

Heritage Report – 265 Lemarchant Road
Application for Extension



Proponent: Reardon Properties Inc.
Reardon Construction and Development Ltd.
July 29, 2024
Revised: October 7, 2024

1. Introduction to Development Site

- a. The site is located at 265 Lemarchant Road, central St. John's. A current site plan is attached in **Appendix A** (2 pages).
- b. The property at 265 Lemarchant Road is that of the former City of St. John's West End Fire Station and is located in the central/west-end, close to the downtown core. Adjacent properties to north are a mix of 3- storey residential homes and commercial use properties including clinics. Directly to the south of the site are vacant lands owned by the Department of Transportation and Works. Behind the property and to the east towards downtown lays the long dormant (and now demolished) Grace Hospital nurses' residence and the vacant former site of the Grace Hospital. Across the street and to the west are a mix of commercial buildings including a wholesale contractor supply shop and medical clinic/pharmacy. The site does have landscape views to the south towards the Southside hills and downtown.
- c. The West End Fire Station, located at 265 Lemarchant Road, was designated as a Heritage Structure in 2021 by the City of St. John's. The property and adjacent properties fall into the heritage Zone 3 as defined by the City of St. John's heritage zone mapping. Previously, the property was zoned as Institutional Downtown (INST-DT).

There are several other examples of modernist architecture in the area, including the previous Cornwall Theater at 264 Lemarchant Road (Smith Stockley Plumbing Supplies Ltd) and the previous American Aerated Water Company Building at 278 Lemarchant Road (Provincial Department of Transportation and Works). As far as we understand from our research, there are no heritage designations provided for any adjacent properties, or those in the immediate vicinity of the property.

2. Background Research and Analysis

- a. The West End Fire Station was built in 1942 (during World War II) and designed by local architect William D. McCarter. It was built to a high design standard including 16" thick (in places) concrete walls and concrete structural beams and columns throughout. It was built to withstand potential bombings from Axis forces during the war. The style is a good example of modernist architecture of this period featuring minimalist concrete exterior construction. It features a concrete façade with large garage door openings on the main level, originally three openings that were changed to two openings by the City of St. John's. Detailed blueprints with diagrams and sections are in the collections of the Provincial Archives. The West End Fire Station was built to replace the older (wooden) New Gower Street Fire Station that was subsequently torn down in 1946 when

operations shifted entirely to this station. We believe the station was used by the City of St. John's as an active fire station until 2016. It has been vacant and heavily vandalized during this period since operations moved to new West End Station located at Blackmarsh Road.

- b. The structure is an L-shaped concrete building built in a modernist architectural style consisting of 2-storeys with a full basement at grade on the lower level. It features a simplistic concrete exterior with inset windows on the second floor above large garage door openings. The City of St. John's used this fire station since its construction in 1942 until it ceased operation in approximately 2016. There have been many changes and renovations done to the building during its 75 years of operations including modernization, as firefighting equipment and health and safety standards had changed significantly during this period. Notably on the exterior of the building the main floor originally had three garage door openings. The City of St. John's removed two of these original columns/bays and made them into one larger garage door system for accessibility by larger more modern fire trucks. Some window openings have been removed and filled in around the exterior of the building as well. A louvered vehicle exhaust system was installed by the city in one of the openings on the side of the building towards the front. Over the course of its use, the building has seen multiple paint colors treatments ranging from the original concrete grey to different hues of yellow and is currently a deteriorated royal blue paint with yellow accents. Another feature that has changed over its use would be the original lettering which was mounted in a typical modernist style for the era.
- c. The West End Fire Station does have historical significance as it was built in a time when the selection of materials was determined by wartime martial law governing supply chains. The building was originally meant to be constructed with steel, but the War Times Act determined that concrete was more readily accessible and would not interrupt the steel supply needed for the arms race. Construction of the building was delayed as the contractor was waiting on steel rebar supply needed for reinforced construction. The concrete building is a good example of modernist style with clean simple lines. Upon its completion, it was a remarkable new building housing the West End Fire Station and served as the main fire hall for the west end of city and downtown. Another interesting historical feature of the building was its original design had a horse stable on the lower level as horses were still used at the time due to the lack of reliable snow clearing equipment in this area of the city. Although the building is currently derelict and in a state of disrepair, we feel that the building, when fully restored, will be a celebrated heritage restoration and help to significantly rejuvenate this area of downtown.
- d. Please find attached files as detailed below:
- **Appendix B** - City zoning map and neighborhood overview (2 photos)
 - **Appendix C** - Historical photographs (2 photos)

We have viewed the files available at The Rooms Provincial Archive, including original blueprint architectural drawings, and have requested scanned copies of some of these documents.

Due to the fact that this property was owned by the City of St. John's since its original construction, typical records such as deeds of conveyance, building or renovation permits, tax assessment rolls and land title records are not readily available as would be if an individual or other entity owned property in the City.

- e. The City's Statement of significance follows in **Appendix D** (2 pages).

3. Assessment of Existing Condition

- a. The building situated at 265 Lemarchant Road was the former home of the City's West End Fire Station. As of approximately 2016, the City's fire department ceased use of the building and turned it over to the City's property management department. Despite the property management department's best efforts, the site continued to be illegally entered and heavily vandalized on a regular basis. According to City Depot staff, securing the building and removing smashed glass from broken out windows and forced entry was a weekly call out. In 2021, there was a fire started inside the building by squatters causing considerable damage to the interior of the building. Fortunately, the building structure is made of solid concrete which ultimately saved it from total loss.

Despite the vandalism and general deterioration of the interior and exterior of the building due to lack of maintenance and upkeep, the building is in excellent structural condition throughout. Our structural engineer has thoroughly inspected the building from basement to roof and has provided structural drawings and assessments for submission for the building permit.

- b. Photos of the property are in the following appendices as noted:
 - **Appendix E** - Views of the area surrounding the property to show it in context with adjacent properties (4 photos)
 - **Appendix F** - Exterior views of each elevation of the building (4 photos)
 - **Appendix G** - Close-up views of all significant heritage features (4 photos)

4. Description of the Proposed Development or Site Alteration

- a. The proponent, Reardon Properties Inc., in conjunction with its design team, has designed a 4-storey structure above grade on a developed basement level. The existing building is a 2-storey reinforced concrete structure with a full basement. There is also a 1-storey section on the basement level at the rear of the building that was utilized as a stable where horses were maintained. The site slopes downwards from the street towards the rear of the property. The proponent

intends to add a storey and a half on top of a 1.2-meter parapet that runs around the main building perimeter at the existing roof level. The proponent will also be adding 4 stories to the rear 1-storey stable section. The building height will increase approximately 5.8 meters at the roof peak. The building has been designed with a low slope 0.5/12 roof pitch to minimize the total height.

New additions to the building will be wood frame construction with exterior cladding in pre-finished cement board material in 455 mm x 1830 mm panels. In selecting the finishes for the new exterior walls, the proponent was cognizant of the existing structural concrete wall finishes. A smooth concrete 'look' material was deemed to be the best option to mimic the original construction. Horizontal and vertical siding solutions were considered but the designers agreed the concrete panel option best aligned with the heritage of the building. The lower levels of the building (at the rear extension) up to level 3 are proposed to be finished in the Nichiha composite cement panels in a light grey color to mimic the original concrete finish of the building and to blend with the light grey paint color to be applied to the existing concrete surfaces. The new areas in the 1½-storey vertical extension above the 3rd floor parapet will be finished in a complementary but contrasting charcoal color Nichiha panel product to differentiate the new from existing areas. The front wall of the building will be designed with a 100 mm setback and a darker color to differentiate new from old/existing. Elsewhere on the sides and rear faces, the new exterior walls will be 'flush' to the building. There will also be a defined band completely around the building at the new 3rd floor walls in black metal approximately 235 mm high to again differentiate the 'top' of the building.

In total, the renovated and extended property will provide sixteen 2-bedroom apartments and four 1-bedroom suites. The basement level will house the electrical and mechanical rooms, an exercise room, and storage lockers for 18 suites. There are two designated accessible units which will have storage capacity within the suite.

A new full-size (emergency gurney capable) high-speed elevator (150 fpm) will provide access to all levels. The existing building has a 383.75 m² footprint at the basement level. The main and second floor levels are 313.21 m² each for a total existing floor area of 1,010.17 m². When construction is complete, the total building area will be 1,918.75 m².

