

-- Website Version--

**Notice of Intention to Pass By-Laws to Designate
The following properties to be of Cultural Heritage Value and Interest Pursuant to
the Provisions of the *Ontario Heritage Act* (R.S.O. 1990, Chapter 0.18)**

Take Notice that the Council of The Corporation of the City of Kingston intends to pass by-laws under Section 29 of the *Ontario Heritage Act*, R.S.O. 1990, Chapter 0.18, to designate the following lands to be of cultural heritage value and interest:

2045 Middle Road (Part Lot 13 Con 2 Pittsburgh Part 1, 13R15440; City of Kingston, County of Frontenac), known as the Clarke House;

The Clarke House is situated on the south side of the road, just east of Murray's Road, in the former Township of Pittsburgh, now part of the City of Kingston. This 1-hectare rural residential property contains a one-and-a-half storey Ontario vernacular limestone farmhouse, built in 1851 for the Clarke family. The Clarke House is a representative example of an early 19th century one-and-a-half storey Georgian influenced vernacular farmhouse with few alterations. The symmetrical front façade is a defining feature of Georgian architecture and is characterized on this residence by a central entrance flanked by sash windows under a medium-pitched side gable roof and twin stone chimneys at the roof ridge. The roughly coursed, randomly cut stones on all elevations as well as the inconsistent size of the voussoirs and lack of architectural embellishments are indicative of the rural, vernacular nature of this building's construction. The Clarke House is associated the Clarke family and their descendants, who were long-time residents and farmers in this area of the former Pittsburgh Township. With its shallow setback, limestone construction, and presence on Middle Road, the Clarke House shares a visual and historical relationship with its surroundings and is an important part of the historical rural context of the neighbourhood. Its heritage attributes include the one-and-a-half storey limestone farmhouse, with gable roof, twin chimneys and symmetrical openings.

281 Princess Street (Part Lot 328 Original Survey Kingston City as in FR284763; City of Kingston, County of Frontenac), known as Turk's Furniture Store:

Turk's Furniture Store is located on the north side of the street, between Clergy and Sydenham Streets in downtown Kingston. The 6-metre wide, 240 square metre property is completely covered by the subject building, a two-storey brick commercial building constructed circa 1890. The two-storey brick building is an example of a purpose-built commercial building from the late 19th century. The prominent bay window rising to the roofline is consistent with a building designed as a store rather than a residence. Turk's Furniture Store is associated with the Jewish-Canadian settlement area along this portion of Princess Street between Clergy and Bagot and its surrounding residential neighbourhood, which was established in the 19th century and known locally as Little Jerusalem. This property has important associative value with Jacob and Ann Turk who settled in Kingston from Russia in the late 1800s. They

opened a used furniture shop in 1902. Jacob was a founding member of the Beth Israel Synagogue and acted as its president from 1919 to 1920 and an active member of the Oddfellows Relief Association. Ann was also very involved in Beth Israel as a member of the women's Zionist organization Hadassah. Turk's Furniture Store remained in the Turk family for four generations until it closed in 2012. Turk's Furniture Store has contextual value as it supports and maintains the historic and eclectic commercial character of lower Princess Street. The building's narrow frontage, distinctive bay window and deep cornice, makes this property a landmark along Princess Street for its unique design. Its heritage attributes include the two-storey brick building with projecting two-storey bay, large window openings and decorative wooden details.

322 Division Street (Part Lot 24 Block PP Con 1 Kingston as in FR303826 Except the Easement therein; City of Kingston, County of Frontenac):

Located on the west side of Division Street, just north of Hamilton Street in the City of Kingston. The 265 square metre property contains a one-and-a-half-storey limestone residential building constructed circa 1852. The property has design value as an early and representative local example of a one-and-a-half-storey vernacular limestone residential building with a Georgian influence. The residence retains all the symmetry and balance characteristic of Georgian architecture. This style is expressed through the structure's medium-pitched side gable roof with central gable, centrally placed first-floor entrance, flanked by large symmetrical window openings on the façade, and a half-round arched central window opening under the gable on the second floor. The surviving window and door openings, and hammer-dressed, evenly squared limestone exterior and early date, make it a representative example of this style of architecture in Kingston. The property has contextual value for its role in supporting and maintaining the historic scale and character of this portion of Division Street. The property is visually linked to this section of Division Street, which is defined by 19th and early 20th century residential buildings with shallow setbacks from the public right-of-way, whose overall scale and character create a gateway to the historic downtown. Its heritage attributes include the one-and-a-half storey limestone building with its gable roof, central gable and original openings.

3578 Highway 38 (Part Lot 5 Con 7 Western Addition Kingston as in FR306279 Lying North of FR692323; City of Kingston, County of Frontenac), known as the Vanluven Farmstead:

The Vanluven Farmstead is situated on the northeast side of the road, facing the terminus of Quabbin Road, in the former Township of Kingston, now part of the City of Kingston. This 20-hectare rural property contains a one-and-a-half storey Ontario vernacular limestone farmhouse with single-storey addition, built circa 1850 for the Vanluven family. A small stone farm building with a chimney and several wooden barns are also present on the property. The Vanluven Farmstead is an early example of a 19th century one-and-a-half storey Georgian influenced vernacular farmhouse with various architectural elements that display a high level of craftsmanship. The symmetrical front façade characterized by a central

entrance flanked by windows under a shallow-pitched gable roof and single stone chimney is representative of the Georgian style dwelling. The main entrance is exaggerated by a vestibule with arched sidelights, a hipped roof with dentil decoration, engaged square columns located at the corners of the vestibule, and arched windows. The high degree of craftsmanship is also evident in the smooth ashlar quoins, and deep cornice with wide frieze board and returns. The window openings also have a slight arch that is embellished with segmental stone voussoirs. The Vanluven Farmstead is associated with the Vanluven family who were well-known and active members of the Murvale community. By 1851, Leonard and his wife Catherine were operating a successful farm and living in the single-storey stone house on the property with their children. The Vanluven Farmstead has contextual value as it supports and maintains the scenic and rural character of the road and area. It is important to note that the contextual value of the property is expressed not only through the limestone farmhouse, but also the historic stone outbuilding with chimney, and multiple agricultural buildings. Its heritage attributes include the one-and-a-half storey limestone farmhouse with gable roof, stone chimneys, symmetrical front façade, and central entrance vestibule; one storey stone addition; and limestone outbuilding with single limestone chimney.

384 Division Street (Part Lot 8 W/S Division Street Plan A13 Kingston City as in FR335913 Except Part 1 13R19840; City of Kingston, County of Frontenac), known as the Hoagie House:

The Hoagie House is located on the southwest corner of Division and Stanley Streets in the City of Kingston. The 500 square metre property contains a detached two-storey limestone residential building, constructed before 1855. The first floor of the building was converted for commercial uses many years ago and has been the location of the well-known local establishment – The Hoagie House - since 1971. The property has design value as an early surviving example of a two-storey vernacular limestone residential building with a Georgian influence in Kingston. The Hoagie House retains the symmetry and balance characteristic of Georgian architecture, expressed through its low-pitched side gable roof, centrally placed first-floor entrance, and symmetrical alignment of window openings on the façade, including a possible blind window behind the wooden shutters on the second floor. Its full two-storey massing (as opposed to one-and-a-half) is unusual and notable for its early construction date. Located on a corner site and as one of only a few limestone buildings along this stretch of Division Street, the Hoagie House contributes to, and supports, the historic scale and character of Division Street south of Concession Street, which traditionally formed the western boundary to the city. The Hoagie House is visually linked to this section of Division Street, which is defined by 19th and early 20th century residential buildings with shallow setbacks from the public right-of-way. Its heritage attributes include the two-storey limestone building with gable roof, and original window and door openings.

390 King Street East/42 Queen Street (Part Lot 93 Original Survey Kingston City; Part Lot 100 Original Survey Kingston City as in FR447579; City of Kingston, County of Frontenac):

The subject property is an approximately 287 square metre lot located on the south-western corner of King East and Queen Streets in downtown Kingston. The two-storey stone commercial building on the site covers the entirety of the property. The property has physical value as a representative example of a two-storey limestone commercial building constructed on a prominent corner in Kingston's downtown. The King Street elevation includes two large segmentally arched openings with stone voussoirs on the ground floor and five rectangular window openings, equally spaced, on the second floor. The Queen Street two-storey façade features nine bays, all with stone voussoirs, including two tall ground floor door openings. The property has historical/associative value as an early commercial building in the historic commercial core of the City. It sits at a prominent intersection and contributes to the community's understanding of commercial growth during the middle of the nineteenth century. In the early days, the building housed a bank and manager's residence. Notable associates of the bank include Thomas Kirkpatrick, Bank Solicitor from 1837 to 1866 (and Mayor of Kingston in 1838 and 1847); John Macaulay, agent from 1822 to 1866 and William Hinds, bank manager 1855 to 1866, (and Director of the Cataraqui Cemetery Company, and Life Governor of the General Hospital and Frontenac Loan & Investment Society). From 1873 until 1908, the building housed a carriage works business. Although the property changed hands multiple times between 1907 and 1912, it housed a brass and iron foundry for much of the first half of the twentieth century. The property is important in maintaining and supporting the nineteenth-century character of the Queen Street streetscape, as well as the commercial core of the City of Kingston. The building shares a city block with other significant heritage properties and serves to anchor the historical streetscape of Queen Street west of King Street East. Its design and material also function as a physical connection to the long history of commercial and industrial use of Kingston's "North Block". Its heritage attributes include the two-storey limestone commercial building with cross-gable roof, regular fenestration pattern including the two wide arched openings on King Street.

3994 Howes Road (Part Lot 9 Con 5 Western Addition Kingston Part 3 13R549; City of Kingston, County of Frontenac), known as the Stevens Farmhouse:

The Stevens Farmhouse is situated on the north side of the road, near the western limit of the municipality, in the former Township of Kingston, now part of the City of Kingston. This 0.4-hectare rural residential property contains a one-and-a-half storey limestone farmhouse built in the 1860s for the Stevens family. The Stevens Farmhouse is a well-crafted example of a one-and-a-half storey, mid-19th Century, Ontario Gothic Revival Cottage with excellent limestone construction and fine masonry work that display a high level of craftsmanship. The building is typical of the Ontario Gothic Revival Cottage, as demonstrated through the symmetrical façade, gable roof, a central steeply pitched gable with a window

and entranceway underneath that are flanked by large rectangular window openings. The Stevens Farmhouse is unusual for a vernacular building, however, with its oversized flat-headed main entrance with side lights and transom, flanked by large window openings. The flat heads are embellished by tall stone voussoirs. The central window opening above the main entrance has a dramatic half round arch with radiating stone voussoirs. The high degree of craftsmanship is evidenced by the neatly dressed and squared stones, laid in even courses along the main/south façade and side/west elevation, as well as the tall voussoirs above the openings and smooth stone sills beneath. Its heritage attributes include the one-and-a-half storey limestone farmhouse with gable roof with central gable, grand central entrance and symmetrical fenestration.

605-607 Bagot Street (Lots 1-2 Plan D9, City of Kingston, County of Frontenac);
and

45 Charles Street (Lot 3 Plan D9, City of Kingston, County of Frontenac), known as the Calvary Church:

The Calvary Church is located on the northeast corner of Bagot and Charles Streets in the Inner Harbour neighbourhood in the City of Kingston. The Calvary Church spans two properties (a total of 957 square metre) and consists of a one-storey frame church constructed in 1889 with later additions and alterations in 1910 and 1924. The Calvary United (formerly Congregationalist) Church has design and physical value as a rare example of a surviving 19th century frame church in Kingston. The original 1889 chapel footprint is rectangular (15 metre by 7.5 metre) with a gable roof running north south. The principal end gable with large Gothic Revival style window faces Charles Street and a gabled entrance vestibule faces Bagot Street, thereby taking advantage of the corner location to provide views to and architecture interest of the building from both streets. The early 20th century modifications include an addition to the east for the Sunday school, the insertion of Gothic Revival style tracery within the original rectangular window openings, and the application of stucco to unify the enlarged church. The Calvary Church has historical value because it yields information that contributes to an understanding of the development of the surrounding neighbourhood known as Charlesville. At the time of its construction in 1889, it was the only Congregational church between Queen Street and the Outer Station. The church's size and frame construction reflect the modest means of this 19th century working-class neighbourhood at the northern edge of Kingston as well as the aesthetic sensibilities of the Congregationalist members. Calvary Church has associative value for its connections to James Bruce Reid, who designed the original chapel, and architect Colin Drever who oversaw later 20th century alterations and additions. The Calvary Church has contextual value because it is historically linked to its surroundings and is an historic landmark in the neighbourhood. As the only church in the former Charlesville hamlet, Calvary Church was built to serve the local community of working-class families and has been a local gathering place for generations. Its heritage attributes include the

one-storey chapel with side addition, entrance vestibule, original window openings and large Gothic Revival style arched window.

75-77 Princess Street/52-56 Queen Street (Lot 105 Original Survey Kingston City; Lot 106 Original Survey Kingston City; Part Lot 100 Original Survey Kingston City; Part Lot 3 Plan C4 Kingston City as in FR390311 S/T & T/W FR390311; City of Kingston, County of Frontenac), known as the Moore Building:

The Moore building is located on the north side of Princess Street between Wellington Street and King Street East in the heart of downtown Kingston. The property extends the full depth of the block and includes frontage onto Queen Street. The Moore building consists of a two-and-a-half-storey limestone commercial building facing Princess Street, originally constructed in 1817, and various wood, brick and limestone additions extending the full depth of the block to Queen Street. The Moore building is an early example of a stone commercial building in Kingston. The two-and-a-half storey limestone section of the building facing Princess Street was constructed and open for business by 1817. The limestone building has expanded to fill the lot northward to Queen Street with numerous wood, brick and stone additions, some built as early as 1829. The portion of the building closest to Queen Street is a one-and-a-half storey limestone structure with a low-pitched gable roof, built around 1865. The building was originally known as Moore's Coffee House, which was opened in the fall of 1817 by proprietor John Moore. It functioned as a Public House for travelers between Montreal and Toronto. By 1826, it was known as Moore's Mansion House Hotel, operated by Sarah Moore. By 1830 Segro and Mrs. Carmino rented the premises and developed a business relationship with George Mink to run the livery at the Mansion House Hotel. George Mink was a former slave, brought to Upper Canada with Loyalist Johan Jost Herkimer in 1784. In addition to the Moore's hotel, the property and various buildings also served the community as a Grammar School, a military hospital, and a Mechanic's Institute. The building furthest to the north, fronting onto Queen Street, was a blacksmith and boilermaker shop, and overtime housed carpenters and carriage making businesses. In 1890, the building was used as the Elliott Brothers Hardware Store. The Elliotts contributed their skilled trades to several large public works projects including: the Rockwood Asylum in Kingston; Armories in London, Toronto and St. Catharines; and the Royal Mint in Ottawa. Robert F. Elliott served as the Mayor of Kingston in 1896 and served on City Council. The building opened as Vandervoort Hardware in 1947 when Claude and Dean Vandervoort purchased the business. The store operated continuously under the Vandervoort name for almost 70 years until it closed its doors in 2020. The Moore building has contextual value as it contributes and supports the historic streetscape character of Princess Street and is visually linked to its surroundings. The buildings in this area are located at the front of their lots, which creates a compact street wall, and creates a visually appealing and diverse streetscape along Princess Street for which this building plays a key role in maintaining. Its heritage attributes include the two-and-a-half storey limestone commercial building and rear wood, brick and

limestone additions, and the one-and-a-half storey limestone building fronting Queen Street.

84 Yonge Street (Lot 39 W/S Yonge St, Plan 54; City of Kingston, County of Frontenac), known as the McCammon Bakery:

The McCammon Bakery is located on the west side of the street, mid-block between Grange and Richard Streets, in Portsmouth Village in the City of Kingston. The approximately 639 square metre residential property includes a two-storey limestone house with a one-storey rear wing, and a single-storey detached wooden outbuilding in the rear yard. The dwelling was constructed in the late 1860s as a home and bakery. This property has physical/design value as a good example of a classical limestone building with a Georgian influenced simple rectangular side-gable plan, built to accommodate both residential and commercial uses. The central doorway is recessed with paneled reveals as well as a transom and stone step, was likely the residential entrance, while the second entrance, now blinded, together with the window opening to the north, were likely the commercial entrance and display window for the bakery. The regular pattern of openings, with stone voussoirs and sills, reflect the Georgian style. While the large shed dormers dominate the roof line, the Georgian influence is still visible in the original roof profile, as well as the eave returns on the north and south gable ends. The McCammon Bakery has historical/associative value as it yields information that contributes to an understanding of the commercial and residential practices in the City of Kingston during the mid-19th century. Thomas McCammon was a baker who, with his wife Martha, purchased the subject vacant lot in 1865 and built their home and shop prior to 1869. Formerly called Main Street, Yonge Street was once the main north-south street in Portsmouth, and included a variety of commercial uses from hotels, blacksmiths, groceries, inns and breweries. The approximately 48 square metre outbuilding in the southwest corner of the property is clad in board and batten siding and has a low-pitched gable roof. It was built for storage for the bakery business and stone bake oven that once existed in the rear yard and reflects the past commercial uses of the property for both the McCammon's bakery and the later Hotel Westlake. The McCammon Bakery building maintains the character of the area through its limestone construction and two-storey massing; features that are visible in residential and commercial properties along Yonge Street as well as throughout the former village of Portsmouth. Its heritage attributes include the two-storey limestone building with gable roof, regular pattern of openings, and the detached wooden building in the rear yard.

Additional information, including a full description of the reasons for designation is available upon request from Ryan Leary, Senior Heritage Planner, Heritage Services at 613-546-4291, extension 3233, or at rleary@cityofkingston.ca during regular business hours.

Any notice of objection to this notice of intention to designate the property, setting out the reason for objection and all relevant facts, must be served upon the City Clerk within 30 days of the first publication of this notice.

Dated at the City of Kingston

Janet Jaynes, City Clerk

This XXX day of XXXX, 2024

City of Kingston

--- Newspaper Version---

**Notice of Intention to Pass By-Laws to Designate
The following properties to be of Cultural Heritage Value and Interest Pursuant to
the Provisions of the *Ontario Heritage Act* (R.S.O. 1990, Chapter 0.18)**

Take Notice that the Council of The Corporation of the City of Kingston intends to pass by-laws under Section 29 of the *Ontario Heritage Act*, R.S.O. 1990, Chapter 0.18, to designate the following lands to be of cultural heritage value and interest:

2045 Middle Road (Part Lot 13 Con 2 Pittsburgh Part 1, 13R15440; City of Kingston, County of Frontenac), known as the Clarke House;

281 Princess Street (Part Lot 328 Original Survey Kingston City as in FR284763; City of Kingston, County of Frontenac), known as Turk's Furniture Store;

322 Division Street (Part Lot 24 Block PP Con 1 Kingston as in FR303826 Except the Easement therein; City of Kingston, County of Frontenac);

3578 Highway 38 (Part Lot 5 Con 7 Western Addition Kingston as in FR306279 Lying North of FR692323; City of Kingston, County of Frontenac), known as the Vanluven Farmstead;

384 Division Street (Part Lot 8 W/S Division Street Plan A13 Kingston City as in FR335913 Except Part 1 13R19840; City of Kingston, County of Frontenac), known as the Hoagie House;

390 King Street East/42 Queen Street (Part Lot 93 Original Survey Kingston City; Part Lot 100 Original Survey Kingston City as in FR447579; City of Kingston, County of Frontenac);

3994 Howes Road (Part Lot 9 Con 5 Western Addition Kingston Part 3 13R549; City of Kingston, County of Frontenac), known as the Stevens Farmhouse;

605-607 Bagot Street (Lots 1-2 Plan D9, City of Kingston, County of Frontenac);
and

45 Charles Street (Lot 3 Plan D9, City of Kingston, County of Frontenac), known as the Calvary Church;

75-77 Princess Street/52-56 Queen Street (Lot 105 Original Survey Kingston City; Lot 106 Original Survey Kingston City; Part Lot 100 Original Survey Kingston City; Part Lot 3 Plan C4 Kingston City as in FR390311 S/T & T/W FR390311; City of Kingston, County of Frontenac), known as the Moore Building; and

84 Yonge Street (Lot 39 W/S Yonge St, Plan 54; City of Kingston, County of Frontenac), known as the McCammon Bakery.

Additional information, including a full description of the reasons for designation is available on the City of Kingston website at www.cityofkingston.ca/heritage and upon request from Ryan Leary, Senior Heritage Planner, Heritage Services, at 613-546-4291, extension 3233, or at reary@cityofkingston.ca during regular business hours.

Any notice of objection to this notice of intention to designate the property, setting out the reason for objection and all relevant facts, must be served upon the City Clerk within 30 days of the first publication of this notice.

Dated at the City of Kingston

Janet Jaynes, City Clerk

This XXX day of XXX, 2024

City of Kingston

City of Kingston By-Law Number 2024-XX

A By-Law to Designate the property at 2045 Middle Road to be of Cultural Heritage Value and Interest Pursuant to the *Ontario Heritage Act*

Passed: [insert date]

Whereas:

Subsection 29(1) of the *Ontario Heritage Act*, R.S.O. 1990, Chapter 0.18 (the "*Ontario Heritage Act*") authorizes the council of a municipality to enact by-laws to designate property within the municipality, including buildings and structures on the property, to be of cultural heritage value or interest;

The *property* was listed on the register established pursuant to Section 27 of the *Ontario Heritage Act* in 2010;

On February 21, 2024, Council of the City of Kingston ("*Council*") consulted with its municipal heritage committee regarding the designation of the property municipally known as the Clarke House at 2045 Middle Road (the "*property*") in accordance with subsection 29(2) of the *Ontario Heritage Act*;

On [insert date], *Council* caused notice of its intention to designate the *property* to be given to the owner of the *property* and to the Ontario Heritage Trust (the "*Trust*"), and on [insert date], notice of the intent to designate the *property* was published in The Kingston Whig-Standard, a newspaper having general circulation in the City of Kingston; and

No notice of objection to the proposed designation was served on the municipal Clerk (the "*Clerk*") of the Corporation of the City of Kingston (the "*City*") within the time prescribed by subsection 29(5) of the *Ontario Heritage Act*.

Therefore, *Council* enacts:

1. The *property* is designated as being of cultural heritage value and interest, as more particularly described in Schedule "A" of this by-law.
2. A copy of this by-law will be registered against the *property* in the appropriate land registry office. The *Clerk* is authorized to serve a copy of this by-law on the owner of the *property* and the *Trust*, and to cause notice of the passing of this by-law to be published in The Kingston Whig-Standard.

3. The *City* reserves the right to install a designation recognition plaque on the *property*, in a location and style determined by the *City* in consultation with the owner.
4. This by-law will come into force and take effect on the date it is passed.

Given First and Second Readings XXX, 2024

Given Third Reading and Passed XXX, 2024

Janet Jaynes
City Clerk

Bryan Paterson
Mayor

**Schedule “A”
Description and Criteria for Designation
Clarke House**

Civic Address: 2045 Middle Road
Legal Description: Part Lot 13 Con 2 Pittsburgh Part 1, 13R15440; City of Kingston, County of Frontenac
Property Roll Number: 1011 090 030 06900

Introduction and Description of Property

The Clarke House, located at 2045 Middle Road, is situated on the south side of the road, just east of Murray’s Road, in the former Township of Pittsburgh, now part of the City of Kingston. This 1-hectare rural property contains a one-and-a-half storey Ontario vernacular limestone farmhouse, built in 1851 for the Clarke family. Two 20th century rear additions were added to the original house and several wooden and metal outbuildings are also present on the property.

Statement of Cultural Heritage Value/Statement of Significance

The property has design value or physical value because it is a rare, unique, representative or early example of a style, type, expression, material or construction method.

The Clarke House is a representative example of an early 19th century one-and-a-half storey Georgian influenced vernacular farmhouse with few alterations. The symmetrical front façade is a defining feature of Georgian architecture and is characterized on this residence by a central entrance flanked by sash windows under a medium-pitched side gable roof and twin stone chimneys at the roof ridge. The roughly coursed, randomly cut stones on all elevations as well as the inconsistent size of the voussoirs and lack of architectural embellishments are indicative of the rural, vernacular nature of this building’s construction.

The property has historical value or associative value because it has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community.

The Clarke House is associated with the Clarke family and their descendants, who were long-time residents and farmers in this area of former Pittsburgh Township. Henry and Hannah Clake bought the property in 1839 and originally lived in a log house near the north-west corner of the Lot. The stone house was built in 1851 for their growing family. Following Henry’s death, the lands were left to Hannah and their children. Hannah

remarried and the lands changed hands amongst family members for the next 136 years, until 1975.

The property has contextual value because it is important in defining, maintaining or supporting the character of an area.

The property has contextual value because it is physically, functionally, visually or historically linked to its surroundings.

With its shallow setback, limestone construction, and presence on Middle Road, the Clarke House shares a visual and historical relationship with its surroundings and is an important part of the historical rural context of the neighbourhood. The strong presence of the Clarke House along Middle Road and its roughly coursed limestone construction supports and maintains the scenic and rural character of the road.

Heritage Attributes

Key exterior elements that contribute to the property's cultural heritage value include its:

- One-and-a-half storey random-coursed limestone farmhouse with medium-pitch side gable roof with twin stone chimneys located on the gable ends;
- Symmetrical front façade with central arched entrance with radiating voussoirs, flanked by large window openings with voussoirs; and
- East and west side elevations with two bays each.

City of Kingston By-Law Number 2024-XX

A By-Law to Designate the property at 281 Princess Street to be of Cultural Heritage Value and Interest Pursuant to the *Ontario Heritage Act*

Passed: [insert date]

Whereas:

Subsection 29(1) of the *Ontario Heritage Act*, R.S.O. 1990, Chapter 0.18 (the "*Ontario Heritage Act*") authorizes the council of a municipality to enact by-laws to designate property within the municipality, including buildings and structures on the property, to be of cultural heritage value or interest;

The *property* was listed on the register established pursuant to Section 27 of the *Ontario Heritage Act* in 2013;

On February 21, 2024, Council of the City of Kingston ("*Council*") consulted with its municipal heritage committee regarding the designation of the property municipally known as Turk's Furniture Store at 281 Princess Street (the "*property*") in accordance with subsection 29(2) of the *Ontario Heritage Act*;

On [insert date], *Council* caused notice of its intention to designate the *property* to be given to the owner of the *property* and to the Ontario Heritage Trust (the "*Trust*"), and on [insert date], notice of the intent to designate the *property* was published in The Kingston Whig-Standard, a newspaper having general circulation in the City of Kingston; and

No notice of objection to the proposed designation was served on the municipal Clerk (the "*Clerk*") of the Corporation of the City of Kingston (the "*City*") within the time prescribed by subsection 29(5) of the *Ontario Heritage Act*.

Therefore, *Council* enacts:

1. The *property* is designated as being of cultural heritage value and interest, as more particularly described in Schedule "A" of this by-law.
2. A copy of this by-law will be registered against the *property* in the appropriate land registry office. The *Clerk* is authorized to serve a copy of this by-law on the owner of the *property* and the *Trust*, and to cause notice of the passing of this by-law to be published in The Kingston Whig-Standard.

