

Appendix A7-20
Cultural Heritage Evaluation Report:
1766 Baseline Road, Clarington





**Addendum to Oshawa to
Bowmanville Rail Service
Extension Project: Cultural
Heritage Evaluation Report—
1766 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 Addendum to Oshawa to Bowmanville Rail Service Extension Project: Cultural Heritage Evaluation Report—1766 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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Executive Summary

Metrolinx retained Stantec Consulting Ltd. (Stantec) to prepare a Cultural Heritage Evaluation Report (CHER) for 1766 Baseline Road, Municipality of Clarington, Regional Municipality of Durham. The property is a listed resource on the Municipality of Clarington Heritage Register as a property of “heritage merit.” These properties are “those that retain the majority of their original architectural features but are not the best or second best example of that architectural style in Clarington” (Municipality of Clarington 2023). The property was also identified as a known 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 partial property acquisition, permanent easement, and/or temporary easement on the property.

The Study Area is historically located on Lot 28, Concession 1 of the Township of Darlington. This lot was 200 acres in size and was granted by the Crown in 1828 to King’s College (present-day University of Toronto). In 1851, the University of Toronto sold 120 acres in the south of Lot 28, Concession 1, containing the Study Area, to Levi Annis. The property parcel containing the Study Area is presently approximately 28 acres in size. Levi Annis retained ownership of the parcel until he died around 1895.

The property at 1766 Baseline Road Clarington is a former farmstead. Based on a review of aerial photography, the residence associated with the farmstead was demolished between 2021 and 2022. The property currently contains a gable roof bank barn, gable roof outbuilding, concrete silo, agricultural fields, and stream.

A site assessment was undertaken on February 2, 2023 and May 1, 2023, by Frank Smith, Cultural Heritage Specialist, and Jenn Como, Cultural Heritage Specialist, both with Stantec. Weather conditions on February 2, 2023 were seasonably cold and overcast and weather conditions on May 1, 2023 were seasonably cool and partly cloudy. All work on February 2, 2023 was conducted from the municipal right of way (RoW). Interior and exterior property access was granted for the May 1, 2023 site visit. However, the barn was found to be in visually poor condition and the interior was documented from door openings.

Based on the evaluation of 1766 Baseline Road against *Ontario Regulation* (O. Reg.) 9/06 and 10/06 it is recommended that 1766 Baseline Road be considered a Provincial Heritage Property (PHP) as it meets one criterion of O. Reg. 9/06¹. The evaluation concluded that the 1766 Baseline Road is a representative example of a Central Ontario

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



barn. Therefore, the CHER recommends that 1766 Baseline Road be deemed a PHP. The property was not determined to be a Provincial Heritage Property of Provincial Significance.

Metrolinx Heritage Committee (MHC) met on March 16, 2023 to discuss the CHER and found that criterion 1 for O. Reg. 9/06 has been met and no criteria for O. Reg. 10/06 have been met; therefore 1766 Baseline Road is a PHP and not a PHPPS. MHC requested that an interior assessment be completed on the barn to identify any additional heritage attributes and to support the assessment of the barns age and rarity. Interior assessments were conducted after the MHC meeting was held and were not considered at the time of the MHC decision. MHC reviewed the revised CHER on May 18, 2023 and accepted the findings of the interior assessment and revised statement of cultural heritage value or interest (CHVI). Metrolinx agreed the revisions do not affect the heritage status of the properties as decided at the MHC meeting on March 16, 2023.

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 17, 2023	Draft Report	Frank Smith	Lashia Jones	Meaghan Rivard
2 March 1, 2023	Draft Report	Frank Smith	Lashia Jones	Meaghan Rivard
3 May 4, 2023	Draft Report	Frank Smith	Lashia Jones	Meaghan Rivard
4 May 26, 2023	Draft Report	Frank Smith	Lashia Jones	Meaghan Rivard
5 May 30, 2023	Draft Report	Frank Smith	Lashia Jones	Meaghan Rivard
6 June 6, 2023	Draft Report	Frank Smith	Lashia Jones	Meaghan Rivard
7 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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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 1766 Baseline Road, Municipality of Clarington, Regional Municipality of Durham (Figure 1 and Figure 2). The property is a listed resource on the Municipality of Clarington Heritage Register as a property of “heritage merit.” These properties are “those that retain the majority of their original architectural features but are not the best or second best example of that architectural style in Clarington” (Municipality of Clarington 2023). The property was also identified as a known 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 partial property acquisition, permanent easement, and/or temporary easement on the property.

1.2 Historical Summary

The Study Area is historically located on Lot 28, Concession 1 of the Township of Darlington. This lot was 200 acres in size and was granted by the Crown in 1828 to King’s College (present-day University of Toronto). In 1851, the University of Toronto sold 120 acres in the south of Lot 28, Concession 1, containing the Study Area, to Levi Annis. Levi Annis retained ownership of the parcel until he died around 1895 and willed the property to Charles Annis. In 1921, Charles Annis sold the property to Charles Harrold Bennett. This sale ended the association of the property with the Annis family.

1.3 Description of Property

The property at 1766 Baseline Road, Clarington, is a former farmstead. Based on a review of aerial photography, the residence associated with the farmstead was demolished between 2021 and 2022. The property currently contains a gable roof bank barn, gable roof outbuilding, concrete silo, creek surrounded by vegetation, and agricultural fields (Photo 1).