The exterior of the building will have extensive accent lighting for both visual appearance and security. The electrical design includes approximately twenty 150 mm square x 610 mm high black finish up/down LED lights positioned with equal spacing around the building to 'wash' the building in light after dusk. The outside lighting will be controlled by a photocell.

The new project design will provide site grading and drainage, curbs, new asphalt paved surfaces, parking stall markings, landscaped areas, an enclosed garbage bin and surface patios for three suites and exterior access and exit stairs required by the building layout. Seventeen above ground suites will have personal patios 1.2m x 2.4m attached to the structure and complete with a glass railing system. All patios are located on the north and south faces of the building on the recommendation of the Heritage team. No patios are planned for the front or rear faces of the structure.

All suites will have assigned parking on a one per suite ratio with the two accessible suites having their parking within 5 meters of their respective entry doors. Parking for suites B02 and 103 will be located on the north side of the property. All other parking spaces will be on either the front or south sides of the building.

All suites will have an outdoor balcony/patio refuge area. The building will be sprinklered and all current National Building Code (NBC) life and fire safety requirements are incorporated into the design.

The renovated building footprint will not change. The original fire hall site has been enlarged and 'squared-up' by approximately 290 m² with the purchase of an adjacent parcel of provincially owned land. With the addition of the provincial land parcel, the total site area is 1,314.1 m².

b. Concept site plan and building drawings.

- i. There were no redeeming site features associated with the site. The site was overgrown with weeds, low brush and there were several 'wild' maple trees on the site. The chain link fence on the south-east boundary followed the original property line. The fence was seriously deteriorated and was removed to permit the clean-up and grading of the enlarged site area. The paved areas are in a state of disrepair and will be removed and replaced. An existing 2,000 litre above-ground fuel storage tank has been removed from the site.

When acquired by the proponent, there were serious issues with vandalism and graffiti. The proponent's contractor did a site cleanup in early spring 2024 to remove weeds, overgrown organic materials, etc. In the clean-up process, the workers picked up over 50 hypodermic needles and other drug paraphernalia! The site is now fully fenced and secured, and with the addition of temporary exterior lighting and a camera security system, incidents of vandalism and graffiti have since ceased.

The proponent engaged a structural engineer early in the design process to confirm that the structure was solid and of sufficient structural capacity to accommodate the additional loading associated with the 1½-storey extension.

The proponent will be retaining all heritage features of the exterior of the structure. The exterior concrete surfaces are in generally good condition other than some efflorescence and minor spalling and cracks. All existing concrete surfaces will be pressure washed, repaired, and painted in a light grey color to emulate the original exposed concrete finish of the building when initially constructed in 1942.

Different color schemes were considered including light yellow, a darker yellow, and the current royal blue color. These colors were added years after the initial construction, therefore the developer decided to mimic the original exposed concrete finish with a light grey 'concrete' color.

Existing window openings will be maintained on the front façade and new window units will be 'stacked' above the existing units. The design incorporates multi-sash 'garage door' style windows on the front façade to mimic the original garage doors. The windows on the front elevation of the existing heritage building will be finished in 'fire engine' red. The remaining windows in the rest of the building will be black in color. New window openings will be required in the existing building and the vertical extensions and will be of a similar size and style i.e., double hung. There will be minimal windows on the rear elevation due to limiting distance and flame spread restrictions. The architect's design includes only 8 single windows on the rear facade.

The original wood front entry door was replaced sometime in the past with an aluminum unit. It will be replaced with a similar style and size to the original door and will also be finished in 'fire engine' red. The developer will make their best efforts to source glass block for the sidelights and transom to recreate the original design. If materials are not available, the developer will attempt to mirror the original appearance. Lettering and numbers as shown on the renderings on the front façade will be black.

One of the unique details of the original fire hall was the three garage door openings flanked by half round columns. At some point, one of the columns was removed in favour of a single wider door. The developer intends to re-instate the removed column to match the original 1942 design.

Several ventilation fan grills will be removed from the north side of the building and the openings filled in to match the floor plans. Where new windows are required to suit the suite layouts, they will be of a similar width and size and double-hung design as the original windows.

The site design works with the existing grades around the four building faces. There will be very minor changes to the site grading adjacent to the building to accommodate stairs, exits, and patios.

- ii. Site Plan - The site plan prepared by our consultant, GeoMaterials NL, is attached to this report in **Appendix H**. These plans and the various test results and calculations have been submitted to the engineering department for review. As outlined in the terms of reference, the plans address the four criteria requested – location, proximity, setbacks, encroachments.
- iii. Building Elevations - The building plans prepared by Lean Architects are attached in **Appendix I** (4 pages).
 1. The building height increases by the addition of 1 ½ stories and the depth of the roof truss system. In total, the height of the completed building from the finished/existing main floor to the roof peak will be 14.887 metres (48’10”). The existing building height is 9.043 metres (29’8”).
 2. The intended finishes and colors for the building exterior are as shown on the building renderings in **Appendix J** (4 images).
 - Building paint color (existing concrete surfaces) – Benjamin Moore 2112-60 Cement grey
 - Nichiha composite cement board panels – up to level 3 transition Illumination series – Fog
 - Nichiha composite cement board panels – above level 3 transition Illumination series – Graphite
 - Windows & doors – front elevation of existing heritage structure only – Benjamin Moore 2000-10-Red
 - Remaining windows & door frames -sides and rear – Black
 - 3rd level band & eave facia – metal flat stock – Black
 - Balcony railing systems – Black.
 3. Patios/balconies will be constructed with galvanized (grey tone) steel framing and angular supports as designed by the project structural consultant. Floor joists shall be of pressure treated lumber with the deck surfaces finished in TimberTech 6” composite decking in Maritime

Grey finish. The aluminum railing system is designed and tested to accommodate local wind loads.

Patio enclosures shall consist of ProFormance corner, end, and line posts in powder-coat black with clear tempered glass security/wind panels as manufactured by Imperial.

4. The roof membrane will consist of a two-ply torch-on modified bitumen system complete with approximately 12 roof mounted passive J vents to meet NBC attic venting requirements.
 5. The only adjacent building affected by the project is a residential 2-storey duplex home located approximately 9.76 meters to the north at 261-263 Lemarchant Road. The west side (front) of the building faces Lemarchant Road. The south and east sides face vacant properties owned by the province.
- c. Heritage Design Standards - The proponent has given serious consideration to the exterior design of the building to ensure the least impact on the neighborhood. At the same time, the design presents an attractive new housing solution for 20 family units while respecting the history and prior use of the property.

The industrial concrete finish and styling of the original structure was the basic element or starting point for the proposed addition. The designers concluded that the concrete structure was structurally sound with only paint stripping, parging and minor repairs required. A neutral light grey paint finish, to match initial construction, was selected (see 4.b.iii.2) as the base color for existing concrete surfaces. Nichiha Illumination series panels (18" x 72" nominal size) in a light grey Fog color was chosen for the lower levels of the building. As suggested by the Heritage department staff, the designers purposely set back the top 1½-storey front extension 100 mm to differentiate the existing structure from the new construction. To further distinguish new from old - Nichiha Illumination panels in Graphite were selected. To further accentuate the 'bridge' between new and old, the designers have added a 300 mm wide black metal band around the building.

Windows and doors on the front elevation of the existing heritage structure will be purposely painted fire engine red to respect the former history and use of the property. The existing 60 mm setback or indent of windows on the 2nd level of the front façade will be maintained. The three window assemblies on the first floor of the front elevation will mimic the original three garage doors with the addition of a new column and will also be painted fire engine red. The remaining windows throughout the rest of the building and the proposed extension will be finished in black color.

The size and design of the original wood entrance door will be replicated as noted above in an energy efficient aluminum frame. The developer will attempt to source the original glass blocks for sidelights and transom.

d. Renderings

- i. and ii. Views of the finished building from designated north and south viewpoints on Lemarchant Road are included in **Appendix K** (2 images). These renderings clearly show the massing, finishes, and color scheme for the existing and newly added construction. We believe that our design solution will be a positive addition to the neighborhood and a thoughtful and sensitive approach to preserving the history and heritage of the former fire hall with a blend of new and old construction detailing.

5. **Impact of Development on Heritage Features**

- a. As outlined in the preceding paragraphs of this narrative, we submit that the proposed design solution is both sensitive to and appropriate for the character-defining elements of the building.

