

**Subject: Consideration of Objections to the Notices of Intention to Designate  
119 Bradford Street and 73 Rideau Street, under Part IV of the Ontario Heritage  
Act**

**File Number: ACS2024-PDB-RHU-0052**

**Report to Built Heritage Committee on 11 June 2024**

**and Council 26 June 2024**

**Submitted on May 30, 2024 by Court Curry, Manager, Right of Way, Heritage, and  
Urban Design Services, Planning, Development and Building Services**

**Contact Person: Ashley Kotarba, Heritage Planner II, Heritage Planning Branch**

**613-580-2424 ext. 23582, Ashley.Kotarba@ottawa.ca**

**Ward: Bay (7) , Rideau-Vanier (12)**

**Objet: Examen des objections aux avis d'intention de désigner le 119, rue  
Bradford, et le 73, rue Rideau, en vertu de la partie IV de la Loi sur le  
patrimoine de l'Ontario**

**Dossier : ACS2024-PDB-RHU-0052**

**Rapport au Comité du patrimoine bâti**

**le 11 juin 2024**

**et au Conseil le 26 juin 2024**

**Soumis le 30 mai 2024 par Court Curry, Directeur, Services des emprises, du  
patrimoine, et du design urbain, Direction générale des services de la  
planification, de l'aménagement et du bâtiment**

**Personne ressource : Ashley Kotarba, Planificatrice de patrimoine II, Planification  
du patrimoine**

**613-580-2424 poste 23582, Ashley.Kotarba@ottawa.ca**

**Quartier : Baie (7), Rideau-Vanier (12)**

## REPORT RECOMMENDATION(S)

That the Built Heritage Committee recommend that Council:

1. **Not withdraw the Notice of Intention to Designate 119 Bradford Street and proceed with the designation process under Part IV of the *Ontario Heritage Act*.**
2. **Not withdraw the Notice of Intention to Designate 73 Rideau Street and proceed with the designation process under Part IV of the *Ontario Heritage Act*.**

## RECOMMANDATIONS DU RAPPORT(S)

Que le Comité du patrimoine bâti recommande ce qui suit au Conseil:

1. **Ne pas retirer l'avis d'intention de désigner la propriété située au 119, rue Bradford, et poursuivre le processus de désignation en vertu de la partie IV de la *Loi sur le patrimoine de l'Ontario*.**
2. **Ne pas retirer l'avis d'intention de désigner la propriété située au 73, rue Rideau, et poursuivre le processus de désignation en vertu de la partie IV de la *Loi sur le patrimoine de l'Ontario*.**

## BACKGROUND

At the April 9, 2024, Built Heritage Committee meeting, staff presented reports ([ACS2024-PRE-RHU-0040](#) and [ACS2024-PRE-RHU-0038](#)) recommending the properties at 119 Bradford Street and 73 Rideau Street for designation under Part IV of the *Ontario Heritage Act* (OHA). The reports concluded that the properties had cultural heritage value as they met at least four of the nine criteria defined in Regulation 9/06 of the OHA. The Built Heritage Committee recommended that the properties be designated under Part IV of the OHA according to the Statements of Cultural Heritage Value, attached as Document 1 and 2 to this report.

These recommendations were approved by City Council on April 17, 2024. Accordingly, City Council directed staff to issue Notices of Intention to Designate (NOID) under Section 29 (1.1) of the OHA for both 119 Bradford Street and 73 Rideau Street. In accordance with the *Ontario Heritage Act* Alternative Notice Policy, the NOIDs were published on the City's website on April 19, 2024. In accordance with the OHA, the NOIDs were also served on the property owner and the Ontario Heritage Trust.

Under Part IV, Section 29 (5) of the *Ontario Heritage Act* (OHA) any person can serve the City with notice of objection to a Notice of Intention to Designate (NOID) within 30

days after its publication. City Council must consider objections and render a decision to either withdraw or proceed with the designation within 90 days from the end of the objection period.

A Notice of Objection (see Document 3) related to 119 Bradford Street was received by the City Clerk from the owner on May 14, 2024. A Notice of Objection (see Document 4) related to 73 Rideau Street was received by the City Clerk from the owner on May 21, 2024; both notices were received within the required timeframe set out in the OHA.

Council has until August 17<sup>th</sup>, 2024 to consider these objections and either withdraw the NOID or pass a by-law to designate the properties. This report was prepared in response to the objections.

### **Cultural Heritage Value of the Properties**

119 Bradford Street is a front gabled two-storey vernacular style residence constructed circa 1904 in Britannia. The first owner was Bessie L. Stockton (nee Davidson), the wife of Edmond Ebenezer (E. E.) Stockton who was a prominent member of the Britannia Yacht Club especially during its formative years and was a lifetime member. The house was built during Britannia's peak as summer resort from 1900-1914. This building exemplifies Britannia's vernacular style cottage and contributes to the character of Britannia as a summer cottage community after the turn of the century.

Constructed in phases between 1926 and 1929, 73 Rideau Street is a stone-clad multi-storey building in the Beaux Arts style, located on the north side of Rideau Street. The rear of the property facing George Street is already designated under Part V of the *Ontario Heritage Act* as part of the ByWard Market Heritage Conservation District (HCD). 73 Rideau Street was developed as the Freiman's department store, one of the earliest businesses on Rideau Street and through its 71-year history, it became the largest department store in Ottawa. The Freiman family established the department store and were known for their innovative business strategies, which led to the eventual success, growth, and expansion of the store. The building is representative of the work of John A. Ewart, a well-known architect in Ottawa and the building is the only department store Ewart designed. The building is important in supporting and maintaining the character of Rideau Street, which functioned as a commercial main street in Ottawa since the nineteenth century.

Both properties were listed on the City's Heritage Register as part of the Heritage Inventory Project. Changes to the *Ontario Heritage Act* through Bill 23 will result in the removal of the property from the City's Heritage Register if Council does not issue a Notice of Intention to Designate the property by December 31, 2024. Further, Council will not be able to re-list the property for five years after this date.

Regulation 09/06 (see Document 5) establishes criteria to determine if a property is of cultural heritage value or interest. A property may be designated under Section 29 of the *Ontario Heritage Act* if it meets two or more of the nine criteria set out in the regulation. Through research and evaluation, staff have determined that:

- 119 Bradford Street meets four of the nine criteria. Detailed research and analysis are outlined in the proposed Statement of Cultural Heritage Value attached as Document 1 and the proposed Cultural Heritage Evaluation Report attached as Document 6.
- 73 Rideau Street meets five of nine criteria. Detailed research and analysis are outlined in the proposed Statement of Cultural Heritage Value attached as Document 2 and the proposed Cultural Heritage Evaluation Report as Document 7.

## **DISCUSSION**

Heritage staff have reviewed the notice of objections prepared by the respective owners attached as Documents 3 and 4 to this report; each letter outlines the property owners' reasons for the objection to the NOIDs. Both letters outline reasons related to the potential impact designation will have on their property value and the financial implications of designation. For 119 Bradford Street, the owner raises concerns about property condition and for 73 Rideau Street, the owner notes reasons related to marketing potential and potential impacts on future tenants or challenges with leasing given the identification of the large display windows on the ground floor as heritage attributes.

The following sections provide staff's comment on each component of the objection letters.

### **1) The potential impact designation will have on property value/ redevelopment costs/maintenance costs (both properties)**

Financial implications and impacts on property value are not a consideration when evaluating a property for designation under Ontario Regulation 9/06. A property may be designated if it meets two or more of the nine criteria. The Statement of Cultural Heritage Value issued as part of the NOIDs note that both properties meet at least four of the nine criteria.

While financial impacts of designation are not a consideration in evaluating a property for designation, the City of Ottawa offers a Heritage Grant for Building Restoration to assist property owners with costs related to restoration of designated properties. Smaller scale properties such as 119 Bradford Street would qualify for a matching grant

of up to \$10,000 and larger scale properties such as 73 Rideau Street would qualify for up to \$25,000. Properties in both categories are eligible to apply every two years. Newly designated properties are of the highest priority for funding as per the program guidelines.

The City of Ottawa also offers the Community Improvement Plan (CIP) which encourages the restoration and adaptive reuse of designated buildings as part of redevelopment proposals. The CIP offers Tax Increment Equivalent Grants for eligible projects of up to \$500,000 over a period of up to 10 years.

While potential financial impacts are not a consideration in the evaluation of properties under Part IV of the *Ontario Heritage Act*, they may be a consideration in staff's evaluation of applications to alter designated properties under Section 33 of the *Ontario Heritage Act*. In instances where the maintenance of the heritage attributes of a property become a financial challenge for a property owner, staff work with owners towards creative solutions to conserve the heritage value and attributes of designated properties while working within a property owner's means.

## **2) Condition of property (both properties)**

The condition of a property is not a consideration when evaluating a property for designation under Ontario Regulation 9/06. Upon staff's review and evaluation, many of the original features are still present and could be conserved, or those that have been altered could be restored. Many of the issues noted in the letters are typical for buildings of their ages and types.

## **3) Potential impacts to future tenants or challenges with leasing given the requirement to conserve the large display windows on the first storey (73 Rideau Street)**

Heritage designation does not dictate or require that a building have or maintain a particular use, nor does it limit who may use a building. Staff have recommended that the proposed designation be limited to the exterior, so there would not be any heritage permit requirement for interior changes to accommodate new tenants. In instances where tenants may have certain requirements for specific exterior branding modifications, staff work with owners to find sensitive and balanced solutions that conserve the cultural heritage value and attributes of the property-like presence of the large display windows at 73 Rideau Street while also meeting a tenant's design or function requirements.

#### **4) Potential impacts to marketability in the event of a sale of the property (73 Rideau Street)**

Marketability or potential impacts to the ability to market a property are not a consideration when evaluating a property for designation under the *Ontario Heritage Act*. The building at 73 Rideau Street has frontage on both Rideau and George Streets—the rear of the building that faces George Street is a much later addition but is located within the boundary of the ByWard Market HCD. Accordingly, a heritage permit process is already required to facilitate redevelopment or for making exterior alterations at the rear. In staff’s opinion, the designation of the portion of the building facing Rideau Street would unify the property’s designation status and clarify the permitting requirements for any potential new owner, in the event of sale. Additionally, there may be opportunities for new marketing potential that highlights the history of the property and its cultural heritage value.

#### **Conclusion:**

Heritage staff are of the opinion that the objections received do not provide new or substantive information related to the designation of 119 Bradford Street or of 73 Rideau Street. Staff maintain the position that both properties merit designation under Part IV of the *Ontario Heritage Act* for their cultural heritage value and recommend that Council not withdraw the NOIDs and proceed with the passage of a by-law to designate these properties.

#### **ASSET MANAGEMENT IMPLICATIONS**

There are no asset management implications

#### **FINANCIAL IMPLICATIONS**

There are no direct financial implications.

#### **LEGAL IMPLICATIONS**

There are no legal implications associated with implementing the report recommendations. Pursuant to the Ontario Heritage Act, Council must consider the objection, but then may proceed with issuing the respective Notice of Intention to Designate, or withdraw said Notice, as it determines appropriate. Should Council proceed with Designations, any person who objects to the designating by-laws has a right of appeal to the Tribunal.

**COMMENTS BY THE WARD COUNCILLOR(S)**

Councillor Kavanagh is aware of the Notice of Objection to the designation of 119 Bradford Street.

Councillor Plante is aware of the Notice of Objection to the designation of 73 Rideau Street.

**CONSULTATION**

No consultation was undertaken on this objection.

**ACCESSIBILITY IMPACTS**

There are no accessibility implications associated with this report.

**RISK MANAGEMENT IMPLICATIONS**

There are no risk implications.

**RURAL IMPLICATIONS**

There are no rural implications.

**APPLICATION PROCESS TIMELINE STATUS**

The statutory timeline for consideration of these objections under the *Ontario Heritage Act* will expire on August 17, 2024.

**SUPPORTING DOCUMENTATION**

Document 1 Statement of Cultural Heritage Value, 119 Bradford Street

Document 2 Statement of Cultural Heritage Value, 73 Rideau Street

Document 3 Objection Letter, 119 Bradford Street

Document 4 Objection Letter, 73 Rideau Street

Document 5 Ontario Regulation 9/06

Document 6 Cultural Heritage Evaluation Report, 119 Bradford Street

Document 7 Cultural Heritage Evaluation Report, 73 Rideau Street

## Disposition

If, after considering the objections to the Notices of Intention to Designate the properties known as 119 Bradford Street and 73 Rideau Street, Council proceeds with the designation of the properties under Part IV of the *Ontario Heritage Act*, several actions must be taken:

- 1) Heritage Planning Branch, Planning, Development and Building Services Department, is to finalize the designation by-laws, under the authority of the approval of this report and Legal Services to submit to City Council for enactment within 120 days of the publication of the Notices of Intention to Designate as prescribed in Section 29(8) of the *Ontario Heritage Act*.
- 2) Office of the City Clerk, Council and Committee Services to cause a copy of the by-laws together with statements explaining the cultural heritage value or interest of the property and descriptions of the heritage attributes of the property, to be served on the owners of the properties and on the Trust according to the requirements of the *Ontario Heritage Act*. Heritage Planning Branch, Planning, Development and Building Services Department to ensure publication of the notices of the by-law according to the requirements of Section 29(8)(4) of the Ontario Heritage Act.

If, after considering the Objections to the Notices of Intention to Designate the properties known as 119 Bradford Street and 73 Rideau Street, Council decides to withdraw the notices and not proceed with the designation of the properties under Part IV of the *Ontario Heritage Act*, several actions must be taken:

- 1) Heritage Planning Branch, Planning, Development and Building Services Department, is to prepare the notices of withdrawal. Office of the City Clerk, Council and Committee Services to notify the property owners and the Ontario Heritage Trust (10 Adelaide Street East, 3rd Floor, Toronto, Ontario, M5C 1J3) of Council's decisions to withdraw the Notices of Intention to Designate 119 Bradford Street and 73 Rideau Street under Part IV of the *Ontario Heritage Act*.
- 2) Heritage Planning Branch, Planning, Development and Building Services Department to ensure publication of the notices of withdrawal according to the requirements of Section 29 the *Ontario Heritage Act*.

## **Document 1- Statement of Cultural Heritage Value, 119 Bradford Street**

### Statement of Cultural Heritage Value

#### **Description of Property – The Pines, 119 Bradford Street**

The Pines, 119 Bradford Street, is a front gabled two storey vernacular style residence located on the west side of Bradford Street south of Rowatt Street in Britannia Village, Ottawa.

#### **Statement of Cultural Heritage Value or Interest**

The Pines has design value as a representative example of Britannia's vernacular style cottage built during Britannia's peak as summer resort from 1900-1914. Constructed circa 1904, the cottage exemplifies the vernacular cottage with its simple rectangular form, front gable, slightly larger massing at two storeys, horizontal lap siding, wraparound verandah, and ornamental roof elements. These physical characteristics demonstrate the Late Victorian desire for modest and functional seasonal cottages outside the city, that had a strong focus on transitional spaces from the exterior to the interior.

119 Bradford Street has associative value due to its connection to Edmond Ebenezer (E. E) Stockton. Stockton and his wife, Bessie L. Davidson, were early residents of Britannia since 1893. Stockton was a well-known civil servant in the Auditor General's Office and a prominent and lifetime member of the Britannia Boat House Club (now known as the Britannia Yacht Club). During the Britannia Boat House Club's formative years in the 1890s, Stockton was highly involved serving in several executive roles, contributing to the early development and success of the club which still exists today.

The Pines contributes to the early cottage character of Britannia as a late nineteenth and early twentieth century summer resort. Built circa 1904, the architectural features of the house, retention of its original form and materials, along with the lot's mature trees, casual landscaping, and setback, contribute to supporting Britannia's early cottage stock.

The building contributes to the historical context of Britannia as one of Ottawa's most popular summer resorts. The period between the Ottawa Electric Company's streetcar extension to Britannia Bay in May 1900 and in turn the opening of Britannia Park, to the advent of the First World War, demarcate Britannia's golden period. The Pines was built during this flourishing period, and with the original resident employed as a civil servant, it is likely Stockton rode the streetcars into the city for work. Therefore 119 Bradford Street exemplifies how the streetcars brought about the increased development of Britannia as a cottage community, and how seasonal cottages were converted into year-round residences.

#### **Description of Heritage Attributes**

Key exterior attributes that contribute to the heritage value of The Pines as a representative example of Britannia's vernacular cottage built during its peak as a summer resort include:

- Simple, rectangular form

- Two storey massing
- Front gable with wooden decorative roof elements including an ornate bargeboard and gable apex panel, and second storey openings with two over two windows
- Red brick chimney
- Wood horizontal lap siding
- Open wooden wraparound verandah on the south, west, and north façades
- Window on south façade with diamond grille

Key attributes that demonstrate 119 Bradford Street's contextual value are:

- Large, old growth trees on the lot reminiscent of Britannia's original landscape prior to settlement as an ancient pine forest and giving the property its name, The Pines

The interior of the building and any additions or outbuildings are excluded in this designation.

## **Document 2- Statement of Cultural Heritage Value, 73 Rideau Street**

### **Description of Property – 73 Rideau Street**

73 Rideau Street is a stone-clad, unified building comprised of two sections: a six-storey section, which was originally the Stewart Building at 59-61 Rideau Street, and a five-storey section, which was developed as the Freiman's department store.

Constructed in phases between 1926 and 1929, the building is located the north side of Rideau Street between Sussex Street and William Street.

### **Statement of Cultural Heritage Value or Interest**

The building at 73 Rideau Street has design value as a unique example of Beaux-Arts architectural style used for a department store in Ottawa. The Beaux-Arts architecture style was popular in Canada during the first two decades of the twentieth century. The architectural features of the building which are characteristic of the Beaux-Arts style include its symmetrical stone façade, flat roof, large massing, evenly spaced repetitive windows, and classical details including its shallow pilasters with Scamozzi capitals and decorative medallions in its parapet as well as its arched windows and dentilled cornice of the six-storey section.

The property at 73 Rideau Street has historical value as a representative work of local architect John A. Ewart, a well-known architect in Ottawa. His most famous works include the Booth Building at 165 Sparks Street, the Wellington Building (former Metropolitan Life Assurance Building) at 180 Wellington Street, Knox Presbyterian Church at 120 Lisgar Street, and several schools in the area as the main architect for the Ottawa Collegiate Institute Board. The building at 73 Rideau Street is the only department store Ewart designed.

