. 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.

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



**Addendum to Oshawa to Bowmanville Rail Service Extension Project: Cultural Heritage  
Evaluation Report – 1490 Baseline Road, Clarington  
Executive Summary**  
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On March 30, 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, 1490 Baseline Road 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**

<b>Revision</b>	<b>Description</b>	<b>Author</b>	<b>Quality Reviewer</b>	<b>Independent Reviewer</b>
1 March 10, 2023	Draft Report	Frank Smith	Lashia Jones	Colin Varley
2 March 20, 2023	Revisions to Draft Report	Frank Smith	Lashia Jones	Colin Varley
3 April 5, 2023	Revisions to 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**

Project Manager:	Alex Blasko, B.Sc. (Hon.)
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GIS Specialist:	Brian Cowper
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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 1490 Baseline Road, Municipality of Clarington, Regional Municipality of Durham (Figure 1 and Figure 2). The property was identified as a potential built heritage resource in the *Addendum to Oshawa to Bowmanville Rail Service Extension: Cultural Heritage Report—Existing Conditions and Preliminary Impact Assessment* (Stantec 2021). Metrolinx is proposing a property acquisition, permanent easement, and/or temporary easement on the property.

## **1.2 Historical Summary**

The property is historically located on part of Lot 34, Concession 1, in the former Township of Darlington. In 1828, This lot was patented to King's College (University of Toronto) by the Crown. Between 1860 and 1862, the lands within the Study Area were purchased by Charles Wade, who resided on the adjacent Lot 35, Concession 1. In 1897, the lands within the Study Area were willed to Charles Wade Junior. Between 1912 and 1916 Charles and Edward Wade moved to Lot 34, Concession 1 and it is likely the present-day residence within the Study Area was built. The parcel remained in the Wade family until the late 1960s.

## **1.3 Description of Property**

The property at 1490 Baseline Road contains an early 20<sup>th</sup> century residence and modern gable roof garage. The residence is a two-storey structure with a T-shaped plan consisting of a two-storey section and one storey section attached to the rear (west) façade. The residence contains a medium-pitched hip roof clad in asphalt singles on the main section and a gable roof clad in asphalt shingles on the rear section. The exterior of the residence is clad in vinyl siding and the residence contains vinyl sash windows. The foundation of the residence is obscured (Photo 1). The property is approximately 3.8 acres in size.



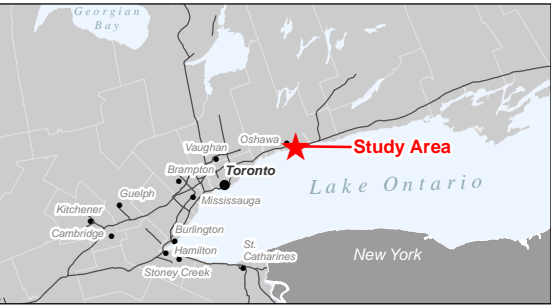


**Photo 1: 1490 Baseline Road, looking north**

## **1.4 Current Context**

The property is located at the western terminus of Baseline Road. This part of Baseline Road located west of Prestonvale Road is paved in gravel and serves partially as a driveway and parking area for 1490 Baseline Road. The character of this area is visually and audibly influenced by Highway 401, which is readily visible from Baseline Road. The property is also located adjacent to the CPR tracks, which form the northern boundary of the Study Area.

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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

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



**Project Location**  
Region of Municipality of Durham  
165011019  
Prepared by BCC on 2/28/2023

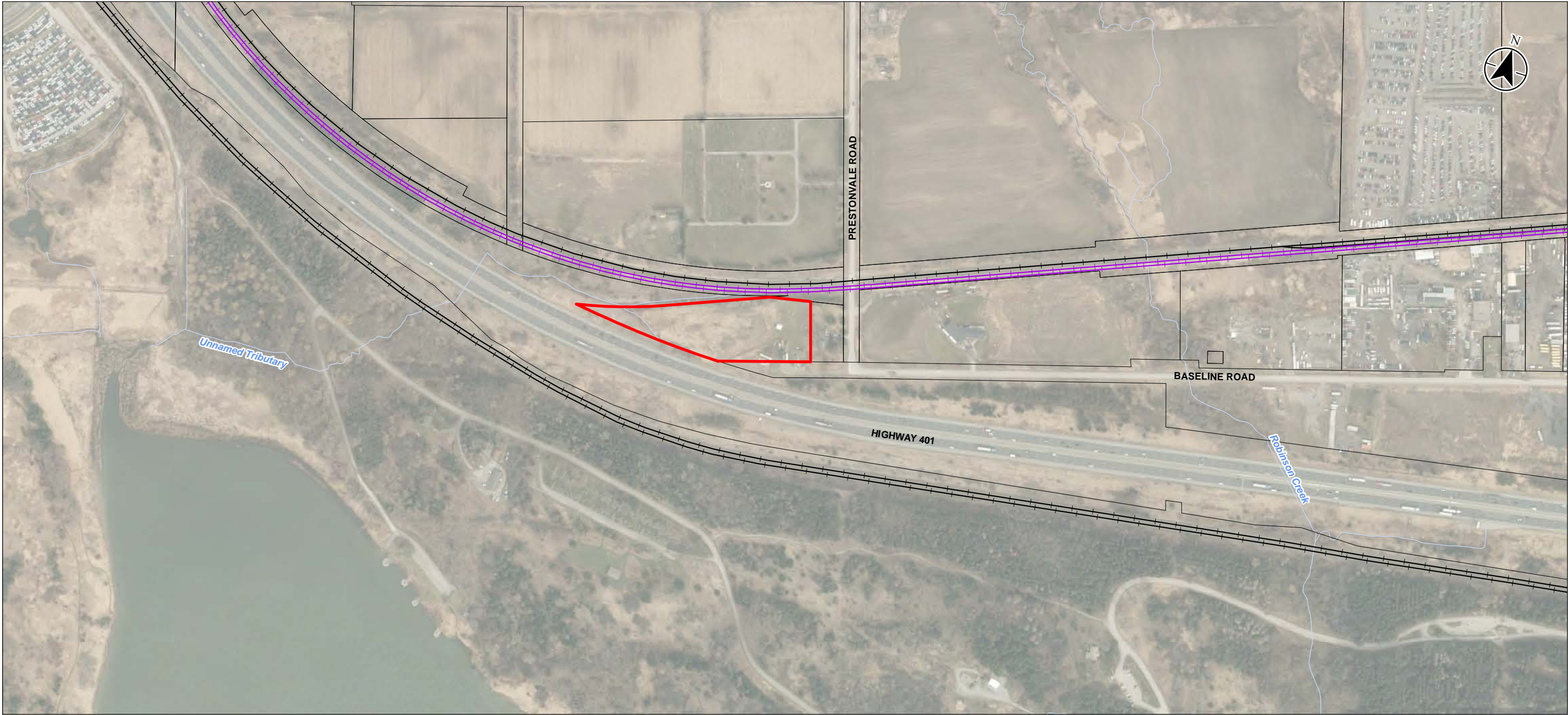
**Client/Project**  
METROLINX, OSHAWA TO BOWMANVILLE RAIL  
SERVICE EXTENSION PROJECT  
CULTURAL HERITAGE EVALUATION REPORT— 1490  
BASELINE ROAD, CLARINGTON

