



City of Kingston
Information Report to Kingston Heritage Properties Committee
Report Number HP-24-011

To: Chair and Members of the Heritage Properties Committee
From: Jennifer Campbell, Commissioner, Community Services
Resource Staff: Kevin Gibbs, Director, Heritage Services
Date of Meeting: February 21, 2024
Subject: Heritage Pre-Consultation
Address: 5 Lower Union Street (P18-261)
File Number: File Number: P01-004-2023

Council Strategic Plan Alignment:

Theme: Corporate business

Goal: See above

Executive Summary:

The subject property at 5 Lower Union Street is located at the terminus of Lower Union Street. Now a separate parcel from the Kingston Dry Dock/Marine Museum of the Great Lakes property at 55 Ontario Street; the property continues to retain its Part IV *Ontario Heritage Act* designation and National Historic Site of Canada status.

The owners have submitted a heritage pre-consultation application to solicit preliminary comments on their site and building design plans in advance of their formal heritage permit application. The owners are proposing an 18-storey residential building. The building includes a 4-storey podium, an underground parking garage and a roof top amenity/penthouse space (partial 19th floor). The site is proposed to have a large traffic circle, green space and a waterfront walking path.

The applicant is seeking comments from the Kingston Heritage Properties Committee to further inform their development concept for a future application(s) to be submitted under the *Ontario Heritage Act*.

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Recommendation:

This report is for information purposes.

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Authorizing Signatures:

ORIGINAL SIGNED BY COMMISSIONER

**Jennifer Campbell,
Commissioner, Community
Services**

ORIGINAL SIGNED BY CHIEF ADMINISTRATIVE OFFICER

**Lanie Hurdle, Chief
Administrative Officer**

Consultation with the following Members of the Corporate Management Team:

Paige Agnew, Commissioner, Growth & Development Services	Not required
Neil Carbone, Commissioner, Corporate Services	Not required
David Fell, President & CEO, Utilities Kingston	Not required
Peter Huigenbos, Commissioner, Major Projects & Strategic Initiatives	Not required
Brad Joyce, Commissioner, Infrastructure, Transportation & Emergency Services	Not required
Desirée Kennedy, Chief Financial Officer & City Treasurer	Not required

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Options/Discussion:

Description of Application/Background

The subject property at 5 Lower Union Street is a waterfront parcel located at the terminus of Lower Union Street, south-east of Ontario Street, in downtown Kingston (Exhibit A – Context Map). This 7,000 square metre vacant property is now a separate parcel from the Kingston Dry Dock/Marine Museum of the Great Lakes property at 55 Ontario Street; however, it continues to retain its Part IV *Ontario Heritage Act* designation (Exhibit B – Designation By-Law) and National Historic Site of Canada inscription.

Under Clause 17 of the Procedural By-Law for Heritage (By-Law Number 2023-38), the Director of Heritage Services may hold a pre-consultation with the Committee on complex applications, when deemed necessary. The following report is provided for pre-consultation purposes. Pre-consultation with the Committee is not a statutory requirement under the *Ontario Heritage Act*.

The proposal to develop this currently vacant waterfront parcel was brought before the Heritage Committee for a pre-consultation in 2017 (File Number F32-006-2017). [Report Number HK-17-026](#) outlines the proposal at that time and includes the comments provided by committee and circulated agencies.

The owners have submitted a new heritage pre-consultation application (File Number P01-004-2023) to solicit preliminary comments on their site and building design plans in advance of their formal heritage permit application. The owners are proposing an 18-storey residential building, which would accommodate 118 rental units. The building includes a 4-storey podium (clad in masonry), a two-storey parking garage (partially below grade) and a roof top amenity/penthouse space (partial 19th floor). The site is proposed to have a large traffic circle, green space and a waterfront walking path to connect with the City's Waterfront Trail.

The applicants have submitted concept plans, renderings, a planning rationale report and a heritage impact statement with their submission. Portions of the concept plans are attached as Exhibit C.

The applicant is seeking comments from the Kingston Heritage Properties Committee to further inform their development concepts for a future application(s) to be submitted under the *Ontario Heritage Act*.

All submission materials are available online through the Development and Services Hub (DASH) at the following link, [DASH](#), using "Look-up a Specific Address". If there are multiple addresses, search one address at a time. Submission materials may also be found by searching the file number.

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Reasons for Designation/Cultural Heritage Value

The property was originally designated under Part IV of the *Ontario Heritage Act* through Designation By-Law Number 84-65 in 1984 and amended through By-Law Number 2007-219 (Exhibit B) in 2007. It is also part of the National Historic Site of Canada inscription of 1978 for its importance to the history of shipbuilding on the Great Lakes. The property is outside of the boundaries of the Old Sydenham Heritage Conservation District.

While no specific heritage attributes are identified on the subject property, the Designation By-Law notes the importance of the property as a whole shipyard complex, including the historic industrial use of the property for shipbuilding, which predates the pump house and drydock structures on the adjacent property.

Previous Approvals

None on file for 5 Lower Union Street.

Comments from Department and Agencies

The following internal departments have commented on this application and provided the following comments:

Building:

Building has no comments related to the Heritage application for this property. A technical review will be done at Site Plan Control (SPC) application.

Engineering (General):

No Development Engineering concerns with this pre-consultation application. Comments on proposed grading and servicing are being provided in the Official Plan and Zoning By-Law Amendment application.

Engineering (Stormwater):

No stormwater (SWM) related comments associated with a Heritage application for this property. SWM Comments to be addressed as part of the OPA/ZBA application.

Engineering (Noise):

No noise related comments associated with a Heritage application for this property.

Environment:

Based on the previous and historical commercial/industrial uses (shipyards), the proposed development of residential units is deemed a prohibited change of use in accordance with

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Ontario Regulation 153/04 and as amended. Prior to the issuance of building permits, the proponent will need to produce a Record of Site Condition (RSC) filed with the MECP confirming that the site meets residential standards made under the EPA.

Parks:

No concerns with proposed heritage permit. Parkland requirements addressed through site plan control process.

Planning:

Official Plan and Zoning permissions for the proposed development are being sought through application number D35-003-2021. That application remains subject to ongoing technical review, and no decision has been made on the application by Council to date. A second public meeting with a recommendation from staff will be scheduled upon conclusion of technical review. While no date has been set, this is likely to take place in spring or summer of 2024. Notice of the meeting will be provided when scheduled in accordance with the provisions of the Planning Act.

Public Works:

Public Works sees no snow storage location for exterior parking locations on site plan or a note stating snow taken off site. Also, any trees, shrubs or ornamental objects such as benches and planters shall be placed in a location not to affect snow ploughing operations or waste pickup which means away from public roads and sidewalks to avoid public or private damage.

Utilities Kingston:

Utilities Kingston has no issues or concerns with the Heritage pre-consultation.

Utilities Kingston (Traffic Lights):

At site plan, decorative street lighting will be required from the intersection of Lower Union and Ontario Street south to the extent of the City limits.

Heritage Impact Statement and Archaeological Requirements

A heritage impact statement (HIS), prepared by ERA Architects Incorporated in 2021, was required as part of the active *Planning Act* application. Its purpose was to evaluate the impact of the proposal on the cultural heritage value of the site and immediate area, including views to and from the water. A peer review of the HIS was completed by Dillon Consulting and Robertson Martin Architects in 2022. An addendum report to the HIS was prepared by ERA in 2023. The HIS and addendum report were provided with this pre-consultation submission and are available on [DASH](#). Further details and evaluation will be required as part of the future

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heritage permit and site plan control applications, to review finer details such as the cladding material(s), landscaping, retaining wall and commemorative installation(s).

The City of Kingston's Archaeological Master Plan indicates that the subject property requires further archaeological study. The subject property has been previously evaluated through Stage 1-3 archaeological assessments. Given the amount of imported fill and the extent of prior disturbance on the site, the archaeologists contracted to assess the site (in consultation with the Ministry of Citizenship and Multiculturalism) have determined that a monitoring and documentation program should be completed by a licenced archaeologist during the excavation of the site. A copy of the monitoring report shall be submitted to the City of Kingston as per By-Law Number 2006-132.

