

**EXISTING CONDITIONS REPORT
BUILT HERITAGE RESOURCES &
CULTURAL HERITAGE LANDSCAPES**

**BRITANNIA AVENUE WEST EXTENSION
MASTER PLAN - CLASS ENVIRONMENTAL
ASSESSMENT STUDY**

August 2014

**Prepared for:
MMM Group**

Prepared by:



UNTERMAN McPHAIL ASSOCIATES
HERITAGE RESOURCE MANAGEMENT CONSULTANTS

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**Prepared for:
MMM Group
2655 North Sheridan Way
Mississauga, ON, L5K 2P8**

**Prepared by:
Unterman McPhail Associates
Heritage Resource Management Consultants
540 Runnymede Road
Toronto, ON, M6S 2Z7
Tel: 416-766-7333**

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1.0 INTRODUCTION

1.1 Project Description

MMM Group retained Unterman McPhail Associates, Heritage Management Resource Consultants, to undertake a cultural heritage resource assessment of the built heritage resources and cultural heritage landscapes for the Britannia Avenue West Extension, Master Plan – Class Environmental Assessment Study (**Figure 1**). This Existing Conditions Report (ECR) has been prepared to provide preliminary information to the project study team with regard to built heritage and cultural heritage landscapes. The Cultural Heritage Assessment Report (CHAR), forming part of the Britannia Avenue West Extension, Master Plan – Class Environmental Assessment Study requirements, will be completed upon the impact analysis of the preferred options.

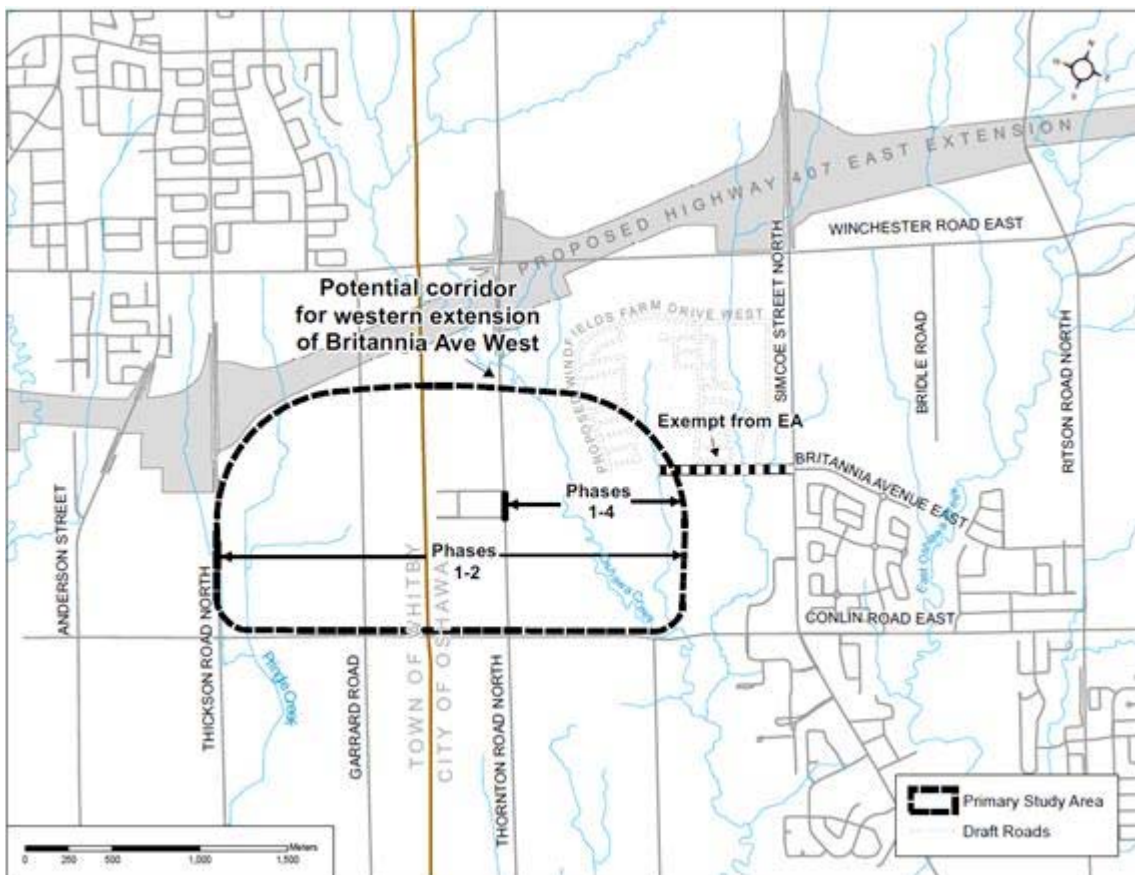


Figure 1. Map of the study area for the Britannia Avenue West Extension.