**Figure No.**  
**1**  
**Title**  
**Location of the Study Area**

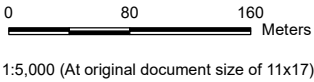
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- Legend**
- Existing Railway
  - Proposed Corridor (2021)
  - Watercourse
  - Property Boundary
  - Study Area



Project Location  
Region Municipality  
of Durham

165011019 REVA  
Prepared by BCC on 2023-02-28

Client/Project  
METROLINX, OSHAWA TO BOWMANVILLE RAIL  
SERVICE EXTENSION PROJECT  
CULTURAL HERITAGE EVALUATION REPORT— 1490  
BASELINE ROAD, CLARINGTON

Figure No.

2

Title

Study Area

**Notes**

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

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 *Ontario Regulation 9/06* (O. Reg. 9/06)<sup>2</sup> 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 team 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 1861, 1878, 1930, and 1968 were reviewed.

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<sup>2</sup> 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 February 2, 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. All work was conducted from the municipal RoW. Metrolinx did not request interior access to the property and therefore the CHER only contains a description and evaluation of the property's exterior.



## **3 Heritage Recognitions**

### **3.1 Municipal**

The property contains no municipal heritage status.

### **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 1490 Baseline Road as a built heritage resource or cultural heritage landscape. 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 the Study Area 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. Following a review of both databases, the Study Area was not found to have previous federal heritage recognition (Parks Canada 2023; Canada's Historic Places 2023).

### **3.4 Adjacent Lands**

The property is not located adjacent to any properties with municipal heritage status, provincial heritage status, or federal heritage status.





### **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. This total includes 0.31% of the Study Area, which falls within the boundaries of the St. Wolodymyr and St. Olha Cemetery. 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 the Study Area, the Municipality of Clarington and the Clarington Museum and Archives were contacted. Results of the community input are contained in Table 1.

**Table 1: Community Input Results**

Organization	Contact	Results
Clarington	Jane Wang, Planner	The municipality confirmed the property contains no heritage status.
Clarington Museum and Archives	Sarah Tax, Member Service Associate	The museum noted that 1490 Baseline Road was identified by Golder Associates in 2019 as containing “potential contextual value as it maintains the rural agricultural character of the area” and the report noted the structure was built in 1912 and is of the “wood frame classicism style” (Golder 2019)



## **5 Discussion of Historical or Associative Value**

### **5.1 Settlement of Darlington Township**

#### **5.1.1 Survey and 19<sup>th</sup> Century Development**

The Municipality of Clarington is situated on the traditional territory of the Mississaugas and Chippewas of the Anishinabeg and is covered under the Williams Treaty (Municipality of Clarington 2022a). 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 (Government of Canada 2018).

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 Darlington Township (Karcich 2013). In 1792, Simcoe issued a proclamation stating that townships located along navigable waters, which included the future township of Darlington, would have a frontage of nine miles and a depth of 12 miles. The proclamation also implemented plans to begin largescale settlement of Upper Canada (Canadiana 1792). The Township Darlington was originally known as Township No. 7 (Karcich 2013). The remainder of the Darlington Township survey was completed in 1795 by William Hambly (Karcich 2013; Boyko 2016).

Darlington Township is named after an inland town in Durham County, England (Gardiner 1899: 194, 210). The township was surveyed in the Single Front Survey System, an early survey system popular in Upper Canada between 1783 and 1818 (Weaver 1968: 14). Darlington Township contained 10 concessions running south to north, with each concession containing 35 lots.



The earliest settlers of the township were composed mostly of United Empire Loyalists, Loyalist-heirs entitled to their own land grants, military officers, and American settlers. The township also contained a significant number of absentee landowners, which hindered the early settlement of the township (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).

Following the War of 1812, colonial officials in Britain clamped down on unrestricted immigration to Upper Canada from the United States and Americans were excluded from new land grants. Instead, immigration from the British Isles was actively encouraged and subsidized (Taylor 2007: 31). This led to a surge in immigration to Upper Canada from Britain between the 1820s and 1850s (Craig 1963: 124).

