



**Heritage Impact Assessment—
244-248 Talbot Street, St. Thomas,
Ontario**

FINAL REPORT

May 16, 2022

Prepared for:

2735125 Ontario Inc.
244 Talbot Street
St. Thomas, Ontario N5P 1B2

Prepared by:

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Project Number: 160940802

HERITAGE IMPACT ASSESSMENT—244-248 TALBOT STREET, ST. THOMAS, ONTARIO

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Executive Summary

2735125 Ontario Inc. (the Proponent) retained Stantec Consulting Ltd. (Stantec) to prepare a Heritage Impact Assessment (HIA) for the property located at 244-248 Talbot Street in the City of St. Thomas, Ontario. The Proponent intends to demolish the one storey addition at the rear of 244-248 Talbot Street and replace it with a new four storey residential development. The property is situated within the Downtown St. Thomas Heritage Conservation District (HCD), designated under Part V of the *Ontario Heritage Act* (OHA) in 2018. The location of the building within the HCD triggered the need for the HIA.

The impacts associated with this undertaking were evaluated and the proposed development was determined to be aligned with the Downtown HCD Plan goals, objectives, and principles. When determining the extent of impacts anticipated for 244-248 Talbot Street, the impact assessment determined the proposed demolition and new development would have the potential for direct and indirect impacts. Accordingly, the following recommendations are made:

1. A Demolition Plan be prepared by Remy Consulting Engineers Ltd. that considers ways to safeguard the identified heritage attributes at 244-248 Talbot Street.
2. Should any changes to the design proposed in Appendix B be required, a heritage professional and the City shall be consulted to determine whether an update to this HIA is required.
3. Site Plan controls are required prior to Project activities. Site plan controls should include stabilization measures and protective barriers for the 1870s building to indicate where construction activities should be limited. The building should also be marked on demolition and construction drawings as a sensitive heritage structure.
4. Vibration studies for 244-248 Talbot Street:
 - Pre-condition survey should be prepared by a qualified engineer to determine the maximum acceptable vibration levels, or PPV levels and the appropriate buffer distance between Project activities and the 1870s building.
 - Vibration monitoring should be carried out and consist of monitoring the ground-borne vibration levels, in PPV while construction activities take place. The vibration monitoring program should include the installation of vibration monitoring equipment in the building.
 - Post-construction condition survey should be carried out as determined by the Geotechnical Engineer. Post-construction condition survey shall be conducted after completion of construction for comparison purposes.



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To assist in the retention of historic information, copies of this report should be deposited with local repositories of historic material. Therefore, it is recommended that this report be deposited at the following locations:

City of St. Thomas

Municipal Heritage Committee
545 Talbot Street
St. Thomas, ON, N5P, 3V7

Elgin County Archives

450 Sunset Drive
St. Thomas, ON, N5R 5V1

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



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Abbreviations

| | |
|--------|---|
| CAHP | Canadian Association of Heritage Professionals |
| CHVI | Cultural Heritage Value or Interest |
| C.S.R. | Canadian Southern Railway |
| G.W.R. | Great Western Railway |
| HAP | Heritage Alteration Permit |
| HCD | Heritage Conservation District |
| HIA | Heritage Impact Assessment |
| LACAC | Local Architectural Conservation Advisory Committee |
| MHSTCI | Ministry of Heritage, Sport, Tourism and Culture Industries |
| OHA | Ontario Heritage Act |
| O. Reg | Ontario Regulation |
| PPS | Provincial Policy Statement |
| PPV | Peak Particle Velocity |
| RCEL | Remy Consulting Engineers Ltd. |



Introduction
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1.0 INTRODUCTION

1.1 STUDY PURPOSE

2735125 Ontario Inc. (the Proponent) retained Stantec Consulting Ltd. (Stantec) to prepare a Heritage Impact Assessment (HIA) for the property located at 244-248 Talbot Street in the City of St. Thomas (the City), Ontario (Figure 1). The Proponent intends to demolish the one storey addition at the rear of 244-248 Talbot Street and replace it with a new four storey residential development. The property is a contributing property situated within the Downtown St. Thomas Heritage Conservation District (HCD), designated under Part V of the *Ontario Heritage Act* (OHA) in 2018. As per Section 4.5.1 of the *Downtown St. Thomas Heritage Conservation District Plan* (Downtown HCD Plan), where demolition of a contributing property is proposed, an HIA must be prepared (Stantec and a+LiNK 2018). Given the proposed demolition of a portion of the building at 244-248 Talbot Street, an HIA is required.

The property is currently subject to a separate Heritage Alteration Permit (HAP) submitted in December 2020 for repair and restoration work to the exterior brick masonry. This work has been completed and the scaffolding is anticipated to be removed from the property in November 2021. A separate HAP and demolition permit will be submitted for the proposed rear addition demolition and new residential development. This HIA will supplement the HAP and demolition permit.

The purpose of the HIA is to respond to policy requirements regarding the conservation of cultural heritage resources in the land use planning process. Where a change is proposed within or adjacent to a protected heritage property, consideration must be given to the conservation of cultural heritage resources. The objectives of the report are as follows:

Identify and evaluate the cultural heritage value or interest (CHVI) of the Study Area

Identify potential direct and indirect impacts to cultural heritage resources

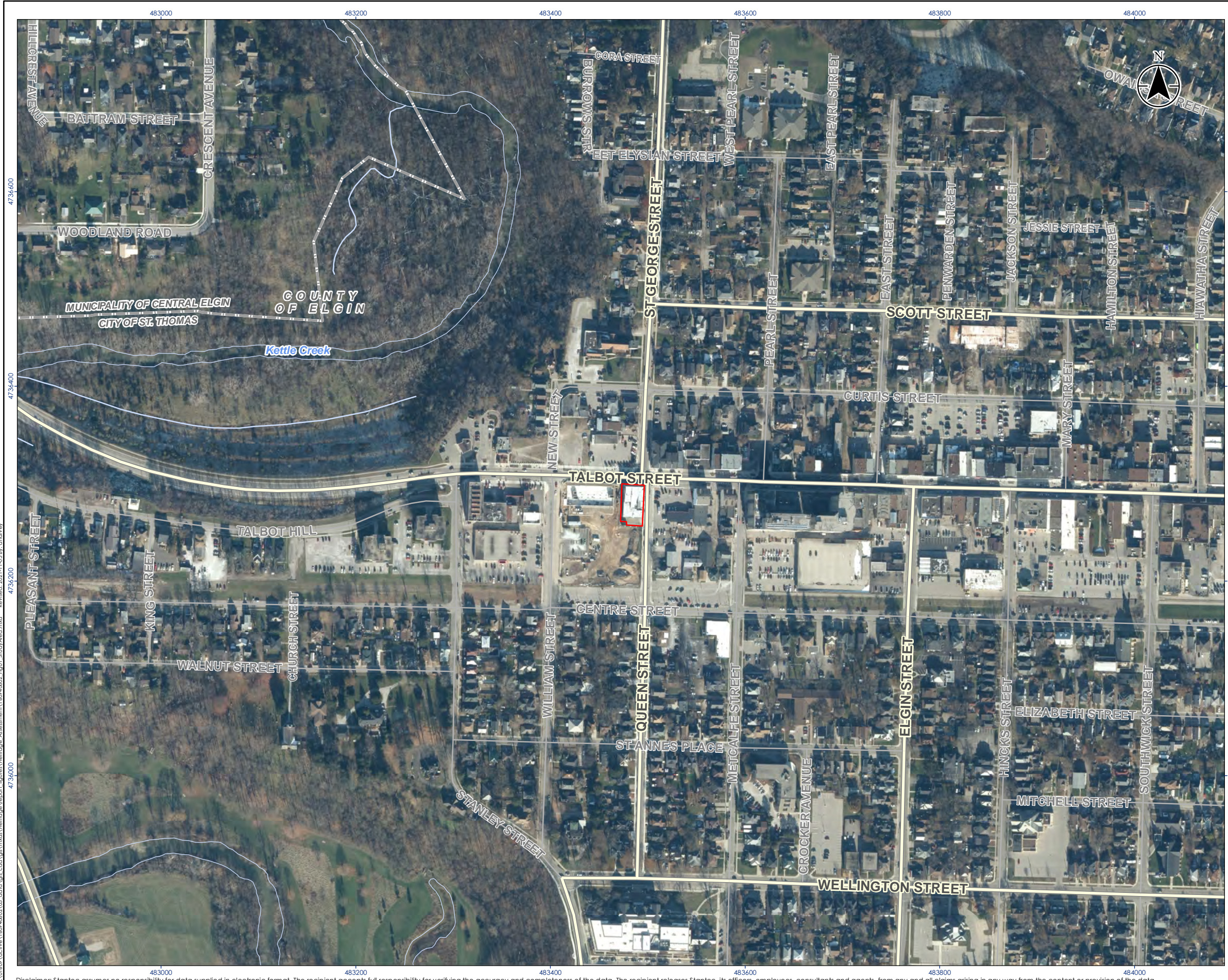
Identify mitigation measures where impacts to cultural heritage resources are anticipated to address the conservation of heritage resources, where applicable

To meet these objectives, this HIA contains the following content:

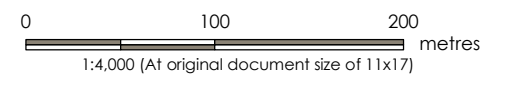
- Project methodology
- Review of background history of the Study Area and historical context
- Evaluation of CHVI
- Description of the proposed site alteration
- Assessment of impacts of the proposed site alterations on cultural heritage resources
- Review of development alternatives or mitigation measures where impacts are anticipated
- Recommendations for the preferred mitigation measures

For the purpose of this HIA, the Study Area is comprised of the municipal property boundary of 244-248 Talbot Street (Figure 1).





- Legend
- Study Area
 - Major Road
 - Watercourse
 - Waterbody



- Notes
1. Coordinate System: NAD 1983 UTM Zone 17N
 2. Base features produced under license with the Ontario Ministry of Natural Resources and Forestry © Queen's Printer for Ontario, 2018.
 3. Orthoimagery © First Base Solutions, 2018. Imagery Date, 2018.



Project Location: St. Thomas, ON
 160940802 REVA
 Prepared by DH on 2021-11-05

Client/Project
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Figure No.
 1
 Title
 Study Area

V:\01699_Active\1609_40802_03_data\glt_cas\glt_cas\Heritage\report_figures\Heritage_Assessment\160940802_Fig01_StudyArea.mxd Revised: 2021-11-05 By: dharvey

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2.0 METHODOLOGY

2.1 POLICY FRAMEWORK

2.1.1 Planning Act

The *Planning Act* provides a framework for land use planning in Ontario, integrating matters of provincial interest in municipal and planning decisions. Part I of the *Planning Act* identifies that the Minister, municipal councils, local boards, planning boards, and the Municipal Board shall have regard for provincial interests, including:

(d) The conservation of features of significant architectural, cultural, historical or scientific interest

(Government of Ontario 1990)

2.1.2 The 2020 Provincial Policy Statement

The Provincial Policy Statement (PPS) was updated in 2020 and is intended to provide policy direction for land use planning and development regarding matters of provincial interest. Cultural heritage is one of many interests contained within the PPS. Section 2.6.1 of the PPS states that, “significant built heritage resources and cultural heritage landscapes shall be conserved”.

(Government of Ontario 2020)

Under the PPS definition, conserved means:

The identification, protection, management and use of built heritage resources, cultural heritage landscapes and archaeological resources in a manner that ensures their cultural heritage value or interest is retained. This may be achieved by the implementation of recommendations set out in a conservation plan, archaeological assessment, and/or heritage impact assessment that has been approved, accepted, or adopted by the relevant planning authority and/or decision maker. Mitigative measures and/or alternative development approaches can be included in these plans and assessments

Under the PPS definition, significant means:

In regard to cultural heritage and archaeology, resources that have been determined to have cultural heritage value or interest. Processes and criteria for determining cultural heritage value or interest are established by the Province under the authority of the Ontario Heritage Act.

Under the PPS, “protected heritage property” is defined as follows:

property designated under Parts IV, V or VI of the Ontario Heritage Act; property subject to a heritage conservation easement under Parts II or IV of the Ontario Heritage Act; property identified by the Province and prescribed public bodies as



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provincial heritage property under the Standards and Guidelines for Conservation of Provincial Heritage Properties; property protected under federal legislation, and UNESCO World Heritage Sites.

(Government of Ontario 2020)

2.1.3 City of St. Thomas Official Plan

The current Official Plan for the City was adopted by City Council in September of 1979 and has undergone a number of amendments since this time. The City is currently reviewing and updating the Official Plan which is schedule to be completed in early 2022 (City of St. Thomas 2021).

2.1.4 Downtown St. Thomas HCD

The Downtown HCD Plan was prepared for the City in 2018 by Stantec and a+LiNK Architecture Inc (a+LiNK). Within the HCD Plan, the Study Area is identified as a contributing property, meaning it directly supports the Statement of Cultural Heritage Value or Interest and heritage attributes of the HCD. Contributing properties were constructed between 1870 and 1930, either as part of the commercial core or part of the community's railway history. These contributing properties retain historic building fabric or heritage features that distinguish them as older buildings of a particular era, type, or place (Stantec and a+LiNK 2018: 4.7). As a contributing property, under Section 4.5, an HIA is required to accompany a demolition permit and is to contain mitigation measures where adverse impacts are anticipated (Stantec and a+LiNK 2018: 4.25-4.26). Also, as a contributing property, alterations to the structure need to following specific policies and guidelines in Section 4.0 of the HCD Plan.

For additions on contributing properties, Section 4.3.3 provides policies and guidelines for height, massing, and materials. Under Section 4.3.3.1 *Height*, the following policy and guideline are applicable to the Study Area:

- Policy:
 - “Design additions to contributing resources to an appropriate height to contributing properties, no greater than the height of the existing building frontage on Talbot Street.
- Guideline:
 - “Rear additions may contain additional storeys only if they are set back at least five metres from the front building line. Additional storeys should not be greater than half of the original building's height (e.g. for two storey buildings, additions may extend one storey above the existing roofline, for a total of three storeys).”

(Stantec and a+LiNK 2018: 4.21)

Under Section 4.3.3.1 *Massing*, the following policies are applicable to the Study Area:

- Policies
 - “Design massing for new additions that is subordinate to the existing building. Additions should not cover or overwhelm the original structure.
 - “Locate additions to contributing buildings at the back of the building.



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- “Use shapes and massing that are compatible with the historic building and create a harmonious look with the surrounding buildings.”

(Stantec and a+LiNK 2018: 4.21)

Under Section 4.3.3.2 *Materials*, the following policies are applicable to the Study Area:

- Policies:
 - “Preserve original material when designing additions and minimize the removal of original building structure and materials.
 - “Choose materials on additions that are distinguishable as contemporary design, and do not mimic historic architecture but complement its character.”

(Stantec and a+LiNK 2018: 4.21)

2.2 BACKGROUND HISTORY

To understand the historical context of the property, resources such as land registry records, secondary sources, and online archival databases were consulted. Section 3 of the Downtown St. Thomas HCD Study, completed by Stantec in 2017, was also reviewed to provide historical context. To familiarize the study team with the Study Area, historical mapping from 1882, 1894, 1903, 1906, 1922, and 1943 and aerial photography from 1954 were reviewed.

2.3 FIELD PROGRAM

A site assessment was undertaken on October 27, 2021, by Frank Smith, Cultural Heritage Specialist with Stantec. The weather conditions were overcast and cool. The site visit included a pedestrian survey of the property including the streetscape, exterior, and portions of the interior.

2.4 ASSESSMENT OF IMPACTS

The assessment of impacts is based on the impacts defined in the Ministry of Heritage, Sport, Tourism, and Culture Industries (MHSTCI) *Infosheet #5 Heritage Impact Assessments and Conservation Plans* (Infosheet #5). Impacts to heritage resources may be direct or indirect.

Direct impacts include:

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

Indirect impacts do not result in the direct destruction or alteration of the feature or its heritage attributes, but may indirectly affect the CHVI of a property by creating:

- *Shadows that alter the appearance of a heritage attribute or change the viability of a natural feature or plantings, such as a garden*



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- *Isolation of a heritage attribute from its surrounding environment, context or a significant relationship*
- *Direct or indirect obstruction of significant views or vistas within, from, or of built and natural features*
- *A change in land use such as rezoning a battlefield from open space to residential use, allowing new development or site alteration to fill in the formerly open spaces*
- *Land disturbances such as a change in grade that alters soil, and drainage patterns that adversely affect an archaeological resource*

(Government of Ontario 2006a)

In addition to direct impacts related to destruction, this HIA also evaluated the potential for indirect impacts resulting from the vibrations of construction and the transportation of project components and personnel. This was categorized together with land disturbance. Although the effect of traffic and construction vibrations on historic period structures is not fully understood, vibrations may be perceptible in buildings with a setback of less than 40 metres from the curbside (Crispino and D'Apuzzo 2001; Ellis 1987; Rainer 1982; Wiss 1981). The proximity of the proposed development to heritage resources was considered in this assessment.

2.5 MITIGATION OPTIONS

In addition to providing a framework to assess the impacts of a proposed undertaking, the MHSTCI Infosheet #5 also provide methods to minimize or avoid impacts on cultural heritage resources. These include, but are not limited to:

- *Alternative development approaches*
- *Isolating development and site alteration from significant built and natural features and vistas*
- *Design guidelines that harmonize mass, setback, setting, and materials*
- *Limiting height and density*
- *Allowing only compatible infill and additions*
- *Reversible alterations*
- *Buffer zones, site plan control, and other planning mechanisms*

(Government of Ontario 2006a)



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3.0 SITE HISTORY

3.1 INTRODUCTION

The Study Area is located on the southwest corner of Talbot Street and Queen Street in the City's downtown. The property is bounded to the north by Talbot Street, to the west and south by 230 Talbot Street, and to the east by Queen Street. As a full historical development overview is provided Section 3 of the HCD Study, this HIA has been scoped to be focused on the Study Area history with a brief contextual overview taken from the HCD Study.

3.2 CONTEXTUAL OVERVIEW

The Study Area is situated on Lot 47, South of Talbot Road East in the former Township of Yarmouth. The township was first surveyed in 1809, by surveyor Mahlon Burwell. Early development in the Study Area and the township was influenced by the development of the Talbot Road, also surveyed by Burwell under the direction of large landholder Colonel Thomas Talbot (Paddon *et al.* 1981). In 1821, a Plan for the Town Plot of St. Thomas was completed by Burwell. It was a 35-acre plot with lots fronting Talbot Road (Miller 1967). Early settler Daniel Rapelje, whose land the town developed on, chose the name St. Thomas for the town, but the name was not officially recognized until 1831, when the first post office opened in the settlement (Miller 1967).

The County of Elgin was established in August 1851. A town hall was constructed near the corner of Talbot Street and Stanley Street that year and served both the St. Thomas settlement and the Township of Yarmouth (Paddon 1975). The settlement of St. Thomas was incorporated as a Village in 1852 (Page & Co. 1879). The early 1850s was a time of growth and prosperity for St. Thomas. Merchants in the village imported goods from Port Stanley and St. Thomas served as a distribution centre to the surrounding areas (Paddon *et al.* 1981). In 1856, the London and Port Stanley Railway was completed with a station at the east end of St. Thomas (St. Thomas LACAC 2000: 127). The railway turned out to be a disaster for St. Thomas, as merchants lost business to London. The village sold their railway shares to London, and the late 1850s was a period of decline in St. Thomas (Paddon *et al.* 1981).

