Appendix F

Cultural Heritage Assessment Report
Cultural Heritage Assessment Report:  
Built Heritage Resources and Cultural Heritage Landscapes  
Existing Conditions – Impact Assessment  
CP Rail Crossing at New Coronation Road  
Municipal Class Environmental Assessment  
Lots 33-35, Concession III  
Former Township of Whitby, County of Ontario  
Town of Whitby, Regional Municipality of Durham

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Executive Summary

Archaeological Services Inc. (ASI) was contracted by Hatch Mott MacDonald (Mississauga) on behalf of the Town of Whitby, to conduct a Cultural Heritage Assessment Report (CHAR) as part of the CP Rail Crossing at New Coronation Road Municipal Class Environmental Assessment (EA) study. The study area includes part of Lots 33-35, Concession 3 between Coronation Road to the east, Rossland Road West to the south, Lakeridge Road North to the west, and north to a line approximately 1 km north of Rossland Road West.

The background research, data collection, and field review conducted for the study area determined that six (6) cultural heritage resources are located within or adjacent to the New Coronation Road Municipal Class EA study area. Based on the results of the assessment, the following recommendations have been developed:

1. Staging and construction activities should be suitably planned and undertaken to avoid impacts to identified cultural heritage resources;

2. Where cultural heritage resources are expected to be impacted through destruction and/or alteration of their setting due to landscape alteration or the removal of historical landscape features (e.g., fence lines, tree lines, rail embankments), a resource-specific heritage impact assessment (HIA) should be conducted in advance, or at the earliest possible stages of the detailed design phase to identify landscape features that should be retained. The result of these studies should be used to inform post-construction landscaping plans, potential tree-hoarding activities during construction, and finalization of grading limits. Resources recommended for completion of heritage impact assessment within this context include: CHL 1, CHL 3, and BHR 1;
3. Post-construction landscaping and rehabilitation plans should be undertaken in a manner that is sympathetic to the overall setting. Wherever possible, landscaping with appropriate/sympathetic historic plant materials is recommended, and fence rows should be preserved where extant; and,

4. Should future work require an expansion of the New Coronation Road Municipal Class EA study area then a qualified heritage consultant should be contacted in order to confirm the impacts of the proposed work on potential cultural heritage resources.
Archaeological Services Inc.
Built Heritage and Cultural Heritage Landscape Planning Division

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1.0 Introduction

Archaeological Services Inc. (ASI) was contracted by Hatch Mott MacDonald (Mississauga) on behalf of the Town of Whitby, to conduct a Cultural Heritage Assessment Report (CHAR) as part of the CP Rail Crossing at New Coronation Road Municipal Class Environmental Assessment (EA) study. The study area includes part of Lots 33-35, Concession 3 between Coronation Road to the east, Rossland Road West to the south, Lakeridge Road North to the west, and north to a line approximately 1 km north of Rossland Road West in the north (Figure 1).

The purpose of this report is to present a built heritage and cultural landscape inventory of cultural heritage resources, and identify existing conditions of the proposed alternatives for CP Rail Crossing at New Coronation Road Municipal Class EA. This research was conducted under the project management of Heidy Schopf, Cultural Heritage Specialist at the Built Heritage and Cultural Heritage Landscape Division of ASI.

![Figure 1: Location of the study area in the Town of Whitby](image-url)
2.0 Built Heritage Resource and Cultural Heritage Landscape Assessment Context

2.1 Approach and Methodology

This cultural heritage assessment considers cultural heritage resources in the context of improvements to specified areas, pursuant to the \textit{Environmental Assessment Act}. This assessment addresses above ground cultural heritage resources over 40 years old. Use of a 40 year old threshold is a guiding principle when conducting a preliminary identification of cultural heritage resources (Ministry of Transportation 2006; Ministry of Transportation 2007; Ontario Realty Corporation 2007). While identification of a resource that is 40 years old or older does not confer outright heritage significance, this threshold provides a means to collect information about resources that may retain heritage value. Similarly, if a resource is slightly younger than 40 years old, this does not preclude the resource from retaining heritage value.

For the purposes of this assessment, the term cultural heritage resources was used to describe both cultural heritage landscapes and built heritage resources. A cultural landscape is perceived as a collection of individual built heritage resources and other related features that together form farm complexes, roadscapes and nucleated settlements. Built heritage resources are typically individual buildings or structures that may be associated with a variety of human activities, such as historical settlement and patterns of architectural development.

The analysis throughout the study process addresses cultural heritage resources under various pieces of legislation and their supporting guidelines. Under the \textit{Environmental Assessment Act} (1990) environment is defined in Subsection 1(c) to include:

- cultural conditions that influence the life of man or a community, and;
- any building, structure, machine, or other device or thing made by man.

The Ministry of Tourism, Culture and Sport is charged under Section 2 of the \textit{Ontario Heritage Act} with the responsibility to determine policies, priorities and programs for the conservation, protection and preservation of the heritage of Ontario and has published two guidelines to assist in assessing cultural heritage resources as part of an environmental assessment: \textit{Guideline for Preparing the Cultural Heritage Resource Component of Environmental Assessments} (1992), and \textit{Guidelines on the Man-Made Heritage Component of Environmental Assessments} (1981). Accordingly, both guidelines have been utilized in this assessment process.

The \textit{Guidelines on the Man-Made Heritage Component of Environmental Assessments} (Section 1.0) states the following:
When speaking of man-made heritage we are concerned with the works of man and the effects of his activities in the environment rather than with movable human artifacts or those environments that are natural and completely undisturbed by man.

In addition, environment may be interpreted to include the combination and interrelationships of human artifacts with all other aspects of the physical environment, as well as with the social, economic and cultural conditions that influence the life of the people and communities in Ontario. The *Guidelines on the Man-Made Heritage Component of Environmental Assessments* distinguish between two basic ways of visually experiencing this heritage in the environment, namely as cultural heritage landscapes and as cultural features.

Within this document, cultural heritage landscapes are defined as the following (Section 1.0):

The use and physical appearance of the land as we see it now is a result of man’s activities over time in modifying pristine landscapes for his own purposes. A cultural landscape is perceived as a collection of individual man-made features into a whole. Urban cultural landscapes are sometimes given special names such as townscape or streetscape that describe various scales of perception from the general scene to the particular view. Cultural landscapes in the countryside are viewed in or adjacent to natural undisturbed landscapes, or waterscapes, and include such land uses as agriculture, mining, forestry, recreation, and transportation. Like urban cultural landscapes, they too may be perceived at various scales: as a large area of homogeneous character; or as an intermediate sized area of homogeneous character or a collection of settings such as a group of farms; or as a discrete example of specific landscape character such as a single farm, or an individual village or hamlet.