The building at 73 Rideau Street has historical value as it is directly associated with the A.J. Freiman department store and the Freiman family. The A.J. Freiman department store, known as "Freiman's," was a well-known retail institution in Ottawa and one of the earliest businesses on Rideau Street. The Freiman family established the Freiman's department store and were known for their innovative business strategies, which led to the success, growth, and expansion of the store. In 1924, Freiman's acquired the Stewart Building, and in 1926, the whole site was renovated to integrate both buildings into a cohesive façade. The Freiman family were also integral members of the Jewish community in Ottawa, Canada, and internationally. Throughout the store's 71-year history, the Freiman department store became the largest and most iconic department store in Ottawa.

The building at 73 Rideau Street has contextual value as it is important in supporting and maintaining the commercial character of Rideau Street which has served as a commercial main street in Ottawa since the nineteenth century.

As twentieth century department store, the building is historically and functionally linked the surrounding commercial area; the building continues to function as a department store, and has been occupied by the Hudson's Bay Company since the 1970s.

### **Description of Heritage Attributes**

Key exterior attributes that contribute to the heritage value of 73 Rideau Street as a unique example of a department store in the Beaux-Arts style include:

Five-storey section:

- Five-storey massing
- Stone cladding
- Flat roof
- Symmetrical façade with evenly spaced rectangular windows with stone sills
- Two sets of triple windows set in bays that subtly project from façade under decorative medallions in the stepped parapet
- Repetitive pilasters with Scamozzi capitals between windows on the second and third storeys
- Stone secondary cornice between the third and fourth storeys
- Large display windows on the first storey

Six-storey section (historically the Stewart Building at 59-61 Rideau Street):

- Six-storey massing with six bays of windows
- Stone-cladding with a stone stringcourse between each storey
- Flat roof
- Dentilled cornice with decorative brackets
- Evenly spaced arched window openings on the second, third, and sixth storeys
- Six bays of repetitive, evenly spaced rectangular window openings on the fourth and fifth storeys
- Large display windows on the first storey

Key attributes that demonstrate 73 Rideau Street's contextual value are:

- The property's location on Rideau Street

This designation excludes the interior of the building.

**Document 3 Objection Letter, 119 Bradford Street**

Dear City Clerk,

My house (119 Bradford St) is one of the houses in Britannia Village that was recently approved by City Council for heritage designation. I do value the heritage nature of Britannia, and for many years have maintained my old house at considerable cost. But I am very concerned about the proposal to designate it as a heritage property, and I am thus submitting a notice of objection to the designation and a request that my house not be designated.

In my view, the house is becoming increasingly fragile. It was built as a cottage, with little storage space, no basement or proper foundation, walls which have little or no insulation, and a very low crawlspace - integral to the overall structure and health of the house - which often has to be entered for repairs to electrical and plumbing systems as well as to the crawlspace itself. This requires people to do the work lying down in this low cramped space, wearing protective gear, and, as a result, few tradespeople will agree to go into the crawlspace and, when they do, the cost is very high.

Despite preventative measures, rodent entry and damage has been increasing over the years (for example a groundhog in the crawlspace chewing wires and shorting out the electrical system, mice in the walls doing the same, squirrels in the attic, etc), and there are annual issues with wet and mouldy insulation from leaks in the attics as well as mouldy insulation in the crawlspace. The fireplace has been deemed unsafe and has been unusable for many years. As time goes by, I am concerned that more issues could arise which could eventually render the house unsafe to live in, or at least make it even more prohibitively costly to maintain.

While the lot is large, the house itself is small, adequate for only one or two people to live in. If the house becomes a designated heritage property, with all the restrictions that carries with it, I expect that this, combined with the small size, age and deteriorating condition of the house and the high ongoing maintenance costs, would significantly reduce the number of interested buyers and decrease the resale value of my property. If so, this would have a negative impact on my future financial security. As a senior, I have been counting on obtaining a good price for my property when I finally have to sell, to help cover potential future costs of living, for example if age eventually forces me to move into an expensive retirement home.

I realize that the city has to balance many priorities and that the heritage of the city is one of these priorities. I do not have any immediate plans to make changes to the house, and expect to keep it in its current state for the foreseeable future. However,

especially in a time of a housing emergency, I do question the priority of preserving a small ageing cottage that can house at most a couple of people rather than keeping the option open for this large lot to eventually support one or two larger houses that would be suitable for families.

I am therefore submitting this notice of objection and requesting that my house not be designated as a heritage property. Thank you for considering my request.

## Document 5 – Ontario Regulation 09/06

### CRITERIA FOR DETERMINING CULTURAL HERITAGE VALUE OR INTEREST

**Consolidation Period:** From January 1, 2023, to the e-Laws currency date.

Last amendment: 569/22.

***This is the English version of a bilingual regulation.***

Criteria, s. 27 (3) (b) of the Act

1. (1) The criteria set out in subsection (2) are prescribed for the purposes of clause 27 (3) (b) of the Act. O. Reg. 569/22, s. 1.

(2) Property that has not been designated under Part IV of the Act may be included in the register referred to in subsection 27 (1) of the Act on and after the day subsection 3 (2) of Schedule 6 to the *More Homes Built Faster Act, 2022* comes into force if the property meets one or more of the following criteria for determining whether it is of cultural heritage value or interest:

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.
2. The property has design value or physical value because it displays a high degree of craftsmanship or artistic merit.
3. The property has design value or physical value because it demonstrates a high degree of technical or scientific achievement.
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.
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.
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.
7. The property has contextual value because it is important in defining, maintaining or supporting the character of an area.
8. The property has contextual value because it is physically, functionally, visually or historically linked to its surroundings.
9. The property has contextual value because it is a landmark. O. Reg. 569/22, s. 1.

(3) For clarity, subsection (2) does not apply in respect of a property that has not been designated under Part IV but was included in the register as of the day subsection 3 (2)

of Schedule 6 to the *More Homes Built Faster Act, 2022* comes into force. O. Reg. 569/22, s. 1.

Criteria, s. 29 (1) (a) of the Act

**2.** (1) The criteria set out in subsections (2) and (3) are prescribed for the purposes of clause 29 (1) (a) of the Act. O. Reg. 569/22, s. 1.

(2) Section 1, as it read immediately before the day subsection 3 (2) of Schedule 6 to the *More Homes Built Faster Act, 2022* comes into force, continues to apply in respect of a property for which a notice of intention to designate it was given under subsection 29 (1.1) of the Act after January 24, 2006 and before the day subsection 3 (2) of Schedule 6 to the *More Homes Built Faster Act, 2022* comes into force. O. Reg. 569/22, s. 1.

(3) In respect of a property for which a notice of intention to designate it is given under subsection 29 (1.1) of the Act on or after the day subsection 3 (2) of Schedule 6 to the *More Homes Built Faster Act, 2022* comes into force, the property may be designated under section 29 of the Act if it meets two or more of the criteria for determining whether it is of cultural heritage value or interest set out in paragraphs 1 to 9 of subsection 1 (2). O. Reg. 569/22, s. 1.

Criteria, s. 41 (1) (b) of the Act

**3.** (1) The criteria set out in subsection (2) are prescribed for the purposes of clause 41 (1) (b) of the Act. O. Reg. 569/22, s. 1.

(2) Subject to subsection (3), in the case of a by-law passed under subsection 41 (1) of the Act on or after the day subsection 5 (1) of Schedule 6 to the *More Homes Built Faster Act, 2022* comes into force, a municipality or any defined area or areas of it may be designated by such a by-law as a heritage conservation district under subsection 41 (1) of the Act if the municipality or the defined area or areas of it meets the following criteria:

1. At least 25 per cent of the properties within the municipality or defined area or areas satisfy two or more of the following:
  - i. The properties have design value or physical value because they are rare, unique, representative or early examples of a style, type, expression, material or construction method.
  - ii. The properties have design value or physical value because they display a high degree of craftsmanship or artistic merit.
  - iii. The properties have design value or physical value because they demonstrate a high degree of technical or scientific achievement.

- iv. The properties have historical value or associative value because they have a direct association with a theme, event, belief, person, activity, organization or institution that is significant to a community.
- v. The properties have historical value or associative value because they yield, or have the potential to yield, information that contributes to an understanding of a community or culture.
- vi. The properties have historical value or associative value because they demonstrate or reflect the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.
- vii. The properties have contextual value because they define, maintain or support the character of the district.
- viii. The properties have contextual value because they are physically, functionally, visually or historically linked to each other.
- ix. The properties have contextual value because they are defined by, planned around or are themselves a landmark. O. Reg. 569/22, s. 1.

(3) Subsection (2) does not apply in respect of a by-law passed under subsection 41 (1) of the Act on or after the day subsection 5 (1) of Schedule 6 to the *More Homes Built Faster Act, 2022* comes into force if a notice of a public meeting required to be held for the purposes of the by-law under subsection 41.1 (7) of the Act was given before the day subsection 5 (1) of Schedule 6 to the *More Homes Built Faster Act, 2022* comes into force. O. Reg. 569/22, s. 1.

(4) For clarity, the requirement set out in subsection 41.1 (5.1) of the Act,

- (a) does not apply in respect of a by-law under subsection 41 (1) of the Act that is passed before the day subsection 5 (1) of Schedule 6 to the *More Homes Built Faster Act, 2022* comes into force; and
- (b) does not apply in respect of a by-law under subsection 41.1 (2) of the Act. O. Reg. 569/22, s. 1.

## Document 6 - Cultural Heritage Evaluation Report, 119 Bradford Street

### CULTURAL HERITAGE EVALUATION REPORT

Building Name and Address: The Pines, 119 Bradford Street

**Construction Date: circa 1904**

**Original Owner: Bessie L. Stockton (nee Davidson)**



119 Bradford Street, Front Façade, Source: City of Ottawa, 2024

### Executive Summary

119 Bradford Street is a front gabled two-storey vernacular style residence constructed circa 1904 in Britannia. The first owner was Bessie L. Stockton (nee Davidson), the wife of Edmond Ebenezer (E. E.) Stockton who was a prominent member of the Britannia Yacht Club especially during its formative years and was a lifetime member. The house was built during Britannia's peak as summer resort from 1900-1914. This building exemplifies Britannia's vernacular style cottage and contributes to the character of Britannia as a summer cottage community after the turn of the century.

The property has cultural heritage value for its design, associative and contextual values. It meets four of the nine criteria for designation under Part IV of the *Ontario Heritage Act*.

## Architecture

119 Bradford Street, known as The Pines, is a two-storey vernacular house built circa 1904 as a cottage. The architect or builder of the house is unknown. The property is located on the west side of Bradford Street south of Rowatt Street in Britannia Village. The structure was built as a detached house and its use continues to be for residential purposes.

The Pines was constructed during the early period of Britannia's golden years as a summer resort, from 1900 to 1914. Around the turn of the century, Britannia's established vernacular cottage style residences typically featured one and a half storeys, a simple box or L-shaped form, horizontal lap siding or shingle cladding, a verandah on the front façade or wrapping around multiple façades, and ornamentation focused on the roof and verandah.

The Pines exemplifies Britannia's vernacular cottage style as it is a simple, rectangular shaped wood frame structure with a front gable at two-storeys in height. Other characteristic features include the wood horizontal lap siding as the primary cladding painted white, and a wide wraparound verandah on the south, west (front), and north façades. The house entrance is located on the south façade through an enclosed section of the verandah. The roof of the verandah is supported by square columns with wider chamfered bases that rest on a low platform. The gable roof is currently covered in metal shingles, and historically the roof was constructed of metal.<sup>1</sup> A red brick chimney is located near the middle of the gable on the northside.



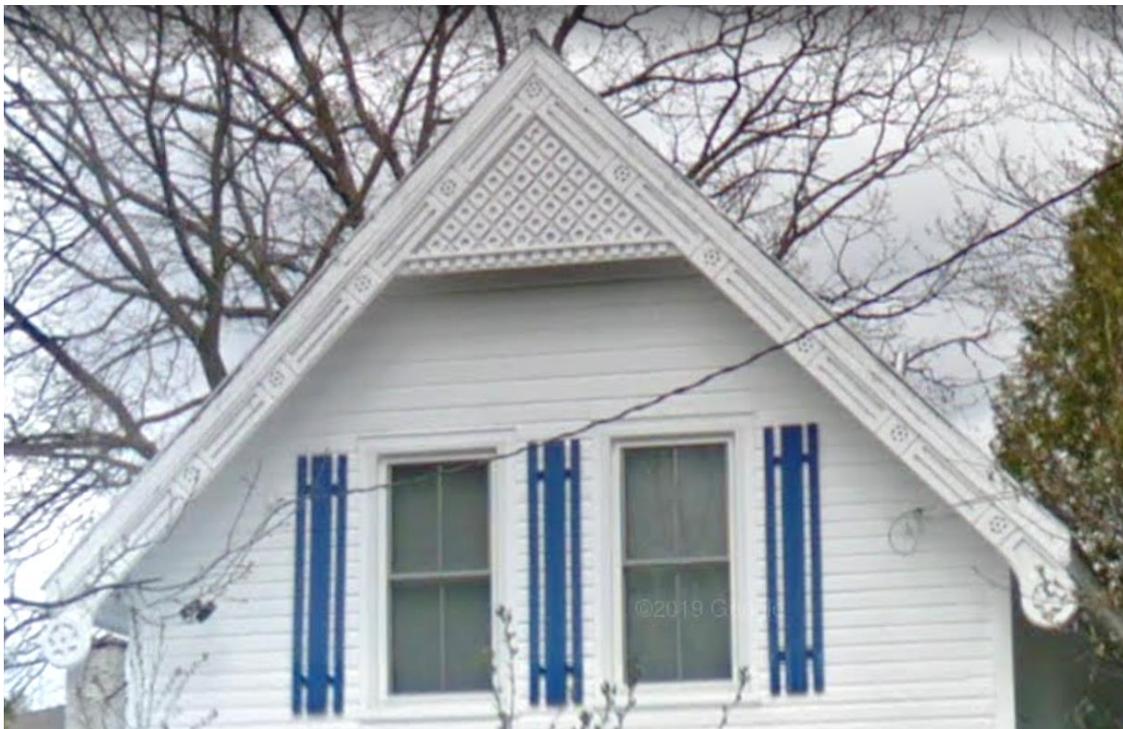
119 Bradford Street, red brick chimney and gable detailing, Source: City of Ottawa, 2024



119 Bradford Street, windows with diamond pattern on south façade, Source: City of Ottawa, 2024

<sup>1</sup> Ottawa Fire Insurance Plans, 1922, 168; Ottawa Fire Insurance Plans, 1948, 333.

The front gable provides a balanced façade with symmetrical two-over-two sash windows with wood window surrounds and wood shutters on the upper storey and matching shutters on the lower storey. The south façade of the house features windows with a diamond grille. Another characteristic of Britannia vernacular cottages is the ornamentation on the roof and verandah to provide emphasis on the street level. At 119 Bradford, the bargeboard is decorated with lines, stylistic floral motifs, and stars at the foot, and a gable apex panel with incised patterns of diamonds and concave circles and a dentil trim. The detailed ornamentation demonstrates the pride in craftsmanship that was prevalent during this period of construction.



119 Bradford Street, Bargeboard and Gable Apex Panel Detailing, Source: Google Maps, 2016

The ornamental gable apex panel detailing with incised patterns of diamonds and concave circles and a dentil trim on The Pines can also be seen at several other buildings in Britannia. Variations can be seen on the verandah gable ends and the pediment like false gable at 2764 Rowatt Street, and on the gable dormer and gable apex panel at 241 Britannia Road. This illustrates the use of natural materials and very similar ornamental features focused on rooflines and verandahs throughout Britannia.



241 Britannia Road, Dormer and gable apex panel detailing, Source: Google Maps, 2012



2764 Rowatt Street, east end of verandah, Source: Google Maps, 2021



2764 Rowatt Street, north end of verandah, Source: Google Maps, 2009

Historically, there was a fire in 1933 at a nearby residence at the southeast corner of Bradford Street and Jamieson Street, and strong winds brought embers which landed on the Stockton's cottage shed located at the rear of the building which only caused slight damage.<sup>2</sup> The alterations present since the mid-1990s was the replacement of storm windows with aluminum-framed windows then to vinyl windows, and the use of slightly different style of wood siding used on the west façade near the gable peak. Despite these updates, the house has retained many of its original features and uses materials consistent with early twentieth century vernacular cottage construction in Britannia.

<sup>2</sup> "Fireman Stop Spread of Fire At Britannia," *The Ottawa Journal*, April 28, 1933, accessed October 12, 2023, <https://cityofottawaarchives.newspapers.com/image/47582835/>; "Summer Cottage Is Total Loss: Threatening Fire at Britannia Does Damage Estimated at \$1500," *The Ottawa Journal*, April 29, 1933, accessed October 16, 2023, <https://cityofottawaarchives.newspapers.com/image/47583185/>.

## History

The owners of lot 11 on Plan 40 ½ in Nepean Lot 20 Concession 1 before it was developed included John Charles Brennan, a well-known Ottawa resident in the grocery business and later in real estate<sup>3</sup>; John Whitton, a resident of Britannia at the time of ownership;<sup>4</sup> and William Wyld, a barrister and prominent Ottawa citizen who was associated with the Britannia Yacht Club.<sup>5</sup> Bessie L Davidson, wife of Edmond Ebenezer (E. E.) Stockton, was the first owner of lot 11 who built on this plot circa 1904.<sup>6</sup>



Edmund Ebenezer (E.E.) Stockton in War Canoe Champions montage, 1902, Source: Alfred George Pittaway, City of Ottawa Archives, MG709, CA006075

E. E. Stockton was a well-known civil servant as a clerk in the Auditor General's Office.<sup>7</sup> He was a summer resident of "the popular lake resort" in 1893<sup>8</sup> and both Mr. and Mrs.

<sup>3</sup> "J. C. Brennan Died Saturday In The States," *The Ottawa Journal*, January 25, 1926, accessed October 12, 2023, <https://cityofottawaarchives.newspapers.com/image/48318467/>.

<sup>4</sup> "Britannia-On-The-Bay: Those Who Are Summering There," *The Ottawa Journal*, July 3, 1900, accessed October 12, 2023, <https://cityofottawaarchives.newspapers.com/image/42998236/>.

<sup>5</sup> "Useful Life Is Ended: Mr. William Wyld Died On Saturday," *The Ottawa Journal*, March 27, 1905, accessed October 12, 2023, <https://cityofottawaarchives.newspapers.com/image/42152906/>.

<sup>6</sup> "Ottawa-Carleton (04), Nepean, Book 70, Plan 40Y; Bradford; Cassels; Railway," Ontario Land Property Records Portal, accessed October 12, 2023, <https://www.onland.ca/ui/4/books/82342/viewer/187893946?page=38>, 38.

