

Appendix A7-19
Cultural Heritage Evaluation Report:
1558, 1580, 1598, and 1604 Baseline
Road, Clarington





**Addendum to Oshawa to
Bowmanville Rail Service
Extension Project: Cultural
Heritage Evaluation Report—
1558, 1580, 1598, and 1604
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—1558, 1580, 1598, and 1604 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 1558, 1580, 1598, and 1604 Baseline Road, Municipality of Clarington, Regional Municipality of Durham. The property at 1598 Baseline Road is a “primary property” on the Municipality of Clarington Heritage Register indicating that it is considered “...the best examples of a particular style of architecture” (Municipality of Clarington 2023). In addition, the properties at 1558 and 1580 Baseline Road were identified as containing potential built heritage resources in the *Addendum to Oshawa to Bowmanville Service Extension: Cultural Heritage Report—Existing Conditions and Preliminary Impact Assessment* (Stantec 2021a). The report also includes 1604 Baseline Road as this property is linked to the present-day ownership of these parcels. Metrolinx is proposing a property acquisition, permanent easement, and/or temporary easement on these properties.

The property at 1558/1580 Baseline Road contains an early 20th century residence and outbuilding. The property at 1598 Baseline Road contains a late 19th century stone house and modern outbuildings. The property at 1604 Baseline Road contains the mid-to late 20th century main office for Dom’s Automotive and modern and heavily modified outbuildings. Much of the properties consist of vehicle yards with vehicles in various states of salvage.

The Study Area is located on part of Lot 32, Concession 1, within the former Township of Darlington. The Crown granted this lot to Roger Conant in 1798. He was one of the first settlers in the township and arrived with the Trull family. In 1812, Conant sold the southern 82 acres of the lot, containing the Study Area, to Lydia Trull. She practiced frontier medicine along the shore of Lake Ontario and was married to John W. Trull, a veteran of the American Revolution. The Study Area was eventually passed to Jesse Trull Senior and then his son Jesse Trull Junior. In 1872, Trull built the stone residence at present-day 1598 Baseline Road. In 1906, the Trull farmstead was divided into west and east sections for Jesse Junior’s sons Ira and John. In 1967, Dom’s Auto Parts opened in the Study Area.

Site assessments were undertaken on January 12, 2023, February 9, 2023, and April 11, 2023, by Frank Smith, Cultural Heritage Specialist, and Jenn Como, Cultural Heritage Specialist, both with Stantec. Weather conditions on January 12, 2023, were cold, overcast, with occasional snow flurries. All work on the January 12, 2023, site visit was conducted from the municipal right-of-way (RoW). The February 9, 2023, site visit included exterior and interior access to the property. Weather conditions were rainy and cool. Weather conditions on April 11, 2023, were warm and sunny. Stantec staff accessed interior structures determined to contain potential for cultural heritage value or interest.



Based on the evaluation of the properties within the Study Area against *Ontario Regulation* (O. Reg.) 9/06¹ and 10/06 it is recommended that 1558/1580 Baseline Road be considered a Provincial Heritage Property (PHP) as it meets one criterion of O. Reg. 9/06. The evaluation concluded that the property is physically and historically linked to the residence at 1598 Baseline Road and the Trull Cemetery. It is recommended that 1598 Baseline Road be considered a PHP as it meets three criteria of O. Reg. 9/06. The evaluation concluded that the property contains a rare example of a Gothic Revival centre gable stone residence in Clarington, displays a high degree of craftsmanship through the spatial arrangement of the ashlar stone exterior, and is physically and historically linked to the residence at 1558/1580 Baseline Road and the Trull Cemetery. It is not recommended that 1604 Baseline Road be considered a PHP and it is not recommended that any property within the Study Area be considered a Provincial Heritage Property of Provincial Significance.

The Metrolinx Heritage Committee (MHC) met on March 16, 2023, to discuss the findings of the CHER:

- 1598 Baseline Road: The MHC determined that 1598 Baseline Road met criterion 1 and 2 of O. Reg. 9/06 and no criteria of O. Reg. 10/06. Therefore, 1598 Baseline Road is a Metrolinx PHP
- 1558/1580 Baseline Road: The MHC determined that 1558/1580 Baseline Road met no criteria of O. Reg. 9/06 or O. Reg. 10/06. Therefore, 1558/1580 Baseline Road is not a Metrolinx PHP or PHPPS
- 1604 Baseline Road: The MHC determined that 1604 Baseline Road met no criteria of O. Reg. 9/06 or O. Reg. 10/06. Therefore, 1604 Baseline Road is not a Metrolinx PHP or PHPPS

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 April 20, 2023, they accepted the findings of the interior assessment and agreed they 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.

¹ 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—1558, 1580, 1598, and 1604 Baseline Road, Clarington
Executive Summary
August 24, 2023**

Revision	Description	Author	Quality Reviewer	Independent Reviewer
1 February 24, 2023	Draft Report	Frank Smith	Lashia Jones	Meaghan Rivard
2 March 7, 2023	Revisions to Draft Report	Frank Smith	Lashia Jones	Meaghan Rivard
3 April 19, 2023	Revisions to Draft Report	Frank Smith	Lashia Jones	Meaghan Rivard
4 April 27, 2023	Revisions to Draft Report	Frank Smith	Lashia Jones	Meaghan Rivard
5 August 24, 2023	Final	Frank Smith	Lashia Jones	Meaghan Rivard



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Appendix A Heritage Personnel Qualifications



Project Personnel

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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



1 Introduction

1.1 Study Purpose

Metrolinx retained Stantec Consulting Ltd. (Stantec) to prepare a Cultural Heritage Evaluation Report (CHER) for 1558, 1580, 1598, and 1604 Baseline Road, Municipality of Clarington, Regional Municipality of Durham (Figure 1 and Figure 2). The property at 1598 Baseline Road is a “primary property” on the Municipality of Clarington Heritage Register. These properties are considered “...the best examples of a particular style of architecture” (Municipality of Clarington 2023). In addition, the properties at 1558 and 1580 were identified as containing potential built heritage resources in the *Addendum to Oshawa to Bowmanville Service Extension: Cultural Heritage Report—Existing Conditions and Preliminary Impact Assessment* (Stantec 2021a). The report also includes 1604 Baseline Road as it is linked to the present-day ownership of these parcels. Metrolinx is proposing a property acquisition, permanent easement, and/or temporary easement on these properties.

The Trull Cemetery is a separate property parcel with no municipal address and is surrounded by the Study Area. While this parcel has been documented as part of this report due to its historical associations with the Study Area, it has not been evaluated as it is located outside of the Study Area.

1.2 Historical Summary

The Study Area is located on part of Lot 32, Concession 1, within the former Township of Darlington. This lot was granted by the Crown to Roger Conant in 1798. He was one of the first settlers in the township and arrived with the Trull family. In 1812, Conant sold the southern 82 acres of the lot, containing the Study Area, to Lydia Trull. She practiced frontier medicine along the shore of Lake Ontario and was married to John W. Trull, a veteran of the American Revolution. The Study Area was eventually passed to Jesse Trull Senior and then his son Jesse Trull Junior. In 1872, Trull built the stone residence at present-day 1598 Baseline Road. In 1906, the Trull farmstead was divided into west and east sections for Jesse Junior’s sons Ira and John. The present-day residence at 1558/1580 Baseline Road was likely built shortly before this division. Jesse Trull died in 1912. John Trull sold the east part of the property in 1916 and the descendants of Ira Trull sold the west part of the property in 1948. In 1967, Dom’s Auto Parts was opened within the Study Area and remains the occupant of the property into the present-day.



1.3 Description of Study Area

The Study Area contains the municipal addresses 1558, 1580, 1598, and 1604 Baseline Road. These properties are presently owned and operated as part of Dom's Automotive Parts. The property at 1558/1580 Baseline Road contains an early 20th century residence and outbuilding. The property at 1598 Baseline Road contains a late 19th century stone house and modern outbuildings. The property at 1604 Baseline Road contains the mid-to late 20th century main office for Dom's Automotive and modern, although heavily modified, outbuildings. Much of the land surrounding the existing houses consist of vehicle yards with vehicles in various states of salvage (Photo 1).



Photo 1: Undated aerial view of Study Area, found on promotional material within Study Area

1.4 Current Context

The Study Area is located along Baseline Road between Prestonvale Road and Trulls Road. The character of this part of Baseline Road is mixed and consists of late 19th to mid-20th century residences, vacant fields, and light industry. The general character of this area is also visually and audibly influenced by Highway 401, located approximately 115 metres south of the Study Area and the Canadian Pacific Railway (CPR) tracks, which bisect the Study Area.



**Addendum to Oshawa to Bowmanville Rail Service Extension Project: Cultural Heritage
Evaluation Report—1558, 1580, 1598, and 1604 Baseline Road, Clarington**

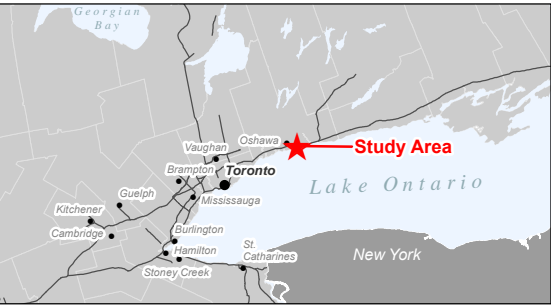
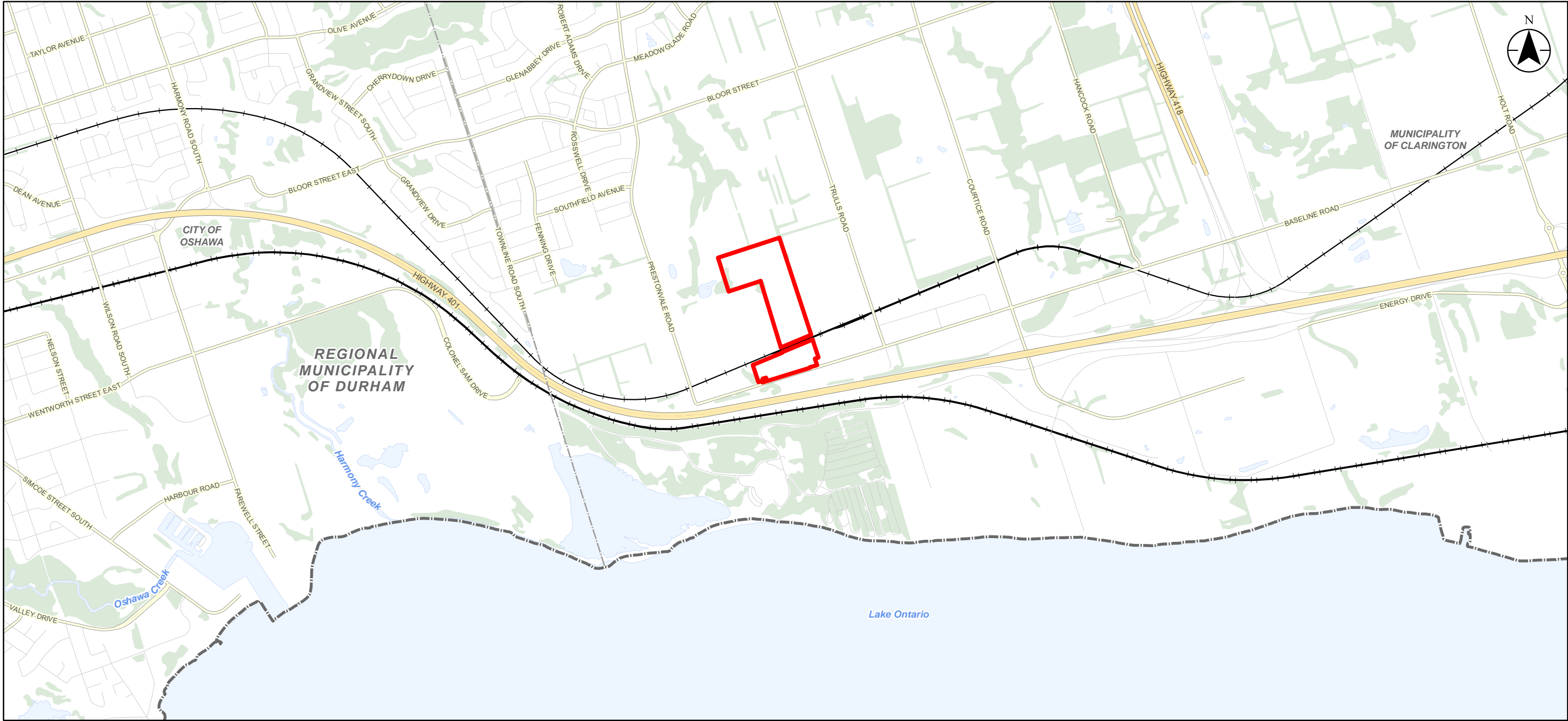
Introduction

August 24, 2023

The properties at 1558/1580 Baseline Road and 1598 Baseline Road retain a historic and physical link with each other as both properties retain residences related to their ownership by the Trull family. In addition, both properties are historically and physically linked to the adjacent Trull Cemetery.



