

HERITAGE IMPACT ASSESSMENT



187 QUEEN STREET, Niagara-on-the-Lake

05 MAR 2024

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EXECUTIVE SUMMARY

Megan Hobson consulting was retained by Hummel Properties to prepare a *Heritage Impact Assessment* (HIA) for proposed alterations to 187 Queen Street in Niagara-on-the-Lake, an approximately 0.67-acre property located on the corner of Queen and Simcoe Streets. The property is located outside of the heritage district and is individually Designated under Part IV of the *Ontario Heritage Act* through municipal *By-law 3633-02*.

The property contains a historic house that is known locally by several names including *The Chrysler-Rigg House*, *The Chrysler-Burroughs House* and *Roslyn Cottage*. It was built c.1822, with later alterations dating from c.1840, c.1895 and the early 20th century. The landscaping on the property primarily dates from the late 20th century. The protected elements include the original Neoclassical dwelling built for Ralph Morden Chrysler c.1822, the Greek Revival alterations made for Charles Letham Hall c.1840 and changes made for George K Birge c.1895

The applicant proposes to sever the rear portion of the lot to create two new residential lots for single-detached dwellings on Simcoe Street. The severance will require removal of the existing driveway on Simcoe Street and demolition of the existing 1-storey garage. The applicant proposes to build a new 2-storey garage in the south side yard accessed by a new driveway from Queen Street.

There are no significant heritage structures or features in the rear portion of the lot and an archaeological assessment has been completed. The retained portion is large enough to maintain contextual values associated with the heritage property and retains outdoor amenity spaces that support its ongoing use. Therefore, if a new driveway and garage are provided on the retained lot for the heritage house, there are no heritage concerns with the proposed severance.

The proposed 2-storey garage is considered to be compatible and complementary to the heritage house and the heritage character of Queen Street. The design is sensitive to the heritage context and the following design measures have been successfully employed:

- the proposed garage is set back from Queen Street and attached to the rear addition of the heritage house
- the height of the garage is lower than the roof of the heritage house and the setback will further reduce the impact of the height and massing from Queen Street
- the new driveway layout allows for a portion of the south side yard near Queen Street to be retained for landscaping and to protect two existing trees in this area and to avoid impacts to large London Plane Tree on Queen Street
- the shallow slope of the garage roof matches the roof slope of the heritage house
- the cement board siding references the wood cladding of the heritage house
- the 2-over-2 sash style windows reference the multi-pane sash of the heritage house
- the one-storey garage link avoids impacts to the roofline of the heritage building and will be attached to the rear addition utilizing the existing door into the coatroom and retaining the existing exterior wall and wood casement window in the coatroom

- the flat roof and glazing used for the 1-storey link and the glass balcony railings on the 2nd floor of the garage are contemporary design elements that subtly distinguish the addition from the heritage building, adding a respectful contemporary layer

The proposed reconfiguration of the lot will support ongoing use of the heritage building as a private residence and is reasonable considering the unusual orientation of the front door towards the side yard, rather than towards Queen Street. The re-located driveway through the south side yard will provide direct access to the main entrance from the driveway and the new garage will be conveniently connected to the house by way of the existing coatroom in the rear addition.

Therefore, it is recommended that the proposed alterations be approved, with the following conditions:

1. that the wooden gate and brick piers on Queen Street be retained on the Queen Street frontage
2. that the bronze heritage plaque remain affixed to the brick pier of the Queen Street gate
3. that the London Plane Tree on Queen Street be protected during construction as outlined in the Tree Protection Plan
4. that clearance of archaeological requirements be confirmed by the Ministry before the lot severance or any land disturbances are permitted

1.0 INTRODUCTION

Preparation of this report included site investigation, a review of relevant heritage policies and applicable legislation, a review of existing historical information about the subject property and its cultural context, consultation with heritage planning staff. Information provided by Jennifer Vida was reviewed including the *Stage 1 & 2 and Stage 3 Archaeological Assessments* by Amick Consultants Ltd. and the *Tree Inventory and Preservation Plan* by Jackson Arboriculture Inc. The architectural drawings for the new driveway and garage by 2M Architects are included in the appendix of this report.

2.0 LOCATION & SITE DESCRIPTION

See Appendix A: PHOTO DOCUMENTATION

The subject property is a large corner lot on the corner of Queen Street and Simcoe Streets, approximately 0.67-acres in extent. It contains a 2-storey frame dwelling that sits directly on the street edge in the middle of the Queen Street frontage. The property is fenced along both street frontages by an iron picket fence with brick pillars at the corners and on either side of the driveway on Simcoe Street. There are matching wooden garden gates on the Queen and Picton Street frontages.

The property backs onto residential properties. Queen Street is a major commercial corridor. The north end of Queen Street where the subject property is located contains a mix of commercial and residential uses. There is open space on the north side of Simcoe Street that contains the Niagara-on-the-Lake golf course.



LOCATION MAP: 187 Queen Street, Niagara-on-the-Lake – dotted line denotes area proposed for severance that contains the existing driveway and detached garage

The subject dwelling is frame construction with a brick foundation. It is 2-storeys in height with a square plan and a shallow hipped roof and there is a large 2-storey frame addition at the rear.

The main entrance is located on the South Side elevation where there is a covered porch with classical columns and a balcony above. The rear addition has a large 2nd floor balcony on the North Side elevation.

The front elevation on Queen Street is embellished with Ionic pilasters on top of the weather board cladding, the other elevations are clad with weatherboard. The windows are 6-over-6 sash with wood shutters. The main roof has a decorative cornice and brackets. There are five brick chimneys above the roofline.



QUEEN STREET ELEVATION – the main entrance to the house is oriented towards the south side yard

There is a detached 1-storey frame garage located behind the house that appears to date from c.1920-40. It is frame construction, constructed with modern dimensioned lumber, plywood and salvaged boards and has a concrete slab floor. It has wood windows and doors, including two large sliding garage doors, and the exterior is clad with weather board.

There is a rustic lean-to structure in the south side yard that is used for outdoor dining. It appears to be constructed with modern dimensioned lumber and salvaged beams and boards. It has a built-in barbeque at one end that appears to be constructed from salvaged rubble stone and brick.

The grounds contain a significant number of mature trees and shrubs. The landscape features date from the later 20th century and include a flagstone patio in the north side yard, a grassed area in the south side yard, and a swimming pool, small garden pond, and miniature vineyard in the rear yard. The driveway is located behind the house with access from Simcoe Street. There is a parking area beside the garage that is screened from the vineyard by a low brick wall. The driveway and parking area are unpaved and surfaced with crushed stone gravel.



FRAME GARAGE



LEAN-TO GARDEN STRUCTURE

3.0 HERITAGE PLANNING CONTEXT

The subject property is individually Designated under Part IV of the *Ontario Heritage Act*. The Designation By-law states that it is Designated for architectural and historical reasons. It is located just outside the boundary of the *Queen-Picton Streets Heritage Conservation District*.

The subject property comprises Lot 49 and Part of Lot 50 in the original survey of the Town of Niagara (now Niagara-on-the-Lake) and, as such, is a component of the *Niagara-on-the-Lake National Historic Site*. As one of the earliest dwellings, it contributes to the character of the National Historic Site and, more superficially to the character of the north end of Queen Street.

The north end of Queen Street where the subject property is located, is defined by the former Military Reserve that is now a golf course and several notable historic homes including the subject dwelling known as the 'Crysler-Rigg House', the 'Rogers-Harrison House' at 157 Queen Street, the 'McDougal-Harrison House' at 165 Queen Street, and the 'Richardson-Kiely House' (now Charles Inn) at 209 Queen Street.



