

Cultural Heritage Report: Existing Conditions

Oshawa Central Major Transit Station Area – First Avenue/McNaughton Avenue Corridor Municipal Class Environmental Assessment

City of Oshawa Regional Municipality of Durham, Ontario

Draft Report

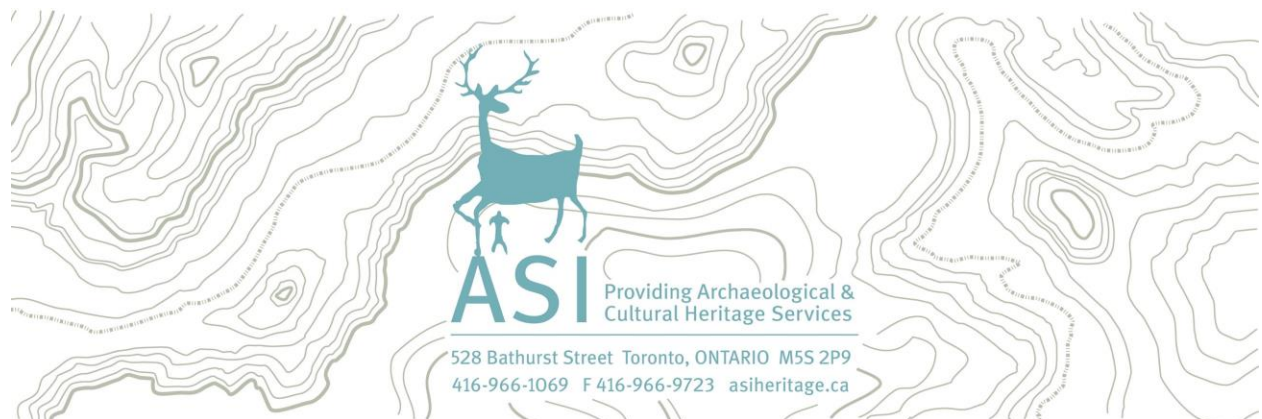
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Executive Summary

Archaeological Services Inc. was contracted by Parsons Inc., on behalf of the City of Oshawa, to conduct a Cultural Heritage Report as part of the Oshawa Central Major Transit Station Area – First Avenue/McNaughton Avenue Corridor Municipal Class Environmental Assessment. The Environmental Assessment involves improvements to First Avenue/McNaughton Avenue between Simcoe Street South and Ritson Road South, in the City of Oshawa. The project study area consists of 50 metres on either side of First Avenue/McNaughton Avenue between Simcoe Street South and Ritson Road South and is generally bounded by a mixed residential and industrial context to the north and south.

The purpose of this report is to describe the existing conditions of the study area and present an inventory of known and potential built heritage resources (B.H.R.s) and cultural heritage landscapes (C.H.L.s). This draft submission includes the existing conditions component of the assessment and will be updated to include a preliminary impact assessment when preliminary designs are available for review.

The results of background historical research and a review of secondary source material, including historical mapping, indicate a study area with an urban history dating back to the early twentieth century. A review of federal, provincial, and municipal registers, inventories, and databases revealed that there is one known B.H.R. (B.H.R. 1) and three clusters of potential B.H.R.s (B.H.R.s 2 to 4) in the Oshawa Central Major Transit Station Area – First Avenue/McNaughton Avenue Corridor study area.

Based on the results of the assessment, the following recommendations have been developed:

1. This interim Cultural Heritage Report should be submitted by the proponent to heritage staff at the City of Oshawa and the Oshawa Museum for review and feedback.



2. Once preliminary designs have been finalized, this report will be updated to include a preliminary impact assessment and mitigation recommendations, where appropriate.



Report Accessibility Features

This report has been formatted to meet the Information and Communications Standards under the *Accessibility for Ontarians with Disabilities Act, 2005* (A.O.D.A.). Features of this report which enhance accessibility include: headings, font size and colour, alternative text provided for images, and the use of periods within acronyms. Given this is a technical report, there may be instances where additional accommodation is required in order for readers to access the report's information. If additional accommodation is required, please contact Annie Veilleux, Manager of the Cultural Heritage Division at Archaeological Services Inc., by email at aveilleux@asiheritage.ca or by phone 416-966-1069 ext. 255.



Project Personnel

- **Senior Project Manager:** Lindsay Graves, M.A., C.A.H.P., Senior Cultural Heritage Specialist, Assistant Manager - Cultural Heritage Division
- **Project Coordinator:** Katrina Thach, B.A. (Hon), Associate Archaeologist, Division Coordinator - Environmental Assessment Division
- **Project Manager:** John Sleath, M.A., Cultural Heritage Specialist, Project Manager - Cultural Heritage Division
- **Field Review:** John Sleath
- **Report Production:** Michael Wilcox, P.h.D., Historian - Cultural Heritage Division
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- **Report Reviewer(s):** John Sleath and Kristina Martens, B.A., Dipl. Heritage Conservation, Senior Cultural Heritage Specialist, Assistant Manager - Cultural Heritage Division



Qualified Persons Involved in the Project

Lindsay Graves, M.A., C.A.H.P.

Senior Cultural Heritage Specialist, Assistant Manager - Cultural Heritage Division

The Senior Project Manager for this Cultural Heritage Report is **Lindsay Graves** (M.A., Heritage Conservation), Senior Cultural Heritage Specialist and Assistant Manager for the Cultural Heritage Division. She was responsible for: overall project scoping and approach; development and confirmation of technical findings and study recommendations; application of relevant standards, guidelines and regulations; and implementation of quality control procedures. Lindsay is academically trained in the fields of heritage conservation, cultural anthropology, archaeology, and collections management and has over 15 years of experience in the field of cultural heritage resource management. This work has focused on the assessment, evaluation, and protection of built heritage resources and cultural heritage landscapes. Lindsay has extensive experience undertaking archival research, heritage survey work, heritage evaluation and heritage impact assessment. She has also contributed to cultural heritage landscape studies and heritage conservation plans, led heritage commemoration and interpretive programs, and worked collaboratively with multidisciplinary teams to sensitively plan interventions at historic sites/places. In addition, she is a leader in the completion of heritage studies required to fulfill Class Environmental Assessment processes and has served as Project Manager for over 100 heritage assessments during her time at Archaeological Services Inc. Lindsay is a member of the Canadian Association of Heritage Professionals.

John Sleath, M.A.

Cultural Heritage Specialist, Project Manager - Cultural Heritage Division

The Project Manager for this Cultural Heritage Report is **John Sleath** (M.A.), who is a Cultural Heritage Specialist and Project Manager within the Cultural Heritage Division with A.S.I. He was responsible for the day-to-day management activities,



including scoping of research activities and site surveys and drafting of study findings and recommendations. John has worked in a variety of contexts within the field of cultural heritage resource management for the past 14 years, as an archaeologist and as a cultural heritage professional. An exposure to both land-based and underwater archaeology and above ground cultural heritage assessments has provided John with a holistic understanding of heritage in a variety of contexts. In 2015 John began working in the Cultural Heritage Division researching and preparing a multitude of cultural heritage assessment reports and for which he was responsible for a variety of tasks including: completing archival research, investigating built heritage and cultural heritage landscapes, report preparation, historical map regression, and municipal consultation. Since 2018 John has been a project manager responsible for a variety of tasks required for successful project completion. This work has allowed John to engage with stakeholders from the public and private sector, as well as representatives from local municipal planning departments and museums. John has conducted hundreds of cultural heritage assessments across Ontario, with a focus on transit and rail corridor infrastructure including bridges and culverts.

Michael Wilcox, P.h.D.
Historian - Cultural Heritage Division

The report writer for this report is **Michael Wilcox** (P.h.D., History), who is a historian within the Cultural Heritage Division. He was responsible for preparing and contributing to background historical research, reviewing existing heritage inventories, and technical reporting for this project. His current responsibilities focus on identifying and researching historical documents as well as background research, assessment, and evaluation of built heritage resources and cultural heritage landscapes in Ontario. He has over a decade of combined academic and workplace experience in conducting historical research and crafting reports, presentations, articles, films, and lectures on a wide range of Canadian history topics.



Glossary

Built Heritage Resource (B.H.R.)

Definition: "...a building, structure, monument, installation or any manufactured remnant that contributes to a property's cultural heritage value or interest as identified by a community, including an Indigenous community. Built heritage resources are located on property that may be designated under Parts IV or V of the *Ontario Heritage Act*, or that may be included on local, provincial, federal and/or international registers" (Ministry of Municipal Affairs and Housing, 2020, p. 41).

Cultural Heritage Landscape (C.H.L.)

Definition: "...a defined geographical area that may have been modified by human activity and is identified as having cultural heritage value or interest by a community, including an Indigenous community. The area may include features such as buildings, structures, spaces, views, archaeological sites or natural elements that are valued together for their interrelationship, meaning or association. Cultural heritage landscapes may be properties that have been determined to have cultural heritage value or interest under the *Ontario Heritage Act*, or have been included on federal and/or international registers, and/or protected through official plan, zoning by-law, or other land use planning mechanisms" (Ministry of Municipal Affairs and Housing, 2020, p. 42).

Known Built Heritage Resource or Cultural Heritage Landscape

Definition: A known built heritage resource or cultural heritage landscape is a property that has recognized cultural heritage value or interest. This can include a property listed on a Municipal Heritage Register, designated under Part IV or V of the *Ontario Heritage Act*, or protected by a heritage agreement, covenant or easement, protected by the *Heritage Railway Stations Protection Act* or the *Heritage Lighthouse Protection Act*, identified as a Federal Heritage Building, or located within a U.N.E.S.C.O. World Heritage Site (Ministry of Tourism, Culture and Sport, 2016).



Impact

Definition: Includes negative and positive, direct and indirect effects to an identified built heritage resource and cultural heritage landscape. Direct impacts include destruction of any, or part of any, significant heritage attributes or features and/or unsympathetic or incompatible alterations to an identified resource. Indirect impacts include, but are not limited to, creation of shadows, isolation of heritage attributes, direct or indirect obstruction of significant views, change in land use, land disturbances (Ministry of Tourism Culture and Sport, 2006b). Indirect impacts also include potential vibration impacts (See Section 2.5 for complete definition and discussion of potential impacts).