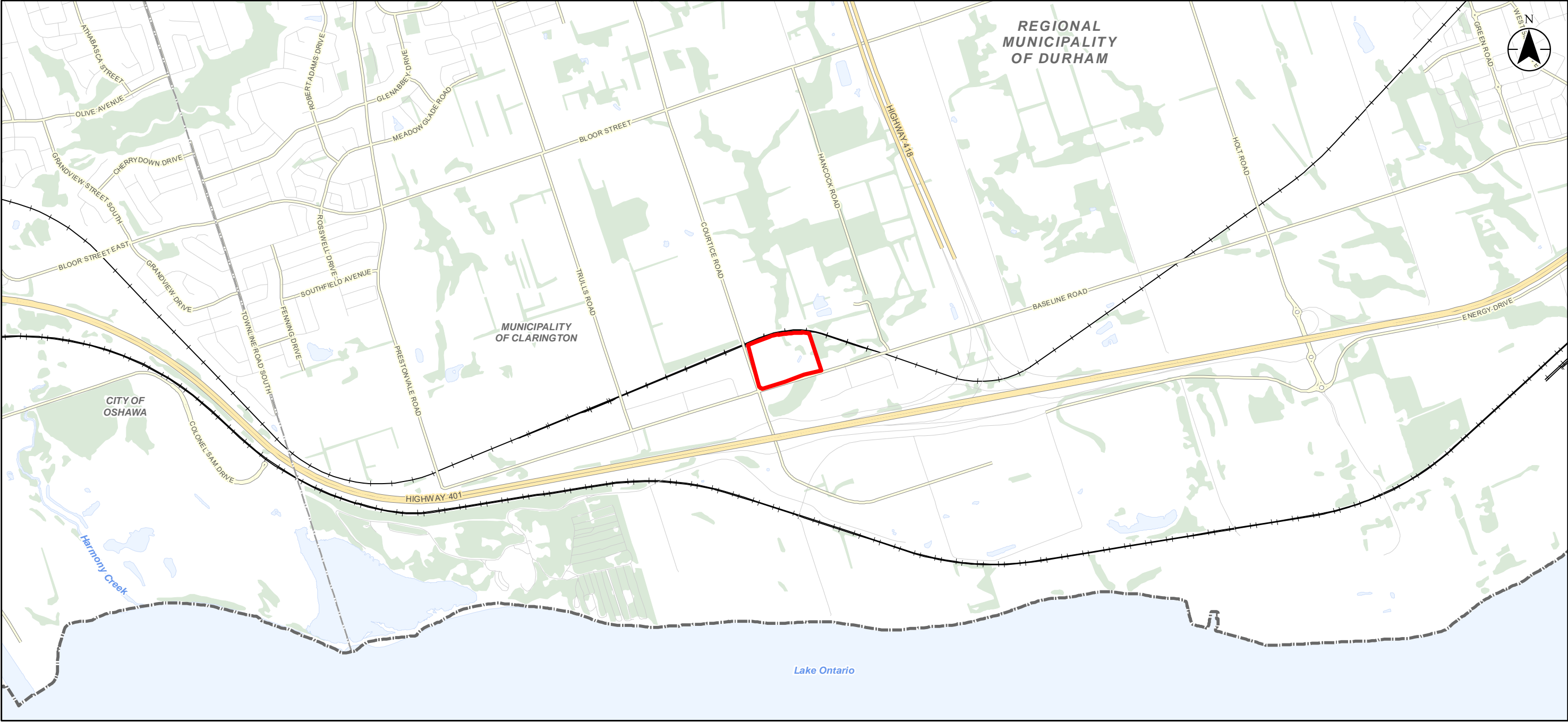


Photo 1: 1766 Baseline Road, looking south

1.4 Current Context

The Study Area is located at the northeast corner of Baseline Road and Courtice Road. The general character of Baseline Road consists of a mix of mid-20th to late 20th century light industrial buildings and agricultural land. The road also contains several mid-20th century residences. The general character of Courtice Road is light industrial and agricultural. The character of the road in this area is also influenced by the Highway 401 underpass to the south and the CPR overpass to the north.

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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)

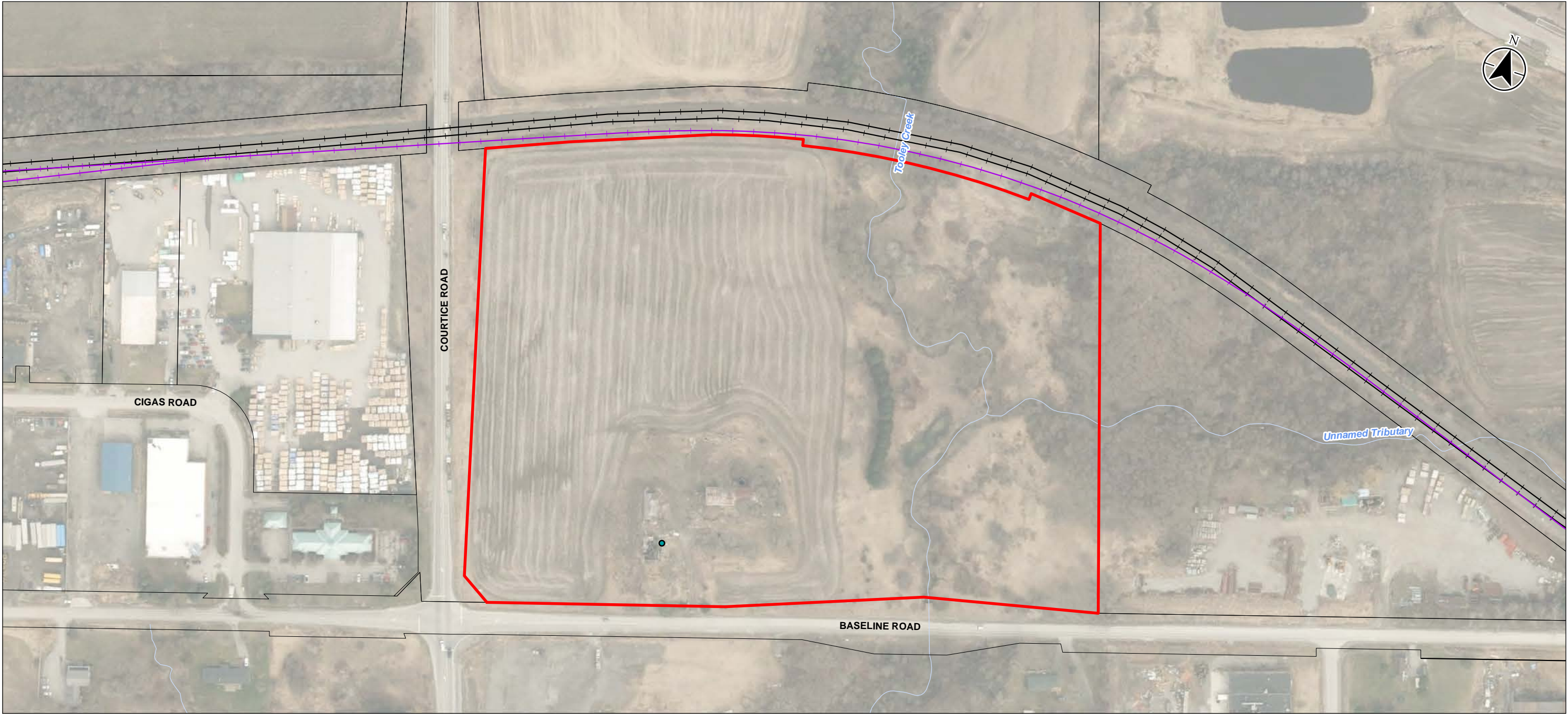


Project Location
Region Municipality of Durham
165011019
Prepared by BCC on 2/23/2023
Technical Review by BCC on 1/23/2023