A cultural feature is defined as the following (Section 1.0):

...an individual part of a cultural landscape that may be focused upon as part of a broader scene, or viewed independently. The term refers to any man-made or modified object in or on the land or underwater, such as buildings of various types, street furniture, engineering works, plantings and landscaping, archaeological sites, or a collection of such objects seen as a group because of close physical or social relationships.

The Minister of Tourism, Culture, and Sport has also published *Standards and Guidelines for Conservation of Provincial Heritage Properties* (April 2010; Standards and Guidelines hereafter). These Standards and Guidelines apply to properties the Government of Ontario owns or controls that have cultural heritage value or interest.
They are mandatory for ministries and prescribed public bodies and have the authority of a Management Board or Cabinet directive. Prescribed public bodies include:

- Agricultural Research Institute of Ontario
- Hydro One Inc.
- Liquor Control Board of Ontario
- McMichael Canadian Art Collection
- Metrolinx
- The Niagara Parks Commission.
- Ontario Heritage Trust
- Ontario Infrastructure Projects Corporation
- Ontario Lottery and Gaming Corporation
- Ontario Power Generation Inc.
- Ontario Realty Corporation
- Royal Botanical Gardens
- Toronto Area Transit Operating Authority
- St. Lawrence Parks Commission

The Standards and Guidelines provide a series of definitions considered during the course of the assessment:

A provincial heritage property is defined as the following (14):

Provincial heritage property means real property, including buildings and structures on the property, that has cultural heritage value or interest and that is owned by the Crown in right of Ontario or by a prescribed public body; or that is occupied by a ministry or a prescribed public body if the terms of the occupancy agreement are such that the ministry or public body is entitled to make the alterations to the property that may be required under these heritage standards and guidelines.

A provincial heritage property of provincial significance is defined as the following (14):

Provincial heritage property that has been evaluated using the criteria found in Ontario Heritage Act O.Reg. 10/06 and has been found to have cultural heritage value or interest of provincial significance.

A built heritage resource is defined as the following (13):

...one or more significant buildings (including fixtures or equipment located in or forming part of a building), structures, earthworks, monuments, installations, or remains associated with architectural, cultural, social, political, economic, or military history and identified as being important to a community. For the purposes of these Standards and
Guidelines, “structures” does not include roadways in the provincial highway network and in-use electrical or telecommunications transmission towers.

A cultural heritage landscape is defined as the following (13):

… a defined geographical area that human activity has modified and that has cultural heritage value. Such an area involves one or more groupings of individual heritage features, such as structures, spaces, archaeological sites, and natural elements, which together form a significant type of heritage form distinct from that of its constituent elements or parts. Heritage conservation districts designated under the Ontario Heritage Act, villages, parks, gardens, battlefields, mainstreets and neighbourhoods, cemeteries, trails, and industrial complexes of cultural heritage value are some examples.

Additionally, the Planning Act (1990) and related Provincial Policy Statement (PPS) make a number of provisions relating to heritage conservation. One of the general purposes of the Planning Act is to integrate matters of provincial interest in provincial and municipal planning decisions. In order to inform all those involved in planning activities of the scope of these matters of provincial interest, Section 2 of the Planning Act provides an extensive listing. These matters of provincial interest shall be regarded when certain authorities, including the council of a municipality, carry out their responsibilities under the Act. One of these provincial interests is directly concerned with:

2.0 …protecting cultural heritage and archaeological resources for their economic, environmental, and social benefits.

Part 4.5 of the PPS states that:

Comprehensive, integrated and long-term planning is best achieved through municipal official plans. Municipal official plans shall identify provincial interests and set out appropriate land use designations and policies. Municipal official plans should also coordinate cross-boundary matters to complement the actions of other planning authorities and promote mutually beneficial solutions.

Municipal official plans shall provide clear, reasonable and attainable policies to protect provincial interests and direct development to suitable areas.

In order to protect provincial interests, planning authorities shall keep their official plans up-to-date with this Provincial Policy Statement. The policies
of this Provincial Policy Statement continue to apply after adoption and approval of a municipal official plan.

Those policies of particular relevance for the conservation of heritage features are contained in Section 2- Wise Use and Management of Resources, wherein Subsection 2.6 - Cultural Heritage and Archaeological Resources, makes the following provisions:

2.6.1 Significant built heritage resources and cultural heritage landscapes shall be conserved.

A number of definitions that have specific meanings for use in a policy context accompany the policy statement. These definitions include built heritage resources and cultural heritage landscapes.

Built heritage resources mean one or more buildings, structures, monuments, installations or remains associated with architectural, cultural, social, political, economic, or military history, and identified as being important to a community.

Cultural heritage landscapes mean a defined geographical area of heritage significance that has been modified by human activities. Such an area is valued by a community, and is of significance to the understanding of the history of a people or place. Examples include farmscapes, historic settlements, parks, gardens, battlefields, mainstreets and neighbourhoods, cemeteries, trailways, and industrial complexes of cultural heritage value (PPS 2005).

In addition, significance is also more generally defined. It is assigned a specific meaning according to the subject matter or policy context, such as wetlands or ecologically important areas. With regard to cultural heritage and archaeology resources, resources of significance are those that are valued for the important contribution they make to our understanding of the history of a place, an event, or a people (PPS 2005).

Criteria for determining significance for the resources are recommended by the Province, but municipal approaches that achieve or exceed the same objective may also be used. While some significant resources may already be identified and inventoried by official sources, the significance of others can only be determined after evaluation (PPS 2005).

Accordingly, the foregoing guidelines and relevant policy statement were used to guide the scope and methodology of the cultural heritage assessment.

2.2 Data Collection

In the course of the cultural heritage assessment, all potentially affected cultural heritage resources are subject to inventory. Short form names are usually applied to
each resource type, (e.g. barn, residence). Generally, when conducting a preliminary identification of cultural heritage resources, three stages of research and data collection are undertaken to appropriately establish the potential for and existence of cultural heritage resources in a particular geographic area.

Background historic research, which includes consultation of primary and secondary source research and historic mapping, is undertaken to identify early settlement patterns and broad agents or themes of change in a study area. This stage in the data collection process enables the researcher to determine the presence of sensitive heritage areas that correspond to nineteenth and twentieth-century settlement and development patterns. To augment data collected during this stage of the research process, federal, provincial, and municipal databases and/or agencies are consulted to obtain information about specific properties that have been previously identified and/or designated as retaining cultural heritage value. Typically, resources identified during these stages of the research process are reflective of particular architectural styles, associated with an important person, place, or event, and contribute to the contextual facets of a particular place, neighbourhood, or intersection.

A field review is then undertaken to confirm the location and condition of previously identified cultural heritage resources. The field review is also utilised to identify cultural heritage resources that have not been previously identified on federal, provincial, or municipal databases.