St. Thomas was incorporated as a town in 1861 (Sims 1984). The 1860s were a period of slow development for St. Thomas, as some building blocks and residences erected. The coming of a new railway lines from the United States in the 1870s turned St. Thomas into a prosperous town and greatly increased development along Talbot Street. The railway brought employment, and business, and quadrupled the town's population of 2,000 within the decade (Paddon *et al.* 1981). The railway also attracted influential people from larger commercial and manufacturing centres that brought with them new ideas and finances for enterprise (Cosens 1976). These people of money, vision, and influence turned St. Thomas from a little town into a booming railway city (St. Thomas LACAC 2000).

The Canadian Southern Railway (C.S.R.) line was completed between Amherstburg and St. Thomas in 1872, and between St. Thomas and Fort Erie in 1873 (North American Railway Hall of Fame n.d.). A C.S.R. station (also known as CASO station) was built on the eastern end of the Town of St. Thomas



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between 1871 and 1873. Alongside the construction of the C.S.R. line was the Great Western Railway (G.W.R.) Air or Loop line that was constructed in 1872 (Paddon 1989). The businesses along Talbot Street grew substantially and developed in the mid-1870s and were tailored to the new population, mostly men of influence. These businesses included boot and shoemakers, watchmakers, men's clothing stores, rooming houses, barbershops, hotels, taverns, billiard halls, and cigar and tobacco shops (St. Thomas LACAC 2000).

St. Thomas was incorporated as a city on March 4, 1881 (Paddon *et al.* 1981). The late 19th century was a boom period in the City and the number of substantial building blocks and hotels constructed along Talbot Street increased. Through the influence of the railway on the local economy more luxury stores began to emerge along Talbot Street. This included dressmaker shops, furriers, fine China shops, music stores, and candy shops (St. Thomas LACAC 2000). The building in the Study Area was constructed during this late 19th century building boom. The design and materials of the buildings constructed during this era were characteristic of development from 1870 to 1900 in southwestern Ontario towns and cities. Most buildings are two to three storey brick structures with ornamentation, and in some instances a false front extending above the roofline.

The early 20th century was a period of transition for retail and industrial businesses across the world. In St. Thomas retail development included department stores, which changed the small specialized store market. These were usually within larger buildings that utilized new advertising methods such as catalogues, over the top window displays, and offered a wide array of products at low prices (Belisle 2011). Following the First World War, growth and development stalled in the downtown St. Thomas, much as in other communities as post-war decline was characteristic of the era. Due to the impact of the First World War, followed by the downturn of the stock market in 1929, and the Great Depression in the 1930s, very little new construction occurred along Talbot Street.

St. Thomas entered a period of prosperity during the Second World War due in part to the training schools established in the region during the war. The large number of service members in the area provided the St. Thomas economy with a boost during the war (Paddon *et al.* 1981). In the mid-20th century with the increasing number of automobiles, the Talbot streetscape was altered to accommodate parking and vehicle services. Service stations and car mechanics became more commonplace by the late 1940s. A shift occurred in St. Thomas in the mid-20th century from the railway city to a Canadian centre for automotive manufacturing. From 1946 to 1963, St. Thomas acquired approximately 40 new industries, most of which were situated in the industrial park on the eastern end of the City (Stantec 2017: 3.18). Toward the end of the 20th century, some of the large building blocks of the railway era were demolished and replaced with new commercial structures (Stantec 2017: 3.17).

3.3 PROPERTY HISTORY

The Study Area is situated on Lot 47, South of Talbot Road East in the former Township of Yarmouth. The 200-acre property was granted from the Crown to John Decour in 1833. That same year, John Decour and his wife Elizabeth Décor sold the property to William Drake, who sold the property to Ann Drake (ONLAND 2021a). In 1853, the property was surveyed as part of the Village Plan of St. Thomas. The Study Area became part Lot 12, of Registered Plan 23. The land registry records indicate that the



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property passed to Surenus Thompson in 1867. Thompson took out mortgages on the property between 1867 and 1871 (ONLAND 2021b).

Construction of the building in the Study Area began in about 1871 and was completed by 1872. Land registry records indicate that the building was sold in three separate units in 1872 by grantors George Claris and Harriet Thompson, trustees of Surenus Thompson. The first sale, a 2,904 square foot unit was sold to Robert Pringle. The second sale, a 2,640 square foot unit was sold to Helen Stewart, and the third sale, a 2,640 square foot unit was to John P. Martyn (ONLAND 2021b). Martyn was George Claris' partner in Martyn & Claris, a land and insurance agency based in the Elgin Block (Armstrong & Co 1872: 125). *Armstrong & Co's County of Elgin Gazetteer and Directory for 1872* lists G. Pringle & Son as a watchmaker and jeweler on Talbot Street near William Street (Armstrong & Co. 1872: 126). It also includes Archibald Stewart as a grocer on Talbot Street, although no specific address is provided (Armstrong & Co 1872: 128).

When it was initially constructed, the 246-248 Talbot portion of the building was two and one half storeys in height and included a mansard roof with semi-circular dormers and an oculus dormer (Plate 1). The adjacent 244 Talbot was three storeys in height with a flat roof and parapet.



Plate 1: Southwest corner of Talbot Street at Queen Street circa 1870-1880 (Photo courtesy of Wayne Paddon, *St. Thomas LACAC 2000: 218*).

Below is a summary of land use based on City directories. Table 3-1 provides an overview of the directories examined in five year intervals between 1872 and 2000 (subject to availability of editions and publication gaps). Note the buildings were renumbered in 1907. The current 244-246 Talbot Street was initially 238-240 Talbot, and the current 248 Talbot Street was initially 242 Talbot Street.



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244 Talbot Street

The *Directory of the Town of St. Thomas 1879* lists Archibald Stewart as a grocer at 240 Talbot Street. The directory indicates that Stewart lived above his store (Richardson 1879: 82). On the 1881 Census in the City of St. Thomas Archibald Stewart (age 70) is listed as a gentleman (Library and Archives Canada 1881). In the *St. Thomas City Directory for 1881-2* Stewart is listed a grocer at 240 Talbot Street and is indicated as living over the business (White 1882: 92). By the mid-1880s, Stewart's building was occupied by James Robertson, as he is listed as a dry goods merchant in the building in the *St. Thomas City Directory 1886* (Union Publishing Company 1886: 71). A late 19th century photograph depicts Robertson's name on the building alongside Lindsay and Wilcox (Plate 2). On the City of St. Thomas Fire Insurance Plan for 1894, the building is occupied by a dry goods merchant (Figure 2).



Plate 2: Robertson and Lindsay Stores in the late 19th century (Elgin County Archives n.d.(a)).

In the early 20th century, the building was occupied by George Hutcheson, a harness maker. Hutcheson is listed with his business at 238 Talbot Street in the 1901 *St. Thomas City Directory* (Union Publishing Company 1901: 58). Between 1894 and 1903, a rear addition was added to back of 244 Talbot Street as indicated on the City Fire Insurance Plans (Figure 2). Hutcheson continued to operate out of the building until the early 1920s. By the 1920s, ownership of the property transferred to Frederick Howse, who also obtained the ownership of the adjacent 246 Talbot Street in 1921 (ONLAND 2021c). As indicated in the City directories and the 1922 City of St. Thomas Fire Insurance Plan, Howse operated an automobile garage business out of the building, with an office front, while he lived above the business (Table 3-1 and Figure 2).



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In 1946 (registered in 1947), Frederick C. Howse sold the property to Daniel M. and Dorothy M. Morris, who operated their own automotive business out of the building throughout the mid-20th century (ONLAND 2021c). In 1965, Daniel and Dorothy Morris sold the property to Helen Marie Brooks (ONLAND 2021c). The 1965 City of St. Thomas Directory lists a Jack Brooks Motors operating out of the building (St. Thomas LACAC 2000: 218). Following Helen Brook's death, the property was granted, in 1981, to Beverly Anne Stronach, Patricia Marie D'Orsay, and Mary Elizabeth Brooks. These three sold the property in 1984 to Severino and Wilma Jacoletti (ONLAND 2021e).

246 Talbot Street

In late 1870s, Martyn's business partner George Claris operated his business out of the building. He is listed at the property in the *Directory of the Town of St. Thomas 1879* as a banker, broker and insurance agent, and railway and ocean steamship ticket agent (Richardson 1879: 87). By 1882, the property changed to be operated by a druggist as listed in the city directory and on the 1882 (revised 1889) City of St. Thomas Fire Insurance Plan (Table 3-1 and Figure 2). In the early 20th century, the business in the building shifted to agricultural and land implements, operated under Frank Huntley, then James Land, and then Massey Harris (Table 3-1). In 1921, the executors of Martyn's estate sold the property to Clarence Roy Styles. The following year, Styles sold the property to Frederick Howse (ONLAND 2021c).

As indicated in the City directories and the 1922 City of St. Thomas Fire Insurance Plan, Howse operated an automobile garage business out of the building, with an office front, while he lived above the business (Table 3-1 and Figure 2). Under Howe's ownership, the one storey concrete block addition was added to the rear of 246 Talbot Street as depicted on the 1943 City of St. Thomas Fire Insurance Plan (Figure 2). In 1946 (registered in 1947), Frederick C. Howse sold the property to Daniel M. and Dorothy M. Morris, who operated their own automotive business out of the building in the mid-20th century (ONLAND 2021c). In 1965, Daniel and Dorothy Morris sold the property to Helen Marie Brooks (ONLAND 2021c). The 1965 City of St. Thomas Directory lists a Jack Brooks Motors operating out of the building (St. Thomas LACAC 2000: 218). Following Helen Brook's death, the property was granted in 1981 to Beverly Anne Stronach, Patricia Marie D'Orsay, and Mary Elizabeth Brooks. These three sold the property in 1984 to Severino and Wilma Jacoletti (ONLAND 2021e).

248 Talbot

In 1873, Pringle's portion of the building was transferred to William Neal and then back to Louisa Pringle (ONLAND 2021b). Louisa Pringle was the wife of Robert Pringle, a watchmaker, and the son of George Pringle. The *Directory of the Town of St. Thomas 1879* lists Pringle's Jewelry Store at 244 Talbot Street (Richardson 1879: 183). In 1879, Pringle's ownership of the property was taken over by Southern Loan & Savings Company and sold to Alexander Lindsay (ONLAND 2021d). Lindsay was the son-in-law of Alexander and Helen Stewart having married their daughter Helen Stewart in St. Thomas on July 9, 1872 (Archives of Ontario 1872: 216).

Lindsay (age 41) is listed on the 1881 Census in the City of St. Thomas as a grocer along with his wife Helen (age 38), and their children Helen (age 4), and Alexander (age 4 months). Also listed with the Lindsay's on the census is Archibald Stewart (age 70) as a gentleman (Library and Archives Canada 1881). On the City of St. Thomas Fire Insurance Plan for 1882 (revised in 1889), the building is occupied



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by a grocer (Figure 2). In the *St. Thomas City Directory 1886*, Lindsay is listed as a grocer, with his residence above the store (Union Publishing Company 1886: 48). Lindsay (age 51) is listed on the 1891 Census in the City of St. Thomas as a grocer, along with his wife Helen (age 48), and their children Helen (age 13), Alexander (age 10), and Agnes (age 6) (Library and Archives Canada 1891).

Lindsay died prior to 1891 as Helen (age 57) is listed as a widow on the 1891 Census in the City of St. Thomas, along with her children Helen (age 23), Alexander (age 20), and Angus (age 16). Helen Lindsay retained ownership of the property, but the grocery business was taken over by Charles Ead. The *St. Thomas City Directory 1901* lists Ead as a grocer at 242 Talbot Street (Union Publishing Company 1901: 35). The City of St. Thomas Fire Insurance Plan for 1903 depicts a grocery store in the building (Figure 2).

In 1911, Mary Lindsay granted the property to Mary A. Dallyn and Edwin Dallyn (ONLAND 2021c). As indicated in the City directories, a grocery store continued to operate out of the building until the mid-1920s. The last grocery store occupant was R.A. McCully whose store is depicted in the building in a 1920s photograph (Plate 3). In 1924, Edwin Dallyn granted the property to Hugh E. Dallyn (ONLAND 2021c). Dallyn took out mortgages on the property in the late 1920s. In 1939, a deed under power of sale transferred the property from the London Life Insurance Company to Chester H. Smith (ONLAND 2021c). In 1947, Smith sold the property to Daniel and Dorothy Morris (ONLAND 2021c).



Plate 3: R.A. McCully grocery store circa 1920s (Elgin County Archives n.d.(b)).



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From the 1940s until late 1960s, the building operated as a restaurant and included occupants J.A. Hartzell, Cozy Corner Restaurant, and Coffee Dan's Restaurant (Table 3-1). In the 1970s, the property was operated as the West End Variety (Table 3-1 and Plate 4). Then from the early 1980s until 2014 it was Mister Natural Health Foods Store (Table 3-1 and Plate 5).



Plate 4: Study Area September 1973 (Elgin County Archives 1973)



Plate 5: Study Area 1989 (Elgin County Archives 1989)



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Table 3-1: City Directories

| Date | Occupants | Source |
|-----------|---|--------------------------------------|
| 1872 | Stewart, Archibald, a grocer (Talbot, no specific address) Pringle, G. & Son, watchmakers and jewelers, Talbot near William | (Armstrong & Co 1872) |
| 1879 | 240 – Archibald Stewart, grocer 242 – Claris, George T., banker, broker and insurance agent, railway and ocean steamship ticket agent 242 – Pringle’s Jewelry Store | (Richardson 1879) |
| 1881-1882 | 240 - Stewart, Archibald, a grocer 242 - McCullough, G.B., a chemist/druggist 242 - Schreck, S., a jeweler | (White 1882) |
| 1886 | 240 – Robertson, James, dry goods merchant 242 – Lindsay, Alexander, a grocer | (Union Publishing Company 1886) |
| 1901 | 238 – Hutcheson, George A., harness maker 240 – Huntley Frank, agricultural implements 242 – Ead, Charles, R., a grocer | (Union Publishing Company 1901) |
| 1905 | 238 – Hutcheson, George A., harness 240 – Land James, implements 242 – Ead, C.R., grocer | (Union Publishing Co. 1905) |
| 1909-1910 | 244 – Hutcheson, George A., Harness, Trunks, Valises, Horse Furnishings 246 – Land James, implements 248 – Ead, O.R., grocer | (Union Publishing Company 1909-1910) |
| 1915 | 244 – Hutcheson Harness 246 – Massey Harris 248 – Sutherland, C.E., grocer | (Vernon & Son 1915) |
| 1920 | 244 – Hutcheson, George A., harness 246 – Massey-Harris Co. Ltd., agricultural implements 248 – Ead, H.O. grocer | (Vernon & Son 1920) |
| 1925 | 244 – Howse, F.C. 244 ½ - Lane, Leo 244 ½ - Howse, F.C. 248 - McCully, R.A., grocer | (Vernon & Son 1925) |
| 1930 | 244-246 – Howse, Durwin G., autos 246 ½ - Howse, F.C 248 – McCully, R.A., grocer | (Vernon Directories Limited 1930) |
| 1935 | 244 – Schweitzer, A.J., autos 244 ½ - Oke, Neil C. 246 – Howse, Fred C., autos 246 – Oke, Neil C., auto repair 246 ½ - Howse, Fred C. 248 – vacant | (Vernon Directories Limited 1935) |