Consultation with the Heritage Properties Committee

The Heritage Properties Committee was consulted on this application through the [DASH](#) system. The committee's comments have been compiled and attached as Exhibit D and have been provided to the applicant for their consideration.

Existing Policy/By-Law:

Standards and Guidelines for the Conservation of Historic Places in Canada (Parks Canada)

Ontario Heritage Act, R.S.O. 1990, C.O. 18 (Province of Ontario)

Ontario Heritage Tool Kit (Ministry of Citizenship and Multiculturalism)

City of Kingston Official Plan

By-Law Number 2023-38 Procedural By-law for Heritage

Designation By-Law Number 2007-219

Notice Provisions:

None

Accessibility Considerations:

None

Financial Considerations:

None

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Contacts:

Joel Konrad, Manager, Heritage Planning, 613-546-4291 extension 3256

Ryan Leary, Senior Planner, Heritage Planning, 613-546-4291 extension 3233

Other City of Kingston Staff Consulted:

None

Exhibits Attached:

Exhibit A Context Map




Exhibit B Designation By-Law 2007-219

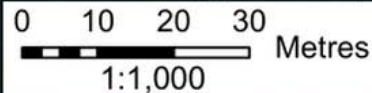
Exhibit C Concept Plan

Exhibit D Summary of Correspondence Received from the Heritage Properties Committee



City of Kingston
Neighbourhood Context
 Address: 5 Lower Union Street
 File Number: P01-004-2023
 Prepared On: Jan-11-2024

-  Subject Lands
-  Property Boundaries
-  Proposed Parcels



BY-LAW NO. 2007-219

A BY-LAW TO AMEND BY-LAW NO. 84-65, "A BY-LAW TO DESIGNATE CERTAIN PROPERTIES TO BE OF HISTORIC AND/OR ARCHITECTURAL VALUE OF INTEREST, PURSUANT TO SECTION 29 OF THE ONTARIO HERITAGE ACT" (To Amend The Description For "55 Ontario Street – Kingston Marine Museum" as Described IN Schedule 'A' To Reflect Its Cultural Heritage Value)

PASSED: December 4, 2007

WHEREAS Section 30.1 of the Ontario Heritage Act provides for the updating of existing designation by-laws; and

WHEREAS the 'Reasons for Designation' for 55 Ontario Street do not meet current provincial requirements; and

NOW THEREFORE, the Council of The Corporation of the City of Kingston hereby enacts as follows:

1. By-Law No. 84-65 of the Corporation of the City of Kingston entitled "A By-Law To Designate Certain Properties To Be Of Historic And/Or Architectural Value Of Interest, Pursuant To Section 29 Of The Ontario Heritage Act", is hereby amended as follows:

1.1. The description of "55 Ontario Street – Kingston Marine Museum" as described in Schedule 'A' is hereby replaced with the attached description entitled "55 Ontario Street"

2. This By-Law shall come into force and take effect on the date of its passing.

GIVEN FIRST AND SECOND READINGS November 20, 2007

GIVEN THIRD READING AND FINALLY PASSED December 4, 2007

Carolee Downs

CITY CLERK

Alma

MAYOR



Legal Description

Civic Address: 55 Ontario Street
Lot/Concession: PLAN OS PT WATER LOTS 29;TO 31 B32
Property Number: 101101002005800

Description of Property

The 3.52 acre property located at 55 Ontario Street, known also as the Kingston Drydock and the Marine Museum of the Great Lakes, is of cultural heritage value and interest because of its physical/design features, its historical associations, and its contextual values. It has previously been recognized for its cultural heritage value as a National Historic Site and by the Federal Heritage Building Review Office (FHBRO). Its physical/design attributes include the drydock complex. The complex is notable for its original pump house building with its long low gable-roofed rough faced limestone design, its 90 foot tall square limestone chimney, 39 foot ventilator, its regularly spaced windows and door openings with their semi-circular headed arches; the pump house's internal tripartite division, wainscoting, full paneling in the former dynamo room, and the pumps and steam engine which remain *in situ*; the long, low, steel truss 35' 9" by 86' 2" addition built c.1915 with its pressed metal covering; the additional constructions which contribute to the overall understanding of the property as an industrial site, and the drydock with its original limestone section with granite corner quoins, the gate equipment which exists *in situ*, and the subsequent additions. The historical/associative attributes include its representation of the late 19th century public efforts to upgrade the level of services to the St Lawrence River and Great Lakes shipping; its role as a surviving example of the Kingston's industrial past; its reflection of Kingston's shipbuilding tradition; its association with the mobilization of Canadian society during the Second World War; its association with the Mississauga First Nation; its association with the military history of Canada and with the War of 1812; its associations with several persons and businesses of national, provincial, and local significance including Richard Cartwright, Richard Drummond, John Counter, Henry Guildersleeve, Mrs. Thomas Cassidy, John Cartwright, James Fraser, John Strange, Thomas Kirkpatrick, David Smith, John Carruthers, William Powers, Henry Perley, Public Works Canada, and the Marine Museum of the Great Lakes; its association with the first capital of Canada; and its high potential to reveal information about the history of Kingston through terrestrial and marine archaeological resources. The property's contextual attributes include its visual historic and functional relationship to the waterfront and to Ontario Street, and its role as a landmark for the people of Kingston.

Statement of Cultural Heritage Value/Statement of Significance:

The property at 55 Ontario Street, also known as the Kingston Drydock and the Marine Museum of the Great Lakes, is of cultural heritage value and interest because of its physical/design features, its historical associations, and its contextual values. It has previously been recognized for its cultural heritage value as a National Historic Site and by the Federal Heritage Building Review Office (FHBRO).

Physical/Design Values

The property is valued for its physical/design elements. The Kingston Drydock pump house and drydock were built between 1889 and 1892 by Patrick Navin to the design of Henry F Perley, Chief

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Engineer in the Department of Public Works. On June 19, 1890, Sir John A Macdonald and Sir Hector Langevin laid the 'first' drydock stone. The site must be understood as a whole complex, particularly the original pump house, gates, drydock and related constructions which operated as a coherent unit. The elements constitute a unique example of drydock construction which retains much of its original material and demonstrates a high degree of technical achievement.

The design of the drydock was determined in part by the design of the Welland Canal. The initial drydock was 79 feet wide at surface grade, 55 feet wide at water line, and 47 feet wide in the bed. It was 280 feet long and 22 feet deep. It was built from limestone with granite corner quoins, and has a settle gate which closed it off from the lake. Much of the gate equipment exists *in situ*. The drydock was enlarged on two separate occasions to hold progressively larger ships.

The pump house is the only building on site contemporary with the construction of the drydock. The long low gable-roofed rough faced limestone structure (103' 6" by 33' 3 1/2"), is marked at its original end by a 90 foot tall square limestone chimney which has a 15 foot square pyramidal base. The stack has a chambered quoined corners and a large corbelled lip. Its style is reminiscent of the Grand Truck Railway buildings of the day. It is divided internally into a tripartite arrangement of space which originally held the dynamo, boiler, and engine. This division was identified on the drawings for the site. The interior of the original structure features wainscoting of 2 1/2 inch V joint panelling, and full paneling in the former dynamo room. The pumps and steam engine remain *in situ*. The building has its original regularly spaced windows and door openings, with their semi-circular headed arches, and a 39 foot ventilator on the roof peak overtop of the original location of the boiler room.

There are further additions to the north of the original structure. The first addition built c.1915 was added by the Kingston Shipbuilding Company to serve as a machine shop and forge. This section is 35' 9" by 86' 2" and is of steel truss construction. It is covered in pressed metal shaped to emulate masonry. It continues the long low design of the original section. A small concrete block building was built in 1918 at the north end of the site as a paint storage building. Designed to be explosion proof, it has been radically altered through the removal of much of the concrete block, the addition of a second storey and it has been recovered in brick. In 1942, a rectangular wooden truss structure 30' by 106' 4" was built connecting the metal and the concrete structures. While of no particular aesthetic pretension, these industrial buildings nonetheless contribute to the overall understand of the property as an industrial site.

