

# Grimsby Character Study



Prepared by:

**Alexander Temporale and Associates Inc.**

and Consultants:

**W.F. Mann Planning Limited**

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**Peter Stokes, Restoration Architect**

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1991

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# Acknowledgments

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Special acknowledgement must be given to the following people who have considerable time and assistance in the development of this Report.

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Peter Cronin	Alderman
Dorothy Turcotte	Chairman, Grimsby LACAC
Wendy Watt	Grimsby Historical Society
Fran Farewell	Downtown Improvement Area (DIA)
John Blake	Chamber of Commerce
Keith Vogl	Planning Administrator

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# Acknowledgments

**Study Team**

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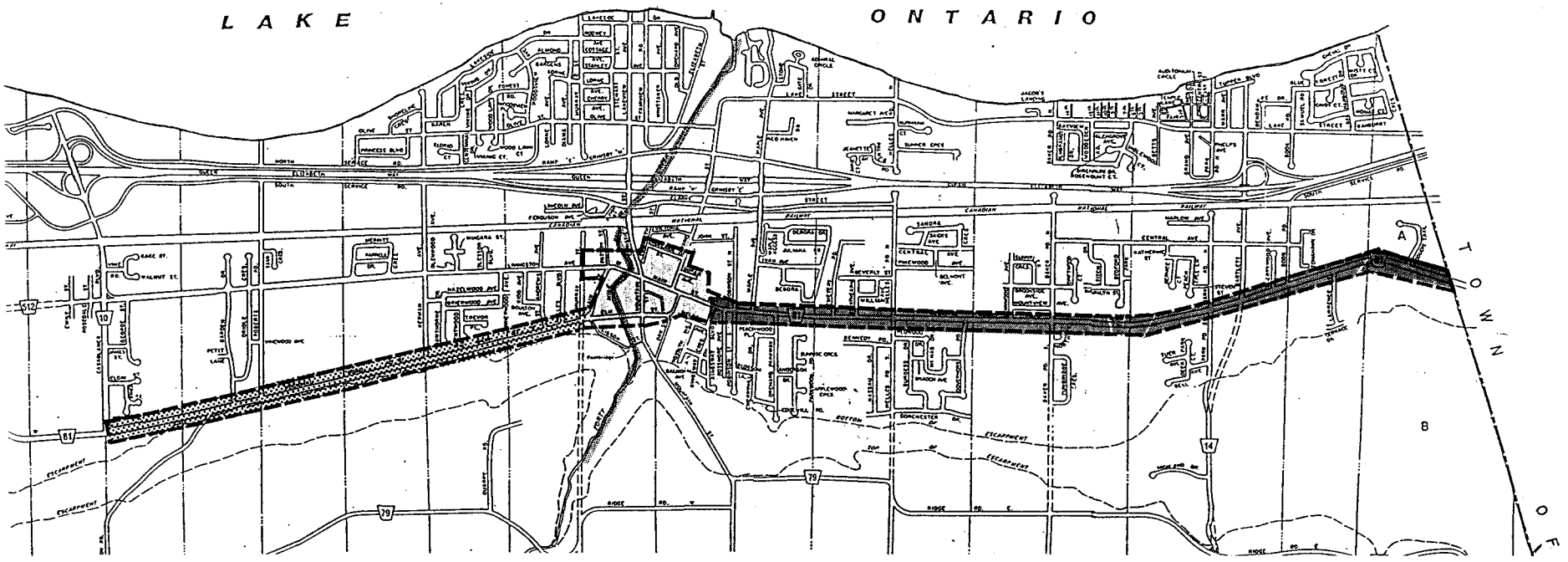
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# Study Area



- West Corridor
- East Corridor
- Central Business District
- Forty Mile Creek

## Study Area

The study area is to include the following areas (see Map, "Study Areas").

- Grimsby Central Business District
- East - West Corridor of Grimsby (Main Street or RR.81)
- Forty Mile Creek (below the Niagara Escarpment)

## Objectives of the Study

- Establish Urban Design Guidelines and Policies for the built environment with respect to both public and private structures. These will also serve as a guide for future development and redevelopment within the Study Area.
- Define public and private improvements which can protect and enhance the area's heritage and character.
- Develop an implementation strategy to realize the recommended goals, objectives and priorities for the Study Area.

## Study Process

This report is the result of a five(5) stage study process:

- Inventory
- Analysis
- Policy Paper
- Guidelines & Recommendations
- Final Report

Public meetings were held at the Inventory Stage, the formulation of a Policy Paper and at the completion of the Draft Report.

The study is jointly commissioned by the Town of Grimsby, and the Grimsby Historical Society. The consultants have received input from the public and the Town of Grimsby Planning and Development Committee.

The public participation process has resulted in the preparation of this Final Report.

