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D. Menard

TO:	CHAIR AND MEMBERS BUILT AND NATURAL ENVIRONMENT COMMITTEE PUBLIC PARTICIPATION MEETING ON MONDAY, NOVEMBER 28, 2011; 5:30 P.M.
FROM:	J. M. FLEMING DIRECTOR, LAND USE PLANNING AND CITY PLANNER
SUBJECT:	DEMOLITION APPLICATION MEDD-CO HOLDINGS CORP. 91 SOUTHDALE ROAD EAST

RECOMMENDATION

That, on the recommendation of the Director, Land Use Planning and City Planner, with the advice of the Heritage Planner, this report **BE RECEIVED** and that the following actions **BE TAKEN** with respect to the request for demolition by Medd-Co Holdings Corp. to demolish the institutional structures located at 91 Southdale Road East:

- A. That the Chief Building Official **BE ADVISED** that Municipal Council has no objection to the demolition of the structures located at 91 Southdale Road East; and,
- B. That the owner **BE REQUESTED** to salvage any heritage elements from the structure suitable for reuse.

PREVIOUS REPORTS PERTINENT TO THIS MATTER
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None

BACKGROUND

The structures at 91 Southdale Road East include both a church and an adjacent hall. The church is a white brick structure built in 1901 in the gothic revival style. The hall, also in white brick, was built in 1960. They are located at the southwest corner of Southdale Road and White Oak Side Road on lands designated NF (Neighbourhood Facility). The church is identified as a Priority 1 structure on the *Inventory of Heritage Resources*.

An application for its demolition was submitted on October 12, 2011. As a listed property, municipal Council should make a determination within 60 days as to whether to approve a demolition request or, alternatively, to issue a notice of intent to designate the property as such notice voids any demolition permit until a designation decision is finalized. To assist Council, the Advisory Committee on Heritage must be consulted and there must be opportunity for public comment at a public participation meeting of the Built and Natural Environment Committee.

The *Inventory of Heritage Resources* suggests that Priority 1 structures are important structures meriting designation under Section 29 (Part IV) of the *Ontario Heritage Act*. It further states that Priority 1 properties include not only landmark buildings and buildings in pristine condition, but also lesser well-known structures with major architectural and / or historical significance and important structures that have been obscured by alterations that are reversible.

With respect to the church structure at 91 Southdale Road East, there is some basis to consider designation in terms of meeting the criteria required in Regulation 9/06 for designation under Section 29. The building has some historic significance in that it was built as the Glendale Methodist Church in 1901 and eventually became Glendale United Church after church union in 1925. It served the Westminster Township community of Glendale (Concession 2- Southdale Road and Sideroad 15 – Wharncliffe Road). In later years, it served as the Westminster Baptist Chapel and more recently as St. Elias, Maronite Catholic Church. Architecturally, the church presents typical features associated with a small community congregation- a very simple gothic

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revival style on the exterior, simple stain glass and plain interior. While it has lost its original context as one of the key institutions in a village, it remains a link to the era in which it was built,

However, accompanying the application for demolition is a building condition report from POW Peterman, dated 2001.(Appendix 3) The report confirms a degree of structural instability in the walls, ceiling supports and basement supports and noted also some life safety issues with respect to its use by the church congregation then. It suggested that the various issues could be resolved at an expense (in 2001) of approximately \$65 000. It noted that there would also be potentially significant costs associated with other architectural, mechanical and electrical items. Finally, while not a part of the condition study for the adjacent church hall, the report also commented that the consultants identified significant life safety issues in this structure requiring further discussion and review.

In subsequent years, members of the Maronite congregation considered repairs but, given their need for larger accommodation, and the costs for rehabilitation, relocated the church and placed the property on the market. The building has been empty for a number of years and conditions inside have worsened, most recently with serious flooding in the basement.

The current owner is seeking demolition to further a redevelopment application to include not only this property but adjacent properties at 73, 77, and 81 Southdale Road East.

Comments from the meeting of the Advisory Committee on Heritage will be provided in the LACH report coming before BNEC on November 28.

Analysis and Recommendation

The loss of a priority 1 structure is significant. While there may be a basis for designation under the Heritage Act, in this case the long-standing weakened condition of the building suggests caution be exercised. It is possible to restore the church for a similar use or for an adaptive reuse but the costs associated would be high. No congregation has indicated a desire to take on this project. The current owner is interested in the property as part of a redevelopment project where the existing buildings are not readily apparent for an adaptive reuse. It should be noted that a number of churches have recently become vacant in London and area and this trend has been recognized across the province. It does not seem likely that each and every church can be conserved especially if such efforts require municipal ownership and support.

Designation of this property is not recommended. Therefore, it is recommended that Council provide direction to the Chief Building Officer to permit the demolition of the current structure on the site. It is further recommended that heritage elements that can be reused be salvaged for use elsewhere.