<sup>7</sup> "E. E. Stockton Dies Suddenly," *The Ottawa Journal*, February 2, 1939, accessed October 12, 2023, <https://cityofottawaarchives.newspapers.com/image/46122344/>.

<sup>8</sup> "Ottawans At Britannia," *The Ottawa Journal*, July 14, 1893, accessed October 12, 2023, <https://cityofottawaarchives.newspapers.com/image/43903950/>.

Stockton were living in Britannia year-round from 1896 onwards.<sup>9</sup> E. E. Stockton was highly involved with local boating affairs. He was the Treasurer and Secretary of the Britannia Boating Club in 1898<sup>10</sup> and 1900,<sup>11</sup> Director in 1899 to 1902,<sup>12</sup> Librarian in 1904,<sup>13</sup> and continued to be elected to the executive committee into the early 20<sup>th</sup> century and was a life-long member. In 1899, it was at Stockton's proposal that a war canoe league be established to organize races between local American Canoe Association clubs in Ottawa, Brockville, Kingston, and Montreal.<sup>14</sup> This prompted the creation of the Canadian Canoe Association the following year in Brockville.<sup>15</sup> Stockton remained involved and represented the Britannia Boat House Club at Canadian Canoe Association annual meetings.<sup>16</sup> Additionally as Treasurer in 1900 along with Secretary Treasurer, E. R. McNeil, they compiled and published the first yearbook for the Britannia Boating Club.<sup>17</sup> Stockton also served the club in other capacities such as being appointed a judge for the 1903, 1905, and 1907 Britannia regatta.<sup>18</sup>

---

<sup>9</sup> "At Britannia," *The Ottawa Journal*, April 30, 1898, accessed October 12, 2023, <https://cityofottawaarchives.newspapers.com/image/43527901/>; Ottawa City Directory, 1896-97, 383. On the Ottawa City Directory 1896-97 in all successive years when Edmund E Stockton is documented in the directory, he is residing at Britannia Bay.

<sup>10</sup> "Another Hot Naval Fight: Both Sides Claim Victory This Time," *The Ottawa Journal*, June 8, 1898, accessed October 12, 2023, <https://www.newspapers.com/image/43533871/>; Ottawa City Directory, 1898-99, 37.

<sup>11</sup> "Britannias Are Getting Ready," *The Ottawa Journal*, April 4, 1900, accessed February 6, 2024, <https://cityofottawaarchives.newspapers.com/image/42990176/>.

<sup>12</sup> "A Hustling Boating Club: Annual Meeting of the Britannias," *The Ottawa Journal*, April 6, 1899, accessed October 12, 2023, <https://cityofottawaarchives.newspapers.com/image/43440824/>; "Annual Meeting of the Britannia Boat House Club," *The Ottawa Journal*, April 3, 1901, accessed October 12, 2023, <https://www.newspapers.com/image/43362993/>; "Annual of the Britannias," *The Ottawa Journal*, April 23, 1902, accessed February 6, 2024, <https://cityofottawaarchives.newspapers.com/image/46104898/>.

<sup>13</sup> "Yachting: Britannia's Annual," *The Ottawa Journal*, April 6, 1904, accessed October 13, 2023, <https://www.newspapers.com/image/42371599/>.

<sup>14</sup> "War Canoe League," *The Ottawa Journal*, July 4, 1899, accessed October 12, 2023, <https://www.newspapers.com/image/43543066/>.

<sup>15</sup> "Date is Named," *The Ottawa Journal*, May 17, 1900, accessed February 6, 2024, <https://cityofottawaarchives.newspapers.com/image/42994283/>; The Canadian Canoe Association is known today as Canoe Kayak Canada.

<sup>16</sup> "Canadian Canoe Association Refuses to Affiliate Under Present Rules," *The Ottawa Citizen*, May 6, 1907, accessed February 5, 2024, <https://newspapers.com/image/456070722/>; "With The Paddlers: Brits Get The Big Meet," *The Ottawa Citizen*, May 4, 1908, accessed February 5, 2024, <https://newspapers.com/image/456026497/>.

<sup>17</sup> "Aquatic Sports: First Year Book," *The Ottawa Journal*, May 17, 1900, accessed October 16, 2023, <https://cityofottawaarchives.newspapers.com/image/42994283/>.

<sup>18</sup> "Canoeing: The Britannia Regatta," *The Ottawa Citizen*, July 11, 1903, accessed February 2, 2024, <https://www.newspapers.com/image/456018440/>; "The Britannia Regatta Was Great Success," *The Ottawa Citizen*, July 17, 1905, accessed February 2, 2024, <https://www.newspapers.com/image/456018189/>; "Junction Town Won Half; Britannias Took Quarter," *The Ottawa Citizen*, August 7, 1907, accessed February 2, 2024, <https://www.newspapers.com/image/456042003/>.

Bessie Stockton died in 1931 and the following year E. E. Stockton married Mabel Jane McFarlane.<sup>19</sup> When Edmund Ebenezer died in 1939, Mabel continued to reside at 119 Bradford Street into the 1940s.<sup>20</sup>

The house is known locally as The Pines due to its lot historically being filled with ancient pine trees. This is characteristic of the early environment of Britannia and demonstrates the areas informal approach to landscaping, consistent with its origins as a cottage community.

## Neighbourhood History

The village of Britannia slowly emerged in the first half of the 19<sup>th</sup> century due to early settlers moving to farmland along the south side of the Ottawa River, and the completion of the Richmond Road connecting Bytown to Richmond in 1818, resulting in the establishment of nearby communities.<sup>21</sup> Around 1819, the shores of Lake Deschênes was granted to Captain John LeBreton, and the following year he settled and built a log cabin, and in 1826 he constructed a grist mill situated west of Main Street (currently Britannia Road), and called the area “Britannia.”<sup>22</sup> Combined with the access to the Ottawa River, the growth of the lumber industry, and in 1848 the opening of the Bytown and Britannia Railway Line, Britannia became a small industrial suburb of mill workers.<sup>23</sup> Nepean lumberman, Nelson G Robinson purchased LeBreton’s grist mill in 1846 and converted it into a carding mill by 1851, and operated a sawmill around the same time.<sup>24</sup>

In 1873, John McAmmond [or McAmmond] Jr purchased fifty-four acres of Concession 20 Lot 1, and had it surveyed and divided into sixty five lots to sell as cottage properties.<sup>25</sup> Nelson G. Robinson’s mills, one by the rapids and one along the bay, were included in this purchase. A month later, John Cameron Jamieson, a baker on Wellington Street, purchased a large amount of McAmmond’s land, including Block A and the mill by the bay with the intention of revitalization the mill operations.<sup>26</sup>

---

<sup>19</sup> “E. E. Stockton Dies Suddenly.”

<sup>20</sup> “Ottawa-Carleton (04), Nepean, Book 70, Plan 40Y; Bradford; Cassels; Railway,” 38.

<sup>21</sup> Harold Kalman and John Roaf, *Exploring Ottawa: An Architectural Guide to the Nation's Capital*, (Toronto: University of Toronto Press, 1983), 154.

<sup>22</sup> Kalman and Roaf, *Exploring Ottawa*, 154; Tweedsmuir Histories, City of Ottawa Archives, MG165 Britannia Women’s Institute Vol 7, Pioneer Settlers Nelson G Robinson, 2.

<sup>23</sup> City of Ottawa, “Neighbourhood Heritage Statement, Britannia - Crystal Bay,” 1.

<sup>24</sup> Kalman and Roaf, *Exploring Ottawa*, 154; William Henry Smith, *Canada: Past, Present and Future: Being A Historical, Geographical, Geological and Statistical Account of Canada West*, Volume II, (Toronto: 1851), accessed October 30, 2023,

[https://www.google.ca/books/edition/Canada\\_Past\\_Present\\_and\\_Future/zjETAAAYAAJ?hl=en&gbpv=1&dq=Smith,+W+H.,+Canada,+Past,+Present+and+Future&printsec=frontcover](https://www.google.ca/books/edition/Canada_Past_Present_and_Future/zjETAAAYAAJ?hl=en&gbpv=1&dq=Smith,+W+H.,+Canada,+Past,+Present+and+Future&printsec=frontcover), 356.

<sup>25</sup> Eva Taylor, *Ottawa’s Britannia*, (Ottawa: Britannia Historical Association, 1983), 38.

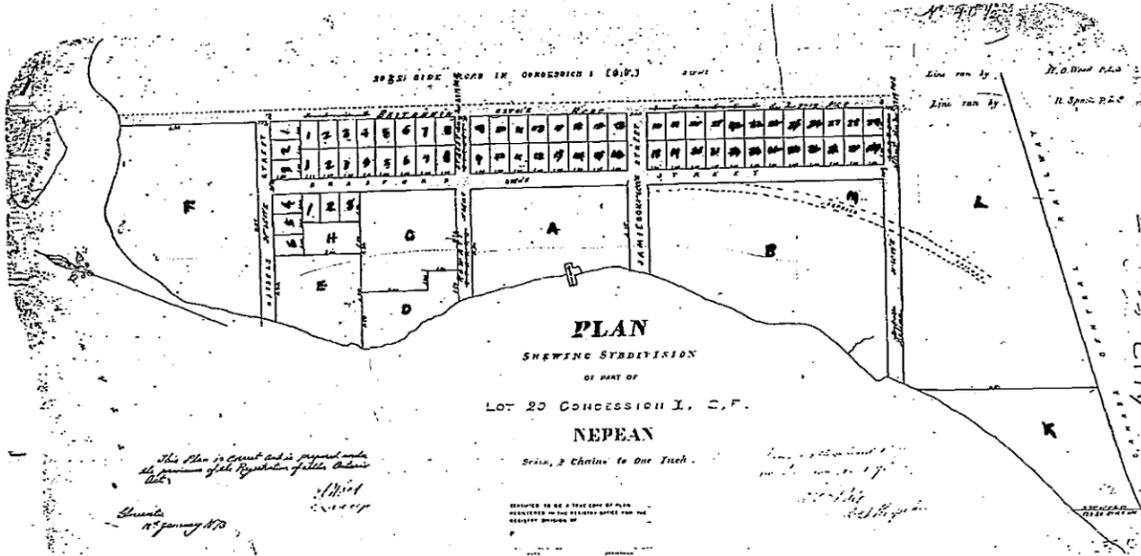
<sup>26</sup> Taylor, *Ottawa’s Britannia*, 38, 12, 96. Note: J C Jamieson’s brother, Robert E Jamieson also owned Block A from 1874 to 1887, and it was when J C Jamieson took over his share that he began developing Britannia as a summer resort. “Ottawa-Carleton (04), Nepean, Book 70, Plan 40Y; Bradford; Cassels;

40½

**"CAUTION"**

**THIS ILLUSTRATION IS INTENDED  
AS A VISUAL AID ONLY,  
AND MAY NOT BE TO SCALE.**

**J. W. ARMSTRONG  
Land Registrar**



Block A located between Rowatt Street (formerly Sparks Street) and Jamieson Street. The existing structure on Block A may be Nelson G Robinson then J. C. Jamieson's mill. Source: "Ottawa-Carleton (04), Nepean, Book 70, Plan 40Y; Bradford; Cassels; Railway," Ontario Land Registry Access



Old Mill, Jamieson's, Britannia, 1870, Source: City of Ottawa Archives, MG165-01-06, CA027942

Jamieson's attempt to revitalize the industries failed, likely due to the competition in Bytown's saturated lumber industry and the economic depression of the 1870s, so the mills closed in the 1880s.<sup>27</sup> With industrial operations ceased, J. C. Jamieson converted his sawmill, referred to as the "Old Mill," located on the lakefront between Jamieson Street and Sparks Street (currently Rowatt Street)<sup>28</sup> into residential apartments, along with one room on the second storey dedicated to a meeting space for the Britannia Aquatic Club with storage for boating craft on the first level.<sup>29</sup> The Old Mill even before the turn of the century was a community hub for social activities and events.



Flood waters at J. C. Jamieson's mill, Britannia, circa 1893, Source:  
City of Ottawa Archives, MG165-01-06, CA025473

Boating enthusiasts formed the Britannia Aquatic Club in 1887, renamed themselves the Britannia Nautical Club in 1891 and hosted their first annual regatta, incorporated in 1895 as the Britannia Boathouse Club, renamed to Britannia Boating Club in 1907, and adopted their current name the Britannia Yacht Club in 1950.<sup>30</sup> Club activities continued operating out of the "Old Mill" until 1896 when a new clubhouse was built on the current location, on the north side of Cassels on the west end. The club remains an integral part of the Britannia neighbourhood.

<sup>27</sup> Taylor, *Ottawa's Britannia*, 41, 43, 62.

<sup>28</sup> Donald S. Kirby, *Historical Sketch of Britannia Yacht Club 1891-1967*, (Ottawa, Ontario: Britannia Yacht Club, 1967), 2. Noted that the sawmill was located 75 yards north of Jamieson Street, and the area bounded by Jamieson Street, Rowatt Street, and Bradford Street, was used as a piling ground.

<sup>29</sup> Taylor, *Ottawa's Britannia*, 12, 43, 96.

<sup>30</sup> Taylor, *Ottawa's Britannia*, 43-44; John Grover, *Britannia Yacht Club: Historical Highlights 1887-1982*, (Ottawa: Runge Press, 1982), 16.



Britannia Club House circa 1896, Source: William James Topley, Library and Archives Canada, Topley Studio fonds, Item ID number: 3325416

With Jamieson's holdings in Britannia, he became the principal developer. He subdivided and sold land as cottage properties, constructed, and rented cottages and apartments, helped establish water infrastructure, and can be credited with Britannia's development.<sup>31</sup>

Many prominent individuals from Ottawa purchased land in Britannia and built cottages were also highly involved in the boat club such as John Cameron Jamieson, Edwin Lester Brittain, William Wyld, Thomas Halder Kirby, Dr. Mark G McElhinney, and Edmond Ebenezer Stockton.<sup>32</sup>

Two churches opened, St. Stephen's Anglican in 1892 and St. Bonaventure's Roman Catholic in 1894, along with summer hotels such as the Chateau Von Charles in 1894 to serve the community and the summer resort visitors.<sup>33</sup>

Britannia's popularity in the late 19<sup>th</sup> century can be linked to Late Victorian views of a healthy lifestyle that including getting fresh air and physical activity found in the country or resort settings. Some individuals set up tents along the waterfront, others seasonally rented cottages, whereas Ottawa's wealthy bought property and built summer or year-round residences and took horse-drawn carriages or the Canadian Pacific Railway into the city for work.<sup>34</sup> The Pines, 119 Bradford Street is linked to this early history as

<sup>31</sup> "Old Time Stuff," *The Ottawa Citizen*, November 24, 1923.

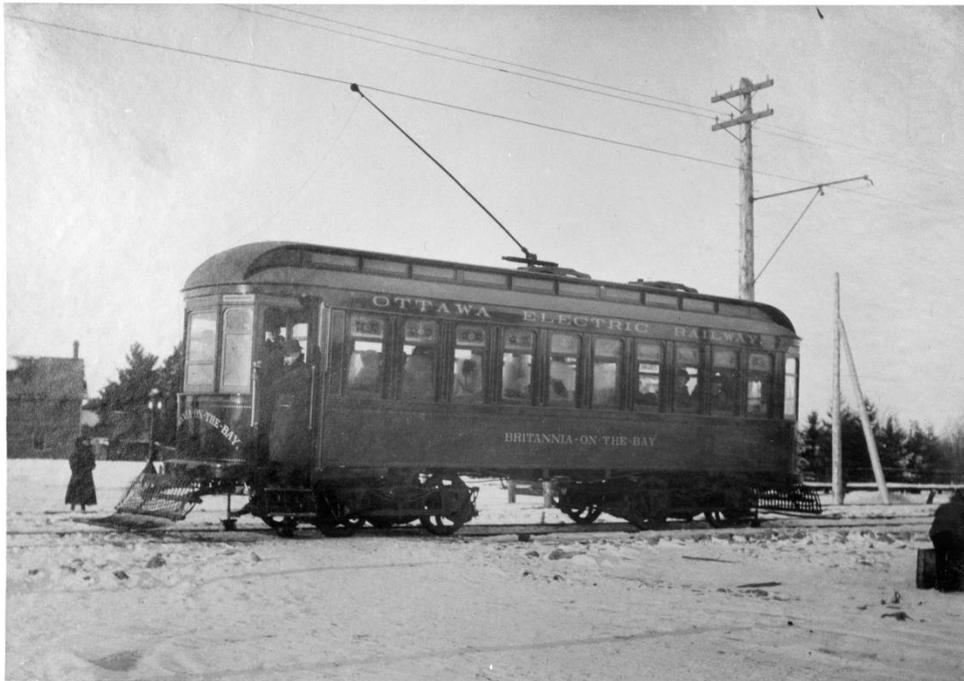
<sup>32</sup> Taylor, *Ottawa's Britannia*, 44.

<sup>33</sup> Bruce S. Elliot, *The City Beyond: A History of Nepean, Birthplace of Canada's Capital, 1792-1990*, Nepean: City of Nepean, 1991, 213-214.

<sup>34</sup> Elliot, *The City Beyond*, 191.

cottage community, with the house being used seasonally by E.E. and Bessie Stockton in its early years and later as a year-round residence.

The Ottawa Electric Company (OER) operated its first streetcars in Ottawa in 1891, and in 1896, there were proposals to extend the line from the western end on Holland Avenue to Britannia.<sup>35</sup> Local residents initially opposed to the new line after witnessing how popular termini, such as Rockcliffe Park, were overwhelmed with summer visitors which would result in the area losing its tranquility and quaint atmosphere.<sup>36</sup> Come 1898, Britannia residents were not satisfied with the Canadian Pacific Railway (CPR) service and formed a committee to bring the streetcars to Britannia.<sup>37</sup> The committee consisted of community members including J. C. Jamieson, William Howe, A. N. McNeil, and F. W. Harmer.<sup>38</sup> Consensus was determined and the OER extended the tracks thirteen kilometers to the new Britannia-on-the-Bay station, running generally south of Richmond Road and parallel with the CPR.<sup>39</sup>



Streetcar, Britannia Village Stop, circa 1900-1909, Source: City of Ottawa Archives, MG165-01-02, CA018366

<sup>35</sup> Taylor, *Ottawa's Britannia*, 59.