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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)



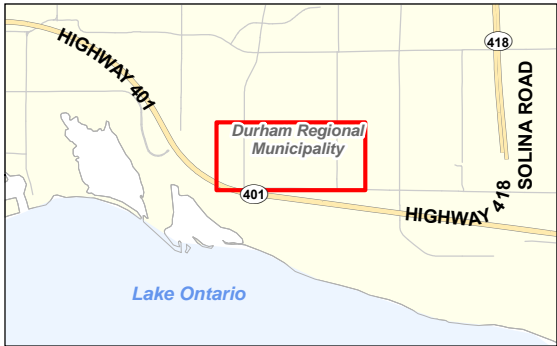
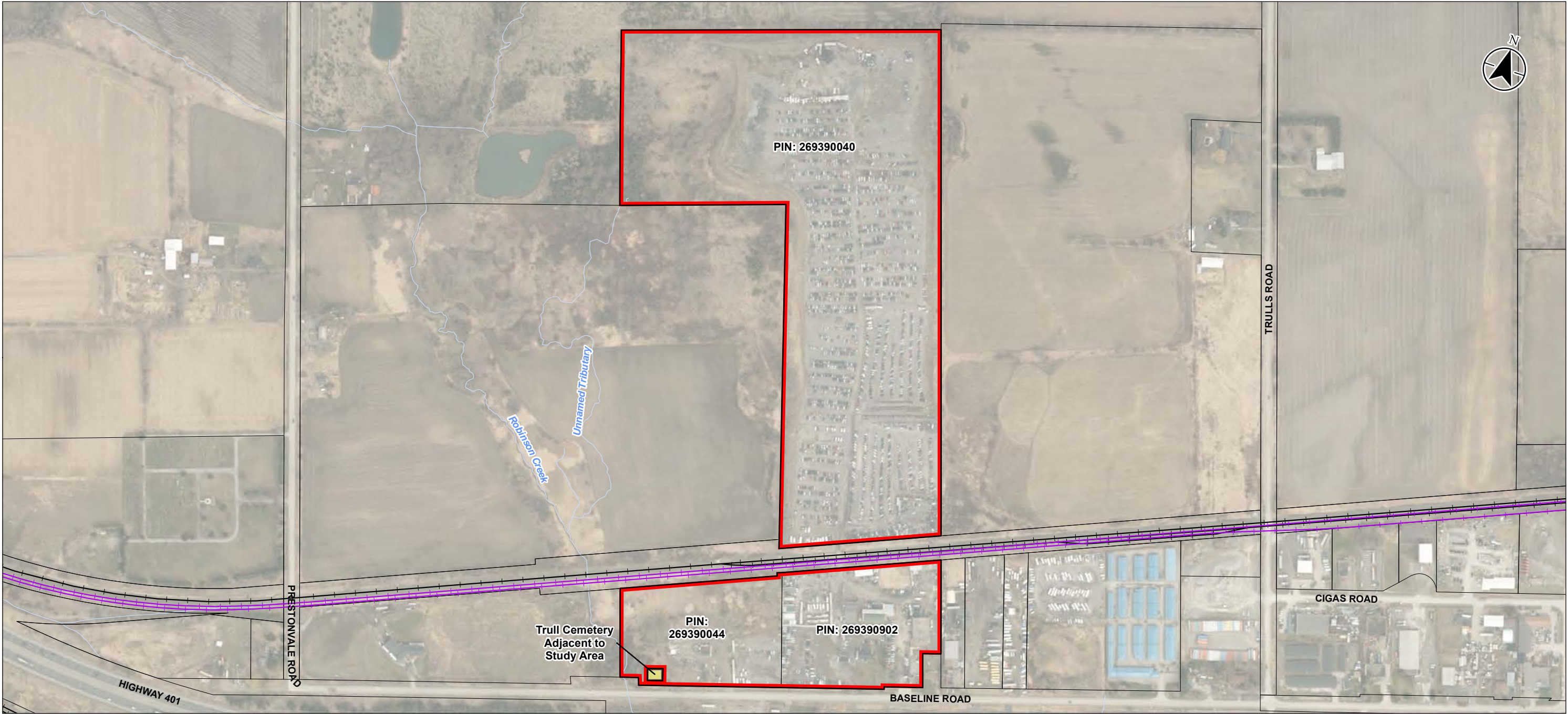
Project Location
Region Municipality of Durham
165011019
Prepared by BCC on 2/23/2023
Technical Review by BCC on 1/23/2023

Client/Project
METROLINX, OSHAWA TO BOWMANVILLE RAIL
SERVICE EXTENSION PROJECT
CULTURAL HERITAGE EVALUATION REPORT— 1558,
1580, 1598, AND 1604 BASELINE ROAD, CLARINGTON

Figure No.
1
Title
Location of the Study Area

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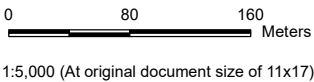
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- Legend
- Existing Railway
 - Proposed Corridor (2021)
 - Watercourse
 - Property Boundary
 - Study Area
 - Trull Cemetery Adjacent to Study

- 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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Project Location
Region of Durham
165011019 REVA
Prepared by BCC on 2023-03-07
Technical Review by BCC on 2023-01-23

Client/Project
METROLINX, OSHAWA TO BOWMANVILLE RAIL
SERVICE EXTENSION PROJECT
CULTURAL HERITAGE EVALUATION REPORT— 1558,
1580, 1598, AND 1604 BASELINE ROAD, CLARINGTON

Figure No.

2

Title

Study Area

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)² and *Ontario Regulation 10/06* (O. Reg. 10/06) and a statement of cultural heritage value of interest (CHVI), as appropriate
- Identification of the property as “not a provincial heritage property”, a “provincial heritage property” or a “provincial heritage property of provincial significance”
(Metrolinx 2016)

2.2 Sources

2.2.1 Historical Research

To familiarize the study 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, 1954, and 1968 were reviewed.

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



2.2.2 Field Program

A site assessment was undertaken on January 12, 2023, and February 9, 2023, and April 11, 2023, by Frank Smith, Cultural Heritage Specialist, and Jenn Como, Cultural Heritage Specialist, both with Stantec. Weather conditions on January 12, 2023, were cold, overcast, with occasional snow flurries. All work on the January 12, 2023, site visit was conducted from the municipal right-of-way (RoW). The February 9, 2023 site visit included exterior and interior access to the property. Weather conditions were rainy and cool. Weather conditions on April 11, 2023, were warm and sunny. Stantec staff accessed interior structures determined to contain potential for CHVI.



3 Heritage Recognitions

3.1 Municipal

The property at 1598 Baseline Road is a “primary property” on the Municipality of Clarington Heritage Register. These properties are considered “...the best examples of a particular style of architecture” (Municipality of Clarington 2023).

3.2 Provincial

As part of the *Addendum to Oshawa to Bowmanville Service Extension: Cultural Heritage Report—Existing Conditions and Preliminary Impact Assessment* (Stantec 2021a), the MCM and Ontario Heritage Trust (OHT) were contacted to identify previous heritage recognitions within the project area. Neither the MCM nor OHT identified the properties located in the Study Area as built heritage resources or cultural heritage landscapes. The properties within the Study Area are not provincial heritage properties and are not subject to any OHT easements and they are not trust owned properties (Stantec 2021a).

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 Parks 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).

3.4 Adjacent Lands

The Study Area is located across the street and south of 1579 Baseline Road, a property identified as containing “heritage merit” by the Municipality of Clarington (Municipality of Clarington 2023).



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 Clarington Museum and Archives were contacted. Results of the community input are contained in Table 1.

Table 1: Community Input Results

Organization	Contact	Results
Municipality of Clarington	Jane Wang, Planner	The municipality provided a Local Architectural Conservation Advisory Committee (LACAC) file for 1598 Baseline Road.
Clarington Museum and Archives	Sarah Tax, Member Services	The museum and archives provided three digital files related to the history of 1598 Baseline Road.
Dom's Automotive	Dominic Vetere	Mr. Vetere informed Stantec staff that the outbuildings at 1598 Baseline Road and 1604 Baseline Road were not part of the former farmstead.



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 Townships contained 10 concessions running south to north, with each concession containing 35 lots.

The earliest settlers of the township was 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 2011a).

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 1995: 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 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, Bowmanville had a population of 39,371, while the Municipality of Clarington had a population of 92,013 (Statistics Canada 2017a;b).

5.2 Site History

The Study Area is located on part of Lot 32, Concession 1, Darlington Township. This lot, totaling 200 acres, was granted by the Crown on April 19, 1798, to Roger Conant (also spelled Conat) (OnLand 2023). He was born in 1748 in Bridgewater, Massachusetts to a prominent family that had lived in the colony since the 1620s. In 1765, Roger graduated from Yale University and by the outbreak of the American Revolution had acquired significant land holdings in New England. During the war, Conant was a moderate Loyalist who wished for reforms to be implemented that saw the grievances of the colonies addressed. While he was not mistreated by his Patriot neighbours, in 1778 Conant left Massachusetts. In 1792, he permanently left the United States for Upper Canada. Upon arrival he knew he wanted to settle along the north shore of Lake Ontario and was one of the first settlers in Darlington Township. In his later years, he acknowledged that both sides committed cruel acts during the war and



lamented that he had not joined the Patriot cause and remained in the United States (Conant 1903).

In 1812, Conant sold 82 acres of land in the south half of the lot to Lydia Trull (OnLand 2023). The Trull family arrived in Darlington Township at the same time as the Conant family. Lydia Trull was the daughter of a medical doctor, and she met John W. Trull during his military service. Together, they had four children who were born in the United States. As the daughter of a doctor, Lydia used her medical knowledge to treat many sick people between Pickering and Cobourg. She was well known in the area and remained active into her 70s. Today, a school is named in her honour in the Kawartha Lakes (Taws 2011b; McKnight 1964). John and Lydia had some of the first children born in Durham County to settlers, including John Casey, Phoebe, Jesse, and Pamela (McKnight 1964).

In 1823, John Trull and Lydia Trull deeded the south 82 acres of Lot 32, Concession 1 to their son Jesse Trull (OnLand 2023). Jesse Trull owned a schooner that operated on Lake Ontario, and he drowned in an accident while loading grain from a rowboat to his schooner in Bowmanville Harbour. The date of his drowning was not determined. Jesse Trull had a son by the same name (Jesse Trull Junior for the purpose of this report) who became the owner of the land within the Study Area (McKnight 1964; OnLand 2023). Historical mapping from 1860 shows Jesse Trull Junior as the owner of the south half of Lot 32, Concession 1 (Figure 3). No structures are depicted on the lot. The Census of 1861 listed Jesse Trull Junior as a 35-year-old yeoman born in Canada. He lived in a one-and-one half storey frame house with his wife Christina, age 27; son Lewis, age 9; daughter Lydia, age 7; son Ira, age 3; and son Daniel, age 1. The census records also indicate that the Trull family had two servants, Hector Stevenson, age 22, and Ann Burk, age 14 (Library and Archives Canada 1861).

Based on the date stone on the residence, in 1872 Jesse Trull built a new two-storey stone residence within the Study Area at present-day 1598 Baseline Road. Trull became a successful farmer in Darlington Township and eventually amassed 400 acres of land (Townships of Darlington and Clarke 1980). His residence and farm were depicted in the *Illustrated Historical Atlas of the Counties of Durham and Northumberland*. The illustration shows the present-day stone residence (Plate 1). Historical mapping from 1878 shows that Jesse Trull owned the land within the Study Area and Lots 32 and 33, Broken Front and the south half of the adjacent Lot 33, Concession 1. A structure is depicted at the approximate location of the residence at 1598 Baseline Road (Figure 4).



