

Appendix A7-13
Cultural Heritage Evaluation Report: 359
Ritson Road South, Oshawa




Limitations and Sign-off

The conclusions in the Report titled Addendum to Oshawa to Bowmanville Rail Service Extension Project: Cultural Heritage Evaluation Report—359 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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**Addendum to Oshawa to Bowmanville
Rail Service Extension Project: Cultural
Heritage Evaluation Report—359 Ritson
Road South, Oshawa**

Final Report

August 24, 2023



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Project Number:
165011019

Limitations and Sign-off

The conclusions in the Report titled Addendum to Oshawa to Bowmanville Rail Service Extension Project: Cultural Heritage Evaluation Report—359 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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Prepared by _____ Signed original on file
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Reviewed by _____ Signed original on file
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Approved by _____ Signed original on file
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Executive Summary

Metrolinx retained Stantec Consulting Ltd. (Stantec) to prepare a Cultural Heritage Evaluation Report (CHER) for 359 Ritson Road South in the City of Oshawa, Regional Municipality of Durham. 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 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 Study Area 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. Based on land registry records, city directories, and architectural details, the present-day residence, which was built by John Stacey, was most likely built circa 1920 while Mr. Stacey still owned the property. The property is located on the east side of Ritson Road South at the corner of Ritson Road South and Mitchell Avenue. The property contains an early 20th century residence that is currently being used as a group home.

The structure at 359 Ritson Road South is one-and-one half storeys in height and contains a low-pitched side gable roof and central gable dormer clad in asphalt shingles with a red brick chimney in the centre of the rear (east) façade of the residence. The exterior of the residence is clad in red brick with a running bond. The roof on the front façade extends down to form a full width, covered porch. The foundation is concrete block.

Site assessments were undertaken on January 12, 2023, and March 21, 2022, by Frank Smith, Cultural Heritage Specialist, and Jenn Como, Cultural Heritage Specialist, both with Stantec. Weather conditions were seasonably cold and overcast with occasional snow flurries on January 12. Weather conditions were mild and partially sunny on March 21. Interior access was provided on March 21 and staff were accompanied on site by Sandra Crymble, one of the staff who cares for the residents living in the house. Access to the bedrooms, which included the basement unit, was not granted as they are currently occupied.

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.



**Addendum to Oshawa to Bowmanville Rail Service Extension Project: Cultural Heritage
Evaluation Report—359 Ritson Road South, Oshawa
Executive Summary**
August 24, 2023

Based on the evaluation of 359 Ritson Road South against O. Reg 9/06 and O. Reg 10/06, it is recommended that 359 Ritson Road South be considered a PHP as it meets one criteria of O. Reg 9/06. The evaluation concluded that the 359 Ritson Road South is a representative example of an early 20th century vernacular Craftsman style residence. Therefore, the CHER recommends that 359 Ritson Road South be deemed a PHP. The property was not found to be a PHPPS.

On April 20, 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 and no criteria of O. Reg. 10/06. Therefore, 359 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(s)	Quality Reviewer	Independent Reviewer
1	Draft Report	Jenn Como Frank Smith	Lashia Jones	Colin Varley
2	Revisions to report following MX comments	Frank Smith	Lashia Jones	Colin Varley
3	Revisions to report following Metrolinx Heritage Committee decision	Frank Smith	Lashia Jones	Colin Varley
4	Final	Frank Smith	Lashia Jones	Colin Varley



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Project Personnel

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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
MA	Master of Arts
MCM	Ministry of Citizenship and Multiculturalism
OHA	Ontario Heritage Act
OHT	Ontario Heritage Trust
O. Reg.	Ontario Regulation
PHP	Provincial Heritage Property
PHPPS	Provincial Heritage Property of Provincial Significance



1 Introduction

1.1 Study Purpose

Metrolinx retained Stantec Consulting Ltd. (Stantec) to prepare a Cultural Heritage Evaluation Report (CHER) for 359 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 2021). Metrolinx is proposing a property acquisition, permanent easement, and/or temporary easement on the property.

1.2 Historical Summary

The property at 359 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 359 Ritson Road South, which is currently known as Lot 73 and part of Lot 72, Plan 209. The residence on the property was likely built circa 1920 based on land registry records, city directories, and architectural details. The residence's first occupants were Frank and Mary Plaza. They lived at 359 Ritson Road South from 1928 until 1935 when the Corporation of the City of Oshawa took ownership of the property via a tax deed. The City rented out the residence until Martin and Mildred Bulkowski purchased the property in 1944. They lived in the residence for two years before renting it to Alex and Louisa Wladyka. In 1948, the Wladykas purchased the property from the Bulkowskis and it remained in the Wladyka family until 1989. The Study Area remains a residential property and is currently being used as a group home.

1.3 Description of Property

The property at 359 Ritson Road South is located on the east side of Ritson Road South between Mitchell Avenue and Olive Avenue. The property contains an early 20th century residence. The structure at 359 Ritson Road South is one-and-one half storeys in height and contains a low-pitched side gable roof clad in asphalt shingles with a central gable dormer. There is a red brick chimney in the centre of the rear (east) façade of the residence. The exterior of the residence is clad in red brick with a running bond. The roof on the front façade extends down to form a full width, covered porch. The foundation is concrete block.