Most early settlement in the township was clustered along the Kingston Road and the mills established along the waterways of the township (Belden 1878: iii). One of these hamlets was clustered around a sawmill on present-day Bowmanville Creek known as Darlington Mills. In 1824, the mill was purchased by Charles Bowman and in the early 1830s the hamlet was renamed Bowmanville (Taws 2011).

South of Bowmanville on Lake Ontario at the mouth of Barber's Creek, the Port Darlington Harbour Company was established in 1837 with piers and a storehouse. The port increased the movement of goods through the Township of Darlington (Townsend 1996: 95-96). In 1846, the Township of Darlington contained 19,364 acres under cultivation and a population of 3,500. Smith's *Canadian Gazetteer* described the township as "... an old, well settled township containing good farms" (Smith 1846: 42). Bowmanville had grown into the principal settlement of the township and the entire township contained six grist mills, nine sawmills, and one (1) distillery (Smith 1846: 42). Bowmanville was incorporated as a Village in 1853 and reincorporated as a town in 1858 (Humber 1997: 17).

By 1871, the Township of Darlington was the most populous township of Durham County and contained a population of 5,931. The Town of Bowmanville contained a population of 3,034 (Dominion Bureau of Statistics 1953). Due to urbanization, the population of Darlington Township began to decline after 1871. Between 1881 and 1891 the population of the township decreased from 5,465 to 4,757 while the population of the Town of Bowmanville also decreased from 3,504 to 3,377 (Dominion Bureau of Statistics 1953).



### 5.1.2 20<sup>th</sup> Century Development

The population of Darlington Township continued to decline in the first decades of the 20<sup>th</sup> century. Between 1901 and 1911 the population of Darlington Township decreased from 4,174 to 3,682. The population of Bowmanville declined to a historical nadir of 2,731 in 1901 before rebounding slightly to 2,814 in 1911 (Dominion Bureau of Statistics 1953). Bowmanville was experiencing a decrease in business and industry during the first decades of the 20<sup>th</sup> century. The economic fortunes of Bowmanville rebounded in 1910 when Goodyear purchased the Durham Rubber Company and expanded its factory in Bowmanville. This was followed in 1919 by the Ross Can Company relocating their large factory from Toronto to Bowmanville (Taws 2012).

Following the stock market crash in 1929 and the Great Depression of the 1930s, Bowmanville's economy suffered as local industries began to close their doors, including the Dominion Organ and Piano Company and Durham Textiles Company. With the beginning of the Second World War, Bowmanville's economy rebounded as industries, including the Bowmanville Foundry and the Goodyear plant, produced goods for the war (Grandfield 2000: 119).

In the postwar period, the populations of both Darlington Township and Bowmanville began to grow. Between 1941 and 1951 the population of the township increased from 4,159 to 5,643 and the population of Bowmanville increased from 4,113 to 5,430 (Dominion Bureau of Statistics 1953). An important mid-20<sup>th</sup> century development in the township was the selection of land along Lake Ontario for the construction of the Darlington Nuclear Generating Station (Humber 1997: 108). In 1973, the Township of Darlington amalgamated with the Township of Clarke and Town of Bowmanville to form the Town of Newcastle under the *Regional Municipality of Durham Act* (Humber 1997: 99-100).

In 1993, the Town of Newcastle was renamed the Municipality of Clarington. The new name was a blend of the former Townships of Clarke and Darlington (Municipality of Clarington 2022b). The Municipality of Clarington grew steadily in the last decades of the 20<sup>th</sup> century as sewer and water service construction facilitated the growth of new subdivisions around Bowmanville, which had a population of 15,800 by 1991 (Humber 1997: 104). In 2016, Bowmanville had a population of 39,371, while the Municipality of Clarington had a population of 92,013 (Statistics Canada 2017a;b).



## **5.2 Property History**

The Study Area is situated on part of Lot 34, Concession 1, in the former Township of Darlington. In 1828, the Crown granted this lot, totaling 200 acres, to King's College (OnLand 2023). This college was the predecessor to the University of Toronto and was founded in 1827 at York (present-day Toronto). In 1828, the Crown granted the college 225,944 acres of land to form an endowment for the university (University of Toronto 2023). The Study Area was included in this land endowment. In 1850, King's College was reorganized as the University of Toronto (University of Toronto 2023).

In 1855, the south 88 acres of the lot, containing the Study Area, was deeded to Harvey W. Burk by David Buchan, the Registrar of the University of Toronto. That same year, Burk sold the parcel of land to Thomas Worden (also spelled Wordon). Within the same year, Worden proceeded to sell 25 acres of this parcel to David Stevenson and retained ownership of the rest. Stevenson mortgaged these 25 acres with Burk and it appears Burk foreclosed on the mortgage in 1860. Burk then sold the 25 acres to Charles Wade (OnLand 2023).

Historical mapping from 1861 depicts the south half of the lot as divided between Charles Wade and Thomas Worden. Wade was depicted occupying the southwest 25 acres and Worden was depicted as occupying the remainder of the lot. Wade was also depicted as occupying land in the adjacent Lot 35, Concession 1. No structures are shown on Wade's holdings. A structure is shown in the northeast of Lot 34, Concession 1 outside of the Study Area on the parcel owned by Worden (Figure 3).

The Census of 1861 listed Thomas Worden as a 51-year-old yeoman born in England. He lived in a two-storey stone house. He lived with his wife Jane, age 47; son Thomas, age 26; son James, age 21; son Edward, age 19; son William, age 17; son John, age 15; daughter Jane, age 13; daughter Anne, age 11; and son Edwin age 9 (Library and Archives Canada 1861). Based on historical mapping and Google Street View photography, the Worden farmstead was possibly located at the vacant property at 1592 Prestonvale Road. This property formerly contained a stone house.