3. The *City* reserves the right to install a designation recognition plaque on the *property*, in a location and style determined by the *City* in consultation with the owner.
4. This by-law will come into force and take effect on the date it is passed.

Given First and Second Readings XXX, 2024

Given Third Reading and Passed XXX, 2024

Janet Jaynes
City Clerk

Bryan Paterson
Mayor

**Schedule “A”
Description and Criteria for Designation
Turk’s Furniture Store**

Civic Address: 281 Princess Street
Legal Description: Part Lot 328 Original Survey Kingston City as in FR284763;
City of Kingston, County of Frontenac
Property Roll Number: 1011 030 080 05600 0000

Introduction and Description of Property

Turk’s Furniture Store at 281 Princess Street is located on the north side of the street, between Clergy and Sydenham Streets in downtown Kingston. The 6-metre wide, 240 square metre property is completely covered by the subject building, a two-storey brick commercial building constructed circa 1890.

Statement of Cultural Heritage Value/Statement of Significance

The property has design value or physical value because it is a rare, unique, representative or early example of a style, type, expression, material or construction method.

The two-storey brick building is an example of a purpose-built commercial building from the late 19th century. The subject building was built on a 6-metre-wide lot with the primary design features located at the store frontage on its southern elevation. The prominent bay window rising to the roofline, for example, is consistent with a building designed as a store rather than a residence. The brick wall has a stucco finish on the front wall only, with shallow recessed panels above the second-floor windows that echo the drip molds of the window trim below. The roof cornice has prominent decorative brackets and a simple frieze that also copies the decorative window molds. The main floor windows have lost much of their original decorative trim but retain their large storefront size.

The property has historical value or associative value because it has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community.

Turk’s Furniture Store is associated with the Jewish-Canadian settlement area along this portion of Princess Street between Clergy and Bagot and its surrounding residential neighbourhood, which was established in the 19th century and known locally as Little Jerusalem. Jewish families leaving Europe chose Kingston in which to settle since other friends or relatives settled here, an important consideration when immigrating, especially for a population with close religious and family ties. In 1897 the Jewish

Congregation purchased property for a cemetery, which represents the official start of the congregation, and in 1910 the first Synagogue – Beth Israel Synagogue – was built at 148 Queen Street (demolished in 1961), just a block east of the subject property. As is typical of diaspora, the Jewish population tended to live close to where they worked. In this case, the businesses were located along Princess Street, with a high concentration between Clergy and Sydenham Street, including the Turk's Furniture Store.

The property has historical value or associative value because it yields, or has the potential to yield, information that contributes to an understanding of a community or culture.

This property has important associative value with Jacob and Ann Turk who settled in Kingston from Russia in the late 1800s. They opened a used furniture shop at 281 Princess Street in 1902. The property was eventually purchased by Jacob Turk in 1915 from Isaac Cohen and Max Susman. Jacob was a founding member of the Beth Israel Synagogue and acted as its president from 1919 to 1920 and an active member of the Oddfellows Relief Association. Ann was also very involved in Beth Israel as a member of the women's Zionist organization Hadassah. The first Hadassah Bazaar (an annual fund-raising event) in Kingston was held in the windows of Turk's Furniture Store in 1953. Turk's Furniture Store remained in the Turk family for four generations until it closed in 2012.

The property has contextual value because it is important in defining, maintaining or supporting the character of an area.

The property has contextual value because it is a landmark.

Turk's Furniture Store has contextual value as it supports and maintains the historic and eclectic commercial character of lower Princess Street.

The building's narrow frontage, distinctive bay window and deep cornice, makes this property a landmark along Princess Street for its unique design.

Heritage Attributes

Key exterior elements that contribute to the property's cultural heritage value include its:

- Two-storey height and brick construction with projecting two-storey bay on the front/southern elevation;
- Bracketed roof cornice with recessed panels below;
- Large, arched window openings on the second floor, complete with drip-mold/lintels and engaged columns between the windows, seated on a continuous sill; and
- Large shop window opening with off-set doorway separated by engaged columns, of which one is an original decorative column.

Non-Heritage Attributes

Elements that are not included in the Statement of Cultural Heritage Value of the property include:

- All interior features; and
- Massing to the rear of the main southern elevation.

City of Kingston By-Law Number 2024-XX

A By-Law to Designate the property at 322 Division Street to be of Cultural Heritage Value and Interest Pursuant to the *Ontario Heritage Act*

Passed: [insert date]

Whereas:

Subsection 29(1) of the *Ontario Heritage Act*, R.S.O. 1990, Chapter 0.18 (the "*Ontario Heritage Act*") authorizes the council of a municipality to enact by-laws to designate property within the municipality, including buildings and structures on the property, to be of cultural heritage value or interest;

The *property* was listed on the register established pursuant to Section 27 of the *Ontario Heritage Act* in 2010;

On February 21, 2024, Council of the City of Kingston ("*Council*") consulted with its municipal heritage committee regarding the designation of the property at 322 Division Street (the "*property*") in accordance with subsection 29(2) of the *Ontario Heritage Act*;

On [insert date], *Council* caused notice of its intention to designate the *property* to be given to the owner of the *property* and to the Ontario Heritage Trust (the "*Trust*"), and on [insert date], notice of the intent to designate the *property* was published in The Kingston Whig-Standard, a newspaper having general circulation in the City of Kingston; and

No notice of objection to the proposed designation was served on the municipal Clerk (the "*Clerk*") of the Corporation of the City of Kingston (the "*City*") within the time prescribed by subsection 29(5) of the *Ontario Heritage Act*.

Therefore, *Council* enacts:

1. The *property* is designated as being of cultural heritage value and interest, as more particularly described in Schedule "A" of this by-law.
2. A copy of this by-law will be registered against the *property* in the appropriate land registry office. The *Clerk* is authorized to serve a copy of this by-law on the owner of the *property* and the *Trust*, and to cause notice of the passing of this by-law to be published in The Kingston Whig-Standard.

3. The *City* reserves the right to install a designation recognition plaque on the *property*, in a location and style determined by the *City* in consultation with the owner.
4. This by-law will come into force and take effect on the date it is passed.

Given First and Second Readings XXX, 2024

Given Third Reading and Passed XXX, 2024

Janet Jaynes
City Clerk

Bryan Paterson
Mayor

**Schedule “A”
Description and Criteria for Designation**

Civic Address: 322 Division Street
Legal Description: Part Lot 24 Block PP Con 1 Kingston as in FR303826
Except the Easement therein; City of Kingston, County of
Frontenac
Property Roll Number: 1011 030 020 05400

Introduction and Description of Property

The property at 322 Division Street is located on the west side of Division Street, just north of Hamilton Street in the City of Kingston. The 265 square metre property contains a one-and-a-half-storey limestone residential building, constructed circa 1852, with a later two-storey rear addition.

Statement of Cultural Heritage Value

The property has design value or physical value because it is a rare, unique, representative or early example of a style, type, expression, material or construction method.

Built on lands owned by The Reverend Robert McDowall in the early 1850s, the property has design value as an early and representative local example of a one-and-a-half-storey vernacular limestone residential building with a Georgian influence. Despite the removal of the two gable-end chimneys, the residence retains all the symmetry and balance characteristic of Georgian architecture. This style is expressed through the structure’s medium-pitch side gable roof with central gable, centrally placed first-floor entrance, flanked by large symmetrical window openings on the façade, and a half-round arched central window opening under the gable on the second floor. The surviving window and door openings, and hammer-dressed, evenly squared limestone exterior and early date, make it a representative example of this style of architecture in Kingston.

The property has contextual value because it is important in defining, maintaining or supporting the character of an area.

The property has contextual value because it is physically, functionally, visually or historically linked to its surroundings.

The property has contextual value for its role in supporting and maintaining the historic scale and character of this portion of Division Street. Located prominently on the street and as one of a few limestone buildings along this stretch of Division, 322 Division Street contributes to and supports the historic scale and character of Division Street south of Concession Street, which traditionally formed the western boundary to the city.

The property is visually linked to this section of Division Street, which is defined by 19th and early 20th century residential buildings with shallow setbacks from the public right-of-way, whose overall scale and character create a gateway to the historic downtown. Associated properties that contribute to the heritage character of the area include 281, 293, 371, 375, 381, and 384 Division.

Heritage Attributes

Key exterior elements that contribute to the property's cultural heritage value include its:

- One-and-a-half-storey massing with medium-pitch side gable roof and central steeply-pitched gable;
- Squared and hammer-dressed limestone construction, laid in even courses on the façade and laid randomly on side elevations;
- Semi-circular arched central window opening under gable on façade, with stone sill and radiating voussoirs;
- Original window and door openings on the façade with stone sills and voussoirs; and
- Original window openings on the second floor of the side elevations, with stone voussoirs and wooden sills.

City of Kingston By-Law Number 2024-XX

A By-Law to Designate the property at 3578 Highway 38 to be of Cultural Heritage Value and Interest Pursuant to the *Ontario Heritage Act*

Passed: [insert date]

Whereas:

Subsection 29(1) of the *Ontario Heritage Act*, R.S.O. 1990, Chapter 0.18 (the "*Ontario Heritage Act*") authorizes the council of a municipality to enact by-laws to designate property within the municipality, including buildings and structures on the property, to be of cultural heritage value or interest;

The *property* was listed on the register established pursuant to Section 27 of the *Ontario Heritage Act* in 2016;

On February 21, 2024, Council of the City of Kingston ("*Council*") consulted with its municipal heritage committee regarding the designation of the property municipally known as the Vanluven Farmstead at 3578 Highway 38 (the "*property*") in accordance with subsection 29(2) of the *Ontario Heritage Act*;

On [insert date], *Council* caused notice of its intention to designate the *property* to be given to the owner of the *property* and to the Ontario Heritage Trust (the "*Trust*"), and on [insert date], notice of the intent to designate the *property* was published in The Kingston Whig-Standard, a newspaper having general circulation in the City of Kingston; and

No notice of objection to the proposed designation was served on the municipal Clerk (the "*Clerk*") of the Corporation of the City of Kingston (the "*City*") within the time prescribed by subsection 29(5) of the *Ontario Heritage Act*.

Therefore, *Council* enacts:

1. The *property* is designated as being of cultural heritage value and interest, as more particularly described in Schedule "A" of this by-law.
2. A copy of this by-law will be registered against the *property* in the appropriate land registry office. The *Clerk* is authorized to serve a copy of this by-law on the owner of the *property* and the *Trust*, and to cause notice of the passing of this by-law to be published in The Kingston Whig-Standard.

3. The *City* reserves the right to install a designation recognition plaque on the *property*, in a location and style determined by the *City* in consultation with the owner.
4. This by-law will come into force and take effect on the date it is passed.

Given First and Second Readings XXX, 2024

Given Third Reading and Passed XXX, 2024

Janet Jaynes
City Clerk

Bryan Paterson
Mayor

**Schedule “A”
Description and Criteria for Designation
Vanluven Farmstead**

Civic Address: 3578 Highway 38
Legal Description: Part Lot 5 Con 7 Western Addition Kingston as in FR306279
Lying North of FR692323; City of Kingston, County of
Frontenac
Property Roll Number: 1011 080 230 11420

Introduction and Description of Property

The Vanluven Farmstead, located at 3578 Highway 38, is situated on the northeast side of the road, facing the terminus of Quabbin Road, in the former Township of Kingston, now part of the City of Kingston. This 20-hectare rural property contains a one-and-a-half storey Ontario vernacular limestone farmhouse with single-storey addition, built circa 1850 for the Vanluven family. A more modern garage addition is added to the rear of the main house. A small stone farm building with a chimney and several wooden barns are also present on the property.

Statement of Cultural Heritage Value/Statement of Significance

The property has design value or physical value because it is a rare, unique, representative or early example of a style, type, expression, material or construction method.

The property has design value or physical value because it displays a high degree of craftsmanship or artistic merit.

The Vanluven Farmstead is an early example of a 19th century one-and-a-half storey Georgian influenced vernacular farmhouse with various architectural elements that display a high level of craftsmanship. The symmetrical front façade characterized by a central entrance flanked by windows under a shallow-pitched gable roof and single stone chimney is representative of the Georgian style dwelling.

The residence has design features not typical in 19th-century rural farmhouse design. The main entrance is exaggerated by a vestibule with arched sidelights, a hipped roof with dentil decoration, engaged square columns located at the corners of the vestibule, and arched windows. The high degree of craftsmanship is also evident in the smooth ashlar quoins, and deep cornice with wide frieze board and returns. The window openings also have a slight arch that is embellished with segmental stone voussoirs.

A rectangular single-storey limestone addition is attached to the south-east elevation of the main house. The gable roof and segmentally arched openings are complementary to those of the main house; however, the stones are considerably larger and more uniform, distinguishing it from the main house, and indicating that it was constructed at a different time.

The Vanluven Farmstead also includes a small rectangular limestone outbuilding with a gable roof and single limestone chimney, as well as multiple wooden barns from the 19th and 20th centuries.

The property has historical value or associative value because it has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community.

The Vanluven Farmstead is associated with the Vanluven family who were well-known and active members of the Murvale community. In 1844 Leonard Vanluven, a Wesleyan Methodist yeoman, obtained the Crown Patent for the property. By 1851, Leonard and his wife Catherine were operating a successful farm and living in the single-storey stone house on the property with their children Henry Michael, Anson P., and Marion. Leonard Vanluven was also the Captain of Militia, and in the late 1840s he was promoted to Ensign in the 2nd Battalion of Frontenac County.

Leonard and Catherine's eldest son, Henry Michael Vanluven, was a yeoman and Lieutenant of Militia. He was also a saddle and harness maker in Murvale. He obtained full ownership of the property by 1875. Henry and his wife Ellen, and their children Emma Ann and George, lived on the property until 1897.

Leonard and Catherine's other son, Anson P. Vanluven, became the Murvale Reeve in 1883 and again in 1887.

The property has contextual value because it is important in defining, maintaining or supporting the character of an area.

The Vanluven Farmstead has contextual value as it supports and maintains the scenic and rural character of the road and area. It is important to note that the contextual value of the property is expressed not only through the limestone farmhouse, but also the historic stone outbuilding with chimney, and multiple agricultural buildings.

Cultural Heritage Attributes

Key exterior elements that contribute to the property's cultural heritage value include its:

- One-and-a-half storey limestone farmhouse with low-pitch side gable roof with stone chimneys located on the gable end;
- Constructed from pitch-faced limestone laid in even courses with ashlar stone quoins;
- Elaborate cornice with wide frieze board and return;
- Symmetrical front façade with central entrance, flanked by large window openings;

- Central entrance vestibule with arched sidelights, a hip roof with dentil decoration, engaged square columns and arched windows;
- Segmentally arched window openings with stone sills and limestone voussoirs;
- North-west side elevation with two small window openings in the gable and one larger window opening on the first storey;
- One storey stone addition on the south-east elevation, with medium-pitched side gable roof, and segmentally arched openings; and
- Rectangular limestone outbuilding with a medium-pitch gable roof and a single limestone chimney.

City of Kingston By-Law Number 2024-XX

A By-Law to Designate the property at 384 Division Street to be of Cultural Heritage Value and Interest Pursuant to the *Ontario Heritage Act*

Passed: [insert date]

Whereas:

Subsection 29(1) of the *Ontario Heritage Act*, R.S.O. 1990, Chapter 0.18 (the "*Ontario Heritage Act*") authorizes the council of a municipality to enact by-laws to designate property within the municipality, including buildings and structures on the property, to be of cultural heritage value or interest;

The *property* was listed on the register established pursuant to Section 27 of the *Ontario Heritage Act* in 2010;

On February 21, 2024, Council of the City of Kingston ("*Council*") consulted with its municipal heritage committee regarding the designation of the property municipally known as the Hoagie House at 384 Division Street (the "*property*") in accordance with subsection 29(2) of the *Ontario Heritage Act*;

On [insert date], *Council* caused notice of its intention to designate the *property* to be given to the owner of the *property* and to the Ontario Heritage Trust (the "*Trust*"), and on [insert date], notice of the intent to designate the *property* was published in The Kingston Whig-Standard, a newspaper having general circulation in the City of Kingston; and

No notice of objection to the proposed designation was served on the municipal Clerk (the "*Clerk*") of the Corporation of the City of Kingston (the "*City*") within the time prescribed by subsection 29(5) of the *Ontario Heritage Act*.

Therefore, *Council* enacts:

1. The *property* is designated as being of cultural heritage value and interest, as more particularly described in Schedule "A" of this by-law.
2. A copy of this by-law will be registered against the *property* in the appropriate land registry office. The *Clerk* is authorized to serve a copy of this by-law on the owner of the *property* and the *Trust*, and to cause notice of the passing of this by-law to be published in The Kingston Whig-Standard.

3. The *City* reserves the right to install a designation recognition plaque on the *property*, in a location and style determined by the *City* in consultation with the owner.
4. This by-law will come into force and take effect on the date it is passed.

Given First and Second Readings XXX, 2024

Given Third Reading and Passed XXX, 2024

Janet Jaynes
City Clerk

Bryan Paterson
Mayor

**Schedule “A”
Description and Criteria for Designation
The Hoagie House**

Civic Address: 384 Division Street
Legal Description: Part Lot 8 W/S Division Street Plan A13 Kingston City as in FR335913 Except Part 1 13R19840; City of Kingston, County of Frontenac
Property Roll Number: 1011 050 010 11300

Introduction and Description of Property

The Hoagie House at 384 Division Street is located on the southwest corner of Division and Stanley (formerly Victoria) Streets in the City of Kingston. The 500 square metre property contains a detached two-storey limestone residential building, constructed before 1855. The first floor of the building was converted for commercial uses many years ago and has been the location of the well-known local establishment – The Hoagie House - since 1971.

Statement of Cultural Heritage Value

The property has design value or physical value because it is a rare, unique, representative or early example of a style, type, expression, material or construction method.

Built for carter William Lemmon in the early 1850s, the property has design value as an early surviving example of a two-storey vernacular limestone residential building with a Georgian influence in Kingston. Despite some alterations to the façade (i.e. replacement of the first-floor windows and door and the removal of the end gable chimneys), the Hoagie House retains the symmetry and balance characteristic of Georgian architecture, expressed through its low-pitch side gable roof, centrally placed first-floor entrance, and symmetrical alignment of window openings on the façade, including a possible blind window behind the wooden shutters on the second floor. Its full two-storey massing (as opposed to one-and-half) is unusual and notable for its early construction date (i.e. before 1855).

The property has contextual value because it is important in defining, maintaining or supporting the character of an area.

The property has contextual value because it is physically, functionally, visually or historically linked to its surroundings.

The property has contextual value because it is a landmark.

The Hoagie House, originally opened by Angie Thompson on Brock Street in 1969, moved to his location in 1971 and is owned and operated by the Thompson family. The

Hoagie House has been a treasured local landmark for three generations of Kingstonians.

Located on a corner site and as one of only a few limestone buildings along this stretch of Division Street, the Hoagie House contributes to, and supports, the historic scale and character of Division Street south of Concession Street, which traditionally formed the western boundary to the city. The Hoagie House is visually linked to this section of Division Street, which is defined by 19th and early 20th century residential buildings with shallow setbacks from the public right-of-way. Of particular note are those buildings at 371, 375, 381, 390, 398 and 400 Division, which, with the Hoagie House, contribute to this historic character.

Heritage Attributes

Key exterior elements that contribute to the property's cultural heritage value include its:

- Two-storey massing with low-pitch side gable roof;
- Limestone construction with even coursing on the façade and random coursing on gable ends;
- Original window openings with wooden sills on the façade, including the currently blinded window on the second floor (now concealed by wooden shutters), and those on the side elevations;
- Voussoirs on the ground floor of the façade, indicating the symmetrical placement of the original first floor openings; and
- Original entrance opening on the façade.

City of Kingston By-Law Number 2024-XX

A By-Law to Designate the property at 390 King Street East/42 Queen Street to be of Cultural Heritage Value and Interest Pursuant to the *Ontario Heritage Act*

Passed: [insert date]

Whereas:

Subsection 29(1) of the *Ontario Heritage Act*, R.S.O. 1990, Chapter 0.18 (the "*Ontario Heritage Act*") authorizes the council of a municipality to enact by-laws to designate property within the municipality, including buildings and structures on the property, to be of cultural heritage value or interest;

The *property* was listed on the register established pursuant to Section 27 of the *Ontario Heritage Act* in 2016;

On February 21, 2024, Council of the City of Kingston ("*Council*") consulted with its municipal heritage committee regarding the designation of the property municipally known as the Moore Building at 390 King Street East/42 Queen Street (the "*property*") in accordance with subsection 29(2) of the *Ontario Heritage Act*;

On [insert date], *Council* caused notice of its intention to designate the *property* to be given to the owner of the *property* and to the Ontario Heritage Trust (the "*Trust*"), and on [insert date], notice of the intent to designate the *property* was published in The Kingston Whig-Standard, a newspaper having general circulation in the City of Kingston; and

No notice of objection to the proposed designation was served on the municipal Clerk (the "*Clerk*") of the Corporation of the City of Kingston (the "*City*") within the time prescribed by subsection 29(5) of the *Ontario Heritage Act*.

Therefore, *Council* enacts:

1. The *property* is designated as being of cultural heritage value and interest, as more particularly described in Schedule "A" of this by-law.
2. A copy of this by-law will be registered against the *property* in the appropriate land registry office. The *Clerk* is authorized to serve a copy of this by-law on the owner of the *property* and the *Trust*, and to cause notice of the passing of this by-law to be published in The Kingston Whig-Standard.

3. The *City* reserves the right to install a designation recognition plaque on the *property*, in a location and style determined by the *City* in consultation with the owner.
4. This by-law will come into force and take effect on the date it is passed.

Given First and Second Readings XXX, 2024

Given Third Reading and Passed XXX, 2024

Janet Jaynes
City Clerk

Bryan Paterson
Mayor

**Schedule “A”
Description and Criteria for Designation**

Civic Address: 390 King Street East and 42 Queen Street

Legal Description: Part Lot 93 Original Survey Kingston City; Part Lot 100 Original Survey Kingston City as in FR447579; City of Kingston, County of Frontenac

Property Roll Number: 1011 030 090 03600 0000

Introduction and Description of Property

The subject property is an approximately 287 square metre lot located on the south-western corner of King East and Queen Streets in the City of Kingston. The two-storey stone commercial building on the site covers the entirety of the property. The structure was constructed as a rectangular building in the early 19th century (possibly as early as the 1820s), though the limestone building was extended later that century along Queen Street to create an “L”, and then infilled in the 20th century to create the current rectangular building.

Statement of Cultural Heritage Value

The property has design value or physical value because it is a rare, unique, representative or early example of a style, type, expression, material or construction method.

The property has physical value as a representative example of a two-storey limestone commercial building constructed on a prominent corner in Kingston’s downtown. The limestone is of irregular lengths and laid in courses along the King Street façade, while the Queen Street facade’s coursing is irregular. The King Street elevation includes two large segmentally arched openings with stone voussoirs on the ground floor and five rectangular window openings, equally spaced, on the second floor. There are smooth limestone quoins at the south edge of this elevation that extend from roof to mid door height. The Queen Street two-storey façade features nine bays, all with stone voussoirs, including two tall ground floor door openings.

The gable roof features an end gable with low parapet on the south, a cross-gable at the King and Queen Street intersection and another end gable on the west. As a result, the frontages display a continuous roofline. Wooden cornices run the length of King and Queen Street stone elevations. A plain wooden soffit, fascia and trim top both elevations with a single return on the west gable end.

The western end of the building has an upper fire escape and opening, not original, and a short wide opening with large voussoir. A brick chimney tops the west gable end, with its red brick flue integrated into the limestone, making for a noteworthy feature along Queen Street.

The property has historical value or associative value because it has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community.

The property has historical value or associative value because it yields, or has the potential to yield, information that contributes to an understanding of a community or culture.

The property has historical/associative value as an early commercial building in the historic commercial core of the City. It sits at a prominent intersection and contributes to the community's understanding of commercial growth during the middle of the nineteenth century.

In the early days, the building housed a bank and manager's residence. As noted in the 1855 City of Kingston Directory: "The bank of Upper Canada occupies an unpretending edifice in the lower part of the city." Notable associates of the bank include Thomas Kirkpatrick, Bank Solicitor from 1837 to 1866 (and Mayor of Kingston in 1838 and 1847); John Macaulay, agent from 1822 to 1866 and William Hinds, bank manager 1855 to 1866, (and Director of the Cataraqui Cemetery Company, and Life Governor of the General Hospital and Frontenac Loan & Investment Society).

The Bank of Upper Canada's collapse in 1866, and a shift to more industrial uses of properties north of Princess Street, created a change in use for this property. From 1873 until 1908, the building housed a carriage works business, complete with blacksmith shop on the first floor, showrooms on the first and second floors and wood shop on the second floor. Although the property changed hands multiple times between 1907 and 1912, it housed a brass and iron foundry for much of the first half of the twentieth century.

The property has contextual value because it is important in defining, maintaining or supporting the character of an area.

The property has contextual value because it is physically, functionally, visually or historically linked to its surroundings.

The property is important in maintaining and supporting the nineteenth-century character of the Queen Street streetscape, as well as the commercial core of the City of Kingston. The building shares a city block with other significant heritage properties and serves to anchor the historical streetscape of Queen Street west of King Street East. Its design and material also function as a physical connection to the long history of commercial and industrial use of Kingston's "North Block".

Heritage Attributes

Key exterior elements that contribute to the property's cultural heritage value include its:

- Early two storey “L” shape limestone commercial building with shallow-pitched cross-gable roof with gable ends at the south and west, including a cornice return on the west end;
- Two wide segmentally arched openings with limestone voussoirs;
- Regular fenestration pattern of window and door openings with limestone voussoirs; and
- Location on King Street East and Queen Street.

City of Kingston By-Law Number 2024-XX

A By-Law to Designate the property at 3994 Howes Road to be of Cultural Heritage Value and Interest Pursuant to the *Ontario Heritage Act*

Passed: [insert date]

Whereas:

Subsection 29(1) of the *Ontario Heritage Act*, R.S.O. 1990, Chapter 0.18 (the "*Ontario Heritage Act*") authorizes the council of a municipality to enact by-laws to designate property within the municipality, including buildings and structures on the property, to be of cultural heritage value or interest;

The *property* was listed on the register established pursuant to Section 27 of the *Ontario Heritage Act* in 2016;

On February 21, 2024, Council of the City of Kingston ("*Council*") consulted with its municipal heritage committee regarding the designation of the property municipally known as the Stevens Farmhouse at 3994 Howes Road (the "*property*") in accordance with subsection 29(2) of the *Ontario Heritage Act*;

On [insert date], *Council* caused notice of its intention to designate the *property* to be given to the owner of the *property* and to the Ontario Heritage Trust (the "*Trust*"), and on [insert date], notice of the intent to designate the *property* was published in The Kingston Whig-Standard, a newspaper having general circulation in the City of Kingston; and

No notice of objection to the proposed designation was served on the municipal Clerk (the "*Clerk*") of the Corporation of the City of Kingston (the "*City*") within the time prescribed by subsection 29(5) of the *Ontario Heritage Act*.