The purpose of the project is to confirm the need and timing of the proposed extension through an assessment of alternatives and a preferred solution. The western study area limit is Thickson Road North, the eastern limit to the east of the proposed Windfields Farm Drive, and from Conlin Road in the south to just south of the proposed ETR 407 corridor in the north. Tribute Communities and the Town of Whitby (co-proponents) are

conducting this Master Plan – Class Environmental Assessment Study, in accordance with *Municipal Class Environmental Assessment* (MCEA) (October 2000, as amended 2007 and 2011) process. The *Municipal Class Environmental Assessment* outlines a procedure whereby municipalities can comply with the requirements of the *Environmental Assessment Act* (EAA). It identifies potential positive and negative effects of projects, such as road improvements, facility expansions or to facilitate a new service. The process includes an evaluation of impacts on the natural and social environment including culture. The Municipal Class EA applies to municipal infrastructure projects including roads, water and wastewater projects. This project will be undertaken in accordance with the Schedule ‘A’ requirements of the MCEA.

1.2 Public Heritage Recognition

There are no provincially or federally recognized or protected heritage resources within the study area.

City of Oshawa

The City of Oshawa Register of Properties of Cultural Heritage Value or Interest (the ‘Register’) is a list of properties that have been formally recognized by Council, pursuant to Section 27 of the Ontario Heritage Act (OHA), as being properties within the City of Oshawa having cultural heritage value or interest. The Register includes designated and non-designated heritage properties.

The Heritage Oshawa *Inventory of City of Oshawa Heritage Properties* (September 2013) was consulted. It identifies properties of cultural heritage value or interest within the City. It includes all properties on the ‘Register’ as well as properties identified as ‘Class A’ or ‘Class B’. Class A properties have been evaluated by Heritage Oshawa and are determined to have the highest potential for designation under the OHA. Class B properties have been evaluated by Heritage Oshawa and determined to have good potential for designation under the OHA.

Windfields Farm, located at 2300 Simcoe Street North, is listed on the *Inventory of City of Oshawa Heritage Properties* as a Class A heritage resource. The main arena, the gravesite of Northern Dancer and the horse cemetery, which is referred to as the Trillium Cemetery, are included in the site description as significant heritage resources of the property.

There are no properties commemorated with a Heritage Oshawa Historic Building Plaque within the study area.

Town of Whitby

The Town of Whitby was consulted with regard to the status of a municipal register and inventory. A draft document containing the *Town of Whitby Official Register – Inventory*

of Properties Designated Under Part IV of the Ontario Heritage Act and the *Town of Whitby Official Register – Inventory of Listed Properties* was provided by Town staff and consulted. Two (2) properties, namely, 5515 Garrard Road and 5360 Thickson Road North, are included on the Register as listed properties.

2.0 HISTORICAL SUMMARY

2.1 Whitby Township

Township No. 8 was created as one of the original Lake Shore Townships between the Bay of Quinte and York. It was renamed Norwich, and later Whitby Township. Historically, the Township of Whitby was bounded 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. It was partially surveyed in 1791 and then completed in 1795. The survey produced a grid pattern with nine concessions running east to west and a broken front along the lakeshore, and north to south oriented lots of 200 acres each. Each concession contained 35 lots that were approximately one and a quarter miles deep and one quarter mile wide. Road allowances were provided between the concessions and every second lot.

Administratively, the township was located first in the Nassau District of the Province of Quebec. The Nassau District became part of the Home District in Upper Canada in 1792. The County of York located within the Home District was proclaimed in the same year and it included the future area of Ontario County. Within the East Riding of York County, Pickering Township and Whitby Township were joined administratively until 1811.

Township settlement was somewhat delayed in the 1790s due to a 1,000 acre land grant given to William Willcocks, an Irish citizen, who proposed an immigration scheme. His land was forfeited in January 1796 after the plan failed.¹ In May 1796, Governor Simcoe ordered a number of townships to be opened for settlement including Whitby. Willcocks received other land in Whitby and a government appointment as compensation for his forfeiture.²

Benjamin Wilson is acknowledged as the first settler in Whitby Township c1791-1794, having settled near the Oshawa Harbour. Jabez Lynde settled on at Lynde's Creek and the Danforth Road in 1804. Until the 1820s, most of Whitby's settlers originated from the United States. After 1830, British immigrants comprised most of the new township settlers.

¹ Brian Winter, *Chronicles of a County Town: Whitby Past and Present* (Whitby, Ontario, 1999) 12-14.

² Ibid., 14.

Smith's Canadian Gazetteer (1846) describes Whitby Township as a well-settled township with a large portion of excellent land, generally cleared and cultivated farmsteads, excellent mill streams and two flourishing villages of Oshawa and Whitby, as well as smaller centres including Winchester [Brooklin] in the rear of the township. The township population had reached 5,714 people in 1842.³ By the mid 19th century, Whitby Township farmsteads had evolved to include larger, better-constructed farmhouses, larger barns and agricultural fields.