Jesse Trull was responsible for creating the Trull Cemetery, located in a separate property parcel surrounded by the Study Area. According to an article in *The Canadian Statesman* from 1951, the cemetery was originally six acres size and had a northern boundary of the CPR tracks and southern boundary near Highway 401. Some of the markers in the cemetery were brought over from the original farmstead of Captain John C. Trull. The article also noted about 20 tombstones in the cemetery and area surrounded by a metal fence was just one part of the cemetery (Canadian Statesman 1951). However, topographic mapping from 1930 shows the cemetery boundary closer to its present-day size (Figure 5). In addition, land registry records from 1948 indicate the cemetery boundary was surrounded by a fence (OnLand 2023). Therefore, the article in the *Canadian Statesman* may be an error as both topographic mapping and land registry records do not indicate the cemetery extended north to the CPR tracks. A photograph from about 1964 shows the part of the cemetery within the fence (Plate 2). Beginning in 1898, Jesse Trull held an annual family reunion at the farmstead (Plate 3).

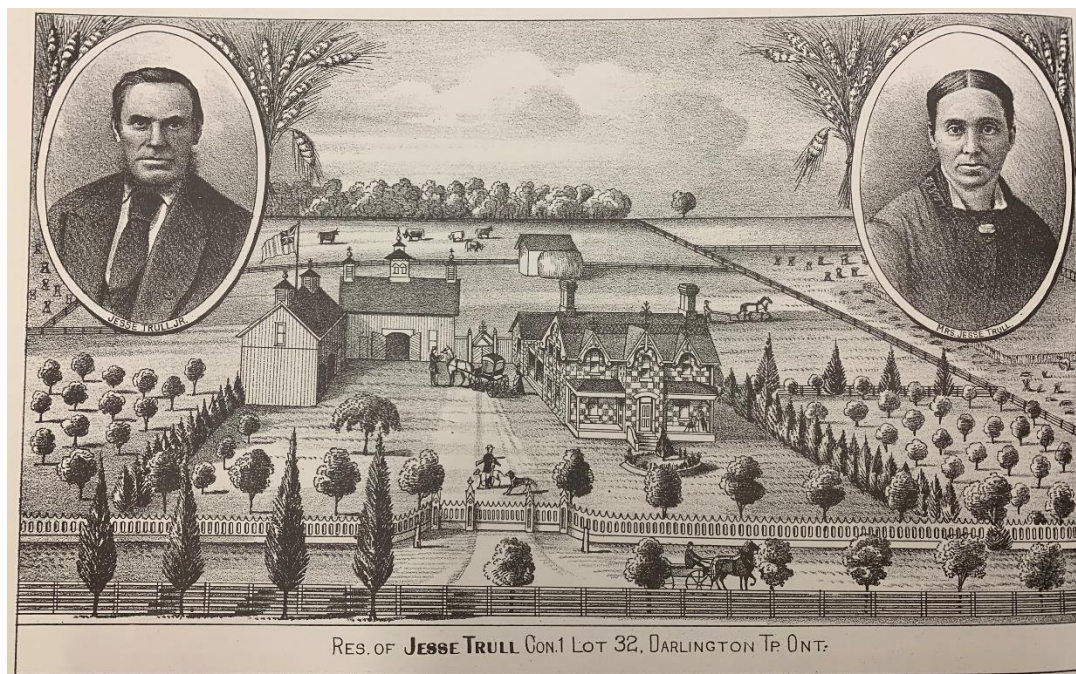


Plate 1: Jesse Trull Farm, 1878 (Belden 1878)

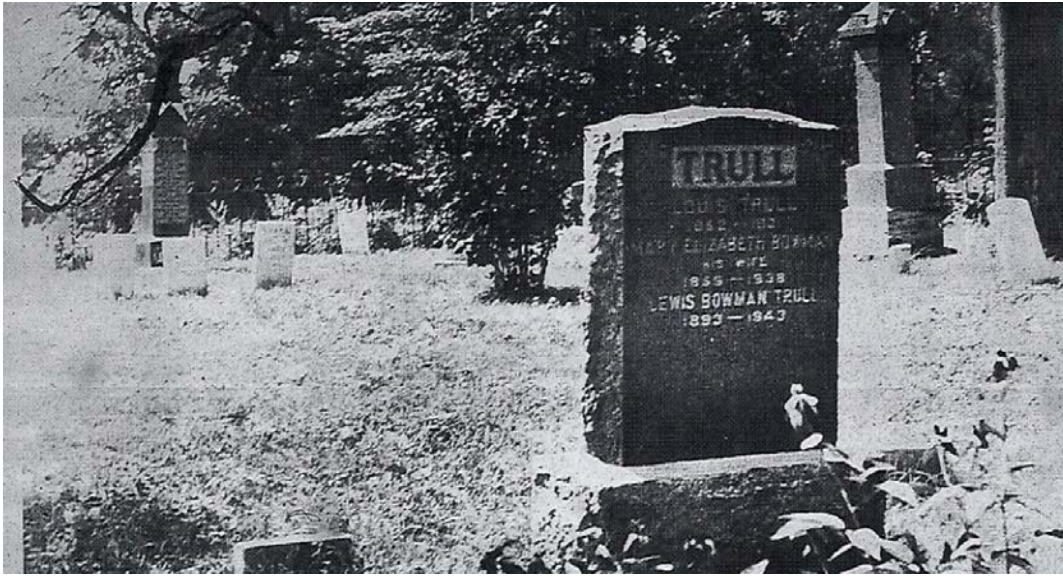


Plate 2: Trull Cemetery, *circa* 1964 (McKnight 1964)



Plate 3: Trull family reunion, *circa* 1900 (McKnight 1964)



By 1901, Jesses's son John (also called Johnnie) was the head of the Trull household. The Census of 1901 listed Johnnie Trull as a 34-year-old farmer. He lived with his wife Margaret, age 34; son Tom, age 7; daughter Helen, age 4; father Jesse, age 74; and mother Christina, age 68 (Library and Archives Canada 1901). Jesse's sons Louis and Ira likely remained close by, as they are enumerated on the same census page as Jesse. In 1906, Jesse Trull and John Trull subdivided their holdings into a west and east parcel. The west parcel approximately corresponds to present-day 1558 and 1580 Baseline Road and the east parcel approximately corresponds to present-day 1598 and 1604 Baseline Road. The west parcel was sold to Ira Trull, a son of Jesse, and the east parcel remained with John Trull and Jesse Trull (OnLand 2023).

While the land was sold to Ira in 1906, he was listed as a separate household in the Census of 1901, which recorded Ira Trull as a 43-year-old farmer. He lived with his wife Sarah, age 39; step-son Wallace Pickle and step daughter Elma Pickle (Library and Archives Canada 1901). Based on this census record and land registry records, the residence at 1558/1580 Baseline Road likely built *circa* 1900 for Ira Trull and his family. In 1909, Jesse Trull sold the east half of the Study Area to John Trull (OnLand 2023). Jesse Trull died in November 1912 (Townships of Darlington and Clarke 1972).

In 1916, John Trull and his wife sold their part of the Study Area to Wilfred F. Rosar, ending the Trull family association with present-day 1598 and 1605 Baseline Road. In the next two years, this parcel of land was sold to Annetta Marble and then to Ezekiel Anderson (OnLand 2023). The Census of 1921 lists Ezekiel Anderson as a 59-year-old farmer. He lived with his wife Elizabeth, age 62; son William, age 27; and daughter Elizabeth, age 25. The Census of 1921 enumerated Ira Trull as a 63-year-old farmer who was listed just below Anderson on the census page. He lived with his wife Sara Jane, age 59 (Library and Archives Canada 1921). They remained on present-day 1558/1580 Baseline Road.

In 1924, Anderson and his wife sold the property containing present-day 1598 and 1605 Baseline Road to George Edwin Pearse (OnLand 2023). He did not own the land long and in 1927 sold it to Stephen and Donha Seelak. The next year, Stephen and Donha sold their parcel to Admiral Nelson Sharp. The east half was then sold to William Moore in 1928. In 1929, the will of Ira Trull transferred the parcel in the west part of the lot to Sarah Jane Trull. In 1932, the east half was sold to Frederick Smith. In 1938, Smith quit claim on the property to the Commissioners of Agricultural Loans and the commission sold the property to John Veenhof in 1940 (OnLand 2023).

In 1948, the executors of Donald Cameron Trull granted the property to Herbert and Mary Nicols, ending the Trull family association with present-day 1558 and 1580 Baseline Road. This property sale excluded the cemetery, which was noted as being approximately 50 feet by 64 feet, significantly smaller than the six acres noted in the *Canadian Statesman* (OnLand 2023). Aerial photography from 1954 shows that the

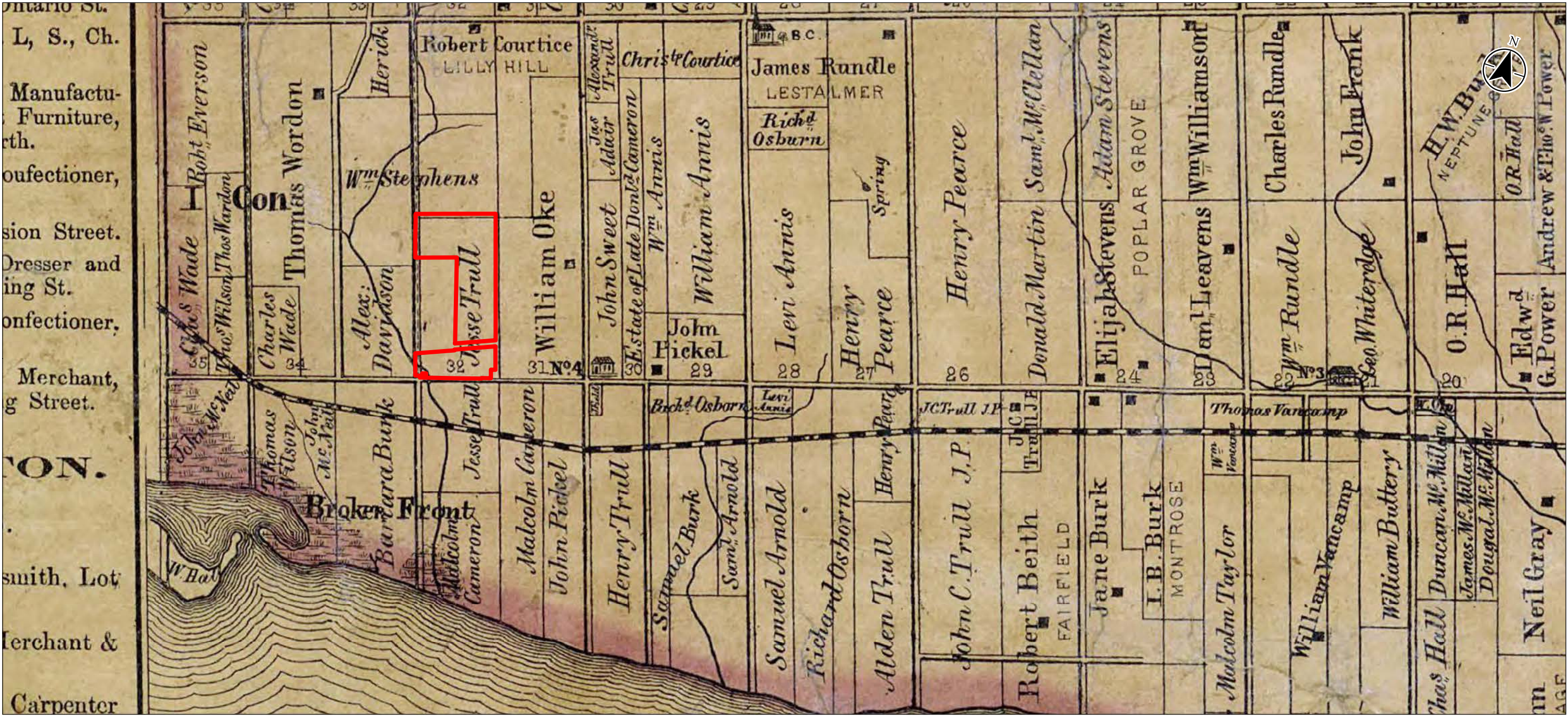


Study Area remained rural and agricultural (Figure 6). Between 1955 and 1967, 65 acres of the Study Area was purchased by Motor City Auto Parts. In 1968, this property was purchased by Dominic Vetere and his son Mickey Vetere of Dom's Auto Parts (Dom's Auto Parts 2022). Topographic mapping from 1976 shows the extent of Dom's Auto Parts delineated by a fence. The mapping also shows the structure at 1558/1580 Baseline Road and the Trull Cemetery (Figure 7). By 1980, the entirety of the Study Area was acquired by Dom's Auto Parts (OnLand 2023). Photography of 1598 Baseline Road from 1985 indicates the original front porch of the structure remained until at least the mid-1980s (Plate 4).



