

Appendix A7-11
Cultural Heritage Evaluation Report: 349
Ritson Road South, Oshawa





**Addendum to Oshawa to
Bowmanville Rail Service
Extension Project: Cultural
Heritage Evaluation Report -
349 Ritson Road South,
Oshawa**

Final Report

August 24, 2023



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165011019

Limitations and Sign-off

The conclusions in the report titled Addendum to Oshawa to Bowmanville Rail Service Extension Project: Cultural Heritage Evaluation Report - 349 Ritson Road South, Oshawa are Stantec's professional opinion, as of the time of the Report, and concerning the scope described in the Report. The opinions in the document are based on conditions and information existing at the time the scope of work was conducted and do not take into account any subsequent changes. The Report relates solely to the specific project for which Stantec was retained and the stated purpose for which the Report was prepared. The Report is not to be used or relied on for any variation or extension of the project, or for any other project or purpose, and any unauthorized use or reliance is at the recipient's own risk.

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Colin Varley, MA, CAHP



Executive Summary

Metrolinx retained Stantec Consulting Ltd. (Stantec) to prepare a Cultural Heritage Evaluation Report (CHER) for 349 Ritson Road South in the City of Oshawa, Regional Municipality of Durham. The property was identified as a potential built heritage resource during field review for the *Addendum to Oshawa to Bowmanville Rail Service Extension: Cultural Heritage Report—Existing Conditions and Preliminary Impact Assessment* (Stantec 2021). Metrolinx is proposing a property acquisition, permanent easement, and/or temporary easement on the property. This CHER was prepared according to the Metrolinx *Draft Terms of Reference for Consultants: Cultural Heritage Evaluation Report and Cultural Heritage Evaluation Report Recommendations* (Metrolinx 2016).

The property at 349 Ritson Road South was historically part of Lot 8, Concession 1 in the Township of Whitby and was part of John Ritson's farm. Through out the 1920s, stonemason and builder John Stacey purchased a number of lots from the former Ritson farm to build housing for industrial workers, including the property that would become 349 Ritson Road South which is currently known as part of Lot 2, Plan 209.

The residence on the property was likely built between 1938 and 1941 based on land registry records, city directories, and architectural details. The property is located on the east side of Ritson Road South, approximately 19 metres south of Olive Avenue. The residence is vernacular in style and is consistent with designs common in the early 20th century.

The residence is one-and-one half storeys in height with a front gable roof and a red brick exterior. The residence also features a full-width, gable roof porch on the front façade.

A site assessment was undertaken on February 2, 2023, by Frank Smith, Cultural Heritage Specialist, and Jenn Como, Material Culture Analyst, both with Stantec. Weather conditions were seasonably cold and windy with a mix of sun and cloud cover. All work was conducted from the municipal right of way (RoW). Metrolinx did not request property access, therefore the documentation and evaluation of the property was limited to the exterior only.



**Addendum to Oshawa to Bowmanville Rail Service Extension Project: Cultural Heritage
Evaluation Report - 349 Ritson Road South, Oshawa
Executive Summary
August 24, 2023**

A provincial heritage property (PHP) is a property that meets one or more criteria of O. Reg. 9/06¹, and a provincial heritage property of provincial significance (PHPPS) must meet one or more criteria of O. Reg. 10/06, regardless of the criteria met under O. Reg. 9/06. Based on the evaluation of 349 Ritson Road South against O. Reg. 9/06 and O. Reg. 10/06, the property does not contain CHVI and is not a PHP or PHPPS.

On March 16, 2023, the Metrolinx Heritage Committee (MHC) met to discuss the findings of the CHER. The MHC determined that the property met no criteria of O. Reg. 9/06 or O. Reg. 10/06. Therefore, 349 Ritson Road South is not a PHP or PHPPS.

The Executive Summary highlights key points from the report only; for complete information and findings, the reader should examine the complete report.

Document History

Revision	Description	Author	Quality Reviewer	Independent Reviewer
1 February 10, 2023	Draft Report	Jenn Como Frank Smith	Lashia Jones	Colin Varley
2 February 24, 2023	Revisions to Draft Report from Metrolinx	Jenn Como Frank Smith	Lashia Jones	Colin Varley
3 March 31, 2023	Revisions to Draft Report from Metrolinx Heritage Committee	Jenn Como Frank Smith	Lashia Jones	Colin Varley
4 April 5, 2023	Revisions to Draft Report from Metrolinx Heritage Committee	Jenn Como Frank Smith	Lashia Jones	Colin Varley
5 August 24, 2023	Final Report	Jenn Como Frank Smith	Lashia Jones	Meaghan Rivard

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



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Project Personnel

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Fieldwork Technicians:	Frank Smith, MA, CAHP; Jenn Como, BA
GIS Specialist:	Brian Cowper
Administrative Assistant:	Sarah Hilker
Quality Reviewer:	Lashia Jones, MA, CAHP
Independent Reviewer:	Colin Varley, MA, RPA

The qualifications of heritage personnel are contained in Appendix A.



Abbreviations

BA	Bachelor of Arts
CAHP	Canadian Association of Heritage Professionals
CHER	Cultural Heritage Evaluation Report
CHVI	Cultural Heritage Value or Interest
CPR	Canadian Pacific Railway
MA	Master of Arts
MCM	Ministry of Citizenship and Multiculturalism
MHC	Metrolinx Heritage Committee
OHA	Ontario Heritage Act
OHT	Ontario Heritage Trust
O. Reg.	Ontario Regulation
PHP	Provincial Heritage Property
PHPPS	Provincial Heritage Property of Provincial Significance
RoW	Right of Way



1 Introduction

1.1 Study Purpose

Metrolinx retained Stantec Consulting Ltd. (Stantec) to prepare a Cultural Heritage Evaluation Report (CHER) for 349 Ritson Road South in the City of Oshawa, Regional Municipality of Durham (Figure 1 and Figure 2). The property was identified as a potential built heritage resource in the *Addendum to Oshawa to Bowmanville Rail Service Extension: Cultural Heritage Report—Existing Conditions and Preliminary Impact Assessment* (Stantec 2021a). Metrolinx is proposing a property acquisition, permanent easement, and/or temporary easement on the property.

1.2 Historical Summary

The property at 349 Ritson Road South was historically part of Lot 8, Concession 1 in the Township of Whitby and was part of John Ritson's farm. The Ritson Farm was subdivided by Plan No. 147 in 1912. Throughout the 1920s, stonemason and builder John Stacey purchased several lots from the former Ritson farm to build housing for industrial workers, including the property that would become 349 Ritson Road South, which is currently known as part of Lot 2, Plan 209. The residence on the property was likely built between 1938 and 1941 based on land registry records, city directories, and architectural details. The residence's first occupants were Anthony and Annie Drayton. They lived at 349 Ritson Road South from 1941 to 1949 and the residence became a rental property in 1950. Beginning in 1954, there were two sets of tenants listed at 349 Ritson Road South. Leonard Hughes and his wife Mary remained tenants and were eventually owners of the subject property until 1966 or 1967 and they shared the dwelling with several short-term tenants during that time. The residence continues to be utilized as a multi-unit rental property.