187 Queen Street
Crysler-Rigg House



157 Queen Street
McDougal-Harrison House



209 Queen Street
Richardson-Kiely House

4.0 HISTORIC CONTEXT

See Appendix B: HISTORIC DOCUMENTATION

The subject property comprises Lot 48 and part of Lot 50 in the original town plan of Niagara, a corner lot at the corner of Queen & Simcoe Streets, opposite from the Military Reserve. The subject dwelling is situated in Lot 48 and built very close to Queen Street.

It is historically significant for its associations with the prominent residents that contributed to the establishment and growth of Niagara-on-the-Lake in the 19th century, namely:

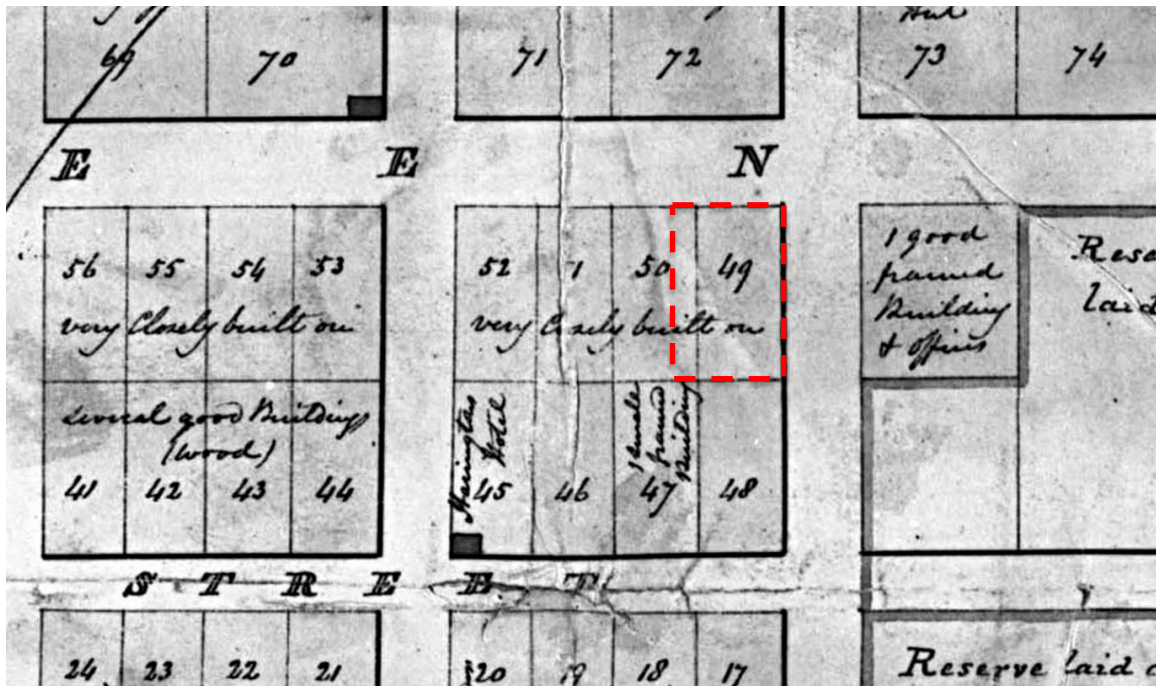
- Peter Desjardins, one of Niagara-on-the-Lake's earliest residents and founder of the Desjardins Canal in Hamilton
- Ralph Morden Crysler, a wealthy merchant from a prominent L, partner in the Niagara Harbour & Dock Co.
- Charles Letham Hall, a local lawyer

It is also associated with the evolution of Niagara-on-the-Lake in the late 19th and early 20th century as an elite resort for wealthy Americans and is associated with two notable summer residents:

- George K. Birge, a businessman from Cleveland
- Page M. Baker, publisher of the New Orleans Times

The subject dwelling has significant architectural value as an example of a c.1822 Neoclassical style dwelling with sympathetic Greek Revival Style alterations dating from the early 1840s that display a high degree of design and craftsmanship and have been attributed to master carpenter John Davidson who designed and executed the pulpit at St. Andrew's Church.

The original Neoclassical house with a square plan and a small rear addition containing the kitchen was built by Ralph Morden Crysler around 1822 and likely faced Queen Street or Simcoe Street.



1837 PLAN OF NIAGARA – notations indicate that there is a house built close to Queen Street on the subject property [Brock Map Library]

In the 1840s, Greek Revival alterations were made by Charles Letham Hall, a local lawyer who owned several properties in Niagara-on-the-Lake. Hall re-oriented the entrance toward the south yard and added the current entrance door and portico on the South elevation and the main staircase inside. The conservatory built by Hall was demolished by the next owner, George Birge.

The rear addition of the house retains some components of the original Crysler era kitchen, notably remnants of the original bake oven, but has been enlarged and renovated several times beginning in 1895 to accommodate summer guests.

George Kingsley Birge, of M.H. Birge & Sons Wallpaper Co. in Buffalo and President of the Pierce Arrow Motor Company, made extensive alterations between 1895 and 1903 when the house was his summer residence, including removal of the Hall era conservatory, interior renovations, additions of porches on the north side of the house and demolition of old outbuildings. His Buffalo residence at 2 Symphony Circle was built in 1896 and is still standing.

From 1903 to 1910, the property was the summer residence of Page Mercer Baker, an American newspaper man who was publisher of the *New Orleans Times*. He does not appear to have made any substantial changes to the property during his ownership.

From 1910 to 1917 it was owned by Alice V. Williams, an American who used it as a summer residence and sometimes leased it as a summer rental.



1950s Pencil drawing of 'Roslyn Cottage' by John G. Williams [NOTL Historical Museum]

The frame garage currently located on the property likely dates from the period when the property was owned by Donald McBain from 1919 to 1952. McBain, a railway magnate from Cleveland, purchased the property as a summer residence. McBain's widow inherited the property in 1952.

In 1964, Charles Rigg, a local doctor purchased the property. He did most of the landscaping on the property and restored the pilasters and carved Ionic capitals around 1990. In 1999, Gary and Sarah Burroughs purchased the property and restored the interior.

5.0 CULTURAL HERITAGE VALUE

See Appendix C: REASONS FOR DESIGNATION

The Designation By-law states that the heritage designation pertains to:

the lands and more particularly to the entire exterior facade and structure of the house, the exterior doorcase and entrance portico and to interior features including the early trim and doors on the first and second floors, all existing fireplaces and mantels, original pine floors, and both the main and rear staircases.

As an older *Designation By-law*, it does not contain a 'list of heritage attributes', as required for By-laws written since changes to the Ontario heritage Act in 2005. However, the reasons for designation statement references a number of heritage attributes. A summary of the heritage values and specific heritage attributes mentioned in the by-law is provided below:

Historical Value:

- Associations with prominent early residents of Niagara-on-the-Lake in the 18th & 19th century:
 - Peter Desjardins
 - Ralph Morden Crysler
 - Charles L. Hall
- Associations with prominent Americans who maintained a summer residence in Niagara-on-the-Lake in its heyday as a summer resort in the late 19th and early 20th century:
 - George K. Birge
 - Page M. Baker

Architectural:

- Neoclassical and Greek Revival characteristics
- woodwork by master carpenter John Davidson

Heritage Attributes:

- Exterior elements:
 - the 2-storey, 3-bay form with a hipped roof and a 2-storey rear wing that once house kitchen
 - the exterior clapboard
 - the elaborate modillion cornice with built-in cornice gutter and console brackets below
 - the finely worked pilasters with carved ionic caps
 - the 4 brick end chimneys
 - the covered side porch with square pillars decorated with stylized anthemions
 - the magnificent Greek Revival doorcase by master carpenter John Davidson
- Interior elements:
 - the entrance hall and oak staircase with turned balusters and monstrous seahorse newel

