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56 Queen Street  
Port Hope ON L1A 3Z9  
t: 905.885.4544  
f: 905.885.7698  
admin@porthope.ca  
www.porthope.ca

September 5, 2013

ONTARIO HERITAGE TRUST

SEP 09 2013

RECEIVED

Ontario Heritage Foundation  
Suite 302  
10 Adelaide Street East  
Toronto ON M5C 1J3

Dear Sir/Madam:

Re: Walton Street Heritage Conservation District  
By-law 44/97

Enclosed for your records please find a copy of By-law 44/97 for the Walton Street Heritage Conservation District, as registered in the Land titles system on August 8, 2013 as Instrument Number ND93428.

For your information, although the former Town of Port Hope passed By-law 44/97 on October 6, 1997 establishing the "Walton Street Heritage Conservation District" we recently discovered through a title search that the By-law was never registered on title against the properties affected by the By-law, in accordance with the requirements of the Ontario Heritage Act.

Also attached for your records, please find updated copy of our list of properties designated under both Part IV and Part V inclusive of the Registration Number. Please note, the property designation listing information has also been updated on our Municipal website.

Yours truly,

Connie Martinell  
Deputy Clerk

cm  
cc: file copy  
encl.

THE CORPORATION OF THE TOWN OF PORT HOPE

BEING A BY-LAW TO DESIGNATE THE WALTON STREET HERITAGE CONSERVATION DISTRICT

**WHEREAS** The Ontario Heritage Act, R.S.O. 1990, c.O.18, (hereinafter "the Act") empowers municipalities to enact by-laws to designate defined areas as heritage conservation districts;

**AND WHEREAS** Council considers that the area of Walton Street between Mill and Pine Streets hereinafter referred to as the "Walton Street Heritage Conservation District" is one area of historical and architectural significance;

**AND WHEREAS** the Council of The Corporation of the Town of Port Hope by By-law No. 54/82 defined the Walton Street Area as an area to be examined for future designation as a heritage conservation district;

**AND WHEREAS** the approved Official Plan for the Port Hope Planning Area as amended contains provisions relative to the establishment of heritage conservation districts;

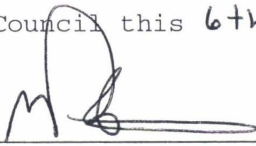
**AND WHEREAS** Council, in consultation with and through the considerable efforts of the Local Architectural Conservation Advisory Committee (hereinafter referred to as L.A.C.A.C.) have studied the Walton Street Area and considered the "Walton Street Heritage Conservation District Plan" dated July 1995 being a study of the area prepared by Peter John Stokes, Consulting Restoration Architect and subsequent reports prepared by L.A.C.A.C.;

NOW THEREFORE THE COUNCIL OF THE CORPORATION OF THE TOWN OF PORT HOPE ENACTS AS A BY-LAW OF THE CORPORATION OF THE TOWN OF PORT HOPE AS FOLLOWS:

1. The area shown in heavy outline on Schedule "A" attached hereto and forming part of this by-law is hereby designated and established as the "Walton Street Heritage Conservation District" except for any properties within the area which are from time to time designated pursuant to Part IV of the Act. The significance of the buildings and the reasons for designation are summarized in Schedule "B" attached hereto and forming part of this by-law.
2. That the Chief Administrative Officer is hereby authorized and directed to submit or cause to be submitted the Walton Street Heritage Conservation District Plan to the Ontario Municipal Board for approval as required by Section 41(3) of the Act and to make such other applications and to cause such notices to be given as are required.
3. This By-law comes into full force and effect upon its passing subject to receiving the approval of the Ontario Municipal Board.

READ a FIRST AND SECOND TIME in open Council this 6th day of October, 1997.