In 1852, Whitby Township became part of the newly created County of Ontario with the village of Whitby designated as the county seat. The Grand Trunk Railway, which ran along Lake Ontario in the southern part of the township, was completed in August 1856. Its arrival contributed greatly to the economic growth of the township. In 1857, the township was divided into two parts – Whitby Township and East Whitby Township. On January 1, 1858, the Township of East Whitby was incorporated under the terms of the *Baldwin Act*. Whitby Township retained Lots 18 to 35 within its jurisdiction.

Tremaine's Map (1860) illustrates an established agricultural landscape with farm complexes, hamlets and villages and a grid-like local road system in the study area. In 1877, Whitby Township included 31,660 acres of land and had a population of 3,220 people. Brooklin was considered to be a principal township village.⁴ In the late 1870s, the *Illustrated Historical Atlas* also shows a well-established agricultural landscape in the location of the study area. This rural agricultural landscape continued into the 20th century. Other than the introduction of the Toronto-Paigan Falls Hydro Transmission Line by the Hydro-Electric Commission of Ontario northeast through Concession 5 between Thickson Road North and Thornton Road North in the 1920s, topographic maps indicate an existing agricultural landscape existed in the northern part of Whitby Township throughout most of the 20th century.

The Township of Whitby and the Town of Whitby were amalgamated into one municipality, the Town of Whitby, on January 1, 1968. Six years later, on January 1, 1974, the Town of Whitby became part of the new Regional Municipality of Durham, which replaced Ontario County.

Currently, the area is experiencing change due to the introduction of the highway corridor for the 407 ETR East Extension. This route follows the early 20th century hydroelectric transmission corridor that traverses the northern edge of the study area.

2.1.1 Brooklin

Originally referred to as Winchester, the village of Brooklin developed around industrial mills strategically located on the Centre Line Road, a major transportation route. Later, the population centre gained access to the Port Whitby and Port Perry Railway line. Mr.

³ Wm. H. Smith, *Smith's Canadian Gazetteer* (Toronto: H. & W. Rowsell, 1846) 218-219.

⁴ *Illustrated Historical Atlas of the County of Ontario* (Toronto: J.H. Beers and Company, 1877) 11.

Huntington was the first settler in the Brooklin area c1832. John Campbell and Daniel S. Way opened the first store and built the first grist mill in Brooklin in 1840. The Brooklin post office was opened in 1847 and Edward Ware became its first postmaster.⁵ Located on the plank road to Scugog Township, the village prospered. By 1869, it had grown to include a population between 500 and 600 people and contained several civil and military organizations, a number of mills, tanneries, and mercantile and mechanical branches including several stores, a telegraph office, a job printing office, and various trades. A Methodist Episcopal Church had been built in 1845, a Presbyterian church in 1862, a Wesleyan Methodist Church in 1867, and a Church of England in 1869. As well the village was well connected to Whitby and all places north by two lines of daily stages.⁶ By 1887, some twenty years later, Brooklin had reached a population of about 700 people and included various industries and businesses including woolen mills, an oatmeal mill, a cider mill, a flour mill, a harness maker, blacksmiths, other trades, general stores and a hotel.⁷

During the first part of the 20th century, Brooklin's population remained at about 600 to 700 people. A grist mill was still operating in 1911. In 1916-17, the village contained various businesses and amenities, such as physicians, blacksmiths, general stores and the local post office, that serviced the rural population.⁸

Like many small rural population centres, Brooklin's importance as a local service centre declined in the 20th century due to road transportation improvements that provided better access to larger centres such as Whitby and Oshawa. It was not until the latter part of the 20th century, and into the 21st century, that the Brooklin has expanded with the development of new residential subdivisions.

2.2 Township of East Whitby

The Township of East Whitby was incorporated under the terms of the *Baldwin Act* on January 1, 1858. It comprised Lots 1 to 17 of Whitby Township. Oshawa, incorporated as a village in 1850, became the commercial centre of the township.

Tremaine's Map (1860) shows an established agricultural landscape in East Whitby Township with many farm complexes, a grid-like local road system and local hamlets and villages. By 1870, the Township of East Whitby had a population of about 3,400 people.⁹

⁵ Connor & Colton's *Directory of the County of Ontario for 1869-7* (Connor & Colton, 1869) 17; and, LAC Postal Heritage and Philately, *Post Offices and Postmasters, Brooklin, Ontario* (March 2014).

⁶ Connor & Colton's *Directory of the County of Ontario for 1869-70*, 17; and, *The Province of Ontario Gazetteer and Directory for 1869* (Toronto: Robertson & Cook, Publishers, 1869) 77.

⁷ Union Publishing Co. of *Ingersoll Farmers' Directory for the County of Grey, Ontario & Simcoe* (Ingersoll, Ontario: Union Publishing Company of Ingersoll, 1887) A141.