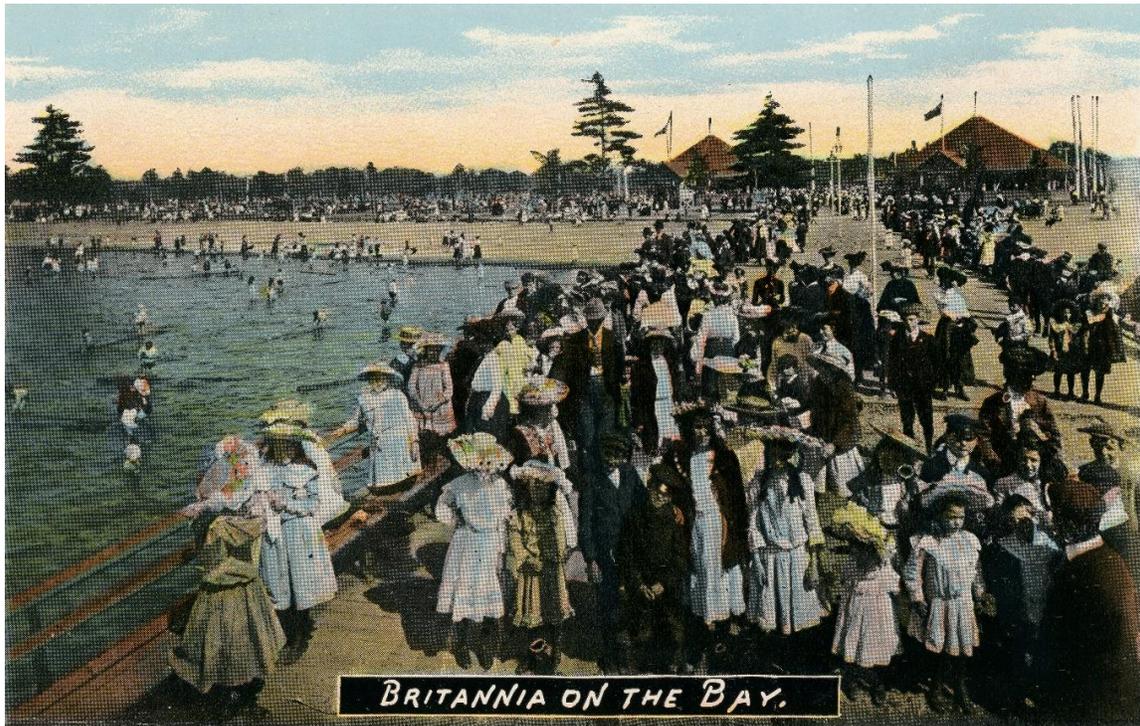
<sup>36</sup> Taylor, *Ottawa's Britannia*, 59.

<sup>37</sup> "Britannia Ambitious: Residents Take Steps to Secure Electric Railway Extension," *The Ottawa Journal*, August 8, 1898, accessed October 17, 2023, <https://cityofottawaarchives.newspapers.com/image/43078065/>.

<sup>38</sup> "Britannia Ambitious: Residents Take Steps to Secure Electric Railway Extension."

<sup>39</sup> Bryan D. Cook, *Ahearn and Soper: The Electrification of Ottawa*, (Ottawa: The Historical Society of Ottawa, 2023), 39, accessed October 23, 2023, <https://dam-oclc.bac-lac.gc.ca/eng/296291c4-db44-4afc-beba-130e9aded6b4>.

The public opening of the OER streetcars to the new end of the line at Britannia occurred on May 24<sup>th</sup>, the Victoria Day weekend in 1900.<sup>40</sup> To encourage weekend visitors to use their services, the OER built a fifty acre amusement park with extensive facilities and a T-shaped pier at “Britannia-on-the-Bay.”<sup>41</sup> Across North America in the early 20<sup>th</sup> century, amusement parks built at the terminus of streetcar lines were gaining popularity, and they were known as “electric parks.”<sup>42</sup> Britannia Park included an auditorium seating seven hundred people, changing rooms, bathing houses, and two pavilions with concession stands.<sup>43</sup> The auditorium hosted a variety of concerts, dances, and themed events such as “Venetian Nights” which brought thousands to the Park.<sup>44</sup>



Postcard, Britannia On The Bay, circa 1900-1918, Source: City of Ottawa Archives, MG366, CA027935.

Note the beach, two octagonal pavilions, and the dense forest in the background

<sup>40</sup> Andrew Waldron, Harold Kalman, and Peter Coffman, *Exploring the Capital: An Architectural Guide to the Ottawa-Gatineau Region*, (Vancouver: Figure 1 Publishing: 2017), 183, 211.

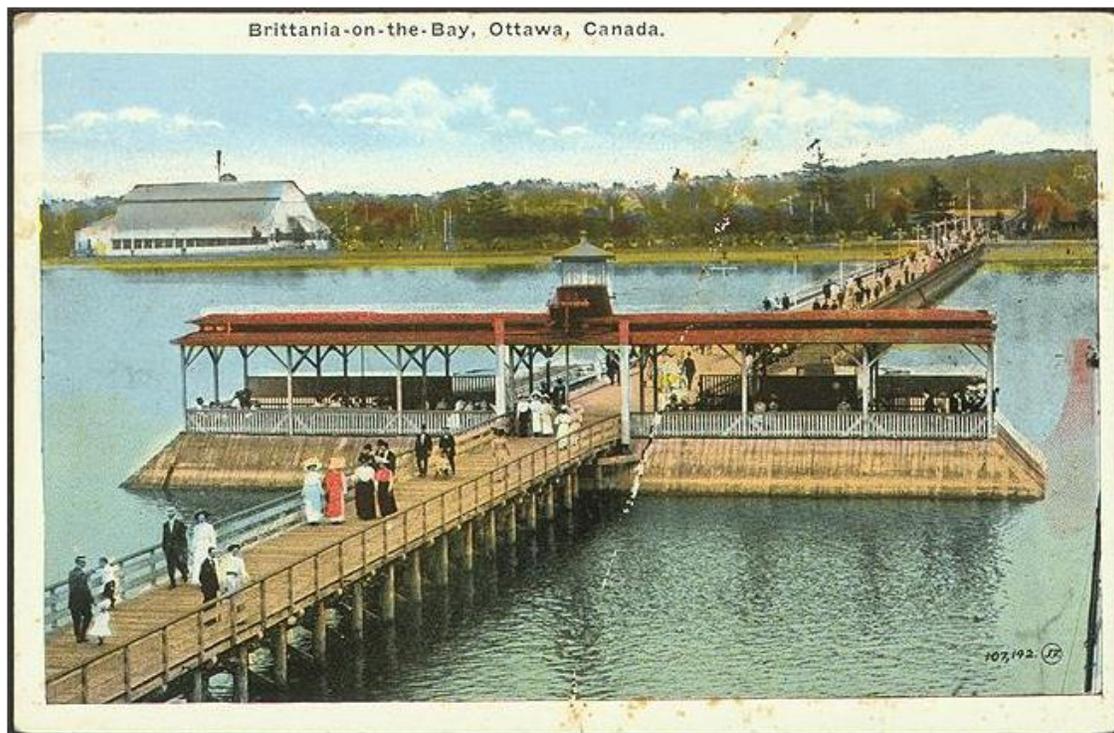
<sup>41</sup> Lisa Horwitz and Mark Horwitz, *The Natural Charm of Britannia: A Heritage Character Statement*, (Ottawa: City of Ottawa, 1996), 4.

<sup>42</sup> James Powell, “Britannia-on-the-Bay,” The Historical Society of Ottawa, accessed October 17, 2023, <https://www.historicalsocietyottawa.ca/publications/ottawa-stories/significant-technological-changes-in-the-city/britannia-on-the-bay-75>.

<sup>43</sup> Ottawa Neighbourhood Study, “Britannia Village,” accessed October 17, 2023, <https://www.neighbourhoodstudy.ca/906britannia-village/>.

<sup>44</sup> Taylor, *Ottawa’s Britannia*, 346.

The OER extended the pier and added a new, larger “T” shape pier end, which now measured approximately 1000 feet in length and was electrically lit.<sup>45</sup> At the end of the pier, the OER built the new three storey building for the Britannia Boathouse Club that included boat storage below and a grandstand and a large ballroom above, which hosted a variety of social events.<sup>46</sup> Construction was complete in 1905, however due to ice damage in the spring of 1906, it was not until 1907 that club activities fully resumed at the new facility.<sup>47</sup> Unfortunately, a fire in August 1918 destroyed the clubhouse and all two hundred watercraft being stored there, so the club resumed activities in the 1896 clubhouse, today’s current location.<sup>48</sup>



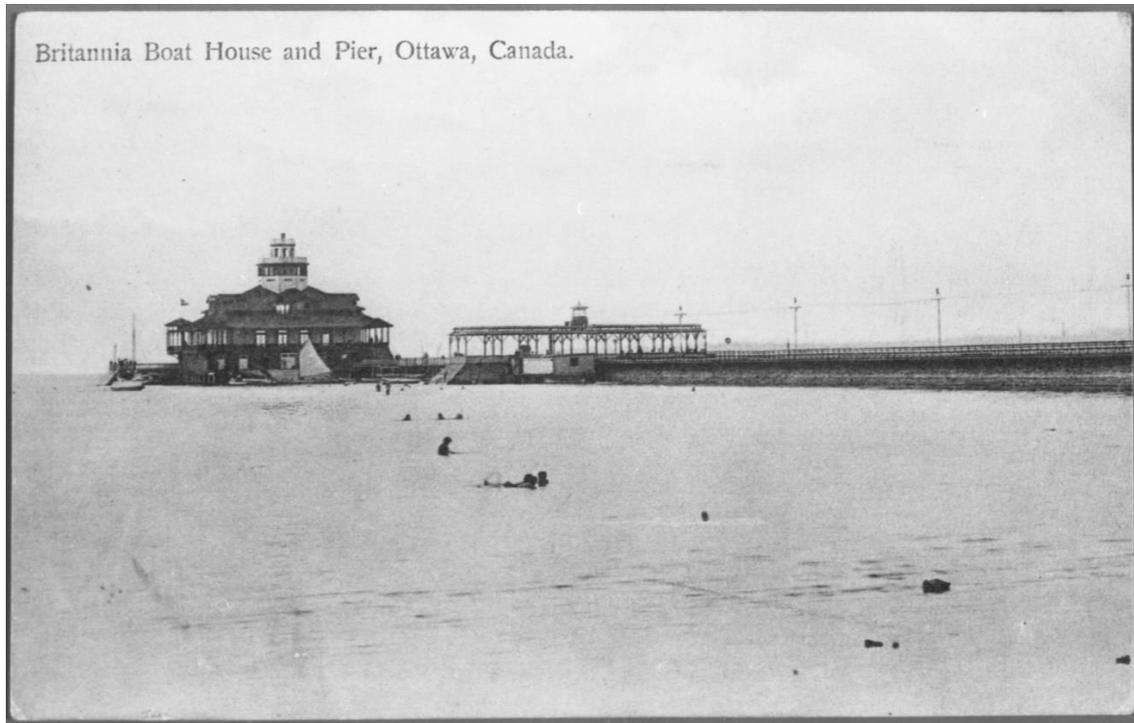
Postcard, Britannia-on-the-Bay, 1910, Source: Valentine & Sons, Toronto Public Library, Baldwin Collection of Canadiana, PCR-1980. Note in the foreground the original “T” shaped pier end built circa 1900 that was extended in 1905, with the Britannia Park auditorium in the background.

<sup>45</sup> Cook, *Ahearn and Soper: The Electrification of Ottawa*, 39.

<sup>46</sup> Horwitz and Horwitz, *The Natural Charm of Britannia*, 4.

<sup>47</sup> Kirby, *Historical Sketch of Britannia Yacht Club 1891-1967*, 4-5.

<sup>48</sup> Horwitz and Horwitz, *The Natural Charm of Britannia*, 4



Postcard of Britannia Boat House clubhouse and pier, circa 1905-1918, Source: City of Ottawa Archives, MG237, CA015165



Britannia Canoe Club, circa 1905-1918. Source: City of Ottawa Archives, MG341, CA018975. See passenger steamer *G. B. Greene* in the right background.

The advent of the streetcars stimulated suburban development as the working class could commute daily between Britannia and Ottawa. Alternatively, those working in

Ottawa would reside in the city Monday to Friday, then take the streetcar to visit their family for the weekend who permanently lived in Britannia. The OER was also accessible to the general public, and it is estimated ten thousand visitors took the streetcar to Britannia on opening day, and up to six thousand visited daily throughout the summer, especially for social events.<sup>49</sup> The popularity of Britannia as a resort and Britannia Park resulted in higher membership at the Britannia Boathouse Club. Around the turn of the century, the boating club was steadily growing and had approximately 120 members,<sup>50</sup> with about 200 members (resident and non-residents) in 1904,<sup>51</sup> and membership reached its peak before the First World War with over 600 active members in May 1913, and combined with social and associate memberships was over two thousand.<sup>52</sup> Therefore the popularity of Britannia as a summer resort is often associated with the period between 1900, when the streetcars were extended to the village, Britannia Park was constructed and open to the public, and the Britannia Boating Club had its largest membership, to before the First World War, and are known as its golden years.<sup>53</sup>

Between the World Wars, despite amusement parks becoming unfashionable, people still frequented the Britannia Park and the boat club.<sup>54</sup> However, with the accessibility of cars after the Second World War, Britannia's popularity as a summer resort decreased. Britannia retained its predominant cottage makeup until the mid-20<sup>th</sup> century when many early structures were demolished to build residential infill for affordable housing for veterans.<sup>55</sup> Only a collection of original summer cottages remain today which define the neighbourhood's early character.

In 1950, Britannia was annexed to the City of Ottawa, and in 1951 the city took over management and improvements to Britannia Park, which sparked a renewed popularity.<sup>56</sup> Although Britannia's popularity no longer compares to its golden years from 1900 to 1914, the area remains a summer destination for city residents, which harkens back to its early roots as a resort community.

---

<sup>49</sup> Ottawa Neighbourhood Study, "Britannia Village."

<sup>50</sup> Grover, *Britannia Yacht Club: Historical Highlights 1887-1982*, 9-10; Kirby, *Historical Sketch of Britannia Yacht Club 1891-1967*, 4.

<sup>51</sup> Anson A. Gard, *The Hub and the Spokes: Or the Capital and its Environs*, (Ottawa: Emerson, 1904), 14.

<sup>52</sup> "History of Britannia Boat Club," *The Ottawa Journal*, May 17, 1913, accessed October 17, 2023, <https://cityofottawaarchives.newspapers.com/image/43190648/>.

<sup>53</sup> Kalman and Roaf, *Exploring Ottawa*, 155.

<sup>54</sup> Horwitz and Horwitz, *The Natural Charm of Britannia*, 4.

<sup>55</sup> Ottawa Neighbourhood Study, "Britannia Village."

<sup>56</sup> Horwitz and Horwitz, *The Natural Charm of Britannia*, 4.

## Context

Britannia is a unique neighbourhood in Ottawa, for its roots as a summer resort, its geography as a peninsula which led to connections to recreation and the Ottawa River, and its unique architectural character.

As noted above, Britannia's roots as a summer resort outside of the city developed in the 1880s to 1890s as a mix of camps, seasonal cottages, and year-round residences, and became an established community around the turn of the century. The Late Victorian desires of enjoying the outdoors for recreational purposes promoted the creation of summer resorts on both sides of the Ottawa River. In J. L. Gourlay's 1896 *History of the Ottawa Valley*, he documents, "Britannia of to-day is a small riverside retreat where distinguished citizens resort to for fresh air and bathing."<sup>57</sup> People were drawn to its natural surroundings and the ease of access to recreational activities on the water and land. This enticed many civil servants working in downtown Ottawa looking to leave the dusty city for Britannia's picturesque environment.

The growth and success of Britannia as a summer resort soared in 1900 onwards with the extension of the OER line, allowing working class people to move permanently to the growing suburb, along with the opening of Britannia Park which was patronized by thousands of visitors annually. Interestingly, the OER's Britannia Park and its streetcar line was unprofitable, however it was successful with the growth of Britannia Village as a suburb and its daily use by commuters travelling into the city.<sup>58</sup>



<sup>57</sup> John Lowry Gourlay, *History of the Ottawa Valley: A Collection of Facts, Events and Reminiscences for Over Half a Century*, Ottawa: 1896, 62, <https://archive.org/details/historyofottawav00gouruoft/page/62/mode/2up>.

<sup>58</sup> Cook, *Ahearn and Soper: The Electrification of Ottawa*, 40.

Postcard, Britannia-On-The-Bay, 1910, Source: Toronto Public Library, Baldwin Collection of Canadiana, PCR-1978. See mature pine trees in foreground and background and pier on the left.

Archaeological evidence demonstrates the presence of arrowheads of Algonquin First Nations near the Britannia peninsula.<sup>59</sup> The Old Indian Trail ran between the Rideau River and Ottawa River from Black Rapids [Lock 13] through what is now referred to as Hog's Back, to the head of the Deschênes Rapids.<sup>60</sup> Known as the "village by the rapids," Britannia peninsula is located west of Ottawa on the Ottawa River, at the southwest end of Lac Deschênes, with the Deschênes Rapids to the north. Given its geographical location, the peninsula was likely used by voyageurs and loggers alike to portage the rapids.<sup>61</sup> The original landscape was largely wooded with pine trees with swampy areas, a landscape that can be still seen today in the mature trees and in nearby Mud Lake, a provincially significant wetland.

Britannia Bay with its harbour, gently sloped shoreline, and calm waters provided a suitable area for recreational activities such as bathing, fishing, a variety of boating, with a wonderful view of the Gatineau Hills. Many campers and residents set their tents or cottages by the shore among the pines, owned watercraft, and spent their leisure time on the water. This portion of the Ottawa River was a popular destination for summer leisure activities and from 1896 to 1916, the steamer *G. B. Greene* regularly took passengers between Britannia and Alymer and Chat's Falls.<sup>62</sup>

Britannia's growth as a community corresponds to the popularity of water activities and the formal organization by local residents of the Britannia Aquatic Club in 1887. In 1891, the club had enough interest to organize races and events including an annual regatta, which continued until 1918.<sup>63</sup> The formation and popularity of the boating club correlates to Britannia's development in the early 1890s which saw the construction of seasonal and year-round cottages, two churches, and boarding houses and summer hotels.<sup>64</sup> In the summer of 1896, the new boating clubhouse was completed located on its current site, and Britannia's summer resident list was the largest yet,<sup>65</sup> and the following summer the community is called, "one of the best known and generally patronized resort of Ottawa citizens."<sup>66</sup>

<sup>59</sup> Harold Kalman and John Roaf, *Exploring Ottawa: An Architectural Guide to the Nation's Capital*, 154.

