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COUNCIL SERVICES DEPARTMENT

IN REPLY, PLEASE REFER
TO OUR FILE NO. MBA/11662

**IN THE MATTER OF *THE ONTARIO HERITAGE ACT*
AND IN THE MATTER OF THE LANDS AND PREMISES KNOWN AS
1200-1220 UNIVERSITY AVENUE WEST, IN THE CITY OF WINDSOR
IN THE PROVINCE OF ONTARIO**

NOTICE OF DESIGNATION BY-LAW

RECEIVED
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Ontario Heritage Trust

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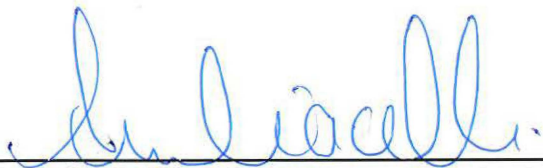
**ONTARIO HERITAGE TRUST
10 ADELAIDE STREET EAST
TORONTO, ONTARIO
M5C1J3**

TAKE NOTICE THAT the Council of the Corporation of the City of Windsor at its meeting held October 16, 2023 passed By-law Number 136-2023, "A BY-LAW TO DESIGNATE THE LANDS AND PREMISES SITUATE WITHIN THE CITY OF WINDSOR, MUNICIPALLY KNOWN AS 1200-1220 UNIVERSITY AVENUE WEST, TO BE OF CULTURAL HERITAGE VALUE OR INTEREST UNDER THE PROVISIONS OF THE ONTARIO HERITAGE ACT, R.S.O. 1990, CHAPTER O.18, AS AMENDED".

By-law Number 136-2023 is **attached**. Notice of the By-law will be published in the Windsor Star on October 28, 2023.

Any person who objects to the by-law may appeal to the Ontario Land Tribunal by giving the Tribunal and the clerk of the municipality, within 30 days after the date of publication in the newspaper, a notice of appeal setting out the objection to the by-law and the reasons in support of the objection, accompanied by the fee charged by the Tribunal.

DATED at Windsor, Ontario this 19th day of October, 2023
Anna Ciacelli, Deputy City Clerk



Anna Ciacelli
Deputy City Clerk

AC/lh
Attachment

BY-LAW NUMBER 136-2023

A BY-LAW TO DESIGNATE THE LANDS AND PREMISES SITUATE WITHIN THE CITY OF WINDSOR, MUNICIPALLY KNOWN AS 1200-1220 UNIVERSITY AVENUE WEST, TO BE OF CULTURAL HERITAGE VALUE OR INTEREST UNDER THE PROVISIONS OF THE ONTARIO HERITAGE ACT, R.S.O. 1990, CHAPTER O.18, AS AMENDED

Passed the 16th day of October, 2023.

WHEREAS by virtue of the provisions of the Ontario Heritage Act, R.S.O. 1990, Chapter O.18, as amended, the Council of a municipality may, by by-law, designate a property within the municipality to be of cultural heritage value or interest.

AND WHEREAS upon consideration of the recommendation of the Development & Heritage Standing Committee, The Corporation of the City of Windsor deems it desirable and expedient to designate the lands municipally known as *1200-1220 University Avenue West*, more particularly described in Schedule "A" annexed hereto and forming part of this by-law (the subject lands), to be of cultural heritage value or interest, for the reasons stated in Schedule "B" annexed hereto and forming part of this by-law.

AND WHEREAS notice of intention to so designate the subject lands, was served on the owner(s) of the said subject lands and upon the Ontario Heritage Trust and such notice was published in a newspaper having general circulation in the municipality, on 26th day of August, 2023.

AND WHEREAS no Notice of Objection has been served on the Clerk of the Municipality within thirty (30) days after the date of publication of the Notice of Intention in a newspaper having general circulation in the municipality.

THEREFORE the Council of the Corporation of the City of Windsor enacts as follows:

1. That the lands municipally known as *1200-1220 University Avenue West*, more particularly described in said Schedule "A" annexed hereto, be and the same is hereby designated to be of cultural heritage value or interest, for the reasons stated in said Schedule "B" annexed hereto.
2. This by-law shall come into force and take effect after the final passing thereof on the day upon which it is electronically registered in the Land Registry Office for the County of Essex (No. 12), if no appeals are received after 30 days of the publication of the bylaw.