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## Executive Summary

The Executive Summary provides a brief overview of the entire report and highlights its key recommendations.

Grimsby was originally known as Township Number 6 or the Forty when settled by Loyalists from the United States, immediately following the American Revolutionary War. Throughout the years, Grimsby has seen many changes and development to its community. As technology changed, so did Grimsby.

Today, Grimsby is viewed as a bedroom community. The Town's services are less self-contained and residents look to other communities for many goods and services.

The Town's major Downtown park, i.e., Coronation Park needs to be enhanced to reinforce its significance and presence within the Downtown visual streetscape.

The Downtown's link to Lake Ontario is seriously hindered by physical and psychological barriers (the unkempt landscape, the Ministry of Transportation's salt dome and lastly, but most significantly, by the Q.E.W.)

The Study area has lost and continue to lose finer, older buildings to new construction which has neither the scale or architectural quality of what it replaced. Open green space between buildings is being lost in current denser development. The large residential lawns, the dense vegetation of the Niagara Escarpment and treed acres of fruitland are being replaced with asphalt parking lots within commercial developments and the infrastructure of roads and services in new residential subdivisions.

**Continued development that is unsympathetic to the existing fabric of the area could result in the destruction of the character that makes Grimsby a unique community.** As a result of public input during the planning process and analysis of the Study area's problems and opportunities, the Study Team has determined the following objectives:

1. **Retention of Grimsby's small town identity.**
2. **Preservation of Grimsby's historic and architecturally significant buildings.**
3. **Preservation of existing open space and the area's natural beauty.**

## Executive Summary

4. **Preservation of existing residential neighbourhoods.**
5. **Revitalization of the central business district.**
6. **Revival of the community's historic link to Lake Ontario.**
7. **Improvement of the east-west traffic flow through the Town.**

These seven objectives will provide a basis for the establishment of Planning Policies and Urban Design Guidelines for the built environment, both public and private structures.

These guidelines and policies will serve three groups of people:

1. **The Planning Department** will use the policies and guidelines as a part of the review process for proposed projects in the study areas.
2. These guidelines and policies should assist **developers** in the design of projects by providing explicit criteria for building.

3. These guidelines and policies will benefit the **public** by ensuring a premium quality of built environment, compatible with the Study area's existing character.

Implementation of the study's recommendations to achieve the seven objectives requires strong stewardship by the Town Council. Numerous southern Ontario cities, towns and villages have, in the past, failed to direct growth and development in a manner that was beneficial to the community's character, identity and quality of life.

Grimsby has an opportunity to avoid the mistakes of other municipalities. The original fabric of the study area has not been significantly eroded; therefore, the study's main purpose to preserve and enhance the unique historical character is achievable.

The implications to adopting the seven objectives as policy are extensive. As a result, the recommendations of the study are numerous. The guidelines and recommendations, for reasons of clarity and implementation have been divided into the following related sections:

## Executive Summary

- Townscape Plan
- Restoration Guidelines
- Renovation Guidelines
- Design Guidelines
- New Development Guidelines
- Development Concepts (Main Street North)

Implementation of the following recommendations should significantly alter the character and nature of new development in a manner more sympathetic to Grimsby's existing fabric.

# Executive Summary

## Townscape Plan

From information gathered at the public meeting and through personal observation, the Study Team has come up with a vision for Grimsby namely the "Townscape Plan".

### General Overview

- Designation of all buildings of historical and architectural merit.
- Expand upon the extensive tree planting program to maintain Grimsby's tree-lined streets.



*One of Grimsby's many tree-lined streets*

- Enhance public environment through a streetscape/open space pedestrian system.
- Maintain Grimsby's link to its fruitland heritage.

### Central Business District

- Create a new commercial focus for the Downtown.
- Retain and enhance the mix of public services (municipal, regional, federal, non-profit organizations, and private sector) in the Downtown to encourage the social interaction of groups and individuals of all ages.
- Limit retail/commercial zoning to those lands already designated under the Official Plan.
- Improve traffic through Downtown.
- Examine CBD Main Street area as possible Heritage Conservation District.

# Executive Summary

## East and West Corridor

- Encourage the relocation of historic buildings in lieu of demolition in cases where retention is not feasible.
- **Limit the further spread of highway and retail commercial except for nodes currently designated.**
- **Reinforce existing residential neighbourhoods.**
- Examine the following areas as possible Heritage Conservation Districts: a) Main Street West from the new townhouse development to the Main Street West and Elm Street intersection; b) Mountain Street south of Main Street west; c) Elm Street and d) Main Street East immediately surrounding the old Grimsby cemetery.
- Consideration must also be given to designating several buildings along the north side of Main Street West: a) the two immediately west of Ontario Street and b) the building immediately east of Ontario Street.
- Prohibit flag lots.