Mitigation

Definition: Mitigation is the process of lessening or negating anticipated adverse impacts to built heritage resources or cultural heritage landscapes and may include, but are not limited to, such actions as avoidance, monitoring, protection, relocation, remedial landscaping, and documentation of the cultural heritage landscape and/or built heritage resource if to be demolished or relocated (Ministry of Tourism Culture and Sport, 2006a).

Potential Built Heritage Resource or Cultural Heritage Landscape

Definition: A potential built heritage resource or cultural heritage landscape is a property that has the potential for cultural heritage value or interest. This can include properties/project area that contain a parcel of land that is the subject of a commemorative or interpretive plaque, is adjacent to a known burial site and/or cemetery, is in a Canadian Heritage River Watershed, or contains buildings or structures that are 40 or more years old (Ministry of Tourism, Culture and Sport, 2016).

Significant

Definition: With regard to cultural heritage and archaeology resources, significant means “resources that have been determined to have cultural heritage value or interest. Processes and criteria for determining cultural heritage value or interest are established by the Province under the authority of the *Ontario Heritage Act*.



While some significant resources may already be identified and inventoried by official sources, the significance of others can only be determined after evaluation” (Ministry of Municipal Affairs and Housing, 2020, p. 51).

Vibration Zone of Influence

Definition: Area within a 50-metre buffer of construction-related activities in which there is potential to affect an identified built heritage resource or cultural heritage landscape. A 50-metre buffer is applied in the absence of a project-specific defined vibration zone of influence based on existing secondary source literature (Carman et al., 2012; Crispino & D’Apuzzo, 2001; P. Ellis, 1987; Rainer, 1982; Wiss, 1981). This buffer accommodates the additional threat from collisions with heavy machinery or subsidence (Randl, 2001).



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1.0 Introduction

Archaeological Services Inc. was contracted by Parsons Inc., on behalf of the City of Oshawa, to conduct a Cultural Heritage Report as part of the Oshawa Central Major Transit Station Area – First Avenue/McNaughton Avenue Corridor Municipal Class Environmental Assessment. The purpose of this report is to describe the existing conditions of the study area and present an inventory of known and potential built heritage resources and cultural heritage landscapes. This draft submission includes the existing conditions component of the assessment and will be updated to include a preliminary impact assessment when preliminary designs are available for review.

1.1 Project Overview

The Environmental Assessment involves improvements to First Avenue/McNaughton Avenue between Simcoe Street South and Ritson Road South, in the City of Oshawa. The project study area consists of 50 metres on either side of First Avenue/McNaughton Avenue between Simcoe Street South and Ritson Road South and is generally bounded by a mixed residential and industrial context to the north and south.

1.2 Description of Study Area

This Cultural Heritage Report will focus on the project study area (Figure 1). This project study area has been defined as inclusive of those lands that may contain built heritage resources or cultural heritage landscapes that may be subject to direct or indirect impacts as a result of the proposed undertaking. Properties within the study area are located in the City of Oshawa.



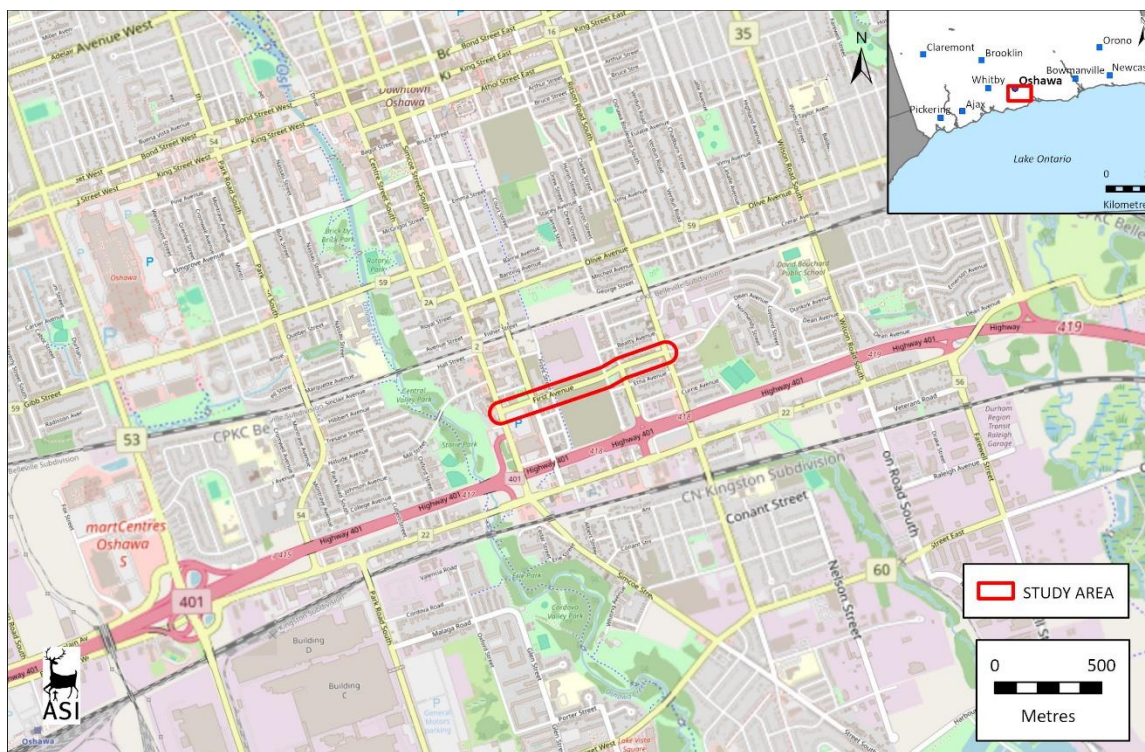


Figure 1: Location of the study area (Base Map: ©OpenStreetMap and contributors, Creative Commons-Share Alike License (C.C.-By-S.A.))

2.0 Methodology

The following sections provide a summary of regulatory requirements and municipal and regional heritage policies that guide this cultural heritage assessment. In addition, an overview of the process undertaken to identify known and potential built heritage resources (B.H.R.s) and cultural heritage landscapes (C.H.L.s) is provided, along with a description of how the preliminary impact assessment will be undertaken.

2.1 Regulatory Requirements

The *Ontario Heritage Act* (O.H.A.) (Ontario Heritage Act, R.S.O. c. O.18, [as Amended in 2023], 1990) is the primary piece of legislation that determines policies, priorities and programs for the conservation of Ontario’s heritage. There are many other provincial acts, regulations and policies governing land use



planning and resource development that support heritage conservation, including:

- The *Planning Act* (Planning Act, R.S.O. 1990, c. P.13, 1990), which states that “conservation of features of significant architectural, cultural, historical, archaeological or scientific interest” is a “matter of provincial interest”. The *Provincial Policy Statement* (Ministry of Municipal Affairs and Housing, 2020), issued under the *Planning Act*, links heritage conservation to long-term economic prosperity and requires municipalities and the Crown to conserve significant built heritage resources and cultural heritage landscapes.
- The *Environmental Assessment Act* (Environmental Assessment Act, R.S.O. c. E.18, 1990), which defines “environment” to include cultural conditions that influence the life of humans or a community. Cultural heritage resources, which includes archaeological resources, built heritage resources and cultural heritage landscapes, are important components of those cultural conditions.

The Ministry of Citizenship and Multiculturalism (hereafter “The Ministry”) is charged under Section 2.0 of the O.H.A. with the responsibility to determine policies, priorities, and programs for the conservation, protection, and preservation of the heritage of Ontario. The *Standards and Guidelines for Conservation of Provincial Heritage Properties* (Ministry of Tourism Culture and Sport, 2010) (hereinafter “*Standards and Guidelines*”) apply to properties the Government of Ontario owns or controls that have “cultural heritage value or interest” (C.H.V.I.). The *Standards and Guidelines* provide a series of guidelines that apply to provincial heritage properties in the areas of identification and evaluation; protection; maintenance; use; and disposal. For the purpose of this report, the *Standards and Guidelines* provide points of reference to aid in determining potential heritage significance in the identification of built heritage resources and cultural heritage landscapes. While not directly applicable for use in properties not under provincial ownership, the *Standards and Guidelines* are



regarded as best practice for guiding heritage assessments and ensure that additional identification and mitigation measures are considered.

Similarly, the *Ontario Heritage Tool Kit* (Ministry of Culture, 2006) provides a guide to evaluate heritage properties. To conserve a built heritage resource or cultural heritage landscape, the *Ontario Heritage Tool Kit* states that a municipality or approval authority may require a heritage impact assessment and/or a conservation plan to guide the approval, modification, or denial of a proposed development.

2.2 Municipal/Regional Heritage Policies

The study area is located within the City of Oshawa, in the Regional Municipality of Durham. Policies relating to B.H.R.s and C.H.L.s were reviewed from the following sources:

- *City of Oshawa Official Plan* (City of Oshawa, 2020)
- *Durham Region Official Plan* (Regional Municipality of Durham, 2020)
- *A Place to Grow: Growth Plan for the Greater Golden Horseshoe* (Government of Ontario, 2020)

2.3 Identification of Built Heritage Resources and Cultural Heritage Landscapes

This Cultural Heritage Report follows guidelines presented in the *Ontario Heritage Tool Kit* (Ministry of Culture, 2006) and *Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes* (Ministry of Tourism, Culture and Sport, 2016). The objective of this report is to present an inventory of known and potential B.H.R.s and C.H.L.s, and to provide a preliminary understanding of known and potential B.H.R.s and C.H.L.s located within areas anticipated to be directly or indirectly impacted by the proposed project.



In the course of the cultural heritage assessment process, all potentially affected B.H.R.s and C.H.L.s are subject to identification and inventory. Generally, when conducting an identification of B.H.R.s and C.H.L.s within a study area, three stages of research and data collection are undertaken to appropriately establish the potential for and existence of B.H.R.s and C.H.L.s in a geographic area: background research and desktop data collection; field review; and identification.

Background historical research, which includes consultation of primary and secondary source research and historical 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 having cultural heritage value. Typically, resources identified during these stages of the research process are reflective of particular architectural styles or construction methods, 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 B.H.R.s and C.H.L.s. The field review is also used to identify potential B.H.R.s and C.H.L.s that have not been previously identified on federal, provincial, or municipal databases or through other appropriate agency data sources.