Several investigative criteria are utilised during the field review to appropriately identify new cultural heritage resources. These investigative criteria are derived from provincial guidelines, definitions, and past experience. During the course of the environmental assessment, a built structure or landscape is identified as a cultural heritage resource if it is considered to be 40 years or older, and if the resource satisfies at least one of the following criteria:

Design/Physical Value:
- It is a rare, unique, representative or early example of a style, type, expression, material or construction method.
- It displays a high degree of craftsmanship or artistic merit.
- It demonstrates a high degree of technical or scientific achievement.
- The site and/or structure retains original stylistic features and has not been irreversibly altered so as to destroy its integrity.
- It demonstrates a high degree of excellence or creative, technical or scientific achievement at a provincial level in a given period.

Historical/Associative Value:
- It has a direct association with a theme, event, belief, person, activity, organization, or institution that is significant to: the Town of Whitby; the Province of Ontario; or Canada.
- It yields, or has the potential to yield, information that contributes to an understanding of the history of the: the Town of Whitby; the Province of Ontario; or Canada.
- It demonstrates or reflects the work or ideas of an architect, artist builder, designer, or theorist who is significant to: the Town of Whitby; the Province of Ontario; or Canada.
- It represents or demonstrates a theme or pattern in Ontario’s history.
- It demonstrates an uncommon, rare or unique aspect of Ontario’s cultural heritage.
- It 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.
- It 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.

Contextual Value:
- It is important in defining, maintaining, or supporting the character of an area.
- It is physically, functionally, visually, or historically linked to its surroundings.
- It is a landmark.
- It illustrates a significant phase in the development of the community or a major change or turning point in the community’s history.
- The landscape contains a structure other than a building (fencing, culvert, public art, statue, etc.) that is associated with the history or daily life of that area or region.
- There is evidence of previous historic and/or existing agricultural practices (e.g. terracing, deforestation, complex water canalization, apple orchards, vineyards, etc.)
- It is of aesthetic, visual or contextual important to the province.

If a resource meets one of these criteria it will be identified as a cultural heritage resource and is subject to further research where appropriate and when feasible. Typically, detailed archival research, permission to enter lands containing heritage resources, and consultation is required to determine the specific heritage significance of the identified cultural heritage resource.

When identifying cultural heritage landscapes, the following categories are typically utilized for the purposes of the classification during the field review:

Farm complexes: comprise two or more buildings, one of which must be a farmhouse or barn, and may include a tree-lined drive, tree windbreaks, fences, domestic gardens and small orchards.
Roadscapes: generally two-lanes in width with absence of shoulders or narrow shoulders only, ditches, tree lines, bridges, culverts and other associated features.

Waterscapes: waterway features that contribute to the overall character of the cultural heritage landscape, usually in relation to their influence on historic development and settlement patterns.

Railscapes: active or inactive railway lines or railway rights of way and associated features.

Historical settlements: groupings of two or more structures with a commonly applied name.

Streetscapes: generally consists of a paved road found in a more urban setting, and may include a series of houses that would have been built in the same time period.

Historical agricultural landscapes: generally comprises a historically rooted settlement and farming pattern that reflects a recognizable arrangement of fields within a lot and may have associated agricultural outbuildings, structures, and vegetative elements such as tree rows.

Cemeteries: land used for the burial of human remains.

Results of the desktop data collection and field review are contained in Sections 3.0, while Sections 4.0 and 5.0 contain conclusions and recommendations for future work to be conducted.

3.0 Built Heritage Resource and Cultural Heritage Landscape Assessment

3.1 Introduction

This section provides a brief summary of historic research and a description of identified above ground cultural heritage resources that may be affected by the proposed work. A review of available primary and secondary source material was undertaken to produce a contextual overview of the study area, including a general description of Euro-Canadian settlement and land use. Historically, the study area is situated in the Former Township of Whitby, Ontario County in Lots 33, 34, and 35, Concession III.
3.2 Township Survey and Settlement

3.2.1 The Township of Whitby

Originally known as Township No. 8 of the Lake Shore Townships between the Bay of Quinte and York, the township was renamed Norwich and then Whitby. Historically the Township of Whitby in Ontario County was bound on the south by Lake Ontario, on the north by the Township of Reach, on the west by the Township of Pickering and on the east by the County of Northumberland. The Township of Whitby was partially surveyed in 1791 and the remainder laid out in 1795. The survey was laid out in a grid pattern with nine, east to west running concessions and a broken front along the lakeshore. Each concession contained thirty-five 200-acre lots. The north-south lots were approximately one and a quarter miles deep and one quarter mile wide. Road allowances were provided between concessions and every second lot.

The new township was located in the Nassau District, which was created in Upper Canada in 1788 and later formed part of the Home District established in 1792. Whitby Township was located in the East Riding of this district. Within the East Riding, Pickering and Whitby Township were joined administratively until 1811.

Settlement was delayed in the 1790s due to the 1,000-acre land grant in Whitby Township given to William Willcocks, an Irish citizen who had proposed an immigration plan to settle the land. Willcocks' immigration scheme failed and his land was forfeited in January 1796. In May 1796, Governor Simcoe ordered that Whitby and eleven other townships be opened for settlement to all desiring land. Willcocks received other land in Whitby Township and a government appointment as compensation (Winter 1999: 14).

Benjamin Wilson is acknowledged as the first settler in the original Whitby Township c1791-1794, having settled near the Oshawa Harbour. The earliest settler in the west part of Whitby Township is unknown. The first census of Whitby and Pickering Townships (1803) indicates that there were 130 inhabitants in the two townships. In 1804, Whitby had a population of 88 with most of the households in the Oshawa area. Jabez Lynde settled at Lynde's Creek and Danforth Road in 1804. In 1811, Whitby Township had a population of 111 and by 1820, 205 people. Until the 1820s most of Whitby's settlers came from the United States. After 1830, British immigrants comprised most of the new township settlers (Winter 1999: 14).

The first settlement in the western part of Whitby Township occurred at Windsor, now Whitby Harbour. John Scadding received a large land grant in 1802 and he established the Village of Windsor in 1818. A Customs Collector was appointed in 1831 after the port at Windsor was designated as a port of entry. Windsor Harbour acted as a commercial harbour shipping grain from the 1830s to the 1890s, and was second only to Toronto in 1853, for the amount of business undertaken by ports on the north shore of Lake Ontario. Crawford’s Corners, renamed Hamer’s Corners in 1835, was
established in the early 1820s at the present intersection of Dundas and Anderson streets on the Kingston Road. It was the location of the first post office in Whitby established in 1824. By the 1840s, Hamer’s Corners was known as Windsor East. In 1833, Peter Perry bought 200 acres of land in Whitby Township; by 1836 he had established Perry’s Corners at Kingston Road and Centre Road. Perry’s community began to eclipse Hamer’s Corners around 1850 as Whitby’s commercial centre due to its location on two principal roads. Hamer’s Corners and Perry’s Corners came to be known as Windsor, and Windsor became the Village of Whitby in 1847 (Winter 1999: 23).