*Spread of highway and retail commercial developments*

## Forty Mile Creek

- Establish a continuous pedestrian and bike trail as a public link between Lake Ontario, the Central Business District through Coronation Park and along Forty Mile Creek.
- Develop a new waterfront plan for the Forty Mile Creek lands which thoroughly addresses private and public uses and amenities along the waterfront.
- Encourage development of future waterworks facilities to be in keeping with the heritage theme.



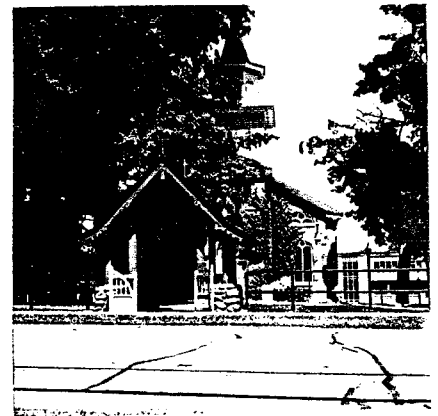
*Forty Mile Creek*

## Restoration Guidelines



*Buildings should maintain as much of their original detailing as possible.*

- Restoration is the recovery of a building's form and detail as it appeared at a particular time.
- Buildings of modest architectural or historical interest should be preserved, sympathetically renovated or restored to their original appearance to achieve the following objectives.
  - To encourage preservation and conservation of Grimsby's architectural and historical past.
  - To encourage retention of existing older structures that exemplify good design through the effective use of scale, proportion, harmony, balance, order, etc.
  - To discourage the demolition of existing older structures that are essential in maintaining the continuity and rhythm of an existing streetscape.
  - To encourage careful dismantling rather than demolition of heritage buildings for reasons of historical record and the salvation of special building elements for restoration, educational and museum purposes.
- To encourage relocation as a positive alternative to dismantling.
- To encourage the retention of the finest examples of building styles of historical periods.
- To encourage the retention of buildings that contribute significantly to the variety and vitality of the streetscape.



*Example of a building that contributes significantly to the variety of the streetscape.*



*Representative of the character of Grimsby.*

# Executive Summary

## Renovation Guidelines



*Original facade materials have not been used.*

- Renovation is a more practical solution for many facades within Grimsby's Downtown Commercial Code.
- **Wherever possible, maintain the original facade design components and materials.**
- For facades requiring extensive work, all improvements do not need to happen all at once.

There are many facade improvement scenarios available to the Storeowner.

### Renovation Scenario 1 - Clean up

**Restoration Scenario 1 - Conservation:** cleanup and repair to arrest deterioration

### Renovation Scenario 2 - Minimal Renovation

**Restoration Scenario 2 - Preservation:** minimal renovation with restoration of some original features

### Renovation Scenario 3 - Moderate Renovation

**Restoration Scenario 3 - Minimal renovation with restoration to most original features**

### Renovation Scenario 4 - Major Renovation

**Restoration Scenario 4 - Restoration to original detail of storefront and facade**



*Many of the original building materials have been maintained.*



*Many of the original building materials have been maintained.*

# Executive Summary

## Restoration and Renovation

## Design Guidelines



*Example of canopies sympathetic to design of building.*



*Represents too much variety in building elements and materials.*

The following describes elements of building design that may apply to both restoration and renovation approaches to facade improvements.

### Entrance Canopies/Porches

- Replicate original parts.
- New designs should be sympathetic to original building style.
- An entrance porch should reinforce the importance of the main entrance.
- The storefront should:
  - attract attention
  - provide effective display space
  - invite shoppers to enter
  - invite window shopping
  - allow natural light into the store

### Windows

- Replacement windows should be similar in style and glazing proportion.
- New fenestrations should be sympathetic with scale and rhythm of adjacent facades.

- Window muntins or glazing bars should be functional not decorative.
- Shutters should be proportional to the size of windows.
- Canopies and awnings should be designed so that they do not conflict with the overall style of the building.

### Colour

- Colour should be used to highlight the architectural character of the building.
- Colour selection can be used to differentiate the identity of buildings of similar style and overall design.

### Materials

A variety of building materials may be used:

- Wood for low density residential development.
- Durable, low maintenance materials with long life expectancy.
- Materials used should conform to existing streetscape elements.

# Executive Summary

## Built Form

- The built form should respond positively to site conditions.
- Buildings should be designed as sculpture to be viewed from all sides.
- Buildings should employ elements and materials consistently on all facades.

## Scale and Proportion

- All buildings in Grimsby's Downtown should be scaled to human proportion.
- Two and three storey buildings are associated historically with a human scale.
- Building designs should give prominence to the ground level.
- Monolithic masonry and glass curtain wall designs should be avoided.
- Large exterior surface planes should be broken vertically and horizontally.