Therefore, *Council* enacts:

1. The *property* is designated as being of cultural heritage value and interest, as more particularly described in Schedule "A" of this by-law.
2. A copy of this by-law will be registered against the *property* in the appropriate land registry office. The *Clerk* is authorized to serve a copy of this by-law on the owner of the *property* and the *Trust*, and to cause notice of the passing of this by-law to be published in The Kingston Whig-Standard.

3. The *City* reserves the right to install a designation recognition plaque on the *property*, in a location and style determined by the *City* in consultation with the owner.
4. This by-law will come into force and take effect on the date it is passed.

Given First and Second Readings XXX, 2024

Given Third Reading and Passed XXX, 2024

Janet Jaynes
City Clerk

Bryan Paterson
Mayor

**Schedule “A”
Description and Criteria for Designation
Stevens Farmhouse**

Civic Address: 3994 Howes Road
Legal Description: Part Lot 9 Con 5 Western Addition Kingston Part 3 13R549;
City of Kingston, County of Frontenac
Property Roll Number: 1011 080 220 16201

Introduction and Description of Property

The Stevens Farmhouse, located at 3994 Howes Road, is situated on the north side of the road, near the western limit of the municipality, in the former Township of Kingston, now part of the City of Kingston. This 0.4-hectare rural residential property contains a one-and-a-half storey limestone farmhouse built in the 1860s for the Stevens family with a modern (2006) two-storey addition and a number of 20th and 21st century outbuildings.

Statement of Cultural Heritage Value/Statement of Significance

The property has design value or physical value because it is a rare, unique, representative or early example of a style, type, expression, material or construction method.

The property has design value or physical value because it displays a high degree of craftsmanship or artistic merit.

Thomas Stevens obtained the property from his father Abraham Stevens in 1864. Abraham Stevens continued to live with his son on the property until at least 1871. Thomas Stevens was a British-born farmer who married (Hannah) Matilda Smith. They had one daughter, Fanny (Dora) Myrtle Stevens, on December 10, 1890. Thomas Stevens died in 1898, but the property remained with the Stevens family for several more years.

The Stevens Farmhouse is a well-crafted example of a one-and-a-half storey, mid-19th Century, Ontario Gothic Revival Cottage with excellent limestone construction and fine masonry work that display a high level of craftsmanship.

The building is typical of the Ontario Gothic Revival Cottage, as demonstrated through the symmetrical façade, gabled roof (its missing its twin chimneys), a central steeply pitched gable with a window and entranceway underneath that are flanked by large rectangular window openings. The Stevens Farmhouse is unusual for a vernacular building, however, with its oversized flat-headed main entrance with side lights and transom, flanked by large window openings, also flat heads but embellished by tall

stone voussoirs. The central window opening above the main entrance however has a dramatic half round arch with radiating stone voussoirs.

The high degree of craftsmanship is evidenced by the neatly dressed and squared stones, laid in even courses along the main/south façade and side/west elevation, as well as the tall voussoirs above the openings and smooth stone sills beneath.

Heritage Attributes

Key exterior elements that contribute to the property's cultural heritage value include its:

- One-and-a-half storey limestone farmhouse with medium-pitched side gable roof with central steep-pitch front gable and deep cornice;
- Limestone construction of dressed and squared stone laid in even courses;
- Symmetrical front façade with central entrance, flanked by large window opening with stone sills and tall voussoirs;
- Central entrance with sidelights and transom; and
- West side elevation with symmetrical two-bay fenestration pattern.

Non-Heritage Attributes

Elements that are not included in the Statement of Cultural Heritage Value of the property include its:

- Modern detached outbuildings, pool and fences.

City of Kingston By-Law Number 2024-XX

A By-Law to Designate the property at 605–607 Bagot Street and 45 Charles Street to be of Cultural Heritage Value and Interest Pursuant to the *Ontario Heritage Act*

Passed: [insert date]

Whereas:

Subsection 29(1) of the *Ontario Heritage Act*, R.S.O. 1990, Chapter 0.18 (the “*Ontario Heritage Act*”) authorizes the council of a municipality to enact by-laws to designate property within the municipality, including buildings and structures on the property, to be of cultural heritage value or interest;

The *property* was listed on the register established pursuant to Section 27 of the *Ontario Heritage Act* in 2010;

On February 21, 2024, Council of the City of Kingston (“*Council*”) consulted with its municipal heritage committee regarding the designation of the property municipally known as the Calvary Church at 605-607 Bagot Street and 45 Charles Street (the “*property*”) in accordance with subsection 29(2) of the *Ontario Heritage Act*;

On [insert date], *Council* caused notice of its intention to designate the *property* to be given to the owner of the *property* and to the Ontario Heritage Trust (the “*Trust*”), and on [insert date], notice of the intent to designate the *property* was published in The Kingston Whig-Standard, a newspaper having general circulation in the City of Kingston; and

No notice of objection to the proposed designation was served on the municipal Clerk (the “*Clerk*”) of the Corporation of the City of Kingston (the “*City*”) within the time prescribed by subsection 29(5) of the *Ontario Heritage Act*.

Therefore, *Council* enacts:

1. The *property* is designated as being of cultural heritage value and interest, as more particularly described in Schedule “A” of this by-law.
2. A copy of this by-law will be registered against the *property* in the appropriate land registry office. The *Clerk* is authorized to serve a copy of this by-law on the owner of the *property* and the *Trust*, and to cause notice of the passing of this by-law to be published in The Kingston Whig-Standard.

3. The *City* reserves the right to install a designation recognition plaque on the *property*, in a location and style determined by the *City* in consultation with the owner.
4. This by-law will come into force and take effect on the date it is passed.

Given First and Second Readings XXX, 2024

Given Third Reading and Passed XXX, 2024

Janet Jaynes
City Clerk

Bryan Paterson
Mayor

**Schedule “A”
Description and Criteria for Designation
Calvary Church**

Civic Address: 605-607 Bagot Street
Legal Description: Lots 1-2 Plan D9, City of Kingston, County of Frontenac
Property Roll Number: 1011 040 020 08700

Civic Address: 45 Charles Street
Legal Description: Lot 3 Plan D9, City of Kingston, County of Frontenac
Property Roll Number: 1011 040 020 08800

Introduction and Description of Property

The Calvary Church at 605-607 Bagot Street and 45 Charles Street, is located on the northeast corner of Bagot and Charles Streets in the Inner Harbour neighbourhood in the City of Kingston. The Calvary Church spans two properties (a total of 957 square metre) and consists of a one-storey frame church constructed in 1889 with later additions and alterations in 1910 and 1924. A small dwelling is located to the rear of the church building at 607 Bagot Street.

Statement of Cultural Heritage Value/Statement of Significance

The property has design value or physical value because it is a rare, unique, representative or early example of a style, type, expression, material or construction method.

The Calvary United (formerly Congregationalist) Church has design and physical value as a rare example of a surviving 19th century frame church in Kingston. Despite many modifications and additions, its modest religious architectural character is expressed through its massing and scale. The original 1889 chapel footprint is rectangular (50' by 25' or 15 metre by 7.5 metre) with a gable roof running north south. The principal end gable with large Gothic Revival style window faces Charles Street and a gabled entrance vestibule faces Bagot Street, thereby taking advantage of the corner location to provide views to and architecture interest of the building from both streets.

The early 20th century modifications include an addition to the east for the Sunday school, the insertion of Gothic Revival style tracery within the original rectangular window openings, and the application of stucco to unify the enlarged church. The building's stucco and original painted board-and-batten siding is now covered by vinyl. An interesting architectural detail that remains (or has been reinstated) is the wooden triangular decoration over the Gothic Revival style window facing Charles Street, which mimics the shape of the gable roof over the entrance vestibule facing Bagot Street.

The property has historical value or associative value because it yields, or has the potential to yield, information that contributes to an understanding of a community or culture.

The Calvary Church has historical value because it yields information that contributes to an understanding of the development of the surrounding neighbourhood known as Charlesville. At the time of its construction in 1889, it was the only Congregational church between Queen Street and the Outer Station (i.e. the former Grand Trunk Station). It was acknowledged by the Congregationalists that the growing population in this part of the city, particularly the workers of the nearby cotton mill and other factories, needed a permanent chapel. The land and building were gifted by Congregationalist member and wholesale grocer Benjamin W. Robertson, and the church opened in the spring of 1889. The church's size (50' by 25' with seating for 170) and frame construction reflect the modest means of this 19th century working-class neighbourhood at the northern edge of Kingston as well as the aesthetic sensibilities of the Congregationalist members of what would become the United Church. In contrast, around the same time, the Presbyterian congregants constructed Chalmers United Church, a grand Romanesque style design in limestone masonry at the corner of Barrie, Clergy and Earl Streets.

The property has historical value or associative value because it demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.

Calvary Church has associative value for its connections to James Bruce Reid, who designed the original chapel, and Colin Drever who oversaw later 20th century alterations and additions. Reid worked as a draftsman with William Newlands from 1885-1888 before becoming a partner in the firm. In 1889 he worked under his own name with the assistance from Arthur Ellis. Reid was the Deacon of the First Congregational Church and secretary of the committee that managed the construction of the new church, of which he designed.

Colin Drever was a well-known local architect, who worked with Power & Son from 1912 to 1923 and then on his own until 1945, at which point he formed Drever & Smith with Harry P. Smith. Drever's most well-known local works include McLaughlin Hall, McArthur College, Waldron Hall and the King Street Power Plant at Queen's University, and as part of the team that designed the Kingston Memorial Centre. He was also instrumental in many prominent alterations and additions, such as those to the interior of Sydenham Street United Church (now The Spire) and those at Calvary United.

The property has contextual value because it is physically, functionally, visually or historically linked to its surroundings.

The property has contextual value because it is a landmark.

The Calvary Church has contextual value because it is historically linked to its surroundings and is an historic landmark in the neighbourhood. As the only church in

the former Charlesville hamlet, Calvary Church was built to serve the local community of working-class families and has been a local gathering place for generations. The church has an historic presence on the corner location and is visible north-south on Bagot Street and east-west on Charles Street. As one of only a few extant 19th century framed churches in Kingston, Calvary Church is a local landmark in the community.

Heritage Attributes

Key exterior elements that contribute to the property's cultural heritage value include its:

- One-storey chapel with side addition, both with gable roofs;
- Entrance vestibule with gable roof on the west elevation of chapel;
- Original window openings with early 20th century Gothic Revival style wooden tracery and coloured glass on the original chapel; and
- Large Gothic Revival style pointed arch window facing Charles Street with wooden triangular decoration.

Non-Heritage Attributes

Elements that are not included in the Statement of Cultural Heritage Value of the property include the:

- Dwelling at 607 Bagot Street

City of Kingston By-Law Number 2024-XX

A By-Law to Designate the property at 75-77 Princess Street/52-56 Queen Street to be of Cultural Heritage Value and Interest Pursuant to the *Ontario Heritage Act*

Passed: [insert date]

Whereas:

Subsection 29(1) of the *Ontario Heritage Act*, R.S.O. 1990, Chapter 0.18 (the "*Ontario Heritage Act*") authorizes the council of a municipality to enact by-laws to designate property within the municipality, including buildings and structures on the property, to be of cultural heritage value or interest;

The *property* was listed on the register established pursuant to Section 27 of the *Ontario Heritage Act* in 2016;

On February 21, 2024, Council of the City of Kingston ("*Council*") consulted with its municipal heritage committee regarding the designation of the property municipally known as the Moore Building at 75-77 Princess Street/52-56 Queen Street (the "*property*") in accordance with subsection 29(2) of the *Ontario Heritage Act*;

On [insert date], *Council* caused notice of its intention to designate the *property* to be given to the owner of the *property* and to the Ontario Heritage Trust (the "*Trust*"), and on [insert date], notice of the intent to designate the *property* was published in The Kingston Whig-Standard, a newspaper having general circulation in the City of Kingston; and

No notice of objection to the proposed designation was served on the municipal Clerk (the "*Clerk*") of the Corporation of the City of Kingston (the "*City*") within the time prescribed by subsection 29(5) of the *Ontario Heritage Act*.

Therefore, *Council* enacts:

1. The *property* is designated as being of cultural heritage value and interest, as more particularly described in Schedule "A" of this by-law.
2. A copy of this by-law will be registered against the *property* in the appropriate land registry office. The *Clerk* is authorized to serve a copy of this by-law on the owner of the *property* and the *Trust*, and to cause notice of the passing of this by-law to be published in The Kingston Whig-Standard.

3. The *City* reserves the right to install a designation recognition plaque on the *property*, in a location and style determined by the *City* in consultation with the owner.
4. This by-law will come into force and take effect on the date it is passed.

Given First and Second Readings XXX, 2024

Given Third Reading and Passed XXX, 2024

Janet Jaynes
City Clerk

Bryan Paterson
Mayor

**Schedule “A”
Description and Criteria for Designation
Moore Building**

Civic Address: 75-77 Princess Street and 52-56 Queen Street

Legal Description: Lot 105 Original Survey Kingston City; Lot 106 Original Survey Kingston City; Part Lot 100 Original Survey Kingston City; Part Lot 3 Plan C4 Kingston City as in FR390311 S/T & T/W FR390311; City of Kingston, County of Frontenac

Property Roll Number: 1011 030 090 05000 0000

Introduction and Description of Property

The Moore building is located on the north side of Princess Street, at 75-77 Princess Street, between Wellington Street and King Street East in the heart of downtown Kingston. The property extends the full depth of the block and includes frontage onto Queen Street with civic addresses 52-56 Queen Street. The Moore building consists of a two-and-a-half-storey limestone commercial building facing Princess Street, originally constructed in 1817, and various wood, brick and limestone additions extending the full depth of the block to Queen Street.

Statement of Cultural Heritage Value

The property has design value or physical value because it is a rare, unique, representative or early example of a style, type, expression, material or construction method.

The Moore building is an early example of a stone commercial building in Kingston. The two-and-a-half storey limestone section of the building facing Princess Street was constructed and open for business by 1817. It features a seven-bay second storey, with stone voussoirs at each rectangular window opening. The limestone on the façade is hammer-dressed and laid in even courses. Based on historical photos, the first storey has been altered but the use of large store windows and orientation towards the pedestrian realm remains consistent. Over time, the limestone building has expanded to fill the lot northward to Queen Street with numerous wood, brick and stone additions, some built as early as 1829, thus representing the growing business demands in the downtown core and the evolution of commercial uses on Queen Street in the early to mid-19th century. Portions of these additions have been incorporated into the building, creating a patchwork of roof types, materials and window and door openings. The portion of the building closest to Queen Street is a one-and-a-half storey limestone structure with a low-pitched gable roof, built around 1865.

The property has historical value or associative value because it has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community.

The property has historical value or associative value because it yields, or has the potential to yield, information that contributes to an understanding of a community or culture.

The building was originally known as Moore's Coffee House, which was opened in the fall of 1817 by proprietor John Moore. It functioned as a Public House for travelers between Montreal and Toronto and was a popular stop for the stagecoach trade. By 1826, it was known as Moore's Mansion House Hotel, operated by Sarah Moore, most likely John's widow. Moore's Mansion House boasted comfortable accommodations, a livery stable and a large yard. The hotel made available carriages and porters to transport passengers and their luggage to the hotel from steamboats docking to the east. A travelling circus frequented the courtyard to the rear of the Moore's Mansion House Hotel, where clowns, horseback acrobats, and an elephant could be seen for a fee.

By 1830 Segro and Mrs. Carmino rented the premises and developed a business relationship with George Mink to run the livery at the Mansion House Hotel. George Mink was a former slave, brought to Upper Canada with Loyalist Johan Jost Herkimer in 1784. After his brief partnership with the Carminos, Mink opened his own livery and cab business, and later drove the Toronto stagecoach.

In addition to the Moore's hotel, the property and various buildings also served the community as a Grammar School, in a portion built in 1829, as a military hospital in the 1840s, and by the 1850s a Mechanic's Institute (precursor to the public library) operated from one of the buildings. The building furthest to the north, fronting onto Queen Street, was built around 1865 as a blacksmith and boilermaker shop, and overtime housed carpenters and carriage making businesses.

In 1890, the building was used as the Elliott Brothers Hardware Store. The Elliot Brothers were known for offering "plumbing, steam fitting, hardware, gas fitting, galvanized iron cornice work, copper work, and tinsmithing". The Elliotts contributed their skilled trades to several large public works projects including: the Rockwood Asylum in Kingston; Armories in London, Toronto and St. Catharines; and the Royal Mint in Ottawa. Robert F. Elliott served as the Mayor of Kingston in 1896 and served on City Council. The building opened as Vandervoort Hardware in 1947 when Claude and Dean Vandervoort purchased the business. The store operated continuously under the Vandervoort name for almost 70 years until it closed its doors during the worldwide COVID 19 pandemic in 2020.

The property has contextual value because it is important in defining, maintaining or supporting the character of an area.

The property has contextual value because it is physically, functionally, visually or historically linked to its surroundings.

The Moore building has contextual value as it contributes and supports the historic streetscape character of Princess Street and is visually linked to its surroundings. The buildings in this area are located at the front of their lots which creates a compact street wall. The street's historic buildings vary in height from one-and-a-half to four stories and the construction materials include brick and limestone. This variety creates visually appealing and diverse streetscape along Princess Street for which this building plays a key role in maintaining.

Heritage Attributes

Key exterior elements that contribute to the property's cultural heritage value include its:

- Two-and-a-half-storey hammer-dressed limestone commercial building, and rear wood, brick and limestone additions;
- Façade with seven-bay second storey, with each window opening being topped by stone voussoirs;
- Sections of rear additions that have been incorporated into the building;
- Location close to the lot line along Princess Street; and
- One-and-a-half storey limestone building fronting Queen Street with a side gable roof, including some original openings with stone voussoirs and sills.

City of Kingston By-Law Number 2024-XX

A By-Law to Designate the properties at 84 Yonge Street to be of Cultural Heritage Value and Interest Pursuant to the *Ontario Heritage Act*

Passed: [insert date]

Whereas:

Subsection 29(1) of the *Ontario Heritage Act*, R.S.O. 1990, Chapter 0.18 (the "*Ontario Heritage Act*") authorizes the council of a municipality to enact by-laws to designate property within the municipality, including buildings and structures on the property, to be of cultural heritage value or interest;

The *property* was listed on the register established pursuant to Section 27 of the *Ontario Heritage Act* in 2010;

On February 21, 2024, Council of the City of Kingston ("*Council*") consulted with its municipal heritage committee regarding the designation of the property at 84 Yonge Street, known as the McCammon Bakery (the "*property*") in accordance with subsection 29(2) of the *Ontario Heritage Act*;

On [insert date], *Council* caused notice of its intention to designate the *property* to be given to the owner of the *property* and to the Ontario Heritage Trust (the "*Trust*"), and on [insert date], notice of the intent to designate the *property* was published in The Kingston Whig-Standard, a newspaper having general circulation in the City of Kingston; and

No notice of objection to the proposed designation was served on the municipal Clerk (the "*Clerk*") of the Corporation of the City of Kingston (the "*City*") within the time prescribed by subsection 29(5) of the *Ontario Heritage Act*.

Therefore, *Council* enacts:

1. The *property* is designated as being of cultural heritage value and interest, as more particularly described in Schedule "A" of this by-law.
2. A copy of this by-law will be registered against the *property* in the appropriate land registry office. The *Clerk* is authorized to serve a copy of this by-law on the owner of the *property* and the *Trust*, and to cause notice of the passing of this by-law to be published in The Kingston Whig-Standard.

3. The *City* reserves the right to install a designation recognition plaque on the *property*, in a location and style determined by the *City* in consultation with the owner.
4. This by-law will come into force and take effect on the date it is passed.

Given First and Second Readings XXX, 2024

Given Third Reading and Passed XXX, 2024

Janet Jaynes
City Clerk

Bryan Paterson
Mayor

**Schedule “A”
Description and Criteria for Designation
McCammon Bakery**

Civic Address: 84 Yonge Street
Legal Description: Lot 39 W/S Yonge St, Plan 54; City of Kingston, County of Frontenac
Property Roll Number: 1011 070 090 04400

Introduction and Description of Property

The McCammon Bakery, at 84 Yonge Street, is located on the west side of the street, mid-block between Grange and Richard Streets, in Portsmouth Village in the City of Kingston. The approximately 639 square metre residential property includes a two-storey limestone house with a one-storey rear wing and third storey shed dormers on both the front and rear, and a single-storey detached wooden outbuilding in the rear yard. The dwelling was constructed in the late 1860s for Thomas and Martha McCammon as a home and bakery. The rear outbuilding was built around the same time for storage for the bakery business and stone bake oven that once existed in the rear yard.

Statement of Cultural Heritage Value/Statement of Significance

The property has design value or physical value because it is a rare, unique, representative or early example of a style, type, expression, material or construction method.

This property has physical/design value as a good example of a classical limestone building with a Georgian influenced simple rectangular side-gable plan, built to accommodate both residential and commercial uses. On the main façade the stones are laid in uniform courses (“rough ashlar”), while the side and rear walls are uncoursed (“rubble”) stonework. The central doorway is recessed with paneled reveals as well as a transom and stone step. The second entrance, now blinded, together with the window opening to the north, were likely the commercial entrance and display window for the bakery.

Except for the transom window over the main door, the windows and door have all been replaced. However, the regular pattern of openings, with stone voussoirs and sills, reflect the Georgian style. The gable-end chimneys have also been removed and the large shed dormers dominate the roof line, but the Georgian influence is still visible in the original roof profile, as well as the eave returns on the north and south gable ends.

The property has historical value or associative value because it yields, or has the potential to yield, information that contributes to an understanding of a community or culture.

The McCammon Bakery has historical/associative value as it yields information that contributes to an understanding of the commercial and residential practices in the City of Kingston during the mid-19th century. Thomas McCammon was a baker who, with his wife Martha, immigrated to Canada from Ireland. They originally are noted as living in the stone row just to the north of the subject property (102-114 Yonge Street), after which they purchased the subject vacant lot in 1865 and build their home and shop prior to 1869.

The building is located in the heart of Portsmouth Village. Formerly called Main Street, Yonge Street was once the main north-south street in Portsmouth, and included a variety of commercial uses from hotels, blacksmiths, groceries, inns and breweries. Thomas and Martha McCammon built the building to serve their needs as both a home and bakery, combining the commercial and residential functions was common along Yonge Street. The location of the building made it visible from the street and adjacent shipyard, and it was situated to create the best possible views to and from the water. It is likely that the McCammons strategically constructed their building at this prominent and highly visible location along Main Street to attract patrons entering by ship or traveling by road.

The approximately 48 square metre outbuilding in the southwest corner of the property appears on early Fire Insurance plans and the 1869 Ordinance plan. The detached wooden building is clad in board and batten siding and has a low-pitched gable roof. The outbuilding reflects the past commercial uses of the property for both the McCammon's bakery and the later Hotel Westlake.

The property has contextual value because it is important in defining, maintaining or supporting the character of an area.

The property has contextual value because it is physically, functionally, visually or historically linked to its surroundings.

The building at 84 Yonge Street maintains the character of the area through its limestone construction and two-storey massing; features that are visible in residential and commercial properties along Yonge Street as well as throughout the former village of Portsmouth. In particular, the McCammon Bakery's shallow setback, regular fenestration pattern, limestone construction, age and prominent location, demonstrates a visual and historical relationship with its surroundings, particularly the houses at 97-101 Yonge Street and 102-114 Yonge Street. As part of this group of buildings, the McCammon Bakery helps define the historic limestone character of this portion of Portsmouth Village.

Heritage Attributes

Key exterior elements that contribute to the property's cultural heritage value include its:

- Two-storey massing with medium pitched side gable roof with eave returns;
- Coursed (on the front/east façade) and uncoursed (on the side elevations), squared and hammer-dressed limestone construction;
- Regular pattern of window and door openings on the east elevation with tall stone voussoirs and stone window sills;
- Central doorway with recessed paneled reveals, transom window, tall stone voussoirs and stone step;
- Blinded shop entrance with tall stone voussoirs and stone step; and
- Detached wooden building in the southwest corner of the property, clad in board and batten siding with a low-pitched gable roof.



**City of Kingston
Report to Heritage Properties Committee
Report Number HP-24-012**

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: Application for Heritage Permit
Address: 47 Wellington Street (P18-386)
File Number: File Number: P18-096-2023

Council Strategic Plan Alignment:

Theme: Corporate business

Goal: See above

Executive Summary:

The subject property with the municipal address of 47 Wellington Street, known as the Wellington Street School, is located midblock between Gore and Earl Street on the eastern side of the street approximately 200 metres from City Park. This two-and-one-half-storey stone building with a prominent central three-storey tower has seven bays and sits on a high stone foundation with pitch-faced quoins along the entire height of the façade. This property is designated under Parts IV & V of the *Ontario Heritage Act*.

An application for alteration under Section 42 of the *Ontario Heritage Act* (P18-096-2023) has been submitted to support a total of 17 condominium units for the entire property by building a rear yard, four-storey flat-roofed addition with an associated service elevator that will attach to the existing schoolhouse. This application was deemed complete on January 4, 2024. The *Ontario Heritage Act* provides a maximum of 90 days for Council to render a decision on an application to alter a heritage building under Section 42(4). This timeframe will expire on April 3, 2024.

February 21, 2024

Page 2 of 24

Upon review of all the submitted materials, as well as applicable policies and legislation, staff recommend approval of the proposed scope of work, subject to the conditions outlined herein.