<sup>60</sup> "Britannia Once Enlivened by Songs and Shouts of Rivermen: Quiet Old Village Was Busy Place Half a Century Ago," *The Ottawa Citizen*, May 19, 1934, accessed October 12, 2023, <https://www.newspapers.com/image/456442917/>.

<sup>61</sup> Britannia Yacht Club, *Britannia Yacht Club: A History of Water, Place And People, 1887-2012*, (Ottawa: Britannia Yacht Club, 2013), 18.

<sup>62</sup> Bill McKeown, *Ottawa's Streetcars: An Illustrated History of Electric Railway Transit in Canada's Capital*, (Pickering: Railfare DC Books, 2006), 75.

<sup>63</sup> Britannia Yacht Club, *Britannia Yacht Club: A History of Water, Place And People, 1887-2012*, 40.

<sup>64</sup> Taylor, *Ottawa's Britannia*, 53-55.

<sup>65</sup> "Still Has A Charm: Britannia Holds Its Own As A Summer Resort," *The Ottawa Journal*, August 5, 1896, accessed October 10, 2023, <https://cityofottawaarchives.newspapers.com/image/43432067/>.

<sup>66</sup> "At Cool Retreats: Those Out for The Summer, Resorts Convenient to Ottawa are Popular," *The Ottawa Journal*, August 19, 1897, accessed October 10, 2023, <https://cityofottawaarchives.newspapers.com/image/43908553/>.

The architectural character of Britannia's early buildings is unique in Ottawa. Characteristics of Britannia's vernacular cottages include a simple box or L-shaped form, one and a half storeys, and horizontal lap siding and shingle cladding. The turn of the century vernacular cottage style included the addition and significance of a verandah on the front façade or wrapping multiple façades, which can be seen by comparing early versions such as 48 Bradford Street, constructed circa 1863, to several properties built around the turn of the century such as 195 Britannia Road, 73 Britannia Road, 2775 Rowatt Street, and 95 Kirby Road. Verandahs provided an enlivened addition to the simple form and fulfilled the Late Victorian desire to get fresh air and have transitional living spaces between the interior and exterior.<sup>67</sup>

Architectural styles evident in Britannia include Late Victorian (127 Britannia Road), Queen Anne Revival (154 Britannia Road, 66 Bradford Street, and 84 Bradford Street), and Shingle Style (175 Britannia Road and 95 Kirby Road). Both the vernacular and high style architecture found in Britannia have related approaches in that they feature a verandah, use similar construction materials, and ornamentation features. Since Britannia was a recreational community that gradually formed rather than being a planned development, most buildings constructed in the early 20<sup>th</sup> century during Britannia's peak are on large property lots with mature trees, have informal landscaping, and irregular setbacks, which also contributes to the area's character.

The Pines, 119 Bradford Street is linked to all three of these contextual values through its role initially as a summer cottage and later a permanent residence, its vernacular architectural style and informal landscaping, and the owner's involvement in and role in the boating community in Britannia.

---

<sup>67</sup> Horwitz and Horwitz, *The Natural Charm of Britannia*, 6.

### Evaluation using Ontario Regulation 09/06

1	<p><i>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.</i></p>	<p>Yes</p> <p>Constructed circa 1904, the building at 119 Bradford Street is a representative example of the vernacular cottage style found throughout Britannia, built during a time when the area was a summer resort destination. These modest buildings typically feature a simple form, wooden horizontal lap siding, a wraparound verandah, and ornamentation on roof elements. These physical characteristics demonstrate the Late Victorian desire for modest and functional seasonal cottages outside the city, that had a strong focus on transitional spaces from the exterior to the interior. The property exemplifies these elements in its simple front gable form, wraparound verandah with squared columns, and two storeys in height. The building is clad in wood horizontal lap siding and features a decorative bargeboard with an ornate gable apex panel including diamond patterns with concave circles and a dentil trim. This ornamentation demonstrates the pride in craftsmanship</p>
---	--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

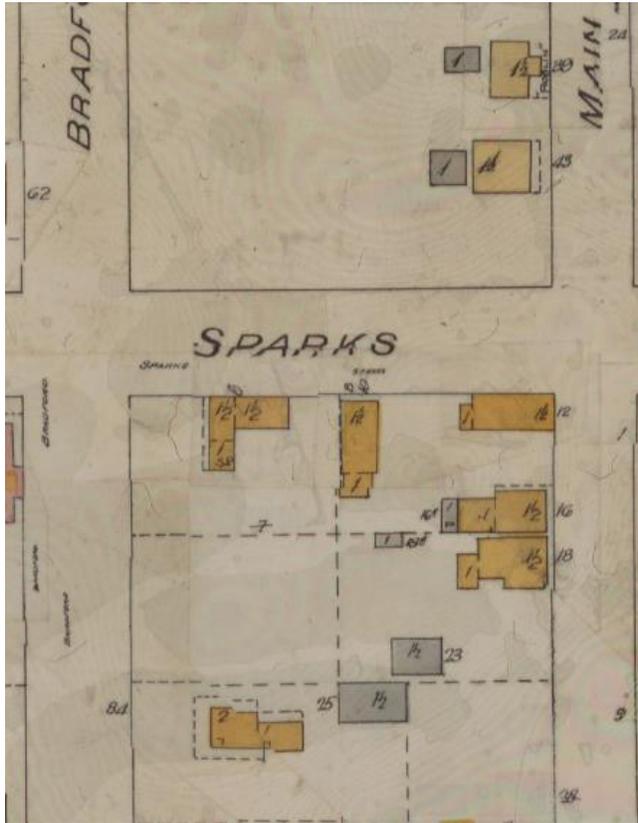
		that was prevalent during this period of construction.
2	<i>The property has design value or physical value because it displays a high degree of craftsmanship or artistic merit.</i>	No
3	<i>The property has design value or physical value because it displays a high degree of technical or scientific merit.</i>	No
4	<i>The property has historical or associative value because it has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community. Instrumental</i>	Yes  The property at 119 Bradford Street is associated with Edmond Ebenezer (E. E.) Stockton, a civil servant clerk in the Auditor General's Office. Stockton was instrumental in the running of the Britannia Boating Club, acting in several executive roles including treasurer, secretary, director, and librarian over a seven-year period. He also judged the Britannia regatta for several years and was a life-long member. During Stockton's tenure, he proposed the establishment of an Eastern Ontario war canoe league, which lead to the creation of the Canadian Canoe Association in 1900, which still operates today. His impacts contributed greatly to the local boating community.

5	<i>The property has historical or associative value because it yields, or has the potential to yield, information that contributes to an understanding of a community or culture.</i>	No
6	<i>The property has historical 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.</i>	No
7	<i>The property has contextual value because it is important in defining, maintaining or supporting the character of an area.</i>	<p>Yes</p> <p>The property has contextual value as it maintains the summer resort character of the area. Known locally as the Pines, the building was constructed during Britannia's golden period from 1900 to 1914. Its architectural style, along with its mature trees and casual landscaping, setback, and retention of its original form and materials, contribute to supporting Britannia's early cottage character. Numerous other remaining cottages in Britannia are also designated under Part IV of <i>the Ontario Heritage Act</i>, including 48, 154, and 175 Britannia Road.</p>
8	<i>The property has contextual value because it is physically, functionally, visually or historically linked to its surroundings</i>	<p>Yes</p> <p>The property is historically linked to the growth and success of Britannia Village as a summer resort, with the extension of the Ottawa Electric Railway reaching Britannia in 1900 allowing working class people to</p>

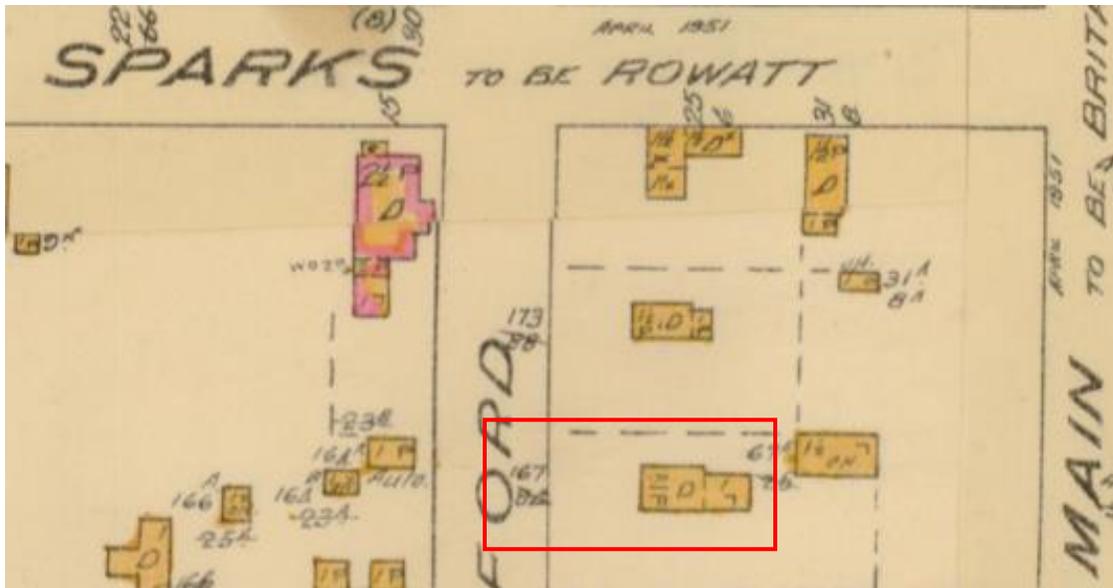
		<p>move permanently to the growing suburb. The expansion of the OER's Britannia line coincided with the opening of Britannia Park, stimulating thousands to visit the village annually. However, it was the daily commuters travelling on the streetcar to the city who made it a success.</p> <p>Britannia's growth as a community corresponds to the popularity of water activities and the formal organization by local residents of the Britannia Aquatic Club in 1887. The formation and popularity of the boating club correlates to Britannia's development in the early 1890s which saw the construction of seasonal and year-round cottages, two churches, and summer hotels.</p>
9	<i>The property has contextual value because it is a landmark.</i>	No

### Supplementary Photos and Maps

Ottawa Fire Insurance Plan, 1922, p 168 (84 Bradford Street)



Ottawa Fire Insurance Plan, 1948, p 333 (167 Bradford Street)



## Sources

- “A Hustling Boating Club: Annual Meeting of the Britannias.” *The Ottawa Journal*. April 6, 1899. Accessed October 12, 2023. <https://cityofottawaarchives.newspapers.com/image/43440824/>.
- “Annual Meeting of the Britannia Boat House Club.” *The Ottawa Journal*. April 3, 1901. Accessed October 12, 2023. <https://www.newspapers.com/image/43362993/>.
- “Annual of the Britannias.” *The Ottawa Journal*. April 23, 1902. Accessed February 6, 2024. <https://cityofottawaarchives.newspapers.com/image/46104898/>.
- “Another Hot Naval Fight: Both Sides Claim Victory This Time.” *The Ottawa Journal*. June 8, 1898. Accessed October 12, 2023. <https://www.newspapers.com/image/43533871/>.
- “Aquatic Sports: First Year Book.” *The Ottawa Journal*. May 17, 1900. Accessed October 16, 2023. <https://cityofottawaarchives.newspapers.com/image/42994283/>.
- “At Britannia.” *The Ottawa Journal*. April 30, 1898. Accessed October 12, 2023. <https://cityofottawaarchives.newspapers.com/image/43527901/>.
- “At Cool Retreats: Those Out for The Summer, Resorts Convenient to Ottawa are Popular.” *The Ottawa Journal*. August 19, 1897. Accessed October 10, 2023. <https://cityofottawaarchives.newspapers.com/image/43908553/>.
- “Britannia-On-The-Bay: Those Who Are Summering There.” *The Ottawa Journal*, July 3, 1900. Accessed October 12, 2023. <https://cityofottawaarchives.newspapers.com/image/42998236/>.
- “Britannia Ambitious: Residents Take Steps to Secure Electric Railway Extension.” *The Ottawa Journal*. August 8, 1898. Accessed October 17, 2023. <https://cityofottawaarchives.newspapers.com/image/43078065/>.
- “Britannia Once Enlivened by Songs and Shouts of Rivermen: Quiet Old Village Was Busy Place Half a Century Ago.” *The Ottawa Citizen*. May 19, 1934. Accessed October 12, 2023. <https://www.newspapers.com/image/456442917/>.
- “The Britannia Regatta Was Great Success.” *The Ottawa Citizen*. July 17, 1905. Accessed February 2, 2024. <https://www.newspapers.com/image/456018189/>.
- Britannia Yacht Club. *Britannia Yacht Club: A History of Water, Place And People, 1887-2012*. Ottawa: Britannia Yacht Club, 2013.
- “Britannias Are Getting Ready.” *The Ottawa Journal*. April 4, 1900. Accessed February 6, 2024. <https://cityofottawaarchives.newspapers.com/image/42990176/>.
- “Canadian Canoe Association Refuses to Affiliate Under Present Rules.” *The Ottawa Citizen*. May 6, 1907. Accessed February 5, 2024. <https://newspapers.com/image/456070722/>.
- “Canoeing: The Britannia Regatta.” *The Ottawa Citizen*. July 11, 1903. Accessed February 2, 2024. <https://www.newspapers.com/image/456018440/>.
- City of Ottawa. “Neighbourhood Heritage Statement: Britannia – Crystal Bay.” Date modified January 27, 2020.
- Cook, Bryan D. *Ahearn and Soper: The Electrification of Ottawa*. Ottawa: The Historical Society of Ottawa, 2023. Accessed October 23, 2023. <https://dam-oclc.bac-lac.gc.ca/eng/296291c4-db44-4afc-beba-130e9aded6b4>.
- “Date is Named.” *The Ottawa Journal*. May 17, 1900. Accessed February 6, 2024. <https://cityofottawaarchives.newspapers.com/image/42994283/>.

- “E. E. Stockton Dies Suddenly.” *The Ottawa Journal*. February 2, 1939. Accessed October 12, 2023.  
<https://cityofottawaarchives.newspapers.com/image/46122344/>.
- Elliot, Bruce S. *The City Beyond: A History of Nepean, Birthplace of Canada’s Capital, 1792-1990*. Nepean: City of Nepean, 1991.
- “Fireman Stop Spread of Fire At Britannia.” *The Ottawa Journal*. April 28, 1933. Accessed October 12, 2023.  
<https://cityofottawaarchives.newspapers.com/image/47582835/>.
- “J. C. Brennan Died Saturday In The States.” *The Ottawa Journal*. January 25, 1926. Accessed October 12, 2023.  
<https://cityofottawaarchives.newspapers.com/image/48318467/>.
- “Junction Town Won Half; Britannias Took Quarter.” *The Ottawa Citizen*. August 7, 1907. Accessed February 2, 2024.  
<https://www.newspapers.com/image/456042003/>.
- Kalman, Harold and John Roaf. *Exploring Ottawa: An Architectural Guide to the Nation’s Capital*. Toronto: University of Toronto Press, 1983.
- Kirby, Donald S. *Historical Sketch of Britannia Yacht Club 1891-1967*. Ottawa, Ontario: Britannia Yacht Club, 1967.
- Gard, Anson A. *The Hub and the Spokes: Or the Capital and its Environs*. Ottawa: Emerson, 1904.
- Gourlay, John Lowry. *History of the Ottawa Valley: A Collection of Facts, Events and Reminiscences for Over Half a Century*. Ottawa: 1896.  
<https://archive.org/details/historyofottawav00gouruoft/page/62/mode/2up>.
- Grover, John. *Britannia Yacht Club: Historical Highlights 1887-1982*. Ottawa: Runge Press, 1982.
- “History of Britannia Boat Club.” *The Ottawa Journal*. May 17, 1913. Accessed October 17, 2023, <https://cityofottawaarchives.newspapers.com/image/43190648/>.
- Horwitz, Lisa and Mark Horwitz. *The Natural Charm of Britannia: A Heritage Character Statement*. Ottawa: City of Ottawa, 1996.
- McKeown, Bill. *Ottawa’s Streetcars: An Illustrated History of Electric Railway Transit in Canada’s Capital*. Pickering: Railfare DC Books, 2006.
- “Old Time Stuff.” *The Ottawa Citizen*. November 24, 1923. Accessed October 17, 2023.  
<https://www.newspapers.com/image/455775065/>.
- “Ottawa-Carleton (04), Nepean, Book 70, Plan 40Y; Bradford; Cassels; Railway.” Ontario Land Registry Access. Accessed October 12, 2023.  
<https://www.onland.ca/ui/4/books/82342/viewer/187893946?page=38>.
- Ottawa City Directory: 1896-97; 1898-99.
- Ottawa Fire Insurance Plans: 1922; 1948.
- Ottawa Neighbourhood Study. “Britannia Village.” Accessed October 10, 2023,  
<https://www.neighbourhoodstudy.ca/906britannia-village/>.
- “Ottawans At Britannia.” *The Ottawa Journal*. July 14, 1893. Accessed October 12, 2023. <https://cityofottawaarchives.newspapers.com/image/43903950/>.
- Powell, James. “Britannia-on-the-Bay.” The Historical Society of Ottawa. Accessed October 17, 2023, <https://www.historicalsocietyottawa.ca/publications/ottawa-stories/significant-technological-changes-in-the-city/britannia-on-the-bay-75>.
- “Still has charm: Britannia Holds Its Own As A Summer Resort.” *The Ottawa Journal*. August 5, 1896. Accessed October 10, 2023.  
<https://cityofottawaarchives.newspapers.com/image/43432067/>.

- “Summer Cottage Is Total Loss: Threatening Fire at Britannia Does Damage Estimated at \$1500.” *The Ottawa Journal*. April 29, 1933. Accessed October 16, 2023. <https://cityofottawaarchives.newspapers.com/image/47583185/>.
- Taylor, Eva. *Ottawa's Britannia*. Ottawa: Britannia Historical Association, 1983.
- “Useful Life Is Ended: Mr. William Wyld Died On Saturday.” *The Ottawa Journal*. March 27, 1905. Accessed October 12, 2023. <https://cityofottawaarchives.newspapers.com/image/42152906/>.
- Waldron, Andrew, Harold Kalman, and Peter Coffman. *Exploring the Capital: An Architectural Guide to the Ottawa-Gatineau Region*. Vancouver: Figure 1 Publishing: 2017.
- “War Canoe League.” *The Ottawa Journal*. July 4, 1899. Accessed October 12, 2023, <https://www.newspapers.com/image/43543066/>.
- “With The Paddlers: Brits Get The Big Meet.” *The Ottawa Citizen*. May 4, 1908. Accessed February 5, 2024. <https://newspapers.com/image/456026497/>.
- “Yachting: Britannia's Annual.” *The Ottawa Journal*. April 6, 1904. Accessed October 13, 2023. <https://www.newspapers.com/image/42371599/>.