Plate 4: 1598 Baseline Road, *circa* 1985 (Town of Newcastle 1985)

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Revised: 2023-02-23 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 2023-02-23
Technical Review by BCC on 2023-01-23

Client/Project
METROLINX, OSHAWA TO BOWMANVILLE RAIL
SERVICE EXTENSION PROJECT
CULTURAL HERITAGE EVALUATION REPORT— 1558,
1580, 1598, AND 1604 BASELINE ROAD, CLARINGTON

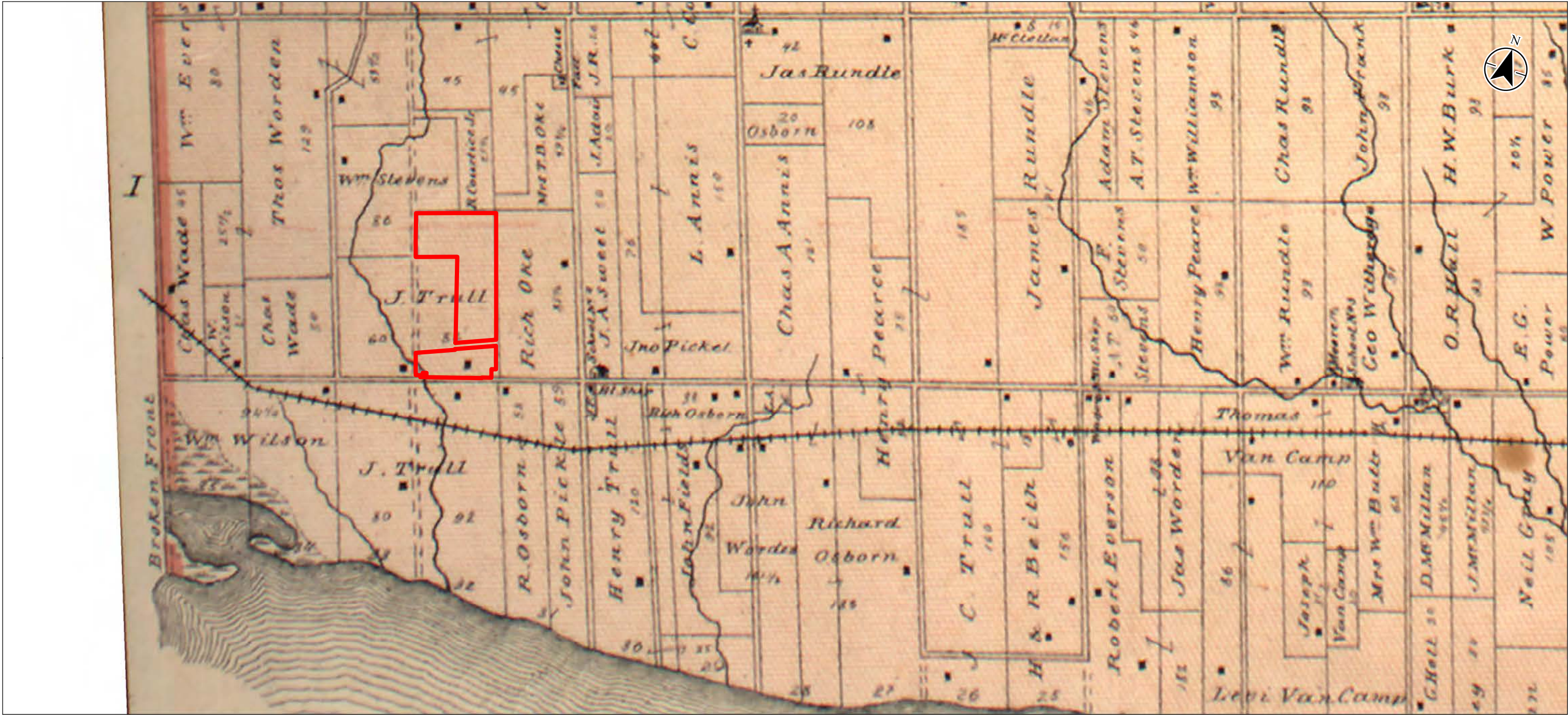
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3

Title

Historical Mapping, 1861

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Revised: 2023-02-23 By: bscowper



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.

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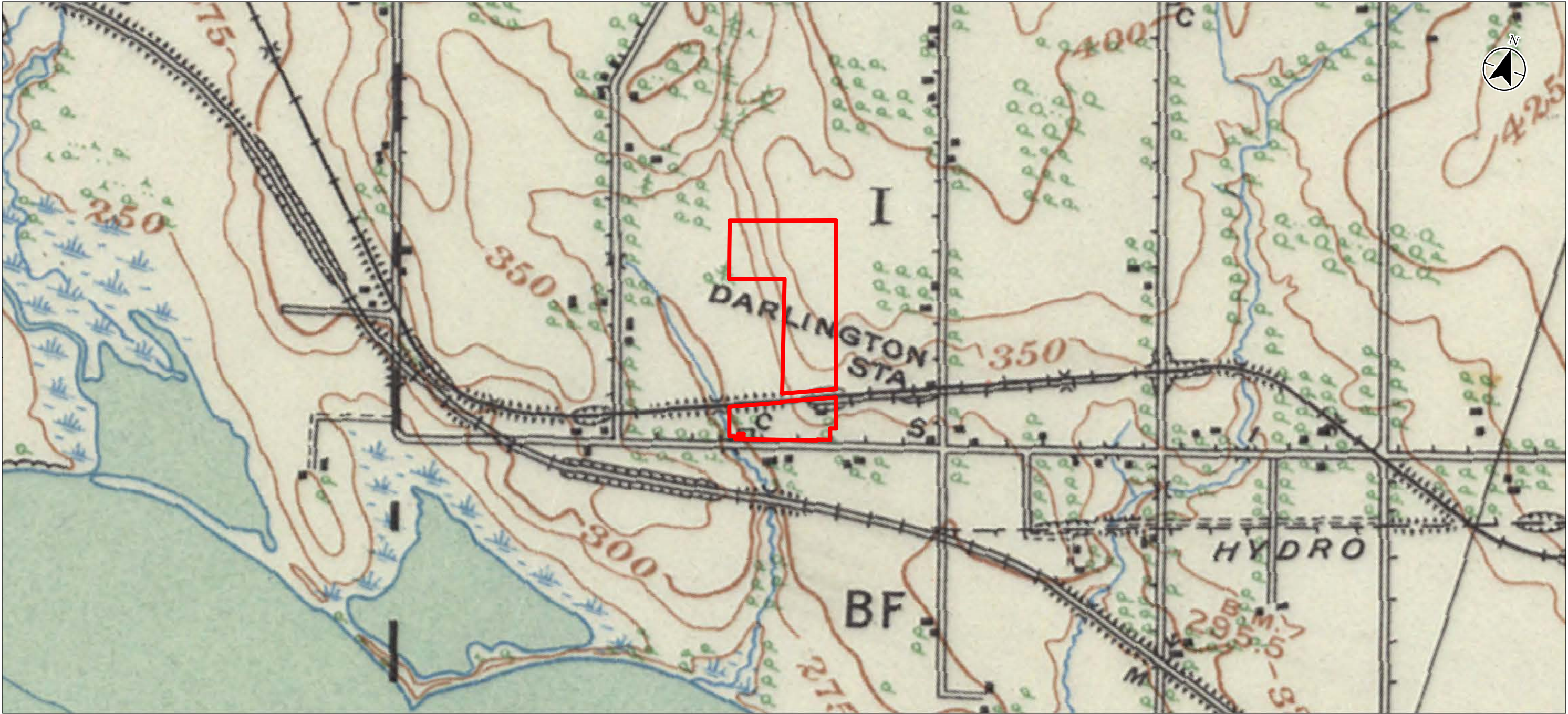
Project Location 165011019 REVA
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1580, 1598, AND 1604 BASELINE ROAD, CLARINGTON

Figure No.

4

Title
Historical Mapping, 1878



Legend

Study Area

Notes

1. Source: Department of National Defence, 1930, Topographic Map, Ontario, Oshawa Sheet.

2. Map is not to scale.



Project Location
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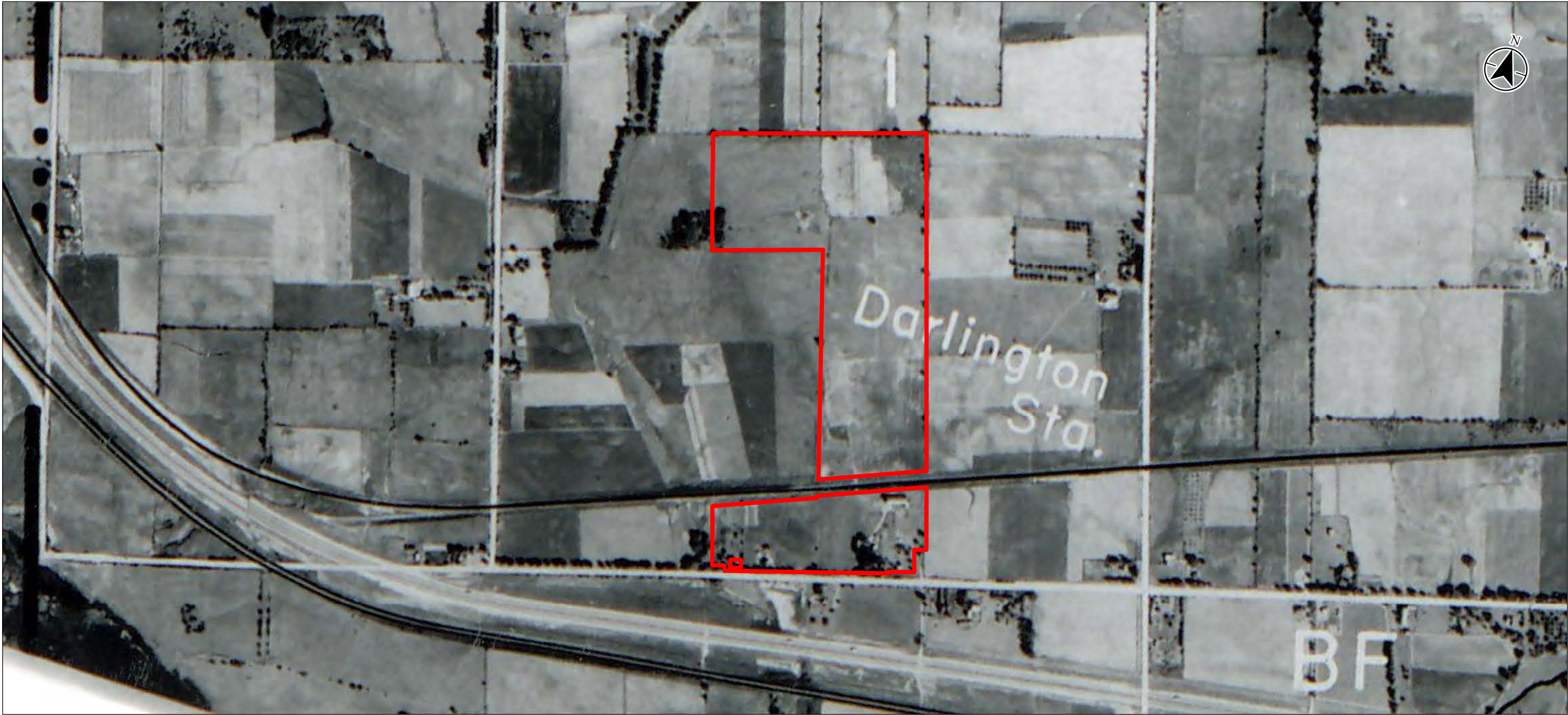
Figure No.

5

Title

Topographic Mapping, 1930

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Revised: 2023-02-23 By: bowmper



Legend

- Notes**
1. Source: Hunting Survey Corporation. 1954. Air Photos of Southern Ontario.
 2. Map is not to scale.