1.3 Description of Property

The property is situated on a small lot (approximately 0.03 hectares) and contains a residence. The residence is vernacular in style and is consistent with designs common in the early 20th century. The residence is one-and-one half storeys in height with a front gable roof and a red brick exterior. The residence also features a full-width, gable roof porch on the front façade (Photo 1).



Introduction

August 24, 2023

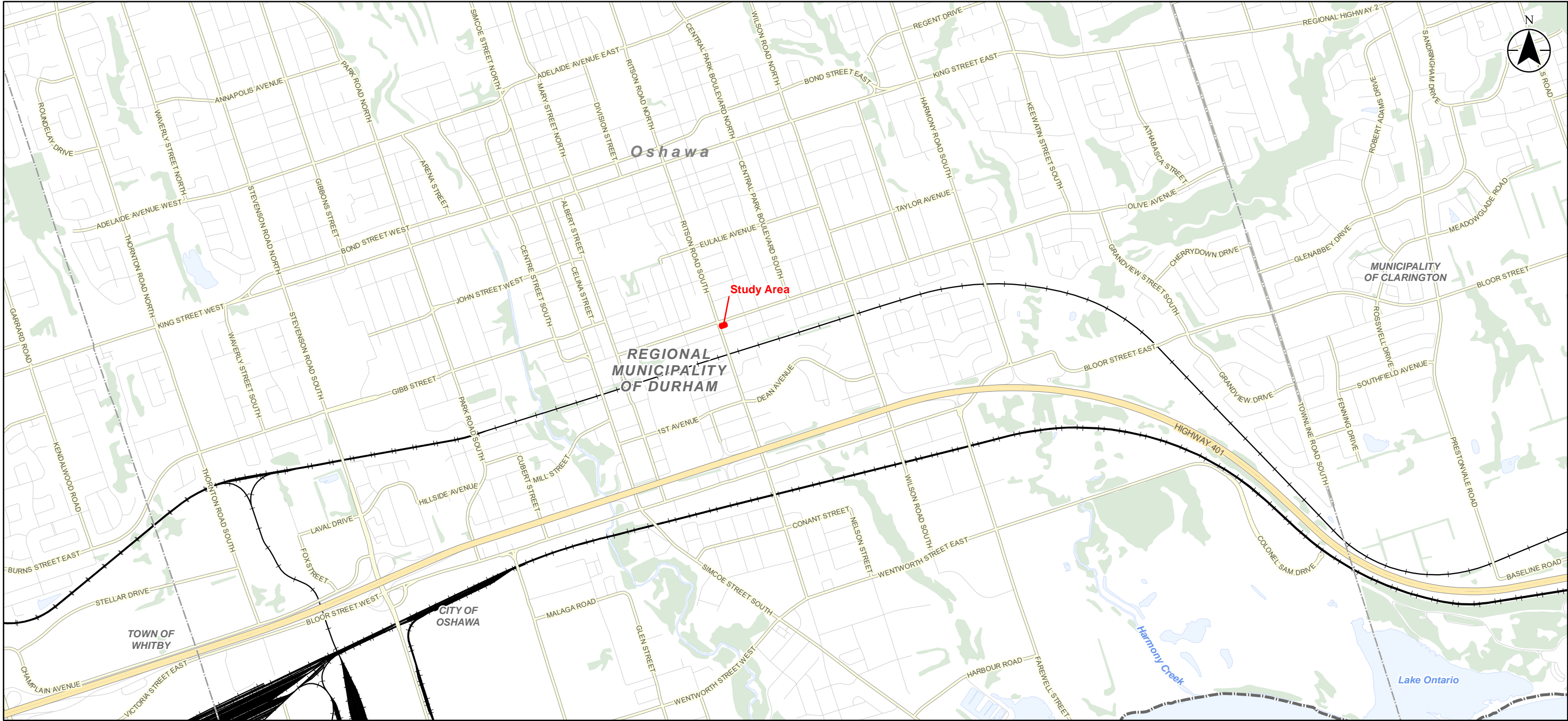


Photo 1: 349 Ritson Road South, looking east










1.4 Current Context

The property is located on the east side of Ritson Road South, approximately 19 metres south of Olive Avenue. The property is set on a small lot with a very narrow setback. It has a flower bed beside the porch steps and no lawn at the front. The general character of this part of Ritson Road South predominantly consists of early 20th century detached residences, some examples of early 20th century commercial structures and a mid-20th century church.

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Notes
1. Coordinate System: NAD 1983 CSRS MTM 10
2. Base features produced under license with the Ontario Ministry of Natural Resources and Forestry © Queen's Printer for Ontario, 2021.

- Legend**
-  Study Area
 -  Expressway / Highway
 -  Major Road
 -  Minor Road
 -  Existing Railway
 -  Waterbody
 -  Wooded Area
 -  Municipal Boundary, Upper
 -  Municipal Boundary, Lower