DREW DILKENS, MAYOR



CITY CLERK

First Reading - October 16, 2023
Second Reading - October 16, 2023
Third Reading - October 16, 2023

SCHEDULE "A"
TO BY-LAW 136-2023

PT LOT 73 CONCESSION 1 SANDWICH WEST; DESIGNATED AS PARTS 5 TO
19 INCLUSIVE, PLAN 12R28788 AND PART 1 ON PLAN 12R29398; WINDSOR

Being Part of PIN No. 01203-0262
1200-1220 University Avenue West, Windsor

SCHEDULE "B"
TO BY-LAW 136-2023

STATEMENT OF CULTURAL HERITAGE VALUE AND INTEREST
S. W. & A. Railway Car Barns
1200-1220 University Avenue West

Description of Property

The S.W.&A. (Sandwich, Windsor & Amherstburg) Railway Car Barns are located at 1200-1220 University Avenue West on the north side, a half-block west of Elm Avenue and east of the bridge across the depressed Michigan Central Railway lands (Gateway Public Park). The property currently consists of several brick buildings: the west car barn (1220) was constructed in 1891 and designed by James G. McLean, while the east car barn (1200) was constructed c.1896 by an unknown architect. The barns are associated with the S.W.&A. Railway Co., which was active on the property from 1890 to the 1950s and the predecessor of Transit Windsor.

Design or Physical Value:

The S.W.&A. car barns were constructed as the central storage and repair location for the S.W.&A Railway Co., a franchised streetcar company. The architect of the west barn was James G. McLean, while the architect of the east barn is unknown. The two buildings were constructed of brick, mostly with tall single storeys.

The east barn building (1200) was constructed c1896 and is set back from the street. It features a two-step parapet and five small arched insets on the original south facade. The north (rear) facade has shadow lines of a stepped parapet, reflecting the presence of a previous structure that had been removed. The original red brick of the building is visible on the east alley-facing facade. The east (side) facade has triangular concrete buttresses regularly spaced between brick bays with arched windows.

The west barn building (1220) was constructed in 1891 and has two main sections. The original south section of the west barn has a stone foundation with a stone trim belt line, while the addition which extended the barn closer to the street has a brick foundation and lacks the stone trim belt line on the west side of the building. Its current street-facing (south) façade retains many original features, including a stepped parapet in front of a sloped roof. The outer frame of the original garage doors remain. The design of the east and west sides is fairly typical of 19th century industrial building design, with regularly spaced plain pilasters and rectangular windows with masonry sills. The main floor is at-grade at the south end; it has a single storey with high ceiling. As the grade under the west barn changes, sloping down towards the north and west, a lower level with openings becomes visible at about the north half of this section.

The north section of the west building has a barrel roof almost a storey below the south section roof. There are brick walls, the base of a large square brick chimney, and a stepped parapet on the north end. This section has two levels. On the west side facing the depressed railway park, there are arched windows and two sets of arched large wooden doors on the lower level; the upper level had small rectangular windows. The east side has a mix of doors and windows on the upper level. The foundation of the north barrel roof barn section is irregularly shaped stone with thick mortar, which differs from the neatly aligned cut stone foundation of the south section.

Historical or Associative Value:

This property is the largest remaining facility of the streetcars which was the primary public transportation in the Windsor region for over fifty years. The property was previously used for agricultural purposes by Charles Maillou(x) in the 1850s, then the land was deeded to the S.W.&A Railway Co. in 1891. By 1896, the buildings were used as the "Car Barns" for the major local streetcar franchise. Trolley cars were stored and inspected in the east barn, and maintained and repaired in the west barn. The north barrel roof section of the west barn was the electricity-generating powerhouse.

The first local passenger vehicles on rails were horse-pulled and established in 1874 from Windsor through Sandwich, notably to the mineral springs tourist hub down-river. Instead of travelling the road along the river, a new route was made to facilitate passenger railway travel between the two towns which included a 100 feet wide private right-of-way called London Street, now known as University Avenue West. The S.W.&A. Railway Co. was formed in 1887 to continue the service, and electric lines were introduced in August 1891, making it the first all-electric railway system in Canada.

Another company had begun the first electric streetcar service in 1886, running a line between Walkerville and Windsor; this may have been the first electric street rail in Canada. By 1904, that company's assets were conveyed to the S.W.&A. Railway and later in 1920, rails were built to Amherstburg, Tecumseh, Essex, and Leamington by S.W.&A. and others, as well as a network within Windsor and Walkerville. All but one of the lines were owned by S.W.&A in 1930. Transportation modes changed further in the thirties. The first buses were purchased in 1938, and by February 1939 all rail lines had been replaced. The car barns continued to be used for buses until the 1950s.