  
\_\_\_\_\_  
Mayor

  
\_\_\_\_\_  
Chief Administrative Officer

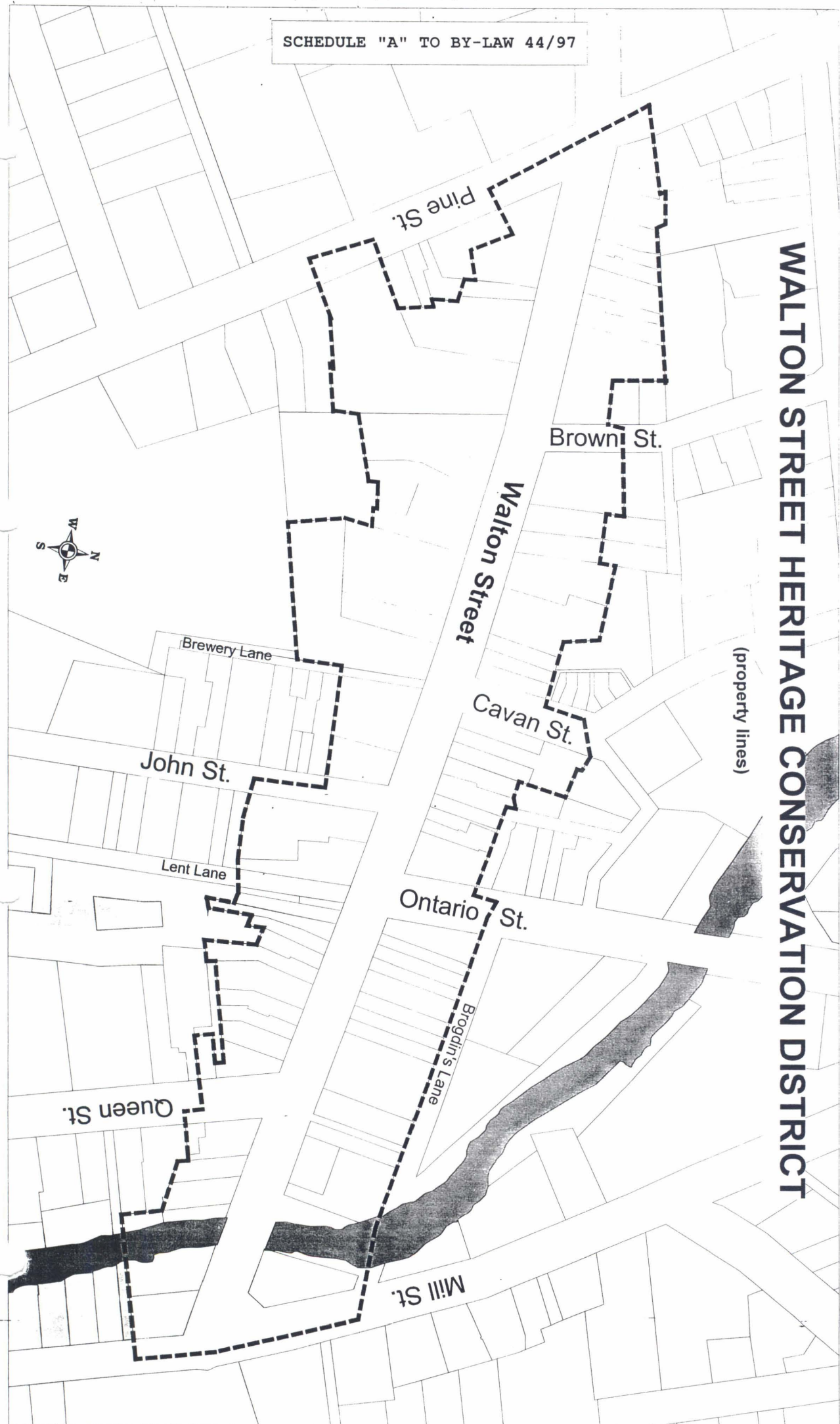
READ a THIRD TIME and finally passed in open Council this 6th day of October, 1997.

  
\_\_\_\_\_  
Mayor

  
\_\_\_\_\_  
Chief Administrative Officer



**WALTON STREET HERITAGE CONSERVATION DISTRICT**





**SCHEDULE "B"**  
**BY-LAW 44/97**

**HERITAGE BUILDINGS AND REASONS  
FOR DESIGNATION OF DISTRICT**

The **Walton Street Heritage Conservation District** is based on a Study initiated by the Town of Port Hope through its Local Architectural Conservation Advisory Committee (**LACAC**) in 1982. The work has incorporated a review of a previous study presented in draft form in 1983. Review of complementary reports and studies relating to the Walton Street area has also been undertaken.