⁸ Union Publishing Co. of *Ingersoll Farmers' Directory for the County of Haliburton, Ontario, Peterborough, Victoria and York* (Ingersoll, Ontario: Union Publishing Company of Ingersoll, 1911) 678; and, *Vernon's Farmers and Business Directory for the Counties of Durham, Haliburton, Northumberland, Ontario, Peterborough & Victoria* (Hamilton, Ontario: Henry Vernon & Sons Publishers, 1916-17) 216.

⁹ Connor & Colton's *Directory of the County of Ontario for 1869-70*, 168.

In 1877, East Whitby Township included 34,700 acres of land and supported a population of 3,411 people.¹⁰ Larger agricultural fields, hedgerows and tree lines, particularly around farmhouses, as well as rear woodlots, characterized the farmsteads and typified the 19th century agricultural landscape of the township as shown in the *Illustrated Historical Atlas* (1877).

The rural agricultural landscape of the 19th century continued into the 20th century to the north of Oshawa. The Toronto-Paugan Falls Hydro Transmission Line was built in the study area and ran in a southwest to northeast direction across Concessions 5. Topographic maps indicate the earlier agricultural landscape continued in the northern part of East Whitby Township throughout most of the 20th century.

In the early 20th century, Colonel Sam McLaughlin, one of Canada's most successful businessmen and the founder of McLaughlin Motor Car Company, later General Motors, bought the northern part of Lot 13, Concession 5, East Whitby Township as part of his Oshawa Parkwood Estate. Over the years, McLaughlin expanded his Parkwood Stables property. In 1950, E. P. Taylor bought Parkwood Stables from McLaughlin and it became the East Whitby Stud Farm under Taylor's National Stud Farm enterprise. By the mid 1960s, Taylor had moved his Windfields Farm operation from Bayview Avenue in York Mills to the East Whitby location where it operated as a thoroughbred stud farm. Windfields Farm was expanded over the years to include land in Concession 5 and extended from Thornton Road North to Simcoe Street North and further to the east.

The Town of Oshawa was elevated to a city in 1924. Its continued growth and expansion northward affected the adjacent rural land. There was an annexation of East Whitby Township land by the town in 1922, and again in 1951. By the mid 1950s, a few individual residences had been built on subdivided lots on Thornton Road North and Conlin Road at Thornton Road. The Bickle Subdivision on Thornton Avenue North was built sometime in the 1960s. The remaining portions of Township of East Whitby were amalgamated into the City of Oshawa in 1974 under the new Regional Municipality of Durham.

2.3 Road Development

Thickson Road North

Thickson Road North was laid out as part of the initial township survey forming the sideroad between Lots 20 and 21, Concession 5, Whitby Township. The lands of Whitby Township were developed for agricultural purposes in the first half of the 1800s. Tremaine's Map (1860) indicates the sideroad was open through Concessions 5 by the mid 19th century. In the northern part of the township, it formed part of the Whitby Scugog Road. It continues to be depicted as an open road in the *Illustrated Historical Atlas of the County of Ontario* (1877). There were few changes to the agricultural

¹⁰ *Illustrated Historical Atlas of the County of Ontario*, 11.

landscape bordering Thickson Road through the first part of the 20th century. The Toronto-Paugan Falls Transmission Line was constructed across the northern part in the 1920s. A topographic map (1973) indicates the road was paved. In the latter part of the 20th century, some subdivision of land occurred for commercial purposes.

Garrard Road

Garrard Road was laid out as part of the original township survey as the sideroad between Lots 18 and 19. The lands of Whitby Township were developed for agricultural purposes in the first half of the 1800s. Tremaine's Map (1860) indicates the sideline was an open road through Concession 5 by the mid 19th century. The Whitby Township map in the *Illustrated Historical Atlas of the County of Ontario* (1877) and Goad's Map (1895) depict established farms on either side of the road. Topographic maps indicate that there were few changes to the agricultural landscape bordering Garrard Road through the 20th century. The Toronto-Paugan Falls Transmission Line was constructed across the northern part in the 1920s. A topographic map (1995) indicates the road was paved.

Thornton Road North

Thornton Road was laid out as part of the original township survey as the sideline between Lots 16 and 17. The lands of Whitby Township and East Whitby Township were developed for agricultural purposes in the first half of the 1800s. Tremaine's Map (1860) indicates the sideroad was open through Concessions 5 by the mid 19th century. The East Whitby Township map in the *Illustrated Historical Atlas of the County of Ontario* (1877) and Goad's Map (1895) depict the road extending through the full length of the township with established farms on either side of the road. Topographic maps indicate that there were few changes to the agricultural landscape bordering Thornton Road North through the first part of the 20th century. The Toronto-Paugan Falls Transmission Line was constructed across the north part in the 1920s. A topographic map (1973) indicates the road had been paved at this time. A residential subdivision as well as some individual rural residential subdivision of lots had occurred on the west side of the road north of Conlin Road in the 1970s.