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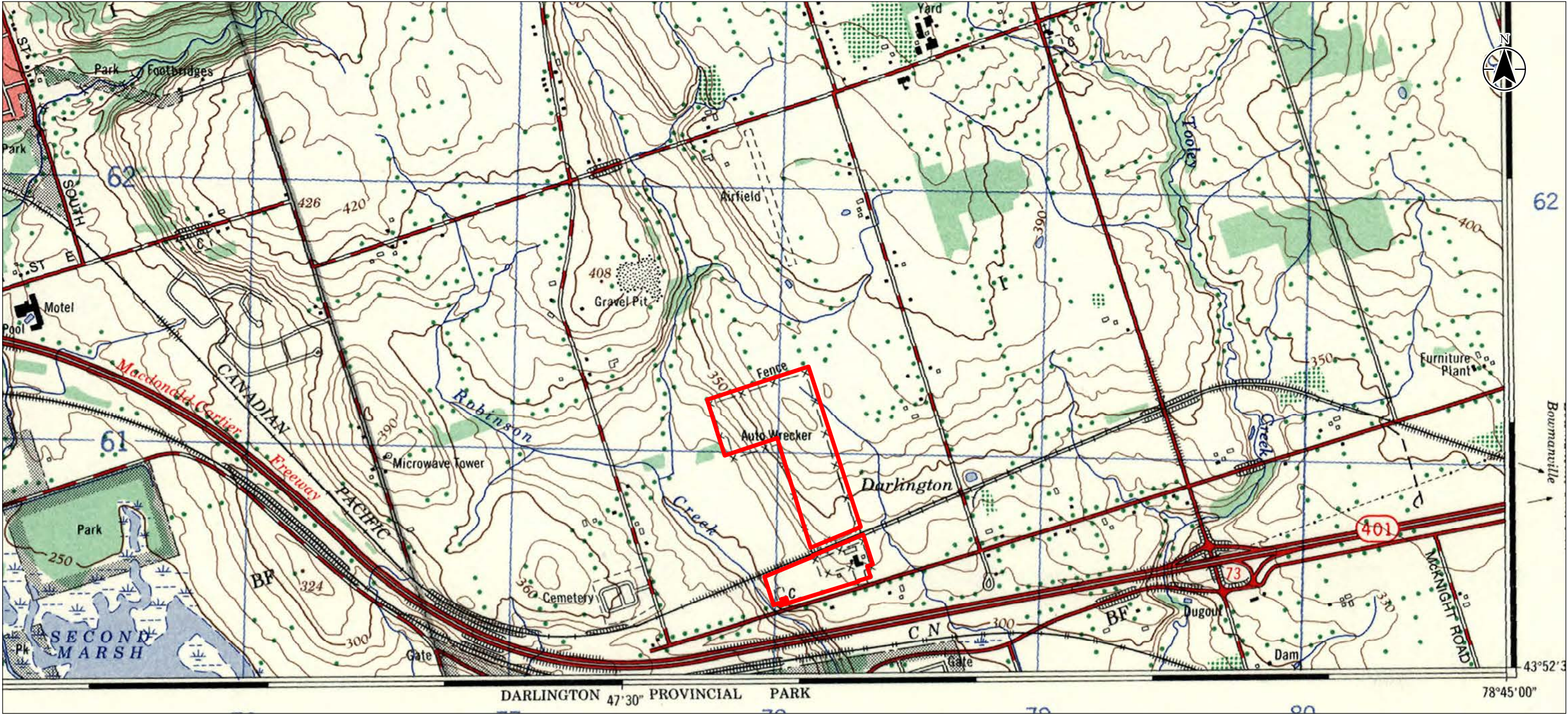
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Figure No.

6

Title

Aerial Photograph, 1954



Legend
 Study Area

Notes
1. Source: Department of National Defence, 1976. Oshawa, Durham Regional Municipality, Ontario, Ottawa: Map Distribution Office, Department of Energy, Mines, and Resources.
2. Map is not to scale.



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Figure No.

7

Title

Topographic Mapping, 1976

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6 Discussion of Design or Physical Value

6.1 Property Description

6.1.1 1598 Baseline Road

The property at 1598 Baseline Road contains a one-and-one half storey residence with a T-shaped plan and one storey wing attached to the north façade. The property also contains two outbuildings. The residence has a steeply pitched side gable roof clad in asphalt shingles with a concrete chimney. The exterior and foundation of the residence is stone. The property is approximately 2.9 hectares in size.

The front (south) façade is symmetrical in composition and contains a centre projecting gable bay and two gable peaks which flank the centre peak (Photo 2). The exterior of the front façade is ashlar stone that contains a pattern of large stones interspersed with vertically stacked smaller stones, and contains stone quoins (Photo 3). The second storey contains three wood sash segmental arch windows. The centre window is located in the projecting gable bay and contains a 2/2 window with a stone voussoir, stone keystone, and stone sill (Photo 4). The centre window is flanked by two 1/1 windows with stone voussoirs and stone sills (Photo 5 and Photo 6). The principal entrance is located within the projecting bay and consists of a three pane segmental arch transom, two sidelights, and a wood door. Decorative wood brackets are located along the transom (Photo 7). Above the transom is a stone voussoir with a stone keystone with the inscription “J.T. 1872” (Photo 8). The principal entrance is accessed by a wood deck, which has replaced the original porch (Photo 9). To the west of the principal entrance is a vinyl sash 1/1 window in a segmental arch opening with a stone voussoir, stone keystone, and stone sill. To the east of the principal entrance is a segmental arch 1/1 wood sash window with a stone keystone, stone voussoir, and stone sill (Photo 10 and Photo 11).



The east façade of the residence contains the principal section of the residence and the east façade of the one storey section of the residence. The exterior of the principal section is ashlar of the same design of the front façade. The exterior of the one storey section is a mix of ashlar and uncut or partially cut field stone (Photo 12). The fenestration of the upper storey consists of two 2/2 wood sash windows in segmental arch openings with stone keystones, stone voussoirs, and stone sills. The fenestration of the first storey is a mix of wood sash and vinyl sash windows (Photo 13). The principal section contains segmental arch window openings with stone keystones, stone voussoirs, and stone sills (Photo 14). The one storey section contains rectangular window openings with stone sills (Photo 15). The basement level of the principal section contains two stone voussoirs likely associated with former basement windows (Photo 16).

The west façade of the residence contains the principal section of the residence and the west façade of the one storey section of the residence. The exterior of the principal section is ashlar that matches the pattern of the front façade (Photo 17). The exterior of the one storey section is a mix of ashlar and uncut and partially cut stone. The fenestration of the upper storey consists of two 2/2 wood sash windows in segmental arch openings with stone keystones, stone voussoirs, and stone sills (Photo 18). The first storey fenestration of the principal section contains a north vinyl sash 1/1 window in a segmental arch opening with a stone keystone, stone voussoir, and stone sill. The south window is wood sash 2/2 segmental arch window with a stone keystone, stone voussoir, and stone sill. The basement level contains two boarded window openings with stone voussoirs (Photo 19). The one-storey section of the west façade contains two rectangular window openings. One window is a wood sash 2/2 window with a stone sill and the other window is a vinyl sash 1/1 window with stone sill. A small, shed roof entry foyer is attached between the windows. The foyer is clad in vinyl siding and contains a modern door (Photo 20).

The north façade of the structure contains a predominantly field stone exterior. The north façade also contains the north façade of the shed roof addition attached to the west façade. This façade contains a modern vinyl sash window (Photo 21). The north façade also contains limited red brick infill (Photo 22). The north façade contains a gable roof dormer with an arched 1/1 wood sash window and bargeboard. The north façade contains a secondary entrance with a wood door and wood lintel (Photo 23).



The southerly outbuilding appears to have been built in the past year based on available aerial photography from the Municipality of Clarington. The building contains a low-pitched front facing gable roof. The building is clad in corrugated metal. The building contains a composite garage door and metal entrance doors (Photo 46). The northerly outbuilding contains a medium-pitched front facing gable roof. The building is clad in corrugated metal. The building contains composite doors and garage doors and modern windows (Photo 47). The area around the house is landscaped with intermediate and mature deciduous and coniferous trees, shrubs, and a lawn (Photo 48 and Photo 49). To the west of this is a large parking and vehicle storage yard (Photo 50). The storage yard is divided from Baseline Road by a metal fence (Photo 51).

The interior of the residence consists of a basement, first storey, and second storey. In general, the first two storeys of the residence have been heavily modified and contain few original elements. The first storey contains a centre hall plan consisting of a foyer, living room, dining room, laundry room, hallway, and two bedrooms. The foyer contains drywall ceilings, drywall walls, and laminate flooring. A contemporary light fixture is suspended from the ceiling. The north wall of the foyer contains the original staircase to the second storey, the west wall contains a door to the living room and the east wall contains a door to the bedroom. The trim around the doorway and floor is painted wood (Photo 24 and Photo 25). The living room contains a drywall ceiling, drywall walls, laminate flooring, and painted wood window, baseboard, and ceiling trim (Photo 26). The bedroom to the east of the foyer contains a drywall popcorn style ceiling, drywall wall, laminate flooring, and painted wood baseboard and window trim (Photo 27). The additional rooms on the first storey are accessed through a door located on the north wall of the living room. This door leads to the kitchen and dining area.

The kitchen and dining area contain drywall ceilings, drywall walls, laminate flooring, painted wood cabinets, and painted wood baseboard and door trim. The kitchen appliances are contemporary (Photo 28 and Photo 29). To the north of the kitchen is a laundry room. East of the kitchen is a hallway leading to a second bedroom and bathroom. The hallway contains drywall ceilings, drywall walls, laminate flooring, and painted wood baseboard and door trim. The stairs to the basement are in this hallway (Photo 30 and Photo 31). The door is wood and the doorknob is original (Photo 32). The second bedroom on the first storey is presently used as an additional living room and contains drywall ceilings, drywall walls, painted wood ceiling trim, window trim, and baseboard. The flooring is laminate (Photo 33).

The staircase to the second storey contains a wood newel post, banister, and railing. The stairs wrap around to the south as they approach the landing of the second storey. The visible risers and landing contain carved wood trim (Photo 34 to Photo 36). The second storey contains two bedrooms, and an open concept kitchen and living/dining room with laminate flooring and painted wood baseboard, window trim, and door trim. The kitchen area contains contemporary appliances and painted wood cabinets (Photo 37 and Photo 38). The second storey contains a north and south bedroom. All bedrooms contain drywall ceiling, laminate flooring, painted wood baseboard trim, window trim, and door trim (Photo 39 and Photo 40). The north bedroom contains an original wood closet door and doorknob (Photo 41).

The basement contains a gravel floor and the stone foundation walls have been whitewashed (Photo 42 and Photo 43). The basement contains machine cut joists and hand hewn bearing beams with adze marks (Photo 44 and Photo 45).