Smith’s *Canadian Gazetteer* (1846) describes Whitby Township as follows,

*In Whitby, 61,841 acres are taken up, 28,474 of which are under cultivation. This is a well settled township, containing a large portion of excellent land, which is mostly rolling. The farms are generally well cleared and cultivated, and in good order. The timber is a mixture of hardwood and pine. There are some excellent mill streams in the township. The flourishing villages of Oshawa and Whitby are situated on the main Road from Toronto to Kingston; Gibb’s Mills, about one mile south from Oshawa; Windsor Harbour on the lake shore; and Columbus and Winchester in the rear of the township, on the plank road from Windsor Bay to Skugog. There are eight grist and twenty-five saw mills in the township. Population in 1842, 5,714: who are a mixture of English, Irish, Scotch, Canadians and Americans* (Smith 1846: 218-219).

By the mid 19th century Whitby Township farmsteads had evolved to include larger, better-constructed farmhouses, larger barns and agricultural fields. The township became part of the newly created County of Ontario in 1852 and the Village of Whitby was named the county seat. Whitby was incorporated as a town in 1855. The Grand Trunk Railway from Toronto to Montreal was completed through the southern part of Whitby Township to the Town of Whitby and then on to Oshawa in August 1856. Its arrival contributed greatly to the economic growth of the municipality. The Township of East Whitby was separated from Whitby Township in 1858, and Whitby Township was reduced in size to Lots 18 to 35.

*Tremaine’s Map of Ontario County* (1860) shows the established agricultural landscape of Whitby Township with many farm complexes, a grid-like local road system and local hamlets and villages. As farmers changed to mixed and dairy farming in the latter part of the nineteenth century, agricultural barns and buildings were adapted, or new ones built. In 1870, Whitby Township was described as having a population of about 3,000 people (Conner and Coulston 1870: 179). Larger agricultural fields, hedgerows and tree lines, particularly around farmhouses, and rear woodlots characterized the farmstead and typified the 19th century agricultural landscape of Whitby Township shown in the *Illustrated Historical Atlas of the County of Ontario* (1878). In 1878, Whitby Township included 31,660 acres of land with 3,220 people.
Communications improved in the interior of Whitby Township with the arrival of the railway in the early 1870s. The Whitby & Port Perry Railway was incorporated in 1870 to connect logging and grain operations to the north with harbour and rail facilities on the shore of Lake Ontario. The railway was constructed north from Whitby Harbour with stations in Whitby Township at Whitby, Brooklin and Myrtle. The southern portions of the railway were opened by 1871 and it was completed to Port Perry on Lake Scugog in 1872. Later known as the Whitby, Port Perry & Lindsay Railway, the route was extended to Lindsay in 1878. The Midland Railway took over the line in 1881 and subsequently it was absorbed into the network of the Grand Trunk Railway in 1884. Whitby Township continued as a rural agricultural landscape into the 20th century. As the provincial highway and local road network improved in the 1920s and 1930s the demand for rail services declined through Whitby Township. Never extremely successful the former Whitby, Port Perry & Lindsay Railway, part of the Canadian National Railway since the 1920s, ceased operation in late 1939. The rails were removed in 1941 and sold as scrap metal during World War II.

The Township of Whitby became the Town of Whitby on January 1, 1968, and became part of the new Regional Municipality of Durham, which saw the dissolution of the County of Ontario, in 1974.

### 3.2.2 The Development of the Canadian Pacific Railway

In 1885 the Canadian Pacific Railway (CPR) was completed, linking west and east Canada. The CPR was intended to link British Colombia with the east coast, and to bring it into the Canadian Confederacy. A condition of British Colombia for joining the Confederacy in 1868 was the construction of a ‘transcontinental wagon road’ within two years of their admission. However, a range of setbacks and issues with policy and funding, including dependency on American interests, delayed the construction of the CPR until the early 1880s. On October 21, 1880, the contract for the construction of the railroad was signed. The CPR was given Royal Assent on February 15th 1881 and a Royal Charter shortly after. The terms of the charter, which incorporated the company, stipulated a subsidy of $25,000,000 and 25,000,000 acres of land, in addition to several railways also contracted by the government. In January 1882 William Cornelius Van Horne was appointed as General Manager of the CPR. Within his first summer as manager Van Horne pushed a total of 480 miles of track through the Prairies. In May 1885 the final spike was set within the eastern section of the CPR, and on November 8th of the same year the last spike in the transcontinental railway was driven in. Van Horne marked the occasion with his famous fifteen-word speech “All I can say is that the work has been well done in every way” (Churcher 2013; Innis 1923:19-21, 76-128).

In order to construct the CPR, a huge amount of labour was required. Some 15,000 Chinese workers were employed who were paid lower wages than other railway workers. The work was fraught with danger, it has been estimated that for every mile of
track laid in the Rockies, four Chinese workers lost their lives. Approximately 600 Chinese men lost their lives in the construction of the CPR (CCCOP 2013).

In order to fund the construction of the CPR the government enlisted private companies to construct various segments of the line. The CPR ran across Whitby as the Ontario and Quebec Railway (O&Q). The O&Q was first incorporated in 1871 in response to a charter from the CPR. Ten years later O&Q was reincorporated (May 1881), running from Perth through to Toronto Junction, via Tweed, Havelock, Peterborough, Agincourt, Leaside and North Toronto. In 1884 the first twice-daily passenger services began between Toronto and Peterborough. The same year the CPR took control of O&Q through a perpetual lease (Canadian Pacific 2013; Innis 1923: 1; Kennedy 2013a).

3.3 Review of Historic Mapping

The 1860 Tremaine’s Map of the Ontario County and the 1878 Illustrated Historical Atlas of the County of Ontario were reviewed to determine the potential for the presence of historical features within or abutting the study area during the nineteenth century (Figures 2 and 3). It should be noted, however, that not all features of interest were mapped systematically in the Ontario series of historical atlases, given that they were financed by subscription, and subscribers were given preference with regard to the level of detail provided on the maps. Moreover, not every feature of interest would have been within the scope of the atlases. The available data regarding property owners and historical features gathered from the historic mapping is summarised in Table 1.