**Document 7 - Cultural Heritage Evaluation Report, 73 Rideau Street****CULTURAL HERITAGE EVALUATION REPORT****Building Name and Address:** 73 Rideau Street**Construction Date:** 1926-1929**Original Owner:** A.J. Freiman Limited

Front façade, *City of Ottawa*, 2024.

**Executive Summary**

The property at 73 Rideau Street is a five-storey, stone-clad building with a six-storey addition to the west, in the Beaux-Arts style. The building was constructed in phases between 1926 and 1929 as the A.J. Freiman department store. The A.J. Freiman department store, known as “Freiman’s,” was a well-known retail institution in Ottawa that existed for most of the twentieth century. Freiman’s was one of the earliest businesses on Rideau Street—Lowertown’s main commercial street.

Throughout the twentieth century, most of the block of Rideau Street between Sussex and Mosgrove Streets was occupied by large commercial spaces. The building at 73 Rideau Street and its intact streetscape represents Rideau Street’s history and peak as a commercial main street in Ottawa. Today, the building at 73 Rideau Street continues

to support retail and commercial activity on one of Ottawa's historic main streets.

The property has cultural heritage value for its design, associative, and contextual values. It meets five of the nine criteria for designation under Part IV of the Ontario Heritage Act.

### **Architecture**

Constructed in phases between 1926 and 1929, the building at 73 Rideau Street is a five-storey stone-clad brick building in the Beaux-Arts style. The building at 73 Rideau was originally constructed as the Ottawa department store, A.J. Freiman's, and was designed by architect John Albert Ewart.<sup>68</sup> The building has been the Hudson's Bay Company since 1974 and was integrated into the Rideau Centre in the 1980s.

The building at 73 Rideau Street is located on the north side of Rideau Street between Sussex Street and William Street. It is a unique example of Beaux-Arts architectural style used for a department store in Ottawa.

The Beaux-Arts style was taught and developed at the École des Beaux-Arts in Paris in the last decades of the 19<sup>th</sup> century in Europe. Canadian and American architects who attended the École des Beaux-Arts brought the Beaux-Arts style to North America. In Canada, the Beaux-Arts style dominated in public and commercial buildings during the first two decades of the twentieth century.<sup>69</sup> The style is used for train stations, like Ottawa's former Union Station at 2 Rideau Street (now the Senate of Canada building), libraries, theatres, banks, schools, and other civic buildings.<sup>70</sup>

---

<sup>68</sup> "Freiman Store to Be Enlarged," *The Ottawa Citizen*, December 31, 1928.

<sup>69</sup> Shannon Ricketts, Leslie Maitland, and Jacqueline Hucker, "The Beaux-Arts Style," *A Guide to Canadian Architectural Styles – Second Edition* (Canada: Broadview Press, 2004), 117.

<sup>70</sup> "Beaux Arts (1885-1945)", [www.OntarioArchitecture.com](http://www.OntarioArchitecture.com), accessed January 2024.



Ottawa's former Union Station, *Credit: Library of Parliament.*

The Beaux-Arts style is known for being “grand and theatrical, monumental and self-confident.”<sup>71</sup> As a classical style, it includes classical architectural elements such as columns, pilasters, pediments, and entablatures. Beaux-Arts style buildings are typically made of stone, like limestone, and often located at major intersections or on principal streets.<sup>72</sup> The use of the Beaux-Arts style in Canada was meant to evoke a sense of permanence and economic success in Canadian cities.<sup>73</sup> The style was often used in the City Beautiful movement of the late nineteenth and early twentieth centuries—a movement which used urban planning and architecture to beautify and harmonize city centers.<sup>74</sup> In Ottawa, the rise of twentieth century beautification projects in the downtown core led to the development of important buildings such as the Chateau Laurier and the Beaux-Arts style Union Station.<sup>75</sup>

The building at 73 Rideau Street features elements of the Beaux-Arts style most notably through its stone-clad façade and its use of classical forms. The façade of the building is symmetrical, which was often used in the Beaux-Arts style, with evenly spaced repetitive windows.<sup>76</sup>

---

<sup>71</sup> Shannon Ricketts, Leslie Maitland, and Jacqueline Hucker, “The Beaux-Arts Style,” *A Guide to Canadian Architectural Styles – Second Edition* (Canada: Broadview Press, 2004), 117.

<sup>72</sup> Shannon Ricketts, Leslie Maitland, and Jacqueline Hucker, “The Beaux-Arts Style,” *A Guide to Canadian Architectural Styles – Second Edition* (Canada: Broadview Press, 2004), 118.

<sup>73</sup> Shannon Ricketts, Leslie Maitland, and Jacqueline Hucker, “The Beaux-Arts Style,” *A Guide to Canadian Architectural Styles – Second Edition* (Canada: Broadview Press, 2004), 118.

<sup>74</sup> Edwinna von Baaeyer, “City Beautiful Movement,” *The Canadian Encyclopedia*, February 6, 2006.

<sup>75</sup> “A Capital in the Making,” *National Capital Commission*, page 2.

<sup>76</sup> Shannon Ricketts, Leslie Maitland, and Jacqueline Hucker, “The Beaux-Arts Style,” *A Guide to Canadian Architectural Styles – Second Edition* (Canada: Broadview Press, 2004), 117.



Rideau Street façade of 73 Rideau Street. *City of Ottawa, 2024.*

The building's classical detailing includes its shallow pilasters with Scamozzi capitals that extend from the second storey to the third storey. The columns are repetitive between the windows on the second and third storeys. The building's third storey is topped with a stone stringcourse.



Shallow pilasters between windows on the second and third storeys. *City of Ottawa*, 2024.

The building's top two storeys, which were added in 1929, are topped with decorative medallions on the left and right side of the roofline. The building's flat roof and large scale are also typical elements of the Beaux-Arts style.<sup>77</sup>



Decorative medallions in the roofline. *Google Maps*, 2019.

The six-storey building attached to the west side of the five-storey building was acquired by Freiman's in 1922. It was incorporated into the main building in 1929. This building features a symmetrical stone-clad façade with repetitive rows of windows. The first two

<sup>77</sup> Shannon Ricketts, Leslie Maitland, and Jacqueline Hucker, "The Beaux-Arts Style," *A Guide to Canadian Architectural Styles – Second Edition* (Canada: Broadview Press, 2004), 117.

storeys, as well as the six storey, features arched windows—another classical element often used in the Beaux-Arts style. The building features a decorative cornice with four cornice brackets on its sixth storey.



Six-storey portion of 73 Rideau Street, formerly the Stewart Building. *City of Ottawa, 2024.*

The first storey of the building at 73 Rideau features large display windows. When Freiman's occupied the building, the first storey windows were covered in branded awnings.



Display windows and Freiman Mall to the east of 73 Rideau. *Google Maps*, 2021.



Rideau and Mosgrove façades of the Freiman department store in 1938. Credit: Department of Public Works collection/Library and Archives Canada/1979-140 NPC.

The building at 73 Rideau Street is an intentionally developed department store, constructed in numerous phases. It started off as a three-storey red brick building in 1902. Freiman's continued to acquire property until the department store had frontage on three streets, and major renovations in 1926 and 1929. In 1926, the building was

altered from a brick façade to a stone façade. In 1929, the top two storeys were added to the building, and the interior of all the newly acquired buildings were connected.

The building fits the traditional architecture of early department stores. Until the 1960s, department stores were multi-storey, detached buildings with unique architectural design in a city's downtown core.<sup>78</sup> They were designed to house a wide variety of massed produced goods on a large scale and were marketed at the middle class.<sup>79</sup>

The use of the Beaux-Arts style in a retail setting is unique. Combined with the vastness of the building, it was likely chosen to bring a sense of grandiosity to the Freiman's retail experience. However, within the Beaux-Arts style, the degree of ornamentation often depended on the purpose of the building.<sup>80</sup> The modest application of the Beaux-Arts style at 73 Rideau Street implies its accessibility to the middle classes, which was the Freiman's targeted customer demographic.

The building at 73 Rideau occupies almost half of the northern side of the block between Sussex Street and William Street. The portion of the Rideau Centre attached to the east façade of 73 Rideau Street is known as the Freiman Mall and is an enclosed walkway connecting Rideau Street and George Street. Prior to the construction of the Rideau Centre in 1980s, this enclosed shopping arcade was originally an open-air street called Mosgrove Street, which was renamed Freiman Street in 1974.<sup>81</sup> Before the construction of the Rideau Centre, the building at 73 Rideau Street had frontage on Rideau Street, Mosgrove Street, and George Street. Today, the building has prominent frontage on Rideau and George Streets as the Hudson's Bay Company building. The George Street façade of the building is part of the ByWard Market Heritage Conservation District under Part V of the *Ontario Heritage Act*.

---

<sup>78</sup> Robert D. Tamilya, Susan E. Reid, "Origin and Evolution of the Golden Era of the Department Store, 1846-1930," *The Romance of Marketing History*, Vol. 11, 91. 2003.

<sup>79</sup> Robert D. Tamilya, Susan E. Reid, "Origin and Evolution of the Golden Era of the Department Store, 1846-1930," *The Romance of Marketing History*, Vol. 11, 91. 2003.

<sup>80</sup> Harold Kalman, *A History of Canadian Architecture: Volume 2* (Canada: Oxford University Press, 1994), 556.

<sup>81</sup> "Street named for Freiman," *The Ottawa Journal*, February 7, 1974.



Draft ByWard Market Heritage Conservation District map,  
*City of Ottawa.*



1965 aerial view of 73 Rideau Street showing Mosgrove Street to the east of the building. *GeoOttawa*.



2022 aerial view of 73 Rideau Street showing its attachment to the Rideau Street. *GeoOttawa*.

## Architect/Builder

The building at 73 Rideau Street was designed by John Albert Ewart, a prominent Ottawa architect who worked in the city from the turn of the twentieth century into the late 1950s.

John Albert Ewart apprenticed in Ottawa and studied at the University of Toronto, graduating in 1895. Upon his return to Ottawa, he worked with King M. Arnoldi and Band, and Burritt & Meredith, before opening his own practice in 1906.<sup>82</sup> Ewart was a member of the Royal Architectural Institute of Canada and an honorary life member of the Engineering Institute of Canada. He was appointed to the Federal District Commission and had a long-standing association with the Ottawa Collegiate Board.<sup>83</sup>

Ewart's deep knowledge of architecture allowed him to produce a wide array of building types in a variety of styles. His most well-known works include the Booth Building (165 Sparks Street), the Wellington Building (180 Wellington Street), Knox Presbyterian Church (120 Lisgar Street), the May Court Club (114 Cameron Avenue), and several schools in the Old Ottawa South area as he was the main architect for the Ottawa Collegiate Institute Board. Ewart was also a member of the Royal Architectural Institute of Canada and an honorary life member of the Engineering Institute of Canada. He was appointed to the Federal District Commission and had a long-standing association with the Ottawa Collegiate Board.

Ewart was the son of David Ewart, the Chief Dominion architect who was responsible for the many federal buildings constructed at the turn of the century including the Connaught Building, the Victoria Memorial Building and the Dominion Observatory.

The building at 73 Rideau Street is a unique example of a department store by this notable architect. Ewart designed other commercial building and blocks, as well as industrial buildings including the Transportation Building (10 Rideau Street), the Ottawa Electric Company building (56 Sparks Street), and the Booth Building (165 Sparks Street).<sup>84</sup>

## History

The building at 73 Rideau has direct associations with the A.J. Freiman department store and the Freiman family. The A.J. Freiman department store was a well-known retail institution in Ottawa that existed for most of the twentieth century. Known as

---

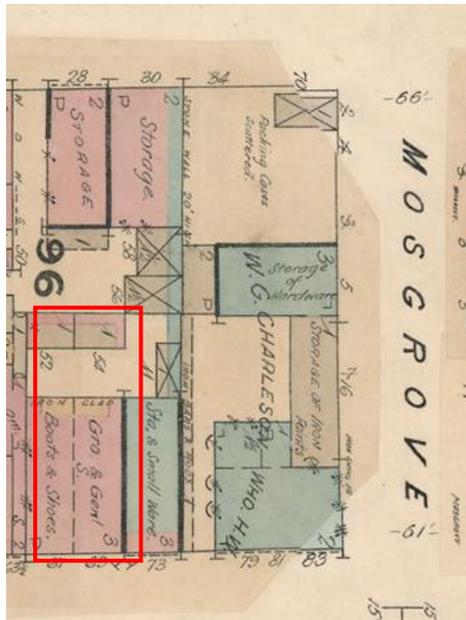
<sup>82</sup> "Ewart, John Albert," *Biographical Dictionary of Architects in Canada 1800-1950*, accessed January 2024.

<sup>83</sup> "J.A. Ewart Architect Dies at 92," *The Ottawa Journal*, April 22, 1964.

<sup>84</sup> "Ewart, John Albert," *Biographical Dictionary of Architects in Canada 1800-1950*, accessed January 2024.

“Freiman’s,” the store was originally established as the Canadian Home Furnishings Company in 1899 by Archibald Jacob (A.J.) Freiman and Moses Cramer.<sup>85</sup>

Beginning with a small store at 223 Rideau Street in 1899, the Canadian Home Furnishings Company originally sold carpets, oilcloth, and other household furnishings.<sup>86</sup> In 1902, the Canadian House Furniture Company moved into 73 Rideau Street. At the time, 73 Rideau Street was a stone building with a brick façade and frontage only on Rideau Street.<sup>87</sup>



73 Rideau on the 1901 Fire Insurance Plan.

<sup>85</sup> James Powell, “Remember this? Freiman’s becomes the Bay,” *CityNews*, November 22, 2021.

<sup>86</sup> “A wonderfully successful business man,” *The Ottawa Citizen*, October 12, 1911.

<sup>87</sup> James Powell, “Remember this? Freiman’s becomes the Bay,” *CityNews*, November 22, 2021.



North side of Rideau Street looking west, showing the original building at 73 Rideau Street, 1898.

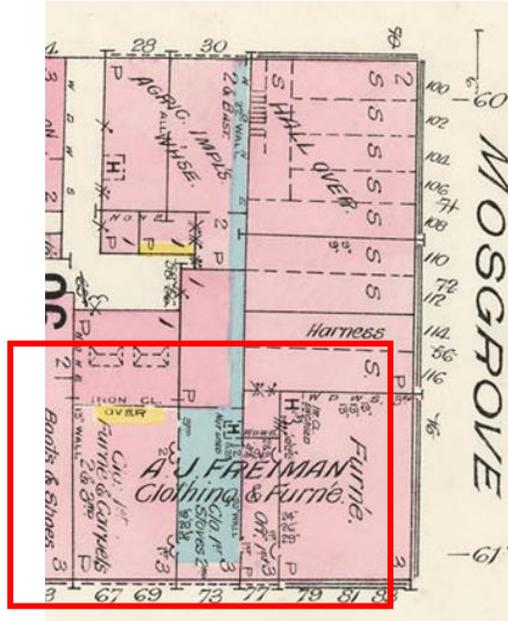
Credit: John Beverley MacLaughlin/ Library and Archives Canada/C-001585

In 1903, A.J. Freiman bought Cramer out of the business, and expanded the store into 75 Rideau Street.<sup>88</sup> With Cramer's departure from the business, A.J. Freiman's father, Hersh Freiman, became his son's business partner from 1904 until 1917 when A.J. Freiman bought him out.<sup>89</sup> A.J. Freiman had been interested in the possibility of owning a department store, despite the competition of existing successful department stores in Ottawa. As the sole owner of the business, A.J. Freiman was finally able to move toward this goal.<sup>90</sup>

<sup>88</sup> "A wonderfully successful business man," *The Ottawa Citizen*, October 12, 1911.

<sup>89</sup> Bernard Figler, *Lillian and Archie Freiman Biographies*, 1<sup>st</sup> edition (Bernard Figler, 1961), 198.

<sup>90</sup> Bernard Figler, *Lillian and Archie Freiman Biographies*, 1<sup>st</sup> edition (Bernard Figler, 1962), 199.



1912 Fire Insurance Plan showing A.J. Freiman's frontage on Rideau Street and Mosgrove Street.

In 1911, Freiman expanded to 67-79 and 81-83 Rideau Street and 71 Mosgrove Street (the Charleston building shown in the 1901 Fire Insurance Plan).<sup>91</sup> The 1912 Fire Insurance Plan shows the footprint of the brick building with frontage on Rideau Street and Mosgrove Street. At the time, the store primarily sold clothing and furniture.

<sup>91</sup> "A.J. Freiman has caught up with his early dream," *The Ottawa Journal*, April 18, 1917.

**FOR SALE—MEN'S SPRING SUITS,**  
cut in the latest style, for only \$10,  
cash or easy payments. Canadian House  
Furnishing Co., 73 Rideau St.

1904 advertisement for Canadian House Furnishing Co., at 73 Rideau Street, *The Ottawa Citizen*. 1924 advertisement for A.J. Freiman's, *The Ottawa Journal*.

**Fur Bargains**

Pretty Set of Black Australian Hare Lynx—nice Stole, tail trimmed—Rug Muff trimmed with heads and tails, only \$7.95.



**Girl's O'Coats \$5 to \$8 for \$3.95**

Another shipment of Girls' Overcoats in Tweeds and Beaver Cloths in blue, green, brown and grey—some with Overcapes—some with military collars—some brass button trimmed, etc. For ages 8 to 12 years. All now at \$3.95.

**Wolf Sets \$27.50**

There never has been such a season for Wolf Furs, and we were surely opportune in our buying—being able to offer you a set of Blue or Black Wolf at \$27.50 that can hardly be bought wholesale at the price. Seeing is believing—look them over carefully

**60 Ladies' Costumes at 1-2 Price**

A. J. FREIMAN, Proprietor  
The Canadian House Furnishing Co.  
69-71-73-75 Rideau Street

1911 advertisement for the Canadian House Furnishing Co., *The Ottawa Citizen*.

In

**Men --- Young-Old-or Returned!!**

**Men's Overcoats** Here Are Some Christmas Boxes

Get the Habit Buy at Freiman's

Any amount of them, and every coat sold with our strongest recommendation. Warm ulster and belted styles. A huge variety of patterns, and all made by the very best makers. You cannot make a mistake by taking any one of them. Special

**Halt! Returned Soldiers**

We extend you a hearty welcome, and would esteem it a favor if you would ask for a special discount when purchasing clothing for personal wear.