**Addendum to Oshawa to Bowmanville Rail Service Extension Project: Cultural Heritage
Evaluation Report—1558, 1580, 1598, and 1604 Baseline Road, Clarington
Discussion of Design or Physical Value
August 24, 2023**



Photo 2: Front façade, looking north



Photo 3: Ashlar stone pattern, looking north



Photo 4: Upper storey centre window, looking north



Photo 5: Upper storey east window, looking north



Photo 6: Upper storey west window, looking north



Photo 7: Principal entrance, looking north





Photo 8: Keystone with inscription, looking north



Photo 9: Wood deck, looking north



Photo 10: West first storey window, looking north



Photo 11: East first storey window, looking north



Photo 12: East façade, looking west



Photo 13: Upper storey fenestration on east façade, looking west



Photo 14: Fenestration of first storey, looking west



Photo 15: Fenestration of one storey section, looking west



Photo 16: Basement level stone voussoir, looking west



Photo 17: West façade principal section, looking east



Photo 18: Upper storey fenestration of west façade, looking east



Photo 19: First storey and basement level, looking east

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Photo 20: One storey section west façade, looking east



Photo 21: North façade, looking south



Photo 22: Brick infill (denoted by arrow), looking south



Photo 23: Wood door lintel, looking south

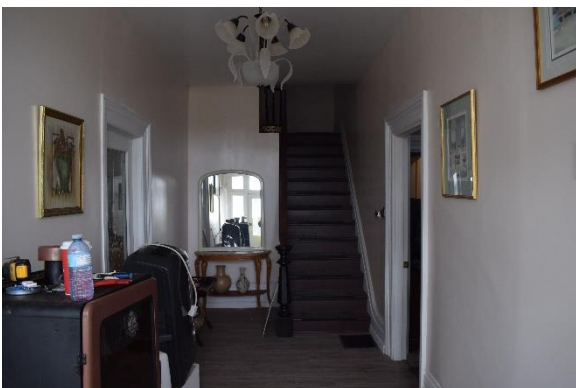


Photo 24: Foyer, looking north



Photo 25: Foyer, looking south



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Photo 26: Living room, looking south



Photo 27: Bedroom to east of foyer, looking north



Photo 28: Kitchen, looking north



Photo 29: Dining area, looking east

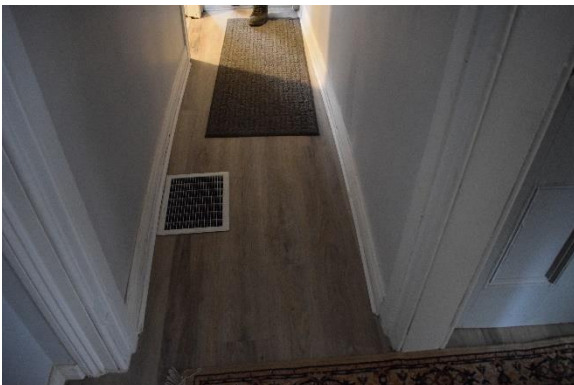


Photo 30: Hallway, looking south



Photo 31: Representative trim photo, looking east





Photo 32: Basement doorknob, looking south



Photo 33: Second bedroom, looking east



Photo 34: Staircase, looking east



Photo 35: Staircase, looking south



Photo 36: Trim details, looking south



Photo 37: Second storey kitchen, looking north

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Photo 38: Living room, looking south



Photo 39: South bedroom, looking east



Photo 40: North bedroom, looking west

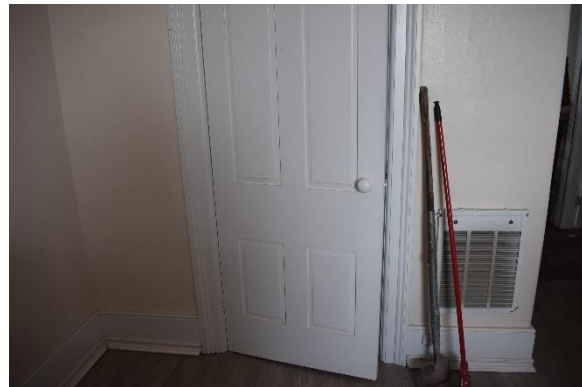


Photo 41: North bedroom closet door, looking east



Photo 42: Basement wall, looking south



Photo 43: Basement, looking west





Photo 44: Hand hewn and machine cut beams, looking east



Photo 45: Adze marks, looking east



Photo 46: South outbuilding, looking north



Photo 47: North outbuilding, looking north



Photo 48: Trees, shrubs, and lawn around residence, looking north



Photo 49: Shrubs, looking north



Photo 50: Storage yard, looking west



Photo 51: Metal fence, looking east

6.1.2 1558/1580 Baseline Road

The property contains a residence and outbuilding. The residence appears to be unoccupied. The residence is a one and one half storey structure with a medium-pitched front facing gable roof clad in asphalt shingles. The exterior of the residence is wood siding, and the foundation is parged concrete. The outbuilding is a garage and contains a timber exterior. The property is approximately 2.6 hectares in size.

The front (south) façade of the residence is asymmetrical in composition (Photo 52). The upper storey contains a fenestration of two 1/1 wood sash windows (Photo 53). The first storey contains a partially collapsed full-width porch with wood porch support columns and a wood railing (Photo 54). The principal entrance is located at the west end of the front façade and consists of a timber door with has been partially boarded (Photo 55). To the east of the principal entrance is a 2/2 wood sash window (Photo 56).

The west façade of the residence contains a fenestration of a single 1/1 wood sash window on the upper storey. The first storey contains a 1/1 wood sash window with an awning at the north end of the façade and a fixed wood sash window on the south end (Photo 57). The basement level contains two window openings with wood sash windows (Photo 58).

The north façade of the residence contains an upper storey with a fenestration consisting of two wood sash 1/1 windows. The first storey contains a fenestration of a single wood sash 1/1 window and a boarded window opening part of an addition attached to the east façade (Photo 59).

The east façade of the residence contains an upper storey with a fenestration of a single 1/1 wood sash window. The first storey contains an addition consisting of a small foyer with window opening with a damaged wood sash window and damaged wood door. To the south of the addition are three 1/1 wood sash windows (Photo 60 and Photo 61).

The interior of the residence is vacant and is used for car seat storage. The first storey contains a kitchen, living room, dining room, and foyer. The second storey contains three bedrooms and a bathroom. The foyer contains a staircase and doors to the kitchen, living room, and dining room. The walls contained wallpaper, much of which was peeling. The ceiling is clad in paneling and the original flooring has been removed. The door, baseboard, and window trim are wood (Photo 62). A mid-20th century light fixture is suspended from the ceiling (Photo 63). The kitchen contains wood cabinetry and mid-20th century Formica countertops. The walls are clad in wallpaper (Photo 64). The living room contains walls clad in wallpaper, and wood baseboard, door, and window trim. The living room and dining room are both connected by an opening in the wall (Photo 65).

The staircase to the second storey contains a wood banister, wood newel post, and wood railing (Photo 66 and Photo 67). The second storey contains a hallway, three bedrooms, and bathroom. In general, the second storey contains hardwood flooring, wood doors with original doorknobs, and wood baseboard, door, and window trim (Photo 68 and Photo 69). The hallway connects the rooms and contains walls clad in wallpaper and a linoleum or vinyl floor runner (Photo 70). The bathroom contains pink tiles and except for the toilet, pink fixtures. The flooring is linoleum or vinyl (Photo 71). The bedrooms contain walls clad in wallpaper and faux brick and sections of exposed lath and plaster (Photo 72 to Photo 75).

The basement contains concrete walls and machine cut beams and floor joists. An early to mid-20th century furnace is located in the basement and was manufactured by the “Pease Foundry Co. Ltd., Toronto” (Photo 76 and Photo 77).

Located north of the residence is an outbuilding. The outbuilding is a side gable roof structure with asphalt roof shingles and a salt box side. The exterior is clad in wood siding. The front (south) façade of the outbuilding contains two garage doors. The larger garage door is wood and is located at the east end of the front façade. To the west is a smaller metal or composite garage door. Above the smaller garage door is a hand painted sign that reads “Car Sales & Service” (Photo 78). The east façade of the outbuilding contains an eight pane wood sash window just below the roof gable and a 10 pane wood sash window on the salt box side (Photo 79 to Photo 81). The north façade is obscured by a trailer (Photo 82). The west façade contains a boarded window opening just below the gable roof line and a metal or composite garage door on the salt box side. A trailer is located adjacent to the west façade and served as a washroom



(Photo 83). The interior of the outbuilding contains a concrete floor and plywood walls and ceilings. The west section of the outbuilding contains loft space used for storage. All visible wood beams and joists were machine cut (Photo 84 and Photo 85).

The property is surrounded by vehicle storage yards and areas of meadow and vegetation in early stages of ecological succession (Photo 86 and Photo 87). The Trull Cemetery is located on a separate parcel surrounded by the 1558/1580 Baseline Road. The cemetery is delineated by a metal fence and contains mature deciduous and coniferous trees. The cemetery markers are a mix of granite, marble, and limestone markers. The material of the markers, the iconography of the markers, and dates of death indicate the cemetery was used mostly between the mid-19th to mid-20th century (Photo 88 and Photo 89).

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Photo 52: Front façade, looking north



Photo 53: Upper storey, looking north



Photo 54: Porch, looking north



Photo 55: Principal entrance, looking north



Photo 56: 2/2 window, looking north



Photo 57: West façade, looking east

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Photo 58: Basement windows, looking east



Photo 59: North façade, looking south



Photo 60: East façade, looking west



Photo 61: Attached foyer, looking west



Photo 62: Main Foyer, looking south



Photo 63: Light fixture, looking south



Photo 64: Kitchen, looking west



Photo 65: Dining Room and Living Room, looking south

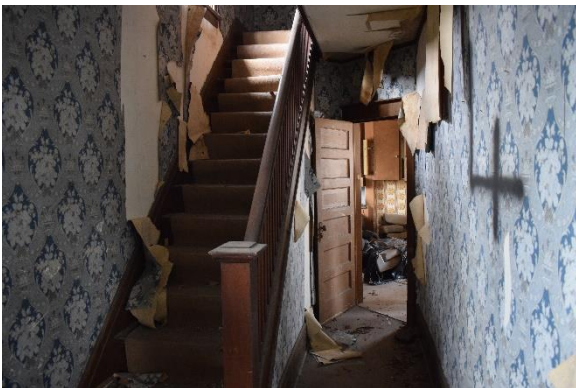


Photo 66: Staircase, looking north



Photo 67: Staircase details, looking west



Photo 68: Wood flooring, looking east



Photo 69: Wood door, looking north

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Photo 70: Hallway, looking south



Photo 71: Bathroom, looking east



Photo 72: North bedroom, looking east



Photo 73: Exposed lath and plaster, looking east



Photo 74: Middle bedroom, looking east



Photo 75: South bedroom, looking east



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Photo 76: Basement, looking east



Photo 77: Furnace, looking west



Photo 78: Outbuilding front façade, looking north



Photo 79: Outbuilding east façade, looking west



Photo 80: Upper window in gable, looking west



Photo 81: Window on salt box side, looking west



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Photo 82: Trailer obscuring north façade, looking west



Photo 83: West façade, looking east



Photo 84: Outbuilding interior, looking north



Photo 85: Loft, looking west



Photo 86: Meadow and naturalized vegetation, looking north



Photo 87: Storage yard, looking west





Photo 88: Trull cemetery, showing vegetation and fencing, looking west



Photo 89: Trull Cemetery, showing representative markers, looking west

6.1.3 1604 Baseline Road

This property contains the main office of Dom's Auto Parts, outbuildings, and a large auto yard separated by an at-grade CPR crossing. The property is approximately 17.4 hectares in size. According to Dominic Vetere, owner of Dom's Auto Parts, none of the outbuildings on the property are linked to the agricultural history of the property and were built as part of the present-day automotive parts business.

The Dom's Auto Parts main office is a one storey concrete block structure. The building contains modern fixed windows and modern glass and metal doors. The front façade is asymmetrical and contains a principal entrance at the west end of the structure. A large sign for "Dom's Auto Parts" is located along the roofline (Photo 90). The west façade of the structure contains five large garage bays and secondary entrances (Photo 91). The rear (north) façade contains garage bays and secondary entrances (Photo 92).

The largest outbuilding on the property is a gable roof structure with two shed roof sections on the north and south facades. The building has a metal clad roof and corrugated metal exterior (Photo 93 and Photo 94). Located just south of the railway tracks are two similarly designed timber frame outbuildings designed to house automotive parts. These outbuildings both contain machine cut ceiling beams and a mix of log and machine cut wall posts. The south side of these structures contain no wall cladding, to allow for easy access to the automotive parts stored in these two buildings (Photo 95 to Photo 97).

Other outbuildings include metal clad carports and a small gable roof and shed roof metal clad huts, Quonset huts, and a concrete block garage attached to a metal carport (Photo 98). The property is delineated by an at grade CPR crossing. The part of the property south of the CPR tracks contains all the structures. The area is also interspersed with trailers and vehicles (Photo 99). North of the railway are rows of vehicles in various states of salvage (Photo 100 and Photo 101).



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**Photo 90: Main office front façade,
looking north**



**Photo 91: Main office west façade,
looking south**



Photo 92: Rear facade, looking south



**Photo 93: Large outbuilding, looking
northeast**



**Photo 94: Large outbuilding, looking
south**



**Photo 95: Outbuilding located just
south of railway tracks,
looking east**



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Photo 96: Interior showing mix of machine cut and log beams, looking east



Photo 97: Interior, looking east



Photo 98: Huts, looking west



Photo 99: Trailers and vehicles, looking south



Photo 100: Vehicle rows, looking south



Photo 101: Vehicle rows, looking west



6.2 Architectural Discussion

6.2.1 1598 Baseline Road

The residence at 1598 Baseline Road is an example of Gothic Revival style architecture. This architectural style was popular in Ontario between about 1830 and 1900 and was widely used. Examples of Gothic Revival architecture in Ontario range from modest frontier residences to large residences in cities (Blumenson 1990: 37). The residence is an example of the centered gable subtype of Gothic Revival architecture. These types of structures were generally symmetrical in composition and contained a prominent central gable. Some examples, including the residence at 1598 Baseline Road, contain small gables on either side of the centre gable. Approximately one third of Gothic Revival style residences are centered gable structures (McAlester 2013: 267).