Recommendation:

That the Heritage Properties Committee supports Council approval of the following:

That alterations to the property at 47 Wellington Street, be approved in accordance with details as described in the application (File Number: P18-096-2023), which was deemed complete on January 4, 2024 with said alterations to include the construction of a rear yard, four-storey flat-roofed addition attached to the existing former schoolhouse and landscape/schoolhouse alterations, specifically:

1. Rear Addition:
 - a. The addition will include 11 of the 17 condominium units;
 - b. The design includes a service elevator/staircase to the roof top amenity space/mechanical units approximately 4 metres above the four-storey addition parapet wall and approximately 5 metres about the roof of the rear addition;
 - c. The roof will include glass guards, solid parapet walls and a fenced mechanical unit screen approximately 0.7 metres taller than the guards and wall;
 - d. The addition will be clad in exterior insulation and finish system (EIFS), fiber cement shiplap siding and/or stone masonry;
 - e. The design includes multiple modern windows on each storey and glazed doors at grade with associated canopies;
 - f. Installation of four LED wall lights along entrances at grade;
2. Landscaping:
 - a. The rear of the property will be paved in asphalt to accommodate up to 17 parking spaces;
 - b. The asphalt area will also include sidewalks, a charging station, accessible parking signage and a parking lot light fixture;
 - c. The northeastern alcove will include a 2.4 metre tall, 3.9 metre wide and 1.4 metre deep structure attached to the schoolhouse that will house 14 bicycles;
 - d. A relocated transformer and a new fire hydrant will be located in the northern corner;
 - e. The southwestern elevation will support three outdoor amenity spaces at grade;
 - f. Various tree removals and replacements are necessary to reconfigure the site;
 - g. Removal of three concrete planters;
 - h. Removal of the concrete vault on the northeastern elevation;
 - i. Installation of four bollard style LED light fixtures along the northwestern elevation to highlight the building;
 - j. Installation of 11 LED bollards and one LED pole mounted parking light to illuminate the parking lot and driveway;
 - k. Replacement of existing northeastern fencing with new wood fencing approximately 1.9 metre tall;

February 21, 2024

Page 3 of 24

3. Schoolhouse:

- a. The schoolhouse will include 6 of the 17 condominium units;
- b. The existing wooden front steps will be replaced with textured concrete stairs in a grey tone, but will maintain/restore the existing metal handrail/limestone retaining walls;
- c. The Period Windows that make up the northwestern façade will be repaired/repainted to the greatest extent possible;
- d. The replacement of 38 non-period windows will occur on all elevations of the building with metal-clad wood windows that match the existing window patterns/styles, where appropriate, and with modern style windows, where appropriate;
- e. Installation of new dark coloured asphalt architectural shingles similar to the existing;
- f. To accommodate the rear addition, portions of the enclosed rear wall will be opened/enlarged while two rear yard facing dormers and existing windows/doors will be removed;
- g. The rear yard facing roof will be modified to support a shed dormer with modern windows and fiber cement shiplap siding attached to the four-storey addition;
- h. Portions of select rear (southeast) facing openings with stone will be infilled and recessed to accommodate new windows;
- i. Repair/replacement of the main front door with a new wooden door with glazing, and repair the arched transoms above;
- j. Replacement of eavestroughs/downspouts with a similar grey aluminum product;
- k. Installation of one wall-mounted LED light on the building;
- l. Installation of a firehose outlet near grade on the northern most double bay on the northwestern façade;
- m. Removal of a portion of a small retaining wall along the north elevation while salvaging the masonry to repair the schoolhouse;
- n. Reinstatement of tower cresting based on historical photographs;
- o. Repair of existing wooden features as needed, with like materials while matching existing profiles and repaint in a light grey tone;
- p. Repair/repoint of masonry as needed; and

That the approval of the alterations be subject to the following conditions:

1. That Heritage Planning staff review/approve the finalized material/design/location of the proposed bicycle parking structure and sidewalk, prior to installation;
2. That Heritage Planning staff review/approve the finalized design/location and installation strategy of the proposed firehose attachment, prior to installation;
3. That details related to the colour(s) of the new windows/trim, roofing and rear addition cladding be submitted to Heritage Planning staff for review/approval, prior to installation;
4. That details related to the final cladding materials be submitted to Heritage Planning staff for review/approval, prior to installation;

February 21, 2024

Page 4 of 24

5. That Heritage Planning staff be provided an opportunity to review/comment on the exterior building lighting performance, once installed, to confirm no negative impacts to the heritage attributes of the property;
6. That Heritage Planning staff be consulted on the installation strategy of the LED light fixture attached to the schoolhouse prior to installation;
7. That the transformer on the northern portion of the property be screened with foliage/trees, and that Heritage Planning staff review/approve the species/location/age of the proposed foliage/trees, prior to installation;
8. That the new tower cresting be designed to match the profile of the original, as shown in historic photographs, and be subtly dated with the year of creation;
9. All replacement windows shall sit within existing openings without the use of “in-fill” windows, and all muntin bars shall be on the exterior of the glass;
10. Infilling portions of southeast facing door openings with matching limestone, recessed approximately 7centimetres, to accommodate new windows. The other opening will be blinded;
11. That the existing limestone knee-walls with arched basement access opening and metal railing that form part of the front stairs, be repaired/retained in their existing profile, as needed;
12. That the proposed “textile warning indicator” strips on the replaced front steps, be a dark (non vibrant) colour in accordance with accessibility requirements, as applicable;
13. That the new concrete steps have a grey tone to minimize contrast with limestone patina;
14. That as much of the small southeast elevation masonry wall be retained as possible while still allowing for safe access, and salvage the rest for use on the property;
15. That the owner retain a qualified heritage carpenter/joiner to assess the condition of the existing main front doors to determine the extent of the deterioration and feasibility of their repair, to the satisfaction of Heritage Planning staff. Should the doors be beyond a reasonable ability to repair, their replacement with new wooden doors that mirror the style, proportions, detailing and material of the existing doors shall be permitted, with glazing only permitted in the top panels;
16. Should any Period Windows or transoms require replacement, the request shall be accompanied with a window assessment by a qualified professional for each related window in according with the existing Window Policy prior to their removal/replacement;
17. That all repairs to wooden features be done with like materials and match existing features in scale and profile;
18. All window works shall be completed in accordance with the City’s Policy on Window Renovations in Heritage Buildings;
19. All masonry works shall be completed in accordance with the City’s Policy on Masonry Restoration in Heritage Buildings; and
20. Any minor deviations from the submitted plans, which meet the intent of this approval and does not further impact the heritage attributes of the property, shall be delegated to the Director of Heritage Services for review and approval.

February 21, 2024

Page 6 of 24

Options/Discussion:**Description of Application/Background**

The subject property with the municipal address of 47 Wellington Street, known as the Wellington Street School, is located midblock between Gore and Earl Street on the eastern side of the street approximately 200 metres from City Park. This two-and-one-half-storey stone building with a prominent central three-storey tower has seven bays and sits on a high stone foundation with pitch-faced quoins along the entire height of the façade. This property is designated under Parts IV & V of the *Ontario Heritage Act*.

An application for alteration under Section 42 of the *Ontario Heritage Act* (P18-096-2023) has been submitted to support a total of 17 condominium units for the entire property by building a rear yard, four-storey flat-roofed addition with an associated service elevator that will attach to the existing former schoolhouse. This application was deemed complete on January 4, 2024. The *Ontario Heritage Act* provides a maximum of 90 days for Council to render a decision on an application to alter a heritage building under Section 42(4). This timeframe will expire on April 3, 2024.

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.

Reasons for Designation/Cultural Heritage Value

The property is designated under both Parts IV and V of the *Ontario Heritage Act* through Designation By-Law Number 84-65 and the Old Sydenham Heritage Area Heritage Conservation District Plan.

By-Law 84-65 provides the following relevant information:

- “The Wellington Street School, [designed by] architect John Power, was built in 1873 to provide proper quarters for a school which had held classes in an old furniture warehouse. This is an excellent example of a fine building being put to a new use.”

The District Plan Property Inventory Evaluation provides the following relevant information related to this proposal:

- “...[D]esign[ed] by John Power in 1873-74...[i]t represented the most modern local school of the period.”
- “This 2½-storey building sits on a high stone foundation which has segmentally arched windows. Built of hammer-dressed limestone, it has pitch-faced quoins and ashlar sills and string courses. The 7-bay façade has a central 1-bay projection rising three storeys to a square tower topped by a tall, slender, bellcast mansard with a small flat roof.”

February 21, 2024

Page 7 of 24

- “The main entrance in the first storey of the tower is reached by wooden steps between parapets with ashlar tops.”
- The bellcast section of the mansard roof has, on each side, a small louvered dormer with roof matching the shape of that on the tower.”
- “Flanking the central bay are 1-bay recessed sections with small Gothic-arched windows. The flanking outer double-bay sections project beyond the tower section, and their gable roofs project from the front slope of the main roof. The first storeys of these sections each have two pairs of narrow segmentally arched windows, each pair having a common ashlar sill.”
- “Both the north and south walls are regularly fenestrated and their windows are all 12-paned double-hung sash with camber-arched brick surrounds. The north wall has an extra window between the two on the first storey: it is segmentally arched and slightly smaller than the others.”
- “The roof has gable-end parapets with ashlar corbel stones and two stone chimneys, one at the peak of each parapet.”

The property is considered Significant to the District.

The relevant parts of Designation By-Law Number 84-65 and the Old Sydenham Heritage Conservation District Plan Property Inventory Evaluation can be found in Exhibit B.

Cultural Heritage Analysis

Staff visited the subject property on January 5, 2024.

47 Wellington Street’s unique design, proximity to the road, and past historical uses make this property a landmark within the Old Sydenham Heritage Conservation District, despite its midblock location. As the property is largely vacant of additional buildings and trees, the site offers an opportunity for sympathetic infill at the rear of the property that will have limited impact on the public realm. The proposal to develop a four-storey addition at the rear of the property seeks to activate this underutilized site while also restoring the schoolhouse (the existing heritage building on the property).

This application represents a combination and evolution of two past approved heritage permits that were before the Heritage Properties Committee’s predecessor Committee, Heritage Kingston (Rear Addition: [P18-135-2018](#) / Schoolhouse: [P18-111-2020](#)). The permit for the rear addition has since expired and necessitates another approval prior to commencing the building process, while the schoolhouse permit remains in effect until April 6, 2024. This project, while similar to the past two approvals, has grown slightly in a few keys ways that increase the impact on the property and District. Therefore, additional review from a heritage conservation perspective is required.

In the intervening period since these past approvals were granted, the City has put forth a strategic plan that emphasizes increasing the supply of housing. While this project has reverted to 17 condominium units from the initially proposed 20 rental units (as shown in the different

February 21, 2024

Page 8 of 24

notations on the submission package (Exhibit C)) this increase of housing supply in a walkable neighbourhood that also revitalizes an important landmark building is an innovative approach to using underutilized lands near multiple employment centres. Developments that propose such large additions in Heritage Conservation Districts are far less common than small scale infill projects or internal conversions, as such the potential impacts and benefits of this project are larger for the property, District and broader Kingston community.

Federal Heritage Conservation Guidelines

“The Standards and Guidelines for the Conservation of Historic Places in Canada” (Standards and Guidelines) provides guidance on best practices regarding visual relationships, exterior form, roofs, exterior walls, windows/doors, entrances, wood products, masonry and architectural metals, that are considered character attributes of the property. The below table organizes these best practices into categories as well as summarizes the guidelines applicable to most of the relevant categories:

Standard and Guideline Section Number & Categories		Best Practices Detailed in the Standards and Guidelines
4.1.5, 4.3.1, 4.3.3, 4.3.4, 4.3.5, 4.3.6, 4.5.2, 4.5.3 & 4.5.5	Applicable to Most Below Categories	<ul style="list-style-type: none"> • Understand the original planning/design principle of the building/setting; • Understand how each element relates to the cultural heritage of the building/setting; • Assess the condition of the building/feature/setting early in the project; • Maintain/protect the building/feature/setting through cyclical maintenance work; • Repair the building/feature using recognized conservation techniques (which may include limited like-for-like replacement) and by using a minimal intervention approach; • Protect character-defining elements from accidental damage; • Ensure code/accessibility specialists consider all options/strategies prior to interventions/removals and minimize impacts to character defining elements as well as overall heritage value; • Document the existing status and subsequent changes for future reference; • Remove/alter non character-defining features from periods other than the restoration period; and • Recreate a feature based on documentary evidence.

February 21, 2024

Page 9 of 24

4.1.5	Visual Relationships	<ul style="list-style-type: none"> • Retain sound features that define visual relationships; • Design a new feature when required by a new use that respects the historic visual relationships; and • Repair a deteriorated/declining feature the defines visual relationships.
4.3.1	Exterior Form	<ul style="list-style-type: none"> • Retain the exterior form by maintaining proportions, colour and massing as well as spatial relationships with adjacent buildings; • Accommodate new functions/services in non character defining interior spaces instead of constructing new additions; • Select a new use that suits the building form; • Select a location for a new addition that ensures heritage value is maintained; • Design a new addition to draw a clear distinction between new and old; • Design an addition that proposes compatible materials and massing with the historic building and its setting; and • Add new features (like stairways/elevators) in a manner that respects exterior form and minimizes impacts.
4.3.3	Roofs	<ul style="list-style-type: none"> • Retain sound roof assemblies that can be repaired; • Modify roofs to accommodate an expanded program in a manner that respects the building’s heritage value; • Select appropriate rooftop mechanical/service equipment and ensure it is as inconspicuous as possible while respecting the building’s heritage value; and • Design additions to roofs (like elevators/terraces) as inconspicuously as possible from public right of ways while not damaging or obscuring character defining elements.
4.3.4	Exterior Walls	<ul style="list-style-type: none"> • Modify exterior walls to accommodate an expanded use in a manner that respects the building’s heritage value; and • Design a new addition that preserves the character-defining exterior walls of the historic building.
4.3.5	Windows/Doors	<ul style="list-style-type: none"> • Protect/retain sound/repairable windows/doors including their functional/decorative elements; • Replace in kind extensively deteriorated or missing parts of windows/doors based on surviving prototypes; • Replace missing historic features by designing new windows/doors based on physical and documentary evidence or made to be compatible in size/scale/material/style/colour;

February 21, 2024

Page 10 of 24

		<ul style="list-style-type: none"> • Design/construct a new window/door when completely missing with a new compatible design based on the character of the historic place; and • Design new windows/doors required by a new use on non character-defining elevations so as to be compatible with the building’s style/era/character.
4.3.6	Entrances	<ul style="list-style-type: none"> • Retain sound/repairable entrances/porches as well as their functional/decorative elements; • Replace in kind extensively deteriorated entrances based on physical/documentary evidence or, where not possible, compatible materials/details may be considered; and • Respect the location of existing entrances when providing new accessibility-related features.
4.5.2	Wood Products	<ul style="list-style-type: none"> • Retain all sound and repairable wood that contributes to the heritage value of the historic place; • Repair wood via patching in/reinforcement using recognized conservation methods; • Replace in kind an irreparable wood element based on documentary/physical evidence; and • Select replacement material for character-defining old-growth wood based on physical/visual characteristics while also unobtrusively dating it for legibility purposes.
4.5.3	Masonry	<ul style="list-style-type: none"> • Retain sound/repairable masonry that contributes to the heritage value of the historic place; • Use mortars that ensure long-term preservation; • Duplicate the original mortar joint in colour, texture, width and joint profile; and • Select replacement materials from sustainable sources (like recovered stone from the property).

Municipal Heritage Policies and Guidelines

The Old Sydenham Heritage Area Heritage Conservation District Plan (HCD Plan) notes the following relevant Old Sydenham Heritage Conservation District (District) wide attributes: varied ages/styles/types of buildings with both vernacular and architect-designed examples, a compact scale of street width/building height (of predominantly 2-3 storeys), the presence of landmark civic properties (like schools) within a residential neighbourhood that dominate the skyline, views down streets to the park/downtown, dominating rear yards, historic landscape features like walls, and physical evidence as well as historical associations with every stage of Kingston’s history. The HCD Plan also identifies specific features that define its various sub-areas.

The subject property is within the “North to Bagot” sub-area, which has the following relevant heritage attributes: buildings that form a strong street edge, buildings associated with prominent Kingston architects that display a high degree of craftsmanship/design merit, important civic

February 21, 2024

Page 11 of 24

buildings (like the former Wellington Street School), views of City Park, surviving examples of historic landscape features like stone walls, and trees along streets and in centres of blocks.

The HCD Plan also provides guidance on conservation, additions and building/landscape alterations that apply to the entire District. Regarding conservation, the Plan notes that where asphalt shingles currently exist replacement with new asphalt shingles is acceptable, provided the new shingles are a dark colour (grey/brown/black) and have a limited textured appearance. For the replication/retention of features, the Plan notes that decorative features (like turrets) should be replicated based on historic evidence and original porches should be retained. Further, on soffits/fascia/decorative details the Plan recommends retaining/maintaining/restoring (where possible) while allowing for limited replacement if unrepairable. On rain gear (like eavestroughs/downspouts), the Plan details that such features be restored to their original material/profile. Finally, the conservation section of the Plan details that paint colours should be “compatible with the heritage character of the district and...complementary to the age, style and detailing of the building.”

Regarding building alterations and additions, the HCD Plan provides guidance on windows, roofs, cladding, multi-dwelling units, utilities and roofs. On Period Windows, the Plan notes that they must be retained wherever achievable and if replacement is necessary, that the existing be replicated to the greatest extent possible. In addition, the location/size/shape of existing windows that are visible from the street are not to be altered and no new window openings be created that are visible from the street. Further, the Plan notes that “in-fill replacement windows are not acceptable”, meaning that square windows inserted into arched openings are not permitted, particularly on elevations visible from the public realm. The Plan is silent on the design of new windows on additions.

On roofs, the HCD Plan is clear that “roof profile[s] visible from the street should remain unaltered” and replacement roofing material should be compatible with the age/architectural style of the property. For cladding on new additions, the Plan is clear that cladding “...should be distinct from the cladding of the existing building,” that “[h]orizontal siding is preferable to a board and batten design,” and that stone masonry, wood clapboard, fibre cement board with a paint finish and stucco are acceptable material choices. On multi-dwelling units, the Plan notes that utilities (like fire hose connections or transformers) be located at the side/rear of the building and should not face the street wherever possible, and, if they must, they “...shall be screened within an openable cabinet...”. Further, for new dwellings, parking spaces should be accommodated on individual properties.

The HCD Plan also provides guidance on alterations and additions. On location, the Plan notes that additions are permitted at the rear of “existing mid-block building[s],” as well as be “located away from the main street façade, at the rear of the building, and not add to the width of the front of the building.” Regarding design/massing, the Plan states that “[a]dditions are not required to replicate an existing heritage style”, and that “[r]ear addition roof ridgeline height should not exceed the existing building roof ridgeline” while preferably being lower in height “to clearly distinguish it from the original building.” Finally, that new additions should not remove,

February 21, 2024

Page 12 of 24

cover or adversely impact “the heritage attributes or other important architectural features of the original building” and “should avoid causing irreversible changes to the original building.”

Finally, the HCD Plan provides guidance on landscape alterations for private and public properties. Street trees and the landscaped space between buildings and streets are an important part of the streetscape and character of the District, but, due to the age of the area, can be a combination of private and public lands. On public lands, street trees should “...frame, not obscure, views of significant buildings...”. On private property, high quality historic materials (like wood pickets) are preferred, while modern materials (like pressure treated wood/chain link fencing) are discouraged. The Plan further states that there is considerable variety in the landscaping of front yards on private properties, which is considered an asset to the District and should be retained. The Plan also notes that laneways are an important heritage attribute of the District, and that landscaping “...in rear yards should be left to the discretion of property owners but should take guidance from...” the Plan and not negatively impact the heritage attributes of the District. The Plan does not speak to exterior building lighting despite the general consideration of potential negative impacts on heritage properties.

Heritage Policies and Guidelines – Application

The project meets many of the Standard and Guidelines as well as follows the intent of the HCD Plan. The above relevant guidance/policies are related to the newly proposed addition, landscape alterations and schoolhouse alterations. The below analysis will review each part of the proposal separately.

Rear Yard Addition – Impact Analysis

The proposed modern addition is a four-storey tall flat roofed building, that steps down to a three-storey terrace at the rear northeastern corner, with an additional storey of elevator overrun that will attach to the rear of the schoolhouse building (Exhibit C). To maintain as much of the rear elevation of the schoolhouse as possible, the addition is inset on both sides before becoming wider as it goes deeper into the property. The addition will be clad in a combination of fiber cement shiplap siding, various EIFS finishes, stone masonry and metal trims (Exhibit C). Final colours are yet to be determined and will be reviewed/approved by staff prior to installation. The addition will feature aluminum windows, curtain walls and doors, which have a distinctly modern design when compared to the schoolhouse. The top of the addition will feature a combination of amenity space and screened mechanical units as well as an elevator overrun. The roof top amenity space will be contained with glass guards and solid parapet walls while the rooftop mechanical units on the southern portion of the roof will have wood screening (Exhibit C).

The design and massing of the rear addition generally follows the HCD Plan policies. The rear yard addition is located away from the main street façade at the rear of the heritage building, has a generous inset from the corners of the building, and does not extend beyond the width of the former school building. When considering colour and materiality, the rear addition is clearly distinct from the existing former schoolhouse due to its modern materials and design while also

February 21, 2024

Page 13 of 24

following the horizontal siding guidance in the Plan (Exhibit C). These factors help maintain attention on the schoolhouse and help preserve its landmark status.

Regarding the proposed addition's distinctly modern windows, there is no specific guidance for the design/size of new windows on new additions in the HCD Plan. Despite this, such large windows on new additions are not common in the District. However, the addition is clearly a modern installation that will not be confused as an altered heritage resource. It is only partially visible from the public realm and designed in a way that will showcase and retain the prominence of the limestone heritage building on the property as well as its contribution to the character of the District (Exhibits C and D). In this context, the design of the windows is complementary to the overall design of the new addition and will only have a limited impact on the heritage character of the District.

When considering the height of the addition (and not the elevator overrun or rear roof dormer), it slightly exceeds the height of the main roof ridgeline of the schoolhouse. When the glass guards and parapet wall surrounding the rooftop amenity space are considered, the rear addition is approximately 1.1 metres taller. When considering the elevator overrun, the height is approximately 5 metres taller than the ridgeline. However, this height is still below the total height of the tower and is approximately 2 metres below the top of the cresting (Exhibit C).

While the main portion of the addition is a very similar height to the schoolhouse, the addition of guards/parapet walls will make the rear addition appear larger than it is. Despite this, its setback helps to mitigate this visual impact to the point that it is unlikely that the traveling public would be able to notice this difference or see the rear addition over the roof ridge of the former schoolhouse while increasing the usability of the property (Exhibit C). The large elevator overrun also benefits from this setback position but is closer to the street than the rest of the addition and is significantly taller. When one walks on the eastern side of Wellington Street the elevator overrun is setback to the point that it would be challenging to see from most viewpoints (Exhibits C and D). While the impact of the elevator overrun is mitigated by its location and the Wellington Street streetwall, the massing and height is visible when viewed from the western side of Wellington Street. To mitigate the protrusion of the tower, the design of the elevator overrun remained simple, the colours are muted, and, generally, has been designed to draw minimal attention while maintaining necessary usability (Exhibit C).

In the initial proposal the addition's colour palette/materials included dark coloured fiber cement shiplap siding, an EIFS finish in different colours (one light and one dark), metal trims and stone masonry cladding along most of the first floor. While the HCD Plan does not recommend nor require a specific colour pallet to conserve the cultural heritage value of the District, general goals such as maintaining the focus on parts of properties with heritage value (such as the schoolhouse) and legibility between new and old are meant to retain the District's heritage value. As colours and materials can impact these goals, their impact needs to be considered. While the initial proposal did a good job of clearly differentiating between new and old, the amount and range of colours/material on the rear addition may have drawn unnecessary attention away from the schoolhouse despite its rear yard location. While the final material choices and colours are subject to heritage staff review/approval as a condition of approval,

February 21, 2024

Page 14 of 24

clarifying the number/diversity of colours/materials early in the process can aid in evaluating the level of potential impact earlier in the process. Feedback from the Heritage Properties Committee and the public also reflected these potential concerns. As such, the applicants have amended their proposal as detailed below.

When the application was circulated for comment, the formal feedback from the Heritage Properties Committee and informal feedback from the heritage roundtable identified concerns with the height/massing of the elevator overrun and the number of colours/materials on the rear addition/elevator overrun. The concerns were centred on how these design choices may draw significant attention from the schoolhouse building. As a result of this feedback, the applicant has committed to change the window frame colour for the modern addition and replacement/retained windows on the schoolhouse from black to charcoal, have committed to lowering the height of the elevator overrun by 0.5 to 0.75 metres, have proposed lighter colours on the elevator overrun, and reduced the number of materials present on the rear addition from four to three. The finalized colours of the cladding, the final material choice and the window colour will be reviewed/approved by Heritage Planning staff prior to installation. While these do not address all raised concerns, these are meaningful changes that should further reduce the visual impact of the prominent elevator overrun and assist in maintaining attention on the main schoolhouse façade, specifically the impressive tower that faces Wellington Street. The results of this change are shown in the eye level rendering provided by the applicant (Exhibit C).

Alterations to the Former Schoolhouse – Impact Analysis

Changes to the schoolhouse are proposed on all four elevations. On the Wellington Street (northwestern) façade, the changes include: repair/replacement of windows/doors; replacement of the wooden stairs with stamped concrete; restoration/retention of the stair railing; the installation of a new firehose attachment; new roofing; and the recreation/installation of the tower's metal cresting. On the southeastern elevation the changes include: alteration of select openings; new doors/roofing; replacement of the two modern dormers with a shed dormer; and the enclosure of a portion of the rear façade to support the attached rear addition. Proposed changes on all four elevations include new windows; repairs to the existing soffits/fascia and updated raingear. Details on these proposed changes are noted below.

When one considers the conservation of heritage attributes where the addition interfaces with the schoolhouse, the proposal will entail the alteration of existing openings and the enclosure of portions of the masonry building wall. The rear (southeast) wall of the heritage building currently includes 13 window openings and four door openings; some appear to be original, but many have been altered. The proposed addition will necessitate the alteration of three existing door openings, all of which appear to have been previously altered. All new changes to the rear wall openings, minus one, will be concealed by the new addition (Exhibit C). As a result of a past application (P18-135-2018) several previously approved changes have already been completed, these include: the removal of the rear balconies, deck, and fire escape/stairs, as well as the temporary blinding of two door openings, which will eventually receive doors or be connected to the rear addition (Exhibits C and D). Further, a separate past application (P18-111-2020) approved the blinding/expansion of a number of these previously altered rear openings, but, to

February 21, 2024

Page 15 of 24

date, a few openings are yet to be blinded/extended (Exhibits C and D). This approval reaffirms the past opening permissions granted in both previous approvals (P18-135-2018 & P18-111-2020).

Regarding the proposed/completed opening alterations on the southeast elevation, the applicants have noted that the infill material will be limestone that matches, as close as possible, the stone on the building. The infill stone is to be recessed approximately 7 centimetres to visually retain the location of the previous openings, this is a condition of approval (Exhibit C). When considering changes to openings in the District, the primary intent of related HCD policy is to ensure that original openings in heritage buildings are not altered to accommodate modern tastes and to prevent new openings that could confuse the history and original design of the building. Further, this strategy allows for a greater potential to reverse the intervention later in the building's life. The proposed new windows on the southeast elevation will be designed to visually match those throughout the schoolhouse in shape, size and glazing profile as well as have exterior muntin bars (where appropriate) but will clearly be a modern intervention set within an obvious altered opening. The use of exterior muntin bars on metal clad wood windows are a condition of approval. As they will be located on a secondary elevation with an altered fenestration pattern, these new windows will have little impact on the heritage character of the District.

Despite the above alterations, the rear addition will only enclose/attach to a portion of the masonry/openings present on the southeastern elevation. Specifically, the central area of the southeast elevation between the existing second floor windows where the rear porch used to be (Exhibits C and D). This will allow for much of the rear elevation to remain visible to those using the property, but, more importantly, conserves many of the attributes along this elevation.

However, the rear addition also entails the removal of two modern dormers and large portions of the rear asphalt roof. In their place a new shed dormer is proposed that will attach to the rear addition's elevator overrun tower. This shed dormer will stretch across most of the rear roof, have fiber cement shiplap siding and have six modern windows in a similar design to those on the rear addition (Exhibit C). Since this shed dormer will not be visible from the public realm as it is below the roof ridge of the schoolhouse, maintains portions of the roof's original roof profile, proposes sympathetic horizontal siding that is visually similar to wood, and maintains a clear differentiation between new and old, this new shed dormer presents a neutral impact.