Historical/Associative Values

The property has significant historical value that results from its direct association with a number of different themes, persons, activities, organizations, institutions, and groups that are significant not only locally, but also provincially and nationally. It has the potential to reveal information of local, provincial, and national significance in terms of archaeological resources. This property has previously been recognized by the Historic Sites and Monuments Board as well as FHBRO as having national importance. The Historic Sites and Monuments Board designated the drydock as a National Historic Site in 1978. The wording of the plaque is as follows:

Mississauga Point was for over 150 years the site of major shipyards when Kingston was one of the important ports and shipbuilding centres on the Great Lakes. The significance of this industry led the Federal Government to construct this drydock in 1890. Initially operated by the Department of Public Works as a repair facility for lake vessels, it was enlarged and leased in 1910 to the Kingston Shipbuilding Company, the first of a series of private concerns which operated the shipyard until 1968. During the Second World War naval vessels, notably corvettes, were built in this shipyard.

Further, the FHBRO identified parts of the property as 'recognized'; this would exclude the drydock and the original pump house which would be considered as 'classified' due to the National Historic Site designation,

The historic value of the property lies in its representation of an important theme in Canadian history: the late 19th century public efforts to upgrade the level of services to the St Lawrence River and Great Lakes shipping by upgrading facilities to accommodate the largest ships of the time. The property exists as a surviving example of Kingston's industrial past and role in the transshipment industry which existed prior to the construction of the St Lawrence Seaway. It also reflects the shipbuilding tradition that has existed in Kingston since the 1670s with the construction of the *Frontenac* by La Salle. In the late 1780s, the Kingston Naval Dock Yard was constructed on Point Frederick, and Kingston remained a leader for Great Lakes ship construction into the late 19th century.

Between its construction and 1968 when it closed as an industrial site, 55 Ontario Street served as an important industrial site for the City, and remains one of the few surviving waterfront industrial sites.

Further historical value stems from the property's association with the total mobilization of Canadian society and industry during the Second World War when the shipyard built corvettes

The property also has historic value due to its direct association with the Mississauga First Nation. Early maps of Kingston reveal the presence of an "indian camp" on the site, and in 1840 several first nations' burials were discovered during construction activities.

Furthermore, the property has a direct historical association with the military history of Canada and with the War of 1812. Mississauga Point was designated as a military reserve as early as 1800. In 1812 a small battery with an earth rampart as constructed on the site. In November of 1812, the *Royal George* was chased into Kingston Harbour by the American fleet; the battery was used to protect the harbour and the *Royal George* and had actively engaged the enemy.

The property has historical associations with several persons, businesses, and institutions, of national, provincial, and local significance. Richard Cartwright built two ships, the *Elizabeth* and the *Governor Simcoe* on the site in 1808. Richard Drummond acquired the site in 1828 and built a number of lake ships as well as the first steamer to operate on the Rideau Canal. In 1836 the property was granted to the Marine Railway Company which developed the sites with a marine railway, a saw mill, workshops, a foundry, a row of stone dwellings, a hotel, and extensive wharfage rights. The ownership of the firm consisted of John Counter, Henry Guildersleeve, Mrs. Thomas Cassidy, John Cartwright, James Fraser, John Strange, Thomas Kirkpatrick, and David

Smith. Construction began in 1838 and continued through 1840. The project was ambitious with a considerable wharf, a foundry, and engine house. However, by 1862 the Marine Railway was defunct. The company was sold to John Carruthers in 1863, who continued to build ships on the site until he sold the property in 1872 to William Powers. At this time, Powers started construction on a drydock, but it was never operational according to Public Works engineer Henry Perley. In 1885, Powers quit claim to the property to John Carruthers who had financed him, and Carruthers in turn sold the property back to the Crown at which point it came under the ownership of Public Works. Indeed, the property has an important association with the history of Public Works Canada which operated the drydock from its construction to 1910 when it was leased as a private shipbuilding yard. It was one of only four Dominion drydocks in Canada. The property is currently the location of the Marine Museum of the Great Lakes.

The property also has a direct association with the first capital of Canada. The buildings of the Marine Railway were leased to the first Parliament for use as offices while the capital of Canada was located in Kingston.

Lastly, the property is also of historical value because high potential to reveal information about the history of Kingston through terrestrial and marine archaeological resources.

Contextual Values

The contextual value of the property lies in its visual historic and functional relationship to the waterfront and to Ontario Street. It is a landmark for the people of Kingston.

Character Defining Features/Heritage Attributes

Physical/Design Attributes

- The complex as a whole, particularly the original pump house, gate, drydock and related constructions which operated as a coherent unit.
- The long low gable-roofed rough faced limestone pump house (103' 6" by 33' 3 1/2").
- The original 90 foot tall square limestone chimney, which has a 15 foot square pyramidal base with its chambered quoined corners and a large corbelled lip.
- The internal division of the pump house into a tripartite arrangement of space which originally held the dynamo, boiler, and engine.
- The 39 foot ventilator on the roof peak ovetop of the original location of the boiler room.
- The interior of the pump house with its wainscoting of 2 1/2 inch V joint panelling and full paneling in the former dynamo room.
- The pumps and steam engine which remain *in situ*.
- The pump house's original regularly spaced windows and door openings, with their semi-circular headed arches.

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- The steel truss 35' 9" by 86' 2" addition built c.1915 with its pressed metal covering designed to emulate masonry and its long low design reflecting the original pump house section.
- The small concrete block building built in 1918 and the 1942 30' by 106' 4" rectangular wooden truss structure which contribute to the overall understanding of the property as an industrial site.
- The drydock with its original limestone section with granite corner quoins, the gate equipment which exists *in situ*, and the subsequent additions.

Historical/Associative Attributes

- The recognition of the property by the Historic Sites and Monuments Board as well as FHBRO as having national importance.
- Its representation of an important theme in Canadian history: the late 19th century public efforts to upgrade the level of services to St Lawrence River and Great Lakes shipping by upgrading facilities to accommodate the largest ships of the time.
- Its role as a surviving example of the Kingston's industrial past and role in the transshipment industry which existed prior to the construction of the St Lawrence Seaway.
- Its reflection the shipbuilding tradition which has existed in Kingston since the 1670s.
- Its association with the total mobilization of Canadian Society and industry during the Second World War when the shipyard built corvettes.
- Its direct association with the Mississauga First Nation.
- Its direct association with the military history of Canada and with the War of 1812.
- Its associations with several persons and businesses of national, provincial, and local significance including Richard Cartwright , Richard Drummond, , John Counter, Henry Guildersleeve, Mrs. Thomas Cassidy, John Cartwright, James Fraser, John Strange, Thomas Kirkpatrick, David Smith, John Carruthers, William Powers, Henry Perley, Public Works Canada, and the Marine Museum of the Great Lakes.
- Its association with the first capital of Canada when the buildings of the Marine Railway were leased to the first Parliament for use as offices.
- Its high potential to reveal information about the history of Kingston through terrestrial and marine archaeological resources.

Contextual Attributes

- Its visual historic and functional relationship to the waterfront and to Ontario Street.
- Its role as a landmark for the people of Kingston.