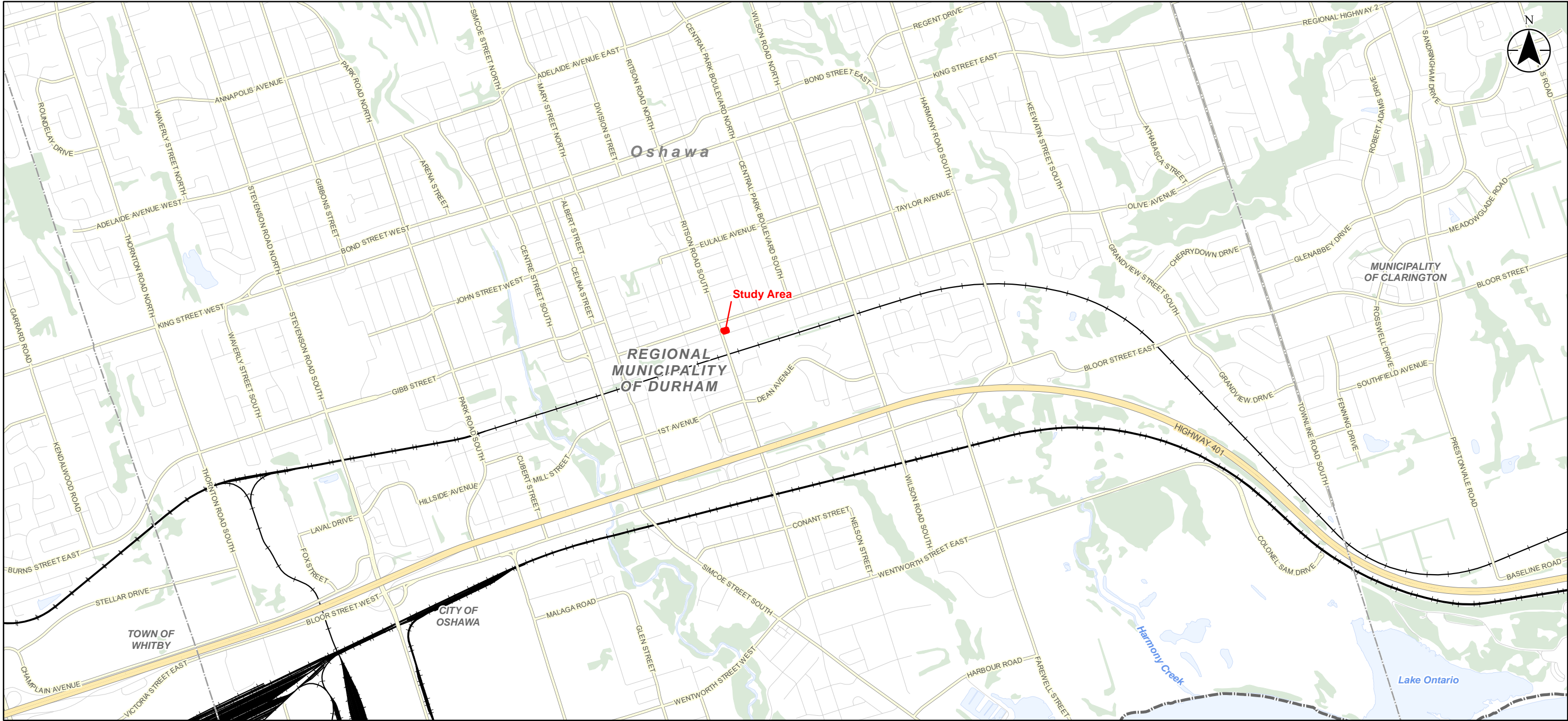


1.4 Current Context

The property is located on the east side Ritson Road South at the corner of Ritson Road South and Mitchell Avenue. 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. The road begins to slope up in front of 359 Ritson Road South, rising into the bridge located south of the subject property and Mitchell Avenue. Similar to Ritson Road South, the general character of this part of Mitchell Avenue predominantly consists of early 20th century detached residences, with Mitchell Park located behind the residences on the south side of the road.



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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

0 0.5 1 km
1:25,000 (At original document size of 11x17)



Project Location
Region of Durham
165011019
Prepared by BCC on 2/28/2023
Technical Review by BCC on 1/23/2023

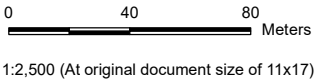
Client/Project
METROLINX, OSHAWA TO BOWMANVILLE RAIL
SERVICE EXTENSION PROJECT
CULTURAL HERITAGE EVALUATION REPORT—359
RITSON ROAD SOUTH, OSHAWA

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 2023-02-28
Technical Review by BCC on 2023-01-23

Client/Project
METROLINX, OSHAWA TO BOWMANVILLE RAIL
SERVICE EXTENSION PROJECT
CULTURAL HERITAGE EVALUATION REPORT—359
RITSON ROAD SOUTH, OSHAWA

Figure No.

2

Title
Study Area

Notes

- Coordinate System: NAD 1983 CSRS MTM 10
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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 Properties* (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)¹ 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 become familiar with the Study Area, primary sources such as land registry records and city directories, and secondary sources relating to the general development of Oshawa were consulted. Mapping from 1860, 1930, and 1948 was reviewed.

2.2.2 Field Assessment

Site assessments were undertaken on January 12, 2023, and March 21, 2022, by Frank Smith, Cultural Heritage Specialist, and Jenn Como, Cultural Heritage Specialist, both with Stantec. Weather conditions were seasonably cold and overcast with occasional snow flurries on January 12 and mild and partially sunny on March 21. Interior access was provided on March 21 and staff were accompanied on site by Sandra Crymble, one

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



of the staff who cares for the residents living in the house. Access to the bedrooms, which included the basement unit, was not granted as they are currently occupied.

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 359 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 (Canada's Historic Places 2023; Parks Canada 2023).

3.4 Adjacent Lands

The Class A listed property at 356 Ritson Road South is located across the street from the Study Area. The property is also surrounded by properties identified by the City of Oshawa as greater than 70 years of age. However, these properties have no formal 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 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, comprising active agricultural fields, scrub land, forested areas, and manicured lawns, 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

In order to collect information pertaining to the history of 359 Ritson Road South, 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 materials specific to this property.
Oshawa Museum	Jennifer Weymark, Archivist	No response received.



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 Township of Whitby, 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 (Canadiana 1792). The Township of Whitby 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).

The Township of Whitby 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, the Township of Whitby was divided when the Township of East Whitby was formed (Beers 1877: 11). The division took place between Lots 17 and 18. Lots 1 to 17 became part of the Township of East Whitby, 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).

The Township of East Whitby and 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 (Figure 3) 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 (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 subdivided lots from the former Ritson farm in the 1920s, including the parcel that would become 359 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. 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).

