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Niagara

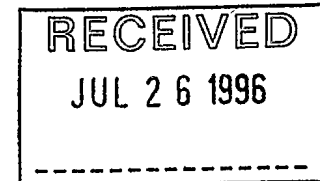


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The Town of Niagara-On-The-Lake

1593 CREEK ROAD
P.O. Box 100
VIRGIL, ONTARIO
L0S 1T0

July 23, 1996



Ontario Heritage Foundation
10 Adelaide Street East
Toronto, Ontario, M5C 1J3

REGISTERED MAIL

**RE: 164 RICARDO STREET
NIAGARA HARBOUR AND DOCK COMPANY OFFICE
NOTICE OF PASSING OF BY-LAW NO. 3027-96
ONTARIO HERITAGE ACT, PART IV**

Pursuant to the provisions of Section 29 (6) (a) (ii) of the Ontario Heritage Act, R.S.O. 1990, Chapter O.18, please find enclosed a copy of By-law No. 3027-96, being a by-law to designate 164 Ricardo Street as being of architectural and historical value and interest under Part IV of the Act.

Sincerely,

Robert G. Howse
Town Clerk

R01

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**THE CORPORATION
OF THE
TOWN OF NIAGARA-ON-THE-LAKE**

BY-LAW NO. 3027-96

(164 Ricardo Street - Niagara Harbour & Dock Company Office)
(Roll Nos. 1-072, 1-081, 1-084)

A BY-LAW to designate the property known municipally as 164 Ricardo Street, Niagara Harbour and Dock Company Office, in the Town of Niagara-on-the-Lake in the Province of Ontario as being of architectural and historical value and interest.

WHEREAS Section 29 of the Ontario Heritage Act, R.S.O. 1990, Chapter O.18, authorizes the Council of a municipality to enact by-laws to designate real property, including all buildings and structures thereon, to be of architectural or historic value or interest; and

WHEREAS the Council of the Corporation of the Town of Niagara-on-the-Lake has caused to be served on the owner of the lands and premises known as the Niagara Harbour and Dock Company Office at 164 Ricardo Street in the Town of Niagara-on-the-Lake in the Province of Ontario and upon the Ontario Heritage Foundation, notice of intention to so designate the aforesaid real property and has caused such notice of intention to be published in a newspaper having general circulation in the municipality; and

WHEREAS the reasons for designation are set out in Schedule 'B' hereto; and

WHEREAS no notice of objection to the proposed designation has been served on the clerk of the municipality;

THEREFORE the Council of the Corporation of the Town of Niagara-on-the-Lake enacts as follows:

1. There is designated as being of architectural and historical value and interest the real property known as the Niagara Harbour and Dock Company Office at 164 Ricardo Street in the Town of Niagara-on-the-Lake in the Province of Ontario, more particularly described in Schedule 'A' hereto.
2. The municipal solicitor is hereby authorized to cause a copy of this By-law to be registered against the property described in Schedule 'A' hereto in the proper land registry office.

3. The Clerk is hereby authorized to cause a copy of this By-law to be served on the owner of the aforesaid property and on the Ontario Heritage Foundation and to cause notice of the passing of this By-law to be published in a newspaper having general circulation in the municipality.

READ A FIRST, SECOND AND THIRD TIME AND PASSED ON THIS 22ND DAY OF JULY, 1996.


LORD MAYOR MICHAEL M. DIETSCH


TOWN CLERK R. G. HOWSE

SCHEDULE 'A'

DESCRIPTION:

Niagara Harbour and Dock Company Office
164 Ricardo Street, Niagara-on-the-Lake

Parts of Block B, Niagara Harbour and Dock Plan 30, Town of
Niagara-on-the-Lake, Regional Municipality of Niagara, Land Registry Office for
the Registry Division of Niagara North (No. 30), described as follows:

FIRSTLY:

PREMISING that the southeasterly limit of Wellington Street has an assumed
astronomic bearing of north 34 degrees 43 minutes east according to the
Niven Survey and all bearings herein related thereto;