Conlin Road

Conlin Road was laid out as part of the original township survey as the road between Concessions 4 and 5. The lands of Whitby Township and East Whitby Township were developed for agricultural purposes with the initial clearing of the land occurring after 1820. Tremaine's Map (1860) indicates the concession road was open between Concessions 4 and 5 by the mid 19th century. The East Whitby Township map in the *Illustrated Historical Atlas of the County of Ontario* (1877) and Goad's Map (1895) depict the road extending through the full length of the township. Topographic maps indicate that there were few changes to the agricultural landscape bordering the road throughout the first part of the 20th century. A topographic map (1973) indicates the road as paved.

3.0 DESCRIPTION OF STUDY AREA

3.1 Introduction

For the purposes of cultural heritage landscape and built heritage resource identification, this section provides a brief description of the existing environment of the study area and the associated principal cultural heritage landscapes and built heritage resources identified within and adjacent to its boundaries as observed from the public roadway during a field survey completed in March 2014.

3.2 Description of the Existing Environment

The study area is bound by the proposed route of the ETR 407 highway corridor and hydro transmission corridor on the north, Conlin Road to the south, and it extends from just east of Thornton Road North to just west of Thickson Road North. The municipal boundary between the City of Oshawa and the Town of Whitby is located immediately west of Thornton Road North. The lands associated with the former Windfields Farm east of Thornton Road North are designated for future residential development. The UOIT campus is located on the eastern boundary of the study area. For the most part, the study area is in transition from rural to urban use.

Generally, the land in the north part of the City of Oshawa and the Town of Whitby are located in the South Slope physiographic region of Southern Ontario. This region is composed of a glacial till plain of small relief, which was modified by water-laid deposits as the glaciers receded. The natural creek valleys and intermittent tributary creek valleys dissect the flat till plain creating a rolling to gently undulating appearance. The area is located within the Oshawa Creek watershed. The Oshawa Creek rises in the Oak Ridges Moraine and flows into Lake Ontario.

The original township survey imposed a grid pattern of lots, concession roads and sidelines onto the landscape. The study area still contains active and former agricultural land that are characterized by 19th century field patterns, hedgerows, woodlots and tree lines, and fence lines and remains principally rural agricultural in character. North-south sideroads were established between every second lot. The concession roads became the principal routes with sideroads forming part of a discontinuous network of local north-south routes. Many of the sideroads had a gravel surface through most of the 20th century. These features reflect the historic agricultural landscape of the 19th and early 20th centuries.

There has been little change in the local field patterns from the late 19th century into the latter part of the 20th century. A few individual residences were built on Thornton Road North and Conlin Road by the mid 1950s. Some discrete areas of rural residential development began to take place in the 1960s such as Bickle Subdivision on the west side of Thornton Avenue North.

Windfields Farm was developed on the former Parkwood Stables site on Simcoe Street North. The property extended westward to Thornton Road North. Accessed from Simcoe Street North, the original Windfields Farm laneway leading to the main arena, still standing, near Oshawa Creek is still evident in the landscape. As well the gravesite of Northern Dancer and the horse cemetery, referred to as the Trillium Cemetery, are located within the former Windfield Farms lands on the east side of Oshawa Creek in the study area.

Thickson Road North

Thickson Road North forms part of the regional road network as Durham Road 26 and is an important route providing access to Highway 401. The two lane road has a posted speed limit of 80 km/hr. and follows a straight and relatively flat alignment through Concession 5. Wide gravel shoulders border the road and wood pole hydro lines serve to enclose the east and west sides. Mid-concession, a high voltage hydro corridor crosses the road on an angle from southwest to northeast.

The lands along the roadway are in transition from agricultural use to residential development. New housing subdivisions form the backdrop to the cultivated fields bordering the west side of the road. The Hunter Farm is located at 5360 Thickson Road North on the west side of the road, adjacent to the study area. This farm complex includes a 19th century stone farmhouse, barns, metal silos, several outbuildings and fields. There are no active farms on the east side of the road within the study area.

Garrard Road

The north-south road follows a straight alignment through Concession 5 and is bounded primarily by an agricultural landscape. The road rises gently from Winchester Road to the north of the study area before flattening out through the middle of the concession. The two lane paved road has narrow shoulders. The high voltage hydro corridor that crosses the road on an angle from southwest to northeast in the northern part of the concession marks the limits of the 407 ETR highway that is under construction. Treed grounds associated with residential development punctuate the otherwise open aspect of the road. Open flat fields and bush characterize the land bordering Garrard Road. A few contemporary residences are located on the road. A vacant 1½ storey frame residence located at 5185 Garrard Road and near Conlin Road appears to have been built in the mid 19th century. A farm complex at 5515 Garrard Road contains a c1855 brick residence and a barn. This property is included on the Town of Whitby Heritage Inventory as a 'Significant 'heritage resource.