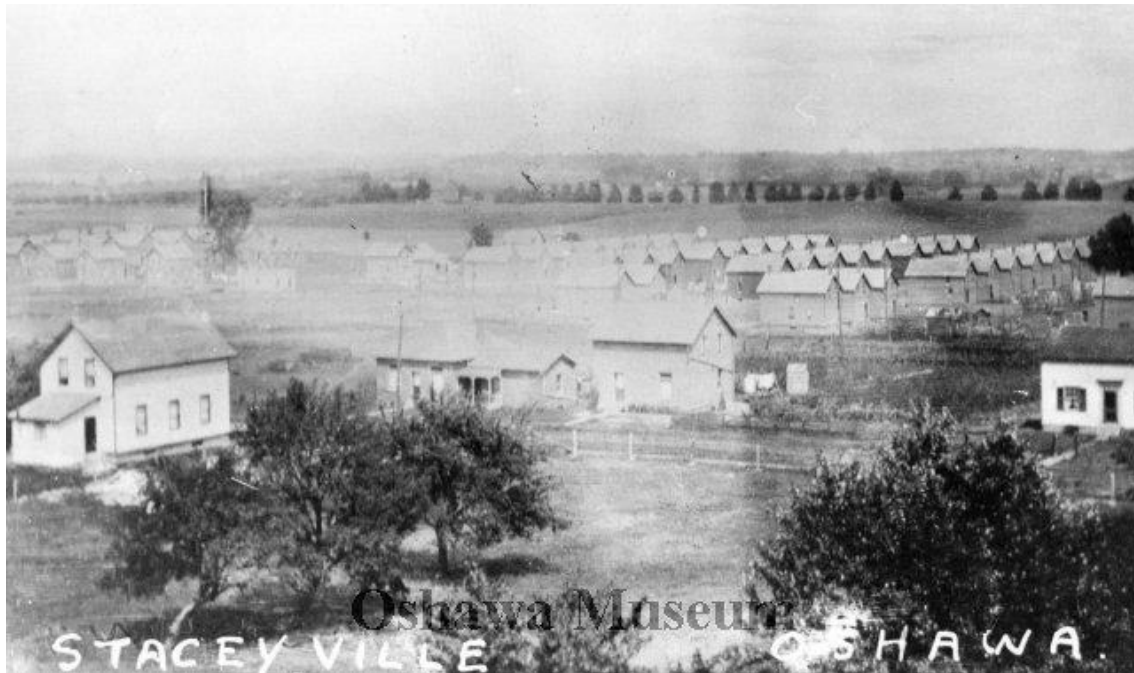


Plate 2: Staceyville, photographed circa 1910 (Oshawa Museum Archival Collection 2017b).

Land registry records indicate that in July 1920 John Stacey sold Lot 72, Plan 209 to Frank Plaza (ONLand 2023c). Based on land registry records, coupled with the residence's architectural style, the residence was most likely constructed circa 1920 while John Stacey owned the property. In the earliest available city directory, from 1928, Frank Plaza is listed as the owner of 359 Ritson Road South (Vernon Directories Limited 1928). He and John Pasko owned a coal and wood business located near Annis Street and Margaret Street named Plaza and Pasko. The 1930 directory also mentions a Rose Plaza who was living with Frank and Mary at 359 Ritson Road South and working as a bookkeeper for Plaza and Pasko (Vernon Directories Limited 1930). By 1930, a significant portion of the present-day street grid had been created around Ritson Road, though topographic mapping does not depict a residence at 359 Ritson Road South and the area east of Verdun Road was still under development (Figure 4).

In the early 1930s, the Plaszas appear to have closed their business and encountered financial troubles. In 1932, Frank Plaza was still listed as the owner of 359 Ritson Road South, but Plaza and Pasko no longer appears in the city directory (Vernon Directories Limited 1932). Frank Plaza was listed as a labourer, without mention of a company or employer, in 1933 and in 1934 no occupation was listed (Vernon Directories Limited 1933 and 1934). Frank Plaza granted the property to his wife Mary in January 1934, but it was seized by the Corporation of the City of Oshawa via a tax deed in November 1935 and the City owned the property until 1944 (ONLand 2023c). Based on the city directories, the Plaszas continued to live at 359 Ritson Road South until 1937 (Vernon