**\$22.50**

**Men's Suits**

The greatest surprise showing in town. Every new style, every new pattern and color, and every suit worth at least \$7.50 to \$10.00 more.

Don't remain around, or wonder where is the best place to go—Freiman's is known the province over as the reliable clothing store. Don't just take our word. Come Monday or Tuesday, and see the biggest complete showing of suits in the city.

**\$25.00**

**Shop Early**

For Monday and Tuesday at Freiman's Boys' Blue Serge Suits

Pure wool Serge, made in Norfolk style. For hard wear nothing surpasses a good Serge, and for every occasion they are always in good taste. These are old quality goods, and are a most exceptional bargain at this price. All sizes from 8 to 17 years. Special... **\$9.50**

**Boys' and Youths' Overcoats**

All highest class goods. In all materials there is good, hale and indifferent. Every coat among these is the best of its kind. Best in material, workmanship and finish. All made in the latest belted style. Full length. Warm and comfortable. All sizes **\$12.50** in 17 years. Special...

**Boys' Mackinaw Style Coats**

The best for outdoor wear, for school, and a general wear—adding quite to them. Warm, yet not heavy. A comfortable length for all sports. Good patterns in brown and grey checks. All sizes 7 to 16 years. Special **\$5.95**

**Warm Coats for the Little Shavers**

Buttons right up to the nose, full length and belted all round. Lots of different colors and materials. All sizes in 7 years. These are ideal presents for the youngster. Worth in the regular way **\$8.50** Special... **\$3.98**

**A.J. Freiman Ottawa**  
RIDEAU AND MOSGROVE STS.  
Phone 1700 Edison

1918, advertisement A.J. Freiman's at Rideau and Mosgrove Streets, *The Ottawa Journal*.

**Friday at Freiman's**

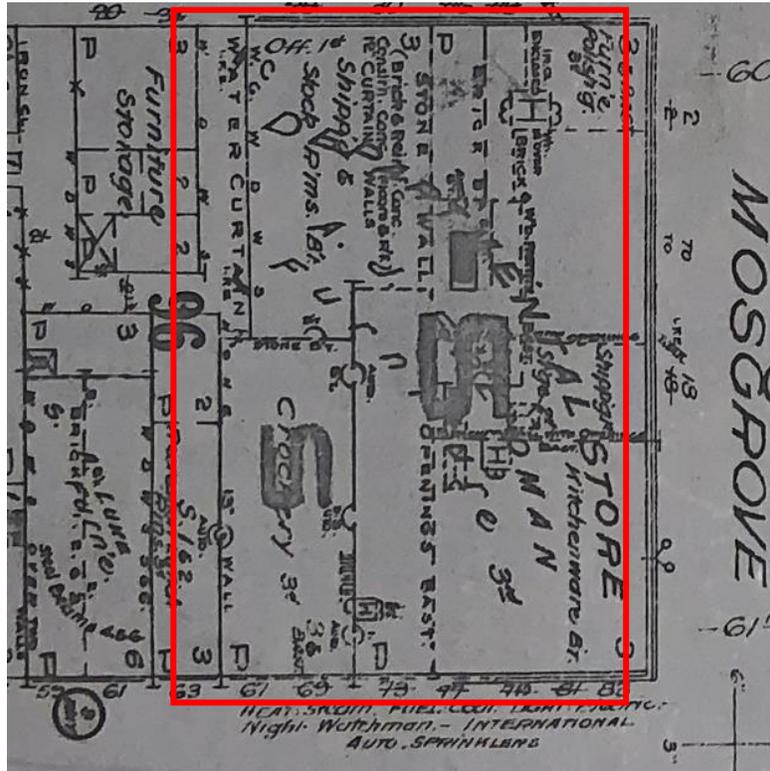
The Store that Sets the Pace

STORE HOURS—9 A.M. TO 6 P.M.

Freiman added departments for men and women to his store. As well, while the Freiman name became associated with business in 1905, the store was formally named The Archibald J. Freiman Department Store, or Freiman's, in

1918.<sup>92</sup> In 1923, the name became “A.J. Freiman Limited” and A.J. Freiman became the president of the company, and his wife, Lillian Freiman, became the vice-president.<sup>93</sup>

By 1922, the store expanded again to acquire the entire frontage of Mosgrove Street between Rideau and George Streets. As well, Freiman acquired the corner property at Mosgrove Street and George Street, affording the store frontage on George Street.<sup>94</sup>



1922 Fire Insurance Plan showing Freiman’s frontage on Rideau, Mosgrove, and George Streets. The Stewart Building is located to the west of Freiman’s.

<sup>92</sup> Bernard Figler, *Lillian and Archie Freiman Biographies*, 1<sup>st</sup> edition (Bernard Figler, 1962), 199.

<sup>93</sup> Bernard Figler, *Lillian and Archie Freiman Biographies*, 1<sup>st</sup> edition (Bernard Figler, 1962), 199.

<sup>94</sup> “Freiman Store to be Enlarged; Cost \$300,00,” *The Ottawa Citizen*, December 31, 1928.

*"23 Years of Public Service"*



**From a modest beginning in 1900 to Ottawa's Greatest Store in 1923 is the achievement of the firm of A. J. Freiman, Limited.**

**In the year 1900 the Freiman business was established in a small store at 221 Rideau Street, with 700 square feet of selling floor space. Today -- 23 years later -- it occupies three floors and basement at Rideau, Mosgrove and George Streets -- over 21½ acres of selling floor space housing 28 departments.**

1923 advertisement for the A.J. Freiman department store showing its original brick facades on Rideau and Mosgrove Streets.

In 1925, Freiman acquired a six-storey building at 59-61 Rideau Street, called the Stewart Building, which has frontage on Rideau and George Streets. The building, which is attached to the east side of the Freiman building, was originally the store and warehouse of Stewart and Co., a furniture company. Freiman bought the entire building, as well as the company's entire furniture stock, which he later sold through an auction sale in March 1925. The auction sale was used to clear out the building of its stock for alterations.<sup>95</sup>

<sup>95</sup> "Saturday is Positively the Last Day of This Big Auction Sale," *The Ottawa Citizen*, March 6, 1925.

**AUCTION SALE**

Every piece of Furniture remaining in the Stewart Building must be disposed of, regardless of what it brings.

**Wm. A. Cole Co., Ottawa's Leading AUCTIONEERS**

are conducting this auction, and will clear the remaining stock as quickly as possible. The balance of the stock comprises Odd Pieces, Odd Beds, Antique Furniture and Chesterfields, Dining Room and Bedroom Suites.

**2 Auctions on Thursday at 10 a.m. and 2.30 p.m.**

Every item in the stock is marked with a number. If you see anything you want to bid on, merely tell the auctioneer the number, and he will offer it for auction immediately. This saves you the tediousness of waiting for the article to be put up, and assures prompt action.

The auction will take place in the Stewart Building, 59-61 Rideau street.

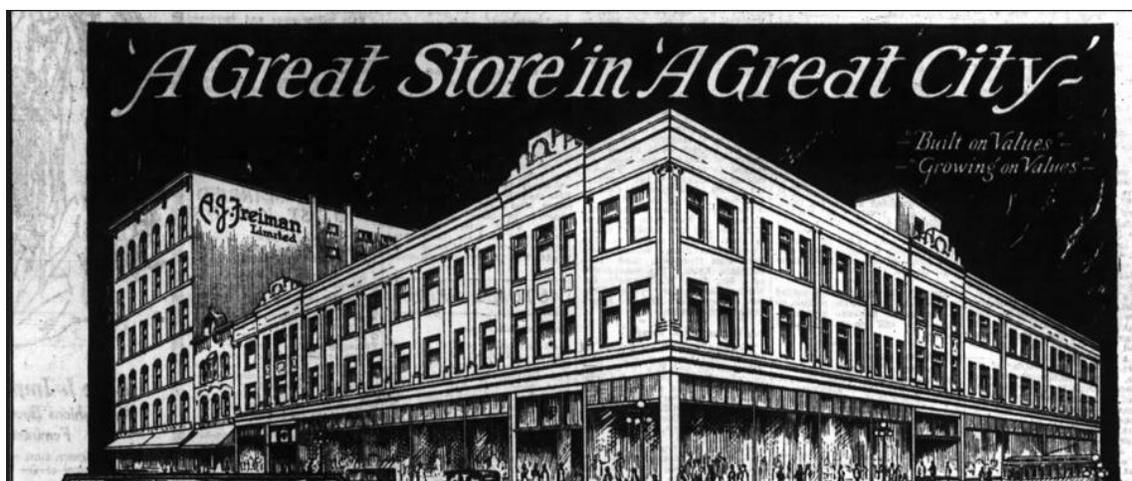
**A.J. Freiman Limited**

Advertisement for the Stewart building auction sale, with photo of the Stewart Building.  
*The Ottawa Citizen*, March 4, 1925.

The expansion into the Stewart Building allowed Freiman to realize his dream of owning a modern department store where “a patron could buy not merely one or two of the articles he or she required, but all or nearly all for the person or for the home.”<sup>96</sup>

In 1926, the Stewart Building was fully integrated into the store, and the brick on the Rideau Street and Mosgrove Street façade were replaced with white stone, and the windows were expanded.

<sup>96</sup> “A.J. Freiman, Ltd. buys stock and building of Stewart Co.,” *The Ottawa Citizen*, February 6, 1925.



Sketch of existing building (without the two-storey addition) at 73 Rideau, *The Ottawa Journal*, September 28, 1926.

In 1929, the store was further expanded with the addition of two storeys.<sup>97</sup> With the completion of these two storeys, the building took its final form in 1929. The 1948 Fire Insurance Plan shows one large, five-storey, uniform building, with stone façades on Rideau Street and Mosgrove Street. When it was complete, it became Ottawa's largest store with 217,500 square feet of space.<sup>98</sup>

The addition of the top two storeys allowed A.J. Freiman to create a “full-line department store—including a complete furniture department.”<sup>99</sup> Freiman's became the highest selling department store in Ottawa.<sup>100</sup> Aside from the prominent location on Lowertown's main retail street, the success of Freiman's was largely due to A.J. Freiman's revolutionary business ideas including consistent advertising, eye-catching window displays, and opening a credit department which allowed customers to pay for their purchases over time in installments.<sup>101</sup>

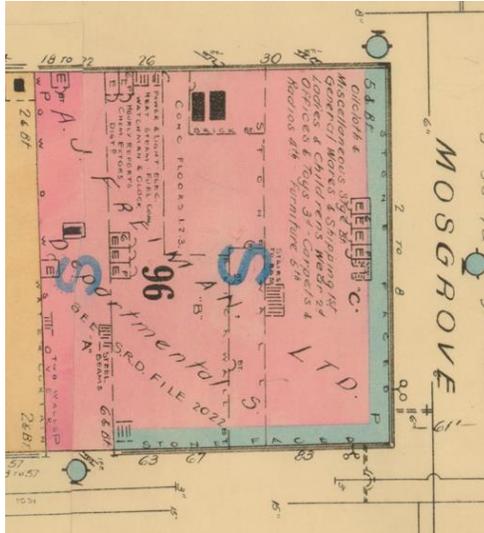
<sup>97</sup> “Freiman Store to be enlarged; cost \$300,000,” *The Ottawa Citizen*, December 31, 1928.

<sup>98</sup> “Freiman Store to be enlarged; cost \$300,000,” *The Ottawa Citizen*, December 31, 1928.

<sup>99</sup> Lawrence Freiman, *Don't Fall off the Rocking Horse – An Autobiography*, 1<sup>st</sup> edition, (McClelland and Stewart, 1978), 65.

<sup>100</sup> Lawrence Freiman, *Don't Fall Off the Rocking Horse – An Autobiography*, 1<sup>st</sup> edition, (McClelland and Stewart, 1978), 67.

<sup>101</sup> Bernard Figler, *Lillian and Archie Freiman Biographies*, 1<sup>st</sup> edition (Bernard Figler, 1962), 198.



1948 Fire Insurance Plan for A.J. Freiman's department store showing the footprint of a five-storey brick building with a stone façade.



The exterior of Freiman's department store decorated for the 1939 Royal Visit.

Credit: Canada Department of Public Works collection/Library and Archives Canada/1979-140 NPC.



Rideau Street in 1957 showing Freiman's signage. Credit: Malak Karsh fonds/Library and Archives Canada/1985-070 NPC.

During the store's 71-year history, the Freiman department store at 73 Rideau Street became the largest and most iconic department store in Ottawa. Throughout its history, Freiman's was known for its modernity. In its full form, the store at 73 Rideau Street had over 30 departments, as well as a grocery store, an enclosed parking garage, and one of the first escalators to be used in a store in Ottawa. In 1955, following the rise of popularity of suburban life after the war, Freiman's opened a branch store at the Westgate Shopping Centre.<sup>102</sup> In 1966, Freiman's opened another branch store in the St. Laurent Shopping Centre. Freiman's had also established two discount outlets called "Freimart."

The A.J. Freiman department store was located at 73 Rideau Street from 1902 until 1971, when the company was acquired by the Hudson's Bay Company —one of Canada's earliest and largest department stores. The store continued to operate under the name "Freiman-Hudson Bay Company" until 1973 when the Freiman name was

<sup>102</sup> James Powell, "Freiman's becomes the Bay," *Today in Ottawa's History*, October 27, 2018.

removed from the company. In 1974, Mosgrove Street was renamed Freiman Street to commemorate the Freiman department store and its founder, A.J. Freiman.<sup>103</sup> Today, the building is still occupied by the Hudson's Bay Company and has been integrated into Ottawa's Rideau Centre.



1971 announcement of the Hudson Bay's acquisition of Freiman's. *The Ottawa Journal*, December 31, 1971.



*The Ottawa Journal*, February 7, 1974.

### **The Freiman Family and Ottawa's Jewish Community**

The building at 73 Rideau Street has direct associations with the Freiman family. The Freiman family established the Freiman's department store and were integral to the Jewish community in Ottawa.

<sup>103</sup> "Street named for Freiman," *The Ottawa Journal*, February 7, 1974.



Archibald Jacob Freiman, *The Ottawa Citizen*, June 5, 1944.

A.J. Freiman was born in Lithuania in 1880 to Orthodox parents—Hersh and Hanna Freiman.<sup>104</sup> In 1893, the Freiman family immigrated to Hamilton, Ontario.<sup>105</sup> While in Hamilton, A.J. Freiman attended the Hamilton Business College. In 1889, he moved to Ottawa and began the Canadian House Furnishing Co. with Moses Cramer that eventually expanded to become the iconic A.J. Freiman's department store. Freiman was president of the A.J. Freiman department store until his death in 1944.<sup>106</sup>

Aside from his success in the business world, Freiman was a philanthropist and leader in the Jewish community—on both a local and international scale. He held the position as executive chairman of the Jewish War Orphans Committee of Canada, and the vice-president of the Associated Jewish War Relief Societies of Canada. As well, he was a member of the Joint Distribution Committee—an effort to rehabilitate Jewish people into Europe.<sup>107</sup> In Ottawa, Freiman was the president of the Jewish Community Council of Ottawa and president of the Adath Jeshurun congregation at the King Edward Avenue

---

<sup>104</sup> Bernard Figler, *Lillian and Archie Freiman Biographies*, 1<sup>st</sup> edition (Bernard Figler, 1962), 197.

<sup>105</sup> "Archibald J. Freiman, Jewish Leader Dies After Unveiling in Synagogue," *The Ottawa Citizen*, June 5, 1944.

<sup>106</sup> "Archibald J. Freiman, Jewish Leader, Dies after Unveiling in Synagogue," *The Ottawa Citizen*, June 5, 1944.

<sup>107</sup> "Archibald J. Freiman, Jewish Leader, Dies after Unveiling in Synagogue," *The Ottawa Citizen*, June 5, 1944.

Synagogue, one that he helped build in 1904, for 26 years.<sup>108</sup> Freiman was a supporter of the Zionist movement in Canada and worldwide. He was the national president of the Zionist Organization of Canada from 1920 until his death at the Adath Jeshurun Synagogue on King Edward Avenue in 1944.<sup>109</sup>



Lillian Freiman, *The Ottawa Journal*, November 4, 1940.

A.J. Freiman's wife, Lillian Freiman (nee Bilsky), was also integral to the Jewish community and philanthropy groups in Ottawa. Among her many involvements, she was an advocate for Ottawa's Children Aid Society and began efforts for a Red Cross group in the Ottawa Valley during World War One. During this was she also opened her home to cook and host Jewish soldiers. Lillian was the director of the first poppy campaign after the war and was made a Life Member of the Canadian Legion in 1933.<sup>110</sup> She was president of the Hebrew Benevolent Society, the Jewish Women's League in Ottawa, and of the Jewish War Orphans Committee of Canada.<sup>111</sup> Lillian was also a committed member of the Zionist movement. She member of Ottawa's branch of the Daughters of Zion and was elected president of the Herzl Ladies Society in 1910, and became president of Hadassah-WIZO in 1921.<sup>112</sup> Lillian died in Montreal in 1940.

<sup>108</sup> James Powell, "A.J. Freiman," *The Historical Society of Ottawa*, accessed January 2024.

<sup>109</sup> "Ottawa – Virtual Jewish History Tour," *Jewish Virtual Library*, 2007, accessed January 2024.

<sup>110</sup> "Bilsky, Lillian (Freiman)," *Dictionary of Canadian Biography*, University of Toronto, 2017-2024.

<sup>111</sup> "Bilsky, Lillian (Freiman)," *Dictionary of Canadian Biography*, University of Toronto, 2017-2024.

<sup>112</sup> "Bilsky, Lillian (Freiman)," *Dictionary of Canadian Biography*, University of Toronto, 2017-2024.



Lawrence Freiman, *The Ottawa Journal*, December 30, 1959.

After A.J. Freiman's death, his son, Lawrence Freiman (1909-1986) took over the family's department store business. During Lawrence's time as president and general manager of Freiman's, he was responsible for Freiman's modern developments, such as expansion to the suburbs, discount outlets, phone-in services, and client accounts.