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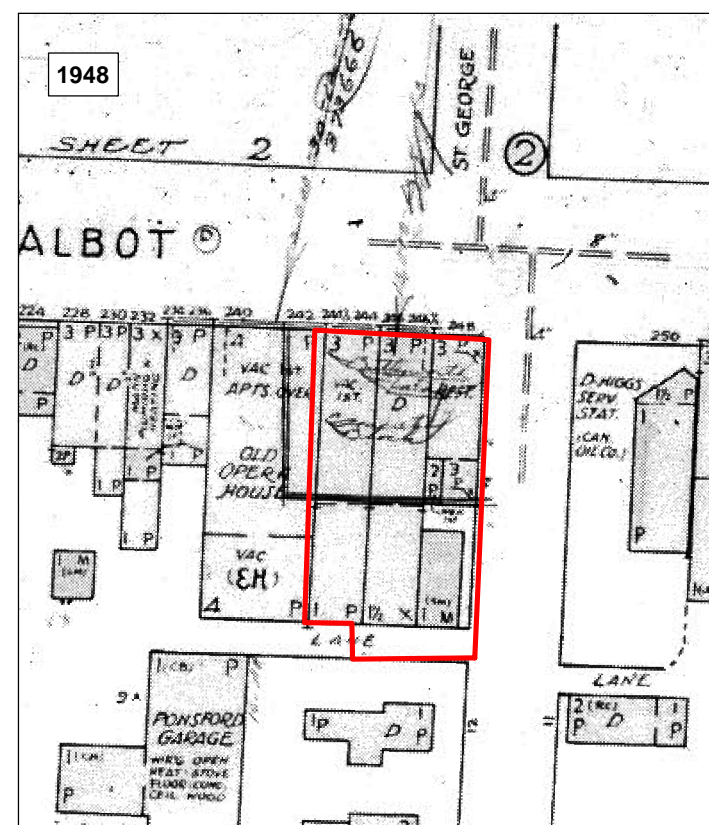
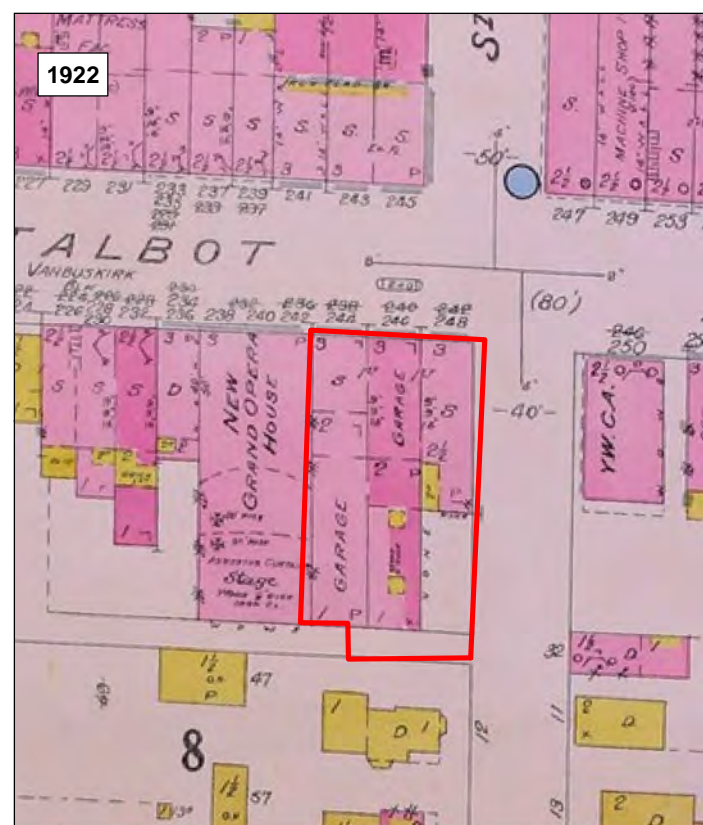
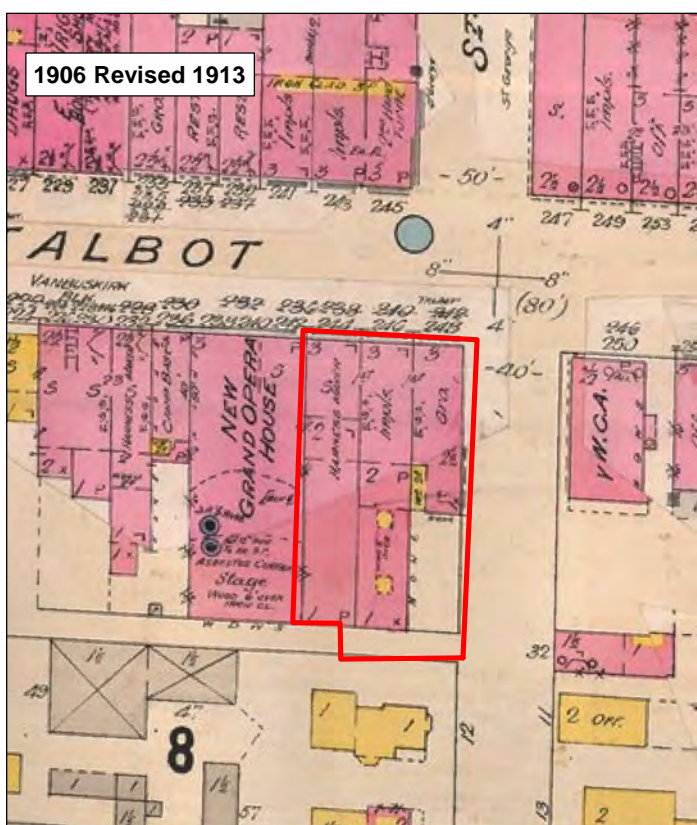
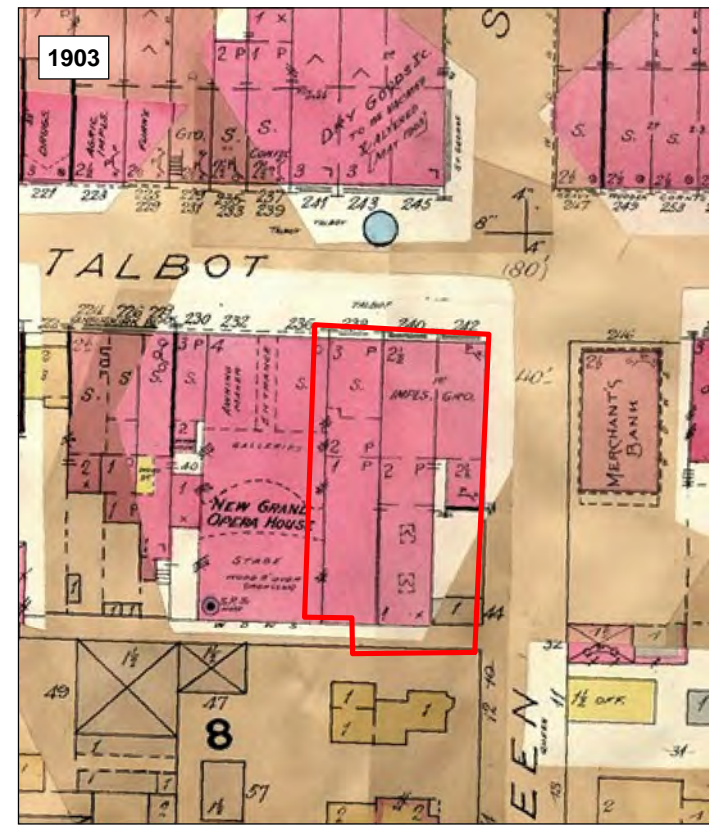
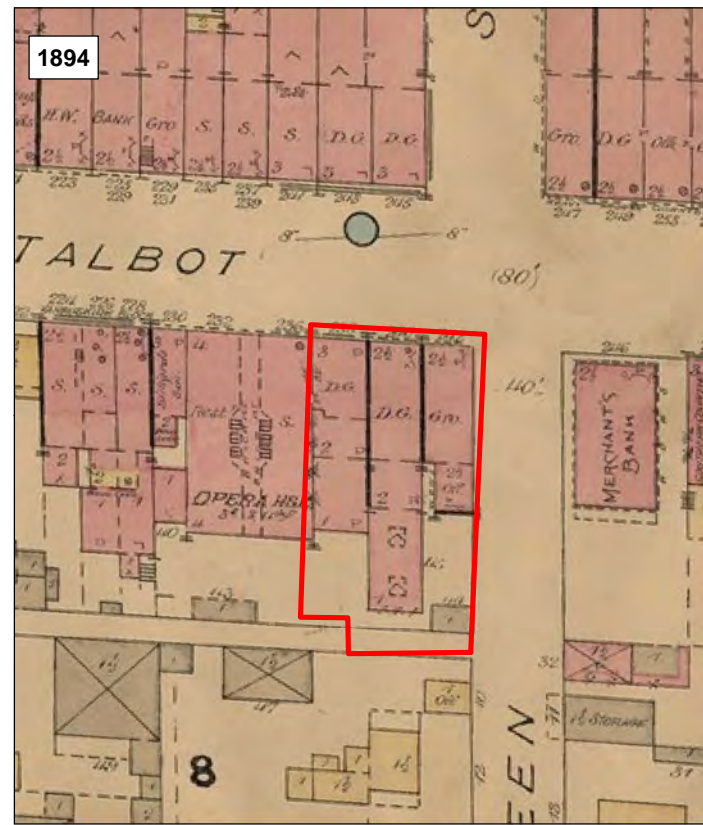
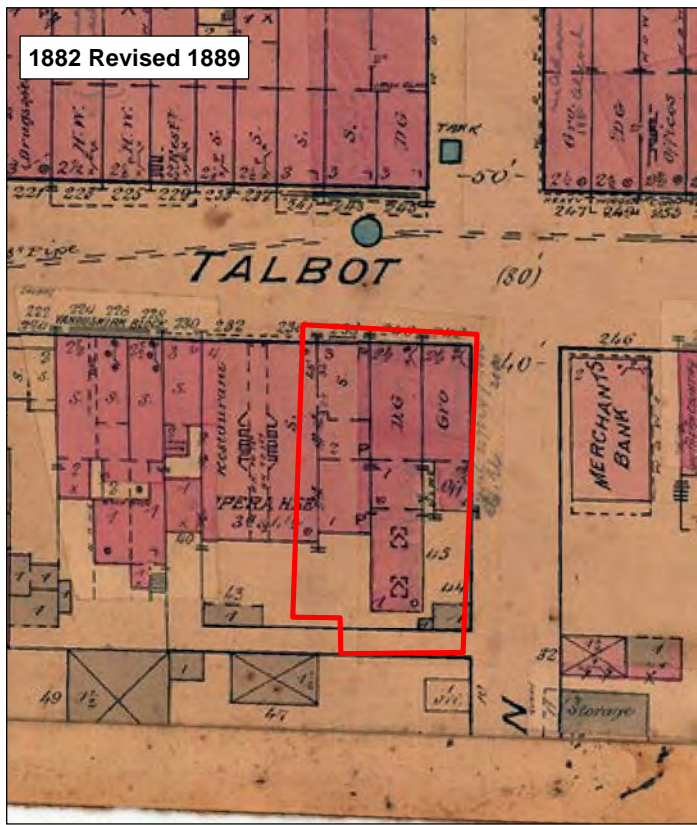
Site History

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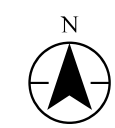
Table 3-1: City Directories

| Date | Occupants | Source |
|-------------|---|-----------------------------------|
| 1940 | 244 ½ - vacant 246 – Howse, Fred C., office 246 ½ - Dadson, M., Mrs. 248 – Hartsell, J.A., restaurant | (Vernon Directories Limited 1940) |
| 1945 | 246 – Howse, Fred C., office 248 – Cozy Corner Restaurant | (Vernon Directories Limited 1945) |
| 1951 | 244 ½ - Heckman, H.O. 244-246 – Morris Motors 246 ½ - Mitchell, Lewis, 248 – Coffee Dan's Restaurant | (Vernon Directories Limited 1951) |
| 1955 | 244 ½ - Allen, Kenneth 244 – Gurton Motors Ltd. 246 ½ - Harris, F.E. 248 - Coffee Dan's Restaurant | (Vernon Directories Limited 1955) |
| 1961 | 244 ½ - Ford, Robert F. 246 – Butterworth Motors Ltd. 246 ½ - Genoff, M. 248 – Coffee Dan's Restaurant | (Vernon Directories Limited 1961) |
| 1965 | 246 – Jack Brooks Motors 248 – Coffee Dan's Restaurant | (St. Thomas LACAC 2000: 218) |
| 1970 | 248 – West End Variety and Coffee Bar | (St. Thomas LACAC 2000: 218) |
| 1975 | 248 – West End Variety | (St. Thomas LACAC 2000: 218) |
| 1980 | 248 – Mister Natural Health Foods Store | (St. Thomas LACAC 2000: 218) |
| 1985 | 244-246 – Creative Kitchens | (St. Thomas LACAC 2000: 218) |
| 1990 | 244-246 – Parkspin | (St. Thomas LACAC 2000: 218) |
| 2000 | 244-246 – West End Consignments 248 – Mister Natural Health Foods Store | (St. Thomas LACAC 2000: 218) |





Legend
 Study Area



Notes
 1. Historic images not to scale.
 2. See report for references.



Project Location: St. Thomas, ON
 160940802 REVA
 Prepared by DH on 2021-11-05

Client/Project
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Figure No.
 2
 Title
 19th and 20th Century Fire Insurance Plans

V:\0169\active\160940802\03_data\glt_cad\glt_mash\Heritage\report_figures\Heritage_Assessment\160940802_Fig02_Fire_Insurance_Plans.mxd Revised: 2021-11-05 By: dharvey

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4.0 SITE DESCRIPTION

4.1 INTRODUCTION

A site visit of the Study Area was undertaken on October 27, 2021, by Frank Smith, Cultural Heritage Specialist with Stantec, who was accompanied by property manager Skyler Cleeves. The weather conditions were seasonably cool and overcast. Interior access was granted to untenanted sections of the structure. Photographs were taken on Nikon D5300 at a resolution of 300 dots per inch and 6000 by 4000 pixels.

4.2 LANDSCAPE SETTING

The Study Area is situated at the southwest corner of the intersection of Talbot Street and Queen Street. Within and adjacent to the Study Area, Talbot Street is a two-lane asphalt paved road with turning lanes. The roadway is lined with free-standing municipal streetlighting with LED luminaires. Talbot Street contains concrete curbs, concrete and interlocking brick paver sidewalks, and small street trees (Plate 7). The character of Talbot Street is commercial and contains a mixture of mid-19th to early 20th century building blocks and modern infill (Plate 7). Queen Street is a two-lane asphalt paved roadway with concrete curbs and sidewalks. The west side of the road is lined with utility poles with municipal streetlighting. The character of Queen Street between Talbot Street and Centre Street is primarily commercial on the east side and consists of a vacant lot on the west side (Plate 8). To the north, St. George Street is a two-lane asphalt paved road with concrete curbs and concrete sidewalks. The west side of the road is lined with free standing municipal streetlighting and utility poles with municipal streetlighting. The character of St. George Street between Talbot Street and Curtis Street is mostly commercial and residential (Plate 9). The intersection of Talbot Street, St. George Street, and Queen Street is controlled by traffic lights mounted on free standing metal poles (Plate 10 and Plate 11).

The Study Area contains few landscaping components. The front (north) façade and east elevation of the structure have no setback from the public realm and therefore contain no landscaping elements. The south part of the property contains a gravel parking area (Plate 12). The west elevation of the property directly abuts the property boundary between the Study Area and the neighbouring property at 230 Talbot Street and therefore contains no landscape elements. The narrow alley containing a lawn, small trees, and concrete sidewalk which separates the structure at 244-248 Talbot Street from the structure at 230 Talbot Street is part of the property parcel containing 230 Talbot Street (Plate 13).



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Plate 6: Looking west on Talbot Street showing roadway, sidewalk, and streetlighting



Plate 7: Looking east on Talbot Street showing commercial character

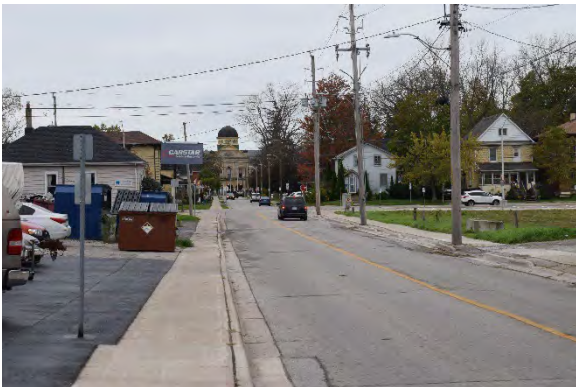


Plate 8: Looking south on Queen Street showing roadway, sidewalks, vacant lot, and commercial character



Plate 9: Looking north on St. George Street showing roadway, sidewalks, commercial properties, and residences



Plate 10: Looking east at intersection with 244, 246, and 248 Talbot Street at right



Plate 11: Looking northwest at intersection showing traffic lights



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Plate 12: Gravel driveway, looking north towards 244, 246, and 248 Talbot Street

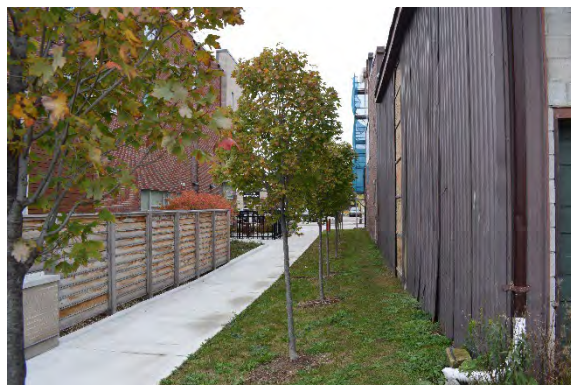


Plate 13: Looking north at walkway, lawn, and trees

4.3 244, 246, AND 248 TALBOT STREET

4.3.1 Introduction

The Study Area consists of the municipal addresses 244, 246, and 248 Talbot Street. The addresses 244, 246, and 248 Talbot Street constitute a mixed-use block which shares the same height, massing, and setback. The address 248 Talbot Street is semi-attached, and the west end is attached to 246 Talbot Street. The address at 246 Talbot Street is fully attached and 244 Talbot Street is semi-attached to the west end of 246 Talbot Street. Both 244 and 246 Talbot Street contain rear additions. A courtyard area separates 248 Talbot Street from the rear additions of 244 and 246 Talbot Street. During the time of the site visit, the main elevations of 244, 246, and 248 Talbot Street were partially obscured by scaffolding and part of the east elevation of 248 Talbot Street was also obscured by scaffolding for the ongoing exterior brick masonry repairs and restoration. Scaffolding is anticipated to be removed in November 2021 (Plate 14 and Plate 15).

4.3.2 Exterior

244 Talbot Street

The front (north) façade of 244 Talbot Street contains three storeys, a shed roof, a brick and concrete parapet, and brick quoins on the west end of the main elevation. The exterior of the second and third storey is painted brick while the first storey contains a modern storefront that was built to its current appearance sometime between 2014 and 2015 according to available Google Street View photography. The third storey has two modern rectangular windows in semi-circular openings. The third storey windows have semi-circular stone surrounds with keystones and label stops. Between the third storey and second storey is brick corbelling. The second storey contains two modern rectangular windows in semi-circular openings with semi-circular stone surrounds with keystones and label stops. The first storey contains a storefront with two modern entrance doors and fixed windows (Plate 16). The west elevation has a



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painted brick exterior with a common bond and three large modern advertisements (Plate 17 and Plate 18). The west elevation also contains a blind window with brick voussoir (Plate 19).

246 Talbot Street

The front (north) façade of 246 Talbot Street contains three storeys and a parapet. Brick pilasters divide 246 Talbot Street from 244 and 248 Talbot Street. The exterior of the third and second storey is red brick while the first storey contains a modern storefront that was built to its current appearance sometime between 2014 and 2015 according to available Google Street View photography. The third storey contains three semi-circular window openings with modern rectangular windows and red brick drip moulds. The second storey contains three segmental arch opening windows with modern rectangular windows and brick voussoirs. The first storey contains a storefront with two modern entrance doors and two modern fixed windows (Plate 20).

248 Talbot Street

The front (north) façade of 248 Talbot Street contains three storeys and a parapet. A brick pilaster is located at the east end of the structure. The exterior of the third and second storey is red brick while the first storey contains a modern storefront that was built to its current appearance sometime between 2014 and 2015 according to available Google Street View photography. The third storey contains one semi-circular window opening with a modern rectangular window. To the east of this are two rectangular openings with no windows. The second storey contains one segmental arch opening window with a modern rectangular window. The remaining windows are obscured by tarps. The first storey contains a storefront with one modern entrance door and two modern fixed windows (Plate 21).

The east elevation contains a mansard roof clad in corrugated metal siding. The exterior of the east elevation is painted brick and the elevations contains brick quoins. The northeast corner of this elevation is partially obscured by scaffolding (Plate 22). The mansard roof contains four shed roof dormers with modern 1/1 windows. Below the roofline is brick corbelling (Plate 23). The second storey contains three windows with segmental arch openings and modern 1/1 windows with brick drip moulds. To the north of the third window appears to be a rectangular opening with no window. Between these windows is a double segmental arch opening window with a modern 1/1 window (Plate 24). The first and second storey are divided by brick corbelling. The first storey contains two entrances with modern doors. These doorways are surrounded by two brick frontispiece that do not match the current size of the doorway. The southernmost bay of the east elevation contains two segmental arch window openings with modern 1/1 windows and brick drip moulds. The bay north of this contains a set of three modern 1/1 windows (Plate 25). The remainder of the first storey of the east elevation is obscured by scaffolding.

Addition

The addition on 244 and 246 Talbot Street is an irregular shaped structure with a shed roof and gable roof (Plate 26). The south, east, and north elevations have concrete block exteriors, and the west elevation is buff brick clad in corrugated metal. Sections of the corrugated metal are missing and reveal the buff brick (Plate 27). The east elevation contains a storefront that formerly contained a laundromat. The storefront consists of hand painted signage affixed to modern siding, two fixed windows, and a



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modern door (Plate 28). The south elevation contains metal and vinyl cladding, three modern 1/1 windows with metal grates, a modern glass and metal door, and a modern garage door (Plate 29).



Plate 14: Scaffolding partially obscuring views, looking southwest



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Plate 15: Looking south at front façades, from east to west, 248, 246, 244 Talbot Street

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Plate 16: Front façade of 244 Talbot Street, looking south



Plate 17: West elevation of 244 Talbot Street, looking southeast



Plate 18: Brick bond of 244 Talbot Street, looking east



Plate 19: Blind window, 244 Talbot Street, looking east



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Plate 20: Front façade of 246 Talbot Street, looking south



Plate 21: Front façade of 248 Talbot Street, looking south



Plate 22: East elevation, 248 Talbot Street, looking northwest



Plate 23: Details of mansard roof, dormers, and corbel on 248 Talbot Street, looking west



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Plate 24: Details of visible sections of second storey windows, 248 Talbot Street looking west



Plate 25: Details of first storey, 248 Talbot Street looking west



Plate 26: North addition, 244 and 246 Talbot Street



Plate 27: Missing corrugated metal revealing buff brick, looking east



Plate 28: Storefront details, looking west



Plate 29: Looking north at garage, door, and window



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4.3.3 Interior

244 Talbot Street

The first storey of 244 Talbot Street contains an unoccupied commercial space. The space has a drop-tile ceiling and hardwood floor. The walls are drywall and contain sections of wallpaper (Plate 30). The commercial space also contains two bathrooms. The basement contains machine cut timber beams and shows the buff brick foundation of the structure (Plate 31).

246 Talbot Street

The first storey of 246 Talbot Street contains an unoccupied modern commercial space. The space has a drop-tile ceiling and laminate floor. The walls are drywall and contain sections of modern wallpaper (Plate 32). The commercial space is divided into offices and contains a bathroom. The basement contains machine cut timber beams and shows the buff brick foundation of the structure (Plate 33).