- original marble fireplace mantles in the front parlour, former dining room and former double bedchamber on the 2nd floor
- large double-folding doors and Greek Revival door frame
- original 6-panel doors and hardware
- original pine floors, baseboards and trim
- the original cooking fireplace remains in the rear addition
- the walnut servant's staircase in the rear wing installed in the late 19th century

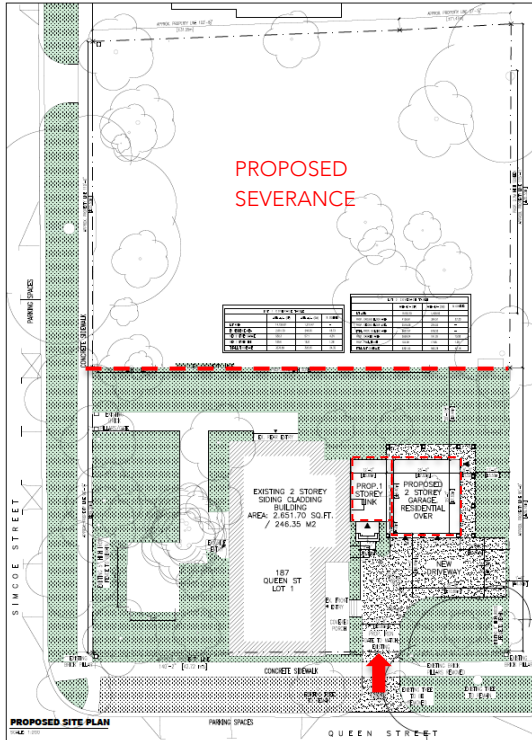


EXTERIOR & INTERIOR HERITAGE FEATURES

6.0 PROPOSED ALTERATIONS

See Appendix D: ARCHITECTURAL DRAWINGS

The applicant proposes to sever the rear portion of the lot to create two new residential lots for single-detached dwellings on Simcoe Street. The severance will require removal of the existing driveway on Simcoe Street and demolition of the existing 1-storey garage. The applicant proposes to build a new 2-storey garage in the south side yard accessed by a new driveway from Queen Street.

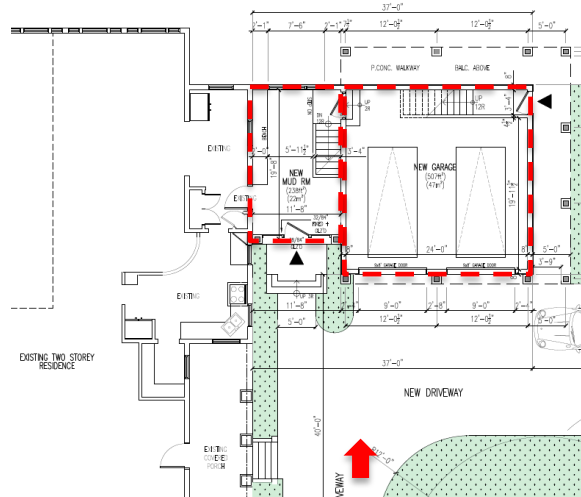


SITE PLAN - proposed severance & new driveway



cladding material

PROPOSED GARAGE & LINK STRUCTURE



GROUND FLOOR PLAN – proposed garage addition



RENDERING – view from Queen Street showing the proposed driveway and garage addition – *note: rendering shows the relocated brick piers & heritage plaque but not the wooden gate that matches the gate on Simcoe Street

7.0 IMPACT ASSESSMENT

Proposed Severance of the Rear Yard

The applicant proposes to sever the rear portion of the lot to create two new residential lots for single-detached dwellings on Simcoe Street. The severance will require removal of the existing driveway on Simcoe Street and demolition of the existing 1-storey garage. The applicant proposes to build a new 2-storey garage in the south side yard accessed by a new driveway from Queen Street.

There are no significant heritage concerns with the proposed severance of the rear portion of the lot because:

- the heritage house will remain *in situ* and will be retained on a generous-sized lot that provides adequate amenity spaces for the house and maintains large frontages on Queen and Simcoe Streets.
- there are no significant heritage structures or features in the rear portion of the lot and an archaeological assessment has been completed.

The 1-storey garage to be demolished does not have significant cultural heritage value. It is a modest frame building with a concrete slab foundation constructed in the early 20th century during the ownership of William McBain. Demolition of this building can therefore be adequately mitigated through photo-documentation. No items have been identified for salvage.

The garden structure to be demolished is a lean-to structure constructed from salvaged materials. This building does not have significant cultural heritage value. Demolition of this building can therefore be adequately mitigated through photo-documentation. No items have been identified for salvage.

The landscaping on the property predominantly dates from the later 20th century and is not identified as a heritage attribute in the *Designation By-law*. Tree removals and changes to the landscape are therefore not regulated through the heritage permit process. The small street tree to be removed is not one of the large London Plane Trees that contributes to the character of the Niagara-on-the-Lake National Heritage Site so there are no heritage concerns with removal of this tree. An arborist has inventoried the trees for removal and provided protection measures for the London Plane Tree on Queen Street during construction.

Photo documentation of the frame garage, garden lean-to and landscape features to be removed and the *Tree Inventory* documenting the tree removals are included in the appendix of this report. No further mitigation is required.

The retained portion is large enough to maintain contextual values associated with the heritage property and retains outdoor amenity spaces that support its ongoing use. Therefore, if a new driveway and garage are provided on the retained lot for the heritage house, there are no heritage concerns with the proposed severance.

Proposed Garage & Driveway

The proposed 2-storey garage is considered to be compatible and complementary to the heritage house and the heritage character of Queen Street. The design is sensitive to the heritage context and the following design measures have been successfully employed:

- the proposed garage is set back from Queen Street and attached to the rear addition of the heritage house
- the height of the garage is lower than the roof of the heritage house and the setback will further reduce the impact of the height and massing from Queen Street
- the new driveway layout allows for a portion of the south side yard near Queen Street to be retained for landscaping and to protect two existing trees in this area and to avoid impacts to large London Plane Tree on Queen Street
- the shallow slope of the garage roof matches the roof slope of the heritage house
- the cement board siding references the wood cladding of the heritage house
- the 2-over-2 sash style windows reference the multi-pane sash of the heritage house
- the one-storey garage link avoids impacts to the roofline of the heritage building and will be attached to the rear addition utilizing the existing door into the coatroom and retaining the existing exterior wall and wood casement window in the coatroom
- the flat roof and glazing used for the 1-storey link and the glass balcony railings on the 2nd floor of the garage are contemporary design elements that subtly distinguish the addition from the heritage building, adding a respectful contemporary layer



FRONT ELEVATION – the 2-storey garage will be separated from the heritage building by a 1-storey link with a flat roof and a concrete slab foundation to avoid impacts to the roof or foundation of the heritage building. [2M Architects]