Contextual Value

The car barns' location on University Avenue, previously London Street, is historically linked to the development of the transit route between Windsor and Sandwich. London Street's primary purpose was to facilitate streetcar transit between the two towns. In the creation of London Street, a new neighbourhood had formed with schools, churches, residences, and shade trees lining the boulevard. The car barns are representative of the history and origin of University Avenue West as a transit route, and served as a major hub for the repair and storage of streetcars that serviced the people of Windsor and Essex County.

Further, the west barn building (1220) could also qualify as a long-standing landmark on University Avenue West. For over 120 years, the façade of this large building has been highly visible close to the street, next to the railroad lands depression and forward of the east barn building (1200).

Description of Heritage Attributes:**Exterior features that contribute to the design or physical value of the S.W.&A. (Sandwich, Windsor & Amherstburg) Railway Car Barns – East Barn Building (1200):**

- Constructed of red clay brick originally in common bond
- Two-step corniced parapet and five small arched windows on south façade
- Gable roof end and shadow lines of stepped parapet on the north brick wall, with a square chimney at northwest corner
- Brick east wall features
 - decorative brick dentil coursing

- triangular concrete buttresses regularly spaced between common bond brick bays
- arched window locations with triple course rowlock lintels and stone sills
- concrete foundation wall
- Arched window openings with sills on the west wall displaying decorative brick dentil coursing near the roofline

Exterior features that contribute to the design or physical value of the S.W.&A. (Sandwich, Windsor & Amherstburg) Railway Car Barns – West Barn Building (1220):

South Section

- Constructed of variegated brick with gable roof
- One-storey grade change between the tall single storey south side and two storey towards the rear north and at the west elevation
- South facade features
 - peaked center, multi-stepped parapet, with coping
 - high window at center with arched top divided into three frames at bottom
 - frames for original large garage doors
- Brick side walls with regularly spaced pilasters
- A tall rectangular window between each bay (originally nine over nine sash), with soldier brick lintel and masonry sills
- North part of the south section has a square-cut stone foundation with rowlock brick and stone trim belt line
- Lower-level openings with stone lintels and sills on the east and west elevations

North Section

- Barrel roof building with the large square brick chimney base remaining (recessed around mid-height)
- Triple stepped parapet with brick wall on the north elevation
- One-storey grade change between the two-storey west elevation and single-storey east elevation
- Lower/basement level (on west elevation) of rubble stone masonry while ground level walls are constructed of common bond brick
- Arched windows and arched large wooden doors on the lower level, with range of double course to quadruple rowlock brick lintels
- Original windows were multi-paned industrial types

Features that contribute to the historical or associative value of the S.W.&A. (Sandwich, Windsor & Amherstburg) Railway Car Barns:

- The west barn building (1220) was designed by architect James Grey McLean, who had a successful practice in Windsor for over 10 years
- Historically the facility for the inspections, maintenance, and repairs of streetcars which was the primary public transportation in the region for over fifty years
- Owned by the S.W.&A. Railway Co., formed in 1887 and predecessor to current public transportation company, Transit Windsor.
- Associated with the predecessor company which began horse-drawn car service in 1874 from Windsor through Sandwich to the mineral springs down-river
- A competitor (later merged) began electric service in 1886 from Windsor to Walkerville and could have been the first electric street rail in Canada
- Electric lines were introduced in August 1891, supporting the first all-electric railway system in Canada
- Associated with the transportation network from Windsor to surrounding municipalities through the rails that were built to Amherstburg, Tecumseh,

Essex, and Leamington by S.W.&A. and others, as well as a network within Windsor and Walkerville by 1920

- Served as the local bus yard after all rail lines had been replaced by buses in 1939, and remained location for repairs for buses until the 1950s

Features that contribute to the contextual value of the S.W.&A. (Sandwich, Windsor & Amherstburg) Railway Car Barns:

- Connection to the development of University Avenue West (previously London Street), a street which was created for the purpose of passenger transit and initially the private 100-foot right-of-way for the streetcar line between Windsor and Sandwich
- Highly visible location of the Car Barn buildings near the street for 120 years
- Landmark in the area