COMMENCING at a point in the northeasterly limit of Byron Street distant
therein north 55 degrees 22 minutes 20 seconds west, 274.16 feet from its
intersection with the northwesterly limit of Nelson Street as designated by an
iron pipe found;

THENCE north 55 degrees 22 minutes 20 seconds west in the northeasterly
limit of Byron Street, 225.29 feet to an iron pipe found distant therein south 55
degrees 22 minutes 20 seconds east, 100.00 feet from the most westerly angle
of Block B;

THENCE north 34 degrees 40 minutes 40 seconds east parallel to the
southeasterly limit of Melville Street, 100.00 feet;

THENCE north 55 degrees 22 minutes 20 seconds west, 100.00 feet to the
southeasterly limit of Melville Street;

THENCE north 34 degrees 40 minutes 40 seconds east in the said
southeasterly limit of Melville Street, 316.58 feet to its intersection with the
southwesterly limit of Ricardo Street;

THENCE south 55 degrees 15 minutes 20 seconds east in the said
southwesterly limit of Ricardo Street, 256.72 feet to an iron bar set;

THENCE south 34 degrees 40 minutes 40 seconds west parallel to said
southeasterly limit of Melville Street, 151.80 feet to an iron bar set;

THENCE south 55 degrees 15 minutes 20 seconds east, 90.00 feet to an iron
bar set;

THENCE south 34 degrees 40 minutes 40 seconds west, 163.60 feet to an iron bar set;

THENCE south 46 degrees 42 minutes 40 seconds west, 102.75 feet more or less to the point of commencement.

SECONDLY:

COMMENCING at a point in the southern boundary of Ricardo Street distant therein south 55 degrees 15 minutes east, 274.60 feet from a point where the said southern boundary of Ricardo Street intersects the eastern boundary of Melville Street;

THENCE south 41 degrees 19 minutes west, 154.00 feet;

THENCE south 55 degrees 15 minutes east, 90.00 feet to a point in the fence line;

THENCE north 41 degrees 19 minutes east along the said fence line 154.00 feet to a point in the southern boundary of Ricardo Street;

THENCE north 55 degrees 15 minutes west along the southern boundary of Ricardo Street, 90.00 feet to the point of commencement.

THIRDLY:

COMMENCING at a point in the southerly boundary of Ricardo Street distant therein easterly 257.00 feet from the easterly boundary of Melville Street;

THENCE south 55 degrees 15 minutes east in the southerly boundary of Ricardo Street, 17.60 feet;

THENCE south 41 degrees 19 minutes west, 154.00 feet;

THENCE north 34 degrees 45 minutes east, 153.00 feet more or less to the place of beginning.

BOTH secondly and thirdly above are known municipally as 164 Ricardo Street, Niagara-on-the-Lake.

FOURTHLY:

COMMENCING at the intersection of the northerly limit of Byron Street with the easterly limit of Melville Street;

THENCE north 34 degrees 45 minutes east in the easterly limit of Melville Street, 50.00 feet;

THENCE south 55 degrees 15 minutes east parallel to the said northerly limit of Byron Street, 100.00 feet;

THENCE south 34 degrees 45 minutes west parallel to the said easterly limit of Melville Street, 50.00 feet to the said northerly limit of Byron Street;

THENCE north 55 degrees 15 minutes west in the northerly limit of Byron Street, 100.00 feet to the place of beginning.

FIFTHLY:

COMMENCING at a point in the easterly boundary of Melville Street distant therein northerly 50.00 feet from the northerly boundary of Byron Street;

THENCE north 34 degrees 45 minutes east in the easterly boundary of Melville Street, 50.00 feet;

THENCE south 55 degrees 15 minutes east, 100.00 feet;

THENCE south 34 degrees 45 minutes west, 50.00 feet

THENCE north 55 degrees 15 minutes west, 100.00 feet more or less to the place of beginning.