Lawrence was involved in multiple Ottawa organizations. He was a member of the National Capital Commission, as well as a board member of the Board of Regents of Ottawa University, and for the Board of Directors of the Ottawa Philharmonic Orchestra. Lawrence also became involved with the arts community in Ottawa—he became the first Chairman of the Board of Trustees of the National Arts Centre from 1967 to 1969.<sup>113</sup> In 2002, the City of Ottawa named a private access road on the east side of the National Arts Centre (1 Elgin Street) "Lawrence Freiman Lane," to commemorate his work in establishing the centre.<sup>114</sup>

Lawrence Freiman also served two terms as the President of the Zionist Organization of Canada, like his father, and was president of the United Zionist Council of Canada.<sup>115</sup>

---

<sup>113</sup> "Lawrence Freiman Gets the Show on the Road," *The Ottawa Journal*, October 23, 1969.

<sup>114</sup> "Private Roadway Dedication – 53 Elgin Street," *Planning and Development Committee*, September 30, 2003.

<sup>115</sup> W.Q. Ketchum, "Faces of Ottawa: Lawrence Freiman," *The Ottawa Journal*, September 28, 1964.

Lawrence's wife, Audrey Freiman (nee Steinkopf), was also involved in Ottawa's Jewish community as the president of the Ottawa Council of Hadassah from 1937 to 1942.<sup>116</sup>



Audrey Freiman, *The Ottawa Journal*, June 8, 1937

The Freiman family were integral Ottawa's twentieth century Jewish community.

The Jewish population of Ottawa, highly concentrated in Lowertown, doubled its size five times between 1901 and 1911, peaking at approximately 3000 people around 1930. The community established three synagogues by the early 20th century. The only remaining synagogue building is Adath Jeshurun on King Edward Avenue, now a Seventh Day Adventist Church. The Lowertown Jewish community consisted primarily of Russian-speaking Jews who fled persecution in the former Soviet Union. In the 19th and early 20th centuries the commercial units along William Street and ByWard Market Square were operated primarily by Jewish merchants selling meats, cheese, produce and dry goods.

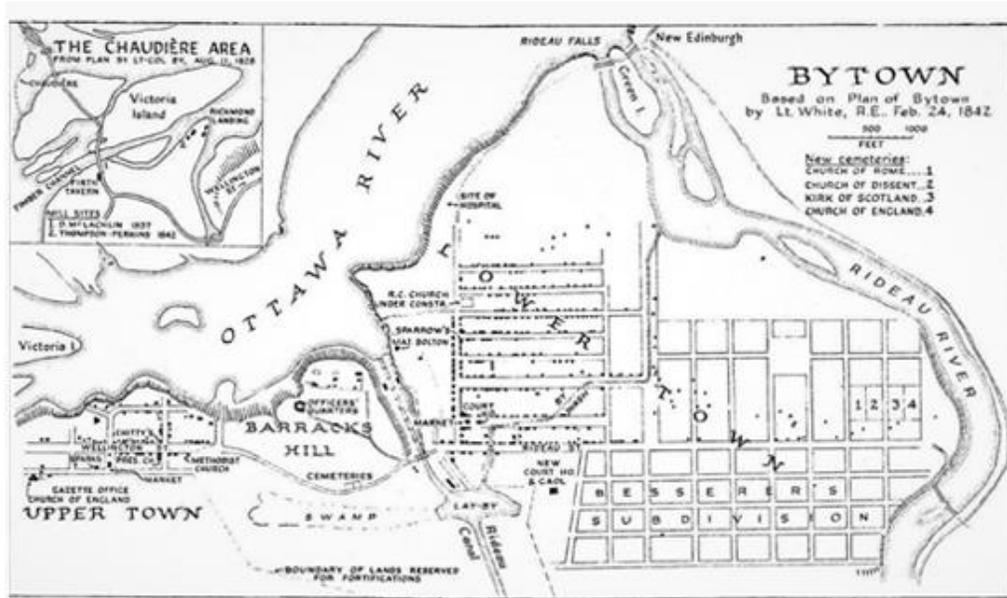
### **Neighbourhood History**

---

<sup>116</sup> "Council of Hadassah Reviews Palestine Work; Mrs. L. Coplan Elected President, Succeeding Mrs. Lawrence Freiman," *The Ottawa Journal*, June 12, 1942.

73 Rideau Street is located on the edge of the ByWard Market in Ottawa's downtown core. The ByWard Market and Lowertown are two of the earliest settlement areas in the city. Together, they are bounded by the Rideau Canal and Sussex Drive to the west, the Rideau Street commercial corridor to the south also encompassing the Rideau Centre to Mackenzie King Bridge, and finally the Rideau River, meandering from the Ottawa River, collectively acting as both the eastern and northern boundary of the neighbourhood. ByWard Market and Lowertown feature some of Ottawa's best-known landmarks, including the Chateau Laurier, Notre Dame Cathedral, the Royal Canadian Mint and the ByWard Market.

In 1826, led by Colonel By and Thomas McKay, the entrance of the Rideau Canal was determined, and as such, the birth of Bytown. The street grid in the ByWard and Lowertown areas derives from the distribution of land in 1827 when Colonel John By laid out Bytown. Bytown was originally comprised of and divided into Lower Town and Upper Town. Upper Town was predominately occupied by English Protestants, many who worked as officers for the military, whereas Lower Town became home for many tradesman and canal workers.



Map of Bytown, 1842, showing historic Lower Town and Upper Town. *The Historical Society of Ottawa*, accessed 2023.

A critical aspect of the economic and industrial development of both the ByWard and Lowertown neighbourhoods was the opening of the Rideau Canal in 1832. The Rideau Canal was constructed between 1826 and 1832 as part of a military strategy to establish an alternative route to the St. Lawrence River transportation corridor. Although built with the intent to protect Canada from American invasion, military control was

relinquished as the threat subsided and the canal became predominately used for transportation of civilians, commercial goods, and natural resources; thereby increasing trade and spurring economic growth, and subsequently leading to the development of the area.

The construction of the railway through Ottawa's downtown core in 1854, and the expansions of Ottawa after the city was chosen as the national capital in 1857, also contributed to development. The construction of the Parliament Buildings just west of Sussex Drive in the 1860s resulted in an influx of public servants in the area, which gave way to the rise of commerce in the area specifically on Rideau Street and in the ByWard Market.<sup>117</sup> Lowertown was an arrival point for many cultural groups including Irish, French Canadians and Ottawa's earliest Jewish community. Many of these new arrivals worked on the construction of the canal, while the Jewish community became prominent local shopkeepers, running businesses relating to food, clothing, second-hand goods, shoe repair, tailors, etc.

Further facilitating Lowertown's expansion was the construction of Ottawa's first large hospital, The Carleton Protestant General Hospital (now Wallis House, 589 Rideau Street), at the east end of Rideau Street in 1875.<sup>118</sup> The 1891 construction of streetcar lines along Dalhousie, Rideau, and George Streets as well as Sussex Drive also greatly contributed to the expansion of residential and commercial development in the area, which was becoming home to an increasing number of public servants and the middle class.<sup>119</sup> The rise of the middle class in Lowertown contributed to the success of large commercial stores on Rideau Street, like Freiman's.

## Context

The building at 73 Rideau Street was intentionally developed as Freiman's department store in the 1920s. The building is important in defining, maintaining, and supporting the character of Rideau Street—which has functioned as a commercial main street in Ottawa since the 19<sup>th</sup> century.

Originally established as a corduroy road by Colonel John By in 1827, Rideau Street was the main route from Ottawa to Montreal.<sup>120</sup> Rideau Street was originally intended to be a residential street due to its large lanes and lots. While Rideau Street east of King Edward Street remained a primarily residential street well into the 20<sup>th</sup> century, the west

---

<sup>117</sup> Marc Aubin and Nancy Chenier, "Lowertown East Our Disappearing Heritage," 2011, 8.

<sup>118</sup> City of Ottawa Planning and Growth Management. "Uptown Rideau Street Community Design Plan," *City of Ottawa*, 2015, page 26.

<sup>119</sup> "Neighbour Heritage Statements - Lowertown," *City of Ottawa*, 2017.

<sup>120</sup> City of Ottawa Planning and Growth Management. "Uptown Rideau Street Community Design Plan," *City of Ottawa*, 2015, page 26.

end of Rideau Street became a busy commercial street due to its proximity to transportation, services, the ByWard Market, and Parliament Hill.<sup>121</sup>



Sussex and Rideau Streets, 1875.

Credit: Topley Studio Fonds/Library and Archives Canada/PA-012527

---

<sup>121</sup> City of Ottawa Planning and Growth Management. "Uptown Rideau Street Community Design Plan," *City of Ottawa*, 2015, page 26.



Storefronts on Rideau Street, 1878.

Credit: William James Topley/Library and Archives Canada/PA-027441

Some of the earliest commercial buildings on Rideau Street are situated on the block between Sussex Drive and Dalhousie Street. These properties include the Featherstone Building at 103-105 Rideau Street, constructed in 1869, which originally operated as a drugstore; 101 Rideau Street, constructed in 1871, originally used as a bookstore and later a dry goods store; and The Atwood building at 97-99 Rideau Street, constructed in 1908, originally an apartment building.<sup>122</sup> All of these properties are designated under Part IV of the *Ontario Heritage Act*.

<sup>122</sup> "The Atwood, 101 Rideau Street, and The Featherstone Building," *Heritage Ottawa*.



Facades of 97-99, 101, and 103-105 Rideau Street. *Heritage Ottawa*, accessed 2023.

Early businesses on Rideau Street, as well as a growing middle class due to government employment opportunities and increasing urbanization, gave way to the rise of department stores on Rideau Street in the early 20<sup>th</sup> century. The building at 73 Rideau Street shares a streetscape with 41 Rideau Street, and 47 Rideau Street, which both housed department stores during the twentieth century. In 1914, McKerracher-Wanless Limited, a large menswear store, opened at 41 Rideau Street in the Plaza Building on the northeast corner of Rideau and Sussex Streets. In 1945, the store became Henry “Macks” Limited, also a menswear store, before it moved to 151 Rideau Street in 1967.<sup>123</sup> In 1949, the Woolworth’s Department Store opened at 47 Rideau Street between the Macks in the Plaza Building and Freiman’s. This Woolworth’s location remained open until 1993.<sup>124</sup> Freiman’s existed at 73 Rideau Street in some capacity from 1902 to 1974. As such, throughout the twentieth century, most of the block of Rideau Street between Sussex and Mosgrove Streets was occupied by large commercial spaces. Today, the three intact buildings and streetscape represent Rideau Street’s history and peak as a commercial main street in Ottawa.

<sup>123</sup> “Henry ‘Macks’ Salutes Canada’s Capital and the Capital of the Century from its new, modern location,” *The Ottawa Journal*, January 13, 1967.

<sup>124</sup> Kelly Egan, “Cashing out after 78 years; Customers, staff lament downtown Woolworth closure,” *Ottawa Citizen*, October 23, 1993.



41, 47, and 73 Rideau Street in 1957. Copyright: Andrew Newton Photographers Limited, *City of Ottawa Archives*, MG393-NP-48822-001, Item CA043955.

Other notable department stores on Rideau Street include The Charles Ogilvy Limited Department Store, which opened in 1907 on the south side of Rideau Street at the corner of Rideau and Nicholas Streets. Its façade is incorporated into the Rideau Centre today.<sup>125</sup> In 1922, the J.A. Larocque Department Store opened at 169 Rideau, and is now called Mercury Court.<sup>126</sup>

<sup>125</sup> "Charles Ogilvy Limited Department Store," *Heritage Ottawa*, accessed January 2024.

<sup>126</sup> Robert Vineberg, "Remembering "The Store": a brief history of Larocque's Department Store," *Lowertown Echo de la Basse-ville*, November 5, 2020. Accessed December 2023.



Rideau Street and Nicholas Street, looking west and showing streetcars and Ogilvy's department store.

Credit: Topley Studio Fonds/Library and Archives Canada/PA-012905.

Today, Rideau Street continues to function as an important main commercial street in downtown Ottawa, with the Rideau Centre sitting at the heart of Lowertown. The Rideau Centre, which has frontage on Rideau Street, is a modern commercial landmark in Ottawa and is integrated into the historic commercial streetscape of Rideau Street. The building at 73 Rideau Street is integrated into the Rideau Centre and maintains its original use as a department store. Thus, the property is functionally and historically linked to its surroundings.



41, 47, and 73 Rideau Street. *City of Ottawa, 2024.*



73 Rideau Street is integrated into the Rideau Centre. *City of Ottawa, 2024.*

## Evaluation using Ontario Regulation 09/06

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.	<p>Yes</p> <p>Constructed in phases between 1926 and 1929, the building at 73 Rideau Street has design value as a unique example of Beaux-Arts architectural style used for a department store in Ottawa. Popular in Canada during the first two decades of the twentieth century, the Beaux-Arts style was often used for civic buildings like libraries, train stations, theatres, banks, and schools. The architectural features of the building which are characteristic of the Beaux-Arts style include its symmetrical stone façade, flat roof, large massing, evenly spaced repetitive windows, and classical details including its shallow pilasters with Scamozzi capitals and decorative medallions in its parapet as well as its arched windows and dentilled cornice of the six-storey section.</p>
2	The property has design value or physical value because it displays a high degree of craftsmanship or artistic merit.	<p>No</p> <p>This property reflects a typical level of craftsmanship for a building of this type. The property does not meet this criterion.</p>
3	The property has design value or physical value because it displays a high degree of technical or scientific merit.	<p>No</p> <p>The building at 73 Rideau Street exemplifies typical construction methods for buildings of its type. The property does not meet this criterion.</p>
4	The property has historical or associative value because it has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community.	<p>Yes</p> <p>The building at 73 Rideau Street has historical value as it is directly associated with the A.J. Freiman department store and the Freiman family. The A.J. Freiman department store, known as “Freiman’s,” was a well-known retail institution in Ottawa and one of the earliest businesses on Rideau Street. Throughout the store’s 71-year history, the Freiman department store became the largest and most iconic department store in Ottawa.</p> <p>The building at 73 Rideau Street has direct associations with the Freiman family. The Freiman family established the Freiman’s department store and were known for their innovative business strategies, which led to the eventual success, growth and expansion of the store. The Freiman family were also integral members of the Jewish community in Ottawa, Canada, and internationally.</p>
5	The property has historical or associative value because it yields, or has the potential to yield, information that contributes to an understanding of a community or culture.	<p>No</p> <p>This property is not directly associated with a particular community or cultural. The property does not meet this criterion.</p>

6	The property has historical 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.	<p>Yes</p> <p>The property at 73 Rideau Street has historical value as a representative work of local architect John A. Ewart, a well-known architect in Ottawa. His most famous works include the Booth Building at 165 Sparks Street, the Wellington Building (former Metropolitan Life Assurance Building) at 180 Wellington Street, Knox Presbyterian Church at 120 Lisgar Street, and several schools in the area as the main architect for the Ottawa Collegiate Institute Board. The building at 73 Rideau Street is the only department store Ewart designed.</p>
7	The property has contextual value because it is important in defining, maintaining or supporting the character of an area.	<p>Yes</p> <p>73 Rideau Street has contextual value as it is important in supporting and maintaining the character of Rideau Street— which has functioned as a commercial main street in Ottawa since the nineteenth century. Throughout the twentieth century, most of the block of Rideau Street between Sussex and Mosgrove Streets was occupied by large commercial spaces. Today, the 73 Rideau Street continues to reflect Rideau Street's history as a commercial main street in Ottawa.</p>
8	The property has contextual value because it is physically, functionally, visually or historically linked to its surroundings	<p>Yes</p> <p>As a twentieth century department store, the building at 73 Rideau Street is historically and functionally linked to its surrounding commercial area. The building continues to be used as a department store, as it has been occupied by the Hudson's Bay Company since the 1970s. In the 1980s, the building at 73 Rideau Street was integrated into the Rideau Centre. The building at 73 Rideau Street continues to support retail and commercial activity on one of Ottawa's historic main streets.</p>
9	The property has contextual value because it is a landmark.	<p>No</p> <p>Although the building has functioned as a department store since its construction, given its location near other major landmarks, this property itself is not a landmark. It does not meet this criterion.</p>

## SOURCES

- “The Atwood, 101 Rideau Street, and The Featherstone Building,” Heritage Ottawa, accessed December 2023.
- Aubin, Marc and Nancy Chenier. “Lowertown East: Our Disappearing Heritage,” 2011.
- “Beaux Arts (1885-1945),” [www.OntarioArchitecture.com](http://www.OntarioArchitecture.com), accessed January 2024.
- “Bilsky, Lillian (Freiman),” Dictionary of Canadian Biography, University of Toronto, 2017-2024.
- City of Ottawa Planning and Growth Management. “Uptown Rideau Street Community Design Plan,” City of Ottawa, 2015,
- “Charles Ogilvy Limited Department Store,” Heritage Ottawa, accessed January 2024.
- “The Daly Building,” Heritage Ottawa, accessed December 2023.
- “Ewart, John Albert,” Biographical Dictionary of Architects in Canada 1800-1950, accessed January 2024.
- Figler, Bernard. Lillian and Archie Freiman Biographies, 1st ed., Montreal: Bernard Figler, 1962.
- Frieman, Lawrence. Don’t Fall Off the Rocking Horse – An Autobiography, 1st ed., Toronto: McClelland and Stewart, 1978.
- Kalman, Harold. A History of Canadian Architecture: Volume 2. Canada: Oxford University Press, 1994.
- National Capital Commission. *A Capital in the Making: Reflections of the Past Visions of the Future*, National Capital Commission, 1991.
- “Neighbourhood Heritage Statements,” City of Ottawa Heritage Planning Branch, 2017.
- The Ottawa Citizen*, 1898-2024.
- The Ottawa Journal*, 1885-1980.
- “Ottawa – Virtual Jewish History Tour,” Jewish Virtual Library, 2007, accessed January 2024.
- Powell, James. “A.J. Freiman,” The Historical Society of Ottawa, accessed January 2024.
- Powell, James. “Remember this? Freiman’s becomes the Bay,” CityNews, 2021.
- “Private Roadway Dedication – 53 Elgin Street,” Planning and Development Committee, September 30, 2003.
- Ricketts, Shannon, Leslie yopuMaitland, and Jacqueline Hucker. A Guide to Canadian Architectural Styles. 2nd ed. Canada: Broadview Press, 2004.
- Tamilia, Robert D. and Susan E. Reid, “Origin and Evolution of the Golden Era of the Department Store, 1846-1930,” *The Romance of Marketing History*, Vol. 11, 91. 2003.
- Vineberg, Robert. “Remembering “The Store”: a brief history of Larocque’s Department Store,” Lowertown Echo de la Basse-ville, November 5, 2020. Accessed December 2023.
- von Baaeyer, Edwinna. “City Beautiful Movement,” The Canadian Encyclopedia, February 6, 2006.