Client/Project
METROLINX, OSHAWA TO BOWMANVILLE RAIL
SERVICE EXTENSION PROJECT
CULTURAL HERITAGE EVALUATION REPORT—1766
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



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



Project Location: Region of Durham
165011019 REVA
Prepared by BCC on 2023-05-24
Technical Review by BCC on 2023-01-23

Client/Project: METROLINX, OSHAWA TO BOWMANVILLE RAIL SERVICE EXTENSION PROJECT
CULTURAL HERITAGE EVALUATION REPORT—1766
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.
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2 Methodology and Sources

2.1 Methodology

This Cultural Heritage Evaluation Report (CHER) was prepared in accordance with the *Draft Terms of Reference for Consultants: Cultural Heritage Evaluation Report and Cultural Heritage Evaluation Report Recommendations* (Metrolinx 2016) and the Ministry of Citizenship and Multiculturalism (MCM) *Standards and Guidelines for 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*² (O. Reg. 9/06) 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 1860, 1877, 1930, and 1968 were reviewed.

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



2.2.2 Field Program

A site assessment was undertaken on February 2, 2023 and May 1, 2023, by Frank Smith, Cultural Heritage Specialist, and Jenn Como, Cultural Heritage Specialist, both with Stantec. Weather conditions on February 2, 2023 were seasonably cold and overcast and weather conditions on May 1, 2023 were seasonably cool and partly cloudy. All work on February 2, 2023 was conducted from the municipal right of way (RoW). Interior and exterior property access was granted for the May 1, 2023 site visit. However, the barn was found to be in visually poor condition and the interior was documented from door openings.



3 Heritage Recognitions

3.1 Municipal

The property is a listed resource on the Municipality of Clarington Heritage Register as a property of “heritage merit.” These properties are “those that retain the majority of their original architectural features but are not the best or second best example of that architectural style in Clarington” (Municipality of Clarington 2023).

3.2 Provincial

As part of the *Addendum to Oshawa to Bowmanville Rail Service Extension: Cultural Heritage Report—Existing Conditions and Preliminary Impact Assessment* (Stantec 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 1766 Baseline Road 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 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. 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	1766 Baseline Road is identified as a heritage merit property
Clarington Museum and Archives	Savannah Peters, Member Services	The museum and archives provided a digital file of historical information.



5 Discussion of Historical or Associative Value

5.1 Settlement of Darlington Township

5.1.1 Survey and 19th 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 20th Century Development

The population of Darlington Township continued to decline in the first decades of the 20th 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 20th 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-20th 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 20th 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, the Municipality of Clarington had a population of 92,013 (Statistics Canada 2021).

5.2 Property History

The Study Area is historically located on Lot 28, Concession 1 of the Township of Darlington. This lot was 200 acres in size and was granted by the Crown in 1828 to King's College (OnLand 2023). King's College was the predecessor to the University of Toronto and was founded in York (Toronto) in 1827. In 1828, the college was granted 225,944 acres of Crown 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 1851, the University of Toronto sold 120 acres in the south of Lot 28, Concession 1, containing the Study Area, to Levi Annis (OnLand 2023).

The Census of 1851 enumerated Levi Annis residing on Lot 28, Concession 1 and noted that 70 acres of land were under cultivation. This cultivated land included 54 acres of crops, 15 acres of pasture, and 1 acre of garden or orchards (Library and Archives Canada 1851). Based on the high amount of cultivated land, it was likely that



Annis had been a tenant farmer for some time prior to his purchase of the land from the University of Toronto. Historical mapping from 1861 depicts Levi Annis as the occupant of much of Lot 28, Concession 1. No structures are depicted on the lot. The mapping also shows that William Annis resided on part of the adjacent Lot 29, Concession 1 (Figure 1). Levi and William Annis were likely the grandsons of Charles Annis from New Hampshire and later Massachusetts. Despite Charles's service in the American military during the American Revolution, he relocated to Upper Canada with his five sons between about 1781 and 1793 (Annis 1931).

The Census of 1861 listed Levi Annis as a 41-year-old yeoman born in Canada. He lived in a two storey frame house with his wife Janet, age 38; son Arthur, age 12; daughter Mary, age 10; and son Christian, age 7 (Library and Archives Canada 1861). Historical mapping from 1878 depicts Charles A. Annis as the occupant of the Study Area and depicted Levi Annis as the occupant of part of the adjacent Lot 29, Concession 1. No structures are depicted within the Study Area (Figure 4). However, mapping from this period often only included structures and landowners who subscribed to the Dominion Atlas in which these illustrated historical township maps were added as a supplement (Caston 1997; Gentilcore 1984).