PREPARED BY:	SUBMITTED BY:
D. MENARD HERITAGE PLANNER	G. BARRETT, AICP MANAGER – CITY PLANNING AND RESEARCH
RECOMMENDED BY:	
J. M. FLEMING DIRECTOR, LAND USE PLANNING AND CITY PLANNER	

November 11, 2011

dm/

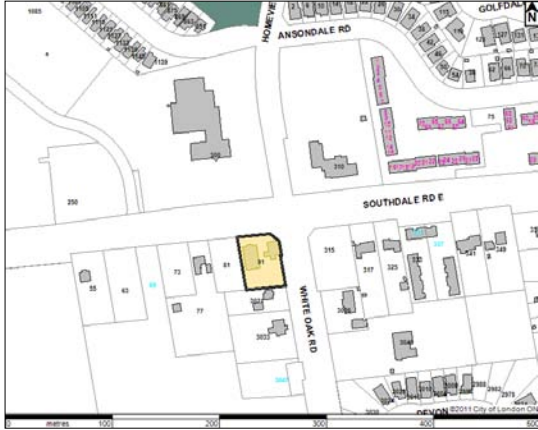
Attach: Appendix 1- Location Map; Appendix 2 –Photos; Appendix 3- Condition Report

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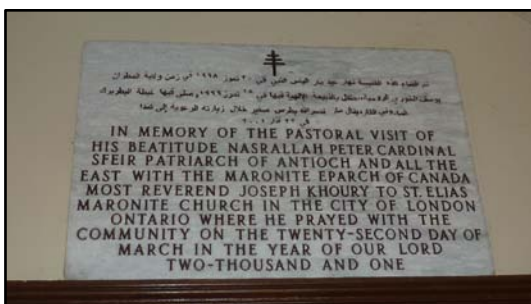
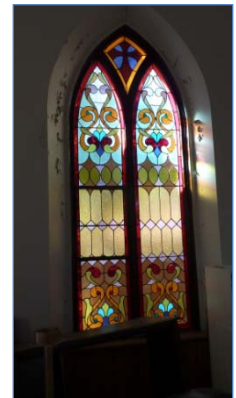
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Appendix 1- Location Map -91 Southdale Road East



Appendix 2- Photos -

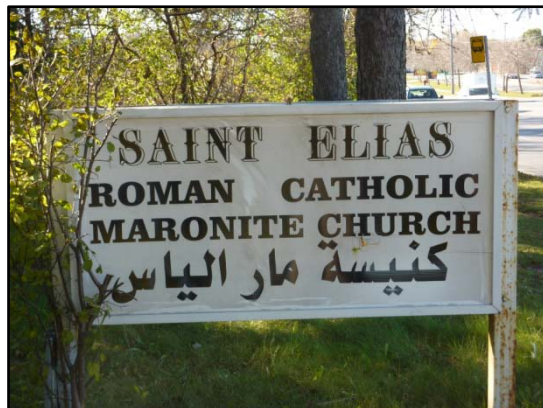


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Appendix 2 –Photos – 91 Southdale Road –Church Hall



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Appendix 3: Condition Report

POW PETERMAN
Consulting Engineers



September 24, 2001

Reference: 01-5-0085

St Elias Church
 91 Southdale Rd E
 London, On

ATT: MR. ROB ELDIK

Dear Sir:

RE: CONDITION REPORT

Further to your request, the following paragraphs outline our comments with regard to our review of the structural condition of the church building. These items are of note:

1. Viewing the exterior of the church building, cracks in the brick construction were noted on the east wall above and below the south and north window. Similar cracks were also noted on the west wall above and below the center and north window. Cracks in the brick exist above the high window in the north wall. Cracking and deterioration of mortar was also noted on the corner pilasters on the north wall. It appears that most of the brick arches over the windows have been rebuilt or repointed in recent years. It is significant that the cracks over the side wall windows demonstrate a lateral separation in that the area between the windows appears to have moved outward with respect to the area of wall between the cracks and the corners of the building.
2. The shingled roof surface exhibits noticeable sag on both the east and west slopes. The eave line along the eavestrough is bowed outward on both sides.
3. The brick walls and pilasters are out of plumb approximately 1 in in 4 ft. indicating that the tops of the sidewalls have moved outward with respect to the base of the walls.
4. With regard to the nave roof framing, examination in the attic did not reveal any significant signs of distress of the two main interior roof frames a portion of which are visible on the interior of the nave space. One of the mainframes has deflected laterally due to a lack of support. The condition of the bearing of the mainframes on the exterior wall is not known. The roof rafters are supported by a single timber beam on each slope. These beams are typically sagged inward. The roof rafters has no bridging. The connection of the wood purlins on the west slope at the south wall is deficient in that the purlin does not bear adequately on the brick wall but is supported by a timber post on a wood plank bearing on the attic floor joists. The wood frame gable north wall has moved outward along the bottom where the frame wall bears on the brick wall. The movement has caused the top of the brick wall to rotate with obvious separation of the top courses of brick. The details of the support of the chandelier light fixture were not determined. Fastening of the roof rafters and support purlins appeared to be accomplished by toe nailing only which is likely not sufficient to satisfy the uplift requirements of the Ontario Building Code.