Thornton Road North

Thornton Road North is a two lane paved roadway with narrow shoulders with a posted speed limit of 60 km/hr. The intersection of Conlin Road and Thornton Road North does not have a traffic signal. The road follows a straight alignment, climbing from

Winchester Road and then sloping down to a bridge over Oshawa Creek West just north of the study area. Topographic maps indicate the Bickle Subdivision on the west side of Thornton Road North was built sometime in the 1960s. Other individual residential development located to the south of the subdivision towards Conlin Road dates from the mid 1950s onward. A farm complex located at 2203 Thornton Road North is part of Windfields Farm and includes 19th century frame farmhouse surrounded by fenced paddocks, characterized by Windfields distinctive plank fence, and stable buildings.

Conlin Road

Conlin Road follows a straight alignment in an east to west direction through the study area crossing Thornton Road North, Garrard Road and Thickson Road North. It is a two lane paved roadway with a solid centre line, narrow shoulders and grassy ditches with a posted speed limit of 50 km/hr. in the City of Oshawa. At the municipal boundary with the Town of Whitby just west of Thornton Road North, the road changes in character to wide paved shoulders and is signed as a cycling route, part of the Whitby Loop that runs between Thornton Road North and Thickson Road North within the study area. The intersections of Conlin Road at Thornton Road North and Garrard Road do not have traffic signals. A traffic signal and turning lanes are located at the intersection with Thickson Road North. Twentieth century topographic maps indicate individual residential development took place on the north and south side of Conlin Road from about the 1950s onward.

4.0 SURVEY RESULTS

4.1 Description of Identified Cultural Heritage Resources

Principal cultural heritage landscapes and aboveground built heritage resources 40 years of age and older were identified within and adjacent to the study area. The application of this age criteria does not imply that all built heritage resources or cultural heritage landscapes over 40 years old are worthy of the same levels of protection or preservation as heritage resources.

Generally, the introduction of a new road has the potential to adversely affect cultural heritage landscapes and built heritage resources by displacement and/or disruption during and after construction. Built heritage resources and/or cultural heritage landscapes may experience displacement, i.e., removal or demolition, if they are located within the Right-of-Way (ROW) of the undertaking. There may also be potential for disruption and/or indirect impacts, to cultural heritage resources by the introduction of physical, visual, audible or atmospheric elements that are not in keeping with their character and, or setting. The isolation of cultural heritage resources may occur as well due to severance of land for new roads. Isolation of a resource may lead to demolition due to neglect and/or vandalism.

Unterman McPhail Associates undertook a windshield survey of the Britannia Avenue West Extension study area from the public roadway in March 2014 to identify potential and recognized heritage resources. The roadscapes of Thickson Road North, Garrard Road and Thornton Road North and Conlin Road are considered to be of some local historical heritage interest or value as part of road allowances laid out in the initial township survey and as they relate to the development of Whitby and East Whitby Township for agricultural purposes in the mid 1800s. As well the agricultural landscape comprising the delineated lot divisions from the 19th century survey is considered to be of local historical heritage interest or value as it relates to the development of Whitby and East Whitby Township for agricultural purposes in the mid 1800s. The landscape is dotted with various woodlots, a distinctive pattern of larger agricultural fields, hedgerows between existing and former farm complexes, tree lines and woodlots at the rear of farms. Although few farm complexes remain, there has been little change in the local field patterns from the late 19th century into the latter part of the 20th century.

A description of the identified cultural heritage resources, including cultural heritage landscapes (CHL) and built heritage resources (BHR), are listed in the following ***Table 1: Identified Cultural Heritage Landscapes (CHL) and Built Heritage Resources (BHR) Located Within or Adjacent to the Britannia Avenue West Extension Study Area*** and mapped in ***Figure 2***. Table 1 includes a site number, resource category, resource type, location, description and digital photograph. The following explanatory notes provide background material on the information contained in Table 1.

- Sites are numbered generally from east to west across the study area.
- Resources are identified by category: Cultural Heritage Landscape (CHL) or Built Heritage Resource (BHR) and by type: roadscapes, farm complex, residence, etc.
- The municipal address, when applicable, locates the identified cultural heritage resources.
- A brief description of the cultural heritage resource is provided and based upon information gained from the public roadway during the survey.
- Heritage recognition is noted if warranted.
- Digital photographs, with a caption taken, taken from the public roadway are supplied for each resource.