Our design philosophy is to mimic and enhance the history and heritage of the former fire hall, while preserving the original detailing and expanding the building with new construction elements and finishes that are complementary to its former use.

i. Negative impacts

1. The design maintains all the original detailing of the structure. None of the original elements have been removed or destroyed.
2. We believe the design is very sympathetic to the original heritage features.
3. No original design elements have been obscured or isolated. We contend that casual observers or passers-by will immediately see the continuation of the fire station 'look'.
4. No significant views or vistas are obscured by the vertical extension to the building. The only properties affected are the existing 2-storey industrial/commercial buildings on the west side of Lemarchant Road that are of a similar height and massing, and somewhat similar construction as the fire hall.
5. There are no significant changes to the land use, other than refining the parking spaces and landscaped surfaces and updating the building exterior finishes. Traffic impacts will be minimal based on the relatively small number of suites and the prior staffing levels of the fire hall when it was in operation. We anticipate our target group will be a mix of professional/medical/technical shift-workers associated with the nearby St. Clare's Hospital and downtown professionals. Of the 20

proposed suites, we envisage up to eight suites occupied by retirees. The new usage will be relatively quiet when compared to the sirens and emergency vehicle flashing lighting associated with the former fire hall.

6. The site design will blend in very closely with the existing grades around the building. The building footprint does not change. The site work design is sensitive to drainage considerations. The hard surfaces runoff load increases are minimal, and the design now includes grass areas and drainage mitigation with a new, below ground storm water retention pit that will be under a landscaped area. The finished site exterior will be quite attractive and a far better vista than that formerly presented by a derelict and graffiti covered structure. Visually, the finished site grades will look very similar to the existing site grades.

6. Recommendations

- a. Our recommendations on the appropriate course of action would be:
 - i. We do not believe a mitigation strategy is required. The building footprint and site grading does not change. The exterior treatment of the original and new construction is sensitive to the history and usage of the former fire hall and that design scheme/motif has been retained.
 - ii. There is minimal conservation work required. The existing structure has been examined by a structural designer, architect, and various engineering disciplines. The building exterior will be retained in its entirety on its original footprint and site conditions will appear similar to when the fire hall was in operation.
 - iii. We have chosen low voltage LED exterior accent lighting solutions that will accentuate and wash the total building envelope, while at the same time providing safety and security for the occupants and their vehicles. We believe that the lighting solutions envisaged will discourage vandalism and graffiti artists who prior to the renovation found a welcome refuge at this poorly lit and unoccupied site. The site will be attractively landscaped and finished which was not the case while formerly used as a fire hall. We have the original photos of the building and will work with the signage provider to imitate the size and style of the original lettering. (Both the architect and renderings consultant are limited in the font selections available in the software used.)
 - iv. The proponents have much experience with the adaptive reuse of heritage properties. The contractor, Reardon Construction & Development Ltd. (RCDL), has previously completed numerous heritage renovations with projects such as the Imperial Condominiums (22 Flavin/Bond Street) and

the Carriagehouse Condominiums (139 Gower Street). The former development was a Southcott Award winner. Also, and while not a heritage project, RCDL designed and constructed the Summerville Condominiums project at 396 Elizabeth Avenue.

As with the projects at the Imperial and the Carriagehouse, the proponents intend to make the history of the building and site an integral part of the interior design details. Older photographs, building plans, fire hall mementos, and a commemorative plaque will all be included and prominently placed throughout the building's public areas. The proponents are appreciative and sensitive to the fire department's earlier wish to maintain the structure as a fire museum. The proponent will contact the fire department to work cooperatively to possibly source artifacts and other décor items to memorialize the former use of the site.

In conclusion, we respectfully suggest that the design approach to the revitalization of the former West End Fire Hall is sensitive to the original design and that the renovations and additions proposed will respect the heritage and history of the building and site.

Appendices

- Appendix A - Current site plan (2 pages)
- Appendix B - City zoning map and neighborhood overview (2 photos)
- Appendix C - Historical photographs (2 photos)
- Appendix D - City's Statement of significance (2 pages)
- Appendix E - Views of the area surrounding the property (4 photos)
- Appendix F - Exterior views of each elevation of the building (4 photos)
- Appendix G - Close-up views of all significant heritage features (4 photos)
- Appendix H - Site plans prepared by GeoMaterials NL (1 page)
- Appendix I - Building Elevations Lean Architects (4 pages)
- Appendix J - Finishes and colors for the building exterior as shown on the building renderings (4 images)
- Appendix K - Views of the finished building from designated north and south viewpoints on Lemarchant Road (2 images)
- Appendix L – Terms of Reference – Heritage Report

December 17, 2021

Job No. 12325

PROPERTY TO BE ACQUIRED BY
REARDON CONSTRUCTION & DEVELOPMENT LIMITED.