When considering the other elevations of the schoolhouse, no changes to the original openings on the front (northwest) or side (northeast) elevations are proposed. However, within these retained openings the existing modern/replacement windows/doors with no heritage value will be replaced with new more appropriate windows/doors. These windows include 14 that face Wellington Street (the northwest), six that face the northeast and five that face the southwest. Where appropriate, these windows will be wooden with metal cladding and will match the glazing patterns of the existing windows, with muntin bars on the exterior of the glass. This is a condition of approval. Particular attention will need to be given to the six basement windows on the northwest elevation facing Wellington Street, which for many years had in-fill replacement windows. When replaced, these windows will need to fit within existing openings and include

February 21, 2024

Page 16 of 24

arched tops. This is a condition of approval. In addition, 18 Period Windows (all present on the Wellington Street façade) and the transom above the main door are also proposed to be repaired and repainted. However, if any are potentially irreparable prior to their replacement the applicant must complete a window assessment by a qualified heritage professional to assess their reparability and, if necessary, recommend a suitably designed replacement that replicates the design of the original to the greatest extent possible. This is a condition of approval.

Regarding doors, the main front door and three less prominent doors are proposed to be replaced/repainted. The three basement doors (two on the southeastern elevation and one on the northwestern elevation below the main staircase) are likely not original to the building and are not publicly visible. The applicants are proposing to repair/repaint one door and replace the other two doors with wooden versions, potentially with metal cladding, that match the profile of the existing doors (Exhibits C and D). The main front door appears to be a later replacement door and not original to the building; however, it is well-designed and appropriate to the style of the building. While obvious deterioration is evident in the lower portion of the wooden door a full assessment of its condition has not yet been provided. In line with best heritage practices, staff have included a condition of approval that requires the applicants to retain a qualified carpenter/joiner to review the condition of the door and determine if repairing it is possible prior to replacement. If the repairs to the existing door are to the extent that it would result in essentially a new door, a replacement of the existing doors with a modern wooden version that matches the style of the existing doors is appropriate.

The replacement of modern unsympathetic doors/windows with more appropriate metal clad wood windows or doors should improve the heritage value of the property. Further, the repair of Period Windows will maintain their individual value for the long term while also enhancing the value of the property. If an assessment determines that these Period Windows must be replaced, their replacement will match the existing as close as possible as guided by the City's Window Policy. These changes will allow for consistent fenestration that displays historic and high-quality sympathetic replacement windows side by side.

Another prominent feature will also require alteration to support the proposal, namely the replacement of the stairs between the two flanking limestone knee walls. The current front porch, while designed and located in its original location, is not the original porch. This is evident due to the use of modern pressure treated lumber. The applicants seek to replace the current wooden portion of the porch with a stamped concrete version to resemble the texture of wood (Exhibit C). The applicant's rationale for this change is that the wooden stairs allow snow/salt/rainwater to pass through, which creates a safety hazard/maintenance problem for the stairs as well as the basement entrance. The new concrete structure, according to the applicants, with its "crystalline waterproofing additive will reduce or eliminate this problem." The existing limestone knee walls, including the arched access to the basement entrance, will be retained. The existing metal railing is to be refurbished/reinstalled. While the portion of the front porch/stairs proposed for replacement is highly visible, it is only a part of the grand main entrance stairs and arguably overshadowed by the robust flanking knee walls with cap stones and gothic arched entrance doors with its associated transom. The profile and appearance of the new staircase will be like the existing while improving functionality and access to the

February 21, 2024

Page 17 of 24

building. While the HCD Plan discourages the use of fiberglass and plastic replicas of wooden porch features, the use of concrete is neither discouraged nor recommended. The value of this visible feature will be maintained, provided the knee walls and railings are properly integrated/retained and the required textile warning strips are not a bright colour. These are conditions of approval. Finally, the colour of the concrete should minimize contrast with the patinaed limestone wall so it must be tinted grey to reduce its visual prominence. This is also a condition of approval.

In addition to the new stairs, another alteration is proposed along the front façade at street level, the installation of a new firehose attachment area. The firehose will be installed on the northern most projecting flanking double bay between the stone siding of the southern most basement window and the quoining. The HCD Plan is clear that utilities (like hydro/gas metres or other such installations) be located at the side or rear of the building wherever feasible, and if they face the street "...shall be screened within an openable cabinet...". The intention of this policy is to limit the visual disruption/attention that such installations would create while also allowing access. Further, the proposed installation area abuts two important design features, the stone siding of the window and the quoining. According to the applicant, due to safety requirements related to minimum distances to fire hydrants, the firehose attachment area needs to be along this projecting double bay. Initially, the applicant proposed that the firehose attachment be between both basement windows abutting the stone siding on the same projecting double bay; however, it was moved to the newly proposed location which should be slightly less prominent (Exhibit C). Due to the proximity to important design features, screening this installation will further obscure important parts of this façade and likely draw more attention than just the firehose attachment. As such, the policy intent to limit visual disruptions is fulfilled by not screening this installation. Finally, due to the limited amount of space (approximately two courses tall), there may be impacts to the window siding and quoining. While there are three other areas on this façade that display this same design configuration, the design/installation method of this utility must be carefully chosen to limit the extent of the damage while also enabling greater opportunities for reversibility. As such, a condition has been added that requires the finalized design/location of the firehose attachment as well as the installation method be provided to Heritage Planning staff for review/approval prior to installation.

Other alterations to the schoolhouse include new roofing, repairs to the soffits/fascia, updated rain gear and the replication of the roof metal cresting. The applicant is proposing modern architectural shingles to replace the existing asphalt shingles (Exhibit C). Provided the new shingles are a dark colour (grey/brown/black) and have a minimal textured appearance, there will be little impact on the overall heritage value of the property while protecting the building for the long term. The finalized design will be reviewed/approved by heritage staff prior to installation. Based on a staff site visit, the existing rain gear appears to be standard eaves and gutters, likely metal, with downspouts discretely located in the vertices between the walls. The applicant intends to replace the metal rain gear with like materials and in the same locations (Exhibit C). Regarding the soffits/fascia, the applicants intend to repair and retain all wood detailing where possible and replace only where necessary; this is a condition of approval (Exhibit C). Finally, the metal cresting on the top of the schoolhouse tower will be replicated based on historic photographs; this is a condition of approval (Exhibit C).

February 21, 2024

Page 18 of 24

Landscape Alterations

Several landscaping alterations are also necessary to support this project. For the northeastern side of the building the proposal includes the removal of a cement vault, the installation of a new transformer/associated screening, a new fire hydrant, a new wooden fence, and a new sidewalk/repaved driveway. Along the southeast elevation (rear of the building) the proposal includes a new bicycle parking structure, the removal/salvage of a portion of a small limestone wall, a new sidewalk/repaved parking lot and driveway, new resident amenity spaces, the removal/replacement of trees, and the addition of one electric charging station. Along the northwest façade (facing Wellington Street) the proposal includes the removal of one street tree and both concrete planters. Along the southwest elevation, no landscaping alterations are proposed (Exhibits C and D). In addition, a lighting plan was also included which calls for several ground-oriented lights (on all elevations minus the southwest) that will wash the schoolhouse in light as well as illuminate the driveway/parking lot. Further, one LED wall light will attach to the rear southeast elevation (Exhibit C).

On the northeastern side of the building the removal of the cement vault is meant to make space for the new sidewalk and will also remove a modern installation that currently detracts from the building's heritage value. The finalized material choice for the sidewalk has not yet been determined, but the associated driveway will be made of asphalt, will be approximately 5.4 metres wide, and will continue past the rear of the addition terminating at the asphalt parking lot (Exhibit C). As a condition of approval, the finalized material choice/design of the sidewalk will be reviewed/approved by heritage planning staff. In addition, the wooden fence at the northeastern property line will be replaced with a new 1.9 metre wooden fence similar to what exists today. Further, a new standard fire hydrant is also proposed near the northern most corner of the property (Exhibit C). According to the applicant, this installation is necessary to support the development of a multi-residential property, and, if an emergency occurs, would allow for an accessible way of controlling resulting fire damage which should help protect the property for the long term.

Along with these changes, a new transformer is proposed on the northeastern side of the building and is setback more than 5 metres from the front lot line (Exhibit C). It is common practice that a transformer would be screened to mitigate its impact on the public realm; however, an operable cabinet in this location would also draw additional attention and may appear out of place compared to the rest of the site. As such, the installation of a landscape feature (i.e. shrubs, trees, etc.) in consultation with Heritage Planning staff between the transformer and the property line is proposed to mitigate the anticipated visual impact. This is a condition of approval. This new feature would also contribute to the diverse foliage already present on private properties in the District that are currently visible from the public realm.

On the southeastern side of the building a new bicycle parking structure is proposed to attach to the rear wall of the schoolhouse. According to the applicant, the storage structure is approximately 2.4 metres tall, 3.9 metres wide and 1.4 metres deep (Exhibit C). However, the materiality/design is yet to be determined. As a condition of approval, the attachment of the bicycle parking structure must follow the City's Masonry Policy and the finalized material/design

February 21, 2024

Page 19 of 24

will be provided to Heritage Planning staff for review/approval prior to installation. In addition, modifications to the existing small stone limestone wall are proposed in the form of removing approximately a third to allow for safe/direct access to the rear addition. The removed limestone will be salvaged for future property repairs (Exhibit C). This is a condition of approval. Along with the above, 13 trees on private property will be removed to facilitate the extensive rear yard alterations, but the applicant is proposing to plant three more trees and retain two others. The rear of the property will also support various resident amenity spaces, concentrated near the southwestern property line. To allow for this area, a concrete planter needs to be removed and the area will require paving. As this area is located behind the width of the schoolhouse and 45 Wellington Street is so close to/exceeds the property line, the street wall will prevent the public from viewing these spaces (Exhibits A, C and D). Finally, the rear of the property will mainly feature an asphalt parking lot with an associated electric car charging station and the remainder of the sidewalk area. In total, 17 parking spaces are proposed to support the 17 proposed condominium units (Exhibit C).

Along the northwestern side of the building (that faces Wellington Street), one street tree will be removed, and one will be retained (Exhibit C). While this will negatively impact the treelined streets characteristic of the "North to Bagot" subarea, this will also allow for a greater appreciation of the landmark schoolhouse during the summer/fall season. Further, two concrete planters will be removed that do not have heritage value. Along the southwest side of the building, no landscape alterations are proposed.

In addition to the above, a lighting strategy is proposed for the property that will wash the schoolhouse in light, illuminate the sidewalk/driveway/parking lot and the rear addition entrances (Exhibit C). This lighting plan applies to the northwestern (facing Wellington Street), northeastern and southeastern (rear) elevations. Exterior illumination of a heritage building can be quite effective in showcasing its cultural heritage value. When considering the specific fixtures/strategy, the Wellington Street façade will have ground mounted LED lights that will wash the building in a warm white colour (characteristic of the proposed 3000K colour temperature) that should complement the patina of the building's limestone masonry (Exhibit C). Along the northeastern and southeastern sides of the building ground mounted LED bollards are proposed along the sides of the sidewalk and driveway. These should not draw as much attention as those lights on the Wellington Street side, while also helping drivers navigate the area and make it clear where the boundary of the building is. In addition to the above, only one light fixture will be attached to the schoolhouse that will illuminate the sidewalk that leads to the rear addition entrance (Exhibit C). Provided this light is attached in the mortar in line with the City's Masonry Policy and the wiring is discrete, there should be no permanent impacts. As a condition of approval, heritage planning staff will review the installation strategy to ensure no negative impacts. Finally, various wall mounted lights on the rear addition and a large ground mounted light fixture in the parking lot are also proposed (Exhibit C). A condition of approval has been included that requires heritage staff review the building lighting performance, once installed, to confirm no negative impacts to the heritage attributes of the property.

Heritage Impact Analysis – Summary and Recommendations

February 21, 2024

Page 20 of 24

Overall, the most significant impacts to the property are related to the major rear yard addition. The proposed design has done a good job of mitigating potential impacts; however, the large elevator overrun still represents a negative impact. The applicant has demonstrated a willingness to further mitigate this impact by responding with design changes based on the feedback received from the Heritage Properties Committee and the public. Other potential concerns (the fire hose attachment, use of concrete for the stairs, etc.) have also been mitigated by their placement, design or change in colour. These concerns will be further reviewed by Heritage Planning staff to ensure heritage attributes are conserved as the project nears completion, but do not pose significant concerns. Despite the concerns noted above, this project also follows many best practices in heritage conservation including but not limited to: maintaining existing openings along prominent elevations; appropriately blinding rear yard windows; repairing Period Windows and replacing inappropriate windows with more appropriate ones; retaining as much of the rear elevation as possible; ensuring that the rear addition appears lower in height than the roof ridge from the public realm; ensuring that the elevator overrun is lower in height than the tower; reinstating the metal cresting based on historic documentation; and washing this landmark building in light so it can be appreciated around the clock. When considering the project in its entirety, it is an appropriate development within the District and also allows for the rehabilitation of this important landmark building.

Staff are of the opinion that the subject application will uphold the heritage conservation objectives set out within the City of Kingston's Official Plan, the Ministry of Citizenship and Multiculturalism's Eight Guiding Principles in the Conservation of Built Heritage Properties, and Parks Canada's Standards and Guidelines for the Conservation of Historic Places in Canada. Broadly, the application will:

- Achieve the goal of Section 7.0 (City of Kingston Official Plan): Conserve and enhance built heritage resources within the City so that they may be accessed, experienced and appreciated by all residents and visitors, and retained in an appropriate manner and setting, as a valued public trust held for future generations;
- Achieve Guiding Principle Numbers 1, 3, 4, 6 and 7:
 - Respect for documentary evidence – Do not base restoration on conjecture. Conservation work should be based on historical documentation, such as historical photographs, drawings and physical evidence.
 - Respect for historical material – Repair or conserve rather than replace building materials and finishes, except where absolutely necessary. Minimal intervention maintains the historical content of the resource.
 - Respect for original fabric – Repair with like materials, to return the resource to its prior condition without altering its integrity.
 - Reversibility – Alterations should be able to be returned to original conditions. This conserves earlier building design and technique. For instance, when a new door opening is put in a stone wall, the original stones are numbered, removed and stored, allowing for future restoration.
 - Legibility – New work should be distinguishable from old. Buildings should be recognized as products of their own time, and new additions should not blur the distinction between old and new.

February 21, 2024

Page 21 of 24

- Achieve Standards 1, 3, 5, 7, 8, 11, 12 and 14 of Parks Canada's Standards and Guidelines:
 - Conserve the heritage value of a historic place. Do not remove, replace or substantially alter its intact or repairable character-defining elements. Do not move a part of a historic place if its current location is a character-defining element.
 - Conserve heritage value by adopting an approach calling for minimal intervention.
 - Find a use for a historic place that requires minimal or no change to its character-defining elements.
 - Evaluate the existing condition of character-defining elements to determine the appropriate intervention needed. Use the gentlest means possible for any intervention. Respect heritage value when undertaking an intervention.
 - Maintain character-defining elements on an ongoing basis. Repair character-defining elements by reinforcing their materials using recognized conservation methods. Replace in kind any extensively deteriorated or missing parts of character-defining elements, where there are surviving prototypes.
 - Conserve the heritage value and character-defining elements when creating any new additions to an historic place or any related new construction. Make the new work physically and visually compatible with, subordinate to and distinguishable from the historic place.
 - Create any new additions or related new construction so that the essential form and integrity of a historic place will not be impaired if the new work is removed in the future.
 - Replace missing features from the restoration period with new features whose forms, materials and detailing are based on sufficient physical, documentary and/or oral evidence.

Previous Approvals

P18-111-2020 – Schoolhouse alterations

P18-110-2020EA – Emergency masonry repair

P18-135-2018 – Rear addition

P18-386-088-2009 EA – Replace deteriorating deck structure

Comments from Department and Agencies

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

Utilities Kingston:

Utilities Kingston has no concerns with the Heritage Permit.

February 21, 2024

Page 22 of 24

Engineering Services:

No objections to the proposed Heritage application.

Kingston Hydro:

No comment.

Building Services:

No comment.

Parks:

No concerns with requested heritage permit. Parkland requirements to be addressed at future building permit stage.

Planning Services:

The minor variance application (D13-072-2023) for the proposed addition at 47 Wellington Street has been withdrawn. No Planning concerns at this time.

Forestry Services:

No concerns with the Heritage Permit application. Previous comments related to landscape, private tree and City owned tree concerns as part of approved SPC are still applicable.

Consultation with the Heritage Properties Committee

The Kingston Heritage Properties Committee was consulted on this application through the [DASH](#) system. Heritage Services has received comments from three Committee members. The Committee's comments have been compiled and attached as Exhibit E.

All three members noted potential concerns with the elevator overrun. Based on these comments the applicants have reduced the height and have proposed lighter colours to reduce the visual impact.

Another member noted their concerns that the rear addition must be subordinate to the schoolhouse. As a response, the applicant has reduced the materials/colours present on the rear addition, which should reduce its visual prominence. Further to the members concerns, based on Committee feedback, the applicant clarified that the provided renderings that depicted the rear shed dormer as taller than the roof ridge of the schoolhouse was inaccurate and that the provided technical drawings showing it below the roof ridge accurately portray the proposal. This same member noted their wish to have a more neutral colour palate for the proposed windows.

One member noted the importance of having more housing in the historic downtown.

February 21, 2024

Page 23 of 24

Conclusion

Staff recommends the approval of the application File Number (P18-096-2023), subject to the conditions outlined herein, as there are no objections from a built heritage perspective, and no concerns have been raised by internal departments.

Existing Policy/By-Law:

Kingston's Strategic Plan 2023-2026

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

Old Sydenham Heritage Area Heritage Conservation District Plan – Designating By-Law Number 2015-67

Policy on Masonry Restoration in Heritage Buildings

Policy on Window Renovations in Heritage Buildings

Designation By-Law Number 84-65

Notice Provisions:

Pursuant to Section 42(3) of the *Ontario Heritage Act (OHA)*, notice of receipt of a complete application has been served on the applicant.

Accessibility Considerations:

None

Financial Considerations:

None

Contacts:

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

Phillip Prell, Intermediate Planner, Heritage Planning, 613-546-4291 extension 3219

February 21, 2024

Page 24 of 24

Other City of Kingston Staff Consulted:

N/A

Exhibits Attached:

Exhibit A Mapping Information

Exhibit B Old Sydenham HCD Property Entry & By-Law Number 84-65

Exhibit C Proposal Package

Exhibit D Site Visit Photos

Exhibit E Correspondence Received from the Heritage Properties Committee

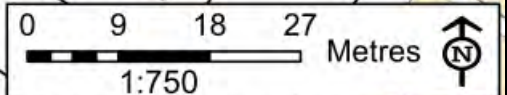
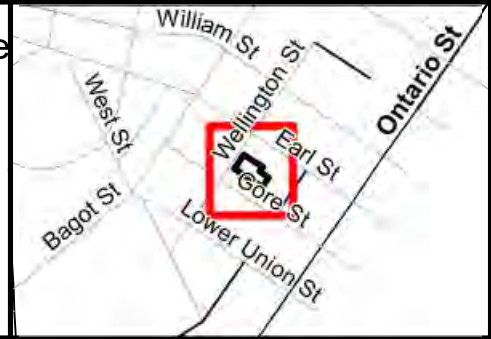
Exhibit F Final Comments from the Heritage Properties Committee – February 21, 2024



Kingston Heritage Properties Committee Key Map

Address: 47 Wellington Street
File Number: P18-096-2023
Prepared On: Jan-08-2024

 Subject Lands





Kingston Heritage Properties Committee Neighbourhood Context

Address: 47 Wellington Street
File Number: P18-096-2023
Prepared On: Jan-08-2024

- Subject Lands
- Property Boundaries
- Proposed Parcels



Prepared By: Ichnu
Prepared On: Jan-08-2024

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Clause 5, Report No. 23, 1984

BY-LAW NO. 84-65

A BY-LAW TO DESIGNATE CERTAIN PROPERTIES TO BE OF HISTORIC AND/OR ARCHITECTURAL VALUE OR INTEREST, PURSUANT TO SECTION 29 OF THE ONTARIO HERITAGE ACT

PASSED: March 1, 1984

WHEREAS Section 29 of the Ontario Heritage Act, R.S.O. 1080, Chapter 337 authorizes the Council of a municipality to enact by-laws to designate real property, including all buildings and structures thereon, to be of architectural or historic value or interest;

AND WHEREAS notice of intention to designate certain properties within the municipality, as set out in Section 1 of Schedule "A" hereto, was served on the owners of the properties and on the Ontario Heritage Foundation on the 14th day of December, 1983 and was published in the Whig-Standard on December 14, December 21 and December 28, 1983;

AND WHEREAS notice of intention to designate certain properties within the municipality, as set out in Section 2 of Schedule "A" hereto, was served on the owners of the properties and on the Ontario Heritage Foundation on the 21st day of December, 1983 and was published in the Whig-Standard on December 21 and December 28, 1983, and on January 4, 1984;

AND WHEREAS no notices of objection to the proposed designations have been served on the Clerk of the City of Kingston:

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

1. There are designated as being of architectural and historic value or interest the following real properties in the City of Kingston:

- (a) 276 Brock Street
- (b) 132-134 Earl Street
- (c) 5 Emily Street

- 7 -

25-27 Wellington Street

This double stone building is an example of the work of architect John Grist, who built number 27 in 1851, then added number 25 in 1854-55.

47 Wellington Street

The Wellington Street School, architect John Power, was built in 1873 to provide proper quarters for a school which had held classes in an old furniture warehouse. This is an excellent example of a fine building being put to a new use.

96 Wellington Street and 70 William Street

Built in 1841 for Captain Charles Burns, this corner building is unusual for that period because of its three storeys. Its corner site adds to its significance.

118-120 Wellington Street

This double stone house was built in 1867-1868 by and for George Newlands, builder and father of William Newlands, who received some of his training in John Power's firm.

65 West Street

This brick corner house, part of a whole block of brick dwellings, was built in 1879 after Westbourne Terrace was completed. The round corner tower, bay window and central two-storey umbrage are notable aspects of architecture of the period.

112 William Street

This is one of the few houses in Kingston with an overall pattern of light brick against red. It was built by 1857 for William Brown who advertised it for rent.

129 William Street

This typical Ontario cottage, built of limestone and decorated with Gothic bargeboards was built about 1869 in a style popular almost twenty years earlier.

185 William Street

Built in 1855 for and by architect James Stewart, this brick dwelling has a number of details which give it special significance, especially for its period. The two-storey umbrage, detail of the trim, iron cresting and decorative chimney pots are all notable.

203-205 William Street

George Browne, architect of Kingston's City Hall, built this house as his private dwelling and office in 1841 and advertised it for sale in February, 1844. Queen's College leased the building in September 1844 and continued to use it after 1854 as their preparatory school until 1862.

.../8

**47 WELLINGTON STREET
WELLINGTON STREET SCHOOL**

Built: 1873-74

Architect: John Power

Rating: S (Part IV)

This school building was constructed according to a design by John Power in 1873-74. It represented the most modern local school of the period. The *British Whig* of 16 September, 1973, noted that the new school would cost \$7,200. Prior to its construction, classes were being held in Adam Main's old furniture warehouse at the corner of Lower Union and Wellington Streets. Contracts were let to Richard Tossell for masonry; William Irving and son, carpentry; McKelvy and Birch, tinsmiths; and Thomas Savage & Company, painting.



J.McK.

This 2½-storey building sits on a high stone foundation which has segmentally arched windows. Built of hammer-dressed limestone, it has pitch-faced quoins and ashlar sills and string courses. The 7-bay façade has a central 1-bay projection rising three storeys to a square tower topped by a tall, slender, bellcast mansard with a small flat roof. The main entrance in the first storey of the tower is reached by wooden steps between parapets with ashlar tops. The entrance, set under a Gothic arch, has a double door under a lancet transom consisting of two quadrant lights. Above the entrance is a 1873 shield datestone. Above the datestone is a window with an ashlar sill and sharply-pointed Gothic arch with simple intersecting tracery. This section of the tower terminates in an ashlar string course with cyma reversa moulding supporting a slightly smaller third storey which has pairs of lancet windows on each side. The bellcast section of the mansard roof has, on each side, a small louvered dormer with roof matching the shape of that on the tower.

Flanking the central bay are 1-bay recessed sections with small Gothic-arched windows. The flanking outer double-bay sections project beyond the tower section, and their gable roofs project from the front slope of the main roof. The first storeys of these sections each have two pairs of narrow segmentally arched windows, each pair having a common ashlar sill. Under the peak of the gable, each section has a narrow square-headed window. The bargeboard and pendants on these gable sections are a fairly delicate swag effect.

Both the north and south walls are regularly fenestrated and their windows are all 12-paned double-hung sash with camber-arched brick surrounds. The north wall has an extra window between the two on the first storey: it is segmentally arched and slightly smaller than the others.

The roof has gable-end parapets with ashlar corbel stones and two stone chimneys, one at the peak of each parapet.*

* Adapted from *Buildings of Architectural and Historical Significance*, Vol. 5, pp. 253-55 (1980).

Staff Cover Letter Denoting Changes in Proposal since Submission:

Since the project has been circulated for comment several changes have been proposed that, while not reflected in all drawings, are meaningful commitments by the applicant that have reduced the impact of the proposal. These are detailed below:

- Reduction of unit count from 20 to 17.
 - Reflected in a few drawings.
- Change of colour for the rear addition;
 - Not shown in drawings to date.
- Change of colour for the elevator overrun;
 - Updated rendering provided.
- Reduction in number of materials for the rear addition;
 - Not shown in drawings to date.
- Height reduction of the elevator overrun by 0.5-0.75 metres (depending on construction constraints);
 - Updated rendering provided.
- Stepping down the rear northeastern corner of the addition from four to three stories; and
 - Updated drawing included.
- Commitment to add a landscape feature in front of the proposed transformer.
 - Not shown in drawings to date.

Heritage Planning
216 Ontario Street
Kingston, ON K7L 2Z3
heritageplanning@cityofkingston.ca
613-546-4291, ext.3180

Re: Faculty 47 updates to design impacting Heritage

This document is intended to highlight the changes to the Faculty 47 current design in relation to Heritage Permits P18-135-2018 (Approved May 8, 2019, expired) and P18-111-2020 (Approved April 6, 2021, active). The intent is to get a new permit issued under P18-096-2023 including all new works on the building.