During the cultural heritage assessment process, a property is identified as a potential B.H.R. or C.H.L based on research, the Ministry screening tool, and professional expertise and best practice. In addition, use of a 40-year-old benchmark is a guiding principle when conducting a preliminary identification of built heritage resources and cultural heritage landscapes. While identification of a



resource that is 40 years old or older does not confer outright heritage significance, this benchmark 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 having cultural heritage value or interest.

2.4 Background Information Review

To make an identification of previously identified known or potential B.H.R.s and C.H.L.s within the study area, the following sections present the resources that were consulted as part of this Cultural Heritage Report.

2.4.1 Review of Existing Heritage Inventories

A number of resources were consulted in order to identify previously identified B.H.R.s and C.H.L.s within the study area. These resources, reviewed on 12 February 2024, include:

- City of Oshawa Register of Properties of Cultural Heritage Value or Interest (City of Oshawa, 2024);
- Heritage Oshawa Inventory of City of Oshawa Heritage Properties (Heritage Oshawa, 2023);
- City of Oshawa mapOshawa Interactive Mapping tool (City of Oshawa, n.d.)
- Historical maps (including historical atlases, topographic maps, and aerial photography);
- The *Ontario Heritage Act Register* (Ontario Heritage Trust, n.d.b);
- The *Places of Worship Inventory* (Ontario Heritage Trust, n.d.c);
- The inventory of Ontario Heritage Trust easements (Ontario Heritage Trust, n.d.a);
- The Ontario Heritage Trust's *An Inventory of Provincial Plaques Across Ontario*: a PDF of Ontario Heritage Trust Plaques and their locations (Ontario Heritage Trust, 2023);

- The Ontario Heritage Trust's *An Inventory of Ontario Heritage Trust-owned properties across Ontario*: a PDF of properties owned by the Ontario Heritage Trust (Ontario Heritage Trust, 2019);
- Inventory of known cemeteries/burial sites in the Ontario Genealogical Society's online databases (Ontario Genealogical Society, n.d.);
- Canada's Historic Places website: available online, the searchable register provides information on historic places recognized for their heritage value at the local, provincial, territorial, and national levels (Parks Canada, n.d.a);
- Directory of Federal Heritage Designations: a searchable on-line database that identifies National Historic Sites, National Historic Events, National Historic People, Heritage Railway Stations, Federal Heritage Buildings, and Heritage Lighthouses (Parks Canada, n.d.b);
- Canadian Heritage River System: a national river conservation program that promotes, protects and enhances the best examples of Canada's river heritage (Canadian Heritage Rivers Board and Technical Planning Committee, n.d.); and,
- United Nations Educational, Scientific and Cultural Organization (U.N.E.S.C.O.) World Heritage Sites (U.N.E.S.C.O. World Heritage Centre, n.d.).

2.4.2 Review of Previous Heritage Reporting

No additional cultural heritage studies undertaken within parts of the study area were available for review.

2.4.3 Community Information Gathering

The following individuals, groups, and/or organizations were contacted to gather information on known and potential built heritage resources and cultural heritage landscapes, active and inactive cemeteries, and areas of identified Indigenous interest within the study area:



- Conor Leherbauer, Senior Planner, City of Oshawa (email and telephone communication 22 and 26 February 2024). Correspondence confirmed the heritage status and addresses of properties within the study area. Research reports and/or heritage studies of various properties connected to the Oshawa to Bowmanville Rail Service Extension project were provided.
- The Ministry (email communication 22 and 29 February 2024). Email correspondence confirmed that there are no properties designated by the Minister and no known Provincial Heritage Properties within the study area. It was acknowledged that the property at 500 Howard Street has been identified by Metrolinx as a Provincial Heritage Property of Provincial Significance and a copy of the property's Statement of Cultural Heritage Value was provided. However, that property is located north of the study area, and it is not anticipated to be impacted by the proposed Environmental Assessment.
- The Ontario Heritage Trust (email communication 22 and 26 February 2024). A response indicated that there are no conservation easements or Trust-owned properties within the study area.

2.4.4 Community Engagement

Indigenous Nations Engagement for this project is being completed by Parsons Inc. to Indigenous Nations that have an interest in this study area. The list of Indigenous Nations contacted thus far include: Alderville First Nation, Oshawa and Durham Region Metis Council, Curve Lake First Nation, Metis Nation of Ontario, Mississaugas of Scugog Island First Nations, Williams Treaty First Nation, Hiawatha First Nation, Beausoleil First Nation, Chippewas of Rama, Chippewas of Georgina Island, and the Huron-Wendat Nation. No feedback has been received by Parsons Inc. regarding potential B.H.R.s or C.H.L.s for the Cultural Heritage Report at the time of report submission (March 2024). Any feedback received will be considered and incorporated into the final report.

Email correspondence was carried out with Jennifer Weymark, Archivist, and Melissa Cole, Curator, both of the Oshawa Museum, on 22 February and 6 March



2024. They noted the importance of the property at 500 Howard Street as the only remaining industrial building from that time period left standing within the vicinity of the study area. However, they acknowledged that the property is outside of the study area, and as such, will not be identified as a heritage resource.

2.5 Preliminary Impact Assessment Methodology

To assess the potential impacts of the undertaking, identified built heritage resources and cultural heritage landscapes are considered against a range of possible negative impacts, based on the *Ontario Heritage Tool Kit InfoSheet #5: Heritage Impact Assessments and Conservation Plans* (Ministry of Tourism Culture and Sport, 2006b). These include:

Direct impacts:

- Destruction of any, or part of any, significant heritage attributes or features; and
- Alteration that is not sympathetic, or is incompatible, with the historic fabric and appearance.

Indirect impacts:

- Shadows created that alter the appearance of a heritage attribute or change the viability of a natural feature or plantings, such as a garden;
- Isolation of a heritage attribute from its surrounding environment, context or a significant relationship;
- Direct or indirect obstruction of significant views or vistas within, from, or of built and natural features;
- 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; and

- Land disturbances such as a change in grade that alters soils, and drainage patterns that adversely affect an archaeological resource.

Indirect impacts from construction-related vibration have the potential to negatively affect built heritage resources and cultural heritage landscapes depending on the type of construction methods and machinery selected for the project and proximity and composition of the identified resources. Potential vibration impacts are defined as having potential to affect an identified built heritage resources and cultural heritage landscapes where work is taking place within 50 metres of features on the property. A 50-metre buffer is applied in the absence of a project-specific defined vibration zone of influence based on existing secondary source literature (Carman et al., 2012; Crispino & D'Apuzzo, 2001; P. Ellis, 1987; Rainer, 1982; Wiss, 1981). This buffer accommodates any additional or potential threat from collisions with heavy machinery or subsidence (Randl, 2001).

Several additional factors are also considered when evaluating potential impacts on identified built heritage resources and cultural heritage landscapes. These are outlined in a document set out by the Ministry of Culture and Communications (now Ministry of Citizenship and Multiculturalism) and the Ministry of the Environment entitled *Guideline for Preparing the Cultural Heritage Resource Component of Environmental Assessments* (1992). While this document has largely been superseded in some respects by more current policies and legislation, the guidance provided that continues to be of relevance to this specific project includes the following definitions:

- 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.

The proposed undertaking should endeavor to avoid adversely affecting known and potential built heritage resources and cultural heritage landscapes and interventions should be managed in such a way that identified features are conserved. When the nature of the undertaking is such that adverse impacts are unavoidable, it may be necessary to implement alternative approaches or mitigation strategies that alleviate the negative effects on identified built heritage resources and cultural heritage landscapes. Mitigation is the process of lessening or negating anticipated adverse impacts and may include, but are not limited to, such actions as avoidance, monitoring, protection, relocation, remedial landscaping, and documentation of the built heritage resource or cultural heritage landscape if to be demolished or relocated.

Various works associated with infrastructure improvements have the potential to affect built heritage resources and cultural heritage landscapes in a variety of ways, and as such, appropriate mitigation measures for the undertaking need to be considered.

3.0 Summary of Historical Development Within the Study Area

This section provides a brief summary of historical research. 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 Indigenous land use and Euro-Canadian settlement.

3.1 Indigenous Land Use and Settlement

Current archaeological evidence demonstrates that humans were present in Southern Ontario approximately 13,000 years before present (B.P.) (Ferris, 2013). Anishinaabeg oral histories recount that Southern Ontario had been inhabited



prior to this, during which time B'boon (Spirit of Winter) and Niibin (Spirit of Summer) had several battles that dispersed and disrupted populations though the millennia (Migizi, 2018). Archaeological evidence of the Paleo period, beginning approximately 13,000 years B.P., demonstrates that populations at this time would have been highly mobile, inhabiting a boreal-parkland similar to the modern sub-arctic. By approximately 10,000 B.P. the environment had progressively warmed (Edwards & Fritz, 1988) and populations now occupied less extensive territories (C. J. Ellis & Deller, 1990).

Between approximately 10,000-5,500 B.P., the Great Lakes basins experienced low-water levels, and many sites which would have been located on those former shorelines are now submerged. This period produces the earliest evidence of heavy wood working tools, an indication of greater investment of labour in felling trees for fuel, to build shelter, and watercraft production. These activities suggest prolonged seasonal residency at occupation sites. Polished stone and native copper implements were being produced by approximately 8,000 B.P.; the latter was acquired from the north shore of Lake Superior, evidence of extensive exchange networks throughout the Great Lakes region. The earliest evidence for cemeteries dates to approximately 4,500-3,000 B.P. and is indicative of increased social organization and investment of labour into social infrastructure (Brown, 1995, p. 13; C. J. Ellis et al., 1990, 2009).

Between 3,000-2,500 B.P., populations continued to practice residential mobility and to harvest seasonally available resources, including spawning fish. The Woodland period begins around 2,500 B.P. and exchange and interaction networks broaden at this time (Spence et al., 1990, pp. 136, 138) and by approximately 2,000 B.P., evidence exists for small community camps, focusing on the seasonal harvesting of resources (Spence et al., 1990, pp. 155, 164). By 1,500 B.P. there is macro botanical evidence for maize in southern Ontario, and it is thought that maize only supplemented people's diet. There is earlier phytolithic evidence for maize in central New York State by 2,300 B.P. – it is likely that once similar analyses are conducted on Ontario ceramic vessels of the same period, the same evidence will be found (Birch & Williamson, 2013, pp. 13–15). As is evident



in detailed Anishinaabeg ethnographies, winter was a period during which some families would depart from the larger group as it was easier to sustain smaller populations (Rogers, 1962). It is generally understood that these populations were Algonquian-speakers during these millennia of settlement and land use.