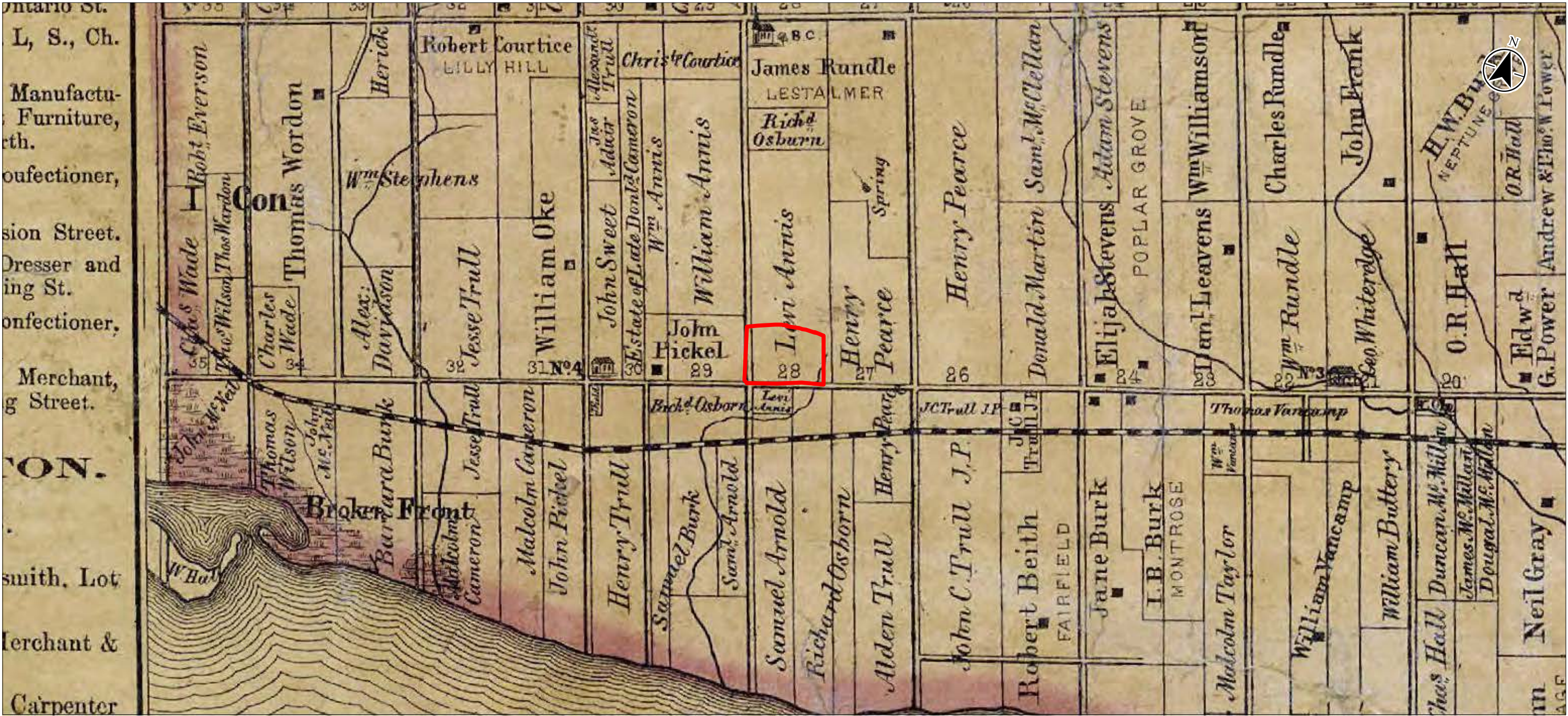
Despite the listing of Charles Annis as the occupant in 1878, land registry records indicate Levi Annis retained ownership of the parcel until he died around 1895 and willed the property to Charles (OnLand 2023; Annis Family Association 2021). However, census records indicate that Charles A. Annis and Levi Annis resided in Pickering Township, indicating the Study Area was likely farmed by tenants during this time (Library and Archives Canada 1891). The Census of 1891 listed Charles Annis as a 42-year-old farmer. He lived with his wife Mary Jane, age 43; son Charles Albert, age 16; daughter Christiana, age 14; son Levi Chester, age 12; daughter Fanny Mable, age 7; and the servant Ezra Washington, age 35. The Census of 1891 listed Levi Annis as a 71-year-old retired farmer who lived with his wife Janet, age 67 (Library and Archives Canada 1891).

In 1910, Charles Annis leased the property to William J. Simpson (OnLand 2023). The Census of 1911 enumerates Simpson as a 40-year-old farmer residing on Lot 28, Concession 1. He lived with his wife Annie, age 37; daughter Florence, an infant; and his father, Thomas, age 72 (Library and Archives Canada 1911). In 1921, Charles Annis sold the property to Charles Harrold Bennett. This sale ended the association of the property with the Annis family. That same year, Bennett sold the property to John Lewis Parsons (OnLand 2023).



The Census of 1921 enumerated John Lewis Parsons as a 64-year-old farmer. He lived with his wife Mary Ann, age 61; son William, age 33; and daughter Joanna Jana, age 22 (Library and Archives Canada 1921). Topographic mapping from 1930 depicts two structures in the approximate location of the present-day barn and now demolished residence (Figure 5). In 1940, the heirs of John Lewis Parsons sold the property to Frank Mason (OnLand 2023). Based on the field program, Mason expanded the barn to its approximate present-day configuration in 1940. He did not own the land long and in 1944 sold it to Allan Down. Members of the Down family continued to remain on the parcel until 1966 when it was sold to John Lovisek. Topographic mapping from 1968 depicts the barn, two outbuildings, and now demolished residence (Figure 6). Lovisek owned the land within the Study Area into the 1980s (OnLand 2023). Available online aerial photography indicates the residence on the property was demolished between 2021 and 2022.





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.



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—1766
BASELINE ROAD, CLARINGTON

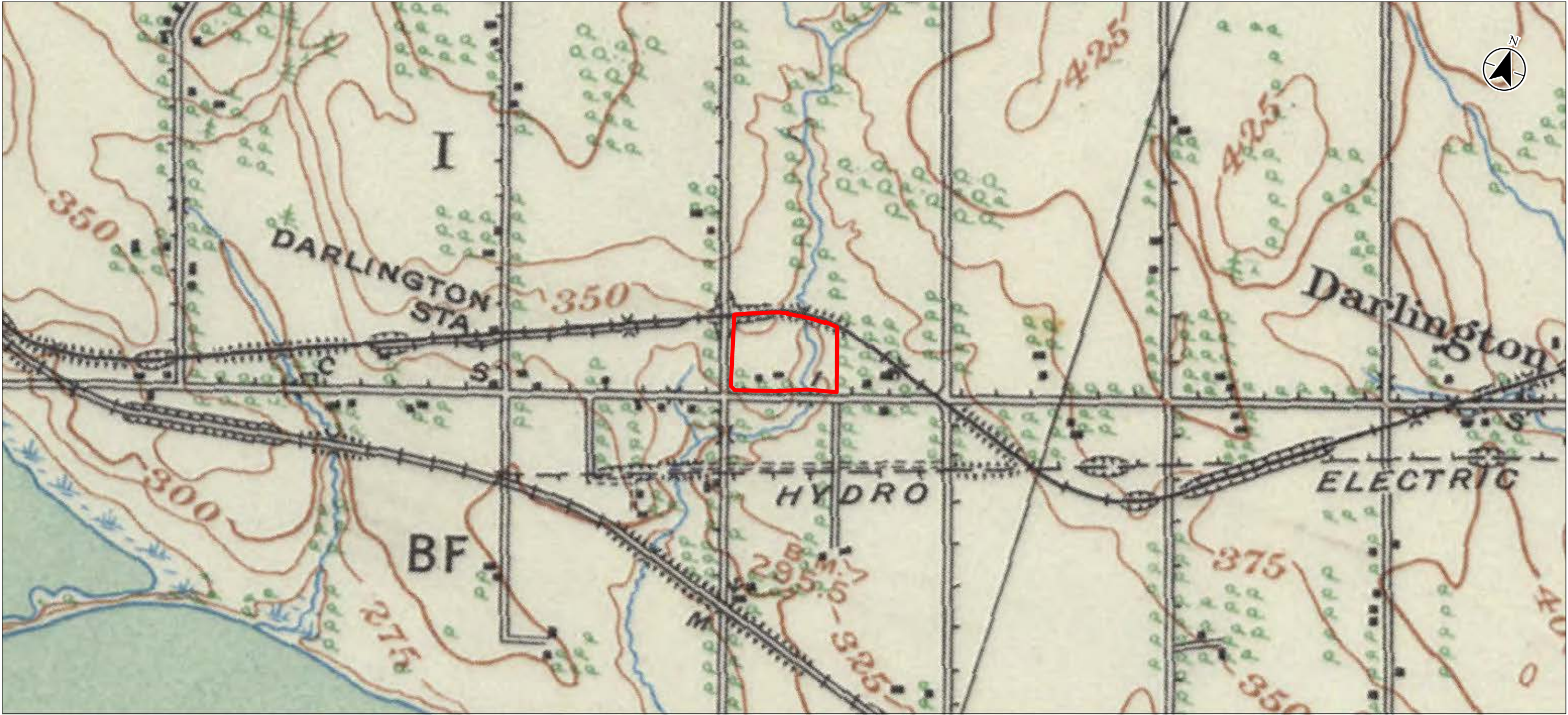
Figure No.