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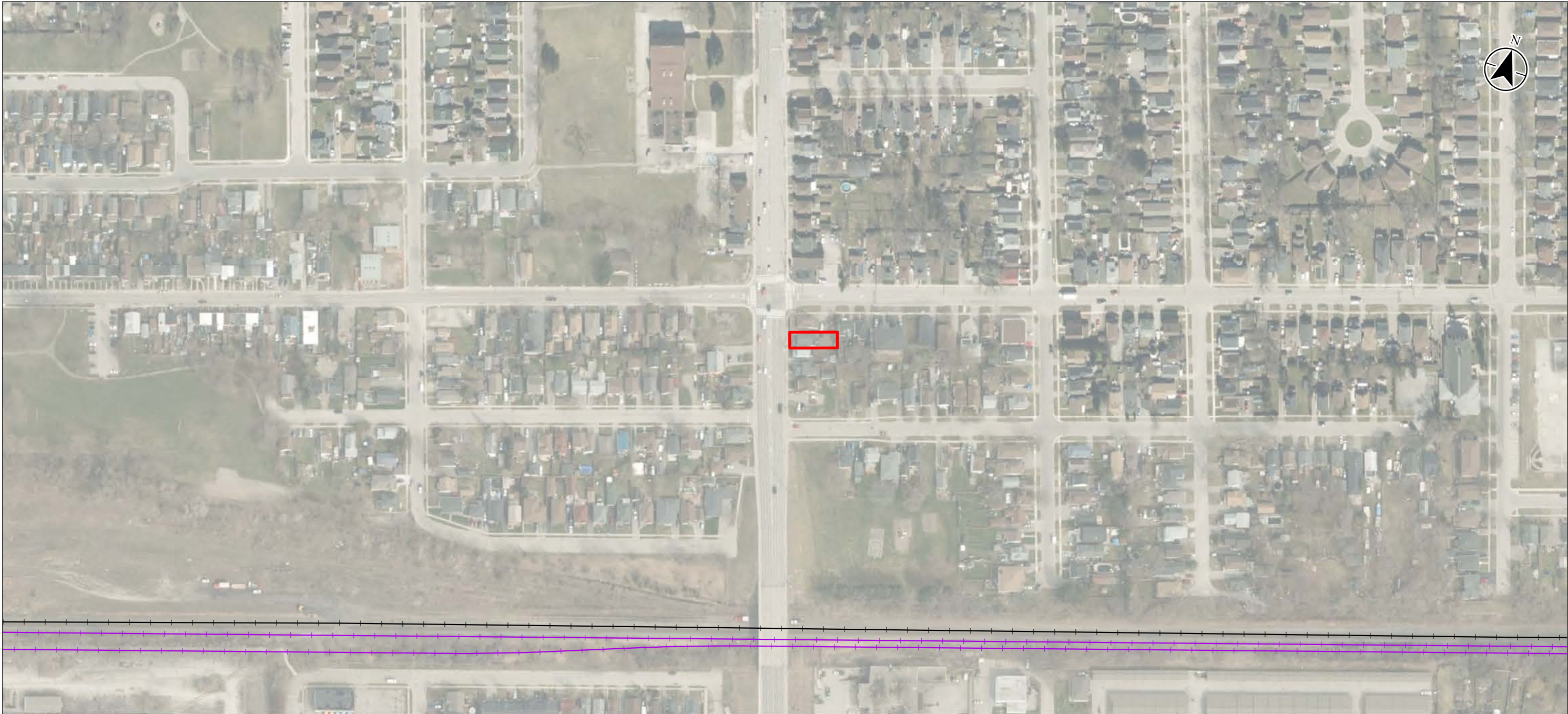
Project Location
Region of Durham
165011019
Prepared by BCC on 6/5/2023
Technical Review by BCC on 1/23/2023

Client/Project
METROLINX, OSHAWA TO BOWMANVILLE RAIL
SERVICE EXTENSION PROJECT
CULTURAL HERITAGE EVALUATION REPORT—349
RITSON ROAD SOUTH, OSHAWA

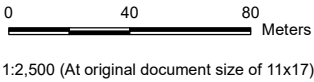
Figure No.
1
Title
Location of the Study Area

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- Legend**
- Existing Railway
 - Proposed Corridor (2021)
 - Study Area



Project Location
Region of Durham
165011019 REVA
Prepared by BCC on 2023-06-05
Technical Review by BCC on 2023-01-23

Client/Project
METROLINX, OSHAWA TO BOWMANVILLE RAIL
SERVICE EXTENSION PROJECT
CULTURAL HERITAGE EVALUATION REPORT—349
RITSON ROAD SOUTH, OSHAWA

Figure No.

2

Title
Study Area

Notes

- Coordinate System: NAD 1983 CSRS MTM 10
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- Orthoimagery © First Base Solutions, 2018. Imagery Date, 2019.

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2 Methodology and Sources

2.1 Methodology

This Cultural Heritage Evaluation Report (CHER) was prepared in accordance with the *Draft Terms of Reference for Consultants: Cultural Heritage Evaluation Report and Cultural Heritage Evaluation Report Recommendations* (Metrolinx 2016) and the Ministry of Citizenship and Multiculturalism (MCM) *Standards and Guidelines for the Conservation of Provincial Heritage* (OHA Standards and Guidelines) (MCM 2010). Based on the guidance provided in these documents, this CHER contains:

- Historical research and review of previously completed reports
- Community input, as required
- Evaluation against *Ontario Regulation 9/06* (O. Reg. 9/06)² and *Ontario Regulation 10/06* (O. Reg. 10/06) and a statement of cultural heritage value of interest (CHVI), as appropriate
- Identification of the property as “not a provincial heritage property”, a “provincial heritage property” or a “provincial heritage property of provincial significance”
(Metrolinx 2016)

2.2 Sources

2.2.1 Historical Research

To familiarize the study team with the Study Area, primary sources, such as land registry records and city directories, were consulted. Secondary sources relating to the general development of Oshawa were also consulted. Mapping from 1860, 1939, and 1948 were reviewed.

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



2.2.2 Field Program

A site assessment was undertaken on February 2, 2023, by Frank Smith, Cultural Heritage Specialist, and Jenn Como, Material Culture Analyst, both with Stantec. Weather conditions were seasonably cold and windy with a mix of sun and cloud cover. All work was conducted from the municipal RoW as property access was not requested by Metrolinx. Therefore, this report does not include a documentation or evaluation of the interior of the structure.



3 Heritage Recognitions

3.1 Municipal

The property has no municipal heritage status (City of Oshawa 2022a).

3.2 Provincial

As part of the *Addendum to Oshawa to Bowmanville Rail Service Extension: Cultural Heritage Report—Existing Conditions and Preliminary Impact Assessment* (Stantec 2021a), the MCM and Ontario Heritage Trust (OHT) were contacted to identify previous heritage recognitions within the project area. Neither the MCM nor OHT identified 349 Ritson Road South as a cultural heritage resource. The residence is not a provincial heritage property, is not subject to any OHT easements and is not a Trust owned property (Stantec 2021).

3.3 Federal

To determine if the Study Area was subject to existing federal heritage recognition the Directory of Federal Heritage Designations database available at Park Canada and the Canadian Register of Historic Places at Canada's Historic Places was digitally reviewed. Following a review of both databases, the Study Area was not found to have previous federal heritage recognition (Parks Canada 2023; Canada's Historic Places 2023).

3.4 Adjacent Lands

The property is not located adjacent to any properties with municipal heritage status, provincial heritage status, or federal heritage status.



3.5 Archaeology

A Stage 1 Archaeological Assessment was prepared under a separate cover by Stantec in 2021 as part of the *Bowmanville to Oshawa Rail Service Extension* (Stantec 2023a). The Stage 1 archaeological assessment was completed under Project Information Form number P1148-0004-2021 issued to Heather Kerr, MA, Project Archaeologist, by the Ministry of Citizenship and Multiculturalism (MCM). The Stage 1 archaeological assessment of the study area was conducted between May 14, 2021, and May 17, 2021. A total of 42.76% of the Study Area assessed under P1148-0004-2021 retains potential for the identification and documentation of archaeological resources. In accordance with Section 1.3 and Section 7.7.4 of the MCM's 2011 *Standards and Guidelines for Consultant Archaeologists*, Stage 2 archaeological assessment is recommended for any portion of the Project's anticipated construction which impacts an area of archaeological potential (Government of Ontario 2011).