From the beginning of the Late Woodland period at approximately 1,000 B.P., lifeways became more similar to that described in early historical documents. Between approximately 1000-1300 Common Era (C.E.), village sites focused on horticulture increased in the archaeological record while the seasonal disintegration of the community for the exploitation of a wider territory and more varied resource base was still practised by some (Williamson, 1990, p. 317). By 1300-1450 C.E., archaeological research focusing on these horticultural societies note that this episodic community disintegration was no longer practised and these populations now communally occupied sites throughout the year (Dodd et al., 1990, p. 343). By the mid-sixteenth century these small villages had coalesced into larger communities (Birch et al., 2021). Through this process, the socio-political organization of these First Nations, as described historically by the French and English explorers who first visited southern Ontario, was developed. Other First Nation communities continued to practice residential mobility and to harvest available resources across landscapes they returned to seasonally/annually.

By 1600 C.E., the Huron-Wendat were encountered by the first European explorers and missionaries in Simcoe County. Samuel de Champlain in 1615 reported that a group of Iroquoian-speaking people situated between the warring Haudenosaunee and Huron-Wendat were at peace with both groups and remained “la nation neutre” in the conflict. Like the Huron-Wendat, Petun, and Haudenosaunee, the Neutral or Attawandaron people were settled village agriculturalists. In the 1640s, the Attawandaron and the Huron-Wendat (and their Algonquian allies such as the Nippissing and Odawa) were decimated by epidemics and ultimately dispersed by the Haudenosaunee. Shortly afterwards, the Haudenosaunee established a series of settlements at strategic locations along the trade routes inland from the north shore of Lake Ontario. During this time of warfare and upheaval, Anishinaabeg groups temporarily left the area until



the ‘smoke had cleared’ (Migizi, 2018). By the 1690s however, the Anishinaabeg were the only communities with a permanent presence in southern Ontario. From the beginning of the eighteenth century to the assertion of British sovereignty in 1763, there was no interruption to Anishinaabeg control and use of southern Ontario.

The arrival of European trade goods in the sixteenth century, Europeans themselves in the seventeenth century, and increasing settlement efforts in the eighteenth century all significantly impacted traditional ways of life in Southern Ontario. Over time, war and disease contributed to death, dispersion, and displacement of many Indigenous peoples across the region. The Euro-Canadian population grew in both numbers and power through the eighteenth and nineteenth centuries and treaties between colonial administrators and First Nations representatives began to be negotiated.

The study area is within the Johnson-Butler Purchases and in the traditional and treaty territory of the Michi Saagiig and Chippewa Nations, collectively known as the Williams Treaties First Nations, including the Mississaugas of Alderville First Nation, Curve Lake First Nation, Hiawatha First Nation, Scugog Island First Nation and the Chippewas of Beausoleil First Nation, Georgina Island First Nation and the Rama First Nation (Williams Treaties First Nations, 2017).

The purpose of the Johnson-Butler Purchases of 1787/1788 was to acquire from the Mississaugas the Carrying Place Trail and lands along the north shore of Lake Ontario from the Trent River to Etobicoke Creek.

As part of the Johnson-Butler Purchases, the British signed a treaty, sometimes referred to as the “Gunshot Treaty” with the Mississaugas in 1787 covering the north shore of Lake Ontario, beginning at the eastern boundary of the Toronto Purchase and continuing east to the Bay of Quinte, where it meets the Crawford Purchase. It was referred to as the "Gunshot Treaty" because it covered the land as far back from the lake as a person could hear a gunshot. Compensation for the land apparently included “approximately £2,000 and goods such as muskets,



ammunition, tobacco, laced hats and enough red cloth for 12 coats” (Surtees, 1984, pp. 37–45). First discussions about acquiring this land are said to have come about while the land ceded in the Toronto Purchase of 1787 was being surveyed and paid for (Surtees, 1984, pp. 37–45). During this meeting with the Mississaugas, Sir John Johnson and Colonel John Butler proposed the purchase of lands east of the Toronto Purchase (Fullerton & Mississaugas of the Credit First Nation, 2015). However, descriptions of the treaty differ between the British and Mississaugas, including the depth of the boundaries: “Rice Lake and Lake Simcoe, located about 13 miles and 48 miles north of Lake Ontario, respectively, were not mentioned as landmarks in the First Nations’ description of the lands to be ceded. Additionally, original descriptions provided by the Chiefs of Rice Lake indicate a maximum depth of ten miles, versus an average of 15-16 miles in Colonel Butler's description” (Fullerton & Mississaugas of the Credit First Nation, 2015).

Overall then, records of the acquisition were not clear regarding the extent of lands agreed upon (Surtees, 1984, pp. 37–45). To clarify this, in October and November of 1923, the governments of Canada and Ontario, chaired by A.S. Williams, signed treaties with the Chippewa and Michi Saagiig for three large tracts of land in central Ontario and the northern shore of Lake Ontario, the last substantial portion of land in southern Ontario that had not yet been ceded to the government (Crown-Indigenous Relations and Northern Affairs, 2013).

In 2018 the Government of Canada and Province of Ontario reached a settlement with the Williams Treaties First Nations reaffirming the recognized Treaty harvesting rights in the Williams Treaties territories of each of the seven nations. Both levels of government apologized to the impacted Nations for the injustices incurred by the 1923 Williams Treaties. These were the only treaties in Canada that extinguished the harvesting, fishing, and hunting rights of the seven First Nations. The 2018 settlement agreement reaffirmed the harvesting rights for all seven Nations in the following pre-confederation treaty territories: Treaty 5, Treaty 16, Treaty 18, Treaty 20, Treaty 27 and 27 ¼, the Crawford Purchase, and the Gunshot Treaty.



3.1.1 Oral Histories

Oral histories from Indigenous communities are primary sources that can hold important historical information and their inclusion can provide an indigenous perspective to archaeological assessment reports.

The following oral histories were provided to A.S.I. for inclusion in reporting.

Michi Saagiig Nation

The following oral history was provided by Gidigaa Migizi-ban, a respected Knowledge Keeper and Elder for the Michi Saagiig Nation, relaying oral tradition provided to him by his Elders.

“The traditional homelands of the Michi Saagiig (Mississauga Anishinaabeg) encompass a vast area of what is now known as southern Ontario. The Michi Saagiig are known as “the people of the big river mouths” and were also known as the “Salmon People” who occupied and fished the north shore of Lake Ontario where the various tributaries emptied into the lake. Their territories extended north into and beyond the Kawarthas as winter hunting grounds on which they would break off into smaller social groups for the season, hunting and trapping on these lands, then returning to the lakeshore in spring for the summer months.

The Michi Saagiig were a highly mobile people, travelling vast distances to procure subsistence for their people. They were also known as the “Peacekeepers” among Indigenous nations. The Michi Saagiig homelands were located directly between two very powerful Confederacies: The Three Fires Confederacy to the north and the Haudenosaunee Confederacy to the south. The Michi Saagiig were the negotiators, the messengers, the diplomats, and they successfully mediated peace throughout this area of Ontario for countless generations.



Michi Saagiig oral histories speak to their people being in this area of Ontario for thousands of years. These stories recount the “Old Ones” who spoke an ancient Algonquian dialect. The histories explain that the current Ojibwa phonology is the 5th transformation of this language, demonstrating a linguistic connection that spans back into deep time. The Michi Saagiig of today are the descendants of the ancient peoples who lived in Ontario during the Archaic and Paleo-Indian periods. They are the original inhabitants of southern Ontario, and they are still here today.

The traditional territories of the Michi Saagiig span from Gananoque in the east, all along the north shore of Lake Ontario, west to the north shore of Lake Erie at Long Point. The territory spreads as far north as the tributaries that flow into these lakes, from Bancroft and north of the Haliburton highlands. This also includes all the tributaries that flow from the height of land north of Toronto like the Oak Ridges Moraine, and all of the rivers that flow into Lake Ontario (the Rideau, the Salmon, the Ganaraska, the Moira, the Trent, the Don, the Rouge, the Etobicoke, the Humber, and the Credit, as well as Wilmot and 16 Mile Creeks) through Burlington Bay and the Niagara region including the Welland and Niagara Rivers, and beyond. The western side of the Michi Saagiig Nation was located around the Grand River which was used as a portage route as the Niagara portage was too dangerous. The Michi Saagiig would portage from present-day Burlington to the Grand River and travel south to the open water on Lake Erie.

Michi Saagiig oral histories also speak to the occurrence of people coming into their territories sometime between 500-1000 A.D. seeking to establish villages and a corn growing economy – these newcomers included peoples that would later be known as the Huron-Wendat, Neutral, Petun/Tobacco Nations. The Michi Saagiig made Treaties with these newcomers and granted them permission to stay with the understanding that they were visitors in these lands. Wampum was made to record these contracts, ceremonies would have bound each nation to



their respective responsibilities within the political relationship, and these contracts would have been renewed annually (see Migizi & Kapyrka, 2015). These visitors were extremely successful as their corn economy grew as well as their populations. However, it was understood by all nations involved that this area of Ontario were the homeland territories of the Michi Saagiig

The Odawa Nation worked with the Michi Saagiig to meet with the Huron-Wendat, the Petun, and Neutral Nations to continue the amicable political and economic relationship that existed – a symbiotic relationship that was mainly policed and enforced by the Odawa people.

Problems arose for the Michi Saagiig in the 1600s when the European way of life was introduced into southern Ontario. Also, around the same time, the Haudenosaunee were given firearms by the colonial governments in New York and Albany which ultimately made an expansion possible for them into Michi Saagiig territories. There began skirmishes with the various nations living in Ontario at the time. The Haudenosaunee engaged in fighting with the Huron-Wendat and between that and the onslaught of European diseases, the Iroquoian speaking peoples in Ontario were decimated.