248 Talbot Street

The first storey of 244 Talbot Street contains an unoccupied modern commercial space. The space has a drop-tile ceiling and hardwood floor (Plate 34). Section of the drop-tile are missing, revealing an older layer of wallpaper (Plate 35). The basement contains machine cut timber beams and shows the buff brick foundation of the structure as well as various storage closets, metal ducts, and a former staircase to the first storey (Plate 36).

Addition

The main entrance to the addition is the doorway located on Queen Street leading into the former laundromat. The interior of this space contains concrete block walls painted green on the south and east facades and dry wall on the north and west sides. The ceiling contains metal conduits, fans, and modern light fixtures. The floor is concrete (Plate 37). Several pallets of buff bricks are located on the floor of the addition (Plate 38). To the west of the former laundromat is a large room which contains a garage door. Parts of the ceiling are missing, the floor is concrete, and the walls are concrete block and drywall (Plate 39 and Plate 40). A section of the drywall on the west wall is missing, revealing buff bricks and a linear gap between them (Plate 41). The addition contains three bathrooms and various storage and utility rooms.



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Plate 30: First storey of 244 Talbot Street, looking south



Plate 31: Basement of 244 Talbot Street, looking north

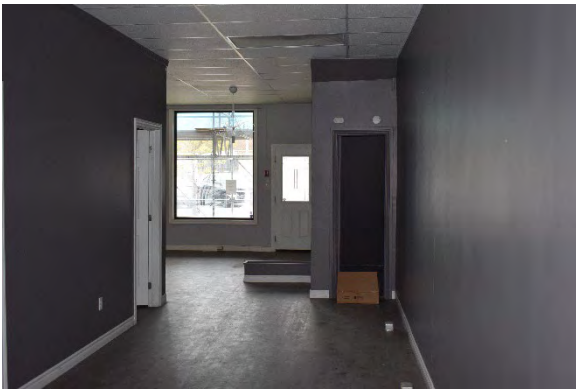


Plate 32: First storey of 246 Talbot Street, looking north



Plate 33: Basement of 246 Talbot Street, looking north



Plate 34: First storey of 248 Talbot Street, looking north



Plate 35: Wallpaper above drop ceiling, looking west



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Plate 36: Basement of 248 Talbot Street, looking north



Plate 37: Interior of former laundromat, looking east



Plate 38: Buff brick pallet, looking north



Plate 39: Looking south towards garage door

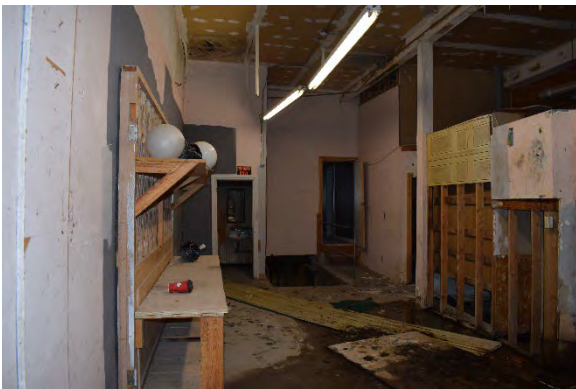


Plate 40: Looking north in garage door area of addition



Plate 41: Wall gap, looking east



5.0 EVALUATION OF CULTURAL HERITAGE VALUE OR INTEREST

5.1 INTRODUCTION

In order to understand the interaction of the proposed undertaking in relation to the Downtown HCD Plan, the Statement of Cultural Heritage Value or Interest and the identified heritage attributes for the HCD are included verbatim below. A separate evaluation of 244-248 Talbot Street was undertaken according to O. Reg. 9/06. This evaluation is included in Appendix C. The identified heritage attributes for 244-248 Talbot Street are included in Section 5.2.7.

5.2 STATEMENT OF CULTURAL HERITAGE VALUE OR INTEREST

5.2.1 Description of Historic Place

The proposed St. Thomas Downtown HCD is located in downtown St. Thomas, Ontario, Canada. The proposed HCD consists of the properties in the downtown commercial core along Talbot Street from the west side of Queen Street to the west side of Alma Street. The proposed HCD also contains remnants of the city's railway heritage including parts of the London and Port Stanley Railway tracks between Kains Street and Wellington Street and remnants of the Canada Southern tracks parallel to Talbot Street, south of the commercial core, up to and including the former M.C.R. locomotive shops.

5.2.2 Historical Context

The proposed HCD boundaries are connected to the development of the City of St. Thomas through the influence of the railway boom beginning in the early 1870s. Prior to the arrival of the C.S.R. and G.W.R. lines, St. Thomas was a small town with little opportunity for growth. Through the coming of the railways, employment and business was brought to the community, increasing the town's size and fostering growth for it to become a prosperous city by the end of the 19th century. The area's historical importance as a railway city provides the distinctive quality required for an HCD through heritage elements such as the CASO station, railway tracks, and late 19th century building blocks.

With the opening of the C.S.R. line in 1872, the railways attracted men of influence from larger commercial and manufacturing centres and increased accessibility to the community. These influential men brought with them new ideas and finances for enterprise. Numerous building blocks along Talbot Street were constructed for a variety of new businesses catering to both the city's more affluent citizens and the railway workers. The Talbot Streetscape grew substantially, moving from the west end at Stanley Street east towards the CASO station. Growth continued into the 1880s. St. Thomas became a city in 1881, with a population of 8,367. In the following year, a new city hall and county courthouse were constructed in St. Thomas and further building blocks filled in the Talbot Streetscape. More railways were constructed through St. Thomas in the late 19th century, including the Canadian Pacific Railway, Wabash Railway, Lake Erie and Detroit Railway and the Pere Marquette Railway. For its significant railway history,



St. Thomas was inducted into the North American Railway Hall of Fame in 2008 as the Railway Capital of Canada.

5.2.3 Built Heritage

The proposed Downtown St. Thomas HCD contains a wealth of built heritage resources. Together the built form contributes to the character of the area and is representative of a commercial core streetscape intersected with railway character elements that make it unique as a railway hub community that was unique in the province. The built heritage resources of the proposed HCD consist of the commercial and mixed use properties fronting on Talbot Street that make up the streetscape. The commercial core buildings are typically between two and four storeys in height, with flat roofs.

Architectural styles such as Italianate and Edwardian reflect the two waves of development in the downtown core: 1870-1900 and 1900-1930. Architectural details such as decorative window surrounds, decorative brickwork, decorative cornices Numerous vernacular buildings, and building without a defined architectural influence or ones that have been altered over time also make up the downtown commercial core character. Brick is the dominant historical building material. In many of the commercial core buildings architectural details are evidence of the prosperity of the city in the late 19th and early 20th century.

5.2.4 Rail Heritage

The City's rail heritage is an important theme in its historical development, as well as its current identity as the "Railway Capital of Canada". While many of the railway buildings and infrastructure have been removed since the decline of the railway, key buildings and remnants of the railway lines and yards exist. These features include the CASO station, BX Interlocking Tower, the former M.C.R. locomotive shops (now the Elgin County Railway Museum), and remnant tracks from the C.S.R. and the L.&P.S. lines. The proposed HCD also contains a replica of the London and Port Stanley Railway Station that was demolished in the 1960s. The railway heritage elements of the HCD intersect with the commercial core area and provide a link between two different but interconnected pieces of St. Thomas's past. Many of these assets are already designated properties (the CASO Station and M.C.R. Locomotive shops) or are City-owned land.

5.2.5 Visual Context

Key elements in the visual context that contribute to the heritage character of the proposed HCD includes views within the rail corridor. These consist of two relatively intact historical views of the rail corridor and associated rail structures; east and west at the CASO station along the rail corridor, and looking north from Moore Street at Centre Street. These are defining heritage views with heritage attributes both in the foreground and background of the views.

The visual experience of the commercial corridor is also a contributing heritage attribute of a relatively consistent massing of the commercial buildings, the dominance of brick as the façade material, the consistent set back and the length of shorter distances between side streets that retain the heritage character of the urban form.



5.2.6 Heritage Attributes for the HCD

The following attributes have been identified as reflective of the cultural heritage value or interest of the proposed Downtown St. Thomas HCD:

- The high concentration of late 19th and early 20th century commercial buildings forming a commercial street wall along Talbot Street, typically consisting of two to four storey buildings of mixed use or purpose-built commercial character.
- Cohesiveness of building setbacks, materials (brick), heights and massing along Talbot Street, creating a predominantly unified heritage visual experience.
- The predominance of Italianate, Edwardian, and vernacular architectural influences that represent the periods of construction of most downtown buildings between 1870 and 1930.
- Architectural details of the various styles and influences including: decorative brickwork, window surrounds or brick voussoirs, brick corbelling, decorative cornices, dichromatic brickwork, round arch, segmental arch or rectangular window openings, brick pilasters, decorative cornices, classical motifs, stone detailing, and rectangular window openings.
- Predominant use of brick as an exterior cladding material.
- Traditional façade organization of commercial or mixed use building including shop entrance, apartment entrance, and storefront display windows.
- The urban form of the smaller block lengths associated with historical neighbourhoods and the laneway system to service the stores from the rear.
- Remnant railway buildings and infrastructure including the CASO station, BX Interlocking tower, the former M.C.R. locomotive shops, remaining railway tracks, and open space areas that were former railway lands south of Talbot Street.
- Views along the remnant railway corridors, including north-south along the London and Port Stanley tracks and east-west along the Canada Southern tracks terminating at the CASO station and locomotive shops.
- Views into the district along the side streets terminating at the Talbot commercial street wall.
- Views along Talbot Street defined by the low profile historic street wall and City Hall tower.

5.2.7 Heritage Attributes for 244-248 Talbot Street

The following heritage attributes have been identified for the property at 244-248 Talbot Street.

Elements that contribute to the design value of the property include:

- Second Empire architectural design elements including the remaining mansard roof on the eastern portion of 248 Talbot Street with dormer windows, and exterior decorative brickwork
- Three storey red brick structure
- Shed roof
- Front (north) façade separated in three distinct bays composed of a lower storefront and separate entrances to the upper storeys
- Brick and concrete parapet (front façade)



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- Decorative brickwork including pilasters, quoins, corbelling, drip moulds, voussoirs, and window and door surrounds
- Fenestration pattern of front façade windows with eight on each upper storey
- Segmental and semi-circular window openings
- Semi-circular stone surrounds with keystones and label stops
- Brick foundation

Elements that contribute to the historic value of the property include:

- Its direct association with the downtown St. Thomas building boom in the late 19th century, following the development of railway lines in the city.

Elements that contribute to the contextual value of the property include:

- The property's location at the southwest corner of Talbot and Queen Streets
- Its building setback, brick materials, three storey height, and massing along Talbot Street connected with adjacent commercial/mixed use properties fronting Talbot Street
- Its traditional façade organization of a commercial and mixed use building including storefront display windows and separate entrances



6.0 IMPACT ASSESSMENT

6.1 DESCRIPTION OF PROPOSED UNDERTAKING

The Proponent is proposing to demolish the rear one storey addition to provide space for a new four storey residential addition. This one storey rear addition was not determined to have CHVI or heritage attributes. The proposed rear portion for removal is highlighted on the drawings in Appendix A. The proposed new addition is a 17 unit multi-residential dwelling (see architectural drawings in Appendix B). This proposed addition will be a separate entity, but it will be tied into the existing 1870s building through accessways on the lower level, first floor, second floor, and third floor. Materials to be used in the new addition include brick veneer to match the existing exterior brick, stucco, and aluminum.

The *Demolition Outline Letter* prepared by Remy Consulting Engineers Limited (RCEL) in November 2021, noted that the concrete block addition at the rear of the original 1870s building is an independent structure. The addition has an independent foundation system and its concrete block walls do not integrate with the adjacent brick masonry of the original building. RCEL concluded that the demolition of the rear concrete block addition will not have a detrimental impact on the brick masonry of the original building. RCEL has been retained by the Proponent to complete a detailed survey of the rear concrete block building and to develop a comprehensive demolition plan that will address the following: Temporary Facilities and Controls, Selective Demolition; Hazardous Materials Abatement, Underground Services, Electrical and Mechanical Services, Telephone and Communication Services Lines, Cleaning and Material Recovery, and Coordination with Utility Owner(s) (RCEL 2021).

6.2 ASSESSMENT OF IMPACTS TO IDENTIFIED HERITAGE VALUE

In order to determine the extent of potential impacts associated with the proposed undertaking, the following three areas of impact have been considered:

1. Alignment with the goals, objectives, and principles of the Downtown HCD Plan
2. Impacts to the heritage attributes identified in the Downtown HCD Plan
3. Impacts to 244-248 Talbot Street (the buildings) based on CHVI identified in Appendix C and the site description provided in Section 4 of this HIA

The goals, objectives, and principles of the Downtown HCD Plan are provided in Section 3.1 and Section 3.2 of the *Downtown St. Thomas Heritage Conservation District Plan* (Stantec and a+LiNK, 2018). The goals and objectives define the purpose of the HCD Plan and provide a benchmark for the City against which change should be measured. The principles of the Downtown HCD Plan were drawn from heritage best practices and form the basis of the HCD policies and guidelines. When determining the appropriateness of a proposed change within the HCD, the principles should be reviewed to determine if the intent of the HCD is being adequately addressed. Finally, impacts to the district and building are considered. Both sections of the Downtown HCD Plan along with anticipated or potential impacts to the district attributes and building itself are reviewed below against the proposed development.



6.2.1 Goals, Objectives, and Principles of the Downtown HCD Plan

As provided in Section 3.1 and 3.2 of the *Downtown St. Thomas Heritage Conservation District Plan* (Stantec and a+LiNK, 2018) Table 6-1 and Table 6-2 review impacts to the goals, objectives, and principles of the Downtown HCD Plan against the proposed undertaking.

Table 6-1: Alignment of the Proposed Undertaking with the Goals and Objectives of the Downtown HCD Plan

| Goals and Objectives | Discussion |
|--|---|
| Provide a framework for managing changes to existing buildings and public spaces to conserve the heritage 'look and feel' of downtown St. Thomas | Not applicable. This objective relates to the presence of the HCD Plan itself. |
| Conserve the historic character and heritage attributes of the downtown commercial core and railway character areas | The proposed undertaking retains a contributing property of the HCD maintaining the historic character and attributes of the downtown commercial core through this retention. |
| Maintain and enhance the existing downtown street wall that contains historic buildings from the late 19 th and early 20 th century | The proposed undertaking retains the existing downtown street wall through retention of the late 19 th century building. While the building itself is somewhat isolated from the historic streetwall, it represents a crucial building at the edge of the HCD that anchors the character of the district in late 19 th and early 20 th century architecture. |
| Encourage and support existing use or adaptive re-use of contributing resources within the HCD | While not explicit in the application, the proposed undertaking adaptively re-uses the contributing resource allowing for residential use of the rear portion of the property while re-use of the commercial area fronting Talbot Street. |
| Avoid the loss, demolition, or deterioration of heritage attributes or heritage fabric within the HCD | The proposed undertaking avoids the loss, demolition, or deterioration of 244-248 Talbot Street. While much of the restoration work of the façade has been completed prior to this HIA, the use of the site for residential purposes will contribute to the maintenance of the property thereby avoiding deterioration of a contributing resource. See Table 4 for further discussion of heritage attributes. |
| Encourage compatible redevelopment in the downtown core to contribute to continued revitalization of the downtown | The proposed undertaking will provide residential accommodations while maintaining (and enhancing) the historic buildings and streetwall. This will contribute significantly to the continued revitalization of the downtown. |
| Collaborate with property owners and business owners to encourage and provide incentives for the conservation, restoration and appropriate maintenance of heritage buildings | The City and municipal heritage committee have both contributed to this application through review of the proposed design in advance of the application. This provided for good planning and a collaborative approach to site modifications. |
| Initiate other studies and programs that support the implementation of an HCD for the downtown core and the continued revitalization and enhancement of the downtown core | Not applicable. This objective provides direction for the City not a private land owner. |



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Table 6-1: Alignment of the Proposed Undertaking with the Goals and Objectives of the Downtown HCD Plan

| Goals and Objectives | Discussion |
|---|--|
| Encourage connectivity from within the HCD to other community assets and heritage areas | Not applicable. This objective provides direction for the City not a private land owner. |
| Encourage the enhancement of the public realm and City-owned properties within the HCD in a manner compatible with the district character | Not applicable. This objective provides direction for the City not a private land owner. |
| Encourage the conservation of murals within the HCD | Not applicable. This objective provides direction for the City not a private land owner. |

Table 6-2: Alignment of Proposed Undertaking with the Principles in the Downtown HCD Plan

| Principle | Discussion |
|---|--|
| Preserve the historic context | The proposed undertaking complements the existing historical character using similar shapes and building materials. |
| Maintain and repair | Not applicable to the proposed undertaking. |
| Find a viable social and economic use | The proposed undertaking includes a new residential development for the City's downtown. |
| Preserve traditional setting | No impacts are anticipated to the traditional setting. |
| Preserve original decoration and fittings | The original exterior decorations will not be impacted with the proposed development. |
| Restore to authentic limits | The proposed development will be a contemporary design that will complement the historic character of the original building. |
| Employ traditional repair methods | Not applicable to the proposed undertaking. |
| Respect historic accumulations | Not applicable, the rear additions were not determined to have heritage value. |
| Make new replacements distinguishable | The proposed development will be a contemporary design that will complement the historic character of the original building. |
| Understand the value of a historic place | The heritage value and character defining elements were examined to understand the significance of the HCD. |
| Respect documentary evidence | Not applicable for the proposed undertaking. |
| Design alterations with reversibility in mind | The proposed addition will be a separate entity from the existing 1870s structure. |



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6.2.2 Heritage Attributes of the Downtown HCD Plan

As provided in Section 2.4 of the *Downtown St. Thomas Heritage Conservation District Plan* (Stantec and a+LiNK, 2018) Table 6-3 reviews impacts to the heritage attributes of the Downtown HCD Plan against the proposed undertaking.