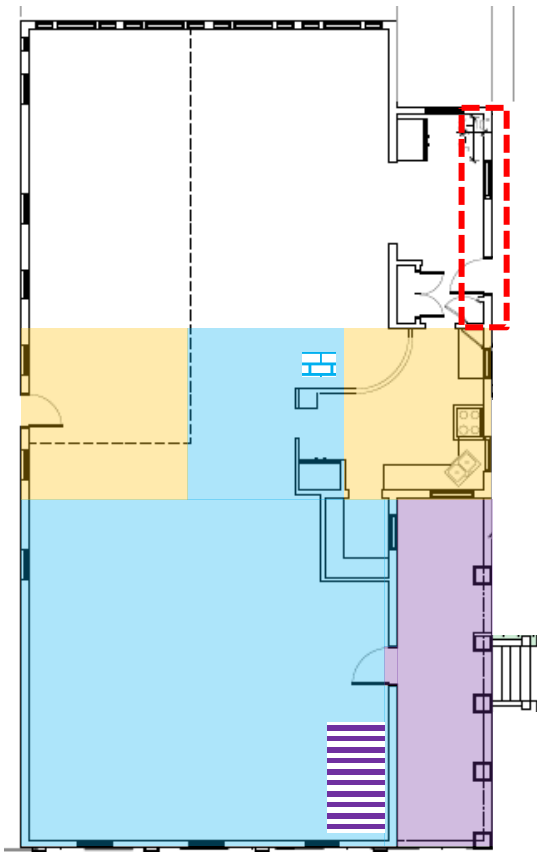


PERSPECTIVE – the garage setback and the area reserved for landscaping in front of the garage maintains the special character of Queen Street [2M Architects]



SOUTH SIDE ELEVATION

Areas impacted by the proposed 1-storey link to the garage



EXISTING 1st FLOOR PLAN

- CRYSLER ERA 1822
- HALL ERA 1835
- BIRGE ERA 1895

CRYSLER ERA BAKE OVEN

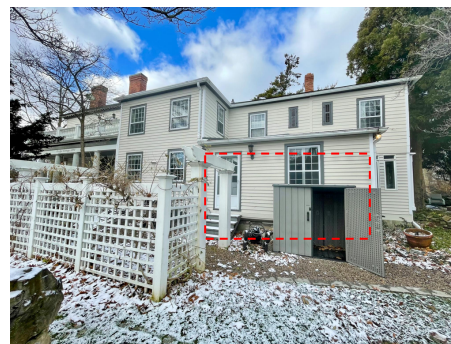
HALL ERA STAIRCASE

Areas Impacted by the Proposed Alterations

*Based on available documentation and visual inspection



View through to the Coatroom



Location where the 1-storey link will be attached



AREA OF IMPACT – very minor impacts to the rear addition – original fabric in this location will be preserved and the existing doorway into the coat room will be utilized to connect the new spaces

8.0 RECOMMENDATIONS

The proposed reconfiguration of the lot will support ongoing use of the heritage building as a private residence and is reasonable considering the unusual orientation of the front door towards the side yard, rather than towards Queen Street. The re-located driveway through the south side yard will provide direct access to the main entrance from the driveway and the new garage will be conveniently connected to the house by way of the existing coatroom in the rear addition.

Therefore, it is recommended that the proposed alterations be approved, with the following conditions:

1. that the wooden gate and brick piers on Queen Street be retained on the Queen Street frontage
2. that the bronze heritage plaque remain affixed to the brick pier of the Queen Street gate
3. that the London Plane Tree on Queen Street be protected during construction as outlined in the Tree Protection Plan
4. that clearance of archaeological requirements be confirmed by the Ministry before the lot severance or any land disturbances are permitted



QUEEN STREET – retain and relocate the garden gate and heritage plaque – protect the London Plane Tree during construction

11.0 SOURCES

Amick Consultants Ltd., *Stage 1-2 Archaeological Assessment: 187 Queen Street, Niagara-on-the-Lake* (24 October 2023)

-----, *Draft Stage 3 Archaeological Assessment: 187 Queen Street, Niagara-on-the-Lake* (12 February 2024)

Anon. "An Old Residence Being Transformed", *The Times*, May 6, 1897

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Clarke, John S. *Illustrated Niagara; Engravings of Some of Her Many Attractions* (1900)

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Hill, Nicholas. *Queen & Picton Streets, Niagara-on-the-Lake; A Heritage Conservation District Plan* (1986)

Jackson Arboriculture Inc., *Tree Inventory and Preservation Plan Report: 187 Queen Street, Niagara-on-the-Lake, ON* (25 January 2024)

Ministry of Tourism, Culture & Sport (MTCS), *Ontario Heritage Toolkit* (2006)

'Niagara Properties on the Eve of War'. Accessed online.
<http://niagaraeveofwar.ca/en/content/home/index/>

Ormsby, Joy and Peter Stokes, *Some Notes on Pre-1840 Structures in Niagara-on-the-Lake Old Town, Part 3* – see pages 187-188; 187 Queen Street, Roslyn Cottage or Crysler-Rigg or Crysler-Burroughs House. Niagara-on-the-Lake Historical Museum.

Parks Canada, *Standards & Guidelines for the Conservation of Historic Places in Canada* (2010)

Parks Canada, *Directory of Federal Heritage Designations* – "Niagara-on-the-Lake National Historic Site of Canada"

Town of Niagara-on-the-Lake, Heritage Planning File, '187 Queen Historical Info'

10.0 QUALIFICATIONS OF THE AUTHOR

The author of this report is a professional member of the Canadian Association of Heritage Professionals. Formal education includes a Master of Arts in Architectural History from the University of Toronto and a diploma in Heritage Conservation from the Willowbank School of Restoration Arts. Professional experience includes an internship at the Ontario Heritage Trust, three years as Architectural Historian & Conservation Specialist at Taylor Hazell Architects in Toronto, and 12 years in private practice in Ontario as a heritage consultant. Other relevant experience includes teaching art history at the University of Toronto and McMaster University and teaching Research Methods and Conservation Planning at the Willowbank School for Restoration Arts in Queenston. In addition to numerous heritage reports, the author has published work in academic journals such as the *Journal of the Society for the Study of Architecture in Canada* and the *Canadian Historical Review*.

APPENDIX A: PHOTO DOCUMENTATION



QUEEN STREET STREETSCAPE – the front entrance of the house is oriented to the side yard



SIMCOE STREET STREETSCAPE – large corner lot – Queen Street visible on the right



SIMCOE STREET STREETSCAPE – existing driveway on Simcoe Street



EXISTING DRIVEWAY ON SIMCOE STREET - existing detached garage in the rear yard



SIDE ELEVATION – the main entrance to the house is through the porch on the side elevation



REAR ADDITION – the rear addition with a secondary door that enters into coatroom



REAR ADDITION INTERIOR: interior of the coatroom – wood flooring, double-casement style wood windows



REAR ADDITION INTERIOR: interior of the coatroom – double-casement style wood windows



REAR ADDITION INTERIOR: opening between the kitchen & the coatroom



REAR ADDITION BASEMENT – poured-in-place concrete foundation below the coatroom



SIDE YARD – lawn and mature trees



SIDE YARD – open garden structure against the side property line



REAR YARD – gravel parking area & brick wall feature



REAR YARD – vineyard feature – adjacent house on Simcoe Street in the background



DETACHED GARAGE – wood frame building with wood siding



GARAGE EXTERIOR: side elevation, roof overhang, glass entry door



GARAGE EXTERIOR: wood garage doors, two over two wood windows



GARAGE INTERIOR – concrete floor – plywood & salvaged wood boards – iron stove – stone? ionic capital – wooden picket gate – two over two wood windows



OPEN GARDEN STRUCTURE – open wood frame structure for outdoor dining – built-in barbeque



OPEN GARDEN STRUCTURE – built-in barbeque built with salvaged stone & brick – wood frame built with salvaged beams and dimensioned lumber



GARDEN FEATURES; magnolia tree, water feature surrounded by cedars



SIDE YARD ON CORNER OF QUEEN STREET & SIMCOE STREETS; stone patio surrounded by mature plantings – wood trellis blocks views from Queen Street



FENCE ON SIMCOE STREET – brick pillars, iron picket fence, wood gate – large Plane tree in the boulevard



GATE ON SIMCOE STREET – brick piers with pineapple finials – Chinoiserie style wood fence – bronze heritage plaque mounted on the gate pier