LeMERCHANT ROAD,

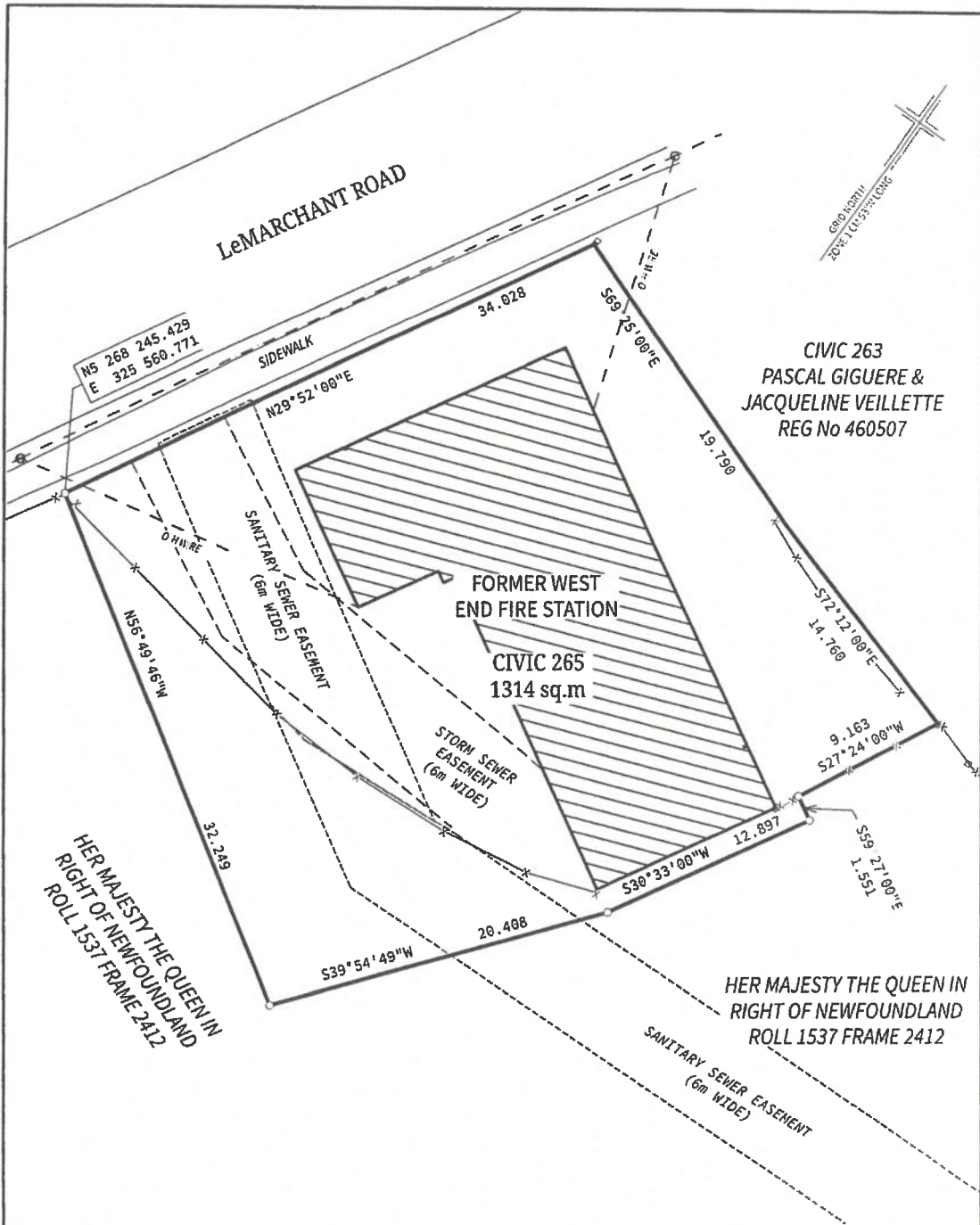
ST. JOHN'S, NL

ALL THAT piece or parcel of land, situate and being on the eastern side of LeMarchant Road, in the City of St. John's, in the Province of Newfoundland & Labrador, Canada, and being bounded and abutted as follows: THAT IS TO SAY, beginning at a point on the eastern side of LeMarchant Road, said point having coordinates N 5 268 245.429 metres and E 325 560.771 metres of the Three Degree Modified Transverse Mercator Projection NAD-83 for the Province of Newfoundland & Labrador, THENCE along the eastern side of LeMarchant Road N 29°52'00" E for a distance of 34.028 metres, THENCE by property of Pascal Giguere and Jacqueline Veillette S 69°25'00" E for a distance of 19.790 metres, THENCE S 72°12'00" E for a distance of 14.760 metres, THENCE by property of Her Majesty the Queen in Right of Newfoundland S 27°24'00" W for a distance of 9.163 metres, THENCE S 59°27'00" E for a distance of 1.551 metres, THENCE S 30°33'00" W for a distance of 12.897 metres, THENCE S 39°54'49" W for a distance of 20.408 metres, THENCE N 56°49'46" W for a distance of 32.249 metres, to the point of beginning and containing an area of 1314 square metres, more or less. Which land is more particularly shown on the plan hereto attached. All bearings being referred to the above mentioned projection. All linear measurements are horizontal ground distances.

This description and accompanying plan, Job No. 12325 of Brown & Way Surveys, form an integral part of the returns and are not separable.

There is a sanitary sewer easement (6 metres wide) crossing the property as shown on the attached plan.

There is a storm sewer easement (6 metres wide) over the property as shown on the attached plan.



© COPYRIGHT: ROBERT A. WAY, NLS
 Monuments used for tie-in, Zone 1: 88G2240 N5 268 139.438 93G1004 N5 267 994.556
 E 325 560.771 E 325 163.904 E 324 957.381
 NAD - 83

All linear measurements are horizontal ground distances.
 For the computation of coordinates, horizontal ground distances have been reduced to the NFLD 3° M T M projection plane by multiplying them by an average combined scale factor of 0.999892.



BROWN & WAY SURVEYS

Professional Surveying Services

Phone: (709)726-1040 email: brownsur@nl.rogers.com Fax: (709)726-1041

PROPERTY TO BE ACQUIRED BY
REARDON CONSTRUCTION & DEVELOPMENT LIMITED
 265 LeMARCHANT ROAD ST. JOHN'S, NL

SCALE: 1:300 DATE: DECMEBER 17, 2021
 JOB No: 12325 SURVEY: ---

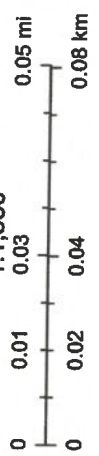
Zoning - Neighborhood



7/19/2024

- Municipal Boundary
- Properties
- Zoning
- (R1) Residential 1
- (R2) Residential 2
- (R3) Residential 3
- (RM) Residential Mixed
- (A2) Apartment Medium Density
- (CM) Commercial Mixed
- (CN) Commercial Neighbourhood
- (IC) Industrial Commercial
- (INST) Institutional
- (INST-DT) Institutional Downtown
- (O) Open Space
- NLST:IN23_323001E5261715N.sid
- Red: Band_1
- Green: Band_2
- Blue: Band_3

1:1,550



Layout - Neighborhood



7/19/2024

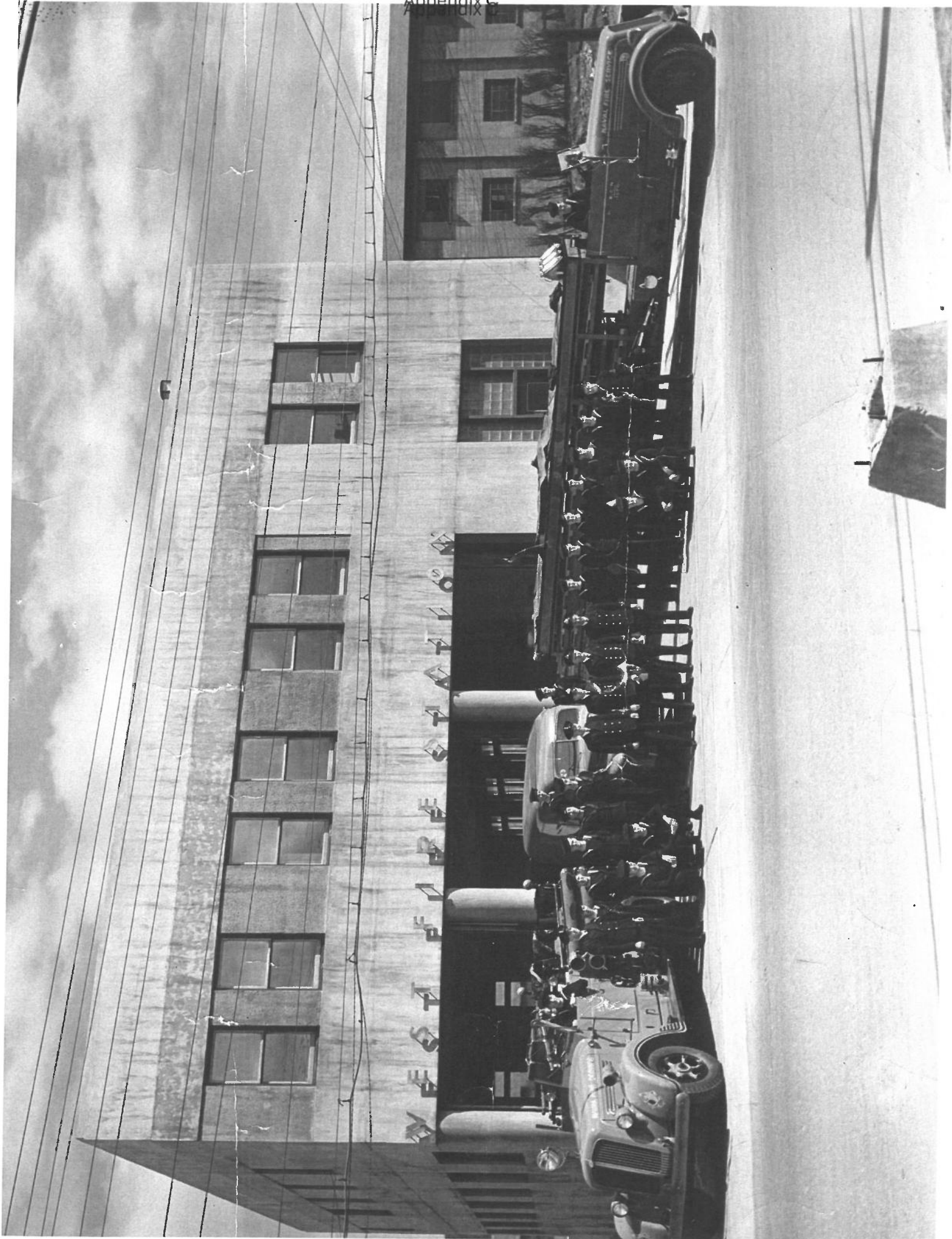
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Municipal Boundary
Properties

Red: Band_1

Green: Band_2

Blue: Band_3



WEST FIRE STATION



Statement of Significance



265 LeMarchant Road (West End Fire Station)

Formal Recognition Type

City of St. John's Heritage Building, Structure, Land or Area

Description of Historic Place

265 LeMarchant Road is two-storey, concrete structure located in St. John's, NL. The designation is confined to the footprint of the building.

Heritage Value

265 LeMarchant Road has been designated because of its aesthetic and historic values.

265 LeMarchant Road achieves aesthetic value because it is a good surviving example of an early Modernist Architecture structure in St. John's. Features of this style include: clean, minimal lines, two storey concrete construction, smooth surface, flat roof, rounded columns, simple window and door design, and slightly recessed windows. The building was also designed with stables at the rear of the building. The original building contained glass block around the main entrance in the transom and side lights, as well as steel signage with individual lettering. Both elements are characteristics of Modernist Architecture but have since been removed. The building also originally had three rounded columns and three bays, however one column was removed in 1973 in order to install two new garage doors. The structure has been renovated over the years, but the character of the building remains generally unchanged.