Table 6-3: Assessment of Impacts to the Heritage Attributes of the Downtown HCD Plan

| Goals and Objectives | Discussion |
|--|--|
| <p>The high concentration of late 19th and early 20th century commercial buildings forming a commercial street wall along Talbot Street, typically consisting of two to four storey buildings of mixed use of purpose-built commercial character.</p> | <p>The proposed undertaking includes retention in situ of the original 1870s building which contributes to the commercial street wall (albeit in isolation at the west portion of the district) fronting Talbot Street. The rear addition proposed is four storeys in total height and therefore aligns with the current character of the area. In addition, the purpose-built commercial character will be maintained fronting Talbot Street through the adaptive reuse of these spaces.</p> <p>Therefore, no impacts to this heritage attribute are anticipated.</p> |
| <p>Cohesiveness of building setbacks, materials (brick), heights and massing along Talbot Street, creating a predominantly unified heritage visual experience.</p> | <p>The proposed development maintains (and enhances through ongoing improvements currently underway) the cohesive building setbacks, materials, heights and massing along Talbot Street. Specifically, there are no proposed changes to setbacks, materials, height, or massing along Talbot Street. The proposed addition is located at the rear of the property and incorporates similar materials but is distinguished through its modern design.</p> <p>Therefore, no impacts to this heritage attribute are anticipated.</p> |
| <p>The predominance of Italianate, Edwardian, and vernacular architectural influences that represent the periods of construction of most downtown buildings between 1870 and 1930.</p> | <p>As described in Appendix C, 244-248 Talbot Street can be characterized as a Second Empire building which aligns with the period of significance noted in the Downtown HCD Plan. While the building differs slightly from its neighbours in its design influences, this was typical in the late 19th and early 20th century when design influences ranged significantly. The proposed undertaking maintains the period architectural influences noted in the HCD Plan.</p> <p>Therefore, no impacts to this heritage attribute are anticipated.</p> |
| <p>Architectural details of the various styles and influences including: decorative brickwork, window surrounds or brick voussoirs, brick corbelling, decorative cornices, dichromatic brickwork, round arch, segmental arch or rectangular window openings, brick pilasters, decorative cornices, classical motifs, stone detailing, and rectangular window openings.</p> | <p>The proposed undertaking includes retention in situ of the historic building along with previously approved restoration work. This allows for the associated architectural details to be maintained and enhanced.</p> <p>Therefore, no impacts to this heritage attribute are anticipated.</p> |
| <p>Predominant use of brick as an exterior cladding material.</p> | <p>As noted above, the proposed undertaking includes retention in situ of the historic building along with previously approved restoration work. This allows for the existing brick used as the exterior cladding to be maintained and enhanced.</p> |



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Table 6-3: Assessment of Impacts to the Heritage Attributes of the Downtown HCD Plan

| Goals and Objectives | Discussion |
|---|---|
| | Therefore, no impacts to this heritage attribute are anticipated. |
| Traditional façade organization of commercial or mixed use building including shop entrance, apartment entrance, and storefront display windows. | As noted above, the proposed undertaking includes retention in situ of the historic building along with previously approved restoration work. The proposed undertaking involves construction of a modern residential structure at the rear of the building. This portion of the building will be accessed, primarily, from St. George Street and therefore does not have a relationship to the commercial entrances. Therefore, no impacts to this heritage attribute are anticipated. |
| The urban form of the smaller block lengths associated with historical neighbourhoods and the laneway system to service the stores from the rear. | Not applicable as the Study Area does not include a laneway. Therefore, no impacts to this heritage attribute are anticipated. |
| Remnant railway buildings and infrastructure including the CASO station, BX Interlocking tower, the former M.C.R. locomotive shops, remaining railway tracks, and open space areas that were former railway lands south of Talbot Street. | Not applicable as the railway buildings and infrastructure are located outside of the study area. Therefore, no impacts to this heritage attribute are anticipated. |
| Views along the remnant railway corridors, including north-south along the London and Port Stanley tracks and east-west along the Canada Southern tracks terminating at the CASO station and locomotive shops. | The proposed undertaking does not alter views along the remnant railway corridors. While the property will be visible from the west portion of the corridor, it will not detract or interfere with the open views. Therefore, no impacts to this heritage attribute are anticipated. |
| Views into the district along the side streets terminating at the Talbot commercial street wall. | The proposed undertaking will change the view north along Queen Street to Talbot Street. However, the view currently includes the rear of 244-248 Talbot Street which was determined not to contribute to the CHVI of 244-248 Talbot Street. The proposed undertaking will not block the view along the side street of the Talbot commercial street wall but rather enhance the current view to include a modern building linked to the historic context through the use of historic materials. Therefore, no impacts to this heritage attribute are anticipated. |
| Views along Talbot street defined by the low profile historic street wall and City Hall tower. | The proposed undertaking maintains the low profile of Talbot Street through incorporation of the historic building into the proposed development. In addition the proposed undertaking is four storeys in height and therefore aligned with the low profile street wall. Therefore, no impacts to this heritage attribute are anticipated. |



6.2.3 244-248 Talbot Street

The building at 244-248 Talbot has CHVI since it meets the criteria for determining cultural heritage value included in *O. Reg. 9/06*. The rear one storey addition proposed for removal was determined not to have CHVI or heritage attributes. Accordingly, the assessment of potential impacts is limited to the heritage attributes of the original 1870s building. Impacts are defined by Info Sheet #5.

Table 6-4: Evaluation of Direct Impacts 244-248 Talbot Street

| Direct Impact | Relevance to 244-248 Talbot Street |
|---|--|
| Destruction of any, or part of any, <i>significant heritage attributes</i> or features. | Although construction activities will be contained to the demolition of the existing one storey rear addition and the proposed new addition will be a separate new entity, given the direct adjacency there may be potential for minimal direct impacts. To be safe, mitigation measures will be prepared and included, and can be amended in this HIA once detailed drawings have been approved. Therefore, measures must be prepared to mitigate potential direct impacts. |
| Alteration that is not sympathetic, or is incompatible, with the historic fabric and appearance. | The architectural design of the proposed addition is intended to complement the historic character of the 1870s structure, while being a distinguishable contemporary design. The proposed addition will follow the policies and guidelines for new additions in the HCD Plan. Therefore, no mitigation measures are required. |

Table 6-5: Evaluation of Indirect Impacts to 244-248 Talbot Street

| Indirect Impact | Relevance to 244-248 Talbot Street |
|---|---|
| Shadows created that alter the appearance of a <i>heritage attribute</i> or change the viability of a natural feature or plantings, such as a garden | The proposed development is one extra storey at the rear of the existing original structure. No shadow impacts are anticipated to alter the appearance of heritage attributes, as the rear addition will be situated to the south. Accordingly, no impacts related to shadows are identified. |
| Isolation of a <i>heritage attribute</i> from its surrounding environment, context or a <i>significant</i> relationship | The proposed development will not result in the isolation of heritage attributes identified for 244-248 Talbot Street. Accordingly, no impacts related to isolation are identified. |
| Direct or indirect obstruction of <i>significant</i> views or vistas within, from, or of built and natural features | No significant views were identified for 244-248 Talbot Street in this HIA. No significant views were identified in relation to 244-248 Talbot Street in the HCD Plan. Accordingly, no impacts related to views are identified. |



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Table 6-5: Evaluation of Indirect Impacts to 244-248 Talbot Street

| Indirect Impact | Relevance to 244-248 Talbot Street |
|---|---|
| <p>A change in land use such as rezoning a battlefield from open space to residential use, allowing new <i>development</i> or <i>site alteration</i> to fill in the formerly open spaces</p> | <p>The proposed development will use the footprint of the existing one storey rear addition. There may be impacts to the downtown zoning at a City planning stage, but no impacts are anticipated to the identified CHVI and heritage attributes.</p> <p>Accordingly, no impacts related to a change in land use are identified.</p> |
| <p>Land disturbances such as a change in grade that alters soil, and drainage patterns that adversely affect an <i>archaeological resource</i></p> | <p>Project activities are proposed at the rear of the original structure. The proposed demolition and new development construction activities will occur directly adjacent to the original structure. Given the position of identified heritage attributes within 40 metres of Project activities there is the potential for indirect impacts resulting from land disturbances during construction activities.</p> <p>Therefore, measures must be prepared to mitigate potential indirect impacts.</p> |

The proposed new development needs to adhere to the policies and guidelines in Section 4.3.3 of the HCD Plan as discussed in Section 2.1.4. Table 6-6 provides an overview of the applicable policies and guidelines and a discussion of impacts.

Table 6-6: Evaluation of Impacts to the Downtown St. Thomas HCD Plan Policies and Guidelines

| HCD Plan Applicable Policies and Guidelines | Relevance to 244-248 Talbot Street |
|--|---|
| <p>4.3.3.1 Height “Rear additions may contain additional storeys only if they are set back at least five metres from the front building line. Additional storeys should not be greater than half of the original building’s height.”</p> | <p>The proposed addition is set back more than five metres from Talbot Street. The proposed addition will be one additional storey in height.</p> <p>Accordingly, no impacts were identified to this height guideline.</p> |
| <p>4.3.3.1 Massing “Design Massing for new additions that is subordinate to the existing building. Additions should not cover or overwhelm the original structure.”</p> | <p>The proposed addition does not create a false historic place, it is of contemporary design that is subordinate to the existing building. The proposed addition will be situated at the rear of the existing 1870s structure and would complement the historic materials and shapes. The proposed addition will not overwhelm the original structure.</p> <p>Accordingly, no impacts were identified to this massing policy.</p> |
| <p>4.3.3.1 Massing “Locate additions to contributing buildings at the back of the building.”</p> | <p>The proposed addition will be at the back of the contributing building.</p> <p>Accordingly, no impacts were identified to this massing policy.</p> |
| <p>4.3.3.1 Massing</p> | <p>The proposed addition uses the same rectangular shape of the original structure. A new development directly to the south at 10-20 Queen Street will be a four</p> |



Table 6-6: Evaluation of Impacts to the Downtown St. Thomas HCD Plan Policies and Guidelines

| HCD Plan Applicable Policies and Guidelines | Relevance to 244-248 Talbot Street |
|---|---|
| “Use shapes and massing that are compatible with the historic building and create a harmonious look with the surrounding buildings.” | storey massing, thus the proposed addition will be harmonious with surrounding buildings. Accordingly, no impacts were identified to this massing policy. |
| 4.3.3.2 Materials “Preserve original materials when designing additions and minimize the removal of original building structure and materials.” | The addition contains some buff bricks that can be reused, but the majority of the addition is composed of concrete block, poured concrete, and metal. These materials do not relate to the original 1870s structure. Accordingly, no impacts were identified to this materials policy. |
| 4.3.3.1 Materials “Choose materials on additions that are distinguishable as contemporary design, and do not mimic historic architecture but complement its character.” | The proposed addition will be constructed using red brick to complement the character of the original building. The remaining materials will be distinguishable as part of the contemporary design. Accordingly, no impacts were identified to this materials policy. |

6.3 SUMMARY OF IMPACT ASSESSMENT

An examination of the Downtown HCD Plan, determined that the proposed undertaking aligns with the goals, objectives, and principles of the plan. It was also determined that the proposed undertaking has the potential for positive impacts to the Downtown HCD Plan as the proposed undertaking provides for a new residential development downtown while conserving the identified heritage value. No impacts were identified to the heritage attributes in the Downtown HCD Plan.

As the proposed demolition and new development will be undertaken directly adjacent to the original 1870s building with identified CHVI, there may be the potential for direct impacts to the rear exterior. However, any direct impacts are anticipated to be minimal, if any. There may also be potential for indirect impacts to the original 1870s building related to land disturbances from proposed demolition and construction activities. As outlined in Section 2.4, while impacts of vibration on heritage buildings are not well understood, vibrations may be perceptible in buildings with a setback of less than 40 metres. Given the direct adjacency of proposed Project activities mitigation measures are required to conserve the identified heritage attributes.



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7.0 MITIGATION

7.1 POTENTIAL MITIGATION MEASURES

The proposed undertaking has the potential to result in direct and indirect impacts to identified heritage attributes, given the adjacency of Project activities to the original 1870s building. InfoSheet #5 provides methods of minimizing or avoiding potential impacts on identified heritage attributes during Project activities. In this case, the potential for direct impacts and vibration effects were identified given the position of the original building and the proposed demolition and development. Of the options presented in InfoSheet #5, isolation of Project activities from the 1870s building and the establishment of buffer zones, site plan controls, and other planning mechanisms best avoid impacts related to potential impacts.

7.2 MITIGATION DISCUSSION

7.2.1 Demolition Plan and Site Plan Controls

As Project activities are planned directly adjacent to the 1870s building, site plan controls should be put in place prior to demolition and construction. This includes stabilization measures and protective barriers for the building to indicate where construction activities should be limited. The 1870s portion of the building may be marked as a sensitive heritage structure on all demolition and construction plans to provide for sensitive treatment throughout construction activities.

7.2.2 Condition Surveys and Vibration Monitoring

As Project activities are planned immediately adjacent to the 1870s building, it is at risk for indirect impacts resulting from construction-related ground vibration. To mitigate this risk, a strategy to carry out a pre-condition survey, vibration monitoring, and post-condition survey should be considered and developed by a licensed Geotechnical Engineer with heritage experience.

The pre-construction condition survey should include screening the 1870s building to establish the existing conditions and vulnerability of the structure. Following the pre-construction condition survey, acceptable vibration limits for the structure should be established prior to construction based on existing conditions, soil conditions, and type of construction vibration. Should the need for monitoring be identified, monitoring the ground-borne vibration levels in peak particle velocity (PPV) while construction activities take place would provide for the safeguarding of the structure in line with acceptable limits. The vibration monitoring program may include the installation of vibration monitoring equipment in the building. Where acceptable levels are exceeded, construction activities may need to be paused as directed by the Geotechnical Engineer to determine a less invasive method for construction. This could range from an adjustment in equipment to avoidance of a certain portion of the property given ground conditions. Only after vibration levels have decreased will construction resume. A post-construction condition survey would assist in determining damage associated with construction activities.



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7.2.3 HCD Design Guidelines

The architectural drawings prepared by ACK Architects is currently in draft form (Appendix B). The drawings were presented at the City's Municipal Heritage Committee meeting on October 13, 2021. No concerns regarding the design of the new building were brought forth by the committee. As the architectural drawings are developed towards detailed design, a heritage professional should continue to be involved in the process to allow for the final detailed design to be consistent with the HCD Plan policies and guidelines in Section 4.3.3.



8.0 RECOMMENDATIONS

The proposed undertaking includes the demolition of the rear one storey addition and the construction of a new four storey addition. The impacts associated with this undertaking have been evaluated and proposed development was determined to be aligned with the Downtown HCD Plan goals, objectives, and principles. When determining the extent of impacts anticipated for 244-248 Talbot Street, the impact assessment determined that the proposed demolition and new development would have the potential for direct and indirect impacts. Accordingly, the following recommendations are made:

1. A Demolition Plan be prepared by Remy Consulting Engineers Ltd. that considers ways to safeguard the identified heritage attributes at 244-248 Talbot Street.
2. Should any changes to the design proposed in Appendix B be required, a heritage professional and the City shall be consulted to determine whether an update to this HIA is required.
3. Site Plan controls are required prior to Project activities. Site plan controls should include stabilization measures and protective barriers for the 1870s building to indicate where construction activities should be limited. The building should also be marked on demolition and construction drawings as a sensitive heritage structure.
4. Vibration studies for 244-248 Talbot Street:
 - Pre-condition survey should be prepared by a qualified engineer to determine the maximum acceptable vibration levels, or PPV levels and the appropriate buffer distance between Project activities and the 1870s building.
 - Vibration monitoring should be carried out and consist of monitoring the ground-borne vibration levels, in PPV while construction activities take place. The vibration monitoring program should include the installation of vibration monitoring equipment in the building.
 - Post-construction condition survey should be carried out as determined by the Geotechnical Engineer. Post-construction condition survey shall be conducted after completion of construction for comparison purposes.

8.1.1 Deposit Copies

To assist in the retention of historic information, copies of this report should be deposited with local repositories of historic material. Therefore, it is recommended that this report be deposited at the following locations:

City of St. Thomas
Municipal Heritage Committee
545 Talbot Street
St. Thomas, ON, N5P, 3V7

Elgin County Archives
450 Sunset Drive
St. Thomas, ON, N5R 5V1



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HERITAGE IMPACT ASSESSMENT—244-248 TALBOT STREET, ST. THOMAS, ONTARIO

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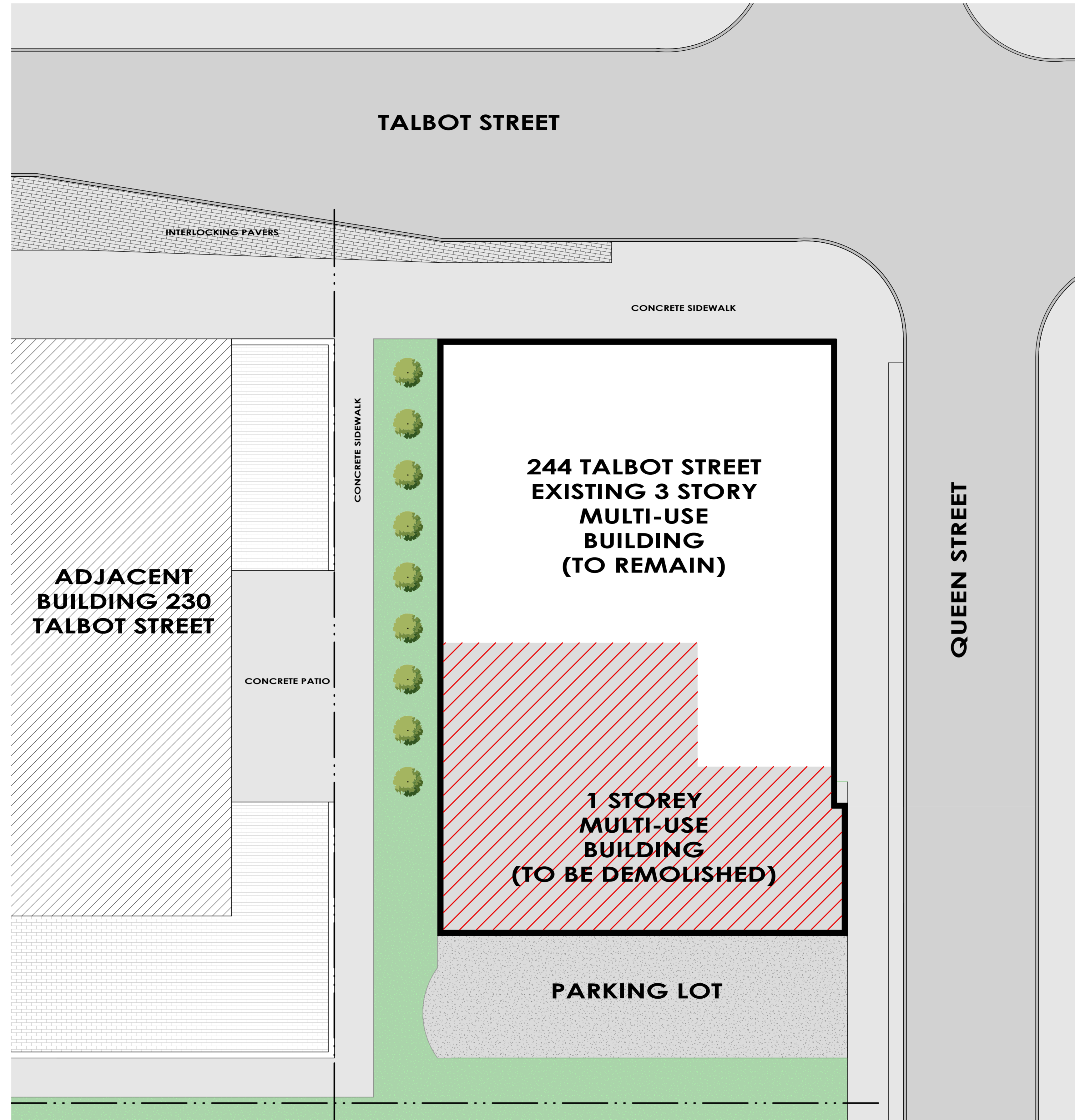
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APPENDIX A

Demolition Drawings





SITE PLAN

1" = 10'-0"

GENERAL NOTES

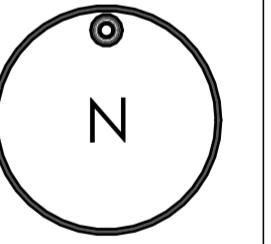
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St. Thomas, ON N5P 1S5
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SITE PLAN

| | | |
|---------------------------------|---------------|-------------|
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| Issued for Site Plan Agreement: | | |
| Issued for Permit: | | |
| Issued for Tender: | | |
| Issued for Construction: | | |
| DRAWN BY: | MCD | DWG. No. |
| CHECKED BY: | JMR | .SP1 |
| DATE: | OCTOBER, 2021 | |
| SCALE: | AS SHOWN | |
| PROJECT No.: | 2021-140 | |



NORTH ELEVATION
3/16" = 1'-0"



EAST ELEVATION
3/16" = 1'-0"