FENCE & GATE ON SIMCOE STREET – matching gate on Queen Street



DRIVEWAY ENTRANCE ON SIMCOE STREET – flanked by brick piers – gravel driveway



FENCE ON SIMCOE STREET – iron picket fence and brick piers – large Plan tree in the boulevard and encroaching on the sidewalk

APPENDIX B: HISTORIC DOCUMENTATION - SITE CHRONOLOGY

DATE	EVENT
1796	<p>J. MANSFIELD, Loyalist</p> <ul style="list-style-type: none"> In 1796 (s)he is granted LOT 49 by the Crown. (1/2 acre lot) Patent WR1930 Niagara Historical Society vol 27, p.12 Mansfield did not settle here and the lot reverted back to the Crown in 1800.
1803	<p>PETER DESJARDINS (1775-1827)</p> <ul style="list-style-type: none"> Royalist Refugee from the French Revolution who arrived in Upper Canada in 1792 In 1803 he is granted LOT 49 by the Crown. Patent COM1134 Niagara Historical Society vol 27, p.14 Sometime before 1805 he built a house on the north half of LOT 49 facing the open space of the Mississauga Reserve (a foundation was discovered in 1999) In 1808 he moves to Hamilton but retains ownership of his property in Niagara. Built the Desjardins Canal connecting Dundas to Burlington Bay in the 1830s. The 1810 Plan of Niagara shows a structure on LOT 49, close to the edge of Simcoe Street and oriented towards the Military Reserve. This was destroyed in 1813 when American troops burned Niagara. In 1999, Gary Burroughs discovered a stone foundation in the north part of the property that is thought to be the foundation of DesJardins' house.
1821-39 CRYSLER ERA	<p>RALPH MORDEN CRYSLER (1796-1865)</p> <ul style="list-style-type: none"> local Merchant he operated a store at the corner of Queen & Gate Streets with his brother Adam Crysler (1732-1769) served in the Lincoln Militia during the War of 1812 son of John F. Crysler (1765-1839) grandson of Adam Crysler (1732-1769), Loyalist and Butler's Ranger, German Palatine descent, relocated to Niagara from Schoharie County, New York during the American Revolutionary War (sic Kryslaer, Greisler) related to the Cryslers of the Battle of Crysler's Farm Lane (1813) and to the American Chrysler auto company family married 1st to Sarah Overfield (1806-1826) married 2nd to Elsie Gansevoort (1801-1866) In 1821 he purchases the south half of LOT 49 and 12 feet in the north half of LOT 49 in two purchases. In 1822 he builds a white clapboard, 3-bay, 2-storey house with a square plan and a low-pitched hip roof. In 1830 he extended his frontage on Queen Street by buying 1/6 acre of LOT 50 from JOHN CAMPBELL In 1837 he purchases the remaining north portion of LOT 49 from T.V. DESJARDINS, the heir of Peter. in 1839 his business fell into financial difficulties
1839-95 HALL ERA	<p>CHARLES LETHAM HALL (1812-1849)</p> <ul style="list-style-type: none"> local lawyer owned several other properties in town married to Amelia B.C. Downs (1808-1869) He purchases LOT 49 and makes alterations to the house in a Greek Revival style, including: <ul style="list-style-type: none"> addition of the south wing with kitchen and pantry new side entrance

	<ul style="list-style-type: none"> • new oak stair • conservatory with balcony • may have employed carpenter JOHN DAVIDSON to do renovations (also responsible for the ornate pulpit at St. Andrew's Presbyterian Church) • John Davidson's workbook indicates that from the winter of 1839 to the spring of 1841 he made interior alterations and alterations to outbuildings (he refers to a stable and harness room on the property) • Death of three children: William died 1841 aged 20 months, Amelia died 1842 aged 10 months, Charles Jr. died 1843 aged 3 months 25 days. • In 1849, Hall died prematurely at the age of 36, but the house remained in the Hall family until 1888 (mortgaged several times and subject to lawsuits) • Property was leased, subject to neglect as the Hall daughters lived in Montreal
1895-1903 BIRGE ERA	<p>GEORGE KINGSLEY BIRGE</p> <ul style="list-style-type: none"> • American businessman, M.H Birge & Sons Wallpaper Co., President of Pierce Arrow Motor Co. • Residence: 2 Symphony Circle, Buffalo NY (built 1896) • Summer Residence: 187 Queen Street, Niagara-on-the-Lake ON • He purchases LOT 49 and makes major alterations to the house, including; • removal of the conservatory (balcony above was retained) • interior renovations • addition of porches on the north side of the house • outbuildings torn down and replaced by a large lawn about 150 sq.ft. • old fence will be removed and replaced with a new fence • Contractor was local builder JOHN ELLISON and WILLIAM RICHARDSON • JOHN GARRETT, painting and wallpaper • COLE & McMURRAY, plumbing • Mr. McKIMMIE, fence
1903-1910	<p>PAGE MERCER BAKER (d.1910)</p> <ul style="list-style-type: none"> • American, Publisher of the New Orleans Times • Summer residence in Niagara-on-the-Lake
1910	<p>ALICE V. WILLIAMS</p> <ul style="list-style-type: none"> • American • Summer Residence in Niagara-on-the-Lake • sometimes leased as a summer rental
1917	<p>DONALD McBAIN</p> <ul style="list-style-type: none"> • American, Cleveland railway magnate • Summer Residence in Niagara-on-the-Lake • restored the house in 1919 • restored all the outbuildings, painting them white with green shutters • contractor was JOHN ELLISON • his widow inherited the property in 1952
1964	<p>CHARLES BRUCE RIGG</p> <ul style="list-style-type: none"> • local Doctor • did most of the landscaping on the property • c.1990 he restored the pilaster and carved Ionic caps • contractor was JIM ALEXANDER
1999	<p>GARY & SARAH BURROUGHS</p> <ul style="list-style-type: none"> • restored the interior • advisor was FRANK HAWLEY

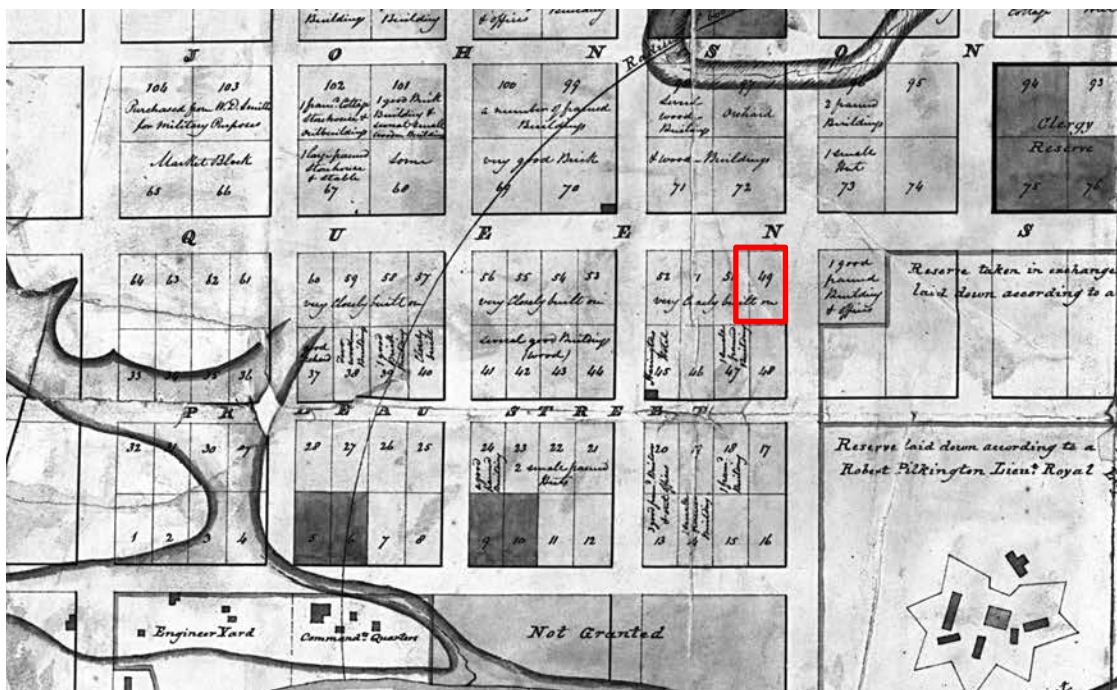
APPENDIX B: HISTORIC DOCUMENTATION



1810 MAP OF NIAGARA

[NOTL Museum]

The 1810 map shows a structure on LOT 49 built on the lot line and oriented towards the military reserve. This structure was likely a dwelling that was destroyed in 1813 by American soldiers. Foundations may remain below ground.