The West End Fire Station was built at a time when the city was expanding away from the downtown and Modernist Architecture buildings were beginning to emerge in these

new suburban areas. This building achieves historic value because it was the first concrete building in the LeMarchant Road area and the start of a cluster of concrete building developments. The West End Fire Station was built between 1942 and 1944 by the firm of William D. McCarter, Architect, with assistance of his draughtsman, Frederick Colbourne. McCarter and Colbourne went on to design other concrete buildings such as the American Aerated Water Company Building at 278 LeMarchant Road (now a provincial owned building) and Colbourne designed the Cornwall Theatre at 264 LeMarchant Road (now Smith Stockley). These building create an enclave of Modern Architecture in St. John's and development the West End Fire Station played a prominent part in introducing that trend.

Source: Designated at a regular meeting of the St. John's Municipal Council held on December 13, 2021. The St. John's Heritage Designation (265 LeMarchant Road, PID #13652) By-Law came into effect on December 17, 2021, upon notice in The Newfoundland and Labrador Gazette.

Character Defining Elements

All elements that define the building's Modern Architecture design including:

- clean, minimal line
- two storey concrete construction
- smooth surface
- flat roof
- rounded columns
- simple window and door design

Location and History

Community	St. John's
Municipality	City of St. John's
Civic Address	265 LeMarchant Road
Construction	1942-1944
Builder	William D. McCarter, Architect, with assistance of his draughtsman, Frederick Colbourne.
Style	Modern
Building Plan	L-Shape





















Another project by



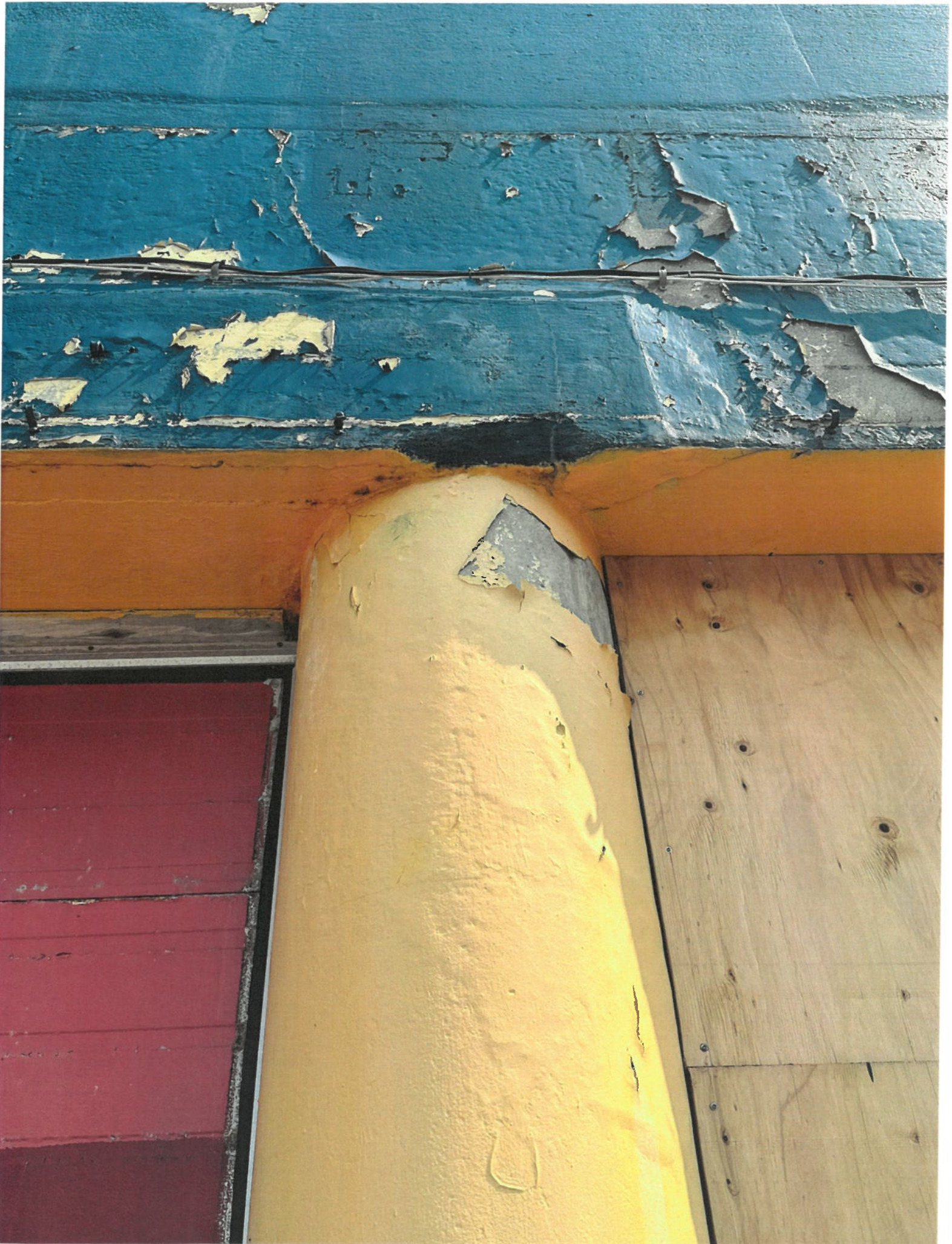
REARDON
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Another project
REARDON
CONSTRUCTION & DEVELOPMENT LTD.
Since 1988
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(709) 579-1010







LEMARCHANT ROAD

UNOBSTRUCTED PATH TO SIAMESE CONNECTION - 44M

BARRIER FREE ACCESS ROUTE - 36M

ACCESSIBILITY SIGN AND SIGN POST TO BE INSTALLED, SEE DETAILS

EXISTING DISTRIBUTION POLE TYP.

300MM HIGH BACK CURB FOR STALL 6

450MM HIGH BACK CURB FOR STALL 7

CHAIN LINK FENCE TURNOUT, SEE NOTE 20.

600MM HIGH BACK CURB FROM STALL 8 TO 13

28-Aug-2024

PROPOSED COMPACT BLOCK RETAINING WALL FROM PARKING STALL 14 TO 15, SEE DETAIL B ON D1

CHAIN LINK FENCE TURNOUT, SEE NOTE 20.

APPROXIMATE LOCATION OF PROPOSED HYDRANT AND MARKER SIGN

PROPERTY LINE
EXISTING OVERHEAD COMMUNICATIONS WIRES TYP.

LINE PAINTING TYP.

EXISTING WOOD FENCE (6 FOOT) ON PROPERTY LINE

STALL NUMBER SHOWN FOR INFORMATION ONLY

150MM HIGH BACK CURB

ACCESSIBILITY SIGN TO BE PLACED ON BUILDING, SEE DETAILS

CONCRETE PADS 1068MM BY 1068MM UNLESS NOTED OTHERWISE, 200mm THICK

EXISTING BUILDING AND PROPOSED EXTENSION

APPROXIMATE LOCATION OF SIAMESE CONNECTION

200MM CONCRETE WELL WITH 1070mm HANDRAIL ALONG TOP, SEE DETAILS

LOW BACK CONCRETE CURB, 200MM DROP ON BACK IN GRAVEL AREA

ASPHALT WALKWAY, MINIMUM 1220mm WIDTH

CONCRETE PAD 1.22m BY 2.44m, 100mm THICK

1.2m X 3.6m BALCONY OVERHANGING DIAGONAL ANGLE BRACE SUPPORTS AS PER STRUCTURAL ENGINEERS DETAILS. STEPS TO BE REMOVABLE TO PERMIT REPAIR/MAINTENANCE WORK TO STORM SEWER

CONCRETE WALKWAY - 200mm THICKENED EDGE AT STAIRS, MINIMUM 1068 WIDTH

CONCRETE WALKWAY, MINIMUM 1068mm WIDTH

EXISTING 6.0m WIDE STORM SEWER EASEMENT

1.2M BY 1.8M HINGED TOP STEEL BIN ON 1.5m BY 2.0m CONCRETE PAD (200mm THICK) COMPLETE WITH 1.5m HIGH PRESSURE TREATED WOOD ENCLOSURE ALONG SIDES AND BACK. FRONT OF PAD TO BE OPEN. WEEKLY GARBAGE REMOVAL BY PRIVATE CONTRACTOR. DRY RECYCLABLE MATERIALS STORAGE IN BASEMENT AREA WITH BI-WEEKLY PICKUP AND REMOVAL. BIN LOCATED 14M FROM BUILDING.