AREA TO BE DEMOLISHED

GENERAL NOTES

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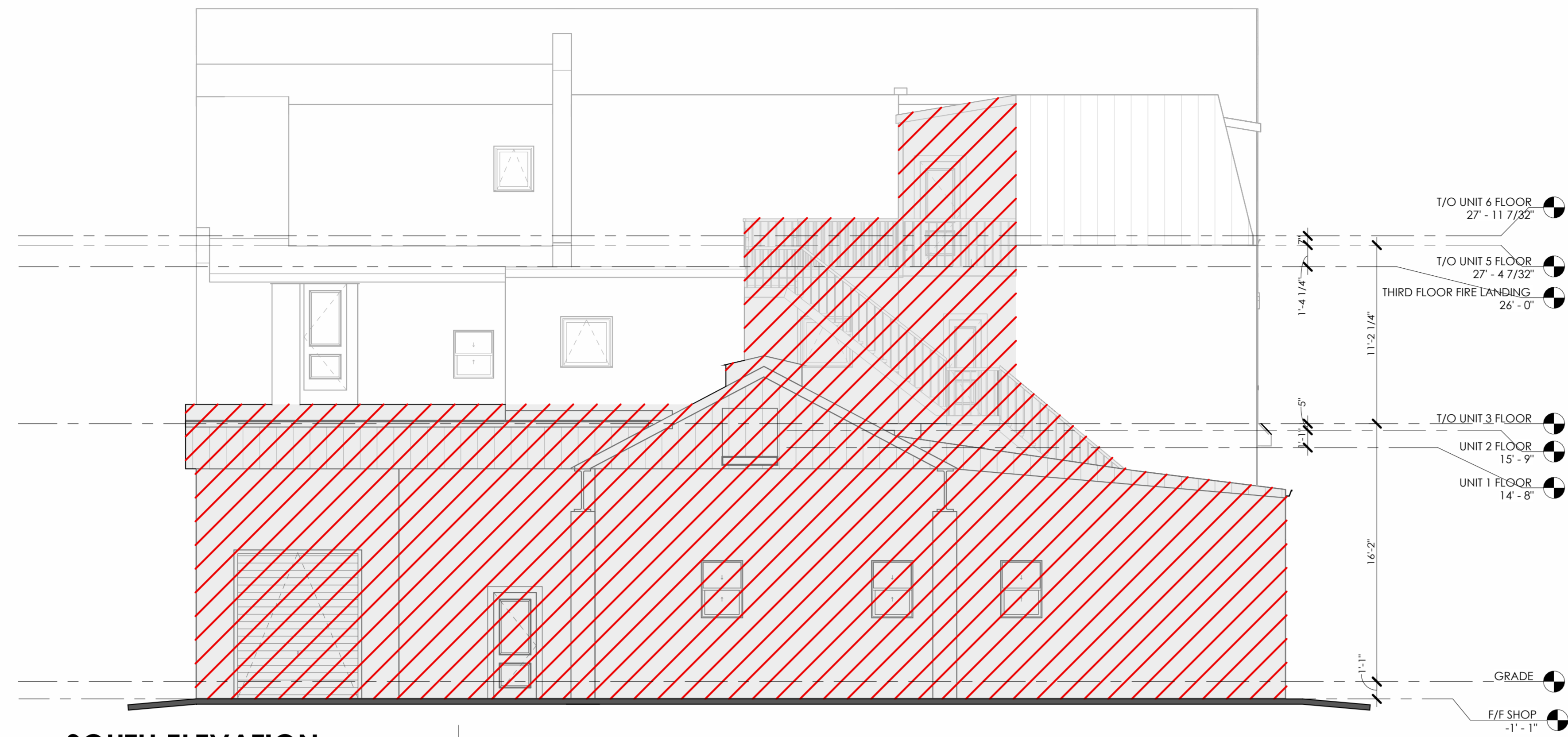
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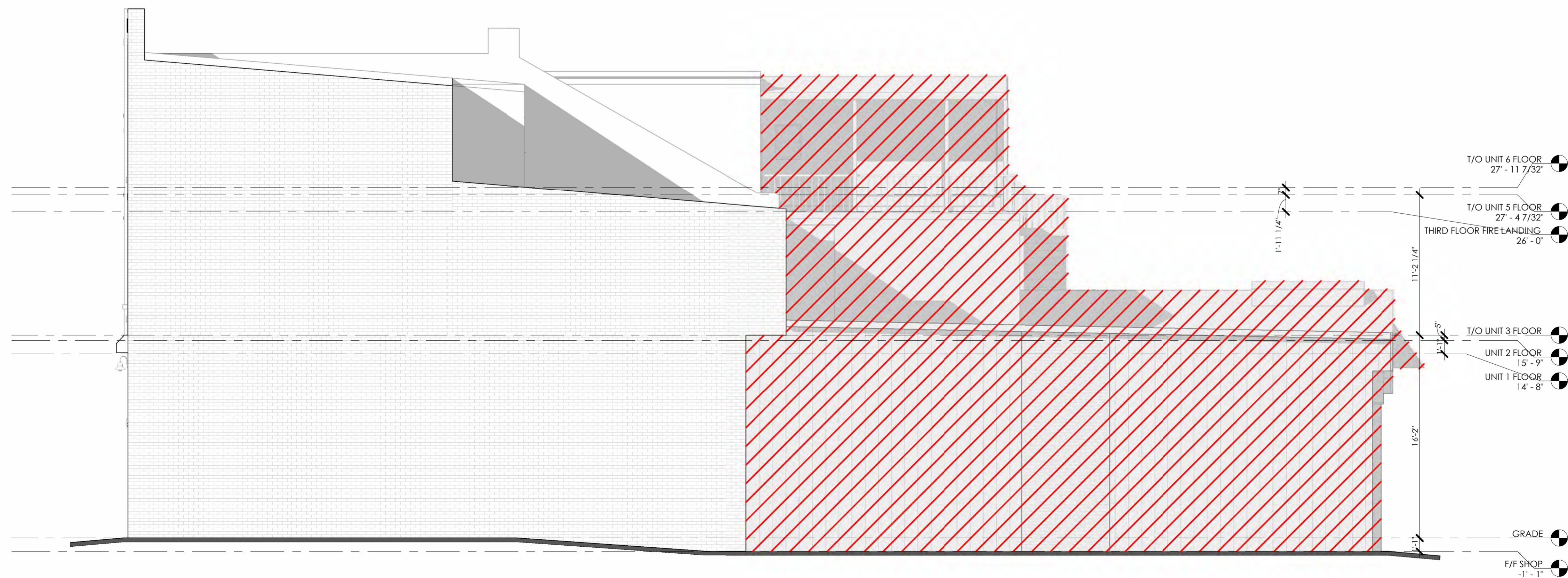
**NORTH AND EAST
ELEVATIONS**

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| Issued for Site Plan Agreement: | | |
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SOUTH ELEVATION

3/16" = 1'-0"



WEST ELEVATION

3/16" = 1'-0"

 AREA TO BE DEMOLISHED

GENERAL NOTES

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architectural office: 3333 Dundas Avenue, Toronto, Ontario M3J 1S2

SHEET TITLE:

**SOUTH AND WEST
ELEVATIONS**

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Issued for Tender:

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APPENDIX B

Architectural Drawing



PROPOSED 4 STOREY MULTI RESIDENTIAL ADDITION CONCEPT

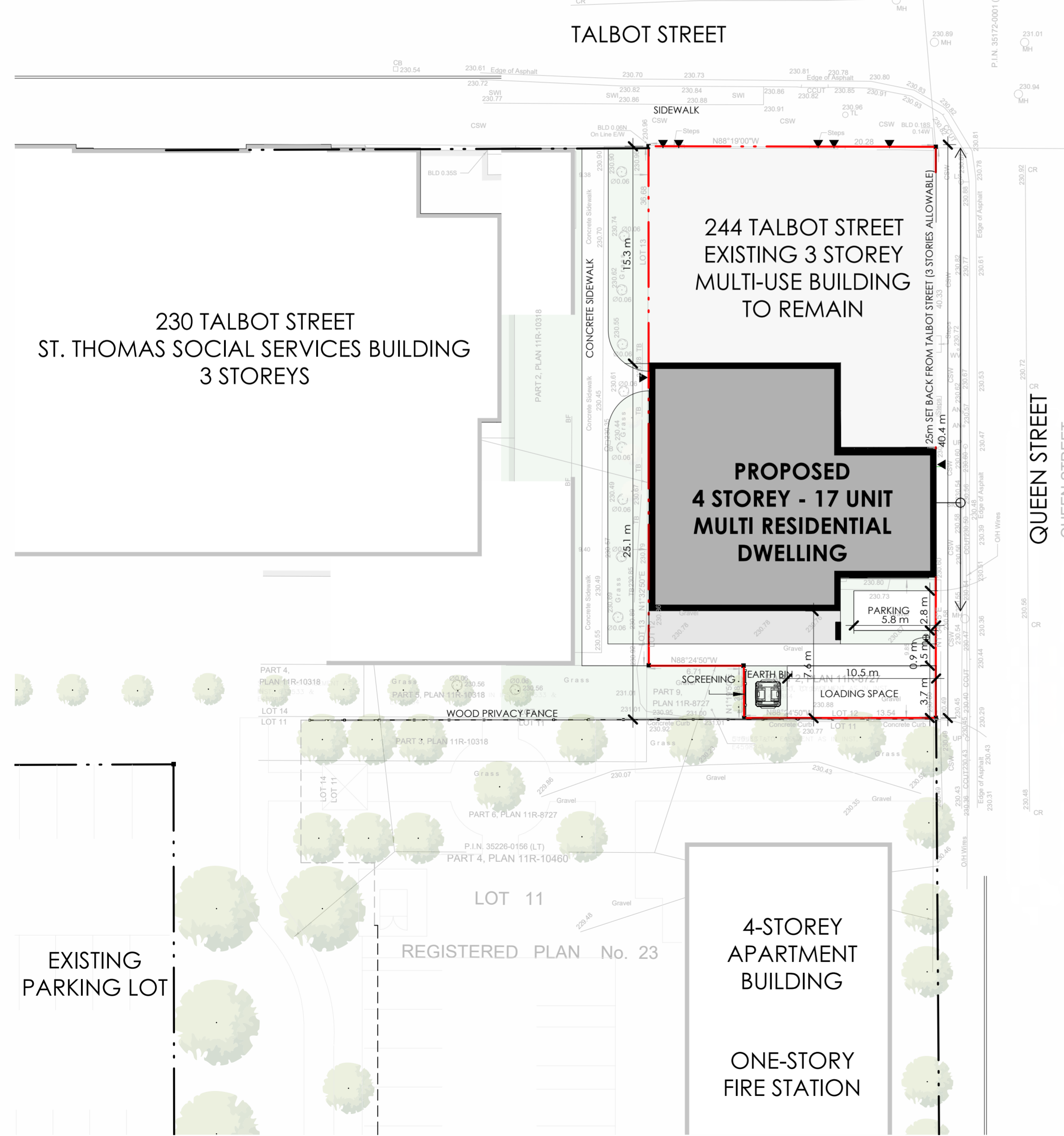
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TABLE OF CONTENTS

- .A0** COVER PAGE/ SITE PLAN
- A1** LOWER LEVEL PLAN
- A2** FIRST FLOOR PLAN
- A3** SECOND FLOOR PLAN
- A4** THIRD FLOOR PLAN
- A5** FOURTH FLOOR PLAN
- A6** ROOF PLAN
- A7** NORTH ELEVATION
- A8** SOUTH ELEVATION
- A9** EAST ELEVATION
- A10** WEST ELEVATION
- A11** PERSPECTIVE DAY RENDERINGS

| PROPOSED DEVELOPMENT - SITE STATISTICS | | |
|---|--|----------------------------------|
| | VALUES | COVERAGE (%) |
| LOT AREA | 791.2 m ² +/- 0.07% HA +/- (8,516.8 sqft +/-) | |
| EXISTING BUILDING AREA | 345.0 m ² +/- (3,735 sqft +/-) | 43.9% |
| EXISTING GROSS FLOOR AREA | 981.1 m ² +/- (10,560.47 sqft +/-) | |
| EXISTING BUILDING AREA USED FOR RESIDENTIAL | 613.17m ² +/- (6600.06sqft +/-) | |
| PROPOSED BUILDING GROSS FLOOR AREA (ADDITION) | 274.06 m ² (2,950.0 sqft) | 34.6% |
| PROPOSED GROSS FLOOR AREA (ADDITION) | 1,182.3 m ² +/- (12,726.0 sqft +/-) | 78.5% |
| PROPOSED BUILDING AREA USED FOR RESIDENTIAL | 906.7 m ² +/- (9,760 sqft +/-) | |
| TOTAL BUILDING COVERAGE | 621.05 m ² (6685.0 sqft +/-) | 21.6% |
| LANDSCAPE COVERAGE | 171.0 m ² (1840.0 sqft) | |
| BUILDING HEIGHT | | |
| EXISTING BUILDING | MAX: 3 STOREYS | 13.0m (42.65 ft) |
| PROPOSED BUILDING | MAX: 45m (147.6 ft) | 15.0 m (49.2 ft) |
| DENSITY - MINIMUM | | |
| | 75 UNITS PER HA = 6 UNITS | |
| DENSITY - MAXIMUM | | |
| | 250 UNITS PER HA = 19 UNITS | |
| PROPOSED BUILDING DENSITY | | |
| | | 17 UNITS |
| SETBACKS | | |
| SIDE YARD SETBACK MINIMUM | 0m STANDARD | 0 m (0 ft) |
| REAR YARD SETBACK MINIMUM | 0m STANDARD | 4.0 m (13.1 ft) & 7.6M (24.9 ft) |

| SUITE STATISTICS | | | |
|---------------------|----------------|----------------|-----------------|
| | FLOOR AREA | TERRACE | TOTAL AREA |
| LOWER LEVEL | | | |
| SUITE 001 | 640 SF | 340 SF | 980 SF |
| SUITE 002 | 480 SF | 330 SF | 810 SF |
| FIRST FLOOR | | | |
| SUITE 101 | 440 SF | 120 SF | 560 SF |
| SUITE 102 | 480 SF | 120 SF | 600 SF |
| SUITE 103 | 400 SF | | 400 SF |
| SECOND FLOOR | | | |
| SUITE 201 | 590 SF | 55 SF | 645 SF |
| SUITE 202 | 550 SF | 120 SF | 670 SF |
| SUITE 203 | 700 SF | 120 SF | 820 SF |
| SUITE 204 | 540 SF | 70 SF | 610 SF |
| THIRD FLOOR | | | |
| SUITE 301 | 590 SF | 55 SF | 645 SF |
| SUITE 302 | 550 SF | 120 SF | 670 SF |
| SUITE 303 | 700 SF | 120 SF | 820 SF |
| SUITE 304 | 540 SF | 70 SF | 610 SF |
| SUITE 305 | 740 SF | 300 SF | 1040 SF |
| FOURTH FLOOR | | | |
| SUITE 401 | 590 SF | 55 SF | 645 SF |
| SUITE 402 | 690 SF | 120 SF | 810 SF |
| SUITE 403 | 540 SF | 70 SF | 610 SF |
| TOTALS | 9760 SF | 2065 SF | 11825 SF |



KEYPLAN



SITE PLAN

1" = 20'-0"

GENERAL NOTES

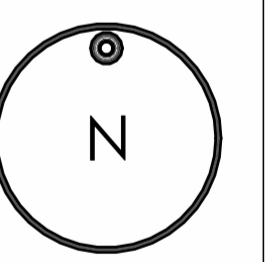
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| | |
|---------------------------------|------------|
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| Issued for Site Plan Agreement: | |
| Issued for Permit: | |
| Issued for Tender: | |
| Issued for Construction: | |
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| DATE: 01/19/2021 | |
| SCALE: AS SHOWN | |
| PROJECT No.: 2021-140 | .A0 |



LOWER LEVEL (2950 SF)

3/16" = 1'-0"



SOUTH EAST PERSPECTIVE

LEGEND

- MAJOR VERTICAL PENETRATIONS
- UNIT GROSS AREA
- LIMITED COMMON AREA
- COMMON/ AMENITY AREA
- SERVICE AREAS
- OCCUPANT STORAGE

GENERAL NOTES

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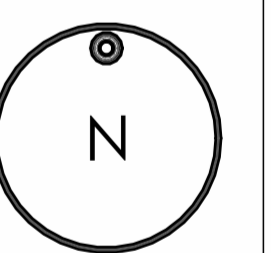
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SOUTH EAST PERSPECTIVE.

- LEGEND**
- MAJOR VERTICAL PENETRATIONS
 - UNIT GROSS AREA
 - LIMITED COMMON AREA
 - COMMON/ AMENITY AREA
 - SERVICE AREAS
 - VOID/ OPEN TO BELOW
 - CANTILEVERD SECOND FLOOR

FIRST FLOOR (2846 SQFT)

3/16" = 1'-0"

GENERAL NOTES
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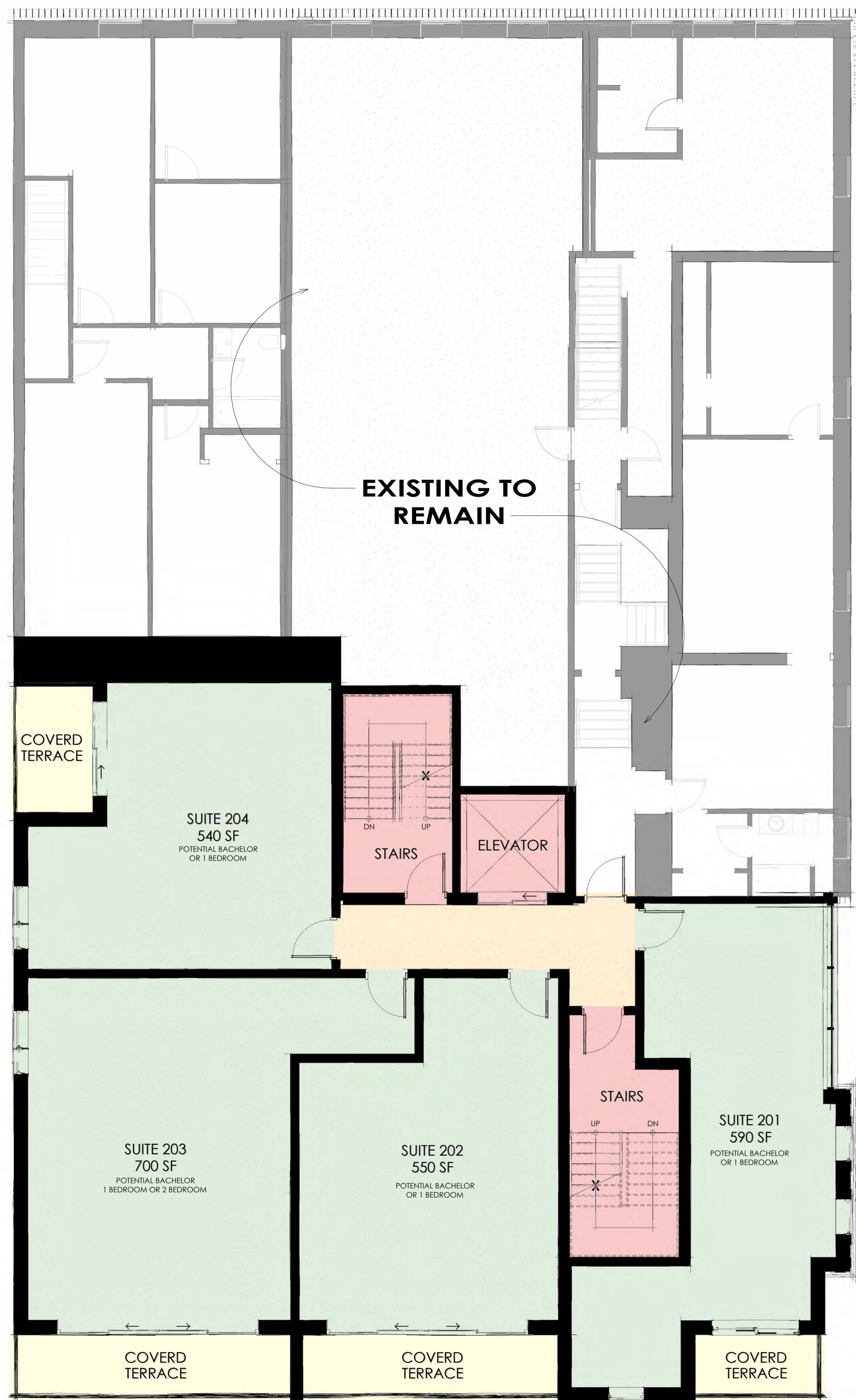
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FIRST FLOOR PLAN

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SECOND FLOOR (3184 SF)

3/16" = 1'-0"



SOUTH EAST PERSPECTIVE..