An addendum to the Stage 1 Archaeological Assessment was undertaken by Stantec in 2023 to assess additional lands included in an updated Project footprint (Stantec 2023b). These additional lands include portions of the properties at 349 and 359 Ritson Road South. The addendum to the Stage 1 archaeological assessment was completed under Project Information Form number P1148-0067-2023 issued to Heather Kerr, MA, Project Archaeologist, by the MCM. The Stage 1 archaeological assessment of the addendum study area was conducted on January 6, 2023. A total of 13.3% of the Study Area assessed under P1148-0067-2023 retains potential for the identification and documentation of archaeological resources. In accordance with Section 1.3 and Section 7.7.4 of the MCM's 2011 *Standards and Guidelines for Consultant Archaeologists*, Stage 2 archaeological assessment is recommended for any portion of the Project's anticipated construction which impacts an area of archaeological potential (Government of Ontario 2011).



4 Community Input

To collect information pertaining to the history of the Study Area, the City of Oshawa and Oshawa Museum were contacted. Results of the community input are contained in Table 1.

Table 1: Community Input Results

Organization	Contact	Results
City of Oshawa	Connor Leherbauer, Planner B, City of Oshawa	The city does not have any heritage related information on file pertaining to this property.
Oshawa Museum	Jennifer Weymark, Archivist	No response received from Oshawa Museum



5 Discussion of Historical or Associative Value

5.1 Settlement of Whitby Township and Oshawa

5.1.1 Survey and 19th Century Development

The City of Oshawa is situated on the traditional territory of the Mississaugas of Scugog Island First Nation and is covered under the Williams Treaty (City of Oshawa 2022b). This treaty was signed in 1923 between the Crown and seven Anishinaabe First Nations (Ministry of Indigenous Affairs 2022). In 2018, a settlement was reached between the seven Williams Treaty First Nations (comprising the Mississaugas of Alderville First Nation, Curve Lake First Nation, Hiawatha First Nation, Scugog Island First Nation, the Chippewas of Beausoleil First Nation, Georgina Island First Nation, and the Rama First Nation) and the provincial and federal governments that provided financial compensation to the nations and formally recognized pre-existing harvesting rights to areas covered by Treaties 5, 16, 18, 20 and 27-271/4, the Crawford Purchases (including the “Gunshot Treaty”), and around Lake Simcoe.

In 1791, the surveyor Augustus Jones was tasked with surveying a baseline from the Trent River to Humber River. This baseline would become the first concession of Whitby Township (Karcich 2013). In 1792, Simcoe issued a proclamation stating that townships located along navigable waters, which included the future Whitby Township, would have a frontage of nine miles and a depth of 12 miles. The proclamation also implemented plans to begin large-scale settlement of Upper Canada (Canadians 1792). Whitby Township was originally known as Township No. 8. The remainder of Whitby Township was surveyed by Augustus Jones between 1795 and 1796 (Karcich 2013).

The earliest settlers of Whitby Township were composed mostly of United Empire Loyalists, Loyalist-heirs entitled to their own land grants, military officers, and American settlers. There were also a significant number of absentee landowners, which hindered the early settlement of the townships (Humber 1997: 13; Johnson 1973: 44-45). To assist with the settlement of the lands along Lake Ontario and facilitate the movement of goods and people, Asa Danforth was contracted to build a roadway between Burlington and Kingston. This roadway followed a path similar to present-day Highway 2. The roadway was improved after the War of 1812 and became known as Kingston Road (Humber 1997: 15-16).



Whitby Township remained sparsely settled in the years following the War of 1812 (Beers 1877: 10). Beginning in the 1830s, the development of the township benefited from two natural harbours located at present-day Whitby and present-day Oshawa (Johnson 1973: 86). The township entered a period of rapid growth in the 1830s and 1840s, evidenced in the account of the township provided by William Smith in 1846. He described the township as “well settled...containing a large portion of excellent land, which is mostly rolling. The farms are generally well cleared and cultivated, and in good order” (Smith 1846: 218). In 1849, Oshawa was incorporated as a village and had grown as a result of its proximity to the harbour (Hood 1978: 50).

In 1857, Whitby Township was divided when East Whitby Township was formed (Beers 1877: 11). The division took place between Lots 17 and 18. Lots 1 to 17 became part of East Whitby Township, including the Study Area. In 1879, Oshawa was reincorporated as a town (Hood 1978: 145).

Between 1881 and 1891 the population of East Whitby Township began to decline while the population of the Town of Oshawa remained relatively stable. The population of East Whitby Township decreased from 3,417 in 1881 to 3,080 in 1891 while the population of Oshawa increased from 3,992 to 4,066 during the same period (Dominion Bureau of Statistics 1953). The contraction of population in the Township and stability of Oshawa was part of a broader trend of urbanization in the late 19th and early 20th centuries. The emergence of industrialization and urbanization increased the number of wage workers required in cities and towns. At the same time, improvements in farm equipment and the mechanization of farming meant that less labour was required on a farm (Samson 2012). This encouraged out-migration from rural areas to the burgeoning cities of Ontario, such as Hamilton and Toronto (Drummond 1987: 30).

5.1.2 20th Century Development

The population of East Whitby Township would begin to increase in the early 20th century and the Town of Oshawa would continue to grow. Between 1901 and 1921 the population of East Whitby Township increased from 2,631 to 3,886 and the population of Oshawa grew from 4,394 to 11,940 (Dominion Bureau of Statistics 1953). During this period, development of lands around the Study Area intensified. In 1924, Oshawa was reincorporated as a City (Hood 1978: 294). The growth of Oshawa was fueled by industrial development, particularly automobile manufacturing (City of Oshawa 2023).

East Whitby Township and the City of Oshawa continued to grow into the mid-20th century. The automobile industry remained a key component of the city's economy and the population of Oshawa grew to 41,545 by 1951. The expansion of Oshawa soon surpassed its borders and new neighbourhoods were constructed within East Whitby Township. In 1951, over 10,000 acres of land in East Whitby Township was annexed by Oshawa. This reduced the population of the township from 6,392 in 1941 to 1,564 in 1951 (Dominion Bureau of Statistics 1953; Hood 1978: 408).



The postwar building boom continued into the 1970s and large swaths of land in the counties surrounding Toronto were facing increasing development pressure. In 1974, Regional Municipality of Durham was established as a tool to coordinate planning amongst the municipalities of the former counties of Ontario and Durham (Globe and Mail 1973). The remainder of East Whitby Township was annexed by the City of Oshawa when the regional government was created. The population of the newly enlarged City of Oshawa was recorded as 102,876 in 1975 (Hood 1978: 406).