- HATCH LEGEND
- 150MM TOPSOIL AND HYDROSEED
 - CONCRETE WELL
 - COMPACT BLOCK WALL
 - RED DECORATIVE 18MM STONE
 - 100MM ROCKFALL ROCK SUMP
 - PROPOSED CONCRETE WALKWAY/CURB
 - PROPOSED ASPHALT 50mm SURFACE 150mm CLASS A

- NOTES:
1. DO NOT SCALE FROM DRAWINGS.
 2. ALL WORK TO BE PERFORMED IN ACCORDANCE WITH THE CITY OF ST. JOHN'S SPECIFICATIONS BOOK.
 3. TOPOGRAPHIC SURVEY BY BROWN AND WAY, LEGAL SURVEYOR TO ESTABLISH TEMPORARY BENCHMARKS.
 5. ALL MEASUREMENTS ARE IN METERS UNLESS NOTED OTHERWISE.
 6. VERIFY ALL DIMENSION PRIOR TO COMMENCING WORK.
 7. STALL 5 DESIGNATED FOR COMPACT PARKING ONLY - MAX 4.6M.
 8. ALL AREAS OUTSIDE OF PROPERTY LIMITS TO BE REINSTATED TO EXISTING CONDITIONS OR BETTER.
 9. DO NOT SCALE FROM DRAWINGS.
 10. SLOPES TO HAVE 2:1 (H:V) SLOPING MAXIMUM.
 11. ACCESSIBILITY PARKING STALLS TO BE IN ACCORDANCE WITH THE LATEST PUBLICATION OF THE BUILDING ACCESSIBILITY ACT AND REGULATIONS.
 12. CONCRETE PADS TO BE 200mm THICK, UNLESS NOTED OTHERWISE.
 13. CONCRETE WALKWAYS TO BE 100mm THICK.
 14. SUITES 202 AND 203 ARE DESIGNATED ACCESSIBLE SUITES WITH ASSIGNED PARKING.
 15. SEE CSI DRAWING 10-330-03 FOR CONCRETE WALKWAY DETAILS.
 16. DISTURBED AREAS TO BE REINSTATED TO EXISTING CONDITIONS OR BETTER.
 17. SEE DETAIL D ON D1 FOR CURB INSTALLATION.
 18. STALLS 7 TO 18 DIMENSIONS TYP.
 19. STALLS 17 TO 20 DIMENSIONS TYP.
 20. SUPPLY AND INSTALL ADDITIONAL FENCE POST ALONG MAIN LINE. TURNOUT SHALL NOT EXTEND PAST WALL/CURB.
 21. THE BUILDING WILL BE SPARKERED.
 22. ALL LANDSCAPE, INCLUDING TREE PLANTING, IS REQUIRED TO BE COMPLETED PRIOR TO THE ISSUANCE OF A FINAL OCCUPANCY PERMIT. IF THE WORK CANNOT BE COMPLETED FOR REASONS BEYOND THE PROPERTY OWNER'S CONTROL, E.G. INCLEMENT WEATHER, TEMPORARY OCCUPANCY MAY BE GRANTED UNDER THE FOLLOWING CONDITIONS:
 - 22.1. OUTSTANDING WORK IDENTIFIED BY SEPTEMBER 30TH MUST BE COMPLETED WITHIN 60 DAYS
 - 22.2. OUTSTANDING WORK NOTED AFTER SEPTEMBER 30TH MUST BE COMPLETED BY JUNE 30TH OF THE FOLLOWING YEAR.



GeoMaterialsNL

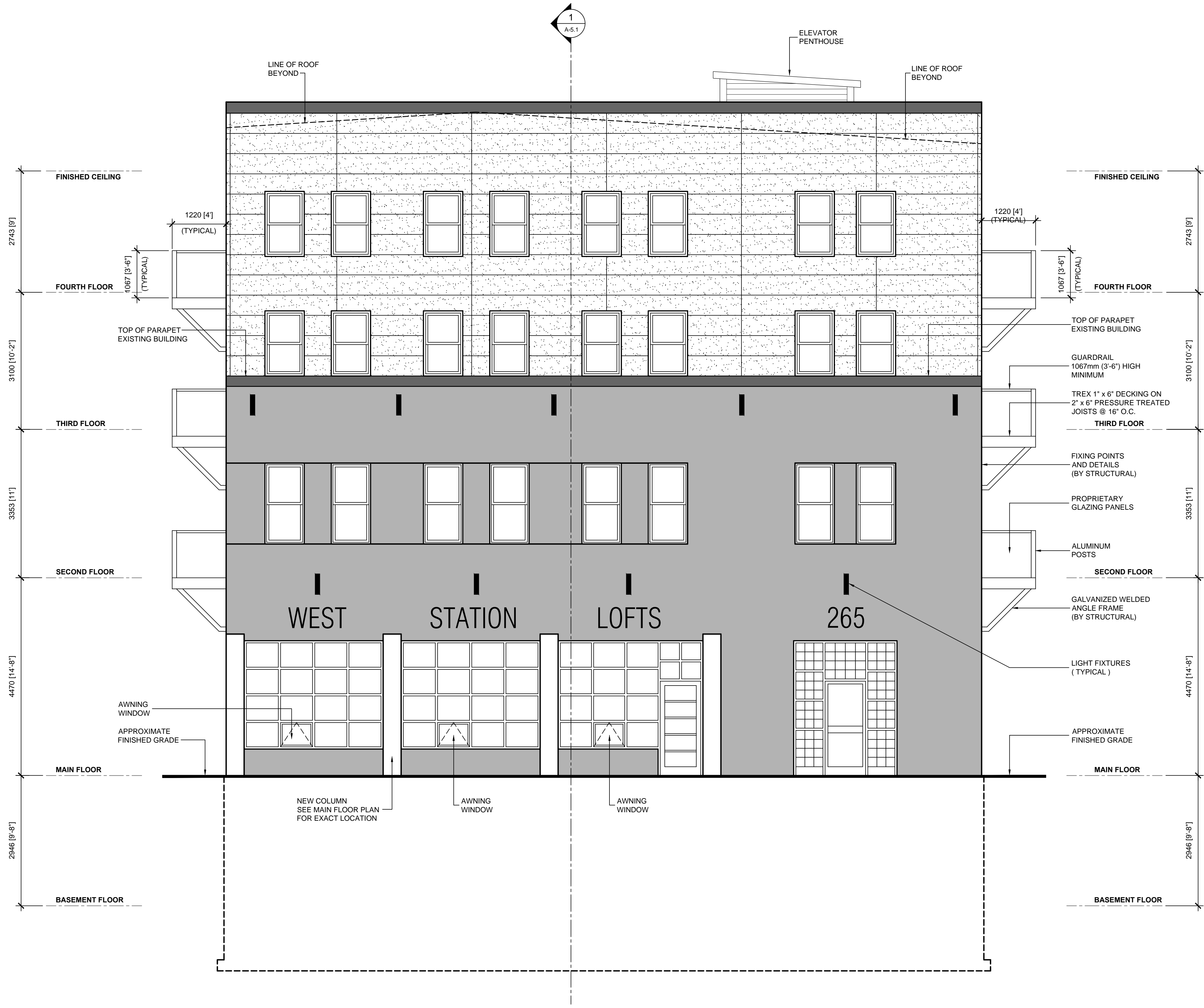
PROJECT: 265 LEMARCHANT ROAD WEST STATION LOFTS

FIGURE TITLE: PROPOSED CIVIL SITE PLAN ISSUED FOR REVIEW 28-AUG-2024

PROJECT No. GMO090 SCALE: 1:200 FIGURE No. C1

DATE: 28-Aug-2024

Appendix H



NEW NORTH ELEVATION
 SCALE 1:50 (1: 100 WHEN PRINTED ON A 11" X 17" SHEET)

1
A-4.1

ARCHITECTURAL CONSULTANT

Lean.

SUBCONSULTANT - STRUCTURAL



SUBCONSULTANT - MECHANICAL & ELECTRICAL



SUBCONSULTANT - CIVIL

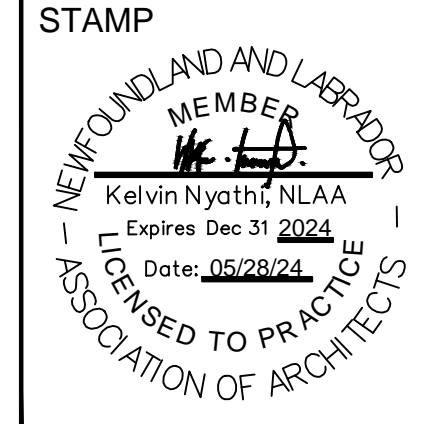


ROSALIND STREET, ST. JOHN'S, NL A1B 0J1

DRAWN	P.M.P.	CHECKED	K.N.
DESIGNED		APPROVED	K.N.