**The Reasons for the Walton Street Heritage Conservation District:**

The downtown portion of Walton Street from Mill Street to Pine Street comprises principally the main spine of the commercial core. In its upper reaches roughly halfway in the last block between Cavan and Pine it devolves into a former residential fringe now becoming a transitional area of mixed commercial/residential use as former houses are partly converted to offices and services uses.

Walton Street, and its accompanying side streets in the downtown core, form the most significant and complete nineteenth century landscape in the regularly designed development of contiguous and grandly conceived building blocks. Architecturally it remains the finest example of a formal main street in Southern Ontario despite losses due to flood and previous demolitions. It is also significant historically and particularly noteworthy for having been executed within a third of century from the 1840's to the 1870's with the exception of a very few modern intrusions replacing original buildings. The Town of Port Hope has designated approximately twenty of the fifty-seven properties in the district under Part IV of the Heritage Act, and these would retain that status.

Whereas a Heritage Conservation District Part V designation concerns itself with the exterior of buildings it also can guide the treatment of streetscape elements and both public and private open space. However similar provisions for review of requests for changes, including demolitions, occur for Part V as for Part IV. One essential difference is that Part V dealing with the designation of an area is a comprehensive development control and must be approved by the Ontario Municipal Board.

The special quality, historically, architecturally and visually, of Port Hope has long been recognized and respected. It provides the *raison d'être* for its continued preservation as a place apart and as an experience to enjoy. The Walton Street Heritage Conservation District is another manifestation of the community's interest and concern.

**History of Walton Street's Development:**

Although Port Hope's prehistory is important it is not germane to current consideration of Walton Street's preservation and enhancement. However, the physiography of the downtown area of Port Hope results from the fast flowing Ganaraska River cutting a steep sided valley within which the commercial core is largely confined forming a tightly knit collection of buildings lining the principal thoroughfare. The river often flooded very suddenly, the merchants and inhabitants coping with this as a matter of course.

Starting as a relatively small Loyalist settlement the town (among its earlier names Toronto and Smith's Creek) adopted the title Port Hope in 1819. It was established because of its important location on Lake Ontario, its harbour later to be improved, with the convenient power source of the Ganaraska at hand, and soon to be situated on the Toronto/Kingston/Montreal road. Later this cross-country communication was to be augmented by the Grand Trunk Railway, completing the Ganaraska viaduct in 1856, to be preceded by a railway to Port Hope's hinterland, the Midland, now defunct, and followed by two others early in this century. The CPR is still operating as a freight line. Via Rail offers passenger service on the Windsor-Montreal Corridor. Port Hope relied in early times on its hinterland first noted for its rich timber resources and, after clearing, for its agriculture. This combined with its power source





and harbour saw the town grow as a manufacturing centre mainly catering to its own tributary area.

Port Hope remains one of the major centres forming nodes at roughly 60 miles (100 km) out from Toronto but curiously continues to vie with its very slightly larger neighbour, Cobourg, barely 7 miles (11 km) distant to the east, which still reflects the earlier settlement pattern at the scale of travel by horse or a long walk.

The impetus for Port Hope's development as an early urban centre came as a combination of forces both economic and physical to provide manufactures, commerce and employment which stimulated the rapid building period fostered by local mercantile entrepreneurs. This speculative activity occurring between 1840 and 1878 saw substantial buildings constructed in brick in various designs of remarkable dignity frequently as coordinated "block" designs of up to five store units or separated compartments, the upper storeys treated as a coordinated scheme.

The main building boom lasted for roughly a third of a century and used various expressions in the Neo-Classical idiom with one major Italianate compositions, the final "rocket" being a late Italianate/Second Empire creation next door to the earliest representative. The western portion of the proposed Heritage Conservation District extends the building expression in mainly residential structures, some of later Victorian vintage, culminating in the fine 1906 St. Paul's Presbyterian Church.

#### **Land Uses along Walton Street:**

The lower two-thirds of Walton Street, from Brown Street eastwards, are principally retail commercial, office commercial and residential, the upper third mainly residential, part institutional with some professional offices in a fringe area largely transitional in nature. The whole area is noted under the Official Plan and Zoning By-Law as C3, General Commercial, which permits the mixture of uses now found there. However no service stations occur in the area, the last one, a self-service gas bar at the north-west corner of Mill and Walton washed out in the 1980 flood. Following that flood and floodway improvements, a cavernous gap resulted in the streetscape about the Ganaraska River.