5.2 Property History

The Study Area was historically located on part of Lot 8, Concession 1, in the Township of Whitby. Historical mapping from 1860 shows the Study Area was part of a land holding that belonged to John Ritson. Present-day Ritson Road, on which the subject property is located, runs through the former farm of Mary and John Ritson (Figure 3) (Terech 2015). The Ritsons had seven children together, one son and six daughters. John and Mary's son William, who continued to live on the family farm and would eventually inherit it after his father's death, built the large brick house at the intersection of Ritson Road and Olive Avenue (present-day 356 Ritson Road South) (Hood 1978). William Ritson passed away in March of 1899 and assessment rolls from 1911 indicate that his wife Annie retained ownership of the farm until her death in November of 1911 (Find-A-Grave 2023a; The Oshawa Vindicator 1911; Find-A-Grave 2023b). According to land registry records, Plan No. 147 for the Subdivision of the Ritson Estate was filed on June 12, 1912, and administered by an investment company, though the company's name is illegible (ONLand 2023a). The estate had been in the Ritson family for approximately 90 years before its subdivision.

Plan No. 147 indicates that John Stacey acquired several of the parcels severed from the former Ritson farm in the 1920s, including the parcel that would become 349 Ritson Road South (ONLand 2023a and ONLand 2023b). John Stacey was a stonemason and builder who constructed over 700 residences and manufacturing facilities in the City of Oshawa (Oshawa Museum Blog 2022). Originally from Devonshire, England, John Stacey immigrated to Courtice, Ontario with his family in 1872 at the age of 5. After an accident incapacitated his father, 15-year-old John became responsible for the Stacey family farm and the care of his siblings, which included his six brothers (Plate 1). Stacey's building career began with barn constructions in the countryside around Courtice with two of his brothers (The Canadian Statesman 1949).





Plate 1: The Stacey brothers, photographed circa 1925. Back row: Henry, Walter, Samuel. Front Row: Edward, William, John & Charles. (Oshawa Museum Archival Collection 2017a).

When industry began to grow in the nearby City of Oshawa, John turned his efforts to factory buildings, including structures for the McLaughlin Carriage Co. (which was later incorporated into the General Motors plant), Fittings Ltd., and the Philips Co. (The Canadian Statesman 1949). As part of the industrial expansion, John Stacey also spent a considerable portion of his career building housing for industrial workers. He became known across Canada for his “assembly line” method where he employed large numbers of men to speed up the construction process while still maintaining a high standard of workmanship (Oshawa Museum Blog 2022). Oshawa’s Staceyville subdivision, named for John, features the Olive Avenue terrace houses which are some of Stacey’s most well-known buildings (Plate 2). The subdivision also features detached residences that he built on numerous streets in the surrounding area, including those on Stacey Avenue, which was given his family’s surname. Other extant examples of residences built by Stacey can be found on Albert Street and Front Street. The residence where John Stacey lived with his wife and children was located at 471 Simcoe Street South, but the structure is no longer extant (Oshawa Museum Blog 2022). In addition to his work as a mason and builder, John Stacey had a civil service career that lasted over three decades during which he served as an Alderman, Deputy Reeve, Chairman of Public Utilities Commission and Mayor (Oshawa Museum Blog 2022).

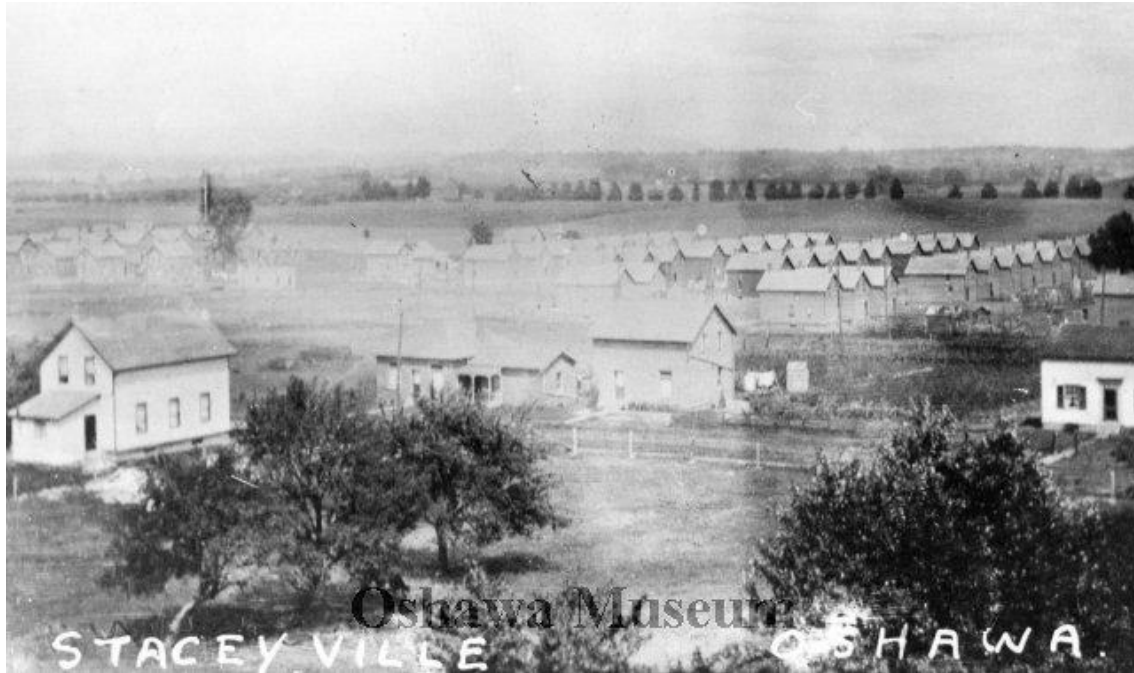


Plate 2: Staceyville, photographed circa 1910 (Oshawa Museum Archival Collection 2017b).

Land registry records indicate that John Stacey obtained a mortgage on the Study Area in August of 1938 (ONLand 2023c). Stacey sold the property to Karl Kochany, John Peter Drayton, and Anton Kluchewski on October 20, 1938 and Stacey's mortgage was discharged a few days later on October 24. By 1939, a significant portion of the present-day street grid had been created around Ritson Road suggesting that the formerly rural area was undergoing development, though the area east of Verdun Road was still undeveloped at this time (Figure 4). The topographic mapping does not depict a residence at 349 Ritson Road South, however, the 1939 topographic map is a reprint of data collected in 1930, making it possible that 349 Ritson Road South was extant prior to 1939 but was not among the updates included in the reprint. In 1940, John Peter Drayton released his share in the property to Annie Drayton and in 1941 Karl Kochany sold his interest to Anton and Annie Kluchewski (ONLand 2023c). The first listing for the residence at 349 Ritson Road South appears in the city directory in 1941 with Anthony Drayton and his wife Annie listed as the homeowners (Vernon Directories Limited 1941). The land registry records and city directories coupled with the residence's architectural style indicate that the residence was most likely built between 1938 and 1941, with the mortgage John Stacey acquired while he owned the property potentially being used to finance construction of the house. The inclusion of the Drayton's as the owners and occupants of 349 Ritson Road South in the 1941 directory indicates that the residence was constructed by 1941.