- Materials and details, as part of the building envelope, should be designed to create well-articulated three-dimensional facades generating attractive play of light and shadow. Superficial application of materials creating a false or stage front facade is undesirable.
- The articulation of the building form should be related to a sound rationale rather than creating artificial facades.

## Maintaining Existing Building Fabric

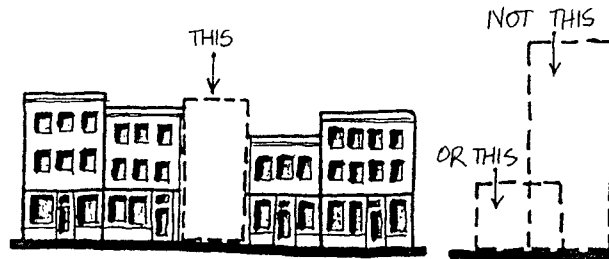
- The continuity of scale, rhythm, proportion and materials established by the existing building should be maintained.
- Continue the rhythm and scale of adjacent buildings in the streetscape.
- If buildings are not linked, adequate space must be provided to separate old and new structures to create a satisfactory visual context for each.



*Positive example of a streetscape of buildings utilizing many of their original details and materials.*

## Roofs (The Skyline)

- Sympathetic renovation and new infill development must be complementary to existing conditions and contribute to providing a lively detailed and interesting skyline.
- The roof profile of an addition should not exceed the height of the original building.
- Flat roofs are generally not recommended.



*Infill buildings should be compatible with existing buildings.*

# Executive Summary

## New Development Guidelines

This study identifies essential issues for new development which are:

- Provide infill development while retaining human scale and accessibility at street level.
- Provide infill development while retaining important historical and/or architectural structures or facades.
- Provide unity and balance in the built form of the Downtown.
- Unify fragmented streetscapes with new infill buildings.
- Private sector development must contribute and complement public initiatives.
- Outdoor public areas should be designed for specific uses.
- Pedestrian access is essential to the success of public spaces. The act of creating unification within a community should not be limited to the Downtown core but included throughout the entire study area.
- Residential infill along the East/West Corridor should conform to existing conditions.
- The maintenance of the existing landscape is essential to maintaining the integrity of the entire streetscape.

## Vibrant Street Life

- Orient active building uses to the public street at grade level.
- Provide continuous storefront along Downtown commercial streets.

## Pedestrian Walkways

- The provision of public open space is an essential requirement in the design of new development in Grimsby's Downtown.

## Signage

- Signage should not overpower the facade.
- Large projecting signs should generally be avoided.
- Sign colours should complement the building colours.
- No more than three signs should be used.
- A building or tenant name should not be used more than once per facade.

# Executive Summary

## Development Concepts

### Downtown Master Plan

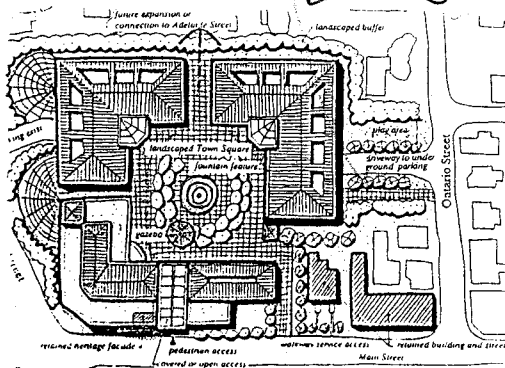
The construction of a mixed-use infill development that can provide a focus to the central core area, yet remain consistent with the scale and intensity of existing surrounding developments and the Main Street location, is critical to maintaining the economic vitality of the Downtown and should be encouraged within the policies of the Official Plan.

The Town of Grimsby should promote, facilitate and co-ordinate major redevelopment in the Downtown in conjunction with the D.I.A. and local business organizations.

- The ground floor, in particular, and the second and third storeys of a development are the most visible floors to passing traffic and pedestrians and critical to creating a sense of human scale to the street.
- The focus of development in Downtown Grimsby should not be internalized.
- Internal walkway systems must have a destination.
- The Town of Grimsby should act as a co-ordinator for the efforts of individual developers with the creation of through-block pedestrian links.