CONSULTANT'S PROJECT NO.
2024-02

Appendix I



NOTES:
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 4. CONTRACTOR SHALL DO ALL WORK IN ACCORDANCE WITH THE APPLICABLE STANDARDS AND CODES INCLUDING, BUT NOT LIMITED TO, THE NATIONAL BUILDING CODE OF CANADA, CURRENT EDITION.

NO.	DESCRIPTION	YY/MM/DD	BY
F	REVISIONS TO ELEVATIONS	24/10/07	KN
E	ISSUED REVISIONS	24/09/12	KN
D	ISSUED REVISIONS	24/08/30	KN
C	ISSUED REVISIONS	24/07/26	KN
B	ISSUED REVISIONS	24/05/28	KN
A	ISSUED FOR PERMIT	24/05/09	KN

REVISIONS

DRAWING NOMENCLATURE	
Detail/Section No.	3 A-1
Dwg. No.	Where detailed

PROJECT TITLE
STATION LOFTS
265 LEMARCHANT ROAD
ST. JOHN'S, NL

DRAWING TITLE
NEW NORTH ELEVATION

SCALE	1:50	SHEET NUMBER	A-4.1
DATE	MARCH, 2024		
REVISION NO.			

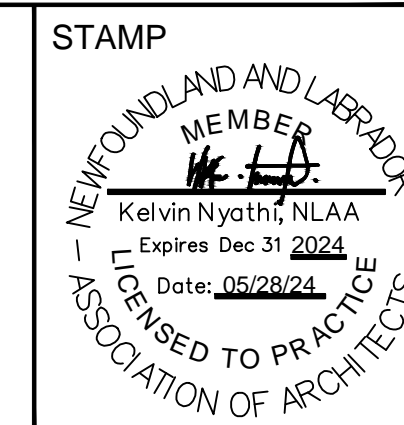


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DRAWN	P.M.P.	CHECKED	K.N.
DESIGNED		APPROVED	K.N.

CONSULTANT'S PROJECT NO.
2024-02

Appendix I

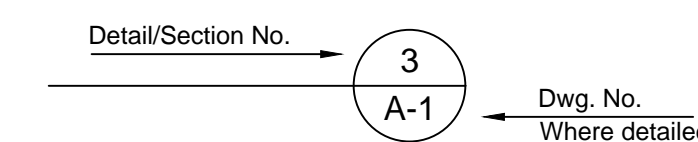


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C	ISSUED REVISIONS	24/07/26	KN
B	ISSUED REVISIONS	24/05/28	KN
A	ISSUED FOR PERMIT	24/05/09	KN

REVISIONS

DRAWING NOMENCLATURE



PROJECT TITLE

STATION LOFTS
265 LEMARCHANT ROAD
ST. JOHN'S, NL

DRAWING TITLE

NEW EAST ELEVATION

SCALE 1:50 SHEET NUMBER

DATE MARCH, 2024
REVISION NO.

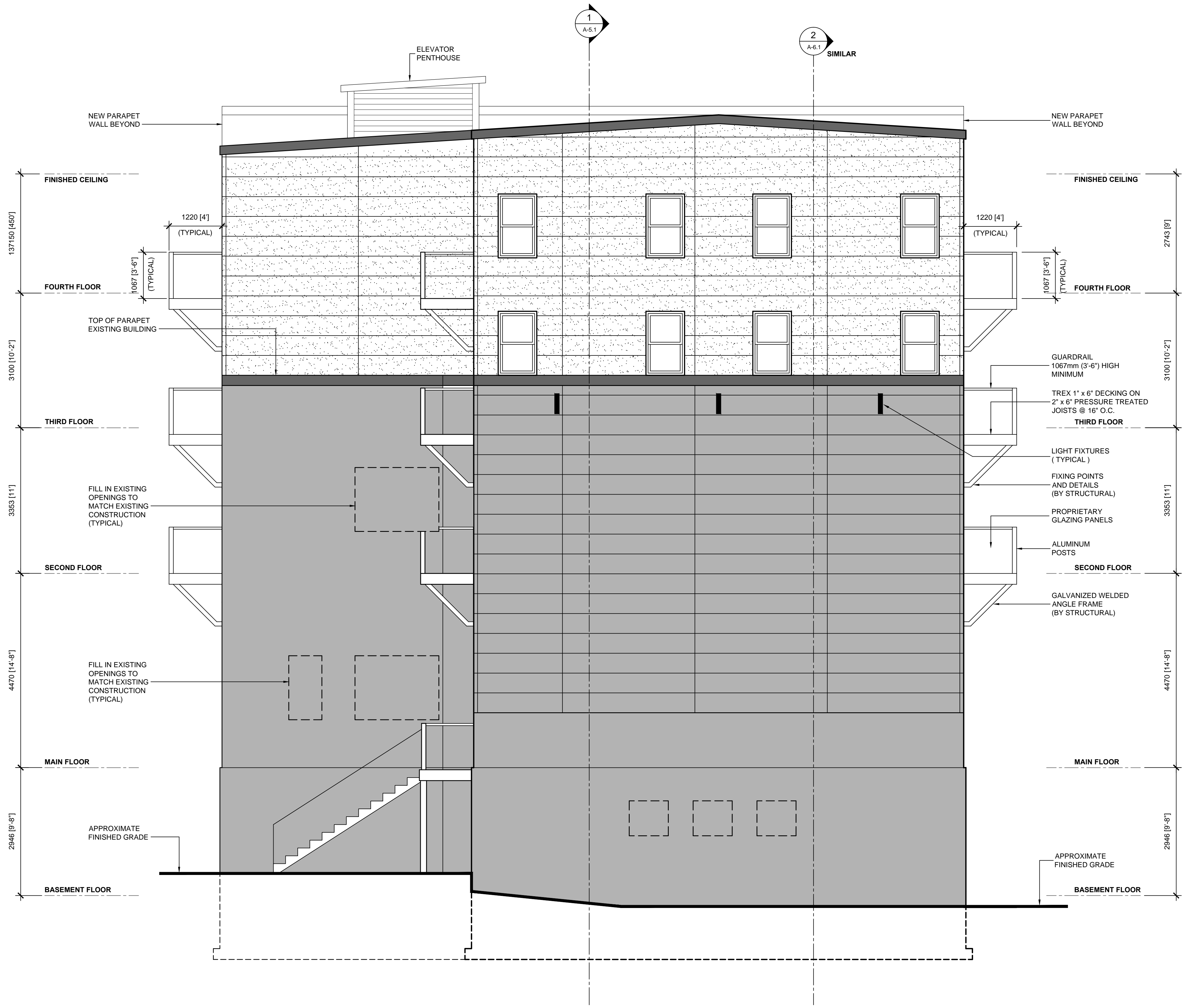
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NEW EAST ELEVATION

SCALE 1:50 (1: 100 WHEN PRINTED ON A 11" X 17" SHEET)

1
A-4.2



NEW SOUTH ELEVATION
 SCALE 1:50 (1: 100 WHEN PRINTED ON A 11" X 17" SHEET)

1
A-4.3

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SUBCONSULTANT - MECHANICAL & ELECTRICAL



SUBCONSULTANT - CIVIL

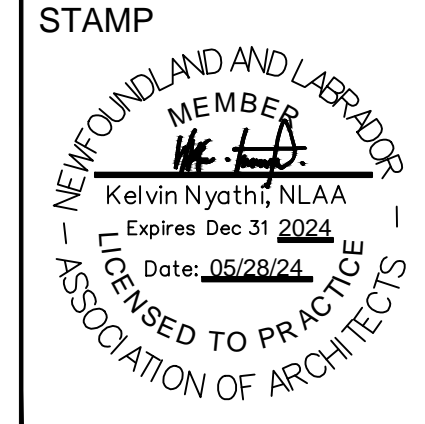


ROSALIND STREET, ST. JOHN'S, NL A1B 0J1

DRAWN	P.M.P.	CHECKED	K.N.
DESIGNED		APPROVED	K.N.