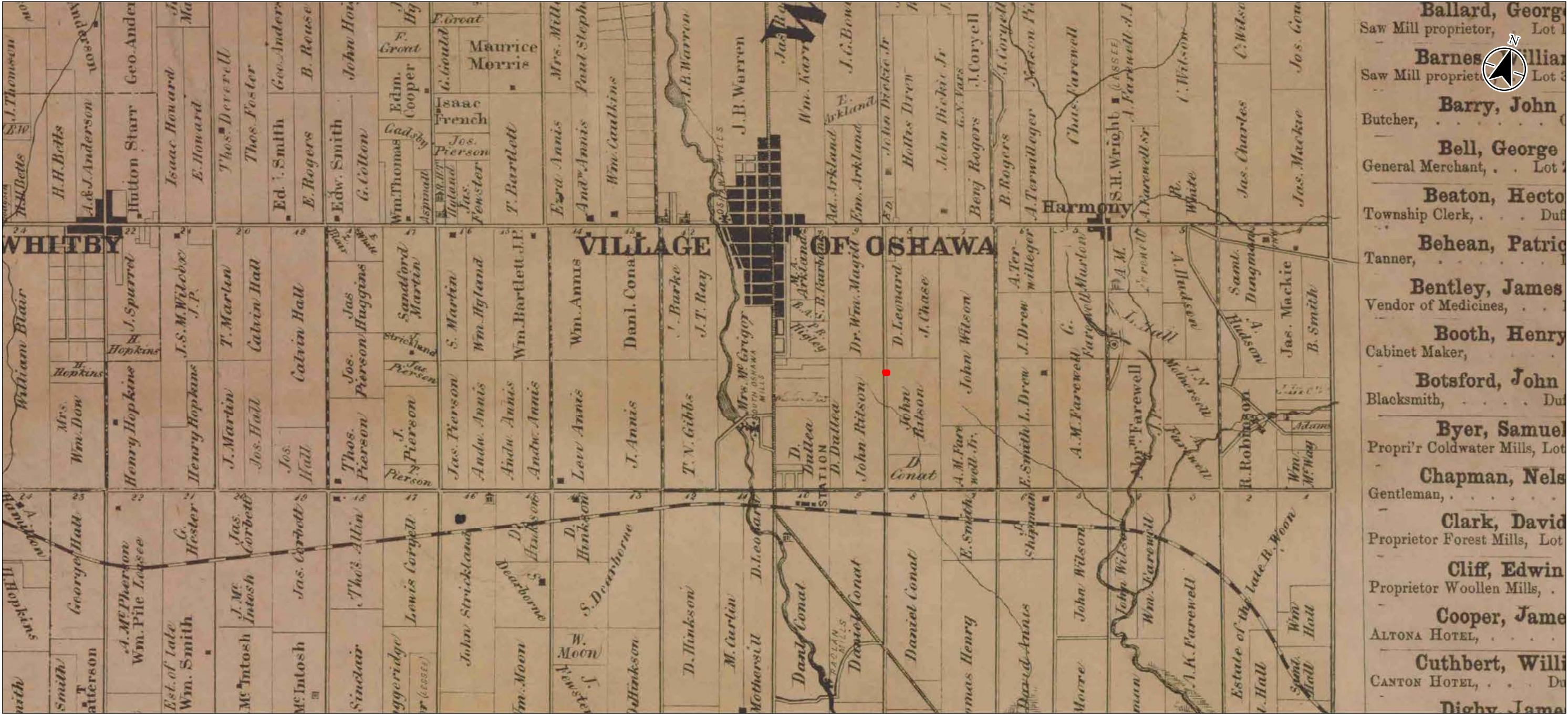


Directories Limited 1937). Earl G. Cook, an employee at General Motors, and his wife Sarah lived at 359 Riston Road South in 1938 and 1939 and Mrs. M. Plaza is listed as the resident in 1940 (Vernon Directories Limited 1938, 1939, and 1940).


Beginning in 1941, Martin Bulkowski is listed as the resident of 359 Ritson Road South (Vernon Directories Limited 1941). He worked for General Motors and had a wife named Mildred. Property records indicate that the City granted the parcel to Martin and Mildred Bulkowski in 1944 (ONLand 2023c). The Bulkowskis lived in the residence until 1946 when Alex Wladyka, another General Motors employee, and his wife Louisa are listed as the residents (Vernon Directories Limited 1946). In February 1948, Bulkowskis sold the property to the Wladykas (ONLand 2023c). Fire Insurance mapping from 1948 depicts the residence as a two storey, brick clad residence with a one storey frame addition at the rear (Figure 5). Alex and Louisa transferred the property to Ilcko Wladyka in February 1968. Mrs. L. Wladyka is listed as the resident in the directories from 1968 to 1969, which is the last year for which a directory is available (Vernon Directories Limited 1968, 1969). The property became part of Ilcko's estate in April 1969 and was granted to Louisa Wladyka (ONLand 2023c). Louisa owned the property until July 1989 when she transferred it to Marie Godfrey and Frederick Fedorson. Marie and Frederick transferred the property to Gregory Stephen and Vaughn Stephen in June 1994, after which the parcel book ends. The Study Area remains a residential property and is currently being used as a group home.



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Revised: 2023-02-28 By: bowper



Notes
1. Source: Shier, John. 1860. Tremaine's Map of the County of Ontario, Upper Canada. Toronto: George C. Tremaine.
2. Map is not to scale.

Legend
 Study Area



Project Location 165011019 REVA
Region of Durham Prepared by BCC on 2023-02-28
Technical Review by BCC on 2023-01-23

Client/Project
METROLINX, OSHAWA TO BOWMANVILLE RAIL
SERVICE EXTENSION PROJECT
CULTURAL HERITAGE EVALUATION REPORT—359
RITSON ROAD SOUTH, OSHAWA

Figure No.