3

Title

Historical Mapping, 1861

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 2023-02-23
Technical Review by BCC on 2023-01-25

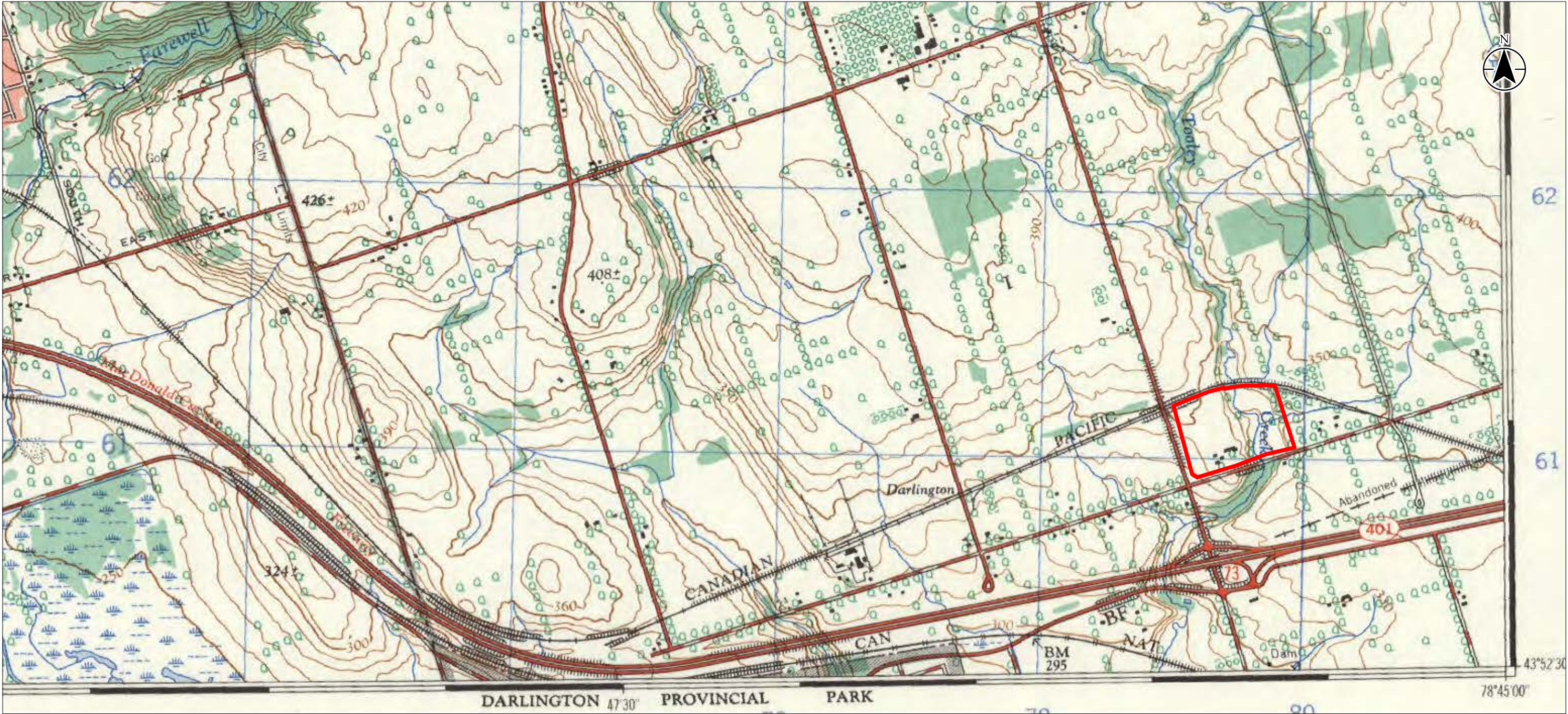
Client/Project
METROLINX, OSHAWA TO BOWMANVILLE RAIL
SERVICE EXTENSION PROJECT
CULTURAL HERITAGE EVALUATION REPORT—1766
BASELINE ROAD, CLARINGTON


Figure No.

5

Title

Topographic Mapping, 1930



Legend
 Study Area

Notes
1. Source: Department of National Defence. 1968. Oshawa, Ontario. Ottawa: Map Distribution Office, Department of Energy, Mines, and Resources.
2. Map is not to scale.



Project Location 165011019 REVA
Region Municipality Prepared by BCC on 2023-02-23
of Durham Technical Review by BCC on 2023-01-25

Client/Project
METROLINX, OSHAWA TO BOWMANVILLE RAIL
SERVICE EXTENSION PROJECT
CULTURAL HERITAGE EVALUATION REPORT—1766
BASELINE ROAD, CLARINGTON

Figure No.

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 1766 Baseline Road, Clarington, is a former farmstead. Based on a review of aerial photography, the residence associated with the farmstead was demolished between 2021 and 2022. The property currently contains a gable roof bank barn, gable roof outbuilding, concrete silo, and agricultural fields (Photo 2).