Later directories indicated that Anthony worked at the General Hospital. The Drayton's lived in the residence at the subject property until 1948 or 1949 (Vernon Directories 1948 [no directory is available for 1949]). The residence at 349 Ritson Road South appears on fire insurance mapping from 1948 (Figure 5). The mapping depicts the residence as a two storey frame dwelling with a roof of tar and gravel composition. In 1950, John Smart, who worked at General Motors and had a wife named Betty-Lou, was living at 349 Ritson Road South as a tenant. The Smarts continued to rent the residence until 1952 or 1953 (Vernon Directories 1950, 1952-1953). Beginning in 1954, there were two tenants listed at 349 Ritson Road: Mrs. D. McKelvey, and Leonard Hughes, who worked for General Motors, and his wife Mary (Vernon Directories 1954). The Hughes' remained tenants and were eventually owners of the subject property until 1966 or 1967 (Vernon Directories 1966 [no directory was available for 1967]). Throughout the late 1950s, the second tenant at 349 Ritson Road south changed frequently with the list including:


- Bertie Scott, worker at General Motors, and his wife Hilda, 1955-1957 (Vernon Directories 1955, 1957)
- Joseph Bun, worker at General Motors, and his wife Joan, 1958 (Vernon Directories 1958)
- John Bon, a line worker at General Motors, and his wife Louise, 1959 (Vernon Directories 1959)

From 1960 to 1965, Bertrand Winacott and his wife Lillian were the second tenants at 349 Ritson Road South (Vernon Directories 1960, 1965). Mr. Winacott worked as a driver for a company named Cargo Dockers. Land records indicated that in 1964 Leonard and Mary Hughes purchased 349 Ritson Road South from the estates of Anton and Annie Kluchewski (ONLand 2023c). In 1966, the Hughes' are the only residents listed at the subject property (Vernon Directories 1966). There is no directory available for 1967 and the property is listed as vacant in 1968 (Vernon Directories 1968). The land records show that the Hughes' sold the property to Joyce Pezim in January of 1968 (ONLand 2023c). In 1969, the last year for which a directory was available, Eugene Simpson was listed as the tenant at 349 Ritson Road South (Vernon Directories 1969). He had a wife named Donna and he worked as a sprayer at General Motors. The residence continues to be utilized as a multi-unit rental property.



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Revised: 2023-06-05 By: bowmper



Legend
 Study Area

Notes
1. Source: Department of National Defence, 1939, Topographic Map, Ontario, Oshawa Sheet.
2. Map is not to scale.

Disclaimer: This figure has been prepared based on information provided by others as cited under the Notes section. Stantec has not verified the accuracy and/or completeness of this information and shall not be responsible for any errors or omissions which may be incorporated herein as a result.



Project Location 165011019 REVA
Region Municipality of Durham Prepared by BCC on 2023-06-05
Technical Review by BCC on 2023-01-25

Client/Project
METROLINX, OSHAWA TO BOWMANVILLE RAIL
SERVICE EXTENSION PROJECT
CULTURAL HERITAGE EVALUATION REPORT—349
RITSON ROAD SOUTH, OSHAWA

Figure No.

4

Title
Topographic Mapping, 1939

6 Discussion of Design or Physical Value

6.1 Property Description

The residence is a one-and-one half storey structure with a front gable roof, asphalt shingles and a gable roof porch on the front (west) façade (Photo 2). The exterior of the residence is red brick with a stretcher bond (Photo 3). The residence contains a small, rectangular window, which has been filled in, in the gable peak. The windows in the residence are modern. Those in the upper storey of the front façade have a fixed pane above smaller sliding panes (Photo 4). The windows have rectangular openings with red brick voussoirs and painted concrete sills. The first storey contains sliding windows and the principal entrance, which is a composite door with a window (Photo 5). The first storey windows and door have segmental arch openings with red brick voussoirs and painted concrete sills. The residence has a full-width porch on the front façade that is supported by brick pillars and has wooden railings and stairs.

The north façade of the residence consists of the principal section of the residence and the north façade of a hip roof addition attached to the rear (east) façade. This façade includes windows of multiple sizes, with the same pattern of rectangular openings on the upper storey and segmental arch openings on the ground storey (Photo 6 and Photo 7). The north façade also includes a secondary entrance. It is a modern composite door and based on cutting of the surrounding brick and the lack of a voussoir it appears to be an alteration rather than an original feature of the residence. The foundation has been parged in concrete and painted. There is limited visibility of the residence's south façade because of the proximity of the neighbouring residence (Photo 8). The south façade appears to contain two windows on the first storey and no windows on the upper storey.

The rear (east) façade includes a one storey, hip roof addition that is clad in siding (Photo 9). The addition contains modern windows and a modern door and has a shed roof porch with wooden supports, railings, and stairs. The principal portion of the residence has a red brick chimney to the north of the gable peak (Photo 10). The windows on the upper storey of the residence are asymmetrical and of different sizes, though they feature the same rectangular openings, red brick voussoirs and painted concrete sills as the residence's other upper storey windows.



Photo 2: General view showing massing, roof pitch and porch on the front (west) façade, looking east

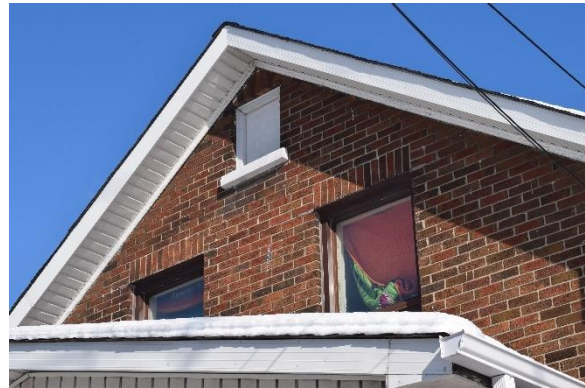


Photo 3: Stretcher bond brick details, looking northeast



Photo 4: Upper storey windows on the front façade, looking east



Photo 5: First storey windows and porch, looking east

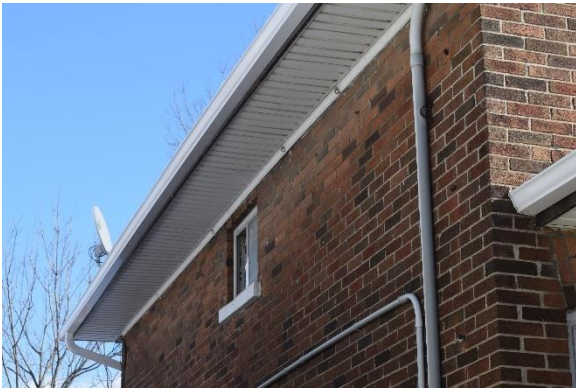


Photo 6: Upper storey window on the north façade, looking southeast



Photo 7: First storey windows and secondary entrance on the north façade, looking southeast