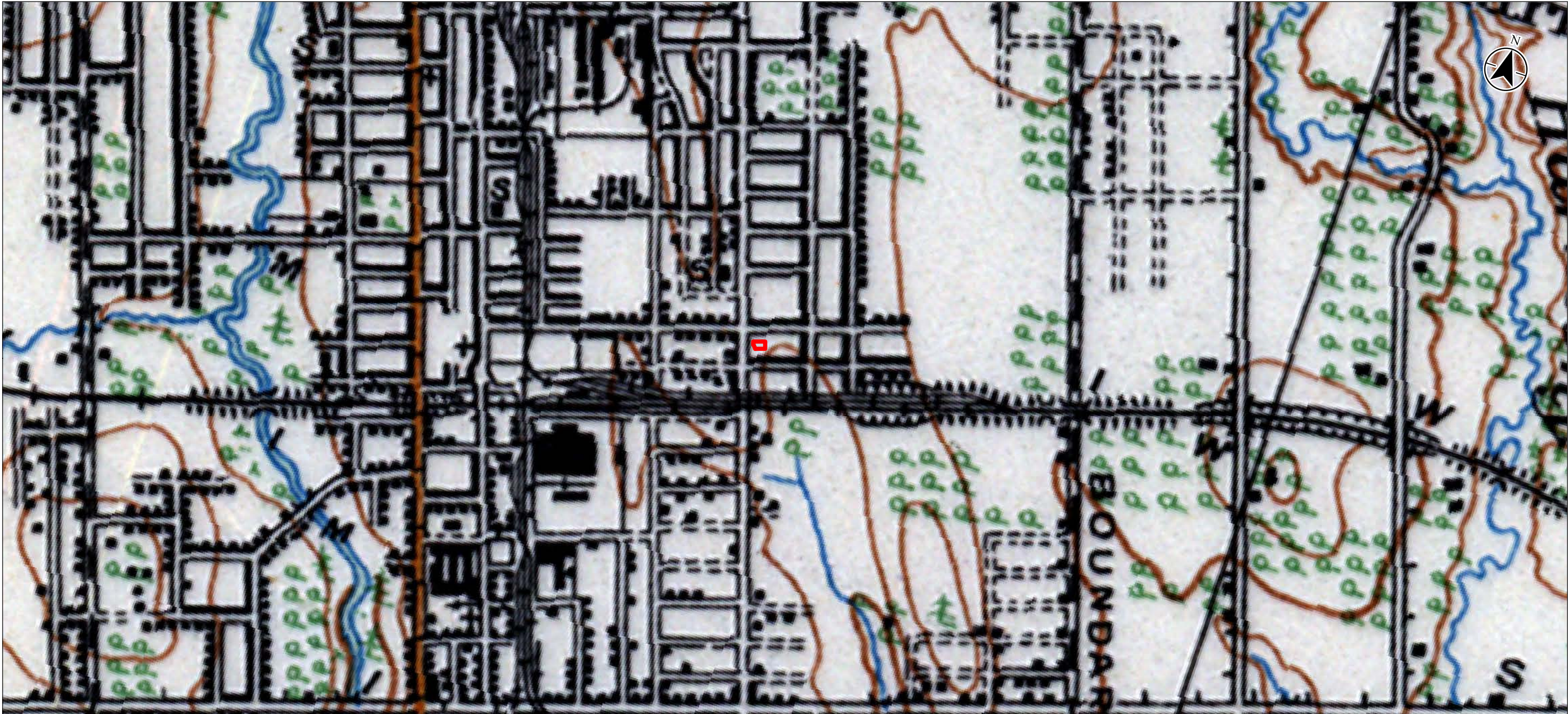
3


Title

Historical Mapping, 1860

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.

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Legend
 Study Area

Notes
1. Source: Department of National Defense, 1930. 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
Region of Durham
165011019 REVA
Prepared by BCC on 2023-03-02
Technical Review by BCC on 2023-01-25

Client/Project
METROLINX, OSHAWA TO BOWMANVILLE RAIL
SERVICE EXTENSION PROJECT
CULTURAL HERITAGE EVALUATION REPORT—359
RITSON ROAD SOUTH, OSHAWA

Figure No.

4

Title

Topographic Mapping, 1930

6 Discussion of Design or Physical Value

6.1 Property Description

6.1.1 Exterior

The structure at 359 Ritson Road South is one-and-one half storeys in height and contains a low pitched side gable roof clad in asphalt shingles with a red brick chimney in the centre of the rear (east) façade of the residence (Photo 1 and Photo 2). The exterior of the residence is clad in red brick with a running bond (Photo 3). The roof on the front façade extends down to form a full width covered porch. There is a one storey, shed roof addition at the rear of the house attached to the southeast corner. The foundations of the residence and the addition are concrete block.

The front (west) façade of the residence is asymmetrical in composition (Photo 4). The second storey of the residence has a large, medium pitched gable roof dormer clad in siding on the front façade. The dormer contains a modern, fixed pane window with smaller vertical sliding windows on either side. The residence's porch has a low brick wall and partial brick piers topped with concrete caps that have been painted white. The piers are completed with tapered square wooden support posts (Photo 5). The porch has a white painted tongue and groove ceiling (Photo 6). The first storey contains a principal entrance located towards the southern end of the façade and accessed via the porch (Photo 7). The principal entrance is a wooden door with three narrow windowpanes and a brass knocker and mail slot. The entrance is set in a rectangular opening with a red brick soldier course above it. To the south of the entrance is a small square window with a red brick soldier course and a concrete sill, also painted white. The front façade also contains a large, wood framed window that consists of three 6/1 panels (Photo 8).

The north façade of the residence has siding in the gable with a modern vertical sliding window in the second storey (Photo 9). A band of wooden trim with paired decorative brackets separates the siding in the gable from the brick wall (Photo 10). The first storey contains one window that has been boarded over. The window had a rectangular opening with red brick soldier courses and a concrete sill that matches those on the front façade. The north façade also contains two modern basement windows with red brick soldier courses (Photo 11).

The south façade includes a side entrance, several windows and the south façade of the shed roof addition that is attached to the rear of the residence (Photo 12). Similar to the north façade, the residence has siding in the gable though this façade includes a pair of 3/1 wood frame windows in the gable peak (Photo 15). The other windows on the first and second storeys of the south façade are modern vertical sliding windows. The window on the first storey has a red brick soldier course and a concrete sill. As with the



north façade, the south façade has a band of wooden trim with pairs of decorative brackets separating the siding in the gable from the brick wall. The south façade also contains a side entrance with a modern composite door with a 9-pane window (Photo 13). The door is set in a rectangular opening with a red brick soldier course above it. There is a modern horizontal sliding basement window with a red brick soldier course located to the left of the door. The second basement window on this façade, located to the right of the door, is a 3-pane, wood frame window with a brick soldier course (Photo 14).

The east (rear) façade of the residence includes a shed roof dormer and the one storey shed roof addition (Photo 16). The shed roof dormer is clad in asphalt shingles and spans most of the residence's width. The dormer contains two modern horizontal sliding windows with the red brick chimney centred between them. The first storey has two wood framed 6/1 windows beside each other in a rectangular opening with a red brick soldier course. The one storey rear addition has asphalt shingles on the roof and is clad in vinyl or aluminum siding (Photo 17). The addition has an entrance on its east façade, which appears to have the same composite door with a 9-pane window used in the south side entrance. The east and south façades of the addition both contain modern 1/2 horizontal sliding windows. The addition has a concrete block foundation (Photo 18). The east façade of the house has a modern wooden deck with a privacy wall, railings and a set of stairs attached to it.

The property has a narrow lawn along Ritson Road South (Photo 19). The portion of the lawn between the road and sidewalk has been paved with asphalt. There is a paved path leading from the sidewalk to the front porch. There are plants and small shrubs located along the base of the porch. The property has a driveway off Ritson Road South located to the south of the residence and a paved parking area along the south side of the residence (Photo 20). The rear lawn contains a wooden retaining wall from the parking area and a grassed area. The property has a fence with shrubs and trees on its south and east borders, which fences in the rear lawn (Photo 21). There is a gambrel roof shed in the northeast corner of the property (Photo 22).