*Handwritten signature: Sandy*

*Handwritten note: 3.12*



Site Plan of preferred Town Square Plan



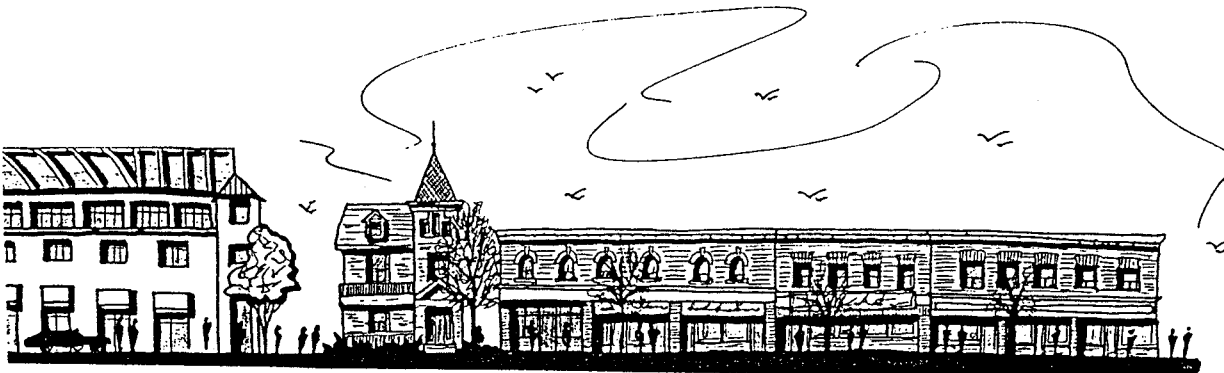
Elevation of preferred Town Square Plan

# Executive Summary

## Development Concepts

### Downtown Master Plan

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- Provision for density bonus-ing and multi-use shared parking formulas, as already provided for in the Official Plan, should be considered in order to encourage the probability of a major infill development.
  - New municipal or private sector parking garages should be physically and visually separated from the public streets by perimeter commercial grade-oriented activity.
  - Several schemes have been developed for two key sites in Downtown Grimsby ie., Site 1 (Zeller's Site) and Site 2 (Main Street west of Christie) as examples of possible redevelopment scenarios.
  - All schemes are mixed use developments which employ interconnected pedestrian walkways, a prominent main entrance with a corner feature at Christie and Main, a strong relationship with the rest of the Central Business District, a dynamic skyline and use of building elements which if combined with the development of the two sites could make Downtown Grimsby much more vibrant drawing residents and visitors alike.
  - The Town Square designs, which consists of smaller mixed-use buildings around a central landscaped square are recommended due to the fact that these schemes can more easily incorporate existing building fabric, provide major public open space and are more harmonious with the scale and texture of the existing fabric.
  - Any new development will have implications on the traffic and parking patterns in Downtown Grimsby.
  - A traffic assessment based on the proposed developments and on a number of assumptions has been prepared to provide the Town of Grimsby with an understanding of future implications that might arise with new development within the CBD.
- It must be noted that if the two sites were to be developed, a more intensive traffic study would have to be undertaken.
- ### Streetscape Master Plan
- A major aim of this section of the study is to maintain and enhance the distinct identity of the CBD and its surrounding neighbourhood.

- A central focus should be created at Main and Christie Streets.
- Additional pedestrian-scaled lighting should be introduced along all major roadways, and at all major intersections and along the proposed open space/pedestrian system.
- An on-going streetscape program allowing for the addition of hardy, low maintenance street trees (Maple, Oak, Ash, Locust) along with tree grates and guards should be initiated. Tree grates should be infilled with granular material.
- Since the total cost of a Streetscape Master Plan is relatively low when compared to other municipalities' initiatives, it is recommended that the Town of Grimsby not pursue a phasing program but endeavour to complete the total program in one phase.

## Parking

- Existing parking lots should be upgraded with better directional signage and new surface paving/finishes.

- Pedestrian access to existing parking could be upgraded by using existing laneways and introducing lighting and landscaping.

## East and West Corridors

- All mixed residential/commercial should remain within a holding zone until such time that the site development guidelines, as proposed within this section of the study, are adopted by Council.
- Council must become a stronger proponent for the retention of historically significant homes, the mature landscape and the replacement of mature landscape through stronger development agreements.
- Policy should be introduced prohibiting flag lots, the loss of extensive setback and further amendments to limit additional commercial uses.
- The retention of some existing fruitlands is recommended as part of an overall open space system within Grimsby's Urban area to maintain Grimsby's small town/"Townscape" ambiance.

- Through planning and design control of new subdivision plans, proposed infill development and the acquisition of open space (ie., fruitlands) through parkland dedication, outright purchase or expropriation, strategic portions of agricultural lands can be preserved in order to maintain the proposed open space corridor. This requires the identification of potentially important parcels through the proposed Open Space Street-scape Master Plan Study.

New infill will continually occur along the East/West Corridor which will require some direction with respect to future development. Several schemes have been developed as examples of potential infill

development. These developments must conform to particular site plan guidelines and in addition, must work within the boundaries of the existing residential built form.