The Census of 1861 listed Charles Wade as a 41-year-old yeoman born in England. He lived in a two-storey frame house with his wife Charity, age 38; son Edward, age 19; son Charles, age 15; daughter Elizabeth, age 12; son John, age 9; and daughter Eliza, age 8 (Library and Archives Canada 1861). The two storey frame house referenced in the census records is not the present-day structure at 1490 Baseline Road. Wade occupied the southwest corner of the lot, and the residence is today located in the southeast corner, which was owned by Worden in 1861.



In 1862, Worden sold his 19 ½ acres in the southeast part of the lot to Charles Wade, completing Wade's purchase of lands within the Study Area (OnLand 2023). Historical mapping from 1878 depicts the Study Area as owned by Charles Wade. The mapping indicates that the Wade farmstead was likely located on the adjacent Lot 35, Concession 1 as a structure is depicted on that lot but not the lot within the Study Area (Figure 4). In 1897, the will of Charles Wade was executed and his holdings in Lot 34 and 35, Concession 1 were willed to Charles Wade Junior (OnLand 2023).

The Census of 1911 listed Charles Wade as a 64-year-old farmer residing on Lot 35, Concession 1, outside of the Study Area. He lived with his daughter Lilian, age 37 and son-in-law Moses Lymer, age 24 (Library and Archives Canada 1911). Based on the Census of 1891, his children also included Laura, Edward, and Mabel (Library and Archives Canada 1891). Census records from 1911 indicate that Edward Wade was a 32-year-old farmer and resided on Lot 35, Concession 2. He lived with his wife Alberta, age 33; daughter Ida, age 2; and son William, age 1 (Library and Archives Canada 1911). In 1912, Charles Wade sold 3.14 acres of his property to the Campbellford, Lake Ontario and Western Railway (OnLand 2023). Construction of the line began in 1912 and it was leased by the Canadian Pacific Railway in 1913.

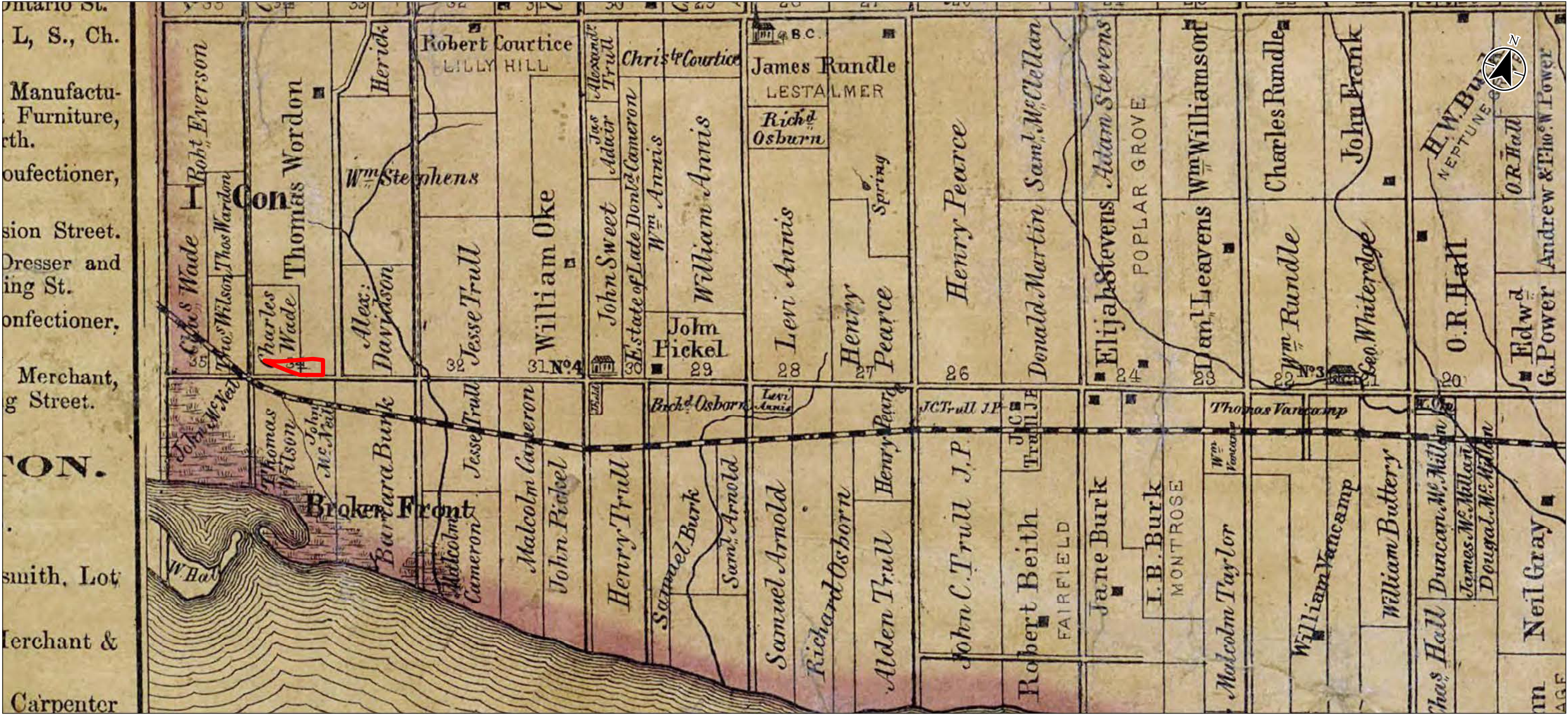
The 1916-1917 directory for Durham County lists Charles Wade and Edward Wade as residing on Lot 34, Concession 1 (Vernon Directories 1916: 43). Based on land registry, directory, and census records it is likely the present-day residence was built for Charles or Edward Wade between 1912 and 1916, following their departure from Lot 35, Concession 1 and Lot 34, Concession 2. This date range is supported by land registry records for Lot 35, Concession 1, which show no records of ownership by the Wade family after 1914 (OnLand 2023). Topographic mapping from 1930 shows a structure at the approximate location of the present-day residence in the Study Area and also depicts a structure to the east at the location of present-day 1018 Prestonvale Road (Figure 5).