CONSULTANT'S PROJECT NO.
2024-02

Appendix I



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E	ISSUED REVISIONS	24/09/12	KN
D	ISSUED REVISIONS	24/08/30	KN
C	ISSUED REVISIONS	24/07/26	KN
B	ISSUED REVISIONS	24/05/28	KN
A	ISSUED FOR PERMIT	24/05/09	KN
NO.	DESCRIPTION	YY/MM/DD	BY

REVISIONS

DRAWING NOMENCLATURE

Detail/Section No.	3	Dwg. No.
	A-1	Where detailed

PROJECT TITLE
STATION LOFTS
 265 LEMARCHANT ROAD
 ST. JOHN'S, NL

DRAWING TITLE
NEW SOUTH ELEVATION

SCALE	1:50	SHEET NUMBER	A-4.3
DATE	MARCH, 2024		
REVISION NO.			



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SUBCONSULTANT - STRUCTURAL



SUBCONSULTANT - MECHANICAL & ELECTRICAL



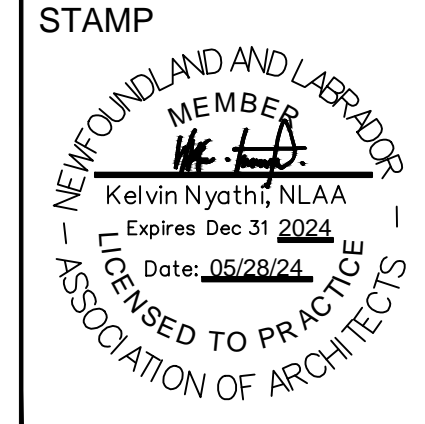
SUBCONSULTANT - CIVIL



DRAWN	P.M.P.	CHECKED	K.N.
DESIGNED		APPROVED	K.N.

CONSULTANT'S PROJECT NO.
2024-02

Appendix I



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B	ISSUED REVISIONS	24/05/28	KN
A	ISSUED FOR PERMIT	24/05/09	KN

REVISIONS

DRAWING NOMENCLATURE

Detail/Section No.	3	Dwg. No.	A-1
		Where detailed	

PROJECT TITLE
STATION LOFTS
265 LEMARCHANT ROAD
ST. JOHN'S, NL

DRAWING TITLE
NEW WEST ELEVATION

SCALE	1:50	SHEET NUMBER	A-4.4
DATE	MARCH, 2024		
REVISION NO.			

NEW WEST ELEVATION

SCALE 1:50 (1: 100 WHEN PRINTED ON A 11" X 17" SHEET)

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A-4.4



WEST

STATION

LOFTS

265

NO.	DESCRIPTION	BY	DATE

SHEET TITLE:
EXTERIOR RENDER
Appendix J

PROJECT DESCRIPTION:
THE STATION LOFTS
265 LEMARCHANT RD.
ST. JOHN'S, NL

DRAWINGS PROVIDED BY:

67 MAJORS PATH
 ST. JOHN'S, NL
 PH (709)579-1010
 WWW.REARDONS.COM

DATE:
 9/7/2024

SCALE:

SHEET:
A-1



NO.	DESCRIPTION	BY	DATE

Appendix J

SHEET TITLE:

EXTERIOR
RENDER

PROJECT DESCRIPTION:

THE STATION LOFTS
265 LEMARCHANT RD.
ST. JOHN'S, NL

DRAWINGS PROVIDED BY:



REARDON
CONSTRUCTION & DEVELOPMENT LTD.
Since 1988

67 MAJORS PATH
ST. JOHN'S, NL

PH (709)579-1010
WWW.REARDONS.COM

DATE:

9/7/2024

SCALE:

SHEET:

A-2



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NO.	DESCRIPTION	BY	DATE

SHEET TITLE:
Appendix K

PROJECT DESCRIPTION:
**THE STATION LOFTS
 265 LEMARCHANT RD.
 ST. JOHN'S, NL**

DRAWINGS PROVIDED BY:

 REARDON
 CONSTRUCTION & DEVELOPMENT LTD.
Since 1988
 67 MAJORS PATH
 ST. JOHN'S, NL
 PH (709)579-1010
 WWW.REARDONS.COM

DATE:
 9/7/2024

SCALE:

SHEET:
A-8

**TERMS OF REFERENCE
HERITAGE REPORT
APPLICATION FOR AN EXTENSION
265 LEMARCHANT ROAD
PROPONENT: REARDON CONST. AND DEVEL. LTD.
MAY 12, 2022**

A Heritage Report shall at a minimum evaluate and identify heritage values and resources located on the site, neighbourhood or streetscape and address the anticipated impacts that the proposed work may have on the heritage value of a building, neighbourhood or streetscape. All information is to be submitted under one report in a form that can be reproduced for public information and review. The numbering and ordering scheme used in the report shall correspond with that used in this Terms of Reference and a copy of the Terms of Reference shall be included as part of the report (include an electronic PDF version with a maximum file size of 15MB). A list of those persons/agencies who prepared the Heritage Report shall be provided as part of the report.

A Heritage Report will be prepared at the proponent's expense and should contain, but is not limited to:

1. Introduction to Development Site

- a. A location and current site plan of the property;
- b. A brief description of the property and its location, identifying significant features, buildings, landscapes and vistas;
- c. A brief description of the context of the property, including adjacent properties and cultural resources, their recognition at the municipal, provincial, and/or federal level, and any as yet unidentified or unrecognized potential heritage resources.

2. Background Research and Analysis

- a. A comprehensive review of the history of the property's development as documented and observed through archival, historical, archaeological, written and visual records;
- b. A description of the structure, including mention of original construction, and any additions, alterations, removals, conversions etc.
- c. An evaluation of the heritage significance of the site with emphasis on important architectural/physical features, historical associations within the City, and the situation of the site in local context;
- d. Reference to, or inclusion of, any relevant research materials including (but not limited to) maps, atlases, drawings, photographs, permit records, land title records, tax assessment rolls, etc.
- e. Include a copy of the City's Statement of Significance for 265 LeMarchant Road.

3. Assessment of Existing Condition

- a. A description of the physical condition of the structures on the site, including their exterior and interior;
- b. Current photographs of the property including:
 - i. views of the area surrounding the property to show it in context with adjacent properties;
 - ii. exterior views of each elevation of the building;
 - iii. close-up views of all significant heritage features.

4. Description of the Proposed Development or Site Alteration

- a. A description of the proposed development or site alteration;
- b. A conceptual site plan and conceptual drawings of all building elevations;
 - i. The description and conceptual drawings should note which heritage feature(s) are considered for retention and which are considered for removal or alteration.
 - ii. Site plan to:
 1. include location of the proposed building in relation to neighbouring buildings;
 2. include proximity of the building to property lines and identify setbacks;
 3. identify any stepbacks of higher storeys from lower storeys; and
 4. identify any encroachment over property lines (if applicable);
 - iii. Building elevations to include current and proposed elevations and:
 1. identify the height of the building;
 2. identify the finish and colour of exterior building materials;
 3. provide information on the proposed construction of patios/balconies (if applicable);
 4. identify any rooftop structures.
 5. include immediately adjacent buildings and spaces to inform scale/massing/context.
- c. A description of how the proposed development aligns with the Heritage Design Standards of the St. John's Heritage By-Law.
- d. Provide a rendering of the proposed building from the following locations:
 - i. Near 278 LeMarchant Road looking north along LeMarchant Road; and
 - ii. Near 258 and 260 LeMarchant Road looking south along LeMarchant Road.

5. Impact of Development on Heritage Features

- a. A discussion identifying any impact the proposed development or site alteration may have on the heritage features of the site and character-defining elements of the building;
 - i. negative impacts on heritage resources may include, but are not limited to:
 1. the destruction of any, or part of any, significant heritage feature;
 2. alteration that is not sympathetic to the heritage feature;
 3. isolation of a heritage feature from its surrounding environment, context, or significant relationship;
 4. direct or indirect obstruction of significant views or vistas;
 5. a change in land use which negates the property's cultural heritage value;
 6. land disturbances such as a grade change that alters soils and drainage patterns that adversely affect a cultural heritage resource.

6. Recommendation

- a. Provide clear recommendations for the most appropriate course of action for the subject property and any heritage resources within it. This may include, but not limited to:
 - i. a mitigation strategy;
 - ii. a conservation scope of work;
 - iii. lighting, landscaping and signage;
 - iv. interpretation and commemoration.