## Forty Mile Creek

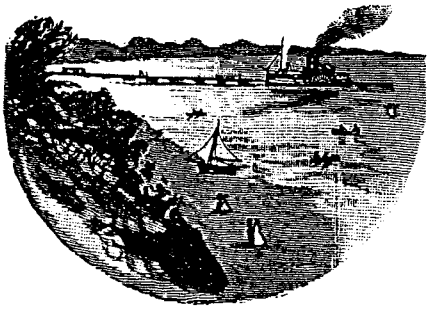
- **In order to create a greater use of Forty Mile Creek, a major Open Space Master Plan should be developed which encourages pedestrian/bicycle movement from Lake Ontario to the Niagara Escarpment.**
- Long-term consideration should also be given to providing further public facilities within Coronation Park such as an information kiosk, gazebo, bandshell or amphitheatre.



*Pagoda in the Park, Peterborough*

## Historical Background

*Note: Historical photos in this section are taken from "Greetings from Grimsby Park. The Chautaugua of Canada" by Dorothy Turcotte.*



*Grimsby Park Pier in its earlier days*



*Marsh's Planing Mills,  
Grimsby*

Township Number 6 was the original name of the early community, now the present site of Grimsby. The first people to settle in the area were the Loyalists who kept their faith to England's crown during the Revolutionary war. They fought for a lost cause however, as when the war ended they found that their property rights and privileges had been taken away. When they heard that land was available for the King's men, (in Canada) they left immediately.

The first to settle in the area were Henry Nelles and his two sons.

In 1787, forty-six Loyalist families moved to the area, forty-two from New Jersey and four from Pennsylvania. All came to the area by horse and foot. They had to travel through a vast wilderness broken only by Indian trails.

The oldest trail was the one which ran from the lake to the hill, on the west side of Forty Mile Creek and became known as Patten Street in 1876.

Another trail followed the east bank from the lake to Nelles Saw Mill which stood just east of the upper bridge.

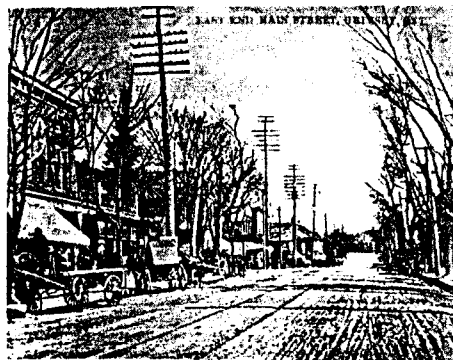
There are many indications that the Indians established dwellings along the Forty and on top of the escarpment only to be followed many years later by the erection of the Loyalist's shanties in the same locations.

There have been many disputes over where the Nelles log cabin was built, but many surmise that there were two. One was built on the Nelles land by the lake in 1783 and the other at the present site of 125 Main Street West. The south wing of the existing house is believed to be the original log cabin built in 1788.

A saw mill was built on the Forty Mile Creek by John Green in 1778 and in 1789 he built a grist mill. Nelles did not erect his saw mill until three years later and his grist mill was erected a year after that. Another mill was built by John Beamer in 1790.

Three of these mills were built without permission, so in 1789 a land board was set up at Niagara to deal with the problem of granting and providing lands for the settlers.

# Historical Background



*East View on Main Street  
1891 Once Upon a Little  
Town, 1979 p. 179*



*East view on Main Street,  
1925 Once Upon a Little  
Town, 1979 p. 128*



*East View on Main Street 1989*

In 1790 the first local government was formed, made up of a clerk (John Moore), a constable (John Beamer), an overseer of the poor, (Levi Lewis), overseers of roads (John Green and Levi Lewis) and viewers of fences and prisers of damage (John Pettit, Levi Lewis).

The land was cleared within three years of settlement and the community rapidly developed into a healthy agricultural and commercial community due to its strategic location in the fruit growing areas of the Niagara Peninsula and its proximity to Lake Ontario. This rapid development was halted in 1813 due to the American invasion in the war of 1812.

June 8, 1813 is known as "Engagement at the Forty", a major event in Grimsby's historic past.

The Americans were defeated by the British at Stoney Creek and were forced to retreat ten miles to Forty Mile Creek. Here they camped on a plain about a mile wide, with their right flank on Lake Ontario and their left on Forty Mile Creek. At approximately six o'clock on the evening of June 7, white sails of British vessels, under the command of Sir James Yeo, approached close enough to bombard the shore.

The Loyalists from Grimsby joined forces with a number of Indians of the area and attacked the Americans on land. The Americans fled in panic and didn't stop until they reached the safety of Fort George. Thus, Canada was secured for a few more decades.

Following the war, the community once more began to develop its fruit farming and attracted many stone cutters due to the escarpment and the increase in construction.

Homes were constructed of local materials such as wood and locally quarried stone. The styles were predominantly American-inspired shaped neo-Classical influenced by the Loyalist's background.

The Great Western railway, later taken over by the Grand Trunk Railway was established in 1855 and construction was completed in 1857. This made Grimsby the most important station between St. Catharine's and Hamilton, making fruit transportation more rapid and spurring commerce. With virtually no competition, Grimsby became a very vibrant community.