The barn is a gable roof structure with a shed roof addition and smaller gable roof section on the east façade and a collapsed addition on the south façade. The roof is clad in metal with two cupolas and the exterior of the barn is timber board, some of which retains red paint. (Photo 3). The barn foundation is poured concrete and stone. The poured concrete sections of the foundation wall are located on the west and south facades, the north foundation wall is a mix of concrete and stone, and the east foundation wall is stone (Photo 4). The poured concrete sections contain squared etchings to resemble concrete blocks and a date stone at the northwest corner which is inscribed “F.L. Mason May 15, 1940” (Photo 5 and Photo 6).

The north façade of the barn contains an earth bank which leads to a large sliding timber door on a track. Parts of the timber door are missing. To the east of the ramp is a secondary entrance to the lower level of the barn (Photo 7 to Photo 9). The door contains metal hardware, including hinges stamped “Canada Door Rangers 4 Pedlar Oshawa Ont” (Photo 10). A window opening with a wood sash window is located at the northwest corner within the concrete foundation.

The west façade of the barn contains no ground level entrances. The concrete foundation contains two window openings with wood sash windows and the loft area of the barn contains two hay loft doors (Photo 11). The south façade of the barn contains missing timber cladding and a partially collapsed addition which connected to the gable roof addition on the east façade (Photo 12). The south façade contains three door openings and six window openings with a mix of wood sash and metal sash windows in the concrete foundation (Photo 14).

The east façade contains a connection to a smaller gable roof section which is attached to the main barn. The smaller section contains metal roof cladding, timber exterior, and stone foundation. Parts of the stone foundation have been parged with concrete. This section of the barn contains three wood sash window openings located above the stone foundation (Photo 15). The south façade of the smaller gable roof section also contains traces of red paint. The east façade of the main section of the barn also contains a shed roof addition with a metal roof and timber cladding (Photo 16).



The interior of the barn consists of three sections, including the shed roof addition, the smaller gable section attached to the east façade of the main barn, and the main barn. The main barn contains two levels. The lower level was used to house livestock. The lower level contains concrete flooring and concrete troughs. The lower level of the main barn contains a mix of machine cut, hand hewn, log, and steel beams and posts. Most of these beams and posts have been whitewashed. In general, the west half of the lower level contains predominantly machine cut beams, indicating it was likely constructed at a later date than the east half, which consist predominantly of hand hewn and log beams and posts (Photo 17 and Photo 18). The upper level of the main barn was used for storage and as a work space and threshing area. The ceiling of the main barn consists of machine cut rafters. The posts and beams of the main section of the barn are a mix of machine cut beams, logs, and hand hewn beams and posts (Photo 19 and Photo 20). The flooring of the upper level is wood plank (Photo 21). The smaller gable roof section attached to the east façade of the main barn contains machine cut ceiling rafters (Photo 22). The majority of the posts and beams are hand hewn and log. The lower level was used for storage and the upper level, accessed by a ladder, was used for hay storage (Photo 23). The shed roof addition contains machine cut ceiling rafters and a mix of machine cut and log posts and beams (Photo 24). The stone foundation wall of the main barn is also visible (Photo 25).

The outbuilding is a gable roof structure with metal roof cladding a metal exterior. The south façade of the outbuilding contains a shed roof. The west façade of the outbuilding contains two window openings. The window openings contain six pane wood sash windows. The north façade of the outbuilding contains two large timber doors, which appear to be partially damaged. The east façade contains a door opening (Photo 26 to Photo 28). The interior of the outbuilding consists of machine cut rafters, beams, and posts (Photo 29).

A cast-in-place concrete silo is located along the north façade of the barn, just east of the earth ramp (Photo 30). The silo contains embossed stamping indicating it was manufactured in 1957 by Campbellford Silos Limited (Photo 31). The barn and silo are surrounded by intermediate and mature deciduous trees (Photo 32). Along Baseline Road, the property border is lined with a post and wire fence, mature spruce tree, coniferous shrubs, and naturalized vegetation (Photo 33 and Photo 34). Most of the property consists of crop fields, which surround the barn and outbuilding to the west, north, and east (Photo 35 and Photo 36). Located to the east of the barn and agricultural fields is a shallow valley with an area of vegetation in early and middle stages of ecological vegetation and Tooley Creek (Photo 37). The *Natural Environment Report* completed by Stantec for Tooley Creek contains information specific to natural heritage. The report did not find any species at risk present (Stantec 2023).



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August 24, 2023**



Photo 2: General view of property, looking southeast



Photo 3: Roof cupola, looking east



Photo 4: Representative stone foundation photo, looking south



Photo 5: Representative poured concrete foundation photo, looking east



Photo 6: Datestone details, looking east



Photo 7: North façade, west part, looking south

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Photo 8: North façade, east part, looking south



Photo 9: North façade of barn, looking south



Photo 10: Sliding door hardware, looking south



Photo 11: West façade of barn, looking east



Photo 12: South façade of barn, looking north



Photo 13: South façade of barn, looking north

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Photo 14: Representative window openings, looking north



Photo 15: Gable roof section connected to east façade, looking north



Photo 16: East façade of barn, looking west



Photo 17: Lower level, showing predominantly machine cut area, looking north



Photo 18: Lower level, showing predominantly hand hewn and log area, looking south



Photo 19: Upper level showing ceiling rafters, posts, and beams, looking east



Photo 20: Upper level showing posts and beams, looking west



Photo 21: Upper level flooring, looking south



Photo 22: Ceiling rafters, looking west



Photo 23: Hand hewn and log posts and beams and ladder, looking north



Photo 24: Shed roof addition interior, looking west



Photo 25: Stone foundation wall, looking west



Photo 26: Outbuilding, looking west



Photo 27: Outbuilding, looking south

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Photo 28: Outbuilding, looking north



Photo 29: Outbuilding interior, looking west



Photo 30: Cast-in-place concrete silo, looking south



Photo 31: Manufacturer and date stamp, looking south



Photo 32: Deciduous trees surrounding the barn, looking north



Photo 33: Mature spruce tree, looking west





Photo 34: Post and wire fence, looking northeast



Photo 35: Agricultural field, looking southeast



Photo 36: Agricultural field, looking northeast



Photo 37: Tooley Creek, looking north

6.2 Architectural Discussion

The barn is an example of a Central Ontario barn. This type of barn is among the most common in Ontario. These types of barns typically use a gable or gambrel roof, are about 40 to 50 feet in width and about 60 to 100 feet in length. This type of barn is a two storey structure with a lower stable area and an upper storey used for storage and workspace. Access to the upper level is usually provided by a ramp. Central Ontario barns are also commonly called “bank barns” (Ennals 1972: 256). These types of barns were built widely in Ontario beginning in the late 1860s and continuing into the early 20th century (Ennals 1967: 267).