The onset of colonial settlement and missionary involvement severely disrupted the original relationships between these Indigenous nations. Disease and warfare had a devastating impact upon the Indigenous peoples of Ontario, especially the large sedentary villages, which mostly included Iroquoian speaking peoples. The Michi Saagiig were largely able to avoid the devastation caused by these processes by retreating to their wintering grounds to the north, essentially waiting for the smoke to clear. Michi Saagiig Elder Gitiga Migizi (2017) recounts:

“We weren’t affected as much as the larger villages because we learned to paddle away for several years until everything settled down. And we came



back and tried to bury the bones of the Huron but it was overwhelming, it was all over, there were bones all over – that is our story.

There is a misnomer here, that this area of Ontario is not our traditional territory and that we came in here after the Huron-Wendat left or were defeated, but that is not true. That is a big misconception of our history that needs to be corrected. We are the traditional people, we are the ones that signed treaties with the Crown. We are recognized as the ones who signed these treaties and we are the ones to be dealt with officially in any matters concerning territory in southern Ontario.

We had peacemakers go to the Haudenosaunee and live amongst them in order to change their ways. We had also diplomatically dealt with some of the strong chiefs to the north and tried to make peace as much as possible. So we are very important in terms of keeping the balance of relationships in harmony.

Some of the old leaders recognized that it became increasingly difficult to keep the peace after the Europeans introduced guns. But we still continued to meet, and we still continued to have some wampum, which doesn't mean we negated our territory or gave up our territory – we did not do that. We still consider ourselves a sovereign nation despite legal challenges against that. We still view ourselves as a nation and the government must negotiate from that basis.”

Often times, southern Ontario is described as being “vacant” after the dispersal of the Huron-Wendat peoples in 1649 (who fled east to Quebec and south to the United States). This is misleading as these territories remained the homelands of the Michi Saagiig Nation.

The Michi Saagiig participated in eighteen treaties from 1781 to 1923 to allow the growing number of European settlers to establish in Ontario. Pressures from increased settlement forced the Michi Saagiig to slowly move into small family groups around the present-day communities:



Curve Lake First Nation, Hiawatha First Nation, Alderville First Nation, Scugog Island First Nation, New Credit First Nation, and Mississauga First Nation.

The Michi Saagiig have been in Ontario for thousands of years, and they remain here to this day.”

3.2 Historical Euro-Canadian Township Survey and Settlement

The first Europeans to arrive in the area were transient merchants and traders from France and England, who followed Indigenous pathways and set up trading posts at strategic locations along the well-traveled river routes. All of these occupations occurred at sites that afforded both natural landfalls and convenient access, by means of the various waterways and overland trails, into the hinterlands. Early transportation routes continued the use of existing Indigenous trails that typically followed the highlands adjacent to various creeks and rivers (Archaeological Services Inc., 2006). Early European settlements occupied similar locations as Indigenous settlements as they were generally accessible by trail or water routes and would have been in locations with good soil and suitable topography to ensure adequate drainage.

Throughout the period of initial European settlement, Indigenous groups continued to inhabit Southern Ontario, and continued to fish, gather, and hunt within their traditional and treaty territories, albeit often with legal and informal restrictions imposed by colonial authorities and settlers. In many cases, Indigenous peoples acted as guides and teachers, passing on their traditional knowledge to Euro-Canadian settlers, allowing them to sustain themselves in their new homes. Indigenous peoples entered into economic arrangements and partnerships, and often inter-married with settlers. However, pervasive and systemic oppression and marginalization of Indigenous peoples also characterized Euro-Canadian colonization, with thousands being displaced from their lands, denied access to traditional and treaty hunting, fishing, and collecting grounds,



and forced to assimilate with Euro-Canadian culture through mandatory attendance at Day and Residential Schools (Ray, 2005; Rogers & Smith, 1994).

Historically, the study area is located in the former Township of Whitby, County of Ontario in part of Lot 9-10, Concession 1.

3.2.1 Township of Whitby

Whitby Township, when first laid out in the 1790s, was designated Township 9 although the name was changed shortly thereafter to Norwich. The first survey of this township was made in 1791 and the first settler arrived in 1794 (Armstrong, 1985). The first Euro-Canadian settler was said to have been Benjamin Wilson, a Loyalist from Vermont, who settled along the lakeshore to the east of Oshawa (Farewell, 1907). Whitby was quickly settled by a mixture of Loyalists, disbanded troops, and emigrants from the United States, the United Kingdom, and Ireland. Two major settlements, Whitby and Oshawa, were soon established in the southern half of the township. These communities were advantageously located where watersheds (such as that of Lynde Creek) were crossed by the Kingston Road. Whitby further benefited from its harbour and from the construction of the Grand Trunk Railway in the 1850s.

In 1852, Whitby Township became part of Ontario County. When the township was divided in 1857, the western portion remained as Whitby Township and the eastern portion, which included Oshawa, became the Township of East Whitby (Hood, 1978).

3.2.2 City of Oshawa

Oshawa was one of two major settlements in the Township of Whitby. Benjamin Wilson is said to have settled near the mouth of Oshawa Creek with his family in 1794 and lived in a log cabin that had been a French trading post. Also arriving were the Farewell brothers and Jabez Lynde at the turn of the century. One of the Farewells built a saw and grist mill on Harmony Creek along with a tavern on Dundas Street, which was to become a popular resting place along the stagecoach



route. In 1809, Jabez Lynde was the first to own property in what was to become the village of Oshawa. Oshawa was first known as Skae's Corners, named after popular merchant Edward Skae (Mika & Mika, 1983). The name was later changed when local trader Moody Farewell invited two Mississauga friends from Rice Lake to propose a more original name around 1842. They suggested *ajawi*, signifying 'crossing to the other side' or 'shore of a river or lake', and the name Oshawa evolved from it. Edward Skae went on to become the first postmaster on October 6, 1842 (Rayburn, 1997). Oshawa received village status in 1850 and town status in 1879 (Mika & Mika, 1983).

The Sydenham Harbour Company was established in the early 1840s and constructed piers and a breakwater to develop harbour facilities. The company later became the Port Oshawa Harbour Company. The port became a customs port in 1853 and in 1856 the Grand Trunk Railway (G.T.R.) passed south of Oshawa. These two events led to industrial growth in Oshawa. In 1852, the Oshawa Manufacturing Company was created and in 1858, it was purchased by Joseph Hall. Hall was to turn the company into an important producer of farming tools. In 1861, a tin and sheet metal company was established. Ten years later, the Ontario Malleable Iron Company was established to ensure a local source of malleable iron for Oshawa's industries and to attract developers. This company was located between Front and Howard Streets, just north of First Avenue, and was a major industrial operation in Central Oshawa for generations. From the late nineteenth century to 1940, the company benefitted from its location along the Oshawa Railway Company's electric street railway, which facilitated the movement of goods between the industrial operation and the G.T.R. corridor (later Canadian National) to the south. In 1876, Robert McLaughlin moved his carriage company to Oshawa, which grew to be the largest in the British Empire. With the increased use of cars after the turn of the twentieth century, the McLaughlins began producing them in 1908. In 1918, General Motors of Canada Limited was created after the merger of the McLaughlin Motor Car Company and the Chevrolet Motor Car Company of Canada with Robert Samuel McLaughlin as president (Mika & Mika, 1983).



The first schools in Oshawa were one-room log buildings, with one of the earliest being located at King Street and Simcoe Street as early as 1829. The Union School was constructed in 1835 and Centre Street School was built in 1856 with part of the school being used as a high school. An independent high school was built in 1865. Ward schools were constructed in 1877 after the municipality was divided into wards. Many of the early religious meetings took place at the Union School until the congregations of the various churches were able to construct their own buildings. In 1841, the Wesleyan Methodist and the Roman Catholics built their churches, followed by the Christian Church the year after. In 1843, St. George's Anglican Church was constructed, and the Presbyterians constructed a church in 1862 (Mika & Mika, 1983).

A public library began in 1864 as a Mechanics' Institute in Oshawa. A Carnegie Library was formed in 1906. Colonel R.S. McLaughlin gifted the city a library, the present McLaughlin Public Library in 1954, with further funds being donated in 1966 for an expansion of the library (Mika & Mika, 1983). In 1922, Oshawa annexed part of East Whitby Township and was incorporated as a city in 1924. Another annexation of part of the township occurred in 1951. When Ontario County was dissolved in 1974, Oshawa became part of the Regional Municipality of Durham (Mika & Mika, 1983).

3.2.3 Oshawa Railway Company

The railway, chartered in 1887, was first named the Oshawa Railway and Navigation Company. They were authorized to build a railway at the Port of Oshawa on Lake Ontario, to Oshawa Station at the Grand Trunk Railway (G.T.R.), and through the Town of Oshawa. The name was changed to the Oshawa Railway Company in 1891. Construction of the railway lines began in 1895 and operation began later the same year (Oshawa Community Museum, 2013). It was an electric street railway which opened to carry passengers and freight between the G.T.R. station and the middle of Oshawa, which includes the study area (Toronto Railway Historical Association, 2024).



The G.T.R. took over operation of the Oshawa Railway Company in 1910-1911. It then became a subsidiary of the Canadian National Railway (C.N.R.) in 1923, when the C.N.R. absorbed the G.T.R. (Oshawa Community Museum, 2013). Passenger service was ended in 1940, and the streetcars were replaced with a fleet of small 27 passenger Chevrolet buses (Bow, 2018; New England Electric Railway Historical Society, 2024; Oshawa Community Museum, 2013). Freight operations continued to service factories through the middle decades of the twentieth century. However, by 1963, tracks were being removed and in 1964, all electrified operations ceased.

3.3 Review of Historical Mapping

The 1860 *Map of the County of Ontario* (Tremaine, 1860), the 1877 *Illustrated Historical Atlas of the County of Ontario* (Beers, 1877), and the 1894 *Municipal Plan of the Town of Oshawa* (Deans, 1894) were examined to determine the presence of historical features within the study area during the nineteenth century (Figure 2 to Figure 4).

It should be noted, however, that not all features of interest were mapped systematically in the Ontario series of historical atlases. For instance, they were often financed by subscription limiting the level of detail provided on the maps. Moreover, not every feature of interest would have been within the scope of the atlases. The use of historical map sources to reconstruct or predict the location of former features within the modern landscape generally begins by using common reference points between the various sources. The historical maps are geo-referenced to provide the most accurate determination of the location of any property on a modern map. The results of this exercise can often be imprecise or even contradictory, as there are numerous potential sources of error inherent in such a process, including differences of scale and resolution, and distortions introduced by reproduction of the sources.