*The Canadian National Railway used to use water tower.*

# Historical Background



*The Fathers of Grimsby park:  
Rev. John Wakefield (centre),  
Rev. John Shaw (top), J.B.  
Bowslaugh (bottom), Rev.  
Samual Rose (upper left),  
David Houser (lower left),  
Rev. Michael Fawcett (upper  
right), Jacob Beamer (lower  
right).*

The railway also allowed for greater transportation and communication introducing new materials to the area such as brick. As a result, new architectural styles permeated the community.

Other events such as the establishment of the Ontario Methodist Campground known as Grimsby Park, influenced the style of architecture in early Grimsby. The cottages reflected the Picturesque Style; a style that had its variations originating from the Gothic Revival Style. These styles were brought to Canada from American architectural catalogues. Today, many of the old architectural styles remain; however, the advent of modern architecture is becoming more evident.

The Town's services are less

self-contained than in previous years, causing the residents to look to other centres for many goods and services. The image of a fruit-producing, agricultural area still exists, however, farming is no longer the leading source of employment.

The early influence of the United Empire Loyalists, their ancestors and the style of architecture they brought with them has given Grimsby an atmosphere of stately homes and tree-lined streets; an aura that continues to shape the development of the Town of Grimsby.

Unfortunately, the construction of the Q.E.W. has separated Downtown Grimsby from the waterfront, altering it from its original layout. Today that barrier still exists with the community facing ongoing changes.



*The Temple and its seating plan as it appears on the back of the 1888 program.*



*Cottages within the park. The sign on the tree to the left of the kiosk reads "This Way to PicNic Grounds." 1888.*

# Historical Building Assessment

## *Architectural/Historical Assessment*

The Architectural/Historical Assessment Map refers to **buildings of architectural merit and /or historical interest**. Although this portion of analysis touches on several building periods, emphasis is given to the older structures, built prior to the Edwardian Period (1901-1914). Some of the buildings of note have lost part of their original detail, or have been altered with modern resurfacing, but they retain their outward form. In these instances, their restoration can be realized.

In classifying the building stock in the Grimsby study area, due regard has been held for the application of the principles of the

Ontario Heritage Act as these apply to individual communities. The test for evaluation is relative to the building stock in that community and no reference need be made to other places whether comparable or not. The obvious reason for this is that each community has to stand face of comparison. Otherwise those communities with more recent histories might be misjudged and left with little opportunity to consider their built heritage.

Those buildings already designated, about to be designated or believed designated under Part 4 of the Ontario Heritage Act and those deemed worthy of special listing are considered landmarks and important to retain. Such buildings are of architectural merit and may also be of historical significance.

Related to the latter category is the anchor building, less significant than a landmark with respect to architectural and historical importance but nevertheless part of the older component of local building and characteristic of Grimsby. Buildings so classified are worthy of retention and could form a focus for new development.

**Where buildings are noted to be of streetscape value**, they are less significant architecturally. Most examples of which are buildings of the past World War II era, many of which are fairly recent construction. But because of their compatibility in form, size, scale, material and architectural composition, these appear as sympathetic additions to the Grimsby area and should not be considered for replacement under very careful review or proposals for renewal are found to respect the local scene as well or better.

# Historical Building Assessment

**Buildings assessed as not significant for architectural or historical reasons, include buildings not specifically related to Grimsby as a community. This category includes contemporary highway, commercial and franchise designs which are, by their nature, repetitive, superficially stylized and/or architecturally insensitive to the community context. Their removal should not be opposed, their replacement with more dignified designs suitable to the local context is to be encouraged.**

Where a mixture of categories occurs, as what is frequently happening in the Downtown core, landmarks present may be used as focal points or maybe inspiration for renewal. Anchors can be treated similarly, but redevelopment may honour the scale of such buildings without necessarily retaining them, the anchors in this instance servicing as guide to rebuilding.



*Late 19th Century home representative of early Grimsby.*

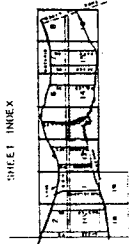
For the purpose of this study, the Grimsby character study area has been divided into 4 zones as denoted in the "Architectural/Historical Assessment Map".

- Zone 1 - CBD
- Zone 2 - East Corridor
- Zone 3 - West Corridor
- Zone 4 - Forty Mile Creek

The following report is developed from a number of visits to the area to note general building characteristics, approximate ages and condition, as well as to understand the general context and present character of Grimsby's Downtown area as a background to its treatment for the future. In July 1990, a considerable number of photographs were taken to illustrate existing conditions and obvious problems which have to be tackled in any program for appropriate conservation and/or renewal of the older downtown area.