By 1949, the property within the Study Area became owned by Edward Wade and his wife. No land transaction is recorded transferring the property to Edward (OnLand 2023). In 1949, Edward Wade and his wife granted the adjacent parcel at present-day 1018 Prestonvale Road to Charles Wade (OnLand 2023). In 1952, part of Edward Wade's property was acquired by the provincial government for the construction of present-day Highway 401. According to land registry records, Edward Wade died in about 1963. As this date is based on land registry records, it is possible he died earlier as settling wills and estates can be a lengthy process. Topographic mapping from 1968 shows the Study Area wedged between the CPR and Highway 401 (Figure 6). By the end of 1969, the heirs of Edward Wade had sold off their holdings in the Study Area, ending the Wade family association with the Study Area (OnLand 2023).





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Revised: 2023-02-28 By: bowper



Legend  
 Study Area

**Notes**  
1. Source: Shier, John. 1861. Tremaine's Map of the County of Durham, Upper Canada. Toronto: George C. Tremaine.  
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 165011019 REVA  
Region of Durham  
Prepared by BCC on 2023-02-28

Client/Project  
METROLINX, OSHAWA TO BOWMANVILLE RAIL  
SERVICE EXTENSION PROJECT  
CULTURAL HERITAGE EVALUATION REPORT— 1490  
BASELINE ROAD, CLARINGTON

Figure No.

3


Title

Historical Mapping, 1861



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Legend  
 Study Area

**Notes**  
1. Source: Belden, H. 1878. Illustrated Historical Atlas of the Counties of Northumberland and Durham. Toronto: H. Belden & Co.  
2. Map is not to scale.



Project Location 165011019 REVA  
Region Municipality of Durham Prepared by BCC on 2023-02-28

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SERVICE EXTENSION PROJECT  
CULTURAL HERITAGE EVALUATION REPORT— 1490  
BASELINE ROAD, CLARINGTON

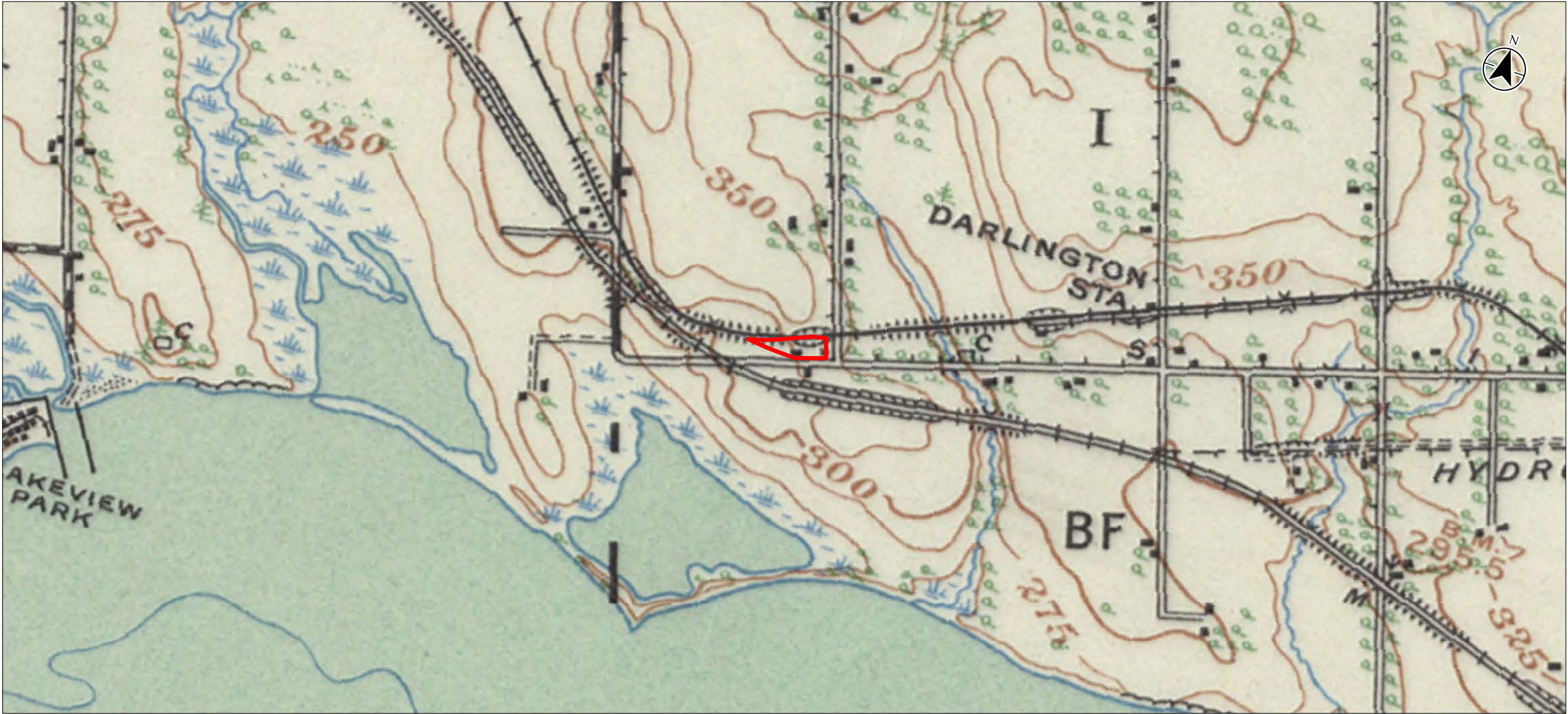
Figure No.