- LEGEND**
- MAJOR VERTICAL PENETRATIONS
 - UNIT GROSS AREA
 - LIMITED COMMON AREA
 - COMMON/ AMENITY AREA
 - SERVICE AREAS
 - VOID/ OPEN TO BELOW

GENERAL NOTES

PRELIMINARY FOR DISCUSSION PURPOSES

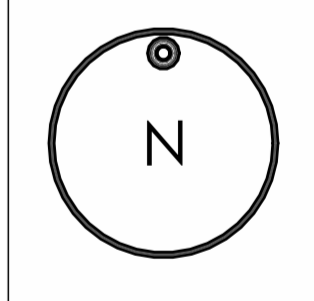
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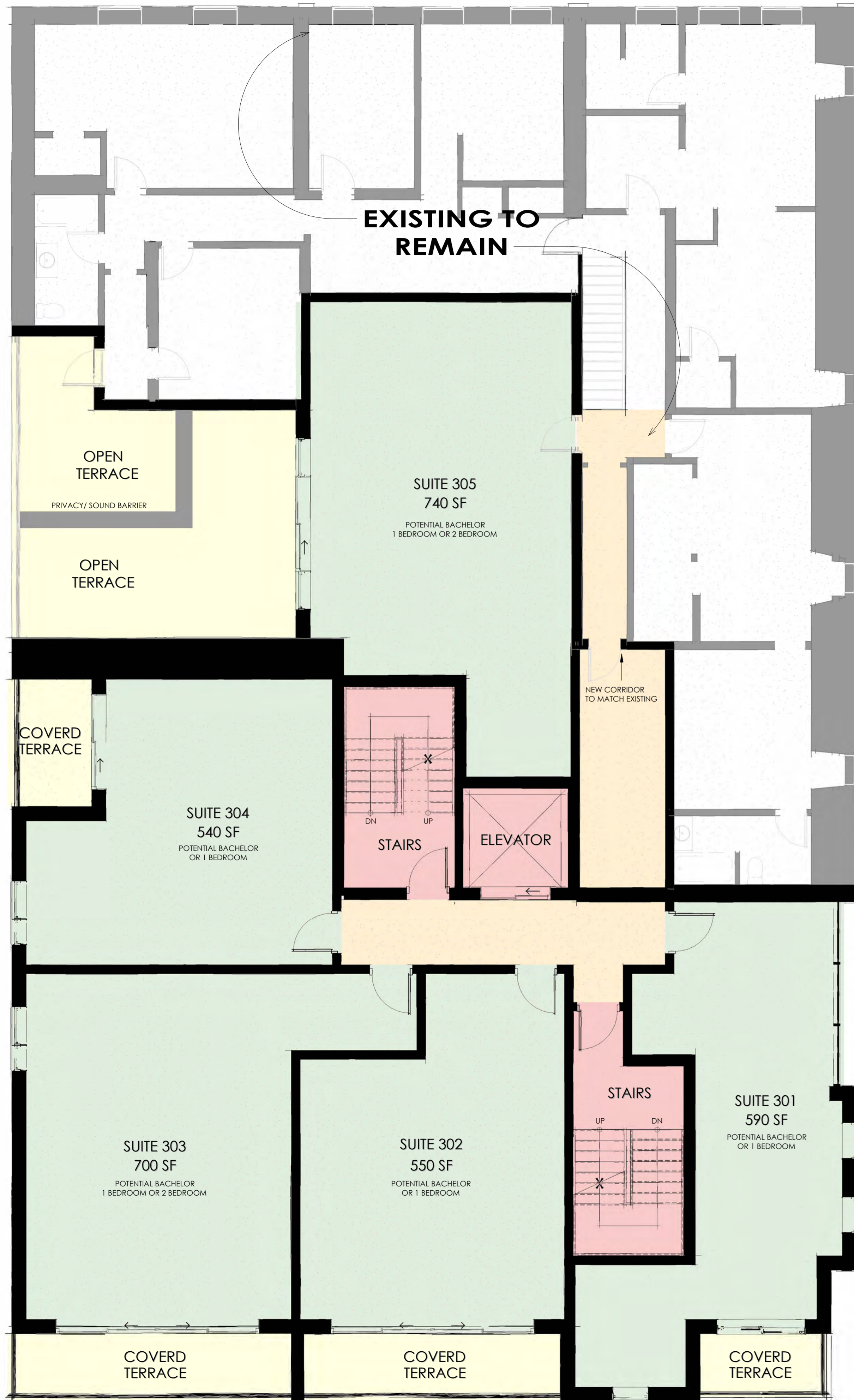
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SECOND FLOOR PLAN

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| DATE: | 01/19/2021 |
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| PROJECT No.: | 2021-140 |

A3



THIRD FLOOR (4075 SF)

3/16" = 1'-0"



SOUTH EAST PERSPECTIVE,

LEGEND

- MAJOR VERTICAL PENETRATIONS
- UNIT GROSS AREA
- LIMITED COMMON AREA
- COMMON/ AMENITY AREA
- SERVICE AREAS
- VOID/ OPEN TO BELOW

GENERAL NOTES

PRELIMINARY FOR DISCUSSION PURPOSES

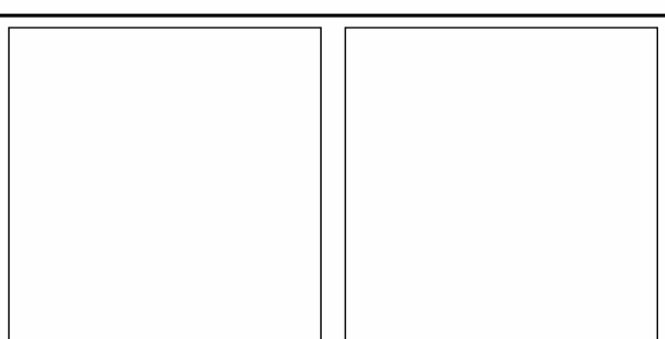
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SHEET TITLE:

THIRD FLOOR PLAN

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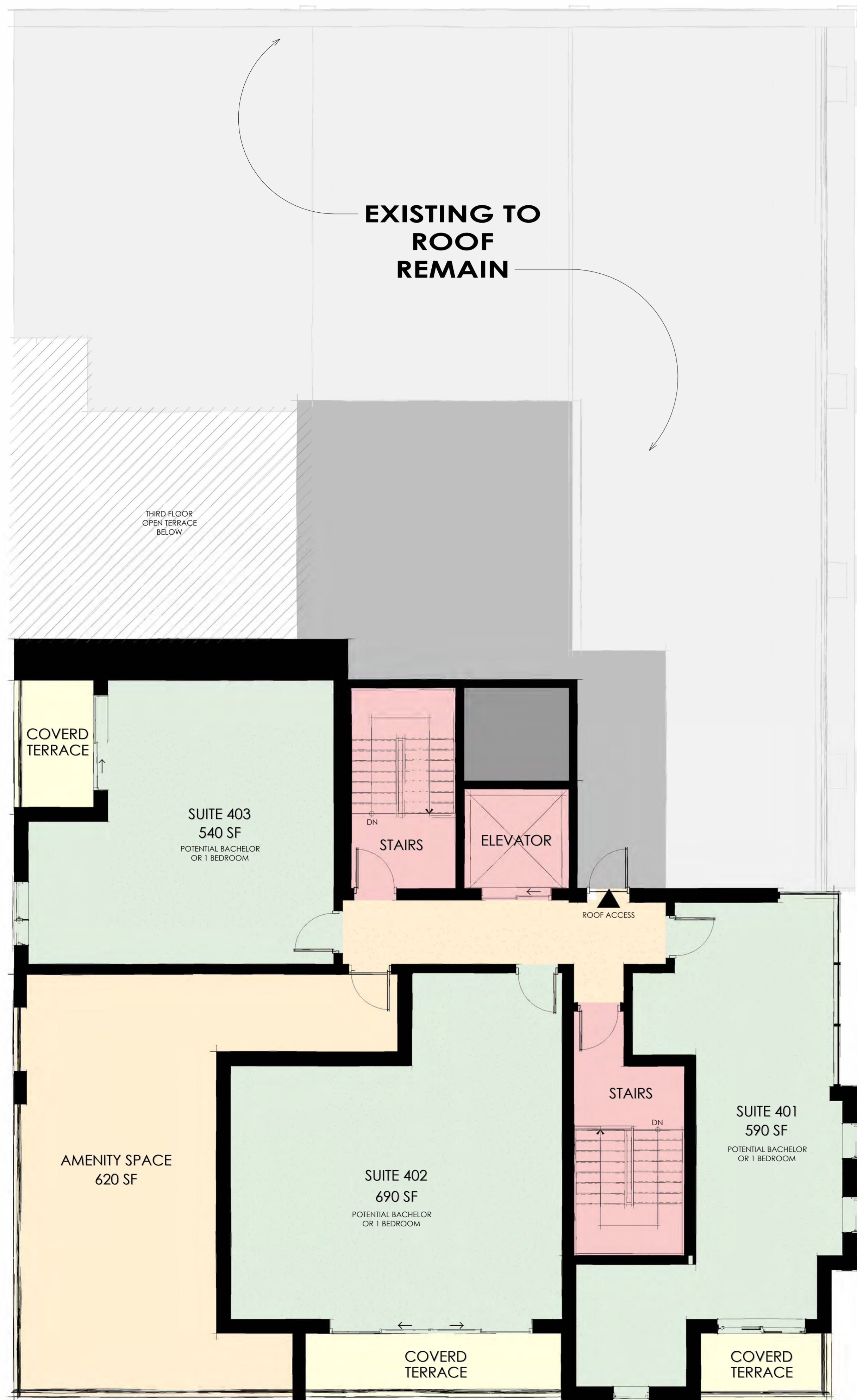
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| PROJECT No.: | 2021-140 | |



FOURTH FLOOR (2621 SQFT)

3/16" = 1'-0"



SOUTH EAST PERSPECTIVE,,

LEGEND

- MAJOR VERTICAL PENETRATIONS
- UNIT GROSS AREA
- LIMITED COMMON AREA
- COMMON/ AMENITY AREA
- SERVICE AREAS
- VOID/ OPEN TO BELOW
- EXISTING ROOF
- PROPOSED ROOF

GENERAL NOTES

PRELIMINARY FOR DISCUSSION PURPOSES

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FOURTH FLOOR PLAN

Issued for Re-Zoning

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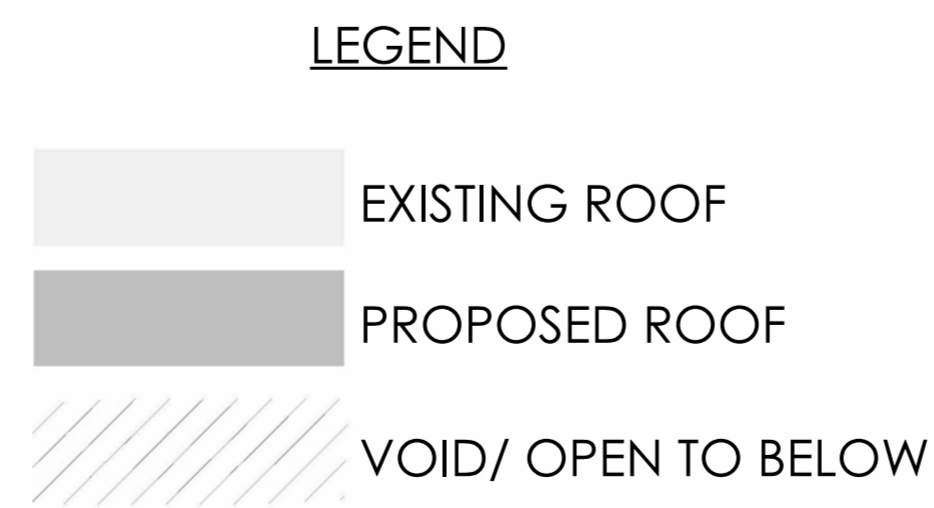
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SOUTH EAST AERIAL PERSPECTIVE



ROOF

3/16" = 1'-0"

GENERAL NOTES

**PRELIMINARY
FOR
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PURPOSES**

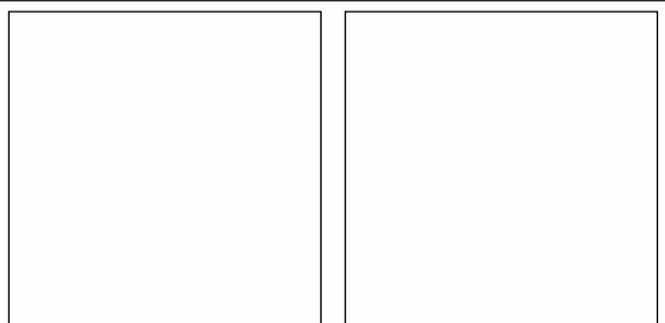
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NORTH ELEVATION (TALBOT ST)

3/16" = 1'-0"



NORTH EAST PERSPECTIVE

| MATERIALS LEGEND | |
|------------------|---|
| BRICK | BRICK VEENER TO MATCH EXISTING BRICK ON EXISTING FAÇADE OF STRUCTURE |
| STUCCO-1 | BAIGE EIFS / STUCCO RAINSCREEN BY STO OR APPROVED EQUAL COLOUR: TO MATCH EXISTING BAIGE STUCCO ON EXISTING FAÇADE OF BUILDING. |
| STUCCO-2 | EIFS / STUCCO RAINSCREEN BY STO OR APPROVED EQUAL COLOUR: WHITE |
| ALUM-1 | REVEAL @ PANEL SYSTEM BY JAMESHARDIE COLOUR: BLACK |
| ALUM-2 | REVEAL @ PANEL SYSTEM BY JAMESHARDIE COLOUR: MATCH EXISTING TEAL ON FAÇADE OF EXISTING BUILDING. |
| GL | WINDOW GLAZING BY 'ANDERSEN WINDOWS AND DOORS' OR APPROVED EQUAL COLOUR: TBD (COORDINATE W/ OWNER & ARCHITECT -CLEAR INSULATED VISION GLASS -LOW-E GLAZING |

NOTE:
1. MASONRY CONTROL JOINTS AND CAULKING COLOURS TO MATCH MORTAR
2. PRE-FINISHED WINDOW FLASHING AND CAULKING TO MATCH WINDOW FRAME
COLOUR
3. SEE WINDOW SCHEDULE FOR NOTES REGARDING WINDOWS AND DOORS

GENERAL NOTES

**PRELIMINARY
FOR
DISCUSSION
PURPOSES**

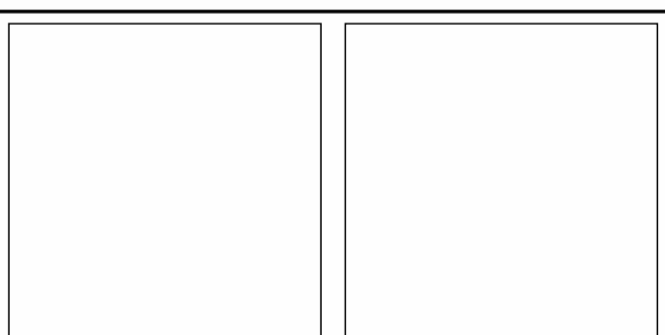
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NORTH ELEVATION

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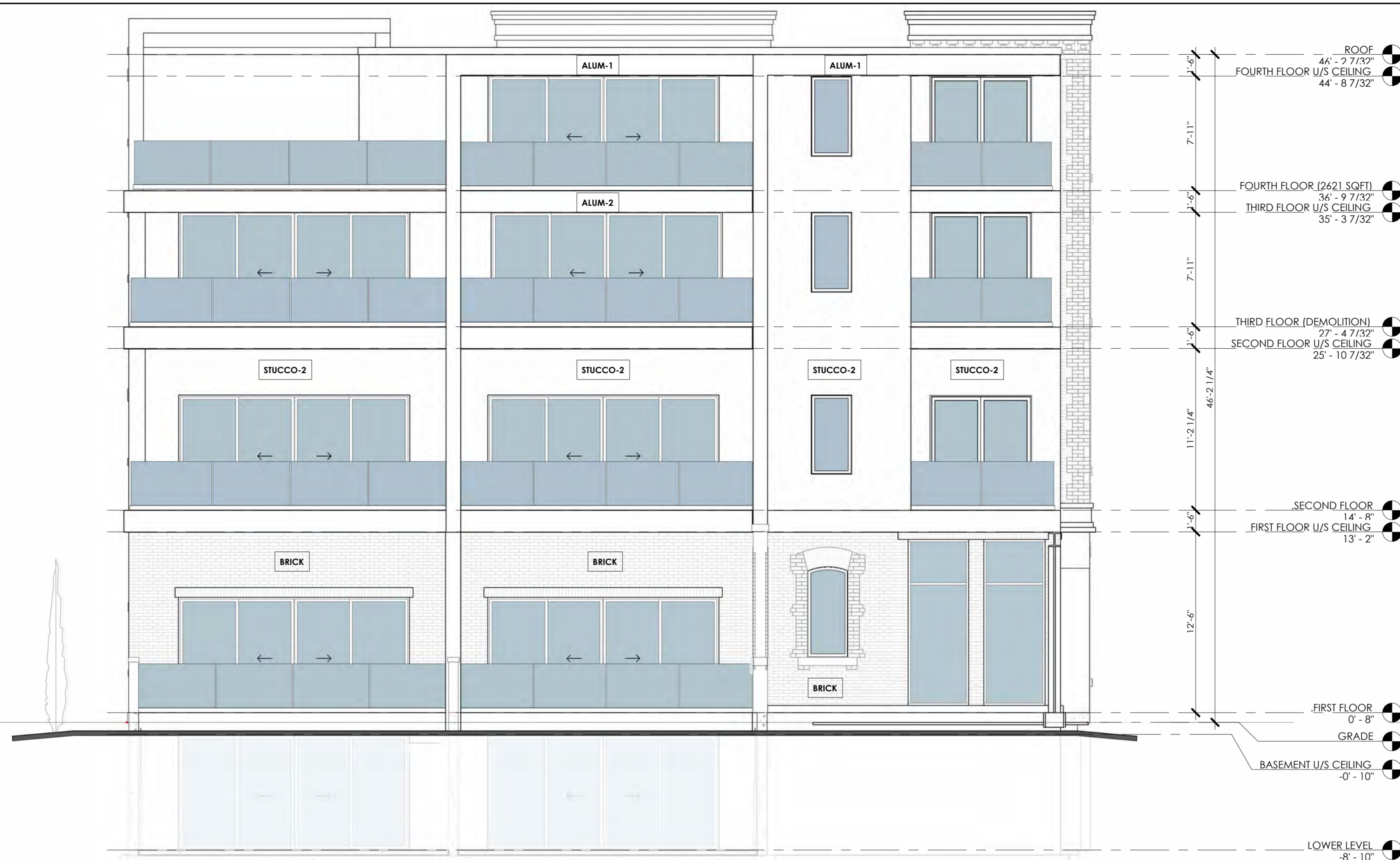
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| PROJECT No.: | 2021-140 | |



| MATERIALS LEGEND | |
|------------------|---|
| BRICK | BRICK VEENER TO MATCH EXISTING BRICK ON EXISTING FACADE OF STRUCTURE |
| STUCCO-1 | BAIGE EIFS / STUCCO RAINSCREEN BY STO OR APPROVED EQUAL COLOUR: TO MATCH EXISTING BAIGE STUCCO ON EXISTING FACADE OF BUILDING. |
| STUCCO-2 | EIFS / STUCCO RAINSCREEN BY STO OR APPROVED EQUAL COLOUR: WHITE |
| ALUM-1 | REVEAL @ PANEL SYSTEM BY JAMESHARDIE COLOUR: BLACK |
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| GL | WINDOW GLAZING BY ANDERSEN WINDOWS AND DOORS' OR APPROVED EQUAL COLOUR: TBD (COORDINATE W/ OWNER & ARCHITECT) -CLEAR INSULATED VISION GLASS -LOW-E GLAZING |

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SOUTH ELEVATION

3/16" = 1'-0"



SOUTH WEST PERSPECTIVE



SOUTH EAST PERSPECTIVE.