Changes relative to P18-135-2018

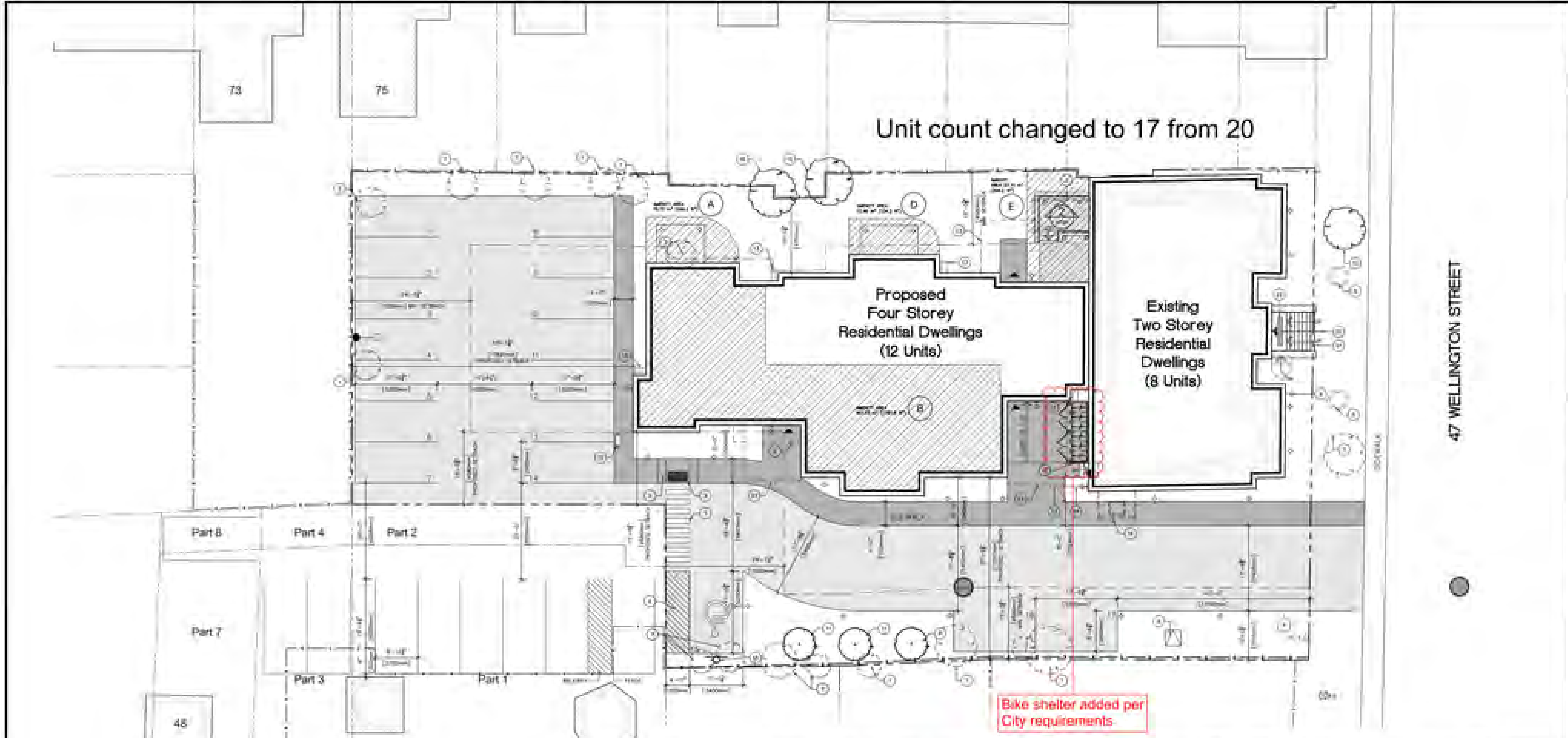
- 1) Elevator overrun increased to provide accessible access to the require rooftop amenity space.
Note: we are attempting to see if this can be reduced.
- 2) Height of back addition increased 1320mm in central area.
- 3) ~~Height of rear section of addition increased from three to four storeys (3050mm height increase).~~
- 4) Minor adjustments to window sizes on new building only and do not impact existing building.
- 5) Cladding extended to ground level in some areas in new building.
- 6) Bike shelter added in alcove to meet city requirements as shown on A200. This will be gated and locked and tucked into an alcove.
- 7) No works affecting the exterior on this permit have been completed as of yet.

Changes relative to P18-111-2020

- 1) No changes relative to the existing building for which the permit applies.
- 2) Small rear 3rd floor terrace increased in height by 3050mm at addition.
- 3) Bike shelter added in alcove to meet city requirements as shown on A200.
- 4) ~~No works affecting the exterior on this permit have been completed as of yet.~~

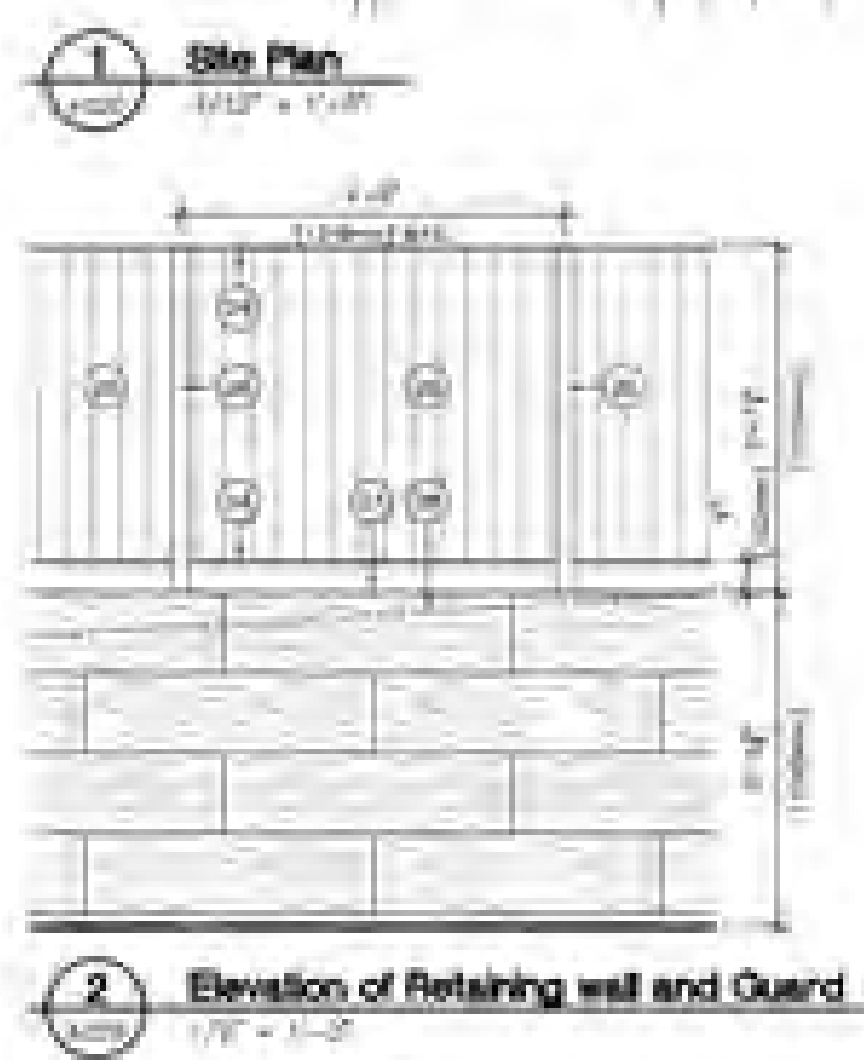


Unit count changed to 17 from 20



Bike shelter added per City requirements

SITE STATISTICS (47 WELLINGTON STREET, KINGSTON)				PROPOSED	EXISTING	NET CHANGE	REMARKS
1.1.1.1	Lot Area (sq. ft.)	11,000	11,000	0	0	0	
1.1.1.2	Lot Area (sq. m)	1,014	1,014	0	0	0	
1.1.1.3	Front Setback (ft.)	10	10	0	0	0	
1.1.1.4	Front Setback (m)	3.05	3.05	0	0	0	
1.1.1.5	Side Setback (ft.)	5	5	0	0	0	
1.1.1.6	Side Setback (m)	1.52	1.52	0	0	0	
1.1.1.7	Rear Setback (ft.)	10	10	0	0	0	
1.1.1.8	Rear Setback (m)	3.05	3.05	0	0	0	
1.1.1.9	Height (ft.)	35	35	0	0	0	
1.1.1.10	Height (m)	10.67	10.67	0	0	0	
1.1.1.11	Volume (cu. ft.)	385,000	385,000	0	0	0	
1.1.1.12	Volume (cu. m)	10,900	10,900	0	0	0	
1.1.1.13	Number of Units	17	20	-3	0	-3	
1.1.1.14	Number of Units	17	20	-3	0	-3	
1.1.1.15	Number of Units	17	20	-3	0	-3	
1.1.1.16	Number of Units	17	20	-3	0	-3	
1.1.1.17	Number of Units	17	20	-3	0	-3	
1.1.1.18	Number of Units	17	20	-3	0	-3	
1.1.1.19	Number of Units	17	20	-3	0	-3	
1.1.1.20	Number of Units	17	20	-3	0	-3	
1.1.1.21	Number of Units	17	20	-3	0	-3	
1.1.1.22	Number of Units	17	20	-3	0	-3	
1.1.1.23	Number of Units	17	20	-3	0	-3	
1.1.1.24	Number of Units	17	20	-3	0	-3	
1.1.1.25	Number of Units	17	20	-3	0	-3	
1.1.1.26	Number of Units	17	20	-3	0	-3	
1.1.1.27	Number of Units	17	20	-3	0	-3	
1.1.1.28	Number of Units	17	20	-3	0	-3	
1.1.1.29	Number of Units	17	20	-3	0	-3	
1.1.1.30	Number of Units	17	20	-3	0	-3	
1.1.1.31	Number of Units	17	20	-3	0	-3	
1.1.1.32	Number of Units	17	20	-3	0	-3	
1.1.1.33	Number of Units	17	20	-3	0	-3	
1.1.1.34	Number of Units	17	20	-3	0	-3	
1.1.1.35	Number of Units	17	20	-3	0	-3	
1.1.1.36	Number of Units	17	20	-3	0	-3	
1.1.1.37	Number of Units	17	20	-3	0	-3	
1.1.1.38	Number of Units	17	20	-3	0	-3	
1.1.1.39	Number of Units	17	20	-3	0	-3	
1.1.1.40	Number of Units	17	20	-3	0	-3	
1.1.1.41	Number of Units	17	20	-3	0	-3	
1.1.1.42	Number of Units	17	20	-3	0	-3	
1.1.1.43	Number of Units	17	20	-3	0	-3	
1.1.1.44	Number of Units	17	20	-3	0	-3	
1.1.1.45	Number of Units	17	20	-3	0	-3	
1.1.1.46	Number of Units	17	20	-3	0	-3	
1.1.1.47	Number of Units	17	20	-3	0	-3	
1.1.1.48	Number of Units	17	20	-3	0	-3	
1.1.1.49	Number of Units	17	20	-3	0	-3	
1.1.1.50	Number of Units	17	20	-3	0	-3	



Drawing Notes

1. All dimensions are in feet and inches unless otherwise specified.
2. All dimensions are to the center of the wall unless otherwise specified.
3. All dimensions are to the face of the wall unless otherwise specified.
4. All dimensions are to the center of the pipe unless otherwise specified.
5. All dimensions are to the center of the hole unless otherwise specified.
6. All dimensions are to the center of the shaft unless otherwise specified.
7. All dimensions are to the center of the hole unless otherwise specified.
8. All dimensions are to the center of the hole unless otherwise specified.
9. All dimensions are to the center of the hole unless otherwise specified.
10. All dimensions are to the center of the hole unless otherwise specified.



City Info

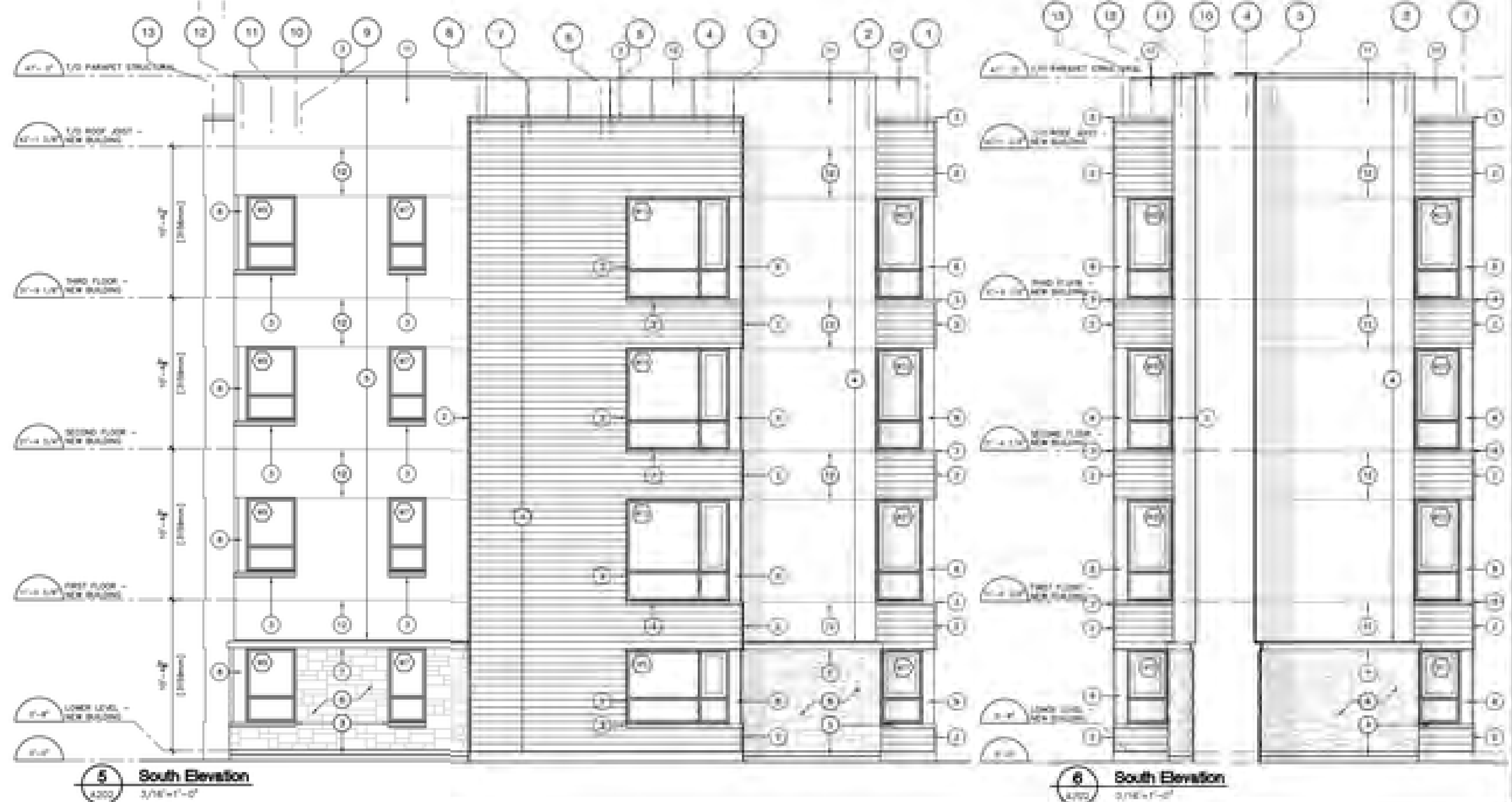
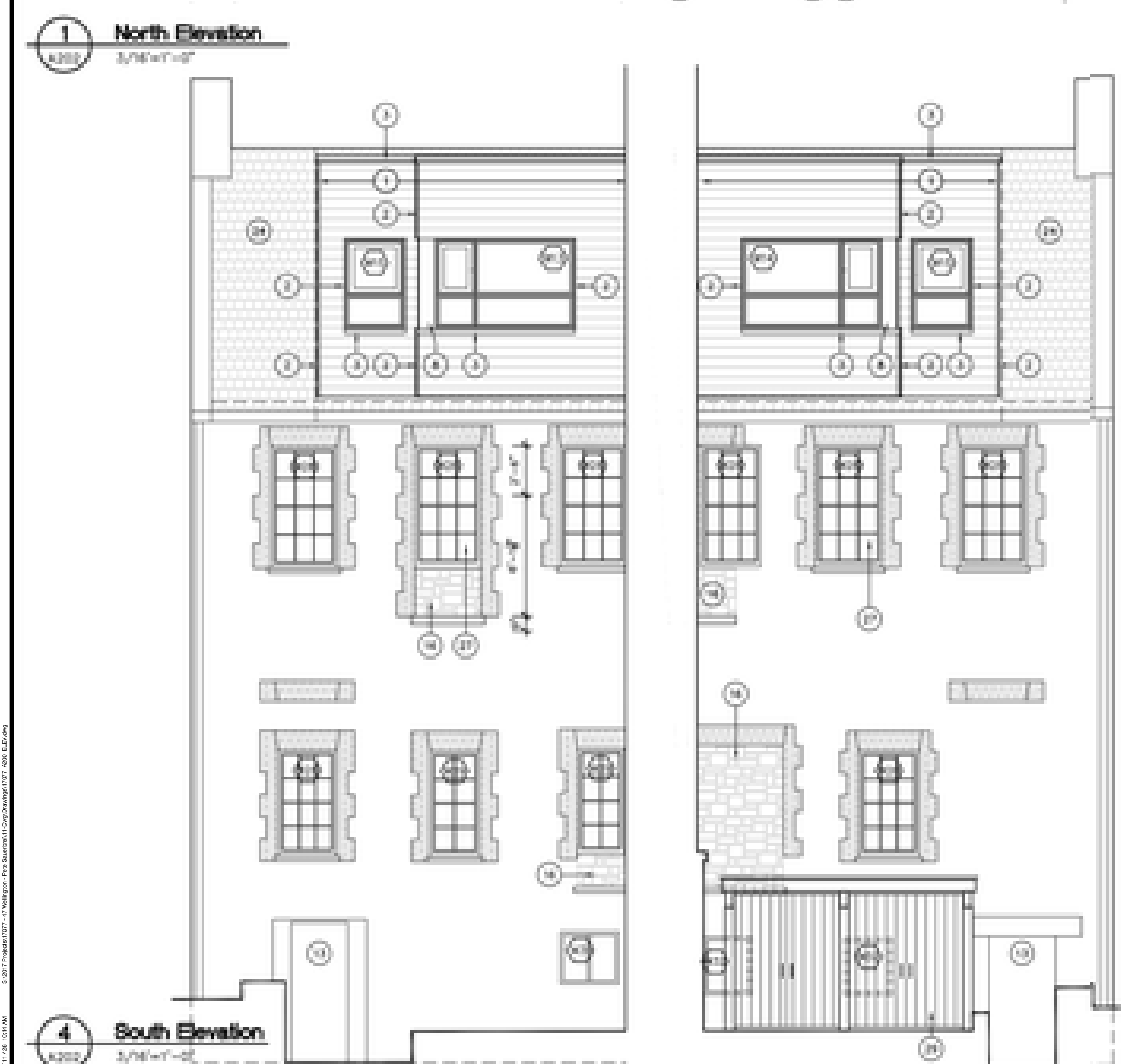
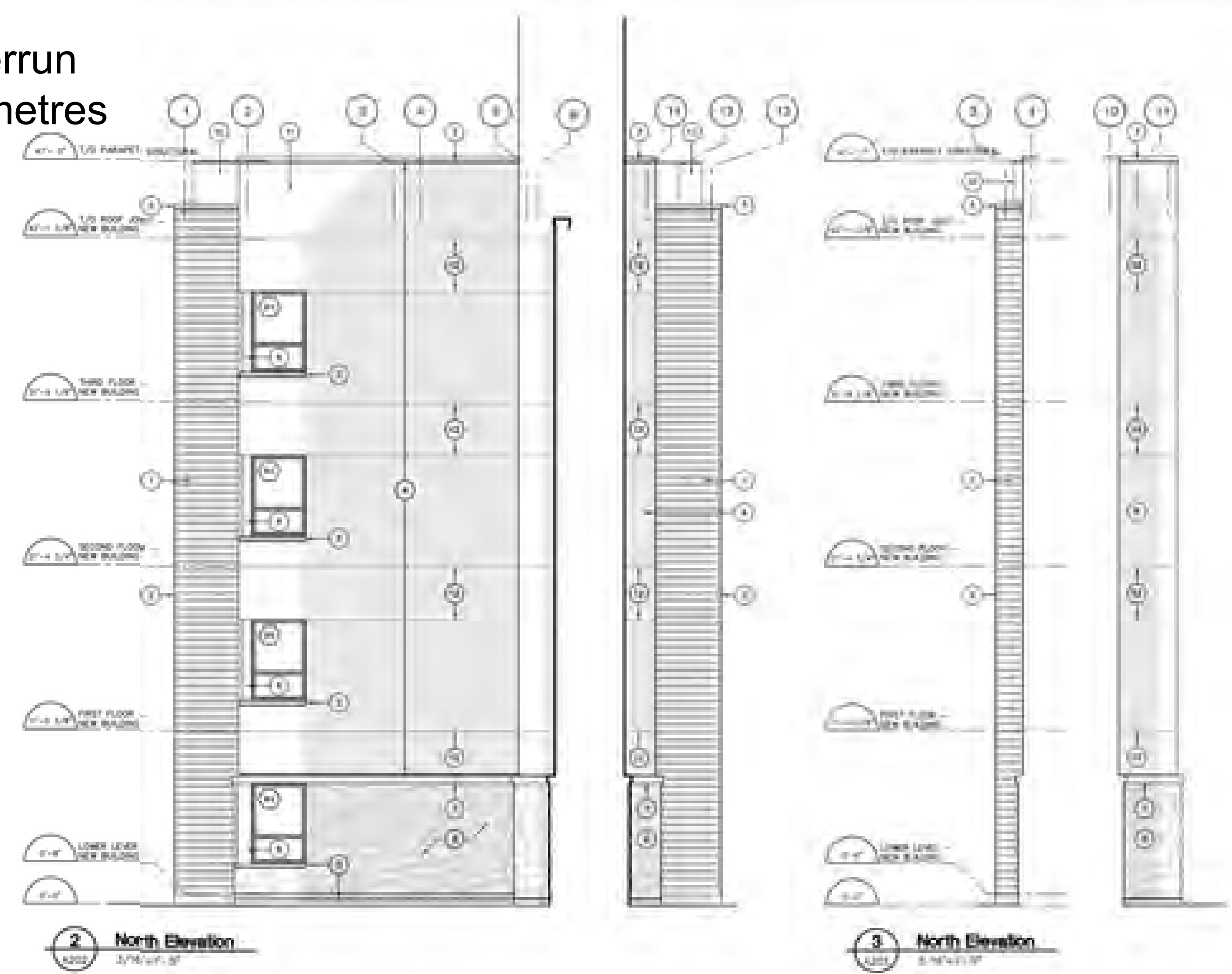
1	City Name	Kingston
2	City Address	47 Wellington Street
3	City Phone	613-336-1000
4	City Website	www.kingston.ca
5	City Mayor	Mr. Peter Sautner
6	City Council	
7	City Ward	
8	City District	
9	City Region	
10	City Province	Ontario
11	City Country	Canada

Site Plan

1	Site Name	47 Wellington Street
2	Site Address	47 Wellington Street
3	Site Phone	613-336-1000
4	Site Website	www.kingston.ca
5	Site Mayor	Mr. Peter Sautner
6	Site Council	
7	Site Ward	
8	Site District	
9	Site Region	
10	Site Province	Ontario
11	Site Country	Canada

Sheet 17077 A020

Height of elevator overrun
reduced by 0.5-0.75 metres



SZA
Sheets and Zaback Architects Ltd



Drawing Notes:

- 1. All work shall be in accordance with the Ontario Building Code and all applicable laws and regulations.
- 2. The contractor shall be responsible for obtaining all necessary permits and approvals.
- 3. The contractor shall be responsible for the safety of all workers and the public.
- 4. The contractor shall be responsible for the protection of all existing structures and utilities.
- 5. The contractor shall be responsible for the removal and disposal of all debris.
- 6. The contractor shall be responsible for the maintenance of all access and egress routes.
- 7. The contractor shall be responsible for the protection of all adjacent properties.
- 8. The contractor shall be responsible for the protection of all trees and landscaping.
- 9. The contractor shall be responsible for the protection of all underground utilities.
- 10. The contractor shall be responsible for the protection of all overhead utilities.
- 11. The contractor shall be responsible for the protection of all adjacent roads and sidewalks.
- 12. The contractor shall be responsible for the protection of all adjacent parking areas.
- 13. The contractor shall be responsible for the protection of all adjacent utility easements.
- 14. The contractor shall be responsible for the protection of all adjacent property lines.
- 15. The contractor shall be responsible for the protection of all adjacent survey markers.
- 16. The contractor shall be responsible for the protection of all adjacent easements.
- 17. The contractor shall be responsible for the protection of all adjacent rights of way.
- 18. The contractor shall be responsible for the protection of all adjacent public spaces.
- 19. The contractor shall be responsible for the protection of all adjacent private spaces.
- 20. The contractor shall be responsible for the protection of all adjacent utility lines.
- 21. The contractor shall be responsible for the protection of all adjacent communication lines.
- 22. The contractor shall be responsible for the protection of all adjacent power lines.
- 23. The contractor shall be responsible for the protection of all adjacent gas lines.
- 24. The contractor shall be responsible for the protection of all adjacent water lines.
- 25. The contractor shall be responsible for the protection of all adjacent sewer lines.
- 26. The contractor shall be responsible for the protection of all adjacent stormwater lines.
- 27. The contractor shall be responsible for the protection of all adjacent drainage lines.
- 28. The contractor shall be responsible for the protection of all adjacent irrigation lines.
- 29. The contractor shall be responsible for the protection of all adjacent landscaping lines.
- 30. The contractor shall be responsible for the protection of all adjacent utility easements.
- 31. The contractor shall be responsible for the protection of all adjacent property lines.
- 32. The contractor shall be responsible for the protection of all adjacent survey markers.
- 33. The contractor shall be responsible for the protection of all adjacent easements.
- 34. The contractor shall be responsible for the protection of all adjacent rights of way.
- 35. The contractor shall be responsible for the protection of all adjacent public spaces.
- 36. The contractor shall be responsible for the protection of all adjacent private spaces.
- 37. The contractor shall be responsible for the protection of all adjacent utility lines.
- 38. The contractor shall be responsible for the protection of all adjacent communication lines.
- 39. The contractor shall be responsible for the protection of all adjacent power lines.
- 40. The contractor shall be responsible for the protection of all adjacent gas lines.
- 41. The contractor shall be responsible for the protection of all adjacent water lines.
- 42. The contractor shall be responsible for the protection of all adjacent sewer lines.
- 43. The contractor shall be responsible for the protection of all adjacent stormwater lines.
- 44. The contractor shall be responsible for the protection of all adjacent drainage lines.
- 45. The contractor shall be responsible for the protection of all adjacent irrigation lines.
- 46. The contractor shall be responsible for the protection of all adjacent landscaping lines.