The 1860 *Map of the County of Ontario* (Figure 2) depicts the study area south of the village of Oshawa on lands belonging to D. Dullea and John Ritson. Dullea was



born in Ireland but settled in South Oshawa in 1830 where he farmed and raised a large family while Ritson was born in England and came to the area around 1820 and was involved in education and agricultural activities (Stark & Egerer, 1970). No structures appear within or adjacent to the study area, though the South Oshawa Mills are located to the west and a G.T.R. station, which opened in 1856, is located to the south along its east-west corridor. The G.T.R. allowed the movement of passengers and freight for Oshawa citizens and businesses into and out of the area. The later industrial context of First Avenue was connected to its proximity to this railway corridor.

The 1877 *Illustrated Historical Atlas of the County of Ontario* (Figure 3) continues to depict the study area south of the urban portion of the village of Oshawa. No roads are evident in the study area at this time. The 1894 *Municipal Plan of the Town of Oshawa* (Figure 4) shows the study area between two north-south oriented roads: Simcoe Street to the west and the “Road Allowance between Lots 8 and 9” (Ritson Road) to the east. However, no roadway exists connecting these two roads. Residential development is depicted to the northwest and southwest and a large property belonging to the Ontario Malleable Iron Works is depicted on the east side of Prospect Street (now Front Street).



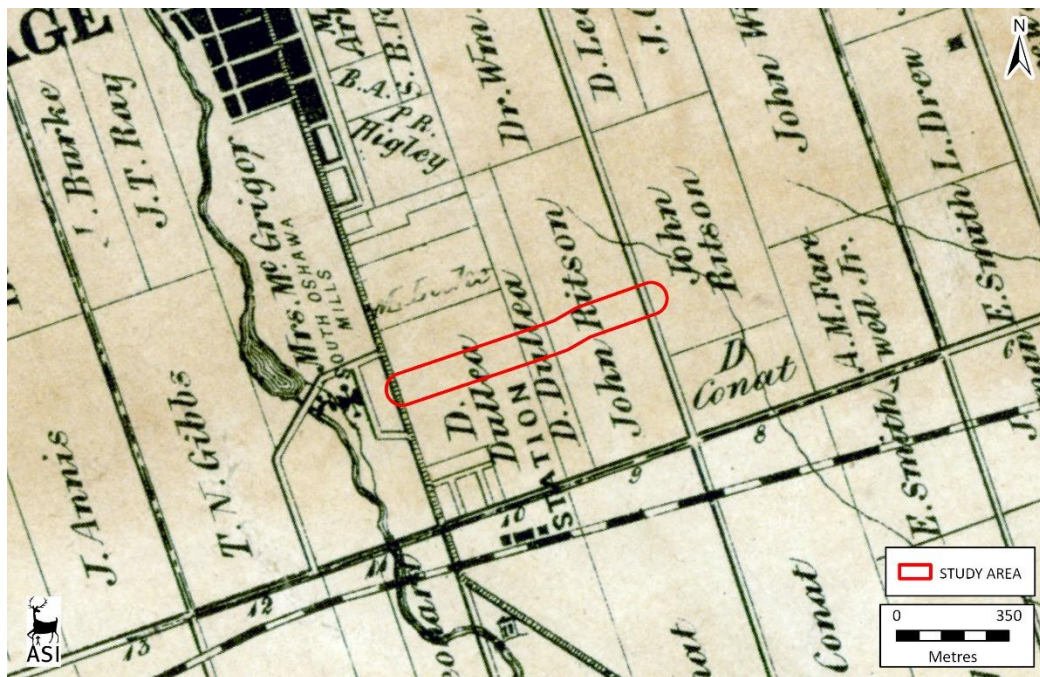


Figure 2: The study area overlaid on the 1860 Tremaine Map of the County of Ontario (Tremaine, 1860)



Figure 3: The study area overlaid on the 1877 Historical Atlas of the County of Ontario (Beers, 1877)



Figure 4: The study area overlaid on the 1894 Municipal Plan of the Town of Oshawa (Deans, 1894)

In addition to nineteenth-century mapping, historical topographic mapping, fire insurance plans, and aerial photographs from the twentieth century were examined. This report presents maps and aerial photographs from 1911, 1930, 1954, 1976, and 1994 (Figure 5 to Figure 9). These do not represent the full range of maps consulted for the purpose of this study but were judged to cover the full range of land uses that occurred in the area during this period. Note that the 1911 Fire Insurance Plan does not provide full coverage for the entire study area.

Rather, the map only depicts the south side of First Avenue between Simcoe and Albert Streets and both sides of First Avenue between Albert and Front Streets. Although First Avenue ended at Front Street at this time, the area between Front and Howard Streets is shown because an industrial operation was located on the east side of Front Street.

The 1911 Fire Insurance Plan (Figure 5) depicts some residential and industrial development within the study area when compared with nineteenth-century mapping. Between Simcoe and Albert Streets, First Avenue has no structures on

the south side. However, between Albert and Front Streets, the south side of First Avenue has a small residential development, which remains extant today and the north side of First Avenue has a row of houses along the west side of Front Street, all of which also remains extant. These may have been houses erected for workers at the nearby industrial operations. First Avenue ends at Front Street, where an industrial establishment called Canada Pride Steel Range Company Limited had an operation. Front Street had a steam and electric railway track running along the road, with siding tracks connecting to sheds and storage buildings associated with the large operation of the Ontario Malleable Iron Company, north of the study area.

The 1930 topographic map (Figure 6) depicts First Avenue extending to Drew Street for the first time in this mapping review. Furthermore, McNaughton Avenue between Drew Street and Ritson Road is shown as an “unfenced” road with just a single house on its north side. The study area continues to be within a mixed residential and industrial context, with two large manufacturing buildings on the south side of First Avenue and one on the north side. Front Street has a spur line running along its path connecting the Canadian National Railway corridor to the south with the various industries adjacent to Front/Prospect Street. The Canadian Pacific Railway corridor has an east-west orientation and is located north of the study area.

The 1954 aerial photograph (Figure 7) depicts the study area in a mixed industrial and residential context. Three large industrial operations continue to be located adjacent to First Avenue, as does a school northeast of the intersection of Simcoe Street South and First Avenue. McNaughton Avenue is an entirely residential stretch of road. While it essentially acts as an extension of First Avenue east toward Ritson Road, it appears that there was a slightly askew right-angled intersection at the corner of First Avenue and Drew Street.

The 1976 topographic map (Figure 8) depicts the study area in much the same way as described in 1954. The most notable difference is that First Avenue only extends between Simcoe Street South and Howard Street and McNaughton



Avenue only extends between Drew Street and Ritson Road South. However, this is likely a mapping error, as the roadway between Howard and Drew Streets was already depicted in the 1954 aerial photograph, discussed above. The 1994 topographic map (Figure 9) continues to show the study area in a mixed residential and industrial context, and now shows a jog in the First Avenue roadway between Howard and Drew Streets indicating that First Avenue was realigned to create a more seamless through connection to McNaughton Avenue rather than a right-angled intersection at Drew and First/McNaughton as depicted in 1954 .



Figure 5: The study area overlaid on the 1911 Fire Insurance Plan of Oshawa (Goad, 1911)



Figure 6: The study area overlaid on the 1930 topographic map, Oshawa sheet (Department of National Defence, 1930)

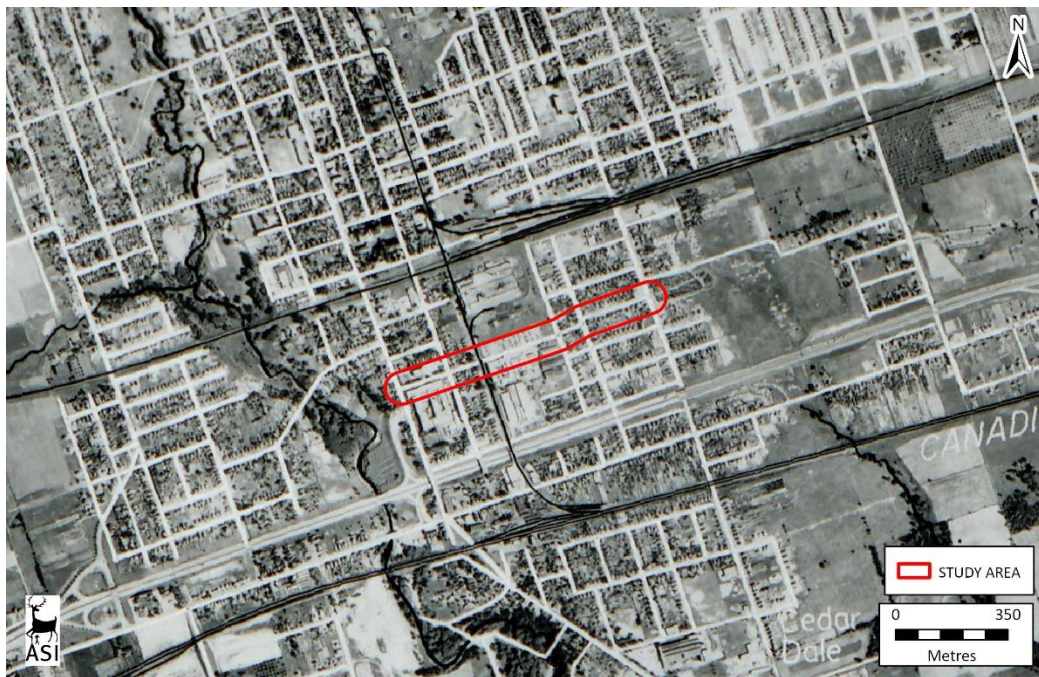


Figure 7: The study area overlaid on a 1954 aerial photograph (Hunting Survey Corporation Limited, 1954)