Pow Peterman, Consulting Engineers
 Mail: P. O. Box 24006, Woodstock, ON N4S 8Y4
 Courier: 63 Ridgeway Circle, Woodstock, ON N4V 1C9

Division of PPA Engineering Technologies Inc.
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5. With regard to the interior of the nave, the side walls were out of plumb approximately 1 in. in 4 ft. This corresponds to the exterior observation. The nave was apparently refinished on the interior approximately three years ago. There are signs of plaster repair at the top of some windows. There is notable settling of the raised sanctuary floor along the south wall. There are also signs of distress along the north side of the raised floor level. The pews are arranged in nine rows on each side of the main center aisle with six seats per row. This would give a seating capacity of 108. There are double doors for exit on the north wall of the main center aisle and a single door to the rear parking lot on the south wall. Both involve steps in the path of travel. There are no exit signs and no emergency lights. There are no quick release hardware devices on the exit doors. The side aisles are approximately 20 in. in width which do not meet the requirements of the Ontario Building Code.
6. For the basement area, it appears that the original foundation was underpinned to lower the crawl space area to establish a basement area. Examination of one area on the east wall for the floor joists bearing on the brick wall indicated that the joists were free of rot or deterioration. The second means of egress in the northwest corner appears to have the stair area disturbed by frost and water action and is no longer serviceable. The walls and ceilings are covered with gypsum board lending a good measure of fire resistance between the basement and the upper floor although compromised by ductwork. While our assignment was to review the structural elements only, the electrical and mechanical systems were not examined in detail. However, we noted two sump areas in the basement, which present considerations with regard to the introduction of moisture into the basement area with the resulting mould growth.

The above observations are based on our examinations and our extensive experience with church structures. For more complete condition reports, some invasive investigation work is undertaken to examine the brick construction to the wall, the bearing points of the roof structure to the brickwork, the joist bearing and possibly the exterior condition of the foundation walls. More complete examinations were not undertaken due to access and cost considerations. Our conclusions and recommendations are as follows:

1. The sagging and likely overloading of the existing floor framing supporting the sanctuary platform requires immediate attention as there is a very real concern for public safety. This will likely involve the installation of support in the basement area to the floor joists in the vicinity of the platform support walls above.
2. The exterior walls are moving outward at the top as a result of thrust loads imparted by the roof framing. This is indicated by the out of plumb condition of the sidewalls and the brick cracking and separation at the window head locations as discussed above. The roof is also sagging downward as evidenced by the dish on the exterior roof slopes. This is a common occurrence in church structures of this nature. The typical solution is to install steel tie rods at the eave level from side to side at the location of the mainframes and also attach the roof rafter wall plates to this tie rod bracket. This reinforcing work should proceed before the next snow season.



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- 3 The north wall gable wood framing requires reconstruction The framing assembly should be pulled back into place and secured to the brick wall with appropriate bracing to the roof structure. Some masonry relaying of bricks is required
- 4 Bridging of the mainframes and the roof rafters is required.
- 5 The wood purlins require reinforcing The southwest purlin bearing requires reconstruction
- 6 Roof framing anchorage against uplift is required.
- 7 A more complete condition survey should be reviewed and discussed. Our assignment involved the structural condition although some life safety issues were discussed during our visit with regard to seating capacity and exiting However, typically, it is prudent and the policy of the Diocese of London that, when significant expenditures are contemplated, a complete condition report is undertaken to examine all areas of construction of the church facility. This would include structural, architectural, life safety, lightning protection, pews, hazardous materials and electrical and mechanical systems. These types of reports typically prioritize expenditures and propose a plan over the next few years for required repairs and renovations. For example, a church should not be painted on the interior if the roofing is in poor condition and, therefore, should be replaced before redecorating proceeds below
- 8 We would comment briefly on some of the Life Safety issues although this is outside of our original assignment The seating capacity of the nave is approximately 108 with an allowance of an additional 6 people on the sanctuary for a total of 114. The existing exit doors provide sufficient capacity for this occupancy. However, the minimum standards of the current Ontario Building Code require exit signs over these exit doors, emergency lights, quick release hardware on the latchable doors and railings on the stairs or steps Furthermore, all of the exit doors both at the front and rear of the church should open outward. Presently, the rear door to the parking lot opens inward The existing basement area is unsuitable for occupancy We have some concerns over the environmental conditions. In addition, the exiting is insufficient as the northwest stair is not serviceable. The south exit stair should be fire rated to provide secure exit from the basement and the nave as well fire and smoke protection between floors Fire dampers should also be installed in the ductwork where the ductwork penetrates the drywall or masonry in the basement ceiling
- 9 With respect to the aisle ways in the nave, the existing center aisle meets the requirements of the Ontario Building Code. The existing side aisle does not meet the requirements Placing of the pews against the sidewalls is consistent with the requirements of the Ontario Building Code
- 10 While our assignment did not include review of the adjacent community hall facility, we would indicate that there are significant life safety issues in this facility, which require further discussion and review.