As previously described in Instrument No. 667492(93)

SCHEDULE 'B'

REASONS FOR DESIGNATION:

Niagara Harbour and Dock Company Office
164 Ricardo Street, Niagara-on-the-Lake

The Niagara Harbour and Dock Company Office is recommended for designation for architectural and historical reasons. An architectural link to Niagara's prosperous industrial past, this distinctive building was part of the largest shipbuilding facility in Upper Canada and is the last surviving Dock Company building still on its original site. The Dock Company was formed in 1831 to meet the need for repair and dock facilities at this end of Lake Ontario following the opening of the Welland Canal in 1829. From its strategic location, the Dock Company played an important role in the development of Niagara and Upper Canada. The 1 1/2 storey building was constructed c.1835 and served as the Dock Company pay office. It was later converted to a residence and has been unoccupied for several years.

The property slopes down from Byron Street to Ricardo Street and the office building is at the north-east corner, on the north side of Ricardo Street, facing the marina. It sits on an angle to the street and is built into the hill which slopes down from the hotel above. The land is part of the approximately forty acre parcel granted to the Dock Company in 1831 for the purpose of constructing a harbour, wharf, dry and wet docks, in conjunction with an iron marine railway, to build, repair and refit ships. The original directors were Thomas McCormick, Robert Melville, Robert Dickson (president), Samuel Street, James Lockhart, John Wagstaff and Lewis Clement. Financial difficulties resulted in the lands being transferred to the Bank of Upper Canada in 1843 and later to Clark Gamble who rented out the property until the early 1850s when it was sold to Samuel Zimmerman. A rail line was extended to the wharf and rail car manufacturing was initiated but shipbuilding ceased by 1864 and in 1870 the Dock Company lands were divided and sold. Subsequent owners of the office site include: the Milloy family (1870-1895), Margaret and John Simpson (1895-1904), [REDACTED] (1904-1976), [REDACTED] (1964), Century 21 Town Squire Realty (1976-1978), [REDACTED] A. Bowron Ltd. (1977-1978), [REDACTED] (1978-1984), [REDACTED] (1984-88), Fredlen Ltd. (1988), Queen's Landing Inn Ltd. and the current owner, 1006134 Ontario Limited.

The office building is set on a high foundation exposed to the front but fully below ground behind. The main one and a half storey frame section is of barn type construction, with heavy corner and intermediate posts and studs between. The floor framing consists of summer beams front to back, flanking

the surviving chimney base and fireplace in the basement. Header beams carry joists to front and back, and joists on either side span from front to back, except where modifications to the chimney indicate the position of a former staircase. The one storey rear wing is linked to the post-1900 shed roof dormer extending from the main gable roof. Exterior features include: asphalt shingles; two brick end chimneys at the original section and one brick end chimney at the extension; sloped soffit to the eaves in place of original eaves returns and possible built-in cornice gutter; clapboard siding with beaded corner board; plain starter board and beaded architraves with drip caps; 2/5 bay facade with stomacher windows above; central doorway with six-paneled door, modified by replacing the upper four panels, intermediate rail and stiles with glazing, and a four-paned transom; one door and four window openings at the west wall; one window, two second floor stomacher windows and two large openings at the south wall; one door and three window openings in the east wall; 2/2 windows, with original rails and stiles, in place of original 12/12 sash downstairs and 12/8 upstairs, all in 7" x 9" glass; five openings in the wing and two windows at the dormer; a verandah extending across the north and east sides of the main section, with straight rafters which have beaded lower edges, stop-chamfered posts with caps and fretted arabesque brackets and drops, possibly added in the late 1860s or early 1870s when the building was converted to a residence.

Over time, various changes have occurred to the building including: replacement of the original centre chimney with end chimneys; partial filling in of the original basement; removal of extensions; removal of transitional style shutters, with movable louvres in the lower panel and fixed louvres in the upper panel and self-locking shutter hinges of a mid- or later Victorian vintage; removal of verandah enclosure including doors from the Queen's Royal Hotel which was demolished c.1929; conversion of existing openings or addition of new openings to accommodate multiple dwelling units. Site features include the steep hill behind the building and the hotel constructed in 1988 on the section of the property above the Dock Company office. The Dock Company building exhibits a substantial amount of original detail and restoration is feasible.

This designation applies to the lands and more particularly the entire exterior facade and the structure of the office building. The 1988 hotel building is not included in the designation.