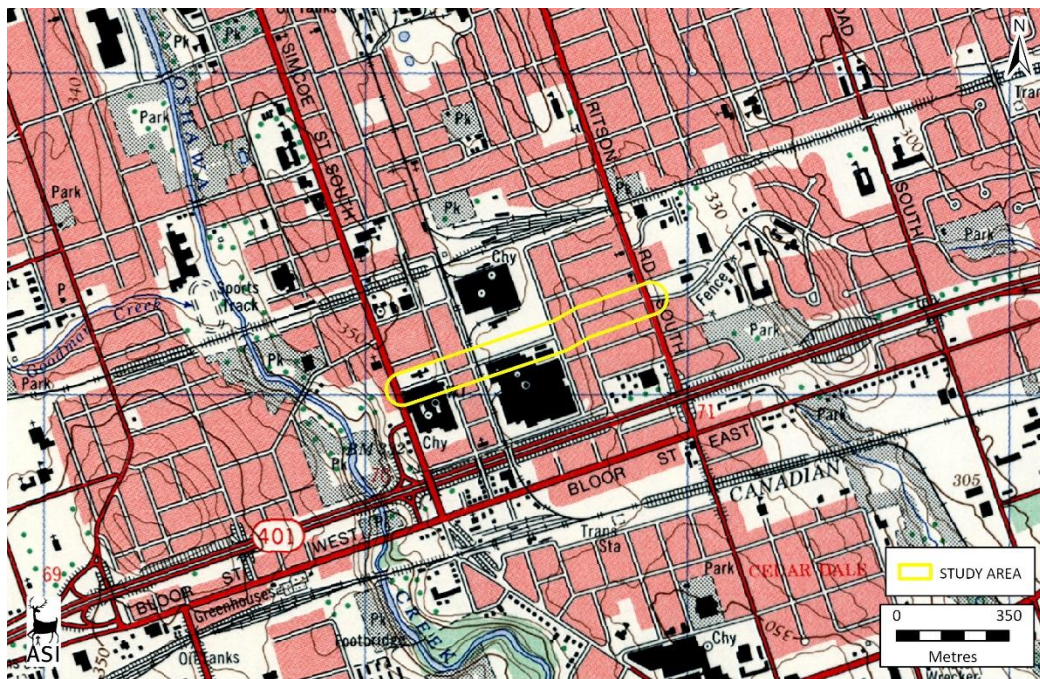


Figure 8: The study area overlaid on the 1976 topographic map, Oshawa sheet (Department of Energy, Mines and Resources, 1976)

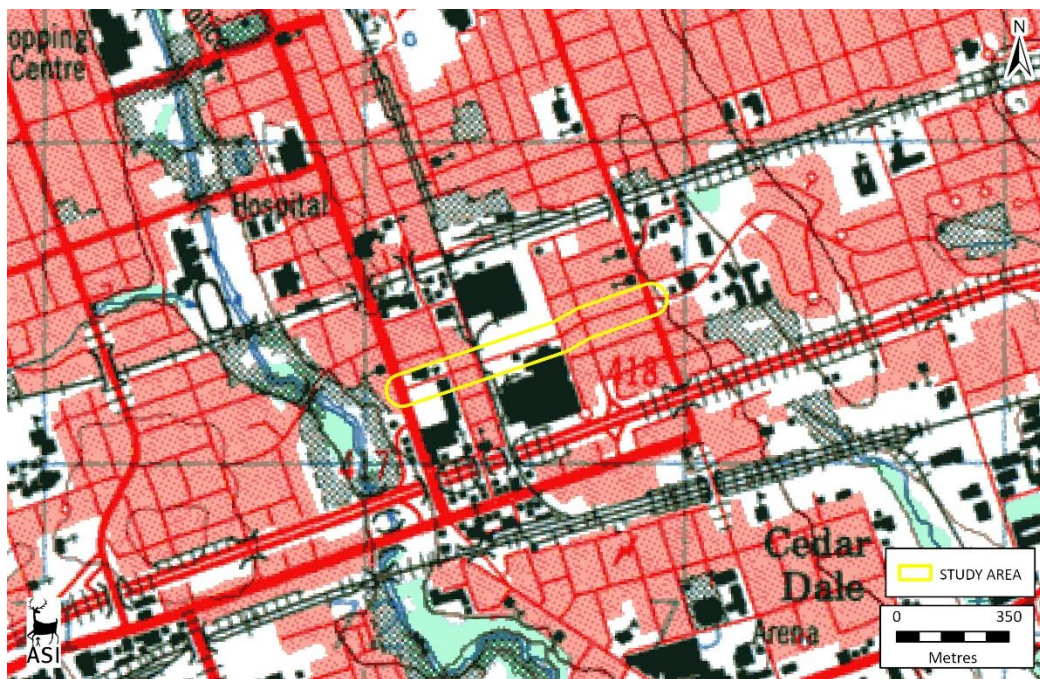


Figure 9: The study area overlaid on the 1994 topographic map, Oshawa sheet (Department of Energy, Mines and Resources, 1994)

4.0 Existing Conditions

A field review of the study area was undertaken by John Sleath of Archaeological Services Inc., on 6 March 2024 to document the existing conditions of the study area from existing rights-of-way. The existing conditions of the study area are described below and captured in Figure 10 to Figure 20 and locations for each photograph are captured in Figure 29.

4.1 Description of Field Review

First Avenue extends between Simcoe Street South and Drew Street. It is a two-lane roadway with one lane of eastbound and one lane of westbound traffic. After a slight jog in the road east of Howard Street, First Avenue becomes McNaughton Avenue at Drew Street and then continues along an east-west orientation towards Ritson Road South. McNaughton Avenue is also a two-lane roadway with one lane per direction of traffic.

At the western end of the study area, First Avenue is bounded by a former schoolhouse which has been converted into a senior's residence with greenspace on the north side and a large commercial plaza and parking lot on the south side. North and south of First Avenue between Albert Street and Front Street is residential housing constructed in the early twentieth century.

The Michael Starr Trail is a paved active transportation path along the east side of Front Street. This path has replaced the former Oshawa Railway Company steam and electric railway track, which connected downtown Oshawa with its railway station to the south of the study area and provided sidings into the Ontario Malleable Iron Company property north of the study area. Between the trail and Howard Street, First Avenue is bounded by a parking lot to the north and a recently demolished industrial complex to the south.

The properties on the north and south sides of First Avenue between Albert and Front Streets are part of two long, narrow north-south oriented block plans



(Regulation Plan 279 on north side of First Avenue and Regulation Plan 129 on south side of First Avenue). Typically, the houses on these properties are two to two-and-a-half storey, semi-detached or detached, brick clad structures. Many of these houses have front porches, although some have been enclosed. All are set on narrow, rectangular east-west oriented individual plots of land except for the north-south oriented plots for the semi-detached residences on First Avenue. These houses, which likely date to around the turn of the twentieth century, may have been associated with workers who were employed at the nearby industrial operations.

The properties on the east side of Howard Street and on the east and west sides of Drew Street north and south of First Avenue, as well as on the north side of McNaughton Avenue and west side of Ritson Road South, are all part of a large block plan (Regulation Plan 148). The properties on the north-south oriented roads (Howard Street, Drew Street, and Ritson Road South) have long, narrow, east-west oriented individual plots of land while the properties on the east-west oriented road (McNaughton Avenue) have long, narrow, north-south oriented individual plots of land. The properties on the south side of McNaughton Avenue are part of a different block plan (Regulation Plan 411) though, as this is an east-west oriented roadway, the properties have long, narrow, north-south oriented individual plots to continue what was done for properties on its north side within Regulation Plan 148. Typically, the houses within these regulation plans are a mix of one-and-a-half, two, and two-and-a-half storey brick and frame structures. All appear to be detached residences that date to the early to mid twentieth century, a little newer than the blocks further to the west (Regulation Plans 279 and 129).





Figure 10: Intersection of Simcoe Street South and First Avenue, looking west (A.S.I., 2024)



Figure 11: Looking east along First Avenue from north side of commercial buildings at 555 Simcoe Street South (A.S.I., 2024)



Figure 12: Residential context along First Avenue, looking west from Front Street (A.S.I., 2024)



Figure 13: Looking south from First Avenue along the former Oshawa Railway Company rail corridor, now an active transportation path (A.S.I., 2024)



Figure 14: Parking lot adjacent to north side of First Avenue, looking east (A.S.I., 2024)



Figure 15: Looking northwest along First Avenue from west of Howard Street (A.S.I., 2024)



Figure 16: Recently demolished buildings on south side of First Avenue, looking southwest (A.S.I., 2024)



Figure 17: Howard Park at the southeast corner of the intersection of First Avenue and Howard Street, looking south from First Avenue (A.S.I., 2024)



Figure 18: Looking east to intersection of First Avenue and Drew Street (A.S.I., 2024)



Figure 19: Residential context along north side of McNaughton Avenue (A.S.I., 2024)






Figure 20: Looking northwest along McNaughton Avenue from Ritson Road South (A.S.I., 2024)



4.2 Identification of Known and Potential Built Heritage Resources and Cultural Heritage Landscapes



Based on the results of the background research and field review, four built heritage resources (B.H.R.s) were identified within the study area. A detailed inventory of these B.H.R.s is presented below in Table 1. See Figure 29 for mapping showing their locations.


Table 1: Inventory of Known and Potential Built Heritage Resources and Cultural Heritage Landscapes within the Study Area

Feature I.D.	Type of Property	Address or Location	Heritage Status and Recognition	Description of Property and Known or Potential C.H.V.I.	Photographs/ Digital Image
B.H.R. 1	Residential (Formerly Educational)	505 Simcoe Street South	Known B.H.R. – Listed on the Inventory of City of Oshawa Heritage Properties (Class B) (Heritage Oshawa, 2023)	Built in 1925 as South Simcoe School, this structure was converted to 36 residential units for the St. George’s Ukrainian Seniors Centre in 2001. The building is a large three-storey rectangular brick structure. Its potential heritage attributes include its brick construction, original window and door openings, decorative brick work surrounding windows and doors, banding courses, prominent fascia, and moulded frieze.	 <p data-bbox="2013 1050 2769 1090">Figure 21: Former South Simcoe School (A.S.I., 2024)</p>
B.H.R. 2	Grouping of Early Twentieth-Century Commercial Properties	524, 526, 528, and 530/532 Simcoe Street South	Individual heritage properties within this cluster of B.H.R.s include: Potential B.H.R.s – Identified on the mapOshawa Interactive Map with a Heritage Status of 70+ Years (Four properties)	<p data-bbox="1143 1137 1858 1433">This cluster of B.H.R.s is on the west side of Simcoe Street South, south of First Avenue. This area was deemed to be an appropriate limit for the cluster of B.H.R.s given the built form of the buildings, the potential age of construction, design characteristics, and the limits of the study area.</p> <p data-bbox="1143 1477 1846 1814">The structures between 524 and 532 Simcoe Street South all appear to be long, narrow, rectangular-shaped commercial structures. The buildings at 524 and 530/532 Simcoe Street South are made of brick, though much of the latter has been covered with vertically-oriented aluminum siding. The construction materials for 526 and 528 Simcoe Street South are unknown.</p>	 <p data-bbox="1898 1699 2878 1739">Figure 22: Buildings at 524 to 532 Simcoe Street South (A.S.I., 2024)</p>