The barn contains sections of stone foundation walls and concrete foundation walls, as well as a date stone with the year 1940. The interior of the barn consists of a mix of machine cut, hand hewn, and log materials. These varied materials suggest the barn was likely built in sections and expanded over time before being completed in 1940. Based on the use of a gable roof, stone foundation walls, and historical research the first sections of the barn were likely built in the 1850s, shortly after Levi Annis received the Crown patent to the lot.

In general, a gable roof is indicative of an earlier date of construction, usually before 1880. The gambrel barn began in the midwestern United States and eventually spread to southern Ontario in the 1880s (Ennals 1972: 267). However, a high degree of local variation exists between barns and the use of a gable roof does not preclude the possibility that a barn was built after 1880 (Hart 1994: 38). Stone foundations were commonly used for barns until about 1900 (Farmer's Advocate 1900).

The barn was likely expanded to the west by Frank Mason in 1940 based on materials and the datestone. While gambrel roofs were already popularized, Mason likely opted for a gable roof to provide continuity with the existing barn. The expansion of existing barns by adding new wings and sections was common practice on Ontario farmsteads in the late 19th and early 20th centuries (McIlwraith 1997: 183).

The outbuilding is a typical gable roof outbuilding with metal cladding. This type of cladding became increasingly popular after the First World War (McIlwraith 1997: 173). During this time, agricultural trends were moving away from large multi-use structures like barns (McIlwraith 1997: 190). The silo is an example of a cast-in-place concrete silo. These types of silos were commonly built in Ontario from the 1890s until the 1950s. Many are relatively tall structures, and they are known for their durability. As a result, many remain throughout rural areas in southern Ontario (McIlwraith 1997: 187).

6.3 Integrity Discussion

The barn retains a relatively high degree of heritage integrity. While it is missing some cladding, it remains readily identifiable as an example of a Central Ontario barn that was built or raised in the early 20th century. The additions to the barn do not detract from its integrity, as many barns in Ontario were modified and expanded due to changing agricultural requirements. The shed and gable roof additions of the barn within the Study Area were typical types of barn additions (McIlwraith 1997: 181). The Municipality of Clarington contains several other examples of 19th to early 20th century barns within the borders of Courtice, including 1738 Bloor Street, 1246 Prestonvale Road, 1201 Prestonvale Road, 1711 Baseline Road, and 2555 Osborne Road. While many timber frame barns continue to be used in Ontario, many have also been removed or abandoned due to suburbanization and changing agricultural practices (McIlwraith 1997: 190).



While the barn retains a relatively high degree of integrity, the farmstead itself retains low integrity due to the removal of the residence and the monoculture agricultural practices observed in the agricultural field.



7 Discussion of Contextual Value

The Study Area is located at the northeast corner of Baseline Road and Courtice Road. Baseline Road is a two-lane asphalt paved roadway with gravel shoulders and no curbs. Both sides of the roadway are lined with timber utility poles. To the east of the Study Area along Baseline Road is a creek that is set in a shallow valley and surrounded by vegetation. The stream uses a concrete culvert located outside of the Study Area to pass under Baseline Road. The general character of Baseline Road consists of a mix of mid-20th to late 20th century light industrial buildings and agricultural land. The road also contains several mid-20th century residences (Photo 38 and Photo 39).

Courtice Road is a two-lane asphalt paved road with gravel shoulders and no curbs. Both sides of the road are lined with timber utility poles. The general character of the area is light industrial and agricultural. The character of the road in this area is also influenced by the Highway 401 underpass to the south and the CPR overpass to the north (Photo 40 and Photo 41).



Photo 38: Courtice Road, looking east



Photo 39: Creek, looking north

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Discussion of Contextual Value
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Photo 40: Courtice Road, looking north at CPR overpass



Photo 41: Courtice Road, looking south at Highway 401 underpass

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	Yes	The property contains a representative example of a Central Ontario Barn that was built in sections beginning in about 1851 and continuing until 1940. The expansion of existing barns over time was common in Ontario. Central Ontario Barns were frequently built in Ontario between Lake Ontario and Lake Huron. Barns are among the most recognizable structures on typical southern Ontario farmsteads from the 19 th and early 20 th centuries. The barn remains readily identifiable as a Central Ontario Barn and serves as a portrayal of typical early 20 th century barn construction.
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 and assembly of materials are typical to barns in southern Ontario.
3. The property has design value or physical value because it demonstrates a high degree of technical or scientific achievement.	No	The materials, forms, spatial arrangements, and construction methods of the barn are typical.



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 property was historically occupied by Levi Annis. Born in Canada, Annis was the son of American settlers that were part of a wave of immigrants to Upper Canada between the United Empire Loyalists and post Napoleonic War immigration from the British Isles. Historical research did not indicate that Levi Annis made a strong or notable contribution to the overall development or pattern of settlement 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 is vacant and does not offer a new understanding of the history of the former Darlington Township or the present-day Municipality of 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 character of Baseline Road and Courtice Road is mixed and not unique or definable.

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	The physical, functional, visual, and historical links between the structures on the property have been compromised by the demolition of the residence as a residence is an important component of a 19 th century farmstead. While a barn, outbuilding, and silo remain on the property, these are inherently functional and purpose-built structures common to farmsteads in Ontario.
9. The property has contextual value because it is a landmark.	No	The structures are set back from the roadway and partially screened by vegetation. They are not particularly notable.