<table>
<thead>
<tr>
<th>Concession Lot #</th>
<th>Property Owners (1860)</th>
<th>Property Owners (1878)</th>
<th>Historic Feature(s) (1860)</th>
<th>Historical Feature(s) (1878)</th>
</tr>
</thead>
<tbody>
<tr>
<td>3 33</td>
<td>Thomas Marquiss&lt;br&gt;John McGillivray</td>
<td>T. Marquis&lt;br&gt;G McGillivray</td>
<td>Farmstead</td>
<td>-</td>
</tr>
<tr>
<td>3 34</td>
<td>J. Watson&lt;br&gt;J. Wilson&lt;br&gt;James Young&lt;br&gt;William Bailey</td>
<td>Mrs Watson&lt;br&gt;J. Wilson&lt;br&gt;W. Duncan&lt;br&gt;W. Bailey</td>
<td>Watercourse</td>
<td>Watercourse</td>
</tr>
<tr>
<td>3 35</td>
<td>James Young&lt;br&gt;Richard Guthrie</td>
<td>W. Duncan&lt;br&gt;R. Guthrie</td>
<td>Farmstead&lt;br&gt;Watercourse</td>
<td>Farmsteads (2)&lt;br&gt;Watercourse</td>
</tr>
</tbody>
</table>

1 The surname Marquiss/Marquis differs in spelling between the 1860 and 1878 historic maps.
The 1860 historic mapping demonstrates that the study area is situated within a landscape with a history predating the mid-nineteenth-century. By 1861 Lots 33, 34, and 35, Concession III had been settled, and two farmsteads are shown within the study area. A watercourse is shown running approximately north-south through Lots 34 and 35. Coronation Road, Rossland Road, and Lakeshore Road are all shown as opened thoroughfares by this time.

The 1878 mapping shows that the lots within the study area retained the same land divisions, though some minor changes in landholders occurred. A second farmstead is depicted within the south part of Lot 35, adjacent to Rossland Road. However, the farmstead previously depicted in Lot 33 is no longer shown.

The 1930 topographical map of Oshawa shows that the CPR had been constructed across the study area, bearing west-northwest by east-southeast (Figure 4). A wooded area is shown to toward the centre of the lot, with what appears to be a small quarry, just east of the watercourse, and south of the CPR. Three residences are shown within the south of the lot, two of which featured outbuildings. A seasonal watercourse is shown within the southeast of the study area, running south from the CPR. In addition, a watercourse is shown running along the west margin of the study area. Coronation Road and Rossland Road are shown being detoured to cross the CPR just east of the study area. Both roads appear to maintain their historic alignments otherwise.

The 1954 aerial photography (Figure 5) presents an agricultural landscape comparable with the 1930 topographical map. The study area is still shown as split west-northwest by east-southeast by the CPR rail line. South of the CPR, within the middle of the study area, an area of woodlot abuts the railway, extending south and southwest along the line of the watercourse. Patches of the woodlot also extend north of the CPR. Fields within the study area are marked by tree-lines in places, and what may be fence-lines in others. To the southwest of the study area, two residences are shown adjacent to Rossland Road, one of which appears to have been constructed between 1930 and 1954. To the southeast of the study area, another farmstead is shown, also adjacent to Rossland Road. Coronation Road features an intermittent tree-line along its west side.

The 1994 NTS mapping shows a little changed landscape, still divided by the CPR alignment (Figure 6). An additional residence had been constructed in the south of Lot 35, and an additional structure towards the centre of the study area, south of the CPR. A hydro line is shown bearing northeast by southwest across the north of the study area.
Figure 2: The study area overlaid on the 1860 map of Durham 
Base Map: Tremaine’s Map of Durham County (Tremaine 1860)

Figure 3: The study area overlaid on the 1878 map of Durham 
Base Map: Illustrated Historical Atlas of the Counties of Northumberland and Durham (Belden & Co. 1877)

Figure 4: The study area overlaid on the 1930 map of Durham 
Base Map: Oshawa Sheet No.108

Figure 5: The study area overlaid on the 1954 aerial photograph of Durham 
Aerial Photo Reference: 438.784 (Hunting Survey Corporation Ltd. 1954)
3.4 Existing Conditions

In order to make a preliminary identification of existing cultural heritage resources within the study area, the following resources were consulted: the Town of Whitby’s Local Architectural Conservation Advisory Committee (LACAC) Heritage Inventory (2010); the Whitby Public Library’s Historical Buildings Index (2011); the Government of Ontario Ministry of Culture’s Ontario Heritage Properties Database (2008); and the Federal Government’s Canada’s Historic Places website. The Town of Whitby’s LACAC Heritage Inventory (2010) provides a list of cultural heritage resources identified as being ‘significant’ by the Town of Whitby’s LACAC. In addition, the inventory contains a catalogue of properties designated under the Ontario Heritage Act – Part IV within the Town of Whitby. The Whitby Public Library’s Historical Buildings Index (2011) expands upon the Town’s LACAC Heritage Inventory, providing additional architectural and archival data where available. Both Ontario’s Heritage Properties Database, and Canada’s Historic Places, provide a record of the heritage properties identified to be of significance at a provincial level, which are designated under the Ontario Heritage Act – Part IV. In addition, the Town of Whitby was contacted directly to gather any information on cultural heritage resources within the study area (email communication 4 December 2013). Based on the review of available data, there is one (1) previously identified resource within or adjacent to the study area; 1220 Rossland Road West. The property is listed as being significant. 1220 Rossland Road West was assessed by ASI in 2011 ahead of displacement, as part of the West Durham Link of the proposed Highway 407 East Transportation Corridor (ASI 2011). 1220 Rossland Road West was found to be of significance.
moderate to high heritage significance. Field review determined that 1220 Rossland Road West has been removed by the Highway 407 East Transportation Corridor. A field review was undertaken by Seth Price and Heidy Schopf, Cultural Heritage Specialists, ASI, on December 6th, 2013 to document the existing conditions of the study area. The field review was preceded by a review of available, current and historic, aerial photographs and maps (including online sources such as Bing and Google maps). These large-scale maps are reviewed for any potential cultural heritage resources which may be extant in the study area. The New Coronation Road and CP Rail Municipal Class EA study area was examined to identify any built heritage resources (BHR) or cultural heritage landscapes (CHL) within or adjacent to the study area. The existing conditions of the study area are described below. An inventory of heritage properties identified in the New Coronation Road study area is presented in Section 7.0 and mapping of these features is provided in Section 8.0 of this report.

3.4.1 New Coronation Road Study Area

The study area for the proposed New Coronation Road is bounded by Lake Ridge Road North to the west, Rossland Road West to the south, Coronation Road to the east, and actively cultivated farmland to the north. Bearing north-south through the study area is the Highway 407 West Durham Link, which is currently under construction.