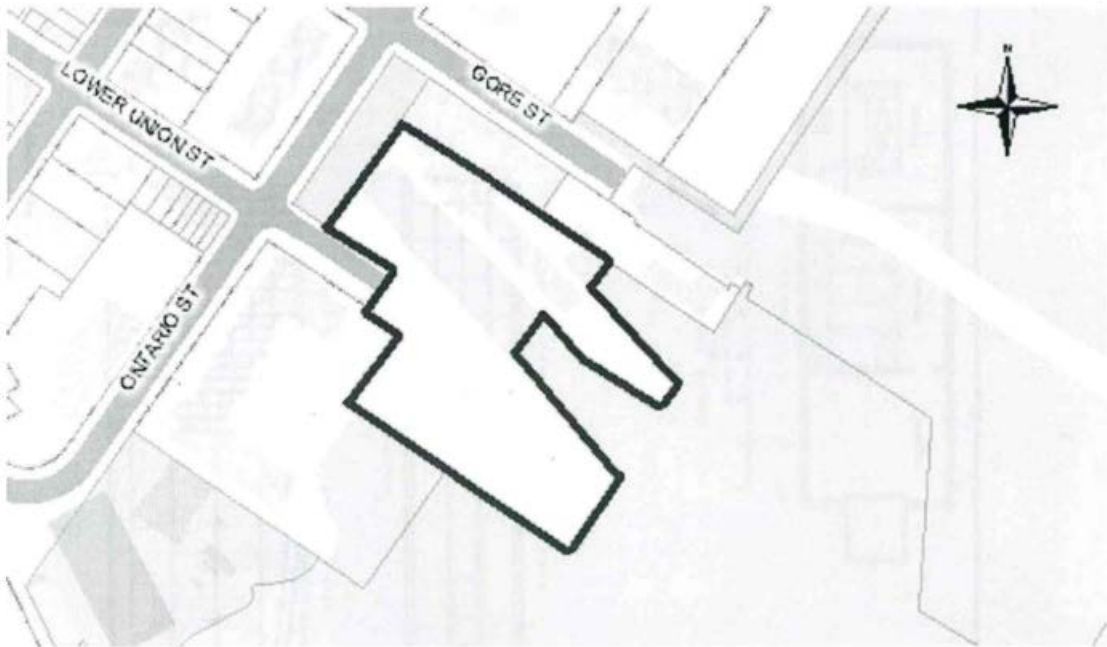


Figure 1: Location of Property



Figure 2: 2004 Ortho Image of Property

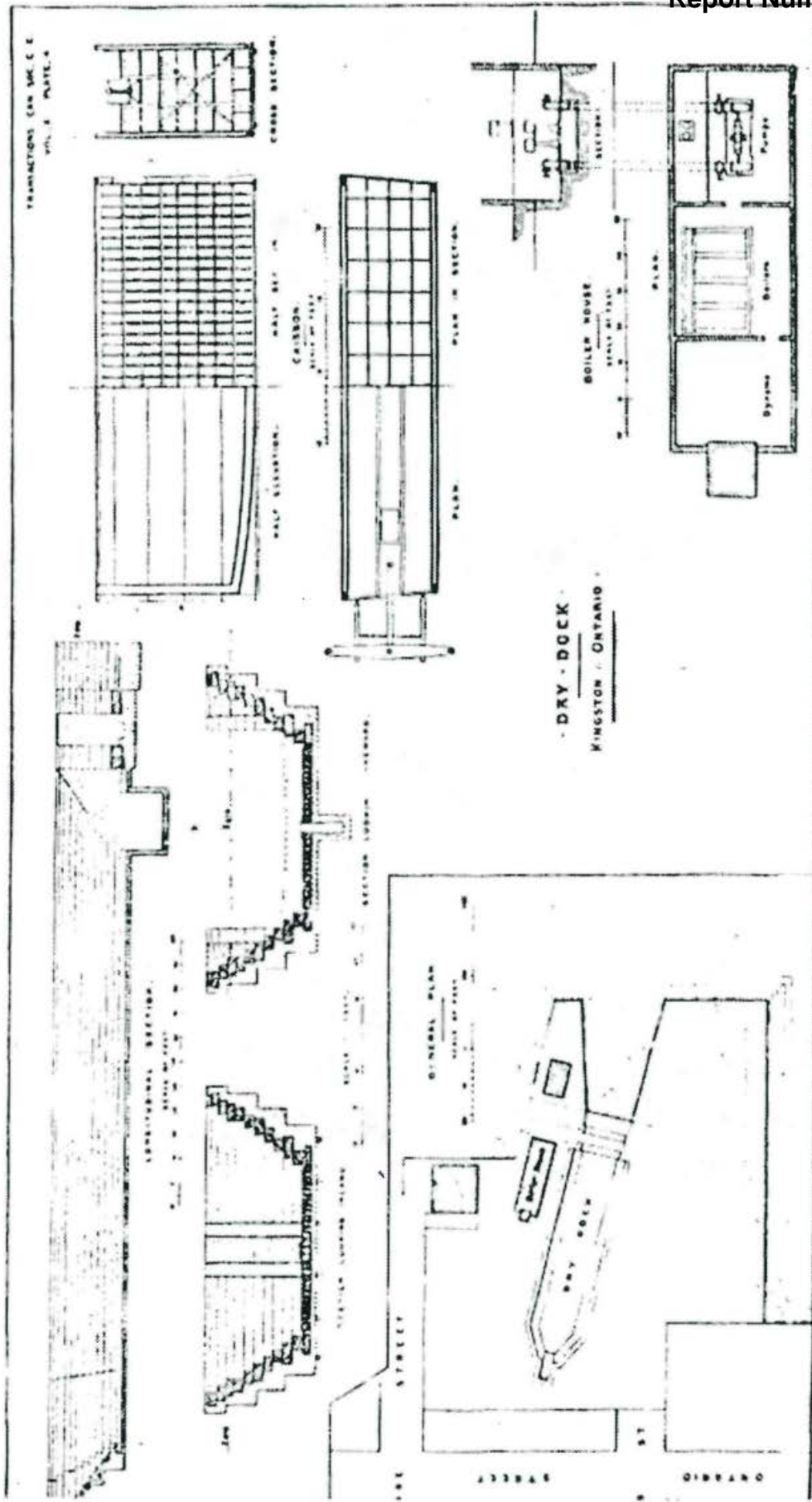


Figure 3: Original drawings for the drydock.



Figure 4: National Historic Sites Plaque (2007)

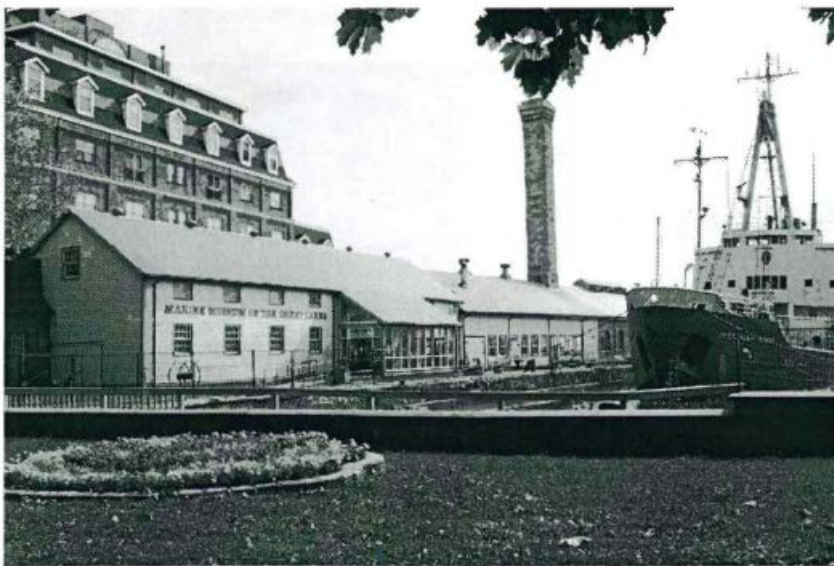


Figure 5: Building Complex (2007)