TABLE 1: IDENTIFIED CULTURAL HERITAGE LANDSCAPES (CHL) AND BUILT HERITAGE RESOURCES (BHR) WITHIN AND ADJACENT TO THE BRITANNIA AVENUE WEST EXTENSION STUDY AREA


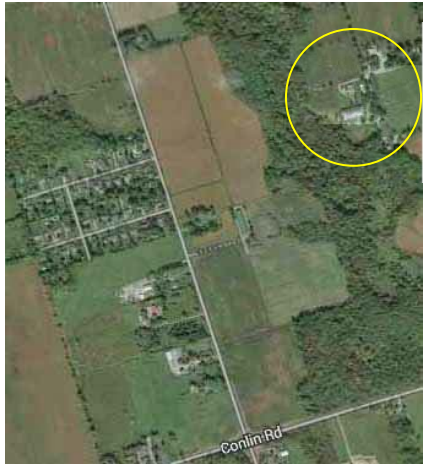
Site #	Resource Category	Resource Type	Location	Description	Heritage Recognition	Digital Image
1.	CHL	Agricultural	Study Area (Lots 17 to 21, Con. 5, geographic township of Whitby) City of Oshawa and Town of Whitby	Active and former agricultural land characterized by field patterns, fencerows, tree lines and fencing within the study area.	Not included on the <i>Inventory of City of Oshawa Heritage Properties</i> or the <i>Draft Town of Whitby Official Register – Inventory of Properties Designated Under Part IV of the Ontario Heritage Act</i> and <i>Town of Whitby Official Register – Inventory of Listed Properties</i>	 <p>Aerial view of the study area lands showing distinctive 19th century field patterns [Google Maps, 2014].</p>
2.	CHL	Agricultural: Former Farm Complex	2300 Simcoe Road North (Lots 17 Con. 5, geographic township of Whitby) City of Oshawa	<p>Windfields Farm</p> <p>The main arena, the gravesite of Northern Dancer and the Trillium Horse Cemetery associated with Windfields Farm are located on the east side of Oshawa Creek. In the early 20th century, Colonel Sam McLaughlin, bought land in Concession 5, East Whitby Township, for his Oshawa Parkwood Estate. In 1950, E. P. Taylor bought the stables and it became the East Whitby Stud Farm for Taylor's National Stud Farm. By the mid 1960s, Windfields Farm on Bayview Avenue in York Mills, had been moved to the East Whitby farm.</p>	The main arena, the gravesite of Northern Dancer and the Trillium Horse Cemetery are noted as heritage resources under 2300 Simcoe Street North (Windfields Farm), a listed property (Class A) on the <i>Inventory of City of Oshawa Heritage Properties</i> .	 <p>The circle marks the location of the buildings east of Thornton Road North within the study area and associated with Windfields Farm [Google 2014].</p>

TABLE 1: IDENTIFIED CULTURAL HERITAGE LANDSCAPES (CHL) AND BUILT HERITAGE RESOURCES (BHR) WITHIN AND ADJACENT TO THE BRITANNIA AVENUE WEST EXTENSION STUDY AREA



Site #	Resource Category	Resource Type	Location	Description	Heritage Recognition	Digital Image
3.	CHL	Transportation: Roadscape	Thornton Road North (Lots 17 and 18, Con. 5, geographic township of Whitby) City of Oshawa	This local road is paved with a centre line, narrow to no gravel shoulders and grassy ditches. Thornton Road was laid out as part of the original township survey as the sideline between Lots 16 and 17. The Tremaine Map (1860) indicates the concession road was open by the mid 19 th century.	Not included on the <i>Inventory of City of Oshawa Heritage Properties</i> .	 <p>View north on Thornton Road North towards the property located at 2203.</p>
4.	CHL	Agricultural: Farm Complex	2203 Thornton Road North, east side (Lot 17, Con. 5, geographic township of Whitby) City of Oshawa	This site includes a 19 th century residence, horse stables and board fenced paddocks associated with the Windfields Farm property. The 1 ½ storey, frame construction residence has a cross gable roof with decorative vergeboard, a side verandah with decorative woodwork, one storey bay windows, a front entrance with a single sidelight, a gable entry porch. It is clad in 20 th century siding. The Tremaine Map (1860) shows owner as S. Dearbourne. The township map in the <i>Illustrated Historical Atlas (1877)</i> notes H. Dearborn and a house.	Not included on the <i>Inventory of City of Oshawa Heritage Properties</i> .	 <p>Front elevation of 2203 Thornton Road North.</p>

TABLE 1: IDENTIFIED CULTURAL HERITAGE LANDSCAPES (CHL) AND BUILT HERITAGE RESOURCES (BHR) WITHIN AND ADJACENT TO THE BRITANNIA AVENUE WEST EXTENSION STUDY AREA



Site #	Resource Category	Resource Type	Location	Description	Heritage Recognition	Digital Image
5.	BHR	Agricultural	2072 Thornton Road North, west side (Lot 18, Con. 5, geographic Township of Whitby) City of Oshawa	<p>This agricultural building is not clearly visible from Thornton Road North, but is visible from Conlin Road. It appears to be 40 years of age and older.</p> <p>A 19th century farm complex is shown in this location on Tremaine's Map (1860) and on the township map in the <i>Illustrative Historical Atlas</i> (1877) and on early-to-mid 20th century topographic maps. Further information about the structure is not known.</p>	Not included on the <i>Inventory of City of Oshawa Heritage Properties</i> .	 <p>View northeast from Conlin Road to the barn structure on Thornton Road North.</p>
6.	CHL	Transportation: Roadscape	Conlin Road (Lots 17 and 18, Con. 4 and 5, geographic township of Whitby) City of Oshawa	<p>Within the City of Oshawa, Conlin Road is a two-lane paved road with a solid centre line, narrow shoulders and grassy ditches to the east and west of Thornton Road. The road was laid out as a right-of-way between Concessions 4 and 5 as part of the original township survey. Tremaine's Map (1860) indicates the concession road was open for traffic by the mid 19th century.</p>	Not included on the <i>Inventory of City of Oshawa Heritage Properties</i> .	 <p>View west on Conlin Road at the municipal boundary between Oshawa and Whitby.</p>