4

Title  
**Historical Mapping, 1878**

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: Department of National Defence, 1930, Topographic Map, Ontario, Oshawa Sheet.  
2. Map is not to scale.



Project Location 165011019 REVA  
Region of Durham Municipality  
Prepared by BCC on 2023-02-28

Client/Project  
METROLINX, OSHAWA TO BOWMANVILLE RAIL  
SERVICE EXTENSION PROJECT  
CULTURAL HERITAGE EVALUATION REPORT— 1490  
BASELINE ROAD, CLARINGTON

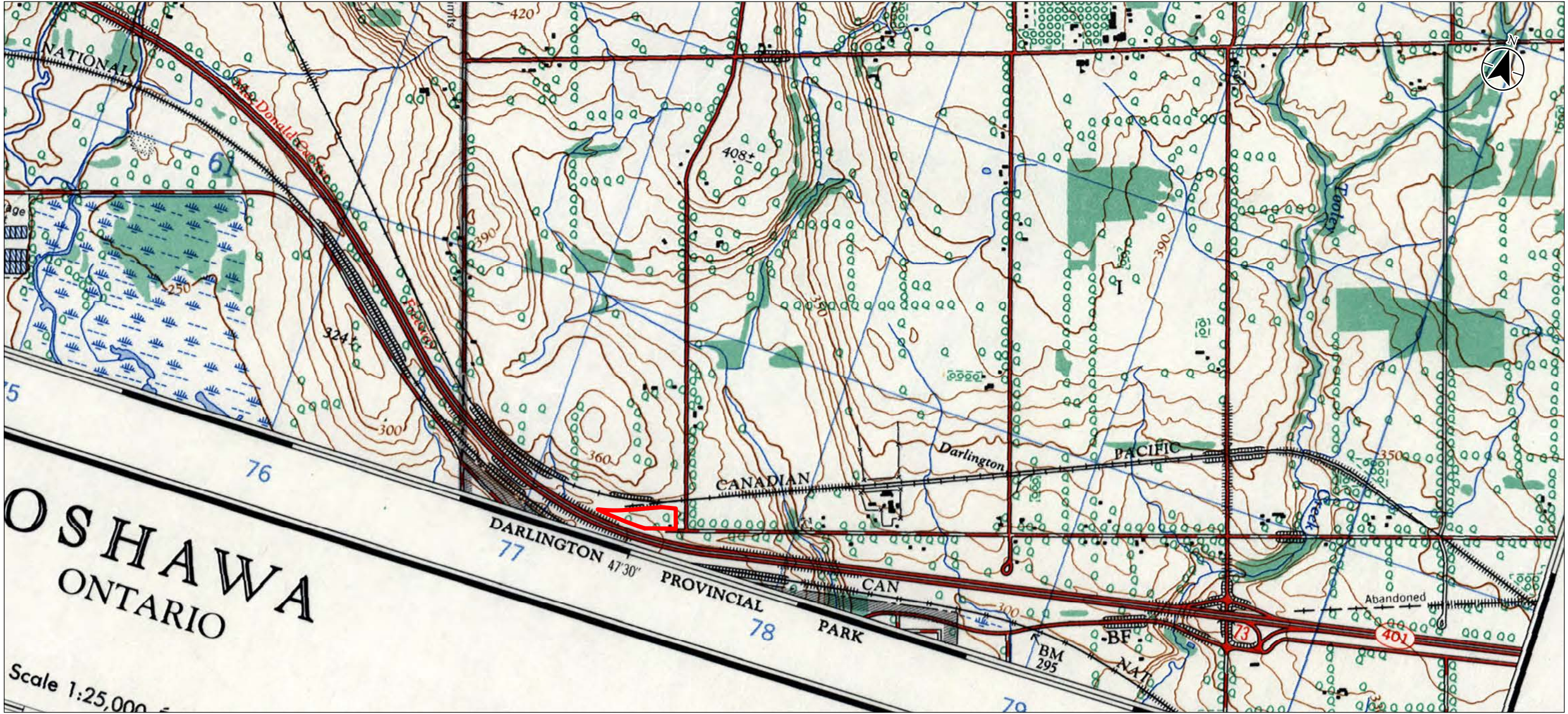
Figure No.

5

Title

Topographic Mapping, 1930





Legend  
 Study Area

**Notes**  
1. Source: Department of National Defence, 1968. Topographic Map, Ontario, Oshawa Sheet.  
2. Map is not to scale.



Project Location  
Region of Durham Municipality of Durham  
165011019 REVA  
Prepared by BCC on 2023-03-02

Client/Project  
METROLINX, OSHAWA TO BOWMANVILLE RAIL  
SERVICE EXTENSION PROJECT  
CULTURAL HERITAGE EVALUATION REPORT— 1490  
BASELINE ROAD, CLARINGTON

Figure  
**6**  
Title  
**Topographic Mapping, 1968**

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 1490 Baseline Road contains a residence and modern gable roof garage. The property is approximately 3.8 acres in size. The residence is a two-storey structure with a T-shaped plan consisting of a two-storey section and one storey section attached to the rear (west) façade. The residence contains medium-pitched hip roof clad in asphalt singles on the main section and a gable roof clad in asphalt shingles on the rear section. The exterior of the residence is clad in vinyl siding and the residence contains vinyl sash windows. The foundation of the residence is obscured.

The front (east) façade of the residence contains a symmetrical composition and is oriented towards Prestonvale Road. The second storey contains two vinyl sash 1/1 windows. The first storey contains a centred principal entrance with a modern door. The door is flanked by two sets of 1/1 vinyl sash windows (Photo 2 and Photo 3).