Legend:

- 1. Existing structure
- 2. New structure
- 3. Existing window
- 4. New window
- 5. Existing door
- 6. New door
- 7. Existing roof
- 8. New roof
- 9. Existing floor
- 10. New floor
- 11. Existing wall
- 12. New wall
- 13. Existing foundation
- 14. New foundation
- 15. Existing utility
- 16. New utility
- 17. Existing landscape
- 18. New landscape
- 19. Existing site
- 20. New site
- 21. Existing driveway
- 22. New driveway
- 23. Existing parking
- 24. New parking
- 25. Existing sidewalk
- 26. New sidewalk
- 27. Existing curb
- 28. New curb
- 29. Existing gutter
- 30. New gutter
- 31. Existing downspout
- 32. New downspout
- 33. Existing stormwater
- 34. New stormwater
- 35. Existing drainage
- 36. New drainage
- 37. Existing irrigation
- 38. New irrigation
- 39. Existing landscaping
- 40. New landscaping

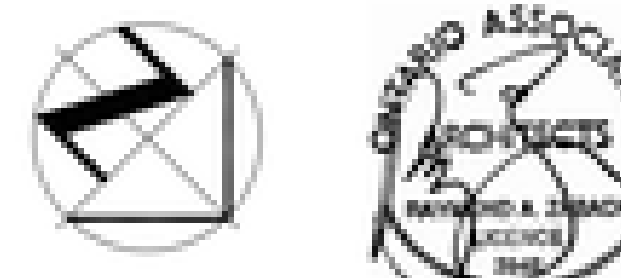
Item	Description	Quantity	Unit
1	Excavation	100	sq. ft.
2	Foundation	100	sq. ft.
3	Concrete	100	cu. yd.
4	Rebar	100	lb.
5	Formwork	100	sq. ft.
6	Brickwork	100	sq. ft.
7	Masonry	100	sq. ft.
8	Roofing	100	sq. ft.
9	Insulation	100	sq. ft.
10	Drywall	100	sq. ft.
11	Paint	100	gal.
12	Windows	100	unit
13	Doors	100	unit
14	Stairs	100	unit
15	Handrails	100	unit
16	Lighting	100	unit
17	Electrical	100	unit
18	Plumbing	100	unit
19	Mechanical	100	unit
20	Landscaping	100	unit
21	Site Work	100	unit
22	Driveway	100	unit
23	Parking	100	unit
24	Sidewalk	100	unit
25	Curb	100	unit
26	Gutter	100	unit
27	Downspout	100	unit
28	Stormwater	100	unit
29	Drainage	100	unit
30	Irrigation	100	unit
31	Landscaping	100	unit

City File:
47 Wellington Street
Mr. Peter Gaudin

EXTERIOR ELEVATIONS

Sheet	Description
A201	North Elevation
A202	South Elevation
A203	East Elevation
A204	West Elevation
A205	Section
A206	Detail
A207	Detail
A208	Detail
A209	Detail
A210	Detail

SZA
Shealts and Zaback Architects Ltd



Certificate of Practice Number: 2438
 4 Wellington Street, Suite 208, Kingston, ON, K7L 1T7
 Tel: 613 541-2719 Fax: 613 541-2824
 www.sza.ca

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General Notes:
 • ALL NOTES LISTED BELOW ARE FOR SHEET A500 ONLY.

Removals:

- R1 EXISTING WALL
- R2 EXISTING LANTERN WALL
- R3 REMOVE THE EXISTING STAIR/ GUARD/ HANDRAIL AND ALL SUPPORTING STRUCTURE
- R4 REMOVE DOOR (WINDOW, SLIDING DOOR AND DOUBLE DOOR)
- R5 WINDOW
- R6 WINDOW AND SILL TO BE REMOVED, ENLARGED THE OPENING TO RECEIVE NEW WINDOW, REFER TO DOOR SCHEDULE
- R7 PLUMBING FIXTURE
- R8 ROOF
- R9 MECHANICAL
- R10 FLOOR
- R11 FLOOR
- R12 EXISTING CONCRETE FLOOR TO BE REMOVED TO RECEIVE NEW CONCRETE SLAB FLOOR
- R13 EXISTING FINISH
- R14 GYPSUM BOARD
- R15 GYPSUM BOARD
- R16 GYPSUM BOARD
- R17 EXISTING MECHANICAL UNIT
- R18 EXISTING ROOF
- R19 CORNER
- R20 REMOVE EXISTING FIRE ESCAPE WITH ALL SUPPORT STRUCTURE
- R21 FIRE ESCAPE STAIR
- R22 CAREFULLY REMOVE EXISTING WOOD COLUMN INCLUDING CAPITAL FOR REUSE
- R23 REMOVE EXISTING WOOD BEAM, STAIR, GUARD AND SUPPORT STRUCTURE
- R24 RETAINING WALL
- R25 CONCRETE UNIT
- R26 NEW OPENING IN THE EXISTING LANTERN WALL FOR THE NEW BUILDING CONNECTION, REFER TO STRUCTURE
- R27 ENLARGED THE EXISTING DOOR OPENING TO RECEIVE NEW WINDOW OPENING, REFER TO WINDOW SCHEDULE FOR SIZES

Existing To Remain:

- E1 EXISTING WINDOW TO REMAIN
- E2 EXISTING DOOR TO REMAIN
- E3 STAIR TO REMAIN
- E4 WOOD BEAM/ GLAZER
- E5 RETAINING WALL
- E6 EXISTING WALL TO REMAIN AND REUSED WITH THE NEW WINDOW'S STAIR

Legend



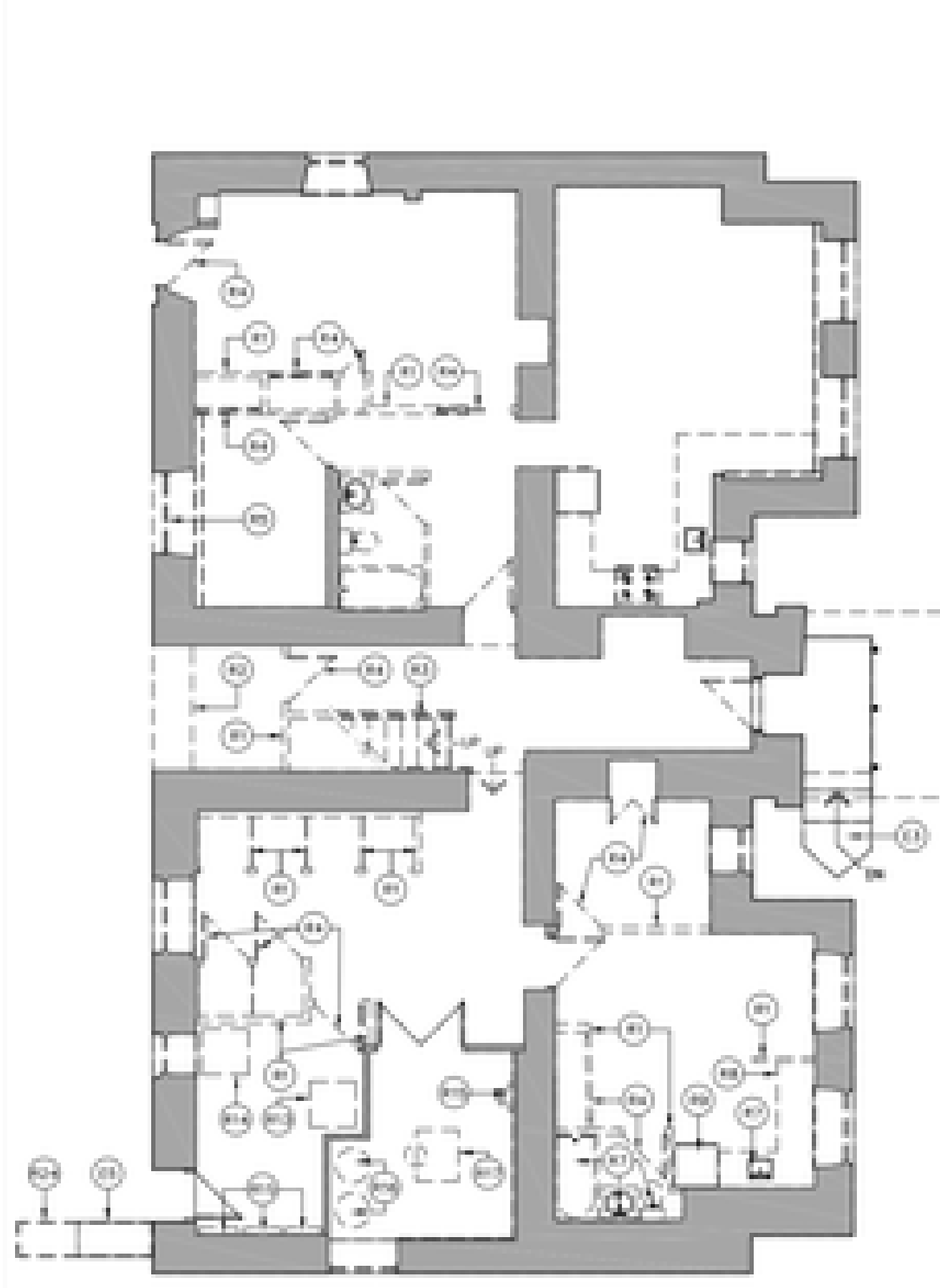
Issue	Description	Date
4	ISSUED FOR RE-TENDER	2022-02-09
3	RE-ISSUED FOR BUILDING PERMIT	2021-02-05
2	ISSUED FOR TENDER	2021-02-26
1	RE-ISSUED FOR BUILDING PERMIT	2021-01-29
0	ISSUED FOR BUILDING PERMIT	2020-10-13

City Plots

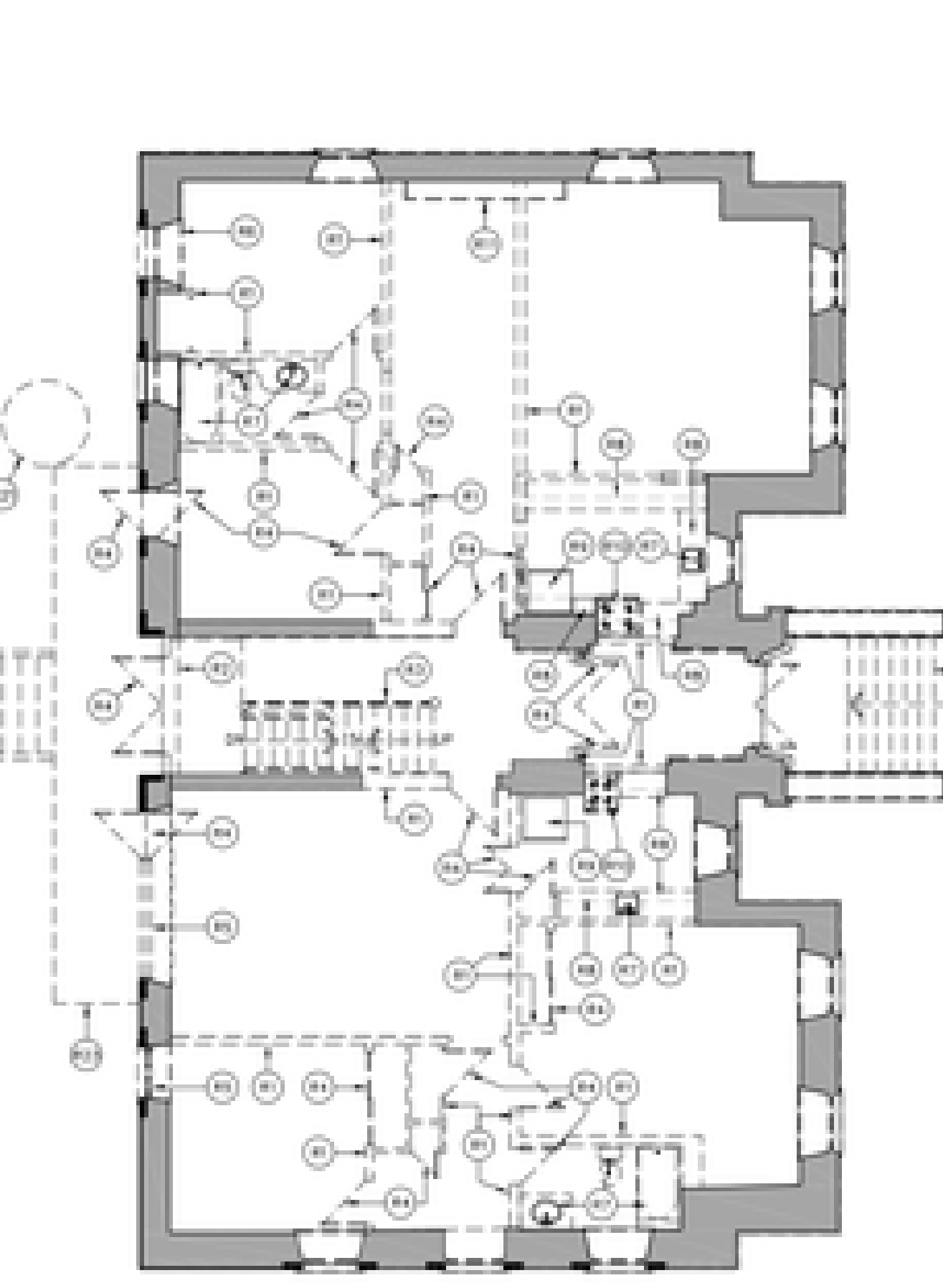
47 Wellington Street
 Kingston, Ontario
 Mr. Peter Sauerbrel

Demolition Floor Plan & Exterior Elevations

Sheet No.	Date
A500	2022-12-15
Project Name	As Noted
Project No.	17077
Sheet Title	A050



1 Basement Floor Demo
1/8"=1'-0"



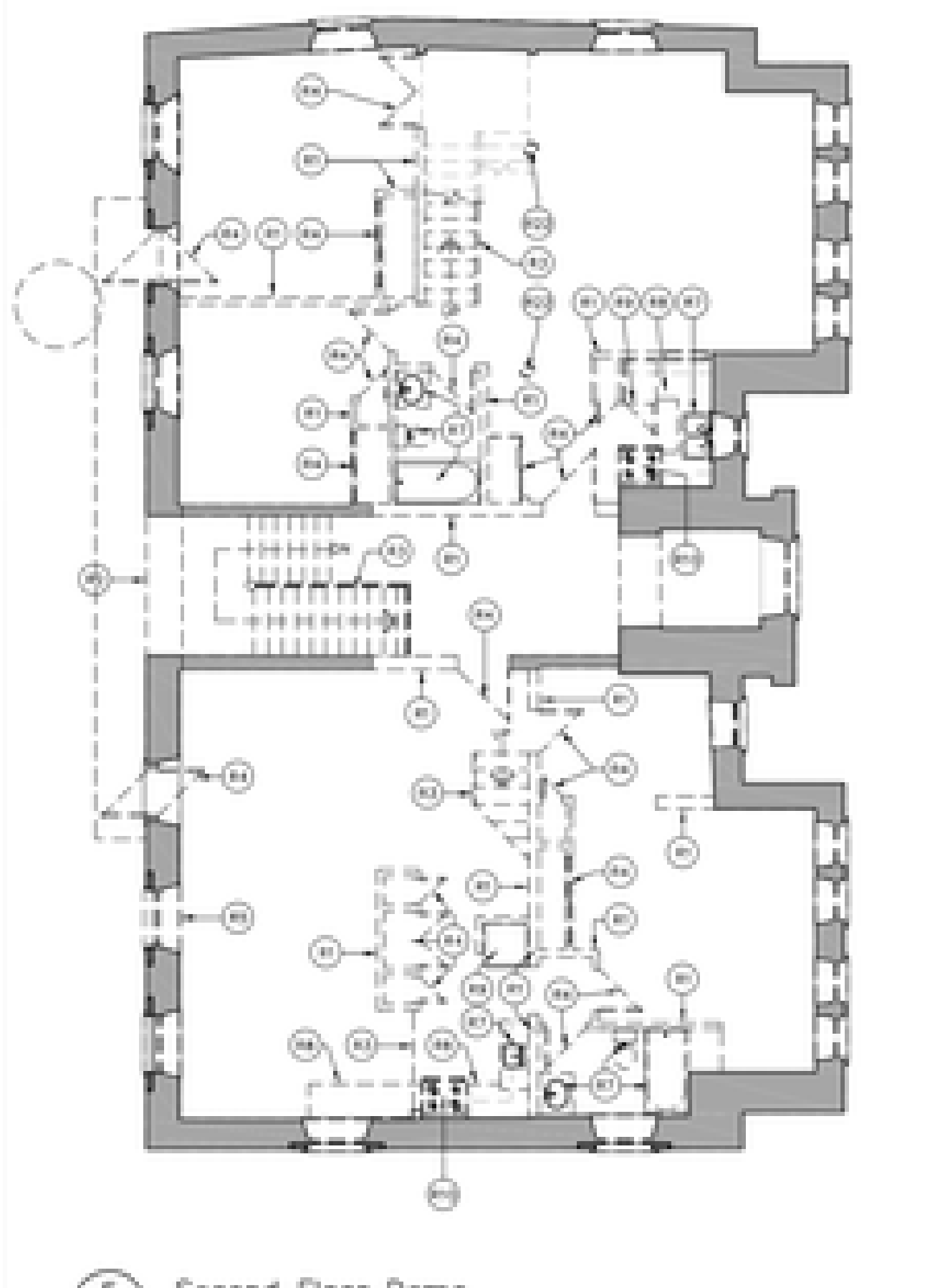
2 First Floor Demo
1/8"=1'-0"



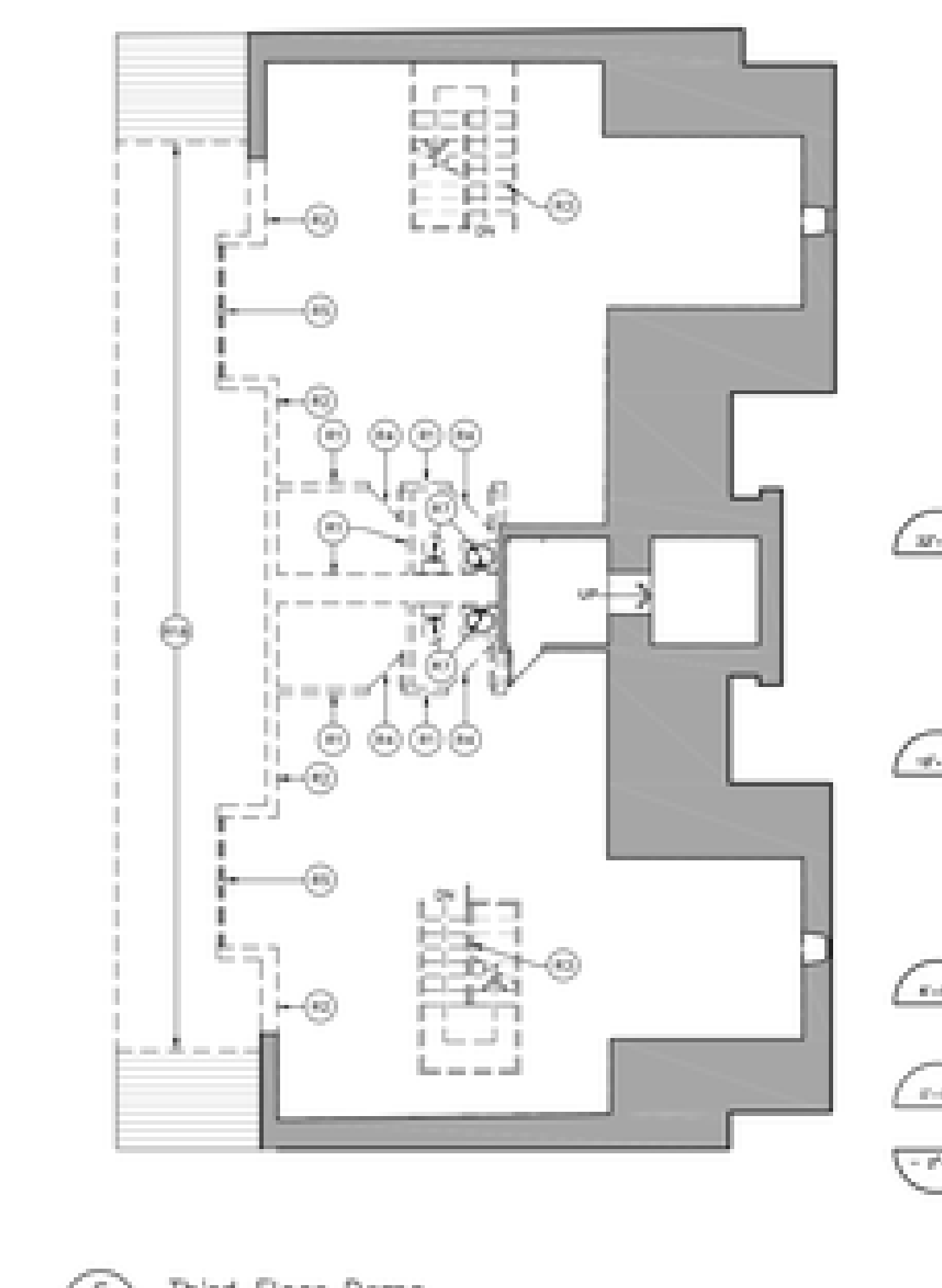
3 North Elevation
1/8"=1'-0"



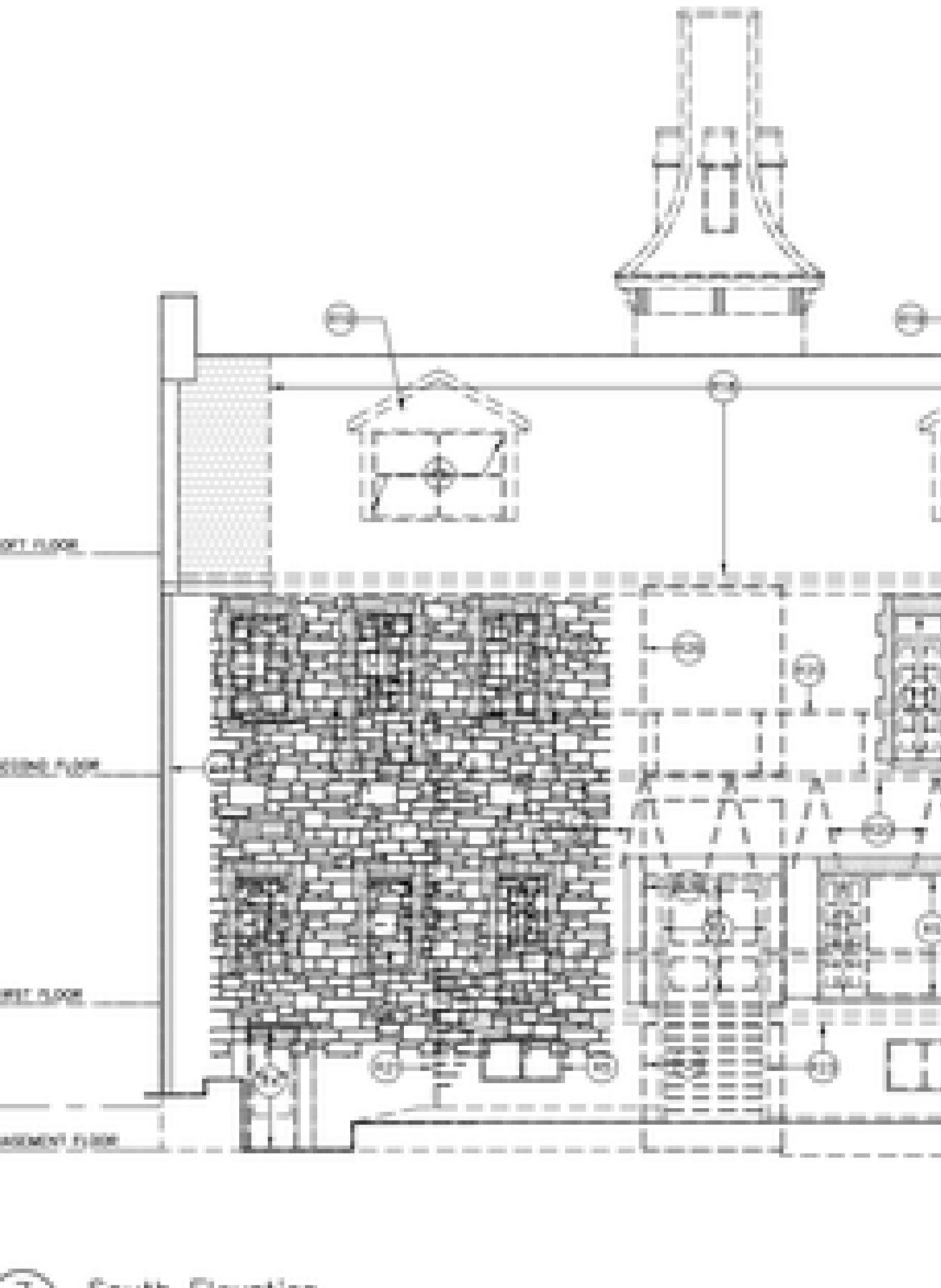
4 East Elevation
1/8"=1'-0"



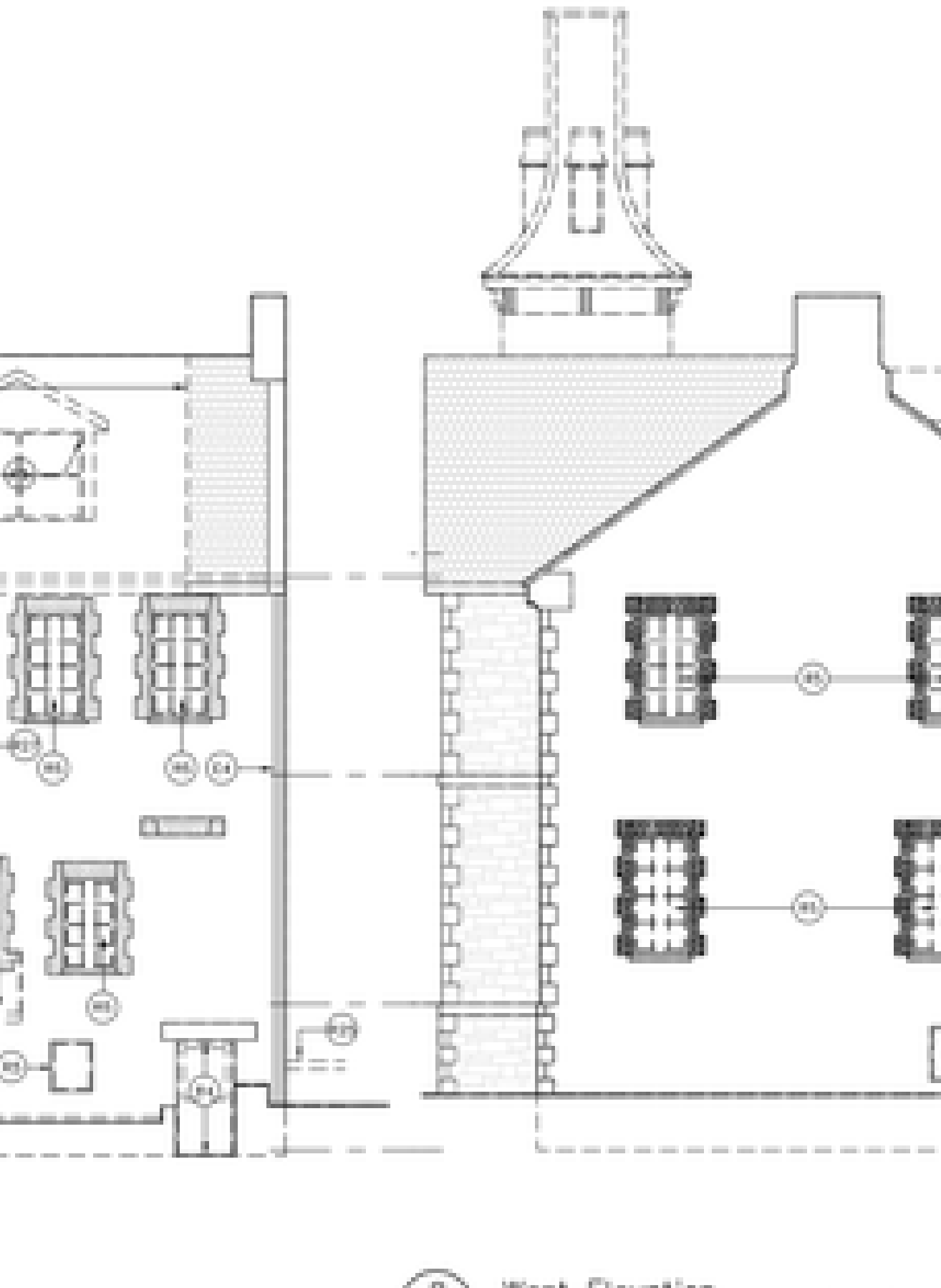
5 Second Floor Demo
1/8"=1'-0"



6 Third Floor Demo
1/8"=1'-0"



7 South Elevation
1/8"=1'-0"



8 West Elevation
1/8"=1'-0"



2022.12.15.15.30.48.5001.INDUSTRIAL-17.dwg - 17077-17077-17077-17077.dwg

Sza
Shezta and Zaback Architects Ltd



Drawing Notes:
1. All dimensions are in millimetres unless otherwise specified.
2. All dimensions are to the face of the member unless otherwise specified.
3. All dimensions are to the center of the member unless otherwise specified.
4. All dimensions are to the top of the member unless otherwise specified.
5. All dimensions are to the bottom of the member unless otherwise specified.
6. All dimensions are to the center of the member unless otherwise specified.
7. All dimensions are to the center of the member unless otherwise specified.
8. All dimensions are to the center of the member unless otherwise specified.
9. All dimensions are to the center of the member unless otherwise specified.
10. All dimensions are to the center of the member unless otherwise specified.