However, many older uses in the downtown area have been superseded: manufacturing has disappeared, hotels have declined and lodge rooms, meeting halls and opera houses and such places of entertainment have ceased to function. Upper floors once largely storage have been converted to office and residential space, not all up to modern standards. But the street continues to be lively, encouraging enhancement.

The upper section of Walton Street noted as "Transitional Residential Sector" is an area not originally built for commercial uses as is the case in the lower two-thirds of Walton Street. This area is presently zoned C3 (General Commercial) as is the case in the rest of the district. This allows for the conversion of the area to commercial uses and a number of the buildings already have commercial uses in them.

Changes to the structures and their adjoining land to incorporate these commercial uses should respect the integrity of the buildings and make such alterations as are necessary to their new commercial uses in a manner compatible with the existing and historical character of this section. Existing residential uses should be allowed to remain and be upgraded if the owners so desire and neighbouring commercial uses should be respectful of the mixed residential/commercial nature of this section of Walton Street.

#### **Street Pattern and Effects:**

The Walton Street Heritage Conservation District comprises the spine formed by the street itself and the fronting properties between Mill and Pine Streets. Side streets emanate from this forming T-junctions, often on a slight angle which local builders



solved innovatively with rounded, angled and shaped corners. Some streets like Cavan and Brown are also curved as they approach Walton, their configuration acting as ideal traffic "calmers", a point to be remembered in reconsidering mooted "improvements" to Cavan. As Walton proceeds westwards, particularly beyond Ontario Street, the street rises more sharply, the grade change accommodated by steps in the floor levels below a continuous shopfront cornice as in Mervin Austin's 1853 St. Lawrence Hotel. West of Brown Street the buildings are mainly residential in character, and mostly separate structures in landscaped lots.

Walton Street was part of the Provincial highway system, No. 2, the premier highway across southern Ontario, and therefore built to urban highway standards. It connects with Highway 28 from the north at Mill Street. Other side streets are normal municipal thoroughfares without any special status as collectors or arterial roads, and are stop streets, only Ontario, the alternate connection to Highway 28, and the Mill Street intersection being controlled by traffic lights.

Parking within the downtown area is reasonably generous with both metered parking lots and on-street parking in the core area and additional free lot and curbside parking beyond within easy walking distance. There are, however, many opportunities for additional shared private parking and landscaped areas including tree planting behind Walton Street buildings which might be developed in concert to provide vehicle space for business operators, tenants and possibly some customers too.

#### **The Two Sectors of Walton Street in the Heritage Conservation District:**

Walton Street is effectively two-thirds a concentrated commercial core of joined buildings from Mill Street to slightly west of Cavan Street and is denoted as the Original Commercial Sector.

The western remainder of the District is referred to as the Transitional Residential Sector.

#### **Various Segments of Walton Street**

The streetscape was broken down further into segments roughly corresponding to sections between intersections and note made of the different sizes, by number of storeys, of the buildings in each segment.

In this exercise it was found that the maximum height was 4 storeys, the minimum, one, the average two and a half. The lowest average building height occurred in Segment 5, the western end, as might be expected, the highest in Segment 1 at the eastern end, with Segments 3, 2 and 4 in decreasing order from the latter.

#### **Frontal Shapes:**

A study of frontal shapes relating to roof form also proved to be of interest in establishing the architectural character of the street. It was discovered that the majority (21 or 44%) have parapet fronts where the roof is not visible from the street, the next most common, the gable parallels to the street (at 16 or 32%), hip following a poor third (7 or 14%), a lone broken-pitched saltbox and a single mansard (accounting for the remaining 4%).

#### **Architectural Assessment and Approach to Treatment:**

The Buildings within the Heritage Conservation District were assessed as to their significance in relation to the District as a whole and classified into four categories, 'A' or landmark status, 'B' anchor quality, 'C' streetscape value and 'D', non-contributor. Both 'A' and 'B' buildings are worthy of retention, 'C' suitable for enhancement, 'D' dispensable. A 'B' building, if originally more significant, but so classified because alterations and loss of historical-architectural features relegated it to that category



might be upgraded by judicious restoration. Likewise, if historic, so could a 'C' building, now seriously mutilated, be improved, but generally this category included modern infilling still deserving enhancement to render them more compatible with the historic examples or allowing such replacement. A 'D' building, likewise could be so replaced, or removed entirely for more beneficial site treatment.