Photo 8: Photo showing limited view of the residence's south façade, looking northeast



Photo 9: General view of the rear (east) façade, looking southwest



Photo 10: Chimney and windows on upper storey of rear façade, looking southwest

6.2 Architectural Discussion

The residence at 349 Ritson Road South is an example of an Ontario vernacular structure and is consistent with designs common in the early 20th century. “Vernacular” structures are not purely functional in nature; they exhibit unique regional or local design characteristics and often have nods, however minimal, to popular trends in one or more high architectural styles (Blumenson 1990: 1-2). The residence at 349 Ritson Road South belongs to the local and vernacular tradition in Oshawa of homes built for industrial workers and their families. The residence is of a simple but well-built one-and-one half storey, gable roof design that John Stacey replicated throughout the City of Oshawa, with extant examples remaining on Albert Street, Front Street, and within the streets comprising Staceyville. These residences, which were constructed during the same time period as 349 Ritson Road South, were mass produced. The wide-spread use of this standardized design supports the characterization of 349 Ritson Road South as an early 20th century vernacular residence.

6.3 Integrity Discussion

The structure at 349 Ritson Road South retains the general shape and massing of an early 20th century vernacular residence, but some unsympathetic alterations have been made. The residence contains modern widows, the porch has been altered, and an addition has been added to the rear of the residence covering a large portion of the east façade. Openings were also cut into the north façade to create a second entrance and an additional window or other opening which can be differentiated from the residence's original features by the lack of voussoirs. This vernacular style of house is common in Oshawa. Similar examples from the city's inventory include 256 Court Street, 59 Harold Street, 65 Harold Street, and 77 McGrigor Street, all of which have had similar minor modifications such as replacement of windows or alterations to the porches. There are also several streets in Oshawa near Ritson Road South where this style of residence remains common. Albert Street between Bruce Street and Fisher Street, with a particular concentration of residences on the east side of Albert between John Street and Emma Street, is one location. Another area where residences with a similar vernacular style can be seen is on Court Street between Wilkinson Street and Emma Street, along with Stacey, Barrie and Banting Avenues between Court Street and McKim Street. Many of the residences in this area are heavily modified, but those on Stacey Avenue retain the highest degree of integrity.



7 Discussion of Contextual Value

The property is located on the east side of Ritson Road South between Olive Avenue and Mitchell Avenue. Ritson Road South is a four-lane asphalt paved roadway with concrete curbs and concrete sidewalks. The east side of the roadway is lined with timber utility poles with municipal streetlighting; the west side of the roadway is lined with free standing streetlighting fixtures. The general character of this part of Ritson Road South predominantly consists of early 20th century detached residences and some examples of early 20th century commercial structures and a mid-20th century church (Photo 11 and Photo 12).

The topography of Ritson Road South begins to slope upwards towards the bridge located south of 349 Ritson Road South (Photo 13). The residence at 349 Ritson Road south has a very limited setback from the roadway (Photo 14). The residence's steps terminate in a small, paved area attached to the driveway. The property has no lawn and the area to the south of the steps has been landscaped with a bordered area for plantings. Parking access for the residence is accessed from Ritson Road South and is located to the north of the residence.



Photo 11: Ritson Road South, looking north



Photo 12: Ritson Road South, showing early 20th century residences, looking east

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Photo 13: View of bridge located to the south of 349 Ritson Road South, looking south



Photo 14: View showing the setback, landscaping, and parking access, looking east

8 Evaluation

8.1 Ontario Regulation 9/06

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

Table 2: O. Reg 9/06. Evaluation

Criteria of O. Reg. 9/06 (amended by O. Reg. 569/22)	Yes/No	Comments
1. The property has design value or physical value because it is a rare, unique, representative or early example of a style, type, expression, material or construction method	No	While the structure retains a moderate degree of integrity, it is an example of a style common within the City of Oshawa. There are already examples of a similar style and integrity on the city's inventory and there are other neighbourhoods where this style remains common, including on Albert Street, Front Street and within Staceyville.
2. The property has design value or physical value because it displays a high degree of craftsmanship or artistic merit.	No	The structure was constructed in a vernacular style and is typical in terms of the materials and execution.
3. The property has design value or physical value because it demonstrates a high degree of technical or scientific achievement.	No	The structure was constructed in a vernacular style that does not demonstrate technical expertise in its construction methods.



Criteria of O. Reg. 9/06 (amended by O. Reg. 569/22)	Yes/No	Comments
4. The property has historical value or associative value because it has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community.	No	John Stacey, who was well known in Oshawa for his civil service and his career as a builder, was the builder of this structure. Despite being connected with Stacey, the structure was not Stacey's home, it has no direct connection to his civil service, and it is one example in a very large body of work from his career as a builder which includes stronger examples of this style of home which retain better context integrity, such as those on Albert Street and Stacey Avenue, and examples that are more widely known, such as the terraced row houses on Olive Avenue. Historical research does not indicate that the structure has any other direct associations with a theme, event, belief, person, activity, organization, or institution that is significant to the City of Oshawa.
5. The property has historical value or associative value because it yields, or has the potential to yield, information that contributes to an understanding of a community or culture.	No	The structure has had some unsympathetic modifications made to it and it remains occupied as a multi-tenant rental property. It does not offer new knowledge or a greater understanding of the City of Oshawa or one of its communities.
6. The property has historical value or associative value because it demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.	No	John Stacey was the builder of the structure. Despite being connected with Stacey, the structure is one example in a very large body of work. This particular structure is not essential to understanding or interpreting the importance of the builder; Stacey's body of work includes stronger examples of this style of home which retain better context integrity, such as those on Albert Street and Stacey Avenue, and examples that are more widely known, such as the terraced row houses on Olive Avenue.



Criteria of O. Reg. 9/06 (amended by O. Reg. 569/22)	Yes/No	Comments
7. The property has contextual value because it is important in defining, maintaining or supporting the character of an area.	No	The general character of this part of Ritson Road South predominantly consists of early 20 th century detached residences and some examples of early 20 th century commercial structures. However, Ritson Road displays a mixture of early 20 th century vernacular styles, and the structure does not make a notable, unique, or definable contribution to the character of the area.
8. The property has contextual value because it is physically, functionally, visually or historically linked to its surroundings.	No	While the property is physically and historically linked to the subdivision and development of the Ritson farm in a general way, it has no specific or notable physical, functional, visual, or historical connections to its surroundings.
9. The property has contextual value because it is a landmark.	No	The property contains one of several early 20 th century residential structures on Ritson Road South. It is not especially memorable or discernible.