TABLE 1: IDENTIFIED CULTURAL HERITAGE LANDSCAPES (CHL) AND BUILT HERITAGE RESOURCES (BHR) WITHIN AND ADJACENT TO THE BRITANNIA AVENUE WEST EXTENSION STUDY AREA



Site #	Resource Category	Resource Type	Location	Description	Heritage Recognition	Digital Image
7.	CHL	Transportation: Roadscape	Garrard Road (Lots 18 and 19, Con. 5, geographic township of Whitby) Town of Whitby	Garrard Road is a local paved road with a centre line, narrow gravel shoulders and grassy ditches. It was laid out as a sideroad between Lots 18 and 19 in Concession 5 as part of the original township survey, and named after William Garrard. Tremaine's Map (1860) indicates the sideline was open to traffic through Concession 5 by the mid 19 th century.	Not included on the <i>Draft Town of Whitby Official Register – Inventory of Properties Designated Under Part IV of the Ontario Heritage Act and Town of Whitby Official Register – Inventory of Listed Properties.</i>	 <p>View north on Garrard Road just south of the property located at 5185.</p>
8.	BHR	Residential	5185 Garrard Road, east side (Lot 18, Con. 5, geographic township of Whitby) Town of Whitby	Built around in the 19 th century as a farmhouse, this 1½ storey frame residence is notable for its side gable roof, three bay front elevation with a centre door and flanking window openings, and a front verandah with columns. There is a rear addition and the whole structure is clad in 20 th century siding. When viewed, the house was vacant and boarded up. Tremaine Map's (1860) shows J. Michael as the property owner and a house on site. The township map in the <i>Illustrated Historical Atlas (1877)</i> also notes J. Michael as the owner and a house on site.	Not included on the <i>Draft Town of Whitby Official Register – Inventory of Properties Designated Under Part IV of the Ontario Heritage Act and Town of Whitby Official Register – Inventory of Listed Properties.</i>	 <p>Front (east) elevation of 5185 Garrard Road.</p>

TABLE 1: IDENTIFIED CULTURAL HERITAGE LANDSCAPES (CHL) AND BUILT HERITAGE RESOURCES (BHR) WITHIN AND ADJACENT TO THE BRITANNIA AVENUE WEST EXTENSION STUDY AREA



Site #	Resource Category	Resource Type	Location	Description	Heritage Recognition	Digital Image
9.	CHL	Agricultural: Farm Complex	5515 Garrard Road, east side (Lot 18, Con. 5, geographic township of Whitby) Town of Whitby	Built c1855, this 1 ½ storey, brick residence has a side gable roof with a return eave detail, and a three bay front elevation with a centre door and flanking window openings. A rectangular transom and sidelights accent the entrance door. The brickwork on the front elevation is Flemish bond. A full width roof dormer has been added to the front elevation and a rear addition. Tremaine's Map (1860) shows the owner as D. Lamon and a house on site. The township map in the <i>Illustrated Historical Atlas</i> (1877) also notes the owner as D. Lamon and a house on site. Daniel Lamon was an early township settler from Ireland who arrived in 1834.	Included on the <i>Draft Town of Whitby Official Register – Inventory of Listed Properties</i> .	 <p>View southeast to 5515 Garrard Road.</p>

TABLE 1: IDENTIFIED CULTURAL HERITAGE LANDSCAPES (CHL) AND BUILT HERITAGE RESOURCES (BHR) WITHIN AND ADJACENT TO THE BRITANNIA AVENUE WEST EXTENSION STUDY AREA

Site #	Resource Category	Resource Type	Location	Description	Heritage Recognition	Digital Image
10.	CHL	Agricultural: Farm Complex	5360 Thickson Road North, west side (Lot 21, Con. 5, geographic township of Whitby) Town of Whitby	<p>Hunter Farm</p> <p>The farm complex is connected historically to the Kerr family and includes a 19th century stone farmhouse, barns, metal silos, several outbuildings and associated agricultural fields. Tremaine's Map (1860) shows Wm. Karr as the property owner. The township map in the <i>Illustrated Historical Atlas</i> (1877) notes the owner as W. Kerr with a house on site.</p>	Included on the <i>Draft Town of Whitby Official Register – Inventory of Listed Properties</i> .	 <p>Front (east) elevation of the stone farmhouse located at 5360 Thickson Road North.</p>

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