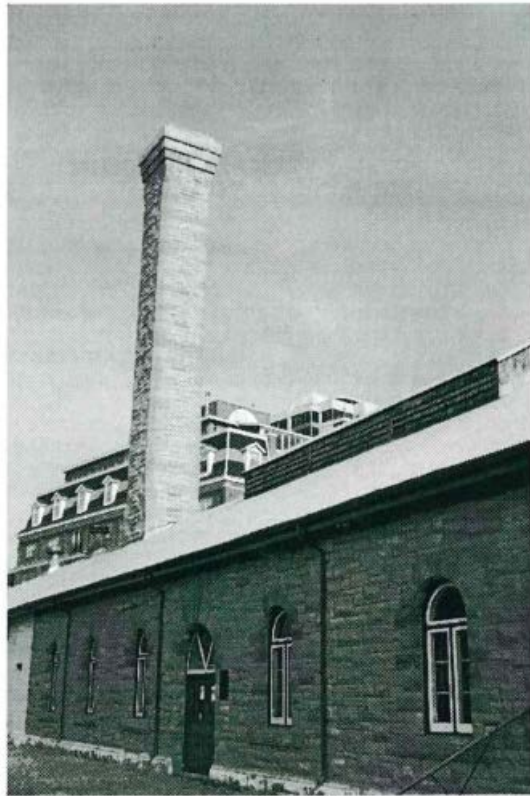


Figure 6: Chimney and original Pump House Building (2007)

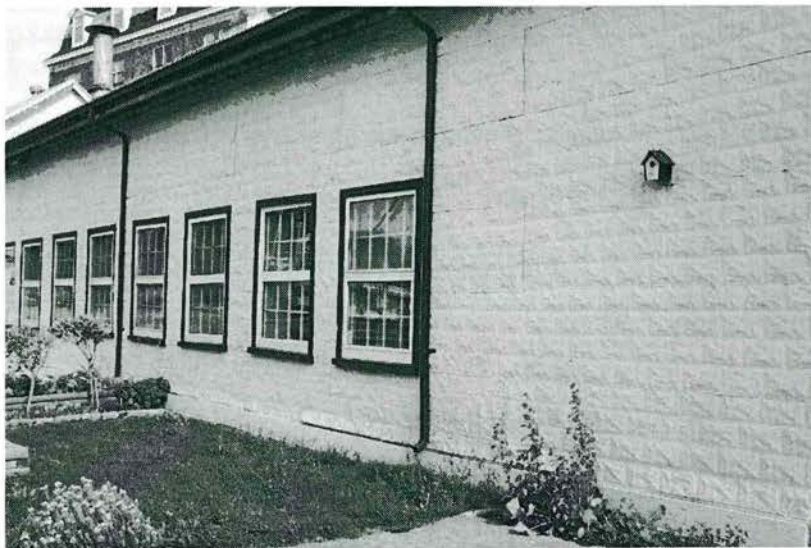


Figure 7: Detail of c1915 addition.

ACCESSIBLE PARKING NOTES:

MINIMUM OF 1 AUTHORIZED SPACE FOR DISABLED PERSONS. LOCATION: WITHIN 5% OF THE FLOOR OR FLOOR AREA, CENTRED ON THE DRIVEWAY.

ACCESSIBLE PARKING NOTES IN PLAN BY THE FOLLOWING SYMBOL:

UNIT MIX / FLOOR	1 BDRM +DEN	2 BDRM	2 BDRM +DEN	TOTAL
UNIT AREA	(76-80m ²)	(103-113m ²)	(98-141m ²)	
	B.F.	B.F.	B.F.	B.F.
LEVEL 1	0	1	0	1
LEVEL 2 & 3 (X2 floors)	5	1	0	6
LEVEL 4-18 (X13 floors)	0	0	3	3
TOTAL	10	3	48	61

BUILDING AREAS			
	FLOOR AREA (INCLUDING INDOOR AMENITIES)	BALCONIES	TERRACES
GROUND FLOOR AREA	1420 m ² (including 91 m ² commercial w/ No amenities)	16 m ²	315 m ²
2ND & 3RD FLOOR AREA (X2 STOREYS)	(1615 m ² X2 = 3230m ² (No amenities)	(86 m ² X2 = 172m ²)	
4TH FLOOR AREA	796 m ² (No amenities)	35 m ²	796 m ²
TYPICAL FLOOR AREA (5TH - 18TH) (X14 STOREYS)	(795 m ² X14 floors =) 11,130 m ² (No amenities)	(35 m ² X14 floors =) 490 m ²	
PENTHOUSE FLOOR AREA	575 m ² (INCLUDING AMENITIES 365 m ²) (229 m ² Party Room + 136 m ² Fitness Room)		225 m ²
ELEVATOR MECHANICAL ROOM FLOOR AREA	72 m ² (No amenities)		
GROSS AREA	17,422 m ²		
AMENITIES	365 m ² Indoor Amenities	710 m ²	1344 m ²
AMENITIES SUM		2,422 m ²	
NUMBER OF STOREYS	18 storeys + 1 Amenity / Mechanical Penthouse		
UNDERGROUND PARKING GARAGE AREA	2290 m ²		

SITE & BUILDING DATA			
ZONING BY LAW 2022-82			
Density		166 Units/ha	
SECTION 13 - HARBOUR ZONE	REQUIRED PERMITTED	RELIEF REQD	PROPOSED
15.8.1.1 SITE AREA (LOT AREA)	NA	NO	6,084.5 m ²
15.1.2 PERMITTED USES		YES	Mixed-use Apartment building
15.8.1.4 SETBACKS (YARDS)	10M FROM WATER EDGE	NO	NORTH 15.6 m WEST 3.9 m SOUTH 12.1 m EAST 56.6 m
15.8.1.3 BUILDING HEIGHT	2 storeys, 10.7m (35 ft)	YES	18 storeys + PH, 60.450m
15.8.1.9 BUILDING COVERAGE (%)	50%	NO	23.3% - Podium 1,620 m ²
15.8.1.8 LANDSCAPED AREA	55.4% - 3602 m ² (252 m ² + 650 m ² above parking garage)		
PAVED AREA	20.9% - 1462 m ² (1429 m ² + 37 m ² above parking garage)		
15.8.2.2 HIGH WATER MARK SEPARATION DISTANCE	10 m	NO	N 15.6m, S 12.1m, E 56.6m

DO NOT SCALE DRAWINGS

CHECK AND VERIFY ALL DIMENSIONS BEFORE PROCEEDING WITH THE WORK.

DRAWINGS NOT TO BE USED FOR CONSTRUCTION UNLESS STAMPED AND SIGNED BY THE CONSULTANT.

THESE DRAWINGS HAVE BEEN DESIGNED IN CONFORMANCE WITH THE ONTARIO BUILDING CODE.

Revisions		
Revision Number	Revision Date	Revision Description
1	04-12-2024	ISSUED FOR REVIEW
2	04-03-2025	ISSUED FOR REVIEW
3	01-04-2025	ISSUED FOR REVIEW
4	11-09-2025	ISSUED FOR REVIEW
5	16-12-2025	ISSUED FOR REVIEW

DESIGNED FIRE ACCESS ROUTES, FIRE ROUTE SIGNS:

1. FIRE ROUTES SHALL BE PERMANENTLY MOUNTED ON A RED SIGN POST OR POLE.

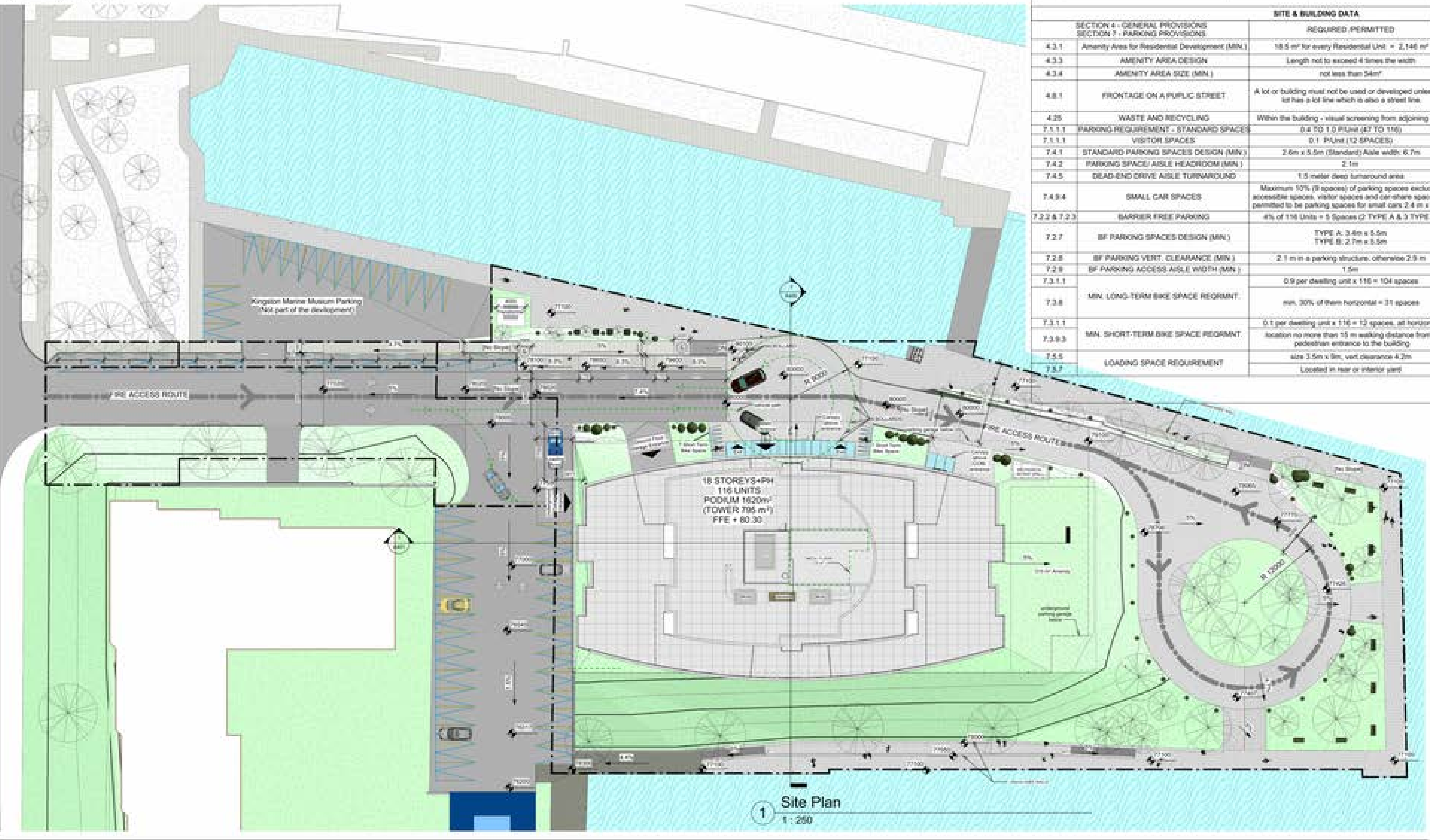
2. FIRE ROUTES AT A RIGHT ANGLE TO A ROAD SHALL BE MOUNTED AS NEARLY AS POSSIBLE TO THE TRAVELLER SURFACE OF THE ROAD AND TO THE RIGHT OF THE ROAD.

3. FIRE ROUTES AT AN ANGLE TO A ROAD SHALL BE MOUNTED AS NEARLY AS POSSIBLE TO THE TRAVELLER SURFACE OF THE ROAD AND TO THE RIGHT OF THE ROAD.

4. FIRE ROUTES SHALL BE MOUNTED AT A DISTANCE OF 0.3 TO 0.5 METERS FROM THE BOUNDARIES OF THE FIRE ROUTE AREA.

5. FIRE ROUTES SHALL BE MOUNTED AT INTERSECTIONS NO GREATER THAN 30 METERS OR AT SUCH OTHER INTERSECTIONS APPROVED BY THE CHIEF FIRE OFFICER. ALL SIGNS ARE REQUIRED TO CLEARLY DISPLAY THE ROUTE TO THE DIRECTION APPROVED BY THE CHIEF FIRE OFFICER. ALL SIGNS ARE REQUIRED TO CLEARLY DISPLAY THE BOUNDARIES OF THE FIRE ROUTE.

SITE & BUILDING DATA			
SECTION 4 - GENERAL PROVISIONS	REQUIRED / PERMITTED	RELIEF REQD	PROPOSED
4.3.1 Amenity Area for Residential Development (MIN.)	18.5 m ² for every Residential Unit = 2,146 m ²	NO	2,422 m ² (20.9 m ² P/Unit)
4.3.3 AMENITY AREA DESIGN	Length not to exceed 4 times the width	NO	AS REQUIRED
4.3.4 AMENITY AREA SIZE (MIN.)	not less than 54m ²	NO	AS REQUIRED
4.8.1 FRONTAGE ON A PUBLIC STREET	A lot or building must not be used or developed unless the lot has a lot line which is also a street line.	NO	Property fronts on terminus of Lower Union Street (or on Ontario Street if Lower Union conveyed)
4.25 WASTE AND RECYCLING	Within the building - visual screening from adjoining sites	NO	WITHIN BUILDING
7.1.1.1 PARKING REQUIREMENT - STANDARD SPACES	0.4 TO 1.0 P/Unit (27 TO 116)	NO	89 SPACES (0.76 P/Unit)
7.1.1.1 VISITOR SPACES	0.1 P/Unit (12 SPACES)	YES	8 underground spaces
7.4.1 STANDARD PARKING SPACES DESIGN (MIN.)	2.6m x 5.5m (Standard) Aisle width: 6.7m	YES	2.6m x 5.2m, Aisle width: 6m
7.4.2 PARKING SPACE/ AISLE HEADROOM (MIN.)	2.1m	NO	AS REQUIRED
7.4.5 DEAD-END DRIVE AISLE TURNAROUND	1.5 meter deep turnaround area	NO	AS REQUIRED
7.4.9.4 SMALL CAR SPACES	Maximum 10% (8 spaces) of parking spaces excluding accessible spaces, visitor spaces and car-share spaces are permitted to be parking spaces for small cars 2.4 m x 4.8 m	YES	21 SMALL PARKING SPACES + 2 SMALL VISITOR SPACES (2.4 m X 4.8 m) marked "V"
7.2.2 & 7.2.3 BARRIER FREE PARKING	4% of 156 Units = 5 Spaces (2 TYPE A & 3 TYPE B)	NO	10 Spaces (2 TYPE A + 8 TYPE B)
7.2.7 BF PARKING SPACES DESIGN (MIN.)	TYPE A: 3.4m x 5.5m TYPE B: 2.7m x 5.5m	YES	2 X TYPE A: 3.5m x 6.0m 4 X TYPE B: 2.6m x 6.0m 4 X TYPE B: 2.6m x 5.2m
7.2.8 BF PARKING VERT. CLEARANCE (MIN.)	2.1 m in a parking structure, otherwise 2.9 m	NO	2.5 m in a parking structure
7.2.9 BF PARKING ACCESS AISLE WIDTH (MIN.)	1.5m	NO	1.5m
7.3.1.1 MIN. LONG-TERM BIKE SPACE REQRMT.	0.9 per dwelling unit x 116 = 104 spaces	NO	106 spaces
7.3.8 MIN. LONG-TERM BIKE SPACE REQRMT.	min. 30% of them horizontal = 31 spaces	NO	43 Horizontal spaces +10 Enhanced Spaces +14 Stacked = 38 Vertical
7.3.1.1 MIN. SHORT-TERM BIKE SPACE REQRMT.	0.1 per dwelling unit x 116 = 12 spaces, all horizontal	NO	16 horizontal spaces
7.3.9.3 MIN. SHORT-TERM BIKE SPACE REQRMT.	location no more than 15 m walking distance from a pedestrian entrance to the building	NO	+15 m walking distance to main entrance
7.5.5 LOADING SPACE REQUIREMENT	size 3.5m x 9m, vert. clearance 4.2m	YES	5m x 7.8m, exterior
7.5.7 LOADING SPACE REQUIREMENT	Located in rear or interior yard	NO	Located in interior yard



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Professional Engineer
Alexander Wilson
Professional Engineer
Ontario
1998