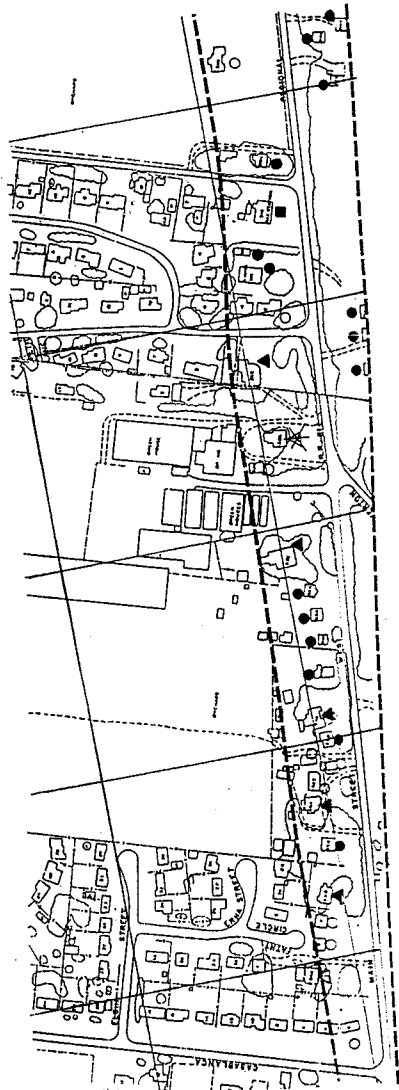
This brief historical background augmented by a summary and assessment is intended to set a context for guidelines to retain Grimsby's small town character and its historic and architecturally significant buildings.

# Historical Building Assessment Map

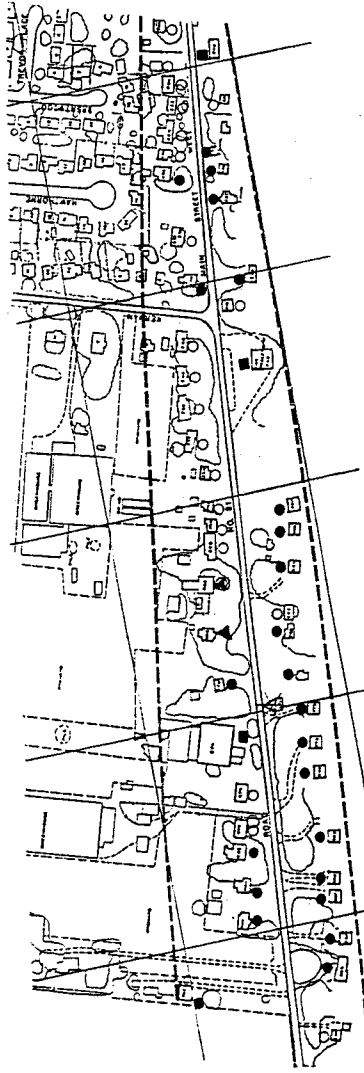


# Historical Building Assessment Map

- LEGEND:**
- ★ Designated (or believed designated property)
  - ▲ Worthy of listing/designation
  - Of architectural/historical interest
  - Of streetscape value/infilling of compatible scale
  - ( ) Of no architectural/historical interest



Note: 2 houses on Fathy Circle back onto Main Street but are representative of the fabric of the street due to their extensive setbacks







# Inventory

## Introduction to Historical Buildings

As described in the historical section of this study, Grimsby has a long and significant history. Throughout the years, many notable structures were constructed reflecting their residents' status in the community. A report by the Town of Grimsby entitled, "Heritage Resource Inventory", stated that **"....the protection and enhancement of individual buildings are tangible ways to respect the past, ...."**

The Downtown portion of the central, commercial district and its fringe of the Town of Grimsby is the old core of this long-established and historic community on the Forty. However, despite its considerable age, this area of the Town does not exhibit its early origins. Immediately adjacent its western fringe of the Downtown along Main Street West, is one of the oldest buildings to have survived in Ontario, Nelles Manor. Constructed between 1788 and 1798, the residence is a commodious dwelling of stone, two floors and an attic in height.

Regrettably, the Downtown has long lost its notable historic landmark, the Village Inn. It signified, architecturally, the Downtown's earlier history. Today, the general character is one of the turn of the century, late Victorian and Edwardian buildings. They are mostly red, pressed brick, occasionally relieved by decorative brickwork and terracotta ornament, supplied by a local brickyard at the east end of the Town. The historic ambiance has been diluted by modern intrusions of typical, commercial infill of no particular stature and common to a great many smaller urban centres across Southern Ontario. The original and pervading visual effect is of an irregular or informal Main Street where, historically, individual owners have erected structures to serve their needs, usually regardless of neighbors. There is, however, a transition in Grimsby where businesses are becoming grouped in blocks, suggesting speculative activity, represented by a number of c.1900 buildings.