#### **Analysis of Structural History of Walton Street Buildings:**

The blocks of the Original Commercial Sector are relatively simply constructed with bearing cross walls of masonry and front and rear enclosures performing mainly as curtain or screen walls, much pierced with openings, often reinforced by a pilaster or pier treatment, but carrying little more than their own weight.

Thus, loading was much reduced on the front wall permitting wide, open shopfronts spanned by timber beams originally often reinforced by intermediate cast iron posts and supported at the ends by the cross wall termination occasionally bolstered by a stone pier or cast iron pilaster.

Hence the floors performed as separate panels independent of the front and rear walls in most cases where settlements occur in the latter but floors remain relatively level except for extreme cases of flexure occasionally or localized distortion due to imprudently executed alterations such as stair relocation.

The structural evolution of roof systems is of considerable interest. Starting with conventional sloped rafter framing bearing on front and back walls to create a gable roof, this soon evolved into a comparable form effected by a series of stepped cross joists bearing on the cross walls which relieved the curtain walls of any superimposed loading. From this it was a natural evolution to a low-slope shed roof, facilitated by sheet metal roof coverings and the appearance, about 1858, of the first built-up membrane roofing using tar-saturated felt in multiple layers topped by a protective gravel coating. Such single slope roofs were usually masked by a decorative front parapet in brick.

Chimney stacks, though often no longer functional, still remain important features of the architectural silhouette and can be made to serve as ventilators. These frequently occurred at end walls and in conjunction with firewalls protruding through roofs.

Most of the units in the Transitional Residential Sector, are conventional masonry bearing wall and timber-floored structures or timber framed buildings of the heavier type, most being older than the lighter stud-framed construction common today.

#### **Design Development of Walton Street Fronts:**

Formal fronts of the Original Commercial Sector of Walton Street subscribe mainly to the Neo-Classical tradition exploring many architectural notions seeking both visual interest and economy. The proportions are determined by necessity, a high shopfront, a general second storey possibly for reception space and diminishing heights thereafter, the window proportions usually corresponding.

This evolutionary history begins with the simple punched opening in a flat wall surface, the opening itself sometimes decorated with raised trim or plain broad piers, serving as reinforcement, between. Next comes the more elegant and architecturally more striking Neo-Classical pilaster treatment, the panels between containing, as before, the windows, the pilasters often with capital as well as base. This is followed by a distinctive double pilaster treatment in three buildings west of Queen on the south side of Walton. There is then a return to horizontality and the emphasis on decorated band courses and linear designs in cornices and parapets. Then a final burst of eclecticism arrives in the last example combining the late Italianate with the Second Empire.



**Exterior Wall Construction:**

The main material used is brick, accounting for 44 or 88% of the buildings, five being frame, a sixth brick-faced, likely a later veneer, for the remaining 12%. Both red and "white", or buff, brick is seen, the former predominating.

**Evolution of Shopfronts:**

By reason of technology larger glass panes were not readily or economically available early on and early shopfronts were usually divided into three or more panes high by three or more in width occupying most of the shopfront from floor to ceiling. The vertical rectangular subdivision of glazing respected the Neo-Classical tradition.

Only when plate glass became more readily available in the later nineteenth century and less expensive did new shopfronts use this or old ones became more modernized to take advantage.

However it was improved show-window lighting which brought the greatest change to shopfront design. Formerly there was little if any such enhancement and the first gas fixtures were relatively simple devices exhausting into a vent over the recessed entrance. Then a radical change came with electric light whose early fixtures were not very seemly and reflectors and shades better not seen, these to be masked by transoms, often obscured with patterned or leaded glass, created in the upper section of the window. Often at the same time the floor of the show window was raised to create a better viewing angle and mounting for displays. To increase show window space the entrance might be deeply recessed as in the former Nesbitt store.

The sign normally reserved for the shopfront fascia fronting the supporting beam and below the projecting cornice, was a modest well lettered identification of the business. Later in the twentieth century signs became undisciplined and crept down the transom to create disproportionate signs, often with poor graphic design, unsightly logos and other advertising. The synthetic modern materials and occasionally rustic finishes were introduced to "modernize" the front, usually seriously dating the effort and only too often of very limited durability.