From the southwest corner of the study area, Rossland Road, a two-lane road featuring gravel shoulders, runs eastwards following the natural rolling topography (Plate 1). Along the north side of the study area the formerly agricultural landscape is undergoing ongoing alterations and clearance as a part of the Highway 407 construction (Plate 2). The residences shown on the historic mapping and modern aerial photography are no longer extant. Further east, Rossland Road passes a regenerating lot of land to its north, featuring rubble remnants of a mid- to late-twentieth-century residence (Plate 3). To the north of the regenerating residential lot, thick natural woodland fills the centre of the study area, running up to the CPR alignment. Within the woodland are several areas of wetland, and some pine tree plantings (Plate 4). The natural woodland is a mix of tree species, including birch, aspen, and poplar. To the southeast of the study area, Rossland Road retains its character, while the landscape to its north comprises of a wedge of fallow fields, bounded to the north by the CPR, and to the west by a fence-line and mature tree-line along the edge of the woodland (Plate 5). The tree-line continues along the south side of the CPR. The field is split by a northwest-southeast running stream, which feeds through a historic culvert beneath the CPR. At the southeast corner of the study area is a mid- to late-twentieth-century single-storey red brick building, with a hipped gable roof (Plate 5). To the north of the residence is what appears to be a historic gable-roofed barn building, featuring vertical barn-board siding (Plate 5). The property is set along a driveway with mature trees and shrubs. Rossland Road continues east from the study area, where it crosses the CPR before intersecting Coronation Road.
Coronation Road is a two-lane road with a raised bed and gravel shoulders, which marks the eastern limit of the study area (Plate 6). North of the CPR line, Coronation Road runs parallel to a large actively cultivated field located on the west (Plate 6). The field is bounded to the west by a mature tree-line, marking the edge of a woodlot (Plate 6). The tree-line continues across the north of the field, marking the northern limit of the study area.

The western limit of the study area is marked by Lake Ridge Road, a heavily travelled late-twentieth-century two-lane thoroughfare featuring gravel shoulders and wide swales to either side (Plate 7). The road runs alongside an actively cultivated field north of the CPR, and an altered agricultural landscape to its south (Plate 8). Areas of the altered agricultural landscape appear to still be under cultivation (Plate 8). The road runs underneath a CPR bridge which was constructed in 1878 (Plate 7). The western limit of the altered agricultural field south of the CPR is marked by a mature tree-line and watercourse (Plates 7 and 8).

The CPR runs northwest-southeast across the study area. Along its length, the CPR runs along a raised historic embankment, cutting through the woodland at the centre of the study area. To either side of the embankment are shallow water-filled ditches. A wooden pole and two-spar hydro line runs parallel to the railway along its length, and contributes to its historic character. Towards the southeast of the study area, a historic concrete culvert allows for the passage of a seasonal watercourse. The CPR crosses Lake Ridge Road to the northwest via a steel beam/girder bridge with concrete abutments and wing walls. To the southeast, the CPR runs underneath Rossland Road.

The study area is characterized as a rural landscape with a range of intact historic features. However, the landscape is seeing a dramatic level of alteration due to the construction of the Highway 407 East Transportation Corridor West Durham Link, which can be expected to significantly detract from its historic and rural character.
Plate 1: View east along Rossland Road from the southwest corner of the study area. Note construction activities to the north and south of the road.

Plate 2: View west across the Highway 407 East Transportation Corridor West Durham Link construction. Note Rossland Road to the south, and the regenerating fields.

Plate 3: View north across regenerating fields towards the wooden area south of the CPR. Note the rubble house remains.

Plate 4: View north towards the CPR, across an area of wetland within the woodlot.
3.4.2 Summary of Identified Cultural Heritage Resources

Based on the results of the background research and field review, two built heritage resources (BHR) and four cultural heritage landscapes (CHL) were identified within the New Coronation Road study area. Table 2 below provides a summary of built heritage resources and cultural heritage landscapes identified within the study area. An inventory of cultural heritage resources identified in the New Coronation Road study area is presented in Section 7.0 and mapping of these features is provided in Section 8.0 of this report.
Table 2: Summary of Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL) in the study area

<table>
<thead>
<tr>
<th>Resource</th>
<th>Location</th>
<th>Type</th>
<th>Recognition</th>
</tr>
</thead>
<tbody>
<tr>
<td>BHR 1</td>
<td>Lot 33, Concession 3, through the CPR embankment.</td>
<td>Culvert</td>
<td>Identified during field review</td>
</tr>
<tr>
<td>BHR 2</td>
<td>Southeast corner of Lot 33, Concession 3.</td>
<td>Barn</td>
<td>Identified during field review</td>
</tr>
<tr>
<td>CHL 1</td>
<td>Canadian Pacific Railway (CPR)</td>
<td>Railscape</td>
<td>Identified during field review</td>
</tr>
<tr>
<td>CHL 2</td>
<td>East side of Lake Ridge Road, south of the CPR</td>
<td>Tree-line</td>
<td>Identified during field review</td>
</tr>
<tr>
<td>CHL 3</td>
<td>West side of Lot 33/east side of Lot 34, Concession 3, south of the CPR.</td>
<td>Tree-line</td>
<td>Identified during field review</td>
</tr>
<tr>
<td>CHL 4</td>
<td>West side of Lot 33, Concession 3, north of the CPR.</td>
<td>Tree-line</td>
<td>Identified during field review</td>
</tr>
</tbody>
</table>

3.5 Screening for Potential Impacts

To assess the potential impacts of the undertaking, identified cultural heritage resources are considered against a range of possible impacts as outlined in the document entitled Screening for Impacts to Built Heritage and Cultural Heritage Landscapes (MTC September 2010) which include:

- Destruction of any, or part of any, significant heritage attribute or feature (III.1).
- Alteration which means a change in any manner and includes restoration, renovation, repair or disturbance (III.2).
- Shadows created that alter the appearance of a heritage attribute or change the visibility of a natural feature of plantings, such as a garden (III.3).
- Isolation of a heritage attribute from it surrounding environment, context, or a significant relationship (III.4).
- Direct or indirect obstruction of significant views or vistas from, within, or to a built and natural feature (III.5).
- A change in land use such as rezoning a battlefield from open space to residential use, allowing new development or site alteration to fill in the formerly open spaces (III.6).
Soil disturbance such as a change in grade, or an alteration of the drainage pattern or excavation (III.7)

A number of additional factors are also considered when evaluating potential impacts on identified cultural heritage resources. These are outlined in a document set out by the Ministry of Culture and Communications (now Ministry of Tourism, Culture and Sport) and the Ministry of the Environment entitled *Guideline for Preparing the Cultural Heritage Resource Component of Environmental Assessments* (October 1992) and include:

- Magnitude: the amount of physical alteration or destruction which can be expected;
- Severity: the irreversibility or reversibility of an impact;
- Duration: the length of time an adverse impact persists;
- Frequency: the number of times an impact can be expected;
- Range: the spatial distribution, widespread or site specific, of an adverse impact; and
- Diversity: the number of different kinds of activities to affect a heritage resource.