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Photo 1: General view showing massing, looking northeast



Photo 2: General view showing massing, roof pitch, and chimney, looking northwest



Photo 3: Brick bonding and soldier course, looking north



Photo 4: Front façade showing asymmetrical composition, looking east

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Photo 5: Tapered, square wood support columns, looking northwest



Photo 6: Ceiling of the front porch, looking north



Photo 7: Principal entrance, looking east



Photo 8: First storey window on front façade, looking east

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Photo 9: North façade, looking southeast



Photo 10: Wood trim and decorative brackets, looking southeast



Photo 11: Basement windows on the north façade, looking southwest



Photo 12: South façade showing rear shed roof addition windows, trim, side entrance and basement windows, looking north



Photo 13: Side entrance and basement window on the south façade, looking north



Photo 14: Basement window on the south façade, looking northeast



Photo 15: Wood frame windows in gable peak and wooden trim on south façade, looking north



Photo 16: East (rear) façade, looking northwest

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Photo 17: Rear addition, looking west



Photo 18: Foundation of the rear addition, looking northwest



Photo 19: Front lawn along Ritson Road South, looking south



Photo 20: Paved parking area on the south side of the residence, looking southwest



Photo 21: Rear lawn, looking northwest



Photo 22: Gambrel roof garden shed, looking northeast

6.1.2 Interior

The interior of 359 Ritson Road consists of a basement, first storey, and second storey. The structure is currently used as a group home and has been modified to suit this purpose. According to staff and residents, the residence has been a group home since 2007.

The first storey of the residence contains a staircase against the south wall, an entryway, a northwest room, northeast room, southeast room, and a room in an addition on the southeast corner of the residence. Most of the first storey rooms have popcorn ceilings and a combination of hardwood and laminate floors. The front door of the residence opens onto a small entryway with a staircase leading to the second storey along the south wall of the residence (Photo 23 and Photo 24). The floor in the entryway is a wood-patterned laminate, but the newel post, banisters, and stairs are still the original wooden elements. The entryway also contains a front door with three vertical windowpanes of varying height that is consistent with the early 20th century period in which the house was built (Photo 25). A wood frame window is located in the southwest corner of the entryway and there is an early 20th century pendant light in the entryway ceiling (Photo 26 and Photo 27). There are two doors leading off the entryway, one into the northwest room and one into a small alcove which leads to the southeast room. These door frames have original wooden trim, but the doors have been removed.

The northwest room on the first storey is currently used as a living area (Photo 28). This room includes a modern ceiling fan and lighting fixture in the centre of the ceiling but retains original hardwood flooring and wooden trim that has been painted white (Photo 29 and Photo 30). A doorway in the east wall of the living area has had the door removed and leads into the northeast room, which is currently being used as a dining room. This room was not photographed to maintain the privacy of the home's residents,



who were in the dining room at the time of the site visit. The hardwood floors and white painted trim seen in the living area continue into the dining room. The dining room contains original, wood frame 6/1 windows, which were documented from the exterior of the residence to maintain the residents' privacy (Photo 31).

The southwest room on the first storey is currently used as the kitchen. It has a smooth ceiling and contains modern laminate cabinetry along with modern tile backsplashes, countertops, appliances, and laminate flooring (Photo 32 and Photo 33). The kitchen includes an accordion door that provides entrance to the rear addition in the southeast corner of the room, an early 20th century pendant light that matches the one in the entryway, and modern windows in the south wall (Photo 34, Photo 35, and Photo 36). The addition on the southeast corner of the residence is currently used as a laundry room (Photo 37). The laundry room has plaster walls and a smooth ceiling with linoleum flooring. The west wall, which would have been the former exterior of the house, has been covered in vertical wood boards that have been painted white (Photo 38). The alcove between the kitchen and entryway contains a door in the south wall. The door, located under the staircase, was the interior access that led to the basement stairs. It has been closed off and turned into a storage closet with a modern light fixture and the same linoleum flooring used in the laundry room (Photo 39 and Photo 40). The basement unit now has exterior access via the entrance on the residence's south façade. The basement currently serves as one of the resident's bedrooms and access was not provided during the site visit.

The staircase leading to the second storey retains the original wooden newel posts and banisters (Photo 41). The staircases banisters have been painted white. The risers have also been painted white, but the treads and wide baseboard trim have been left unpainted (Photo 42). The second flight of stairs has the same newel posts and banisters as the first flight (Photo 43). There is a landing between the flights of stairs that has hardwood flooring and a modern window in an opening that is surrounded by original wooden trim (Photo 44). The second storey of the residence contains three bedrooms arranged along a central hallway with a bathroom at the northern end (Photo 45 and Photo 46). The primary bedroom is located along the western side of the hall and the eastern side is divided into two smaller bedrooms. The hallway has a popcorn ceiling, wooden trim around the doors, wooden baseboards, and hardwood flooring. The bathroom and one of the bedrooms have original wooden doors and two of the bedrooms have modern doors. All three bedrooms have hardwood floors. Access to the bedrooms was not provided during the site visit to maintain the residents' privacy. The bathroom contains mostly modern elements, including the vanity, lighting fixture, and bathtub (Photo 47 and Photo 48). It has tile flooring and the baseboards in this room are narrow and different from those seen throughout the rest of the house, suggesting they may be modern replacements added when the floor was tiled. The bathroom also contains an original intake vent and the original wooden door has period hardware (Photo 49 and Photo 50).