5 LOWER UNION ST.
1 LOWER UNION STREET
KINGSTON ONTARIO
SITE PLAN

1 Site Plan
1:250

DO NOT SCALE DRAWINGS
CHECK AND VERIFY ALL DIMENSIONS BEFORE PROCEEDING WITH THE WORK.
DRAWINGS NOT TO BE USED FOR CONSTRUCTION UNLESS STAMPED AND SIGNED BY THE CONSULTANT
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Revisions		
Revision Number	Revision Date	Revision Description
1	04-12-2023	ISSUED FOR REVIEW
2	05-03-2023	ISSUED FOR REVIEW
3	07-08-2023	ISSUED FOR REVIEW
4	11-06-2023	ISSUED FOR REVIEW
5	18-12-2023	ISSUED FOR 2-DIMOS



Waterford Walkway
77100
High Water
75000

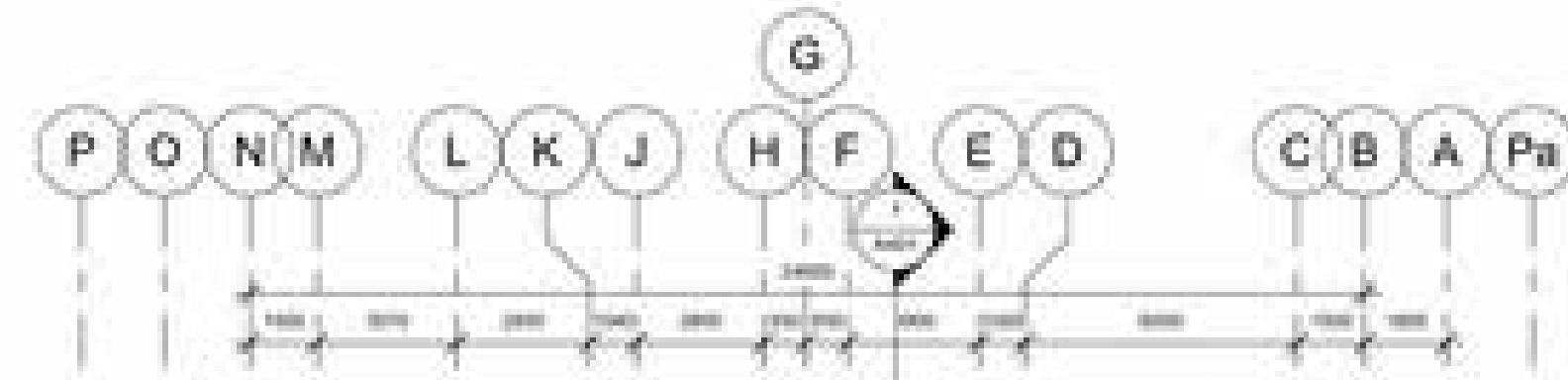
1 North (Main) Elevation
1 : 200

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5 LOWER UNION ST.
5 LOWER UNION STREET
KINGSTON, ONTARIO
MAIN (NORTH) ELEVATION

DATE	BY	CHECKED	SCALE
18-12-2023	AW	AW	1:200
18-12-2023	AW	AW	1:200
18-12-2023	AW	AW	1:200
18-12-2023	AW	AW	1:200



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Revisions		
Revision Number	Revision Date	Revision Description
1	05-12-2022	ISSUED FOR REVIEW
2	10-03-2022	ISSUED FOR REVIEW
3	01-08-2023	ISSUED FOR REVIEW
4	11-08-2023	ISSUED FOR REVIEW
5	12-12-2023	ISSUED FOR REVIEW

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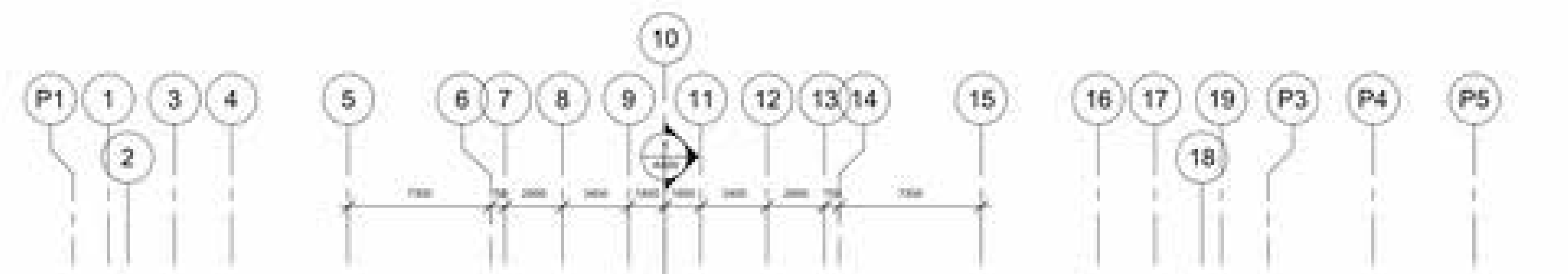


5 LOWER UNION ST.

5 LOWER UNION STREET
KINGSTON, ONTARIO

EAST ELEVATION

Drawn By	Scale	Project No.	Sheet No.
	1:100		16 of 16
Project No.	Sheet No.		
Project No.	ASB		



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Revisions		
Revision Number	Revision Date	Revision Description
1	09-12-2024	ISSUED FOR REVIEW
2	10-03-2024	ISSUED FOR REVIEW
3	07-08-2024	ISSUED FOR REVIEW
4	11-06-2024	ISSUED FOR REVIEW
5	04-12-2024	ISSUED FOR REVIEW

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5 LOWER UNION ST.

 5 LOWER UNION STREET
 KINGSTON, ONTARIO

SOUTH ELEVATION

Project	Address	Project No.	Sheet
Project No.	1-200	Sheet	16 OF 200
Project Name	100-20 Core Street	Scale	1/8" = 1'-0"
Drawn by	AWG	Checked by	AWG



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Revisions		
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1	04-12-2022	ISSUED FOR REVIEW
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3	07-08-2022	ISSUED FOR REVIEW
4	11-08-2022	ISSUED FOR REVIEW
5	18-12-2022	ISSUED FOR REVIEW

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5 LOWER UNION ST.

5 LOWER UNION STREET
 KINGSTON, ONTARIO

WEST ELEVATION

Project No.	Address	Contract No.	Client
Project No.	Address	Contract No.	Client
Scale	AS NOTED	Drawn	10-23-2022
Checked	AW	Reviewed	
Drawn By	AW		

Kingston Heritage Properties Committee

Summary of Input from Heritage Committee Review

P01-004-2023

Committee Members	Comments Enclosed	No Comments Provided	No Response Received
Councillor Glenn			X
Councillor Oosterhof			X
Jennifer Demitor			X
Gunnar Heissler			X
Alexander Legnini			X
Jane McFarlane	X		
Ann Stevens	X		
Peter Gower	X		
Daniel Rose			X

City of Kingston
216 Ontario Street
Kingston, Ontario
Canada, K7L 2Z3



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Website: www.cityofkingston.ca

TTY: Dial 613-546-4889

Date:	January 03, 2024
Form:	Heritage Properties Committee Reviewer Form
Reviewer Name:	Ann Stevens
Application Type:	Heritage Pre-Consultation
File Number:	P01-004-2023
Property Address:	5 LOWER UNION ST

Description of Proposal:

The subject property is a 7,000 square metre vacant property at the terminus of Lower Union Street, now separate from the Kingston Dry Dock/ Marine Museum National Historic Site property at 55 Ontario Street. The property continues to retain its Part IV Heritage Designation. The owners have submitted a heritage pre-consultation application in order to solicit preliminary comments on their site and building design plans in advance of their formal heritage permit application. The owners are proposing a 18 storey residential building, which would accommodate 118 units. The building includes a 4-storey podium, an underground parking garage, and a roof top amenity/penthouse space (partial 19th floor). The site is proposed to have a large traffic circle, green space and a waterfront walking path. The applicants have included concept plans, renderings, a planning rationale report and a heritage impact statement with their submission.