1837 Plan of a Portion of the Town of Niagara

[Brock Map Library]

The Queen Street lots are annotated "very closely built on" (meaning the houses are built very close to Queen Street)



RALPH MORDEN CRYSLER
1795-1865



ELSIE GANSEVOORT
1801-1866
Wife of Ralph Morden Crysler

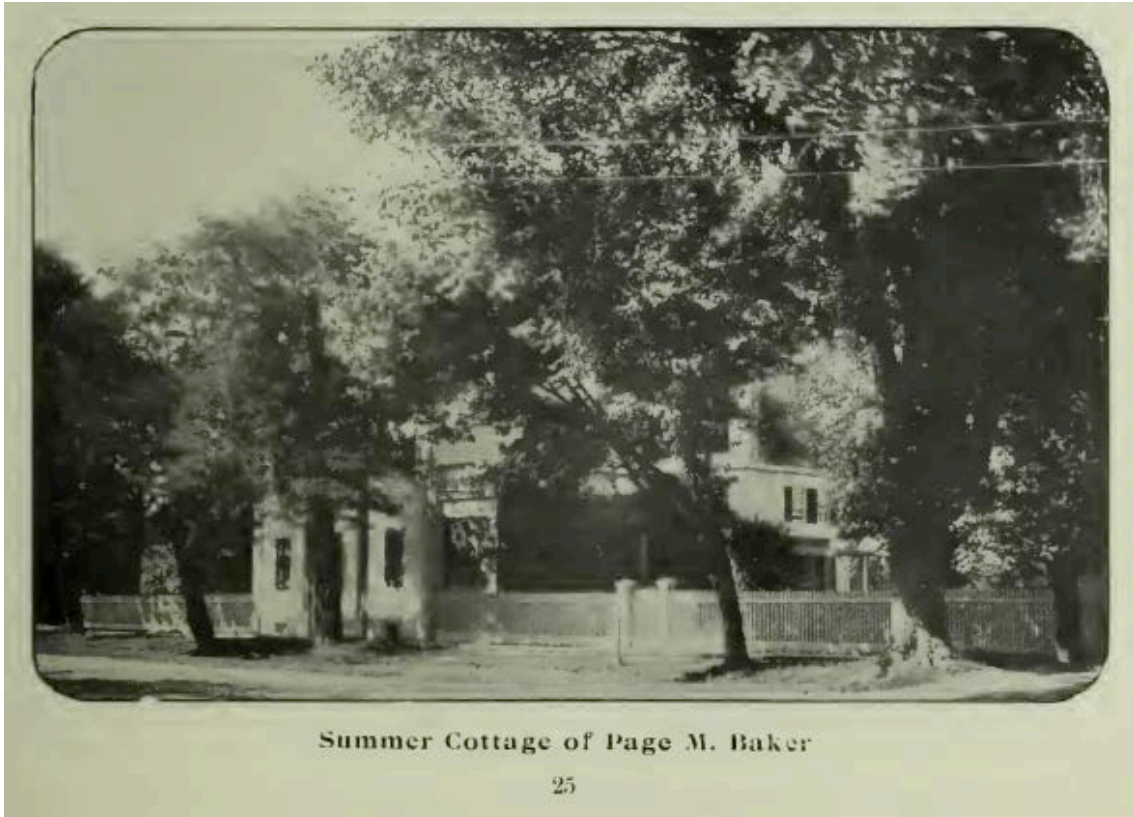
Ralph & Elsie Crysler, photographic portraits from the Crysler Family History

encouraged to outstage the British, a most successful night surprise at Queen's Creek by a chosen detachment obliged them to return in confusion to the Fort. After several disasters on the frontier the enemy kept cautiously within the lines of Fort George, the British advancing to within a few hundred yards of their guns. Sir George Prevost, judging that it would be imprudent to assault the enemy driven to desperation within works bristling with cannon and supported by Fort Niagara, let a small force to maintain a blockade and returned to Kingston.

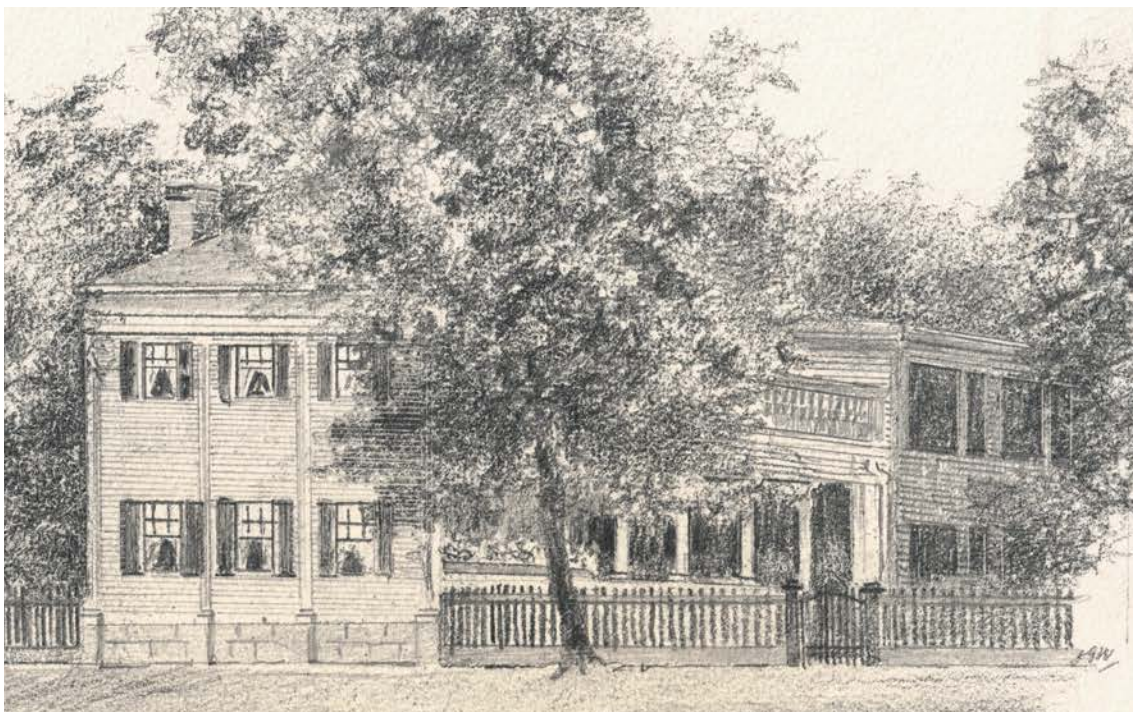
Repeated reverses obliged the British to raise the siege of Fort George and take up their position on Burlington Heights where they were joined by the retreating forces of Procter who after the disastrous Naval fight on Lake Erie, had retreated along the Thames & been defeated at the Moravian Village with the loss of the noble Indian Chief Tecumseth.