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Photo 23: View of entryway, looking east



Photo 24: Staircase leading to the second storey, looking east



Photo 25: View of entryway and front door, looking west



Photo 26: Wood framed window in the southwest corner of the entryway, looking southwest



Photo 27: Early 20th century pendant light in the entryway ceiling, looking southeast



Photo 28: Northwest room used as living area on the first storey, looking north



Photo 29: Living area lighting fixture, looking north



Photo 30: Hardwood floors and white painted trim in the living area, looking southeast

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Photo 31: Wood frame, 6/1 dining room windows, looking west



Photo 32: Modern cabinetry and tile backsplash in the kitchen, looking west



Photo 33: Modern cabinetry, backsplash and appliances in the kitchen, looking east

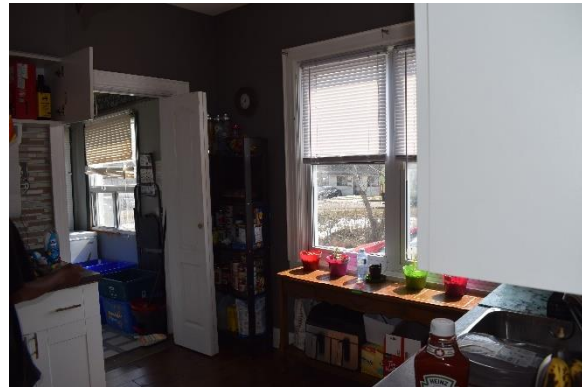


Photo 34: Entrance to the rear addition and the windows on the south wall of the kitchen, looking southeast



Photo 35: Early 20th century pendant light in the kitchen ceiling, looking northwest

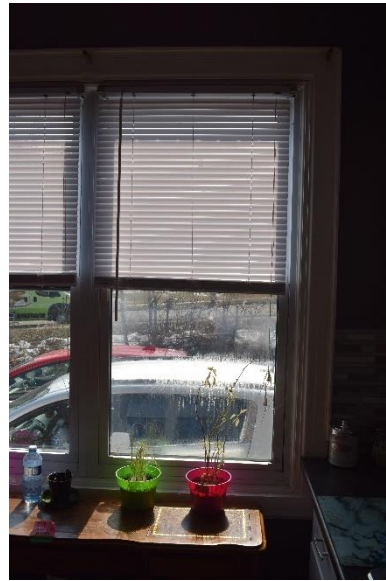


Photo 36: Modern windows in the south wall of the kitchen, looking south



Photo 37: Laundry room with modern windows and doors in rear addition, looking east



Photo 38: Plaster walls and wooden paneling on former exterior wall in rear addition, looking southwest



Photo 39: Former basement access under the staircase converted to a closet, looking southwest



Photo 40: Former basement access under the staircase converted to a closet, looking southwest



Photo 41: Staircase with original newel post, banister, and wooden trim leading to the second storey, looking southeast



Photo 42: Close up view of wooden stairs and trim, looking southeast

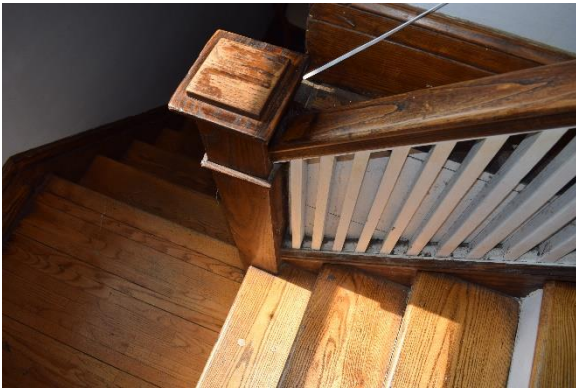


Photo 43: Newel post and banister on second flight of stairs and landing with hardwood flooring between the flights, looking southwest



Photo 44: View of the second flight of stairs and the landing which contains a modern window with original wooden trim, looking south



Photo 45: View of the central hallway on the second storey, looking north



Photo 46: View of the central hallway on the second storey, looking northeast



Photo 47: View of the bathroom, looking northwest

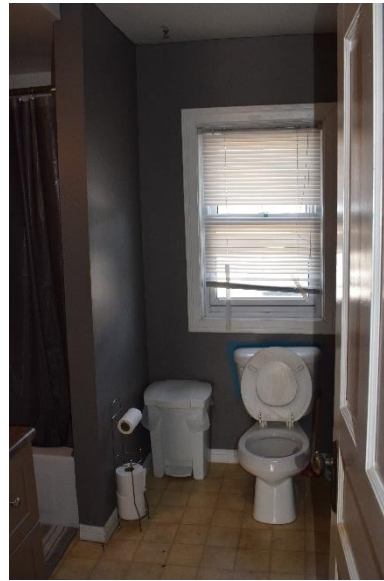


Photo 48: View of the bathroom, looking north



Photo 49: Tile floor, narrow baseboard trim and original intake vent in the bathroom, looking northeast



Photo 50: Original wooden door and handle in the bathroom, looking northeast

6.2 Architectural Discussion

The structure at 359 Ritson Road south is an early 20th century vernacular Craftsman style residence. This style was popular for small, middle-class homes between 1905 and the early 1920s, with very few examples built after 1930 (McAlester 2019: 567-568). Craftsman style architecture includes four primary subgroups, with 359 Ritson Road



South falling into the side gabled roof sub-type, which includes approximately one-third of Craftsman style houses (McAlester 2019: 567). Side gabled roof sub-type Craftsman houses are typically one-and-one half storey residences with centred shed or gable dormers and porches that are usually contained under the main roof (McAlester 2019: 567). The front façade of 359 Ritson Road South has a massing and composition consistent with typical examples of this sub-type. Other characteristics common to Craftsman style residences in general include exposed roof rafters, decorative beams or braces under the gables, and full- or partial-width porches supported by tapered square columns on brick piers or columns that often extend to the ground level without a break at the porch floor. The residence at 359 Ritson Road South does not have exposed rafters or decorative beams under the gables, making it a vernacular example of the Craftsman style. However, it does have understated decorative brackets on the north and south façades between the brick and siding.

6.3 Integrity Discussion

The exterior of 359 Ritson Road South retains a relatively high degree of historical integrity. The brick cladding noted on historical mapping has not been covered or altered. The residence still retains its original front door and several original wood frame windows, including the three 6/1 panels that form the large window on the first storey of the front façade. Though the cladding in the side gables appears to have been replaced with modern siding, the decorative brackets between the first and second stories were retained. The one storey shed roof addition at the rear of the residence is small and leaves most of the residence's east façade visible. The front porch and its support columns, which are representative of Craftsman style architecture, have not been modified. In contrast to the exterior, the interior of the structure has been extensively modified, though a few examples of original elements remain, including the staircase and trim, two early 20th century pendant light fixtures, the wooden front door, two wooden interior doors and the intake vent in the bathroom on the second storey.