Feature I.D.	Type of Property	Address or Location	Heritage Status and Recognition	Description of Property and Known or Potential C.H.V.I.	Photographs/ Digital Image
				<p>All buildings within the cluster of B.H.R.s are single-storey structures except for 530/532 Simcoe Street South, which is two storeys. Potential heritage attributes include brick construction, large windows fronting on Simcoe Street, and setback from the roadway.</p>	
B.H.R. 3	Grouping of Early Twentieth-Century Residential Properties	499, 503, 505, 509, 511, 519, 523, 527, and 531 Albert Street; 65, 66, 67, and 68 First Avenue; and 504, 508, 510, 520, 524, 528, and 532 Front Street	Individual heritage properties within this cluster of B.H.R.s include: Potential B.H.R.s – Identified on the mapOshawa Interactive Map with a Heritage Status of 70+ Years (20 properties)	<p>This cluster of B.H.R.s is on the east side of Albert Street, north and south of First Avenue; the north and south sides of First Avenue, between Albert and Front Streets; and on the west side of Front Street, north and south of First Avenue. This area was deemed to be an appropriate limit for the cluster of B.H.R.s given the built form of the buildings, the potential age of construction, design characteristics, and the limits of the study area.</p> <p>The residences in this cluster of B.H.R.s are a mix of two and two-and-a-half storeys, detached and semi-detached, and brick clad structures. Many have front porches, although some have been enclosed. All are set on narrow rectangular plots of land. Potential heritage attributes include rectangular massing, scale, and roof types. Note that what has been grouped into this cluster of B.H.R.s is only inclusive of residences within 50 metres of the First Avenue right-of-way but the characteristics described extend to properties beyond these 50 metres.</p>	 <p>Figure 23: Residences along east side of Albert Street, north of First Avenue (A.S.I., 2024)</p>

Feature I.D.	Type of Property	Address or Location	Heritage Status and Recognition	Description of Property and Known or Potential C.H.V.I.	Photographs/ Digital Image
					 <p data-bbox="1898 999 2878 1076">Figure 24: Residences along west side of Front Street, south of First Avenue (A.S.I., 2024)</p>  <p data-bbox="1898 1669 2878 1745">Figure 25: Residences along west side of Front Street, north of First Avenue (A.S.I., 2024)</p>

Feature I.D.	Type of Property	Address or Location	Heritage Status and Recognition	Description of Property and Known or Potential C.H.V.I.	Photographs/ Digital Image
B.H.R. 4	Grouping of Early Twentieth-Century Residential Properties	501, 507, and 533 Howard Street; 493, 494, 497, 500, 501, 504, 512, 515, 516, 517, and 523 Drew Street; 213, 216, 220, 223, 226, 249, 254, and 256 McNaughton Avenue; and 518 Ritson Road South	Individual heritage properties within this cluster of B.H.R.s include: Potential B.H.R.s – Identified on the mapOshawa Interactive Map with a Heritage Status of 70+ Years (23 properties)	<p>This cluster of B.H.R.s is on the west side of Howard Street, north and south of First Avenue; the east and west sides of Drew Street, north and south of First/McNaughton Avenue; the north and south sides of McNaughton Avenue, between Drew Street and Ritson Road South; and on the west side of Ritson Road South, south of McNaughton Avenue. This area was deemed to be an appropriate limit for the cluster of B.H.R.s given the built form of the buildings, the potential age of construction, design characteristics, and the limits of the study area.</p> <p>The residences in this cluster of B.H.R.s are a mix of one-and-a-half, two, and two-and-a-half storeys, and brick and frame structures. All appear to be detached residences. Many have front porches, although some have been enclosed. All are set on narrow rectangular plots of land, with east-west oriented plots on all north-south oriented roads and north-south oriented plots for residences on McNaughton Avenue. The properties on the north and south sides of First Avenue between Albert and Front Streets, which likely date to around the turn of the twentieth century, may have been associated with workers who were employed at the nearby industrial operations.</p>	 <p>Figure 26: Residences along east side of Howard Street, north of First Avenue (A.S.I., 2024)</p>  <p>Figure 27: Residences along west side of Drew Street, north of First Avenue (A.S.I., 2024)</p>

Feature I.D.	Type of Property	Address or Location	Heritage Status and Recognition	Description of Property and Known or Potential C.H.V.I.	Photographs/ Digital Image
				<p>Potential heritage attributes include scale and massing, and setback from the roadway.</p>	 <p>Figure 28: Residences along south side of McNaughton Avenue, east of Drew Street (A.S.I., 2024)</p>

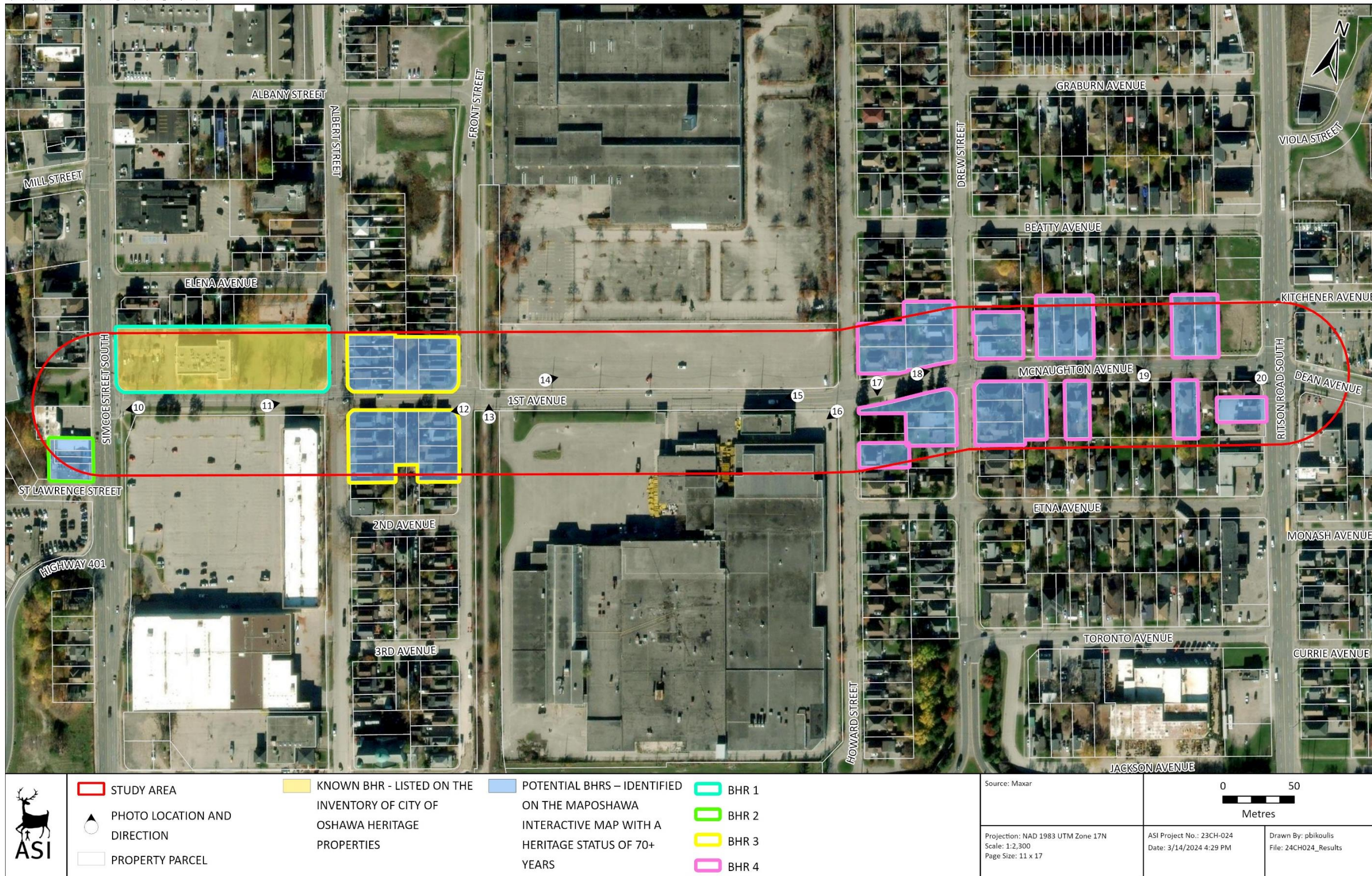


Figure 29: Location of Identified Built Heritage Resources (B.H.R.s) and Cultural Heritage Landscapes (C.H.L.s) in the Study Area

5.0 Results and Mitigation Next Steps

The results of background historical research and a review of secondary source material, including historical mapping, indicate a study area with an urban history dating back to the early twentieth century. A review of federal, provincial, and municipal registers, inventories, and databases revealed that there is one known built heritage resource (B.H.R. 1) and three clusters of potential B.H.R.s (B.H.R.s 2 to 4) in the Oshawa Central Major Transit Station Area – First Avenue/McNaughton Avenue Corridor study area.

5.1 Key Findings

A total of four B.H.R.s were identified within the study area:

- Of the four identified B.H.R.s, one is listed on the Inventory of City of Oshawa Heritage Properties as a Class B building (B.H.R. 1) and three clusters of B.H.R.s totalling 47 individual properties were identified on the mapOshawa Interactive Map as having a Heritage Status of 70+ Years
- Identified B.H.R.s are historically, architecturally, and contextually associated with land use patterns in the City of Oshawa and more specifically representative of the early residential settlement of the area.

5.2 Next Steps

Based on the results of the assessment, the following next steps have been developed:

1. This interim Cultural Heritage Report should be submitted by the proponent to heritage staff at the City of Oshawa and the Oshawa Museum for review and feedback.
2. Once preliminary designs have been finalized, this report will be updated to include a preliminary impact assessment and mitigation recommendations, where appropriate.



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