The south façade of the main section contains a second and first storey with two 1/1 vinyl sash windows. The one-storey section of the south façade contains a vinyl sash 1/1 window and a secondary entrance with a composite and glass door (Photo 4).

The rear (west) façade contains two 1/1 vinyl sash windows on the second storey of the main section. The rear one-storey section contains a vinyl sash 1/1 window and vinyl sliding glass door (Photo 5).

The north façade of the main sections contains a second storey with a single vinyl sash 1/1 window and a first storey with two 1/1 vinyl sash windows. The one storey section of the north façade contains two vinyl sash 1/1 windows (Photo 6).

The garage is located west of the residence and contains a gable roof clad in asphalt shingles. The exterior of the outbuilding is clad in vinyl siding. The south façade of the garage contains a composite garage door (Photo 7).

The property is landscaped with intermediate and mature deciduous and coniferous trees including spruce trees, a birch tree, a willow tree, and an oak tree, lawn, gravel driveway, and shrubs (Photo 8). These plantings are common in southern Ontario. To the west of the residence and garage is a large area of small earth mounds with vegetation in the early phases of ecological succession (Photo 9).



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**Photo 2: Front façade, looking northwest**



**Photo 3: Main entrance details, looking northwest**



**Photo 4: South façade, looking north**



**Photo 5: Rear façade, looking north**



**Photo 6: North façade, looking south**



**Photo 7: Garage, looking north**







**Photo 8: Mature trees and lawn,  
looking northwest**



**Photo 9: Mounds and vegetation,  
looking west**

## **6.2 Architectural Discussion**

The residence is an Ontario vernacular structure and has been modified with replacement cladding and modern windows. However, it retains a massing consistent to early 20<sup>th</sup> century residential styles in Ontario, particularly the Edwardian style. This style was popular in Ontario between about 1900 and 1930 and was noted for its simple but formal composition, balanced facades, and simple roofs. Edwardian houses were often less ornate than preceding styles but remained firmly rooted in classicism (Blumenson 1990: 166). The residence at 1490 Baseline Road was built between approximately 1912 and 1916 and likely built as a vernacular structure that was inspired by Edwardian design. This is demonstrated by the simple roof profile, simple square plan with one-storey gable addition, and balanced front façade.

## **6.3 Integrity Discussion**

The residence retains a moderate degree of heritage integrity as the original massing and balance of the residence has been retained. However, the residence has been modified with replacement cladding, windows, and doors. The Municipality of Clarington contains numerous examples of residences which are Ontario vernacular structures with Edwardian design elements that contain a similar balance and massing to 1490 Baseline Road West, particularly within the community of Bowmanville. Examples include the semi-attached residences located at 1-36 Carlisle Avenue in Bowmanville. These properties are Primary Properties on the Clarington Heritage Register. Comparable properties that are not listed or designated include 72 Elgin Street and 25 Second Street.

## 7 Discussion of Contextual Value

The property is located at the western terminus of Baseline Road. This part of Baseline Road located west of Prestonvale Road is paved in gravel and serves partially as a driveway and parking area for 1490 Baseline Road. Baseline Road west of Prestonvale Road contains no sidewalks, curbs, or streetlighting (Photo 10 and Photo 11). The character of this area is mixed and contains agricultural properties, residences, and industrial properties. The character of this area is also visually and audibly influenced by Highway 401, which is readily visible from Baseline Road (Photo 12). The property is also located adjacent to the CPR tracks, which form the northern boundary of the Study Area (Photo 13).



**Photo 10: Baseline Road, looking east**



**Photo 11: Western terminus of Baseline Road, looking west**



**Photo 12: Highway 401, looking west**



**Photo 13: CPR tracks, looking west**

## 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**

<b>Criteria of O. Reg. 9/06 (amended by O. Reg. 569/22)</b>	<b>Yes/No</b>	<b>Comments</b>
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 at 1490 Baseline Road is an early 20 <sup>th</sup> century vernacular structure which has been modified with replacement cladding, windows, and doors. While the residence retains the massing and balance of an early 20 <sup>th</sup> century residence, it has been modified to the extent that there are better examples of this type of architecture within the Municipality of Clarington. These types of structures are not unique or rare within the context of southern Ontario.
2. The property has design value or physical value because it displays a high degree of craftsmanship or artistic merit.	No	The quality of execution in the assembly of materials, construction methods, and spatial arrangements is typical to early 20 <sup>th</sup> century structures which have been modified over time.
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 <sup>th</sup> century structure which has been modified over time. It does not demonstrate technical expertise in its construction methods or techniques.





<b>Criteria of O. Reg. 9/06 (amended by O. Reg. 569/22)</b>	<b>Yes/No</b>	<b>Comments</b>
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 property is historically associated with Charles Wade Senior, Charles Wade Junior, and Edward Wade. Charles Wade Senior was part of a large group of yeoman farmers in southern Ontario who had emigrated from Great Britain to Upper Canada in the mid-19 <sup>th</sup> century. Historical research does not indicate that Charles Wade or his descendants made a significant contribution to the development of Darlington Township.
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 residence that has been occupied and modernized over the years. The residence and property do not offer new knowledge or a greater understanding of the history of Darlington Township or the history of a community within present-day Clarington.
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	The residence and property stand in contrast to the adjacent transportation corridors. Aside from the transportation corridors, the overall character of the area is mixed and not unique or definable within the wider context of Clarington.
8. The property has contextual value because it is physically, functionally, visually or historically linked to its surroundings.	No	The property contains no material, visual, or historical connection to its surroundings. The property is formerly part of a farmstead that has been severed from its historic land use.