The enemy's forces in Lower Canada being defeated at Chrystlers Farm Nov^r 3rd 1813, the spirits of the Colonists were reared and a strong British force was despatched under Colonel Murray to the Upper Province. They advanced against Fort George with a view of resuming the investment. The American General however did not wait his approach but precipitately evacuated the Fort Dec^r 12th 1813, and crossed over to Fort Niagara, not without having by express orders reduced the Village of Newark (now Niagara) to ashes. Such was the indignation excited by this wanton act, which placed 400 inhabitants in a state of destitution during the severities of winter, that Colonel Murray resolved to take advantage of it to carry Fort Niagara. A detachment of 500 men under Murray crossed in boats and succeeded in surprising the Fort, with the loss of 5 killed and 3 wounded.

1853 NIAGARA VERIFICATION PLAN – "The enemy's forces in Lower Canada being defeated at Chrystlers Farm, Nov 3rd, 1815" [BROCK MAP LIBRARY]



"Summer Cottage of Page. M. Baker", *Illustrated Niagara-on-the-Lake* (1900); p. 25 [Brock University]



1950s Pencil drawings of "Roslyn Cottage, Chrysler-House", by John G. Williams [NOTL Museum]



1977 Photo of the "Crysler Rigg House (Roslyn Cottage)"

[NOTL Museum]



Portraits of George & Carrie Birge, University of Buffalo Special Collections



Birge Mansion, Buffalo

SCHEDULE 'B'

REASONS FOR DESIGNATION

Crysler – Burroughs House c.1822
187 Queen Street, Niagara-on-the-Lake

The Chrysler - Burroughs House is recommended for designation for both architectural and historical reasons. It is historically significant for its association with such prominent citizens of Niagara as Peter Desjardins, who established the Desjardins Canal in Hamilton; Ralph Morden Chrysler, a wealthy merchant and partner in the Niagara Harbour & Dock Co.; and the lawyer Charles L. Hall, who was probably responsible for the Greek Revival alterations made to the house in the 1840's. Several significant American owners including George K. Birge and Page M. Baker, publisher of the New Orleans Times, owned the house during Niagara-on-the-Lake's heyday as a summer resort in the late 1890's.

Architecturally the house displays both neo-Classical and Greek Revival characteristics and is associated with the fine joinery work of John Davidson, who designed and executed the pulpit at St. Andrew's Church. This distinctive building is part of the remarkable residential streetscape at the west end of Queen Street that includes the Rogers - Harrison House, the McDougal - Harrison House, the Cottage Hospital and the Richardson - Kiely House.

Historical Background

The house occupies the southwest section of a large corner lot at Queen and Simcoe Streets. The fenced lot, with its lovely garden, contains numerous trees and shrubs that create a private enclave. The house is built so close to the lot line that the south façade abuts the sidewalk.

The lot was first granted c. 1795, but was not built on. A Patent was issued to Peter Desjardins, a French Loyalist refugee, in 1803. The house he built on the lot in 1805 was probably burned in 1813 but he constructed other buildings on the property, a portion of which he continued to own until his death in 1827. Desjardins is less prominent historically for Niagara than for the Hamilton area. He moved to the Head of the Lake in 1805 and in 1820 he petitioned the Executive Council for the land necessary to build a canal through Cootes Paradise in order to facilitate the shipping of goods from Dundas to Burlington Bay. Despite the fact that the Council approved the petition, the canal that bears his name did not open until 1837, ten years after his death.

In 1821 Desjardins sold the south half of lot 49 to Ralph Morden Chrysler for £100. In 1822 Chrysler acquired a further 12' of property to the north and constructed the fine two storey wooden house that exists today. He extended his frontage on Queen Street in 1830 and bought the remaining north half of lot 49 from Peter Desjardin's brother in 1837. Chrysler was a local businessman who was born on the Chrysler family farm in Niagara Township. With 11 of Niagara's notable

citizens he successfully petitioned for a charter for the Niagara Harbour and Dock Company in 1831, a shipbuilding enterprise that gave a tremendous boost to the local economy. However, financial setbacks relating to the Dock Company forced Chrysler to sell the property to the lawyer Charles Lethum Hall for £900.

Hall, who was born in Sandwich (Windsor), was a lawyer and land speculator during the 1840's. He owned property throughout the town, including the Richardson-Kiely House. He and his wife were active citizens of Niagara-on-the-Lake and mention of both his business and the family's busy social life is referenced in the local papers throughout this period. Hall died in 1849, and is buried in St. Mark's churchyard, but the house continued to be owned by his descendants and leased to tenants until 1888 when Hall's daughter sold it to Dougal B. Macdougall. Macdougall sold the building to American businessman George K. Birge in 1895 and it remained in American hands throughout the Town's heyday as a summer resort until [REDACTED] purchased it in the 1960's.

Architectural Features

The house is a two storey, three bay, hipped roof structure on a brick topped foundation. The rear two storey wing once housed the kitchen. American owner George K. Birge converted the building into a summer residence and added a two storey gallery along the rear wing. Recently, the lower gallery facing the garden has been filled in to create additional living space on the ground floor. The exterior finish is clapboard. There is an elaborate modillion cornice with built-in cornice gutter ornamented below with console brackets and finely worked plaster treatment with carved Ionic caps of a design similar to those on the Neo-classical Breakenridge - Hawley and Clench Houses. There are two end chimneys on each side of the roof. The chimney on the southeast corner was built as a dummy to preserve the symmetry of the composition. The house, which was probably originally entered directly from Queen Street, is now entered from the west side via a covered side porch with square pillars decorated with stylised anthemions. A magnificent Greek Revival doorcase, the work of John Davidson derived from a design in a pattern book by Minard Lefever, gives access to the hallway.

The entrance hall contains the stair, which rises towards the front of the house. Executed in oak with turned balusters, the staircase is a heavily scaled essay in the Greek Revival with a monstrous seahorse newel and a wide, low rail that is both difficult and uncomfortable to grasp. Half way up, as the stair turns towards the landing, is a shallow alcove for display of ornaments or a statuette.

The front parlour retains its pilastered marble mantel, another feature of the Greek Revival renovation. The former dining room retains its original neo-Classical mantel, although the fireplace has been rebuilt. Large double folding doors surmounted by wide trim of Greek design lead into what is now the dining room, located in the rear two storey wing. Original six-panel doors with contemporary locks, pine floors, doorcases, cornices and baseboard remain in this portion of the building.

The rear kitchen area has been considerably changed. The original cooking fireplace remains with its hearth and bake oven. However, an earlier 1999 photograph indicates that the simple mantel has been altered with the addition of both mouldings and brackets.

The rear staircase leading up to the servant's rooms in the rear wing is a simple, pleasant and elegant design in walnut. Its Victorian appearance indicates that it was probably installed after the Greek Revival alterations were completed.

The plan of the second floor has also been altered. The former double bedchamber with its archway with folding doors between has been converted to accommodate 21st century amenities. However, the neo-Classical fireplaces, with their matching mantelpieces of a curious Niagara design of Germanic inspiration, remain, as does much of the original trim and cornice mouldings.

Designation

This designation applies to the lands and more particularly to the entire exterior façade and structure of the house, the exterior doorcase and entrance portico and to interior features including the early trim and doors on the first and second floors, all existing fireplaces and mantels, original pine floors and both the main and rear staircases.

Niagara-on-the-Lake National Historic Site of Canada

Niagara-on-the-Lake, Ontario



General view

© Parks Canada / Parcs Canada, 2002.