8.2 Ontario Regulation 10/06

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

Table 3: O. Reg. 10/06 Evaluation

Criteria in O. Reg. 10/06	Yes/No	Comments
1. The property represents or demonstrates a theme or pattern in Ontario's history.	No	The property contains an early 20 th century Ontario vernacular residence. This type of residence was commonly built in southern Ontario during the early 20 th century. The property does not contribute to an influential evolution or pattern of development in Ontario.



Criteria in O. Reg. 10/06	Yes/No	Comments
2. The property yields, or has the potential to yield, information that contributes to an understanding of Ontario's history.	No	The property contains an early 20 th century Ontario vernacular residence. These types of structures remain common in Ontario and the property does not have the potential to yield information that contributes to a greater understanding of Ontario's history.
3. The property demonstrates an uncommon, rare or unique aspect of Ontario's cultural heritage.	No	The property contains an early 20 th century Ontario vernacular residence. This type of residence was commonly built in southern Ontario during the early 20 th century. Therefore, the property does not demonstrate an uncommon, rare, or unique aspect of Ontario's history.
4. The property is of aesthetic, visual or contextual importance to the province.	No	The property does not contain vantage points or views that are essential to the visual surroundings and the property was not designed to evoke an emotional response.
5. The property demonstrates a high degree of excellence or creative, technical or scientific achievement at a provincial level in a given period.	No	The residence uses typical early 20 th century building practices.
6. The property has a strong or special association with the entire province or with a community that is found in more than one part of the province. The association exists for historic, social, or cultural reasons or because of traditional use.	No	The property was not found to have important symbolic, historical, social, or cultural meaning within the province or with a community that is found within more than one part of the province.

Criteria in O. Reg. 10/06	Yes/No	Comments
7. The property has a strong or special association with the life or work of a person, group or organization of importance to the province or with an event of importance to the province.	No	The property was associated with various owners and tenants, none of whom have notable associations of importance to the province or with an event of importance to the province.
8. The property is located in unorganized territory and the Minister determines that there is a provincial interest in the protection of the property.	No	The property is located in the City of Oshawa, Regional Municipality of Durham.

8.3 Recommended Outcome of Evaluation

A provincial heritage property (PHP) is a property that meets one or more criteria of O. Reg. 9/06, and a provincial heritage property of provincial significance (PHPPS) must meet one or more criteria of O. Reg. 10/06, regardless of the criteria met under O. Reg. 9/06.

Based on the outcome of the evaluation, the property does not contain CHVI and is not a PHP or PHPPS.

On March 16, 2023, the Metrolinx Heritage Committee (MHC) met to discuss the findings of the CHER. The MHC determined that the property met no criteria of O. Reg. 9/06 or O. Reg. 10/06. Therefore, 349 Ritson Road South is not a PHP or PHPPS.



8.4 Draft Statement of Cultural Heritage Value or Interest

The property was determined not to contain CHVI and is not a PHP or PHPPS. Therefore, no draft statement of CHVI has been prepared.



9 Data Sheet

Property Data Sheet

Field	Property Data
Property Name	N/A
Municipal Address	349 Ritson Road South
Municipality:	City of Oshawa
Lat/Long:	43° 53'26.51 North 78° 50'57.71 West
PIN	16371-0002
Ownership:	Private
Aerial Photograph:	
Current Photograph:	
Date of Construction:	1939 to 1941



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Field	Property Data
Date of Significant Alterations:	N/A
Architect/Designer/Builder:	John Stacey
Previous Owners(s) or Occupants:	John Ritson, John Stacey, Anthony and Annie Drayton
Current Function:	Residence
Previous Function:	Residence
Heritage Recognition/Protection:	None identified
Local Heritage Interest:	None identified
Adjacent Lands:	None identified



10 Chronology

The following chronology indicates important dates, periods, and events in the evolution of the Study Area and the surrounding area:

- **1791-1795:** The Township of Whitby is surveyed and opened for settlement
- **1849:** Following a period of steady growth, Oshawa is incorporated as a Village
- **1854:** The Grand Trunk Railway constructs a line just south of Oshawa and Bowmanville
- **1857:** The Township of Whitby is divided into Whitby Township and East Whitby Township, Oshawa and the Study Area become part of East Whitby Township
- **1862:** John Ritson dies, leaving the Study Area to his son William who built the residence at 365 Ritson Road South sometime between 1862 and 1891.
- **1879:** Oshawa is incorporated as a Town
- **1911-1912:** William Ritson's wife Annie passes away in 1911 and Plan No. 147 is filled to subdivide the Ritson Estate
- **1912:** The Canadian Pacific Railway line is built through Oshawa
- **Circa 1920:** John Stacey begins purchasing properties that were part of the former Ritson estate to build housing for industrial workers
- **1924:** Oshawa is incorporated as a City.
- **1938:** John Stacey obtains a mortgage for 349 Ritson Road South in August, then sells the property in October and his mortgage was discharged a few days later
- **1941:** City Directories include the first entry for 349 Ritson Road South
- **1941 to 1949:** Anthony and Annie Drayton lived at 349 Ritson Road South
- **1950:** 349 Ritson Road South becomes a rental property
- **1954:** 349 Ritson Road South becomes a multi-unit rental property
- **1974:** Durham Region is established and the remainder of East Whitby Township is annexed into the City of Oshawa.



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**Addendum to Oshawa to Bowmanville Rail Service Extension Project: Cultural Heritage
Evaluation Report - 349 Ritson Road South, Oshawa**

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Appendices



Appendix A Heritage Personnel Qualifications



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

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

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



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

Colin Varley, MA, RPA: Colin Varley is a Senior Archaeologist and Heritage Planning Consultant listed with the Register of Professional Archaeologists, and has been a practicing archaeologist for over twenty five years. Colin has managed hundreds of archaeological and heritage assessment projects in Ontario, Nova Scotia, New Brunswick, Prince Edward Island, Labrador and Saskatchewan, including such major projects as: the Samsung Grand Renewable Energy Project in Haldimand County, Ontario; all phases of archaeological assessment at the Canadian War Museum site at LeBreton Flats, Ottawa; six highway projects; over 500 km of natural gas pipeline routes; the proposed Halifax Superport terminal; the Halifax Harbour Solutions sewage treatment project; numerous road and bridge twinning projects; several hydro powerline corridors; the Lower Churchill River hydro project, and a gold mining operation in Niger, West Africa. Colin has completed projects for all levels of government and has been the Project Manager and Key Client Contact for standing services contracts with the National Capital Commission, the City of Hamilton, Infrastructure Ontario and the City of Ottawa. Outside of his professional consulting work, Colin has also been a member of the Township of Tiny Heritage and Historical Committee and the City of Ottawa's Heritage Advisory Committee, acting as Vice-Chair in 2003-2004. He was also a member of the City of Ottawa Heritage Master Plan Workgroup