<b>Criteria of O. Reg. 9/06 (amended by O. Reg. 569/22)</b>	<b>Yes/No</b>	<b>Comments</b>
9. The property has contextual value because it is a landmark.	No	The property is located on a gravel paved and dead end part of Baseline Road. It is also screened by trees and the adjacent property at 1018 Baseline Road. As a result, the property is not a landmark.

## **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**

<b>Criteria in O. Reg. 10/06</b>	<b>Yes/No</b>	<b>Comments</b>
1. The property represents or demonstrates a theme or pattern in Ontario's history.	No	The property contains an early 20 <sup>th</sup> century residence that has been modified with new cladding, doors, and windows. These types of structures do not make a strong or notable contribution to the evolution or development of the history of Ontario.
2. The property yields, or has the potential to yield, information that contributes to an understanding of Ontario's history.	No	This property contains an early 20 <sup>th</sup> century residence that has been modified with new cladding, doors, and windows. This type of structure which has been modified over time is common in Ontario. The property does not have the potential to yield information that contributes to a greater understanding of Ontario's history.
3. The property demonstrates an uncommon, rare or unique aspect of Ontario's cultural heritage.	No	The property does not demonstrate a way of life, phenomenon, process, function, land use, or design that is at risk of being lost or of exceptional interest.
4. The property is of aesthetic, visual or contextual importance to the province.	No	The property has no vantage points or views that contain symbolic value or evoke an emotional response.



<b>Criteria in O. Reg. 10/06</b>	<b>Yes/No</b>	<b>Comments</b>
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 does not represent a turning point or transformational accomplishment. It is one of many residences built in southern Ontario during the early 20 <sup>th</sup> century and subsequently modified over time.
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 does not have spiritual meaning, important historical attachments, and does not evoke a collective emotional response
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 is not associated with an important event or person in provincial history.
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 Municipality of Clarington, 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 30, 2023, the 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, 1490 Baseline Road is not a Metrolinx PHP or PHPPS.

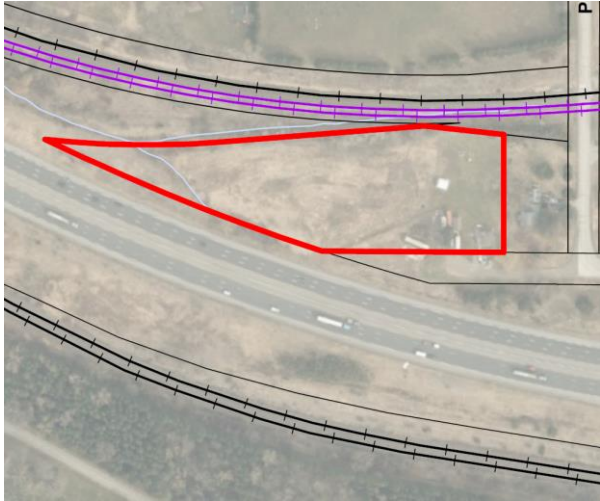

## **8.4 Draft Statement of Cultural Heritage Value or Interest**

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	Charles and Edward Wade Property
Municipal Address	1490 Baseline Road
Municipality:	Municipality of Clarington, Regional Municipality of Durham
Lat/Long:	43°52'33.92" North; 78°47'24.56" West
PIN	26939-0068
Ownership:	Privately owned
Aerial Photograph:	
Current Photograph:	

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August 24, 2023

<b>Field</b>	<b>Property Data</b>
Date of Construction:	1912-1916
Date of Significant Alterations:	Unknown
Architect/Designer/Builder:	Unknown
Previous Owners(s) or Occupants:	Charles Wade and Edward Wade
Current Function:	Residence
Previous Function:	Residence
Heritage Recognition/Protection:	None Identified
Local Heritage Interest:	None Identified
Adjacent Lands:	None Identified



## 10 Chronology

- 1791-1795: The Township of Darlington is surveyed for settlement.
- *Circa* 1800: The Kingston Road is completed through Darlington Township.
- 1828: Lot 34, Concession 1 is granted to King's College (University of Toronto)
- 1832: The village plot of Bowmanville is laid out by Charles Bowman
- 1846: The population of Darlington Township is recorded as 3,500.
- 1850: King's College is reorganized as the University of Toronto
- 1855: The University of Toronto sells the south 88 acres of Lot 34, Concession 1 to Harvey Burk
- 1855: The Study Area is acquired by Thomas Worden
- 1856: Grand Trunk Railway is built through Darlington Township
- 1860: Charles Wade buys 25 acres in the Study Area
- 1862: Worden sells his acreage in the Study Area to Charles Wade
- 1897: Charles Wade dies and his property is willed to Charles Wade Junior
- 1912: CPR line completed through Darlington Township
- *Circa* 1912-1916: The residence located within the Study Area is built for Charles Wade Junior or Edward Wade
- 1952: Highway 401 is built through Darlington Township
- 1963: Edward Wade dies
- 1969: Executors of Edward Wade sell the last land associated with the Wade family in Lot 34, Concession 1
- 1973: Township of Clarke and Township of Darlington amalgamated into the Town of Newcastle
- 1993: Town of Newcastle renamed Municipality of Clarington



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Evaluation Report – 1490 Baseline Road, Clarington**

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## **Appendices**



**Addendum to Oshawa to Bowmanville Rail Service Extension Project: Cultural  
Heritage Evaluation Report – 1490 Baseline Road, Clarington**

**Appendix A Heritage Personnel Qualifications**

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## Addendum to Oshawa to Bowmanville Rail Service Extension Project: Cultural Heritage Evaluation Report – 1490 Baseline Road, Clarington

### 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





# **Addendum to Oshawa to Bowmanville Rail Service Extension Project: Cultural Heritage Evaluation Report – 1490 Baseline Road, Clarington**

## **Appendix A Heritage Personnel Qualifications**

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.