Gothic Revival residences commonly include porches, bargeboard, ornate mouldings around windows, and finials (McAlester 2013: 266; Blumenson 1990: 37). Based on historic photographs in Section 5.2, the residence formerly contained bargeboard and a porch. The residence retains ornate voussoirs with keystones above many of the segmental arch window openings.

The residence contains an ashlar stone exterior on the front façade, and the principal sections of the east and west facades. The pattern of the ashlar includes large stone blocks interspaced with small stones, and stone quoins. Stone is a vernacular building material that was locally available, and the Municipality of Clarington contains at least one other stone residence with a similar ashlar pattern that contains large stones interspersed with vertically stacked smaller stones, at 1467 Prestonvale Road. Municipal records provided by the Municipality of Clarington note that other residences in the community are centre gable structures with smaller side gables. However, the residence at 1598 Baseline Road is the only one of this type with a stone exterior (Town of Newcastle 1985).

6.2.2 1558/1580 Baseline Road

The residence at 1558/1580 Baseline Road is a relatively modest vernacular structure that resembles Folk Houses built across the American Midwest and Northeast from the mid-19th to early 20th century (McAlester 2013: 136). This type of residences was also commonly built in Ontario and typically had a front facing gable massing or gable front and wing massing. The residence at 1558/1580 Baseline Road is a front facing gable example of this style. These types of vernacular residences are also characterized by their use of mass-produced, readily available materials. As the residence was likely built *circa* 1900, much of the original timber of the area would have been cleared. It is likely the timber cladding was shipped via rail to southern Ontario. Within the community of



Courtice, there are additional examples of this type of housing, including 1828 Baseline Road, 1601 Highway 2, and 2812 Trulls Road.

6.2.3 1604 Baseline Road

Based on a review of historical mapping, with the potential exception of one car port located in the northeast corner of the parcel, all the structures are purpose-built structures built after 1954 to facilitate the automobile parts business. The northeast car port may be a heavily modified outbuilding associated with the former agricultural use of the property. The property contains no structures that demonstrate a particular architectural style or influence.

6.3 Integrity Discussion

6.3.1 1598 Baseline Road

Despite the removal of the original porch and bargeboard in the mid to late 20th century, the residence at 1598 Baseline Road retains a relatively high degree of heritage integrity. The Gothic Revival style massing of the residence remains readily identifiable, and the residence retains its original ashlar stone and field stone exterior. In addition, many of the window openings retain period appropriate wood sash windows. While the residence retains its original floor plan, it has been modified over time with the introduction of new flooring and fixtures.

6.3.2 1558/1580 Baseline Road

The residence at 1558/1580 Baseline Road is presently vacant. Based on the field inspection, some windows and doors are damaged or missing. The residence retains a massing readily identifiable as a late 19th to early 20th century structure and retains period appropriate wood sash windows, wood doors, and wood siding. However, the integrity of the residence has been compromised due to its vacancy and observed visual deterioration. This observed deterioration includes missing and damaged window wood sash and a damaged wood door. The Municipality of Clarington contains examples of this type of residence with higher degrees of heritage integrity, including another property on Baseline Road, 1828 Baseline Road. While the interior of the residence contains period elements such as wallpaper, wood doors, wood flooring, and wood trim, most of these components have not been maintained and are visually peeling or deteriorating.



6.3.3 1604 Baseline Road

The property contains mostly functional and utilitarian structures which are purpose built since the 1960s for the automotive parts business operated on the property. While one outbuilding in the northeast corner may date to before 1954, this building has been heavily modified into a carport and contains a low heritage integrity.



7 Discussion of Contextual Value

The Study Area is located along Baseline Road between Prestonvale Road and Trulls Road. Baseline Road is a two-lane asphalt paved roadway with narrow gravel shoulders and no curbs or sidewalk. A drainage ditch runs along both sides of the road and the south side of the road is lined with timber utility poles. Municipal streetlighting is attached to some of the utility poles. The character of this part of Baseline Road is mixed and consists of late 19th to mid-20th century residences, vacant fields, and light industry (Photo 102 and Photo 103). The general character of this area is also visually and audibly influenced by Highway 401, located approximately 115 metres south of the Study Area and the CPR tracts, which bisect the Study Area (Photo 104 and Photo 105). Within the context of the Municipality of Clarington, these types of mixed-use areas adjacent to Highway 401 are common.





Photo 102: Baseline Road, looking east



Photo 103: Baseline Road, looking west



Photo 104: Looking south to Highway 401



Photo 105: CPR tracks, looking west

The properties at 1558/1580 Baseline Road and 1598 Baseline Road retain a historic and physical link with each other. Both properties retain residences related to their occupation by the Trull family during the late 19th and early 20th centuries. In addition, both properties are historically and physically linked to the Trull Cemetery. In particular, the property at 1558/1580 Baseline Road is surrounded by the Trull Cemetery and historical research indicates that the original borders of the Trull Cemetery may have included land within the present-day property parcel of 1558/1580 Baseline Road.

An article in *The Canadian Statesman* of Bowmanville published on November 8, 1951, noted the Trull Cemetery as six acres in size and indicated the cemetery extended beyond its current bounds of the metal fence by the statement “Within the acreage is a second bastion as a wrought iron fence, maple and adjacent creek willows keeping vigil over the dead” (Canadian Statesman 1951). However, topographic mapping and land registry records indicates this cemetery was smaller.

8 Evaluation

8.1 Ontario Regulation 9/06

8.1.1 1598 Baseline Road

Table 2 provides the findings of the evaluation of 1598 Baseline Road according to O. Reg. 9/06 (Government of Ontario 2023).

Table 2: O. Reg. 9/06 Evaluation of 1598 Baseline Road

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 rare example in Clarington of a Gothic Revival residence with a stone exterior and centre gable plan. The interior of the residence has been modified and, aside from select doors, trim, and the staircase, it contains few original elements. Therefore, the interior does not serve as a symbol or portrayal of a Gothic Revival residential interior.
2. The property has design value or physical value because it displays a high degree of craftsmanship or artistic merit.	Yes	The residence has a primarily ashlar stone exterior with a pattern containing larger ashlar blocks interspersed with smaller vertically stacked blocks that exceeds the typical execution of stone masonry construction.
3. The property has design value or physical value because it demonstrates a high degree of technical or scientific achievement.	No	Ashlar stone is historically a common building material and construction of the residence did not include any breakthroughs in design or construction techniques.



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 is historically associated with Jesse Trull Junior. While his grandparents made a notable contribution to the early development of Darlington Township, historical research does not indicate that Jesse Trull made a strong or notable 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 residence is part of an automotive parts business, and the property has not been an active farmstead for over 50 years. It does not offer new knowledge or a great understanding or a community or culture within the community.
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 is not unique or definable.
8. The property has contextual value because it is physically, functionally, visually or historically linked to its surroundings.	Yes	The property is historically linked to 1558/1580 Baseline Road and the Trull Cemetery. These properties were formerly part of the Jesse Trull farmstead and retain structures and graves connected to the Trull family.
9. The property has contextual value because it is a landmark.	No	The residence is setback from the roadway and partially screened by vegetation. It is not particularly discernible along Baseline Road.



8.1.2 1558/1580 Baseline Road

Table 3 provides the findings of the evaluation of 1558/1580 Baseline Road according to O. Reg. 9/06 (Government of Ontario 2023).

Table 3: O. Reg. 9/06 Evaluation of 1558/1580 Baseline Road

Criteria of O. Reg. 9/06 (amended by O. Reg. 569/22)	Yes/No	Comments
1. The property has design value or physical value because it is a rare, unique, representative or early example of a style, type, expression, material or construction method	No	<p>The property contains a vernacular structure similar to Folk Houses built throughout the American Midwest, northeast, and Ontario during the mid-19th to early 20th centuries. These types of residences are common and the residence at 1558/1580 Baseline Road has low heritage integrity due to its visual deterioration. The Municipality of Clarington contains other examples of this type of structure that serves as better portrayals of this architectural style.</p> <p>While the interior contains original design elements, these are typical early 20th century elements that are not particular to a style, type, expression, or construction method.</p> <p>The outbuilding is a purpose-built garage and the interior and exterior do not exemplify a particular style, type, or expression.</p>
2. The property has design value or physical value because it displays a high degree of craftsmanship or artistic merit.	No	The materials, assembly, and spatial arrangement of the residence and outbuilding is typical.
3. The property has design value or physical value because it demonstrates a high degree of technical or scientific achievement.	No	The construction methods and techniques used for the residence and outbuilding 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 is historically associated with Jesse Trull and Ira Trull. Historical research does not indicate that Jesse Trull or Ira Trull made a strong or notable 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 residence is presently vacant and no longer contains an active agricultural operation. It does not offer new knowledge or a great understanding or a community or culture within the community.
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 is not unique or definable.
8. The property has contextual value because it is physically, functionally, visually or historically linked to its surroundings.	Yes	The property is historically linked to 1598 Baseline Road and the Trull Cemetery. These properties were formerly part of the Jesse Trull farmstead and retain structures and graves connected to the Trull family. In addition, the Trull Cemetery is surrounded by the Study Area.



Criteria of O. Reg. 9/06 (amended by O. Reg.569/22)	Yes/No	Comments
9. The property has contextual value because it is a landmark.	No	The residence is partially screened by vegetation and the garage is partially obscured by the residence. The adjacent auto yard dominates the visual character of the area making the residence not particularly discernible along Baseline Road.

8.1.3 1604 Baseline Road

Table 4 provides the findings of the evaluation of 1604 Baseline Road according to O. Reg. 9/06 (Government of Ontario 2023).

Table 4: O. Reg. 9/06 Evaluation of 1604 Baseline Road

Criteria of O. Reg. 9/06 (amended by O. Reg.569/22)	Yes/No	Comments
1. The property has design value or physical value because it is a rare, unique, representative or early example of a style, type, expression, material or construction method	No	The property contains no structures which exemplify a style, type, or expression. The structures are purpose built or heavily modified structures which support the automotive parts business operating on the property.
2. The property has design value or physical value because it displays a high degree of craftsmanship or artistic merit.	No	The structures on the property are inherently utilitarian and functional.
3. The property has design value or physical value because it demonstrates a high degree of technical or scientific achievement.	No	The structures are utilitarian and do not demonstrate technical expertise or breakthroughs in design or construction.



Criteria of O. Reg. 9/06 (amended by O. Reg. 569/22)	Yes/No	Comments
4. The property has historical value or associative value because it has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community.	No	The property is historically associated with Jesse Trull Junior. However, it has been modified to an auto yard and retains no tangible links with its agricultural history or the Trull family.
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 an auto yard and associated structures. It retains no links to its historical agricultural land use.
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 the area is not unique or definable.
8. The property has contextual value because it is physically, functionally, visually or historically linked to its surroundings.	No	The property has been contextually severed from its former land use and contains no structures or elements to link it to the Trull family or other former land uses.
9. The property has contextual value because it is a landmark.	No	The property is one of several light industrial properties in the area. It is not particularly discernible along Baseline Road.



8.2 Ontario Regulation 10/06

8.2.1 1598 Baseline Road

Table 5 provides the findings of the evaluation of 1598 Baseline Road according to O. Reg. 10/06 (Government of Ontario 2006).

Table 5: O. Reg.10/06 Evaluation of 1598 Baseline Road

Criteria in O. Reg. 10/06	Yes/No	Comments
1. The property represents or demonstrates a theme or pattern in Ontario's history.	No	The property contains a centre gable Gothic Revival residence. This type of structure is a common architectural style in a provincial context, and it is not strongly connected to a theme or pattern that contributed to the evolution or development of the province.
2. The property yields, or has the potential to yield, information that contributes to an understanding of Ontario's history.	No	The residence is one of many centre gable Gothic Revival residences. The use of stone is a vernacular building material and the residence does not contribute to a greater understanding of Ontario's history.
3. The property demonstrates an uncommon, rare or unique aspect of Ontario's cultural heritage.	No	These types of structures are not uncommon in a provincial context.
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 residence does not represent a turning point or transformational accomplishment. It is one of many Gothic Revival residences built with vernacular materials in southern Ontario during the 19 th and early 20 th centuries.