8.2 Ontario Regulation 10/06

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

Table 3: O. Reg. 10/06 Evaluation

Criteria in O. Reg. 10/06	Yes/No	Comments
1. The property represents or demonstrates a theme or pattern in Ontario's history.	No	The property contains an early 20 th century Central Ontario barn. While these barns are widespread in southern Ontario, this type of structure did not make a strong or notable contribution to the evolution or development of the agricultural history of Ontario or the overall development of Ontario. These barns were functional structures built in response to changing agricultural practices in the southern part of the province during the 19 th century.
2. The property yields, or has the potential to yield, information that contributes to an understanding of Ontario's history.	No	The barn is one of many surviving Central Ontario barns in the province. It does not contribute 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	Central Ontario barns remain widespread in rural parts of southern Ontario, and many continue to be in use. While these types of barns are decreasing in number due to their age, this type of barn design is not at risk of being lost.
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.
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 barn does not represent a turning point or transformational accomplishment. It is one of many barns built in southern Ontario during the 19 th and early 20 th centuries.
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 barn 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 evaluation of 1766 Baseline Road against O. Reg. 9/06 and O. Reg. 10/06 it is recommended that 1766 Baseline Road be considered a PHP as it meets one criterion of O. Reg. 9/06. The evaluation concluded that the 1766 Baseline Road is a representative example of a Central Ontario barn. Therefore, the CHER recommends that 1766 Baseline Road be deemed a PHP. The property was not determined to be a PHPPS.

Metrolinx Heritage Committee (MHC) met on March 16, 2023 to discuss the CHER and found that criterion 1 for O. Reg. 9/06 has been met and no criteria for O. Reg. 10/06 have been met; therefore 1766 Baseline Road is a PHP and not a PHPPS. MHC requested that an interior assessment be completed on the barn to identify any additional heritage attributes and to support the assessment of the barns age and rarity. Interior assessments were conducted after the MHC meeting was held and were not considered at the time of the MHC decision. MHC reviewed the revised CHER on May 18, 2023 and accepted the findings of the interior assessment and revised statement of cultural heritage value or interest (CHVI), which was updated to include interior attributes. Metrolinx agreed the revisions do not affect the heritage status of the properties as decided at the MHC meeting on March 16, 2023.

8.4 Draft Statement of Cultural Heritage Value or Interest

Description of Property

Located in the Municipality of Clarington, in the Regional Municipality of Durham, 1766 Baseline Road is located at the northeast corner of Baseline Road and Courtice Road. The property contains an early 20th century Central Ontario barn, outbuilding, and silo.

Statement of Cultural Heritage Value

The property contains a representative example of a Central Ontario Barn. The barn was built in sections beginning in about 1851 and continuing until 1940. The expansion of barns over time was common in Ontario during the late 19th and early 20th centuries. Central Ontario barns were frequently built between Lake Huron and Lake Ontario from the mid-19th to early 20th centuries. The elements of the barn at 1766 Baseline Road that are representative of the style include use a gable roof, the two storey height with a lower stable area and an upper storey used for storage and workspace, and access to the upper level provided by a ramp. Barns are among the most recognizable structures



on typical southern Ontario farmsteads from the 19th and early 20th centuries. The barn at 1766 Baseline Road remains readily identifiable as a Central Ontario Barn. The barn serves as a portrayal of typical early 20th century barn construction.

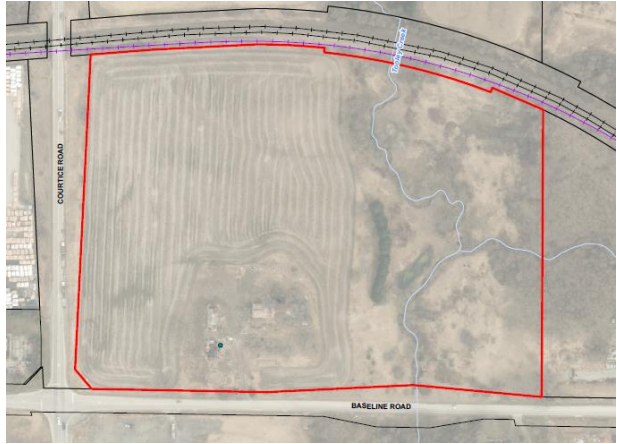

Heritage Attributes

- Gable roof with metal cladding and two cupolas
- Timber clad exterior
- Concrete and stone foundation, including concrete datestone
- Interior consisting of mix of machine cut, log, and hand hewn materials
- Earth ramp leading to timber door on metal track
- Gable roof and shed roof sections with metal roof cladding and timber exteriors
- Window openings in concrete foundation



9 Data Sheet

Property Data Sheet

Field	Property Data
Property Name	Levi Annis Farmstead
Municipal Address	1766 Baseline Road
Municipality:	Clarington
Lat/Long:	43°53'56.72" North 78°45'47.27" West
PIN	26603-0051
Ownership:	Privately owned
Aerial Photograph:	
Current Photograph:	

**Addendum to Oshawa to Bowmanville Rail Service Extension Project: Cultural Heritage
Evaluation Report—1766 Baseline Road, Clarington
Data Sheet**
August 24, 2023

Field	Property Data
Property Size:	Approximately 22 acres
Date of Construction:	Barn: <i>circa</i> 1851 Outbuilding: <i>circa</i> 1910-1968 Silo: 1957
Date of Significant Alterations:	Barn altered and expanded in 1940 Residence was demolished between 2021 and 2022
Architect/Designer/Builder:	Barn Alteration: Frank Mason
Previous Owners(s) or Occupants:	King's College/University of Toronto: 1828-1857 Levi Annis: 1851-1895 Charles Annis: 1895-1921 Charles Bennett: 1921 John Lewis Parsons: 1921-1940 Frank Mason: 1940-1944 Allan Down and heirs: 1944-1960s
Current Function:	Vacant
Previous Function:	Farmstead
Heritage Recognition/Protection:	Heritage Merit, Clarington
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: The Study Area is deeded by the Crown to King's College (present-day 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
- 1851: University of Toronto sells 120 acres in the south of the lot to Levi Annis
- 1856: Grand Trunk Railway is built through Darlington Township
- 1895: Levi Annis dies and the property is willed to Charles Annis
- 1910: Charles Annis leases the property to William J. Simpson
- 1912: CPR line completed through Darlington Township
- 1921: Charles Annis sells the property to Charles Harrold Bennett who that same year sells it to John Lewis Parsons
- 1940: The heirs of Parsons sell the property to Frank Mason who rebuilt the barn to its approximate present-day appearance
- 1944: Mason sells the property to Allan Down
- 1973: Township of Clarke and Township of Darlington amalgamated into the Town of Newcastle
- 1993: Town of Newcastle renamed Municipality of Clarington



References

August 24, 2023

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**Addendum to Oshawa to Bowmanville Rail Service Extension Project: Cultural Heritage
Evaluation Report—1766 Baseline Road, Clarington**

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Appendices



Appendix A Heritage Personnel Qualifications



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

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

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



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

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

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

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