The City of Oshawa's heritage inventory includes seven examples of side gabled roof Craftsman style homes. The residences at 478 Simcoe Street North and 412 Simcoe Street North, are categorized as Class A properties. They have a high degree of historical integrity and display the characteristic elements of Craftsman style architecture, including the decorative elements like exposed eaves and beams. The other five examples are Class B properties with a similar level of integrity to 359 Ritson Road South. These properties include:

- 485 Simcoe Street North
- 435 Simcoe Street North
- 338 King Street East



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- 296 King Street East
- 57 Columbus Road East



7 Discussion of Contextual Value

The property is located on the east side Ritson Road South at the corner of Ritson Road South and Mitchell Avenue. Ritson Road South is a four-lane asphalt roadway with concrete curbs and concrete sidewalks. The east side of the roadway is lined with timber utility poles with municipal streetlighting, and the west side of the roadway contains 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 51). The road begins to slope up in front 359 Ritson Road South, rising into the bridge located south of the subject property and Mitchell Avenue (Photo 52). The bridge provides an overpass for vehicular traffic to cross the railway tracks located south of Mitchell Avenue.

Mitchell Avenue is a two-lane asphalt roadway with concrete curbs and concrete sidewalks. The south side of the roadway is lined with timber utility poles with municipal street lighting. Like Ritson Road South, the general character of this part of Mitchell Avenue predominantly consists of early 20th century detached residences with Mitchell Park located behind the residences on the south side of the road (Photo 53).



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Photo 51: Ritson Road South, looking northeast



Photo 52: Terrain sloping up towards Ritson Road South bridge located south of Mitchell Avenue, looking south



Photo 53: Mitchell Avenue, showing early 20th century residences adjacent to Study Area, 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.	Yes	The structure retains a relatively high degree of integrity and is a representative example of the vernacular Craftsman style homes that were popular for middle class families in the early 20 th century. Aside from the lack of exposed rafters or decorative beams, the residence displays all the characteristics typical of a side gabled Craftsman style residence. This house can serve as a portrayal of this style of architecture. The interior of the residence contains no design or physical value.
2. The property has design value or physical value because it displays a high degree of craftsmanship or artistic merit.	No	The structure is a vernacular example of the Craftsman architectural style and is typical in terms of material 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 uses building materials and techniques typical of the early 20 th century.



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 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 property contains a residential structure. 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 likely 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 more widely known examples that retain better context integrity, 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 vernacular Craftsman style 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 vernacular Craftsman style 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.
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	No	The property was associated with various owners, none of whom have notable associations of importance to the province or with an event of importance to the province.



Criteria in O. Reg. 10/06	Yes/No	Comments
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 evaluation of 359 Ritson Road South against O. Reg 9/06 and O. Reg 10/06 it is recommended that 359 Ritson Road South be considered a PHP as it meets one criteria of O. Reg 9/06. The evaluation concluded that 359 Ritson Road South is a representative example within Oshawa of an early 20th century vernacular Craftsman style structure. Therefore, the CHER recommends that 359 Ritson Road South be deemed a PHP. The property was not determined to be a PHPPS.

On April 20, 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 and no criteria of O. Reg. 10/06. Therefore, 359 Ritson Road South is not a PHP or PHPPS.

8.4 Draft Statement of Cultural Heritage Value or Interest

Description of Property

Located in the City of Oshawa, in the Regional Municipality of Durham, 359 Ritson Road South is located on the east side of Ritson Road South between Mitchell Avenue and Olive Avenue. The property contains an early 20th century, vernacular Craftsman style residence.

Statement of Cultural Heritage Value

The property at 359 Ritson Road South contains a one-and-one half storey residence that was most likely constructed circa 1920 by John Stacey, who owned the property. The residence is a representative example of a vernacular Craftsman style residence. This style of residence was popular in Ontario from 1905 to the early 1920s, with very few examples built after 1930. The residence retains a relatively high degree of heritage



integrity and, aside from the lack of exposed rafters or decorative beams, the residence displays all of the characteristics typical of a side gabled Craftsman style residence, including its general massing as a one-and-one half storey residence with a centred gable dormer and a full-width porch contained under the main roof, the tapered square columns on brick piers supporting the porch, and the understated decorative brackets on the north and south façades between the brick and siding.



Heritage Attributes

- Residence
 - One-and-one half storey structure
 - Low pitched side gable roof
 - Red brick exterior
 - Full-width front porch contained under the main roof with square tapered support columns and brick piers that extend to the ground
 - Rectangular window openings with red brick soldier courses
 - Wooden trim and decorative brackets between the brick and siding on the south and north façades
 - Concrete block foundation
 - Remaining wood sash windows located throughout the structure and wooden door in entrance on the west façade
 - Gable roof dormer on west façade



9 Data Sheet

Property Data Sheet

Field	Property Data
Property Name	None identified
Municipal Address	359 Ritson Road South
Municipality:	City of Oshawa
Lat/Long:	43° 53'25.65 North 78° 50'57.20 West
PIN	163710375
Ownership:	Private
Aerial Photograph:	
Current Photograph:	
Date of Construction:	C. 1920
Date of Significant Alterations:	Unknown
Architect/Designer/Builder:	Likely John Stacey

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Field	Property Data
Property Size:	Approximately 65 feet by 100 feet
Previous Owners(s) or Occupants:	John Ritson, John Stacey, Frank and Mary Plaza
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 359 Ritson Road South 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
- **1879:** Oshawa is incorporated as a Town
- **1912:** The Ritson estate is subdivided for residential development.
- **1912:** The Canadian Pacific Railway line is built through Oshawa
- **Circa 1920:** John Stacey built the residence at 359 Ritson Road South
- **1924:** Oshawa is incorporated as a City
- **1974:** Durham Region is established and the remainder of East Whitby Township is annexed into the City of 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.