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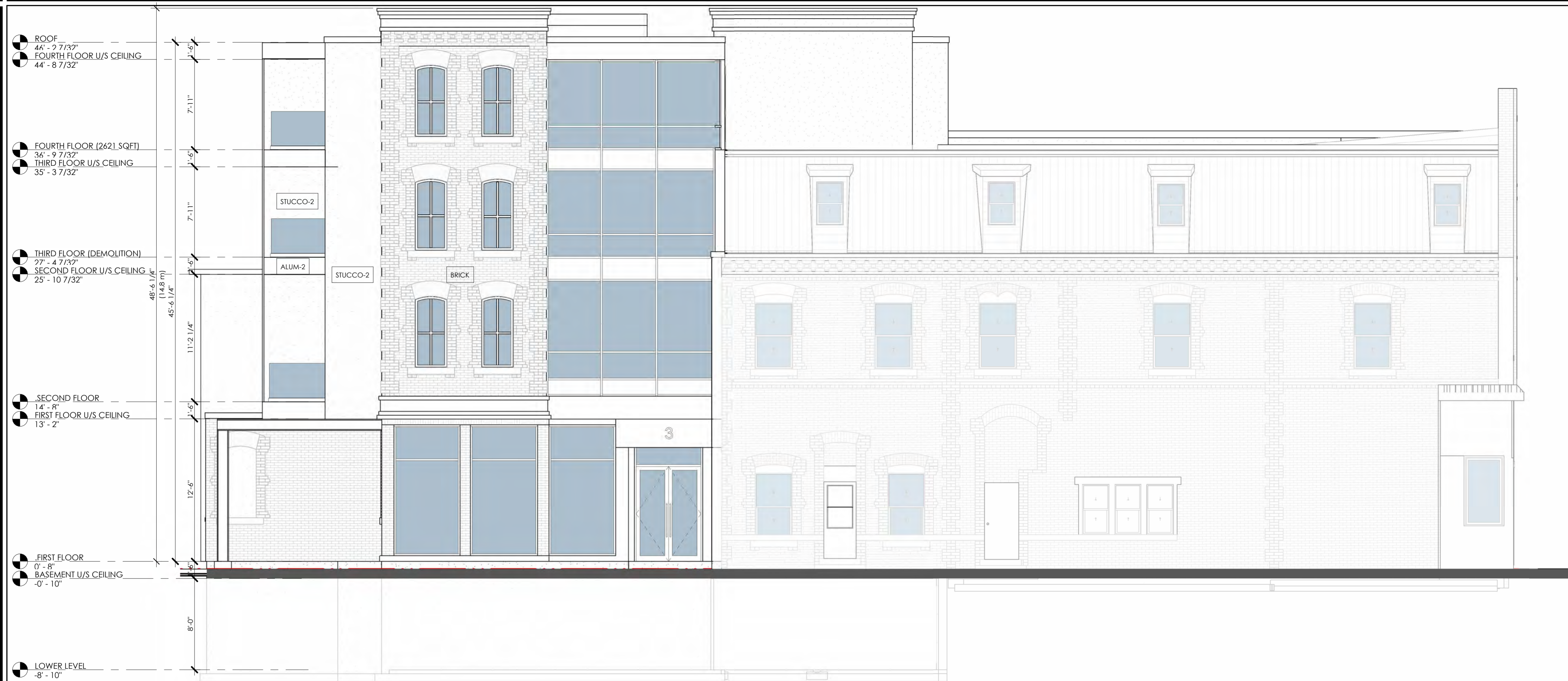
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SOUTH ELEVATION

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A8



| MATERIALS LEGEND | |
|------------------|---|
| BRICK | BRICK VEENER TO MATCH EXISTING BRICK ON EXISTING FACADE OF STRUCTURE |
| STUCCO-1 | BAIGE EIFS / STUCCO RAINSCREEN BY STO OR APPROVED EQUAL COLOUR: TO MATCH EXISTING BAIGE STUCCO ON EXISTING FACADE OF BUILDING. |
| STUCCO-2 | EIFS / STUCCO RAINSCREEN BY STO OR APPROVED EQUAL COLOUR: WHITE |
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EAST ELEVATION

3/16" = 1'-0"



SOUTH EAST PERSPECTIVE-



NORTH EAST PERSPECTIVE.

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SHEET TITLE:
EAST ELEVATION

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| MATERIALS LEGEND | |
|------------------|---|
| BRICK | BRICK VEENER TO MATCH EXISTING BRICK ON EXISTING FACADE OF STRUCTURE |
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WEST ELEVATION

3/16" = 1'-0"



NORTH WEST PERSPECTIVE



SOUTH WEST PERSPECTIVE.

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WEST ELEVATION

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A10

GENERAL NOTES

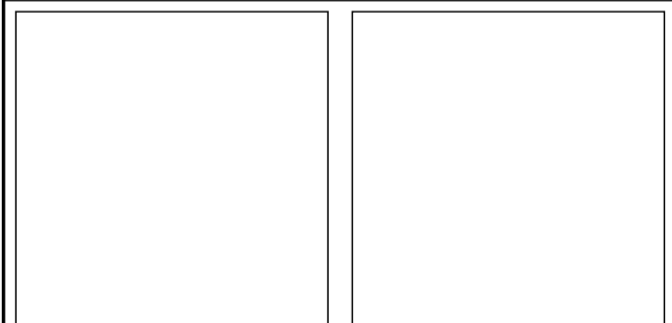
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SHEET TITLE:
**PERSPECTIVE DAY
RENDERINGS**

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| PROJECT No.: 2021-140 | |



MATERIALS LEGEND

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|--|---|---|--|---|--|--|
| BRICK BRICK VEENER TO MATCH EXISTING BRICK ON EXISTING FACADE OF STRUCTURE | STUCCO-1 BAIGE EIFS / STUCCO RAINSCREEN BY STO OR APPROVED EQUAL COLOUR: TO MATCH EXISTING BAIGE STUCCO ON EXISTING FACADE OF BUILDING. | STUCCO-2 EIFS / STUCCO RAINSCREEN BY STO OR APPROVED EQUAL COLOUR: WHITE | ALUM-1 REVEAL @ PANEL SYSTEM BY JAMESHARDIE COLOUR: BLACK | ALUM-2 REVEAL @ PANEL SYSTEM BY JAMESHARDIE COLOUR: MATCH EXISTING TEAL ON FACADE OF EXISTING BUILDING. | GL WINDOW GLAZING BY 'ANDERSEN WINDOWS AND DOORS' OR APPROVED EQUAL COLOUR: TBD (COORDINATE W/ OWNER & ARCHITECT -CLEAR INSULATED VISION GLASS -LOW-E GLAZING | L.BD. LONG BOARD (U/S TERRACE ROOF) BY TBD (COORDINATE W/ OWNER & ARCHITECT) COLOUR: TBD (COORDINATE W/ OWNER & ARCHITECT) SIZE: TBD (COORDINATE W/ OWNER & ARCHITECT) |
|--|---|---|--|---|--|--|

NOTE
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COLOUR
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APPENDIX C

Evaluation of Cultural Heritage Value or Interest



HERITAGE EVALUATION

Table 1 identifies which criteria of O. Reg. 9/06 are met. Detailed discussions of how the property meets the criteria are included in the following sections.

Design/Physical Value

The property contains a building that is a representative example of a late 19th century commercial architecture in the Second Empire style in the City of St. Thomas. The Second Empire style originated in France during the rule of Emperor Napoleon III (1852-1870). His reign in France ushered in the Second French Empire, the first French Empire being ruled by his cousin, Napoleon Bonaparte. During Napoleon III's reign the ornate Paris Opera House was completed, and the style was soon popularized in Canada and the United States. In Ontario, the most common stylistic features of the Second Empire style are a mansard roof and projecting central bay. Building exteriors contain classical stylings and details around doors, windows, and corners, which often contain rusticated quoins (Blumenson 1990: 87-88). The Second Empire style was used in Ontario for both residential and commercial structures. During its popular period between 1865 and 1880, many commercial buildings were built in the Second Empire style in Ontario (Ontario Architecture 2010).

Although the original mansard roof has been altered, the building still retains Second Empire design elements including a portion of the original mansard roof on the east elevation, brick quoins, brick corbelling, brick pilasters, brick drips moulds, voussoirs, and window and door surrounds. While the original building displayed a high degree of craftsmanship in its mansard roof with dormers the structure lost the high degree with the alterations to the front façade and roofline in the 20th century. Today, the building demonstrates a standard degree of craftsmanship, as its construction materials and methods were typical of its late 19th century construction period and 20th century alterations. The building does not display design details or elements that would reflect a high degree of craftsmanship or artistic merit. The building does not demonstrate building techniques or include features that demonstrate a high degree of technical or scientific achievement.

Based on the above discussion, 244-248 Talbot Street meets criterion 1(i) of O. Reg. 9/06.

Historic/Associative Value

The property is directly associated with the late 19th century building boom along Talbot Street associated with the City's railway development. With the opening of the C.S.R. Line in 1872, the railways attracted men of influence from larger commercial and manufacturing centres. Numerous building blocks along Talbot Street were constructed in the 1870s for a variety of new businesses catering to both the City's more affluent citizens and railway workers. This property, constructed in 1871, initially included a grocery store and a watchmaker/jewellery store. Providing goods for local citizens and railway workers.

The businesses operating out of the property evolved to meet the needs of the downtown and local community. The businesses in 244-246 Talbot Street, evolved from selling land implements and harness goods related to farming and transportation using horses in the early 1900s, to meet the new automobile demands in the 1920s. From the 1920s to the late 1960s, automotive businesses operated out of the building. While the businesses in 248 Talbot Street evolved in related to food products and services. The location was used as a grocery store from the late 19th century until the early 1930s, thereafter it became a restaurant from the mid-20th century until the late 1960s, when it shifted to a variety store in the 1970s, followed by a health food store in the 1980s. While each owner/occupant put their own stamp on the property and had an influence on the City's commercial businesses, no particular owner was significant to the local community.

While the property is connected to the downtown commercial development of the City, it does not have the potential yield information important to an understanding of a community or culture and the architect is unknown. The building is typical of its late 19th century construction period, and its structural evolution is also reflected in the building materials and construction methods of the time. Many different businesses operated out of the building, with each new owner/occupant putting their own use and design elements into the property.

Based on the above discussion, 244-248 Talbot Street meets criterion 2(i) of O. Reg. 9/06.

Contextual Value

The property is important in maintaining and supporting the late 19th century commercial character of the City's downtown. It is also physically, visually, and historically linked to adjacent and nearby commercial structures along Talbot Street. The predominant building material used in commercial structures along Talbot Street was brick. While the downtown contains a generally consistent street wall composed of two to four storey buildings at a similar setback. The property with its red brick exterior, three storey height, and consistent setback with adjacent properties along Talbot Street, maintains a physical and visual link to the City's downtown streetscape. The building also maintains the traditional façade organization with storefront display windows. The property is also historically linked through its 1871 construction date, connected to the late 19th century building boom in the downtown. As the property is visually connected with adjacent commercial/mixed-use structures, it is not a prominent structure in the Talbot streetscape. Therefore, the building is not a landmark structure.

Based on the above discussion, 244-248 Talbot Street meets criterion 3(i and ii) of O. Reg. 9/06.

Summary of O. Reg. 9/06 Evaluation

The property at 244-248 Talbot Street was evaluated using O. Reg. 9/06 of the OHA. It was determined that the property has CHVI as it met multiple criteria of O. Reg. 9/06. The property was determined to satisfy criterion 1(i) as the building is a representative example of late 19th century commercial architecture in the Second Empire style. The property also met criterion of 2(i) for its direct association of the building boom along Talbot Street in the late 19th century associated with the development of the railway lines. As well as criterion 3(i and ii) as its maintains and supports the late 19th century downtown character of Talbot Street, and is physically, visually, and historically connected with adjacent and nearby properties along the Talbot streetscape. Table 5-1 provides a summary of the evaluation of the property according to criteria of O. Reg. 9/06.

Table 1: Evaluation of 244-248 Talbot Street According to Ontario Regulation 9/06 of the *Ontario Heritage Act*

| Criteria of O. Reg. 9.06 | Y/N | Comments |
|--|------------|--|
| Is a rare, unique, representative or early example of a style, type, expression, material or construction method | Y | The property is a representative example of late 19 th century commercial architecture in the Second Empire style in the City of St. Thomas. Although the original mansard roof has been altered, the building still retains Second Empire style design elements including a portion of the original mansard roof on the east elevation of 248 Talbot Street, brick quoins, brick corbels, brick drip moulds and window surrounds, and brick pilasters. |

Table 1: Evaluation of 244-248 Talbot Street According to Ontario Regulation 9/06 of the *Ontario Heritage Act*

| Criteria of O. Reg. 9.06 | Y/N | Comments |
|---|-----|---|
| Displays a high degree of craftsmanship or artistic merit | N | While the original building displayed a high degree of craftsmanship in its mansard roof with dormers, the structure has lost the high degree with the alterations to the front façade and roofline in the 20 th century. Today, the building demonstrates a standard degree of craftsmanship, as its construction materials and methods were typical of its late 19 th century construction period and its 20 th century alterations. The building does not display design details or elements that would reflect a high degree of craftsmanship or artistic merit. |
| Demonstrates a high degree of technical or scientific achievement | N | The building does not demonstrate building techniques or include features that demonstrate a high degree of technical or scientific achievement. |
| Has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community | Y | The property is directly associated with the late 19 th century building boom along Talbot Street associated with the City's railway development. Following the opening of the C.S.R. line and station, as well as the G.W.R. line, numerous building blocks were constructed along Talbot Street and were tailored to a new population, mostly men of influence. This included a watchmaker/jewellery store at 244-246 Talbot Street. |
| Yields, or has the potential to yield, information that contributes to an understanding of a community or culture | N | While the property is connected to the downtown commercial development of the City, it does not have the potential yield information important to an understanding of a community or culture. The building is typical of its late 19 th century construction period, and its structural evolution is also reflected in the building materials and construction methods of the time. Many different businesses operated out of the building, with each new owner/occupant putting their own use and design elements into the property. |
| Demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community | N | The property's building and architect is unknown. The property does not reflect the work or ideas of a particular architect, artist, builder, designer or theorist who is significant to the community. |
| Is important in defining, maintaining or supporting the character of an area | Y | The property is important in maintaining and supporting the late 19 th century commercial character of the City's downtown. |
| Is physically, functionally, visually or historically linked to its surroundings | Y | The property is physically, visually, and historically linked to adjacent and nearby commercial/mixed use structures along Talbot Street. Physically and visually the property contains a red brick, three storey structures, that is consistent in building materials, height, and setbacks with the adjacent commercial/mixed use properties along Talbot Street. |
| Is a landmark | N | As the property is visually connected with adjacent commercial/mixed use structures, it is not a prominent structure in the Talbot streetscape. Therefore, the building is not a landmark structure. |

1.0 Statement of Significance

Description of Property

The property is located at 244-248 Talbot Street at the west end of the downtown of the City of St. Thomas. It is situated at the southwest intersection of Talbot and Queen Streets. The legal description for the property is Plan 23 PT LOT 12 S/S Talbot W/S Queen. The property contains a late 19th century mixed-use building block with 20th century additions.

Cultural Heritage Value

The property contains a building that demonstrates design value for its late 19th century commercial architecture in the Second Empire style. The building was built in about 1871 in the Second Empire style and originally 246-248 Talbot Street was two and one half storeys in height containing a full mansard roof with semi-circular dormers and an oculus dormer with heavy curved cornices. The adjacent 244 Talbot Street was three-storeys with a flat roofline and front (north) façade parapet. In the 20th century the roofline and height of the building was altered to its current three storeys with a shed roof. Although altered, Second Empire design influences are still seen in the original portion of mansard roof on the east elevation, brick quoins, brick corbelling, brick drip moulds, brick voussoirs, brick pilasters, and brick window and door surrounds. The building also retains its composition of a lower commercial storefront with upper mixed-use storeys.

The property is directly associated with the late 19th century building boom along Talbot Street associated with the City's railway development. With the opening of the Canadian Southern Railway Line and Station, and the Great Western Railway Line in 1872, men of influence from larger commercial and manufacturing centres were attracted to the town. Numerous building blocks along Talbot Street were constructed in the 1870s for a variety of new businesses catering to both the City's most affluent citizens and railway works. The building on the property was constructed at the very beginning of the boom period and initially house a grocery store and watchmaker/jewellery store. The businesses operating out of the property evolved over time to meet the needs of the downtown and local community. The businesses in 244-246 Talbot Street, evolved from selling land implements and harness goods related to farming and transportation using horses in the early 1900s, to meet the new automobile demands in the 1920s. From the 1920s to the late 1960s, automotive businesses operated out of the building. While the businesses in 248 Talbot Street evolved in related to food products and services. The location was used as a grocery store from the late 19th century until the early 1930s, thereafter it became a restaurant from the mid-20th century until the late 1960s, when it shifted to a variety store in the 1970s, followed by a health food store in the 1980s.

The property is important in maintaining and supporting the late 19th century commercial and mixed-use character of the City's downtown. It is physically, visually, and historically linked to adjacent and nearby commercial structures along Talbot Street. The property is visually linked through its three storey height, brick exterior, building block massing, and similar setback to adjacent properties on Talbot Street. The property is also historically linked through its early 1870s construction date, connected to other late 19th century building blocks constructed during the building boom in the downtown.

Heritage Attributes

The following heritage attributes have been identified for the property at 244-248 Talbot Street.

Elements that contribute to the design value of the property include:

- Second Empire architectural design elements including its remaining mansard roof on the eastern portion of 248 Talbot Street with dormer windows, as well as its exterior decorative brickwork
- Three storey red brick structure
- Shed roof
- Front (north) façade separated in three distinct bays composed of a lower storefront and separate entrances to the upper storeys
- Brick and concrete parapet (front façade)
- Decorative brickwork including pilasters, quoins, corbelling, drip moulds, voussoirs, and window and door surrounds
- Fenestration pattern of front façade windows with eight on each upper storey
- Segmental and semi-circular window openings
- Semi-circular stone surrounds with keystones and label stops
- Brick foundation

Elements that contribute to the historic value of the property include:

- Its direct association with the downtown St. Thomas building boom in the late 19th century, following the development of railway lines in the city.

Elements that contribute to the contextual value of the property include:

- The property's location at the southwest corner of Talbot and Queen Streets
- Its building setback, brick materials, three storey height, and massing along Talbot Street connected with adjacent commercial/mixed use properties fronting Talbot Street
- Its traditional façade organization of a commercial and mixed use building including storefront display windows and separate entrances