Comments for Consideration on the Application:

While I am glad to see more housing projects go forward, I want to study this all in more detail before making any heritage comments. My early reactions are concerns about its height, and its relation to a deep-water port for cruise ships. Vehicular traffic if that goes forward will be something to be reckoned with though I recognize that is not a heritage issue.

Recommended Conditions for the Application:

More detail needed. Will there be a roundtable meeting?

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Date:	January 10, 2024
Form:	Heritage Properties Committee Reviewer Form
Reviewer Name:	Peter Gower
Application Type:	Heritage Pre-Consultation
File Number:	P01-004-2023
Property Address:	5 LOWER UNION ST

Description of Proposal:

The subject property is a 7,000 square metre vacant property at the terminus of Lower Union Street, now separate from the Kingston Dry Dock/ Marine Museum National Historic Site property at 55 Ontario Street. The property continues to retain its Part IV Heritage Designation. The owners have submitted a heritage pre-consultation application in order to solicit preliminary comments on their site and building design plans in advance of their formal heritage permit application. The owners are proposing a 18 storey residential building, which would accommodate 118 units. The building includes a 4-storey podium, an underground parking garage, and a roof top amenity/penthouse space (partial 19th floor). The site is proposed to have a large traffic circle, green space and a waterfront walking path. The applicants have included concept plans, renderings, a planning rationale report and a heritage impact statement with their submission.

Comments for Consideration on the Application:

I have concerns about this development.

1. Height and mass: I believe that 19 stories is far too high for this location, and I note that the mechanical equipment will need special approval. I believe that we should be preserving the view of the shoreline from the water, and that general views on land, especially from the Sydenham Heritage District, should not be interrupted by such high rising buildings, especially the views of the lake. Images included in the submission show that the view across the lake from Lower Union Street will be impeded, as will views from tenants in The Shipyards.
2. The proposal makes various assumptions: that a deep-water dock will be built nearby, and that the Waterfront Trail will be constructed. Too often we have been given promises by developers which are not fulfilled. They allow destruction not

followed by construction. A good example was the loss of Kingston's oldest frame building on Clarence Street to allow for development which has not happened in 20 years and has left us with another car park between Brock and Clarence. Will visitors to the Trail be welcomed onto 5 Lower Union Street's property, or will they finally be diverted around it, inland, as has happened elsewhere?

3. The proposal also takes no note of the arrival of the SS Keewatin which promises to be a major tourist attraction. The number of visitors will increase. Will they be welcomed, or will they not be allowed on the property, which they will want to access to photograph the Keewatin. The views of the ship from the Lake will also be compromised.
4. I note in the application, concerns about shore erosion hazards, the erosion of the shorewall, flood hazards, and concerns about high tides and severe storm and wave events. These are based on past events, and more serious consideration must be given to worsening conditions because of climate change. We know that wind, wave and winter spray damage can easily be done on lake side buildings. The site is also probably a brownfield.
5. No consideration is given for charging outlets for electric vehicles. The lake-side area will be prone to congestion, especially should a deep-water dock be constructed and passengers have to be transported by bus using the 5 Lower Union Street turning circle, and should there be any sort of emergency evacuation of the building needed.
6. Consideration must be given to the long-term historic use of the site, which was almost certainly an important First Nations area. Such considerations must be primary in the planning, and not later add-ons. There also seems to be little proposed links to the National Historic Site neighbouring on the other side of the Dry Dock.

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Date:	January 15, 2024
Form:	Heritage Properties Committee Reviewer Form
Reviewer Name:	Jane McFarlane
Application Type:	Heritage Pre-Consultation
File Number:	P01-004-2023
Property Address:	5 LOWER UNION ST

Description of Proposal:

The subject property is a 7,000 square metre vacant property at the terminus of Lower Union Street, now separate from the Kingston Dry Dock/ Marine Museum National Historic Site property at 55 Ontario Street. The property continues to retain its Part IV Heritage Designation. The owners have submitted a heritage pre-consultation application in order to solicit preliminary comments on their site and building design plans in advance of their formal heritage permit application. The owners are proposing a 18 storey residential building, which would accommodate 118 units. The building includes a 4-storey podium, an underground parking garage, and a roof top amenity/penthouse space (partial 19th floor). The site is proposed to have a large traffic circle, green space and a waterfront walking path. The applicants have included concept plans, renderings, a planning rationale report and a heritage impact statement with their submission.

Comments for Consideration on the Application:

Although not under the purview of Heritage it is worth noting that essentially all of this parcel is within an Environmental Protection Area and the 30m Ribbon of Life setback and wave uprush pattern. There appear to be a number of required reliefs including building height, parking, loading and accessibility and a need for re-zoning from vacant industrial to residential. The proposed outdoor space consists of a large amount of paved area and very little green space. The drop off circle at the main entrance bisects the required 10m public pathway and is a safety issue for pedestrians. If using the proposed waterfront walking trail from downtown the waterfront path effectively ends at the car park and there is no way to get back to the street except via this outdoor carpark, also a safety and aesthetic issue. A development of this size will increase traffic issues and impede access of visitors to the Historic sites next door.

Aside from the obvious concerns of a large development on this small waterfront parcel, there are a number of historical context concerns regarding this proposal.

The changing land use and development of this property are of concern. This proposal is located on the West Wharf adjacent to the Kingston Dry Dock National Historic Site/Marine Museum of the Great Lakes where the Historic S. S. Keewatin is now in situ. It is expected that the Keewatin will be a major tourist attraction in the City but the proposal does not address its presence next to the development but rather focuses on the remote and distant possibility of a deep water dock for cruise ships. Historically and contextually the East Wharf housing the Marine Museum and the West Wharf were dedicated to the shipbuilding industry on the St Lawrence for over 150 years. The West Wharf was an open area supporting the works at the Dry Docks. It should be noted that this is one of few surviving industrial heritage sites in Canada. From a best practice historical perspective this area should remain as such, preserving the historical landscape and views both from the water and the land and providing context for and access to the Dry Dock, Marine Museum and S. S. Keewatin. Should some sort of limited and historically appropriate development on the West Wharf be considered it would be necessary to recognize and physically acknowledge the historical importance of this area in an interpretive strategy. Any sort of development on this site would necessitate contamination mitigation and archaeological investigation both on land and in the water.

The size of the development is of concern. Besides being adjacent to the Dry Docks and Marine Museum, the Old Sydenham Heritage Conservation District and the Pump House Museum are in close proximity and will all be affected by the height, scale and massing of the proposed building. A 19-storey building will block, overshadow, dominate and obscure the Keewatin and Marine Museum and a building of this size and density will impact on the heritage attributes of the other designated properties in the vicinity as well. Overall height, scale and massing of any new building should take in to context the scale and massing of the historic buildings adjacent and in the HCD and overall height should be significantly reduced to be visually compatible and transition appropriately with the HCD and buildings nearby. Comparing this 19-storey development with previously built existing downtown waterfront towers built between 20 and 40 years ago is not acceptable or up to date heritage practice. Best practice and heritage design guidelines have evolved, and consideration of this proposal should reflect those, not what was accepted many years ago. Reducing the size of the proposed development will not only address the height and massing concerns but will reduce the density, alleviating parking, lack of green space and interruption of the walking trail.

In addition, any development on this parcel should not be so large that it becomes a distraction to or obstruction of the city skyline from either the land or the river. It is not only the view to the lake down Lower Union that must be considered but the other views of this tower. The irregular street layout that is an attribute of Old Sydenham HCD affords continuously changing views towards the waterfront. A 19-storey tower has the potential to dominate the skyline when viewing this parcel of land from the west along King St and Ontario St or the historic Tett Centre. The domination of this proposed tower in the views of the downtown from the water must also be considered.

The development of this property has been under discussion for a number of years. At this time it presents a unique opportunity to the developer and the City of Kingston to respect the Indigenous heritage of this property and the industrial history of its past and the Kingston of the future by maintaining a good portion of useable green space, extending the waterfront walkway, incorporating interpretive details that reflect the history and possibly contemplating a smaller scale, less dense, historically compatible development that will set an example for future projects.