Address : Niagara-on-the-Lake, Ontario

Recognition Statute: Historic Sites and Monuments Act (R.S.C., 1985, c. H-4)

Designation Date: 2004-03-05

Dates: 1815 to 1859 (Construction)

1813 to 1813 (Significant)

1830 to 1850 (Significant)

1791 to 1791 (Significant)

1794 to 1794 (Significant)

1814 to 1830 (Significant)

1822 to 1823 (Significant)

1845 to 1845 (Significant)

1859 to 1859 (Significant)

1880 to 1914 (Significant)

1950 to 2010 (Significant)

Event, Person, Organization:

Niagara Historical Society (Organization)

Niagara Foundation (Organization)

Niagara-on-the-Lake Local Conservation Advisory Committee (Organization)

William Thomas (Architect)

James Cooper (Architect)

Other Name(s): Niagara-on-the-Lake (Designation Name)

Niagara (Other Name)

West Niagara (Other Name)

Butlersburg (Other Name)

Lenox (Other Name)

Newark (Other Name)

The Town of Niagara-on-the-Lake Historic District (Other Name)

Research Report Number: 2003-022

Plaque(s)

Existing plaque: 26 Queen Street, Niagara-on-the-Lake, Ontario

In 1778, Loyalist refugees began crossing from Fort Niagara to settle the west bank of the Niagara River. A town was laid out in a grid pattern of four-acre blocks and grew quickly, gaining prominence as the first capital of Upper Canada from 1792 to 1796. Following Niagara's destruction during the War of 1812, the citizens rebuilt, mainly in the British classical architectural tradition, creating a group of structures closely related in design, materials and scale. Spared from redevelopment, the town's colonial buildings eventually became one of its greatest resources. Beginning in the 1950s, residents rehabilitated and restored the old structures, demonstrating an exceptional commitment to the preservation of local heritage and making a significant contribution to the conservation movement in Canada. This collection of residential, commercial, ecclesiastical and institutional buildings, many on their original sites close to the street, is the best-preserved in Canada built between 1815 and 1859. With its early buildings and grid street plan, this historic district recalls the era when Niagara-on-the-Lake was a prominent, prosperous Loyalist town.

Description of Historic Place

Niagara-On-The-Lake National Historic Site of Canada is an early-19th century Loyalist town located on the southern shore of Lake Ontario, near the United States border. The historic district covers 25 city blocks and includes more than 90 residential, commercial, ecclesiastical

and institutional buildings constructed between 1815 and 1859. The majority of the buildings are constructed in the British Classical Tradition, producing similarities in design, materials and scale. The wide, tree-lined streets within the district follow a late-18th century grid plan. The district also includes a city park and two early-19th-century cemeteries. The landscape is gently rolling in places, with a creek running through part of the district. The official recognition refers to the approximately 41 hectares of related buildings and landscapes within the district boundaries.

Heritage Value

Niagara-on-the-Lake was designated a national historic site of Canada because: it possesses the best collection of buildings in Canada from the period following the War of 1812, that is from 1815 to 1859, especially houses, designed in the British Classical tradition as well as vernacular buildings with features derived from this tradition; as a whole, the buildings and landscape components, including the placement of houses close to the streets that define the four-acre-block grid, speak to the era when Niagara-on-the-Lake was a prominent and prosperous Loyalist colonial town; and, the buildings within the historic district speak to the conservation movement in Canada, as many citizens have taken the initiative to have these buildings rehabilitated, renovated and/or restored to highlight their heritage character, expressing an exceptional commitment to the preservation of their town's heritage.

Niagara-on-the-Lake was established in 1779 as a supply depot for British Loyalist forces. By the end of the 18th century it had developed into a major military and cultural centre and served briefly as the capital of Upper Canada. The town's grid plan, laid out in 1794, was based on the Imperial model plan for new colonial towns. Niagara-on-the-Lake was destroyed by fire in 1813, and then rebuilt by Loyalist settlers. The streets retain their original arrangement, proportions and edge treatments. Between 1831 and 1859, the town prospered as a major shipping and shipbuilding port, and residents built or enlarged their houses and commercial buildings.

The district is dominated by the classically-designed buildings erected during the period from 1815 to 1859. Most buildings retain their original siting close to the road and are of similar design, materials and scale, and the majority of buildings have been restored to resemble their original appearance. The commercial section of Queen Street, largely built between 1813 and 1840, illustrates the informal features of commercial streets characteristic of that period. The historic district is distinguished from later 19th-century streetscapes by the individualized façades and the clear differentiation between buildings.

The residents of Niagara-on-the-Lake were among the earliest citizen's groups in Canada to make a strong commitment to the restoration of their built heritage. The Niagara Historical Society, established by residents in 1896, collected artifacts and documents relating to local history and published local histories. Beginning in the mid-1950s, individuals began to restore

private properties to their 19th-century appearance and to promote conservation. In 1962 they formed the Niagara Foundation, a local advocacy and fundraising group dedicated to preserving the town's landmarks. The Niagara Foundation was instrumental in restoring several major buildings in the town. Niagara-on-the-Lake was one of the first Ontario municipalities to appoint a Local Architectural Conservation Advisory Committee to advise on local heritage. The town was designated as a provincial Heritage Conservation District in 1986.

Sources: Historic Sites and Monuments Board of Canada, Minutes, July 2003, April 2004.

Character-Defining Elements

Key elements that relate to the heritage value of the collection of buildings built between 1815 and 1859 include: their location in Niagara-on-the-Lake, Ontario; their composition on a slight ascent, beginning close to the Niagara River on Front Street and extending approximately four blocks north to Castlereagh Street; their mixed use character, including residential, commercial, ecclesiastical and institutional buildings; the elements contributing to the coherence and harmony of the buildings in the British Classical tradition, notably the buildings' common scale, one- to two-story rectangular massings, the overall symmetrical composition of the three- to five-bay façades, the central entrances, and the relationship of the buildings close to the street; the Palladian, Neoclassical and vernacular buildings which incorporate classical features such as façades on a single plane and limited decoration around the main entrance or ground floor windows; the limited range of construction materials in keeping with early-19th-century construction methods including frame buildings clad in clapboard (a few clad in shingles or vinyl siding), brick buildings, and roughcast-covered buildings; the two principal roof forms used among the buildings, including gabled roofs sloped to the front and rear and in some cases with side walls built up to meet the roof end chimneys, and hipped or cottage roofs with chimneys placed within the body of the house; the position of the openings and their design including those that consist of multi-light, casement and sash windows; viewsapes between the buildings, including views up and down Queen Street and other residential streets.

Key elements that relate to the era of Niagara-on-the-Lake as a Loyalist town include: its location north of the Niagara River near the Canada-United States border; its setting on an ascending piece of land between the Niagara River and Lake Ontario; the clear distinction between public and private spaces; the rectilinear grid plan of the district that features uniform four-acre blocks, generous street proportions (30 metres for the two main commercial streets and 20 metres for other residential streets), soft shoulders, and tree-lined streets; the concentration of commercial buildings along Queen Street and their features reflecting pre-1840 design including their separate façades, distinguished by design, materials, and physical separation of buildings; the landscape features, such as sections of One Mile Creek, that are still evident in several blocks of the district; the cemeteries associated with St. Mark's Anglican

Church, St. Andrew's Presbyterian Church, and St. Vincent de Paul Roman Catholic Church; Simcoe Park, including its one-block scale, gently rolling terrain and open, park-like spaces; views from within the district to the Niagara River to the south and Lake Ontario to the north.

Key elements that relate to the conservation movement in Canada include: restoration work that is sympathetic to the original appearance and character of buildings built during the 1815 to 1859 period; restoration work that respects the evolution of buildings over the 19th century; infill buildings that harmonize with the early buildings of the city in scale and materials.