Criteria in O. Reg. 10/06	Yes/No	Comments
6. The property has a strong or special association with the entire province or with a community that is found in more than one part of the province. The association exists for historic, social, or cultural reasons or because of traditional use.	No	The residence 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.

8.2.2 1558/1580 Baseline Road

Table 6 provides the findings of the evaluation of 1558/1580 Baseline Road according to O. Reg. 10/06 (Government of Ontario 2006).

Table 6: O. Reg.10/06 Evaluation of 1558/1580 Baseline Road

Criteria in O. Reg. 10/06	Yes/No	Comments
1. The property represents or demonstrates a theme or pattern in Ontario's history.	No	The property contains a vernacular residence and garage. These types of structures are common in a provincial context. The property is not strongly connected to a theme or pattern that contributed to the evolution or development of the province.



Criteria in O. Reg. 10/06	Yes/No	Comments
2. The property yields, or has the potential to yield, information that contributes to an understanding of Ontario's history.	No	The residence is one of many vernacular residences with Folk style influence in Ontario. The garage is a utilitarian structure. The property does not contribute to a greater understanding of Ontario's history.
3. The property demonstrates an uncommon, rare or unique aspect of Ontario's cultural heritage.	No	These types of structures are not uncommon in a provincial context.
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 property does not represent a turning point or transformational accomplishment. It contains one of many former farmsteads in southern Ontario.
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.

Criteria in O. Reg. 10/06	Yes/No	Comments
8. The property is located in unorganized territory and the Minister determines that there is a provincial interest in the protection of the property.	No	The property is located in the Municipality of Clarington, Regional Municipality of Durham.

8.2.3 1604 Baseline Road

Table 7 provides the findings of the evaluation according to O. Reg. 10/06 (Government of Ontario 2006).

Table 7: O. Reg.10/06 Evaluation of 1604 Baseline Road

Criteria in O. Reg. 10/06	Yes/No	Comments
1. The property represents or demonstrates a theme or pattern in Ontario's history.	No	The property contains a former farmstead converted to an auto yard and automotive parts business. This does not exemplify a theme or pattern of provincial significance.
2. The property yields, or has the potential to yield, information that contributes to an understanding of Ontario's history.	No	The property contains a former farmstead converted to an auto yard and automotive parts business. This does not offer new or greater knowledge of Ontario's history.
3. The property demonstrates an uncommon, rare or unique aspect of Ontario's cultural heritage.	No	The property contains a former farmstead converted to an auto yard and automotive parts business. This does not illustrate a way of life, phenomenon, process, function, land use, or design that is uncommon, rare, or unique in Ontario.
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.



Criteria in O. Reg. 10/06	Yes/No	Comments
5. The property demonstrates a high degree of excellence or creative, technical or scientific achievement at a provincial level in a given period.	No	The property does not represent a turning point or transformational accomplishment. It contains one of many former farmsteads in southern Ontario.
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 Evaluations

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. Table 8 summarizes the results of the evaluation.



Table 8: Evaluation Results

Property	Criteria Met	Recommended Outcome
1598 Baseline Road	9/06: 1, 2, 8	PHP, Not a PHPPS
1558/1580 Baseline Road	9/06: 8	PHP, Not a PHPPS
1604 Baseline Road	N/A	Not a PHP or PHPPS

The Metrolinx Heritage Committee (MHC) met on March 16, 2023, to discuss the findings of the CHER:

- 1598 Baseline Road: The MHC determined that 1598 Baseline Road met criterion 1 and 2 of O. Reg. 9/06 and no criteria of O. Reg. 10/06. Therefore, 1598 Baseline Road is a Metrolinx PHP.
- 1558/1580 Baseline Road: The MHC determined that 1558/1580 Baseline Road met no criteria of O. Reg. 9/06 or O. Reg. 10/06. Therefore, 1558/1580 Baseline Road is not a Metrolinx PHP or PHPPS.

1604 Baseline Road: The MHC determined that 1604 Baseline Road met no criteria of O. Reg. 9/06 or O. Reg. 10/06. Therefore, 1604 Baseline Road is not a Metrolinx PHP or PHPPS.

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 April 20, 2023, they accepted the findings of the interior assessment and agreed they do not affect the heritage status of the properties as decided at the MHC meeting on March 16, 2023.

8.4 Draft Statements of Cultural Heritage Value or Interest

8.4.1 1598 Baseline Road

Description of Property

Located in the Municipality of Clarington, in the Regional Municipality of Durham, 1598 Baseline Road is located on the north side of Baseline Road between Prestonvale Road and Trulls Road. The property contains a residence built in 1872 and two outbuildings dating to the mid-to late 20th century and early 21st century.



Statement of Cultural Heritage Value

The property contains a rare example within the Municipality of Clarington of a stone structure with a Gothic Revival design style containing a centre gable plan with a smaller gable located at to the west and east of the centre gable. The residence was built in 1872 according to a keystone located above the principal entrance. The ashlar stone exterior portions of the residence contain a pattern of large stones interspersed with vertically stacked smaller stones, which demonstrate a high degree of craftsmanship through their spatial arrangement.

Heritage Attributes

Rare example of a stone Gothic Revival residence with a centre gable plan, including:

- One and one half storey principal section with one storey rear section
- Steeply pitched side gable roof
- Ashlar stone exterior with arrangement of large stones interspersed with vertically stacked smaller stones
- Symmetrical front façade with projecting gable bay and two smaller gable peaks
- Segmental arch window openings with stone voussoirs, stone keystones, and stone sills
- Wood sash 1/1 and 2/2 windows
- Frontispiece with sidelights, transom, stone voussoir, and stone keystone with the inscription “J.T. 1872”
- Gable dormer with bargeboard and wood sash arched window on north façade
- Field stone exterior of north façade and one storey rear section with brick infill
- Wood door and lintel on rear one storey section

Physical and historical link with the residence at 1558/1580 Baseline Road and the Trull Cemetery

8.4.2 1558/1580 Baseline Road

Description of Property

Located in the Municipality of Clarington, in the Regional Municipality of Durham, 1558/1580 Baseline Road is located on the north side of Baseline Road between Prestonvale Road and Trulls Road. The property contains a residence built *circa* 1900 and an outbuilding dating to the early 20th century. The property surrounds the Trull Cemetery.



Statement of Cultural Heritage Value

The property at 1558/1580 Baseline Road contains a residence built *circa* 1900, which was occupied by Ira Trull. He was the son of Jesse Trull, who farmed the south part of Lot 32, Concession 1 and built the stone residence at the adjacent 1598 Baseline Road and founded the adjacent Trull Cemetery. As part of the former Trull farmstead and due to the occupation of the residence by Ira Trull, the property is historically and physically linked to the residence at 1598 Baseline Road and the Trull Cemetery.

Heritage Attributes

- Physical and historical link with the residence at 1598 Baseline Road, located to the east
- Physical and historical link with the Trull Cemetery, which is surrounded by the Study Area

Note: The CHVI of this property is limited to its contextual relationship with 1598 Baseline Road and the Trull Cemetery. The property contains no design/physical value or historical/associative value.



8.4.3 1604 Baseline Road

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



9 Data Sheet

9.1 1598 Baseline Road

Field	Property Data
Property Name	Dom's Auto Parts Jesse Trull Farmstead
Municipal Address	1598 Baseline Road
Municipality:	Municipality of Clarington, Regional Municipality of Durham
Lat/Long:	43°52'42.17" North; 78°46'51.10" West
PIN	26939-0902
Ownership:	Privately owned
Aerial Photograph:	
Current Photograph:	



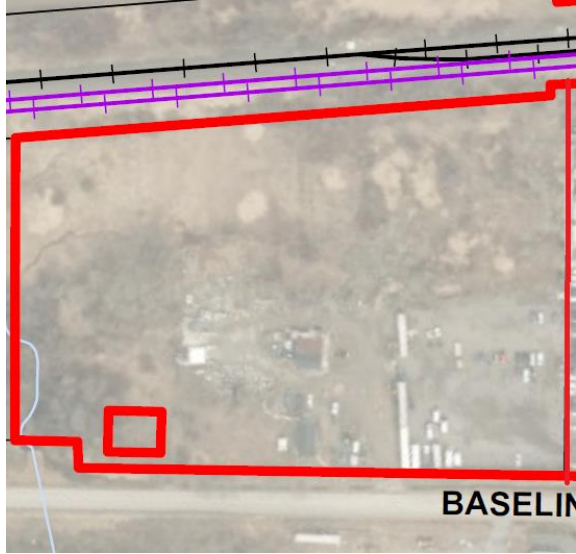

Field	Property Data
Property Size	2.9 hectares
Date of Construction:	1872
Date of Significant Alterations:	N/A
Architect/Designer/Builder:	Unknown
Previous Owners(s) or Occupants:	Jesse Trull (1872-1912) John Trull (1913-1916)
Current Function:	Commercial
Previous Function:	Residence and Farmstead
Heritage Recognition/Protection:	Primary Property, Clarington
Local Heritage Interest:	Historical association with Trull family
Adjacent Lands:	1579 Baseline Road (listed property) Trull Cemetery (pioneer cemetery)

9.2 1558/1580 Baseline Road

Field	Property Data
Property Name	Dom's Auto Parts Jesse Trull Farmstead Ira Trull Farmstead
Municipal Address	1558 and 1580 Baseline Road
Municipality:	Municipality of Clarington, Regional Municipality of Durham
Lat/Long:	43°52'39.50 North; 78°46'59.51" West
PIN	26939-0044
Ownership:	Privately owned



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Field	Property Data
Aerial Photograph:	
Current Photograph:	
Property Size:	2.6 hectares
Date of Construction:	<i>Circa</i> 1900
Date of Significant Alterations:	N/A
Architect/Designer/Builder:	Unknown
Previous Owners(s) or Occupants:	Ira Trull (<i>circa</i> 1900- <i>circa</i> 1928) Donald Cameron Trull (<i>circa</i> 1928-1948)
Current Function:	Vacant
Previous Function:	Farmstead, Automotive repair





Field	Property Data
Heritage Recognition/Protection:	None
Local Heritage Interest:	Historical association with Trull family
Adjacent Lands:	Primary property at 1598 Baseline Road Trull Cemetery Heritage merit property at 1579 Baseline Road

9.3 1604 Baseline Road

Field	Property Data
Property Name	Dom's Automotive Parts
Municipal Address	1604 Baseline Road
Municipality:	Municipality of Clarington, Regional Municipality of Durham
Lat/Long:	43°52'43.71 North; 78°46'48.38 West
PIN	26939-0040
Ownership:	Private



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Field	Property Data
Aerial Photograph:	
Current Photograph:	
Property Size:	17.4 hectares
Date of Construction:	<i>Circa 1967</i>
Date of Significant Alterations:	N/A
Architect/Designer/Builder:	Unknown
Previous Owners(s) or Occupants:	N/A



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Field	Property Data
Current Function:	Automotive parts business
Previous Function:	Farmstead
Heritage Recognition/Protection:	None
Local Heritage Interest:	None Identified
Adjacent Lands:	Primary property at 1598 Baseline Road 1579 Baseline Road Heritage merit property at 1579 Baseline Road



10 Chronology

- 1791-1795: The Township of Darlington is surveyed for settlement.
- 1798: Lot 32, Concession 1 is granted by the Crown to Roger Conant
- *Circa* 1800: The Kingston Road is completed through Darlington Township.
- 1812: The south 82 acres of the lot (containing the Study Area) is sold to Lydia Trull
- 1823: Lydia Trull and John Trull deed the Study Area to Jesse Trull Senior.
- 1832: The village plot of Bowmanville is laid out by Charles Bowman
- 1846: The population of Darlington Township is recorded as 3,500.
- *Circa* 1850: Jesse Trull Senior died in an accident and Jesse Trull Junior inherited the Study Area
- 1856: Grand Trunk Railway is built through Darlington Township
- 1872: Jesse Trull Junior builds the stone residence at 1598 Baseline Road
- *Circa* 1900: Ira Trull has a residence built on the west part of the Study Area, roughly approximate to present-day 1550/1558 Baseline Road
- 1906: Jesse Trull severs his farm into west and east parcels. The west parcel approximately corresponds to 1550/1558 Baseline Road and the Trull Cemetery and the east parcel approximately corresponds to 1598 and 1604 Baseline Road
- 1912: Jesse Trull dies
- 1912: CPR line completed through Darlington Township
- 1967: Dom's Auto Parts begins to purchase land in the Study Area
- 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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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 is Stantec's Senior Heritage Consultant with over 14 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.