Where any above ground cultural heritage resources are identified, which may be affected by direct or indirect impacts, appropriate mitigation measures should be developed. This may include completing a heritage impact assessment or documentation report, or employing suitable measures such as landscaping, buffering or other forms of mitigation, where appropriate. In this regard, provincial guidelines should be consulted for advice and further heritage assessment work should be undertaken as necessary.

### 3.5.1 Potential Impacts of Alternative Alignments

Following the preliminary identification of cultural heritage resources in the New Coronation Road study area, three alternatives were developed for the proposed road crossing, including *Option 1 – At Grade, Option 2 – Overpass, and Option 3 - Underpass*. Figures 8, 9, and 10 show the identified cultural heritage resources in relation to the preferred alternatives. Table 3 lists potential impacts of the three alternatives.
### Table 3: Potential Impacts resulting from Alternative Alignments

<table>
<thead>
<tr>
<th>Resource</th>
<th>Option 1 – At Grade</th>
<th>Option 2 – Overpass</th>
<th>Option 3 – Underpass</th>
</tr>
</thead>
<tbody>
<tr>
<td>CHL 1</td>
<td>Alteration to setting due to construction of at grade rail crossing.</td>
<td>Alteration to setting due to construction of overpass.</td>
<td>Alteration to setting due to construction of underpass.</td>
</tr>
<tr>
<td></td>
<td>Soil disturbance due to change in grade.</td>
<td>Direct obstruction of views to and from the rail line due to construction of overpass.</td>
<td>Soil disturbance due to change in grade.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Soil disturbance due to change in grade.</td>
</tr>
<tr>
<td>CHL 2</td>
<td>No negative impacts anticipated</td>
<td>No negative impacts anticipated</td>
<td>No negative impacts anticipated</td>
</tr>
<tr>
<td>CHL 3</td>
<td>Destruction due to removal of tree line during construction of New Coronation Road.</td>
<td>Destruction due to removal of tree line during construction of New Coronation Road.</td>
<td>Destruction due to removal of tree line during construction of New Coronation Road.</td>
</tr>
<tr>
<td>CHL 4</td>
<td>No negative impacts anticipated</td>
<td>No negative impacts anticipated</td>
<td>No negative impacts anticipated</td>
</tr>
<tr>
<td>BHR 1</td>
<td>Destruction or alteration due to enlargement of culvert (twinned or replaced).</td>
<td>Destruction or alteration due to enlargement of culvert (twinned or replaced).</td>
<td>Destruction or alteration due to enlargement of culvert (twinned or replaced).</td>
</tr>
<tr>
<td>BHR 2</td>
<td>No negative impacts anticipated</td>
<td>No negative impacts anticipated</td>
<td>No negative impacts anticipated</td>
</tr>
</tbody>
</table>

All cultural heritage resources identified were evaluated against the criteria set out in Section 3.5 of this report. The following provides a summary of impact screening results.

- **Option 1 – At Grade** and **Option 3 – Underpass** are equally preferred alternatives since both options will result in the alteration to the setting of CHL 1, soil disturbance to CHL 1, destruction of CHL 3, and destruction or alteration of BHR 1.
• **Option 2 – Overpass** is the least preferred alternative since this option will result in the alteration to the setting of CHL 1, obstruction of views to and from CHL 1, soil disturbance to CHL 1, destruction of CHL 3, and destruction or alteration of BHR 1.

### 4.0 Conclusions

The results of background historic research and a review of secondary source material, including historic mapping, revealed a study area with a rural land use history dating back to the early nineteenth century. The field review confirmed that this area retains a number of nineteenth and twentieth-century cultural heritage resources. The following provides a summary of the assessment results:

**Key Findings**

- A total of six (6) cultural heritage resources were identified within or adjacent to the New Coronation Road study area;

- Four (4) cultural heritage landscapes and two (2) built heritage resources were identified in the New Coronation Road study area: all six cultural heritage resources were identified during the field review;

- Of the six identified cultural heritage resources: one is a railscape (CHL 1), three are historic tree-lines (CHL 2, CHL 3, and CHL 4), one is an historic culvert (BHR 1) and one is an historic barn (BHR 2);

- Identified cultural heritage resources are historically, architecturally, and contextually associated with nineteenth century and twentieth century land use patterns in the Town of Whitby, Municipality of Durham.

**Alternative Alignments**

- **Option 1 – At Grade** and **Option 3 – Underpass** are equally preferred alternatives since both options will result in the alteration to the setting and soil disturbance of CHL 1, destruction of CHL 3, and destruction or alteration of BHR 1.

- **Option 2 – Overpass** is the least preferred alternative since this option will result in the alteration to the setting, obstruction of views, and soil disturbance of CHL 1, destruction of CHL 3, and destruction or alteration of BHR 1.
5.0 Recommendations

The background research, data collection, and field review conducted for the study area determined that six (6) cultural heritage resources are located within or adjacent to the New Coronation Road Municipal Class EA study area. Based on the results of the assessment, the following recommendations have been developed:

1. Staging and construction activities should be suitably planned and undertaken to avoid impacts to identified cultural heritage resources;

2. Where cultural heritage resources are expected to be impacted through destruction and/or alteration of their setting due to landscape alteration or the removal of historical landscape features (e.g., fence lines, tree lines, rail embankments), a resource-specific heritage impact assessment (HIA) should be conducted in advance, or at the earliest possible stages of the detailed design phase to identify landscape features that should be retained. The result of these studies should be used to inform post-construction landscaping plans, potential tree-hoarding activities during construction, and finalization of grading limits. Resources recommended for completion of heritage impact assessment within this context include: CHL 1, CHL 3, and BHR 1;

3. Post-construction landscaping and rehabilitation plans should be undertaken in a manner that is sympathetic to the overall setting. Wherever possible, landscaping with appropriate/sympathetic historic plant materials is recommended, and fence rows should be preserved where extant; and,

4. Should future work require an expansion of the New Coronation Road Municipal Class EA study area then a qualified heritage consultant should be contacted in order to confirm the impacts of the proposed work on potential cultural heritage resources.
6.0 References

Archaeological Service Inc. (ASI)

Beers, J. H. & Co.,

Canadian Pacific

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Churcher, Colin

Corner, J.C., and J. W. Coulston.

Innis, Harold Adams

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1981 Guidelines on the Man-Made Heritage Component of Environmental Assessments
1992 Guidelines for Preparing the Cultural Heritage Resource Component of Environmental Assessments
2005 Ontario Heritage Act

Ministry of Tourism and Culture, Ontario
2006 Ontario Heritage Tool Kit
2010 Standards and Guidelines for the Conservation of Provincial Heritage Properties.
2010 Check Sheet for Environmental Assessments: Screening for Impacts to Built Heritage Resources and Cultural Heritage Landscapes

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2005 Provincial Policy Statement

Ministry of Transportation
2002 Environmental Reference for Highway Design
2006 Cultural Heritage – Built Heritage and Cultural Heritage Landscapes: Technical Requirements for Environmental Impact Study and Environmental Protection/Mitigation.
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1972 '401' The Macdonald–Cartier Freeway.

Ministry of Tourism, Culture and Sport


Winter, Brian.,
1999 Chronicles of a County Town: Whitby Past and Present. Whitby, ON.
### 7.0 Cultural Heritage Resource Inventory

<table>
<thead>
<tr>
<th>Resource</th>
<th>Municipality</th>
<th>Address/Location</th>
<th>Recognition</th>
<th>Description</th>
<th>Photos</th>
</tr>
</thead>
<tbody>
<tr>
<td>BHR 1</td>
<td>Town of Whitby</td>
<td>Lot 33, Concession 3, through the CPR embankment.</td>
<td>Identified during field review</td>
<td>This BHR is an early twentieth century concrete culvert for the passage of a watercourse through the embankment for the CPR. The culvert is constructed form cast-in-place concrete, with a peaked arch. The culvert is shown on the 1930 topographical map (Oshawa Sheet 108).</td>
<td>South elevation of the culvert, viewed across the watercourse</td>
</tr>
<tr>
<td>BHR 2</td>
<td>Town of Whitby</td>
<td>Southeast corner of Lot 33, Concession 3.</td>
<td>Identified during field review</td>
<td>This resource is a historic barn, likely dating to the early twentieth-century. The single storey barn features a front gable galvanised steel roof, and vertical barn board siding. In addition, the barn features a vertical barn-board sided shed extension to its east, and a newer galvanised steel sided extension to its west. The barn is associated with a late-twentieth century single-storey house to its south. The barn is set within a former agricultural landscape, just south of the CPR, with associated established and mature trees. A barn is depicted on the 1930 topographical map (Oshawa Sheet 108), and a similarly located building is discernable on the 1954 aerial photography.</td>
<td>West elevation of the barn building North and east elevations of the barn building. Note the older shed extension and the recent residence.</td>
</tr>
<tr>
<td>Resource</td>
<td>Municipality</td>
<td>Address/Location</td>
<td>Recognition</td>
<td>Description</td>
<td>Photos</td>
</tr>
<tr>
<td>----------</td>
<td>--------------</td>
<td>------------------</td>
<td>-------------</td>
<td>-------------</td>
<td>--------</td>
</tr>
<tr>
<td>CHL 1</td>
<td>Town of Whitby</td>
<td>Canadian Pacific Railway (CPR)</td>
<td>Identified during field review</td>
<td>The CPR is a historically important transport route traversing Canada. Within the study area the CPR is typified by steep, high, embankments with shallow ditches, and evidence of older rail hardware. The line featured rails, rail ties, and a bed of ballast. A historic wooden pole and line two-spar hydro line runs alongside the rail alignment throughout the study area, significantly contributing to its historic character. In addition, the CPR features an historic culvert within the southeast of the study area (BHR 1). The CPR is shown on the 1930 topographical map (Oshawa Sheet 108). The CPR also appears on the 1954 aerial photography.</td>
<td><img src="image1.jpg" alt="Looking southeast along the CPR from the centre of the study area." /> <img src="image2.jpg" alt="View west along the CPR alignment from Coronation Road." /></td>
</tr>
<tr>
<td>CHL 2</td>
<td>Town of Whitby</td>
<td>East side of Lake Ridge Road, south of the CPR</td>
<td>Identified during field review</td>
<td>This resource is a mature tree-line running along a field boundary adjacent to a watercourse and Lake Ridge Road. The tree-line features a mix of deciduous tree types. Historic tree-lines mark historic land divisions, as well as having an aesthetic value. The tree line appears on the 1930 topographical map (Oshawa Sheet 108). The tree line also appears on the 1954 aerial photography.</td>
<td><img src="image3.jpg" alt="View south along the tree-line, just south of the CPR" /> <img src="image4.jpg" alt="View north along the tree-line from the intersection of Rossland Road and Lake Ridge Road. Note the watercourse." /></td>
</tr>
<tr>
<td>CHL 3</td>
<td>Town of Whitby</td>
<td>West side of Lot 33/east side of Lot 34, Concession 3, south of the CPR.</td>
<td>Identified during field review</td>
<td>This resource is a mature tree-line running south-north towards the CPR along a wooden post-and-page-wire fence within the southeast of the study area. The tree line also runs east along the edge of the CPR tracks. The tree-line features a mix of deciduous tree types. Historic tree-lines mark historic land divisions, as well as having an aesthetic value. The tree line appears on the 1930 topographical map (Oshawa Sheet 108). The tree line also appears on the 1954 aerial photography. The tree-line appears to coincide with the historical land division between the Marquis and Watson landholdings shown on both the</td>
<td><img src="image5.jpg" alt="View north towards the CPR along the edge of the tree-line." /> <img src="image6.jpg" alt="View east along the tree-line alongside the CPR." /></td>
</tr>
<tr>
<td>Resource</td>
<td>Municipality</td>
<td>Address/Location</td>
<td>Recognition</td>
<td>Description</td>
<td>Photos</td>
</tr>
<tr>
<td>----------</td>
<td>--------------</td>
<td>------------------</td>
<td>-------------</td>
<td>-------------</td>
<td>--------</td>
</tr>
<tr>
<td>CHL 4</td>
<td>Town of Whitby</td>
<td>West side of Lot 33, Concession 3, north of the CPR.</td>
<td>Identified during field review</td>
<td>This resource is a mature tree-line within the northeast of the study area, running south-north from the CPR north to the top of the study area. The tree line also runs east along the northern edge study area. The tree-line features a mix of coniferous and deciduous tree types. Historic tree-lines mark historic land divisions, as well as having an aesthetic value. The tree line appears on the 1930 topographical map (Oshawa Sheet 108), which shows it to be a mix of deciduous and coniferous trees. The tree line also appears on the 1954 aerial photography.</td>
<td>View west along the northern section of the tree-line from Coronation Road. View northwest from Coronation Road showing the tree-line running north.</td>
</tr>
</tbody>
</table>
8.0 Cultural Heritage Resource Mapping

Figure 7: Location of cultural heritage resources in the New Coronation Road study area
Figure 8: Option 1 – At Grade Crossing Plan and Profile

Figure 9: Option 2 – Overpass Plan and Profile

Figure 10: Option 3 – Underpass Plan and Profile