Drawing Notes:
1. All dimensions are in millimetres unless otherwise specified.
2. All dimensions are to the face of the member unless otherwise specified.
3. All dimensions are to the center of the member unless otherwise specified.
4. All dimensions are to the top of the member unless otherwise specified.
5. All dimensions are to the bottom of the member unless otherwise specified.
6. All dimensions are to the center of the member unless otherwise specified.
7. All dimensions are to the center of the member unless otherwise specified.
8. All dimensions are to the center of the member unless otherwise specified.
9. All dimensions are to the center of the member unless otherwise specified.
10. All dimensions are to the center of the member unless otherwise specified.

- Legend:**
- NEW APPROVAL AND CHANGE TO EXISTING PROVISION
 - NEW MATERIAL
 - EXISTING MATERIAL
 - PROPERTY LINE
 - ADJACENT PROPERTY LINE
 - EXISTING FLOOR TO REMAIN
 - NEW FLOOR
 - EXISTING ROOF
 - NEW ROOF
 - NEW ACCESS TO FRONT
 - EXISTING ACCESS
 - NEW EXTERNAL STAIR
 - NEW WALL / WINDOW OPENING TO EXISTING
 - NEW WINDOW
 - NEW DOOR
 - NEW FINISHING
 - NEW FINISHING
 - NEW FINISHING

- 1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE SPECIFIED
- 2. ALL DIMENSIONS ARE TO THE FACE OF THE MEMBER UNLESS OTHERWISE SPECIFIED
- 3. ALL DIMENSIONS ARE TO THE CENTER OF THE MEMBER UNLESS OTHERWISE SPECIFIED
- 4. ALL DIMENSIONS ARE TO THE TOP OF THE MEMBER UNLESS OTHERWISE SPECIFIED
- 5. ALL DIMENSIONS ARE TO THE BOTTOM OF THE MEMBER UNLESS OTHERWISE SPECIFIED
- 6. ALL DIMENSIONS ARE TO THE CENTER OF THE MEMBER UNLESS OTHERWISE SPECIFIED
- 7. ALL DIMENSIONS ARE TO THE CENTER OF THE MEMBER UNLESS OTHERWISE SPECIFIED
- 8. ALL DIMENSIONS ARE TO THE CENTER OF THE MEMBER UNLESS OTHERWISE SPECIFIED
- 9. ALL DIMENSIONS ARE TO THE CENTER OF THE MEMBER UNLESS OTHERWISE SPECIFIED
- 10. ALL DIMENSIONS ARE TO THE CENTER OF THE MEMBER UNLESS OTHERWISE SPECIFIED

City File:
47 Wellington Street
Mr. Peter Scazzari
EAST ELEVATION

Project No:	17077	Date:	2024-11-20
Client:	City of Toronto	Scale:	1:50
Architect:	Sza Architects Ltd	Sheet No:	A200

Increase in height to provide accessible access to required rooftop amenity space

Height of elevator overrun has been reduced by 0.5-0.75 metres

Rear corner will revert to 3 stories

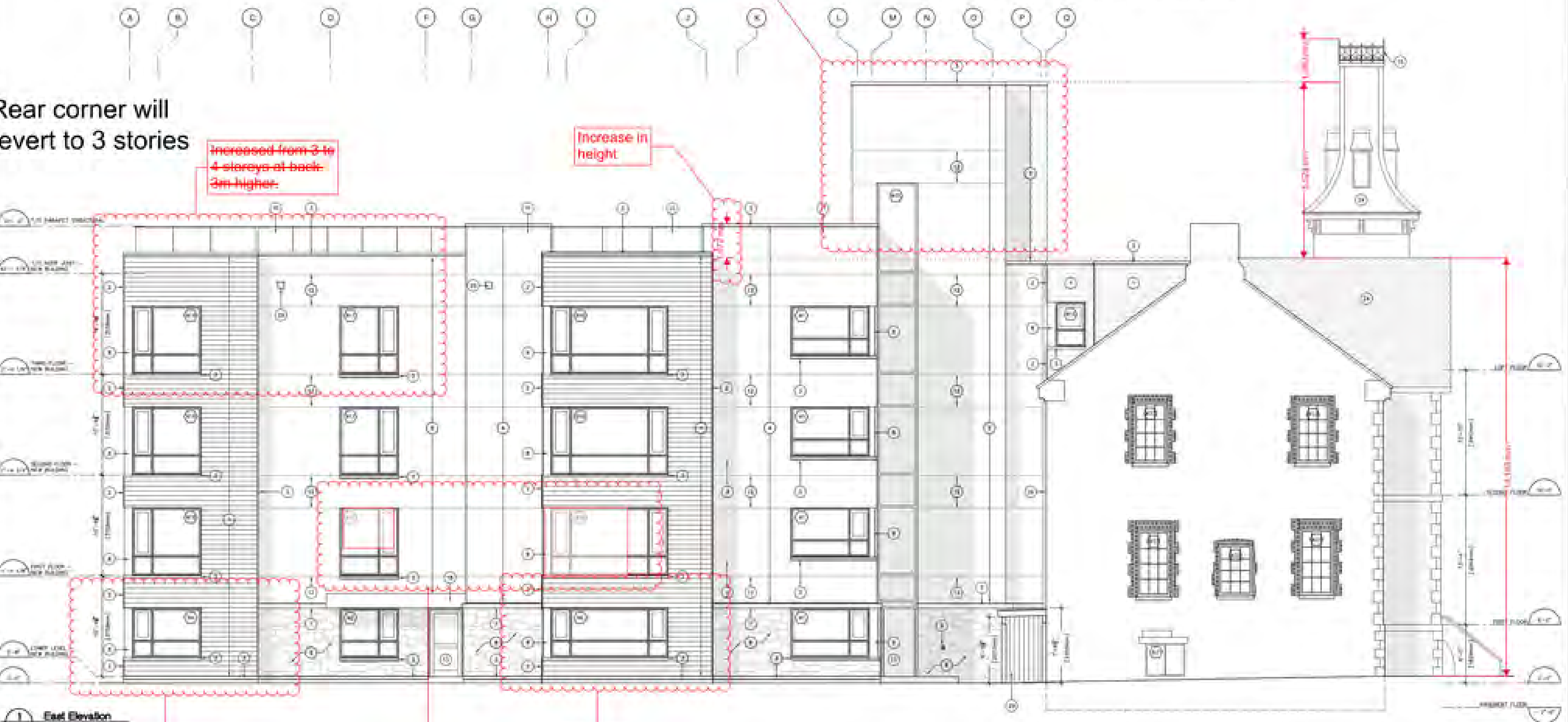
increased from 3 to 4 storeys at back 3m higher

Increase in height

Extended to ground floor

Window sizes changed slightly as shown

Extended to ground floor





Ontario Association of Architects
Architects
The Ontario Association of Architects is a not-for-profit organization that represents the interests of architects in Ontario. It is committed to the highest standards of professional conduct and to the advancement of the architecture profession.

Drawing Notes:
1. See also drawing A201 for details of the building.
2. The building is a three-story building with a total height of 12.00 metres.
3. The building is located at 47 Wellington Street, Toronto, Ontario.
4. The building is a residential building with a total area of 1,200 square metres.
5. The building is a three-story building with a total height of 12.00 metres.
6. The building is a residential building with a total area of 1,200 square metres.
7. The building is a three-story building with a total height of 12.00 metres.
8. The building is a residential building with a total area of 1,200 square metres.
9. The building is a three-story building with a total height of 12.00 metres.
10. The building is a residential building with a total area of 1,200 square metres.
11. The building is a three-story building with a total height of 12.00 metres.
12. The building is a residential building with a total area of 1,200 square metres.
13. The building is a three-story building with a total height of 12.00 metres.
14. The building is a residential building with a total area of 1,200 square metres.
15. The building is a three-story building with a total height of 12.00 metres.
16. The building is a residential building with a total area of 1,200 square metres.
17. The building is a three-story building with a total height of 12.00 metres.
18. The building is a residential building with a total area of 1,200 square metres.
19. The building is a three-story building with a total height of 12.00 metres.
20. The building is a residential building with a total area of 1,200 square metres.

Legend

- Architectural symbols for doors, windows, stairs, etc.

NO.	DESCRIPTION	DATE
1	DOOR ADDED	2024-01-15
2	EXTENDED TO GROUND FLOOR	2024-01-15
3	INCREASE IN HEIGHT	2024-01-15
4	HEIGHT OF ELEVATOR OVERRUN TO REDUCE BY 0.5-0.75 METRES	2024-01-15
5	INCREASED FROM 3 TO 4 STOREYS AT BACK 5m HIGHER	2024-01-15
6	WILL REVERT TO THREE STOREYS	2024-01-15
7	INCREASE IN HEIGHT TO PROVIDE ACCESSIBLE ACCESS TO REQUIRED ROOFTOP AMENITY SPACE	2024-01-15

City File No.
47 Wellington Street
Mr. Peter Gombrovi
WEST ELEVATION

DATE	2024-01-15
PROJECT NO.	17027
SCALE	1:50

A201

Height of elevator overrun to reduce by 0.5-0.75 metres

Increase in height to provide accessible access to required rooftop amenity space

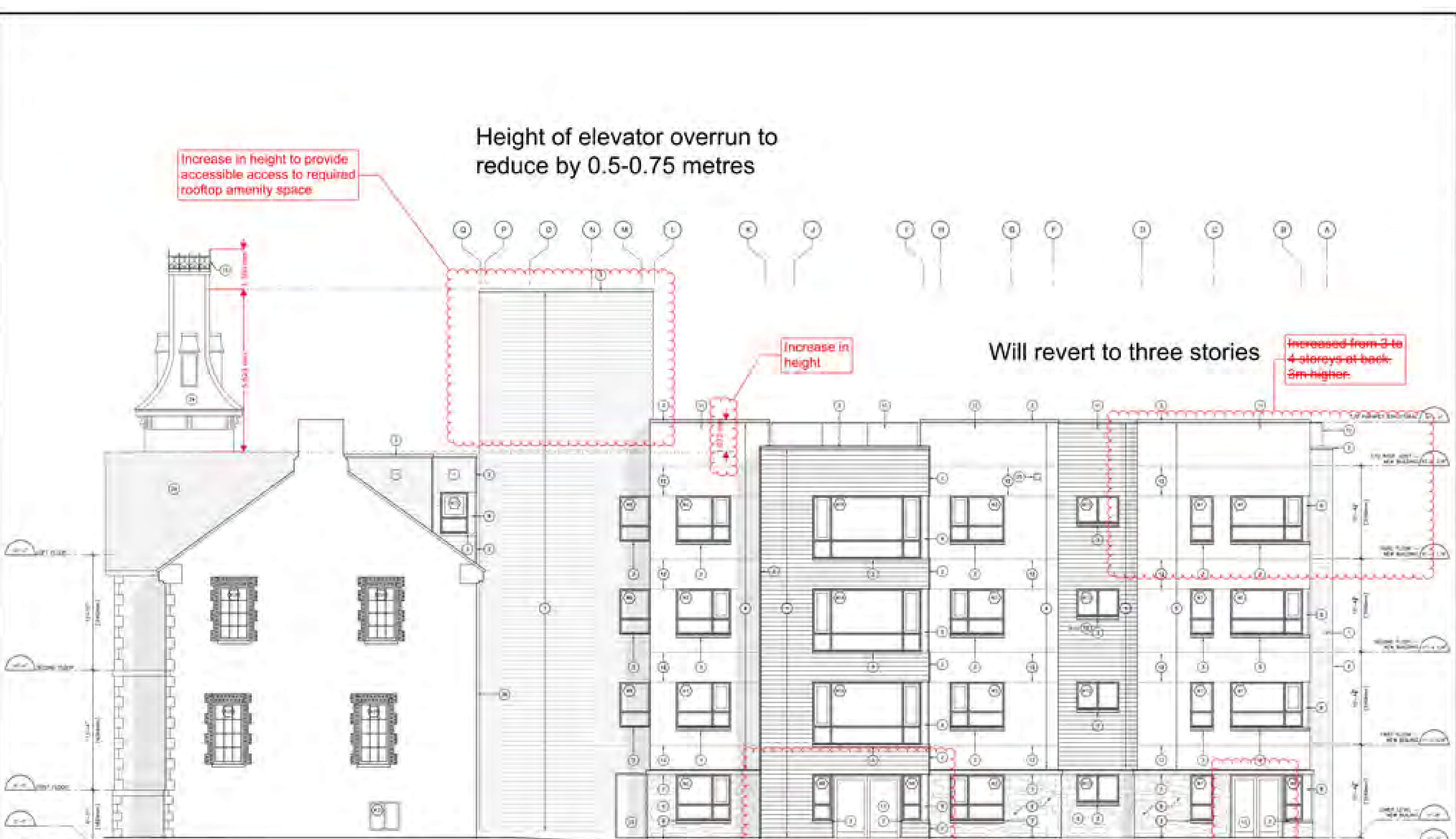
Increase in height

Will revert to three stories

Increased from 3 to 4 storeys at back 5m higher

Extended to ground floor

Door added



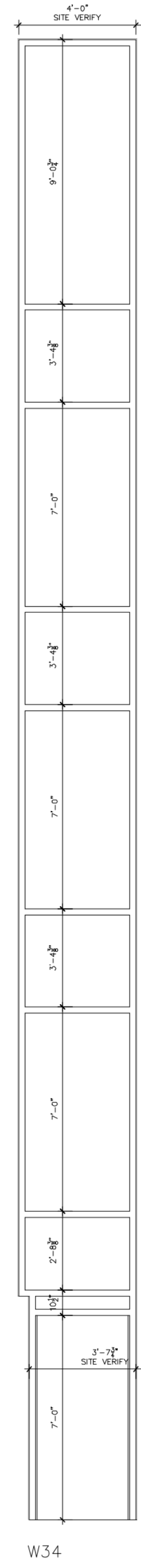
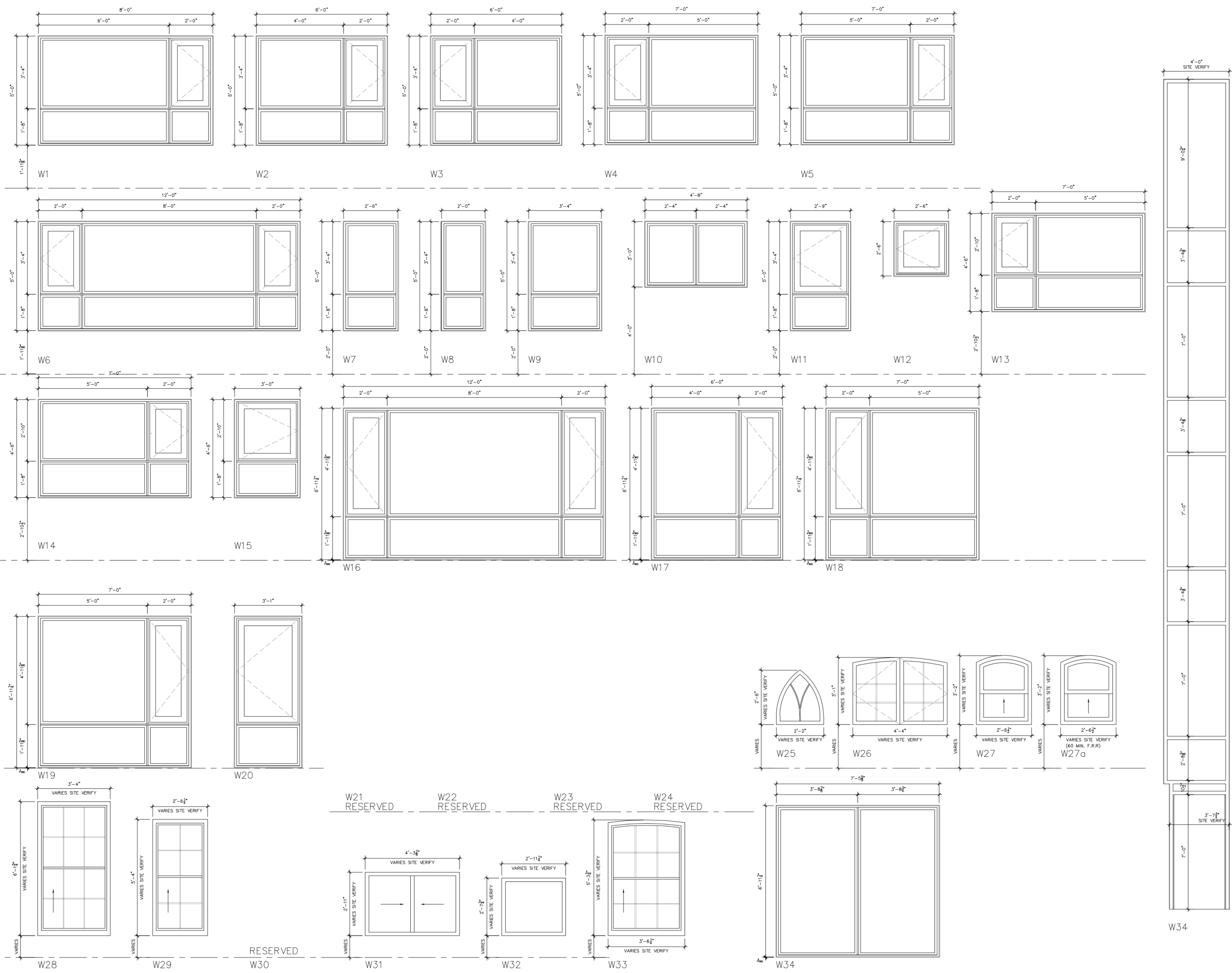


Certificate of Practice Number: 2438
4, Colarossi Street, Suite 206, Kingston, ON K7K 1Z7
Tel: 613 541 0776 Fax: 613 541 0804
msh@sazorch.com www.sazorch.com

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General Notes:

- ALL WINDOWS MUST MEET THE FOLLOWING THERMAL REQUIREMENTS AS STATED IN OBC SECTION S8-10, TABLE S8.5.5-6-2017 "RESIDENTIAL".
- *** THE MAXIMUM PERMITTED U VALUE AS LISTED BELOW:
- *** NONMETAL FRAMING: ALL U VALUE IS 0.29
- *** METAL FRAMING: FIXED, U VALUE IS 0.38
- *** METAL FRAMING: OPERABLE, U VALUE IS 0.45
- ALL WINDOWS MUST MEET THE FOLLOWING THERMAL REQUIREMENTS AS STATED IN OBC SECTION S8-10, TABLE S8.5.5-6-2017 "RESIDENTIAL".
- *** THE MAXIMUM PERMITTED U VALUE AS LISTED BELOW:
- *** NONMETAL FRAMING: ALL U VALUE IS 0.29
- *** METAL FRAMING: FIXED, U VALUE IS 0.38
- *** METAL FRAMING: OPERABLE, U VALUE IS 0.45
- SUBMIT WINDOW SHOP DRAWINGS TO ARCHITECT FOR REVIEW PRIOR TO FABRICATION AND INSTALLATION. SHOP DRAWINGS MUST INCLUDE CONFIRMATION THAT THE ABOVE OBC REQUIRED VALUES ARE MET.
- ALL WINDOWS SIZE TO BE SITE VERIFIED.
- LIMITATION TO THE WINDOW OPENING OF 4" FOR THE WINDOWS THAT ARE LOCATED LOWER THAN 1070MM ABOVE THE FINISH FLOOR. GO TO CONFIRM THE NUMBER AND LOCATIONS.
- PROVIDE PRIVACY FILM AS INDICATED. REFER TO ARCHITECTURAL EXTERIOR ELEVATION DRAWINGS FOR LOCATIONS.
- ALL REPLACEMENT WINDOWS IN THE EXISTING BUILDING SHALL FIT WITHIN THE EXISTING OPENINGS WITHOUT THE USE OF "IN-FILL" WINDOWS, AND ALL MUNTIN BARS SHALL BE ON THE EXTERIOR OF THE GLASS.



Rev.	Description	Date
4	ISSUED FOR RE-TENDER	2022-02-09
3	RE-ISSUED FOR BUILDING PERMIT	2021-03-05
2	ISSUED FOR TENDER	2021-02-26
1	RE-ISSUED FOR BUILDING PERMIT	2021-01-29
0	ISSUED FOR BUILDING PERMIT	2020-10-23

Project: City Flats

Location: 47 Wellington Street
Kingston, Ontario

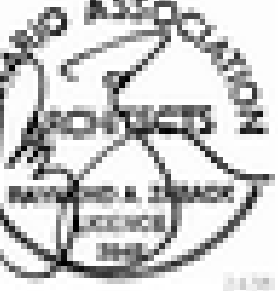
Client: Mr. Peter Sauerbrei

Drawing: WINDOW SCHEDULES

Drawn by	Date
AM	2022-12-15

File Name	Scale
17077_A002_Schedules	As Noted

Client Project #	Drawing Number
17077	A004



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4 Colborne Street, Suite 204, Kingston, ON K7L 1T7
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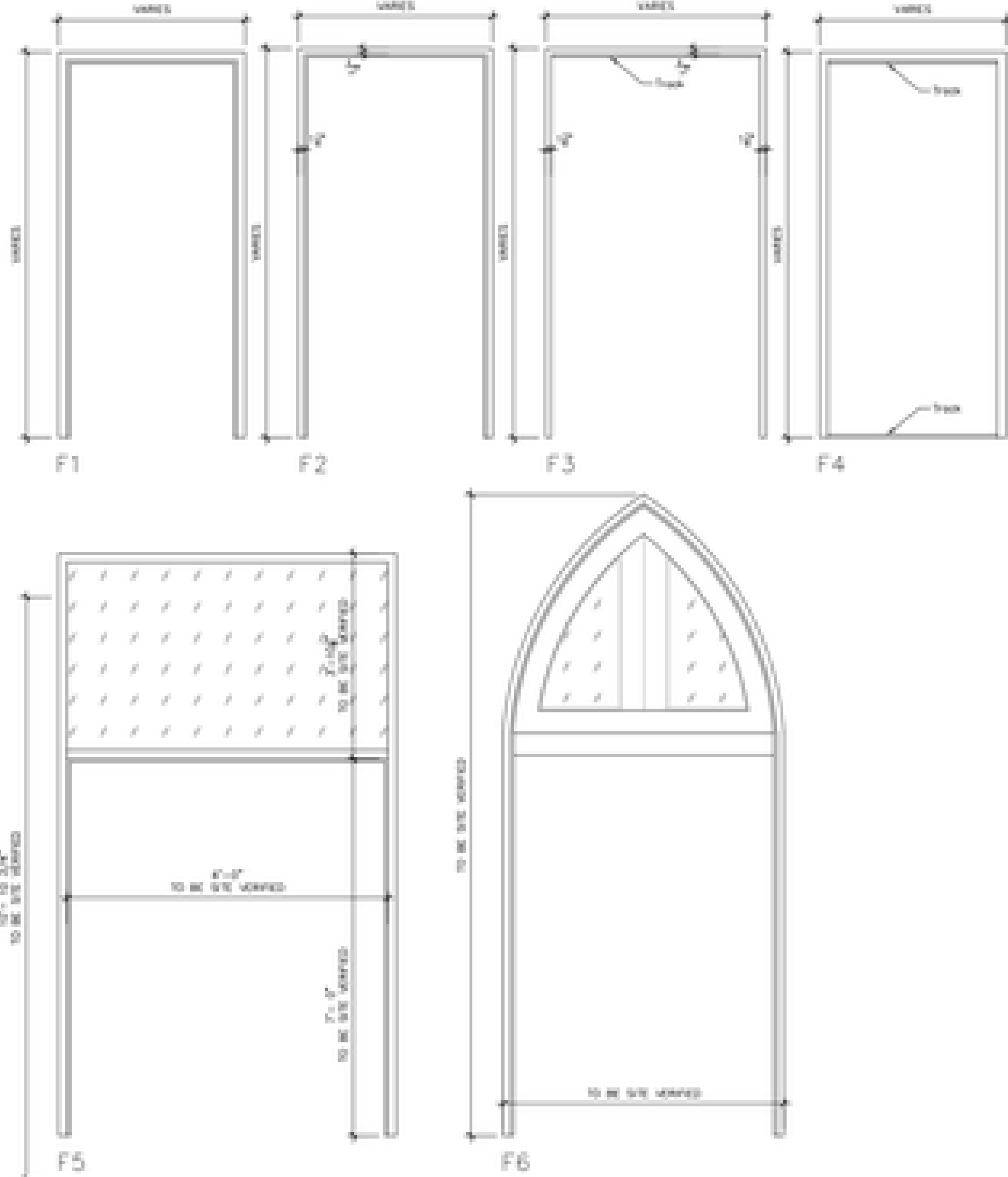
General Notes:

- All doors are to be site verified.
- Provide the following window hardware for each door/window, three panels, lever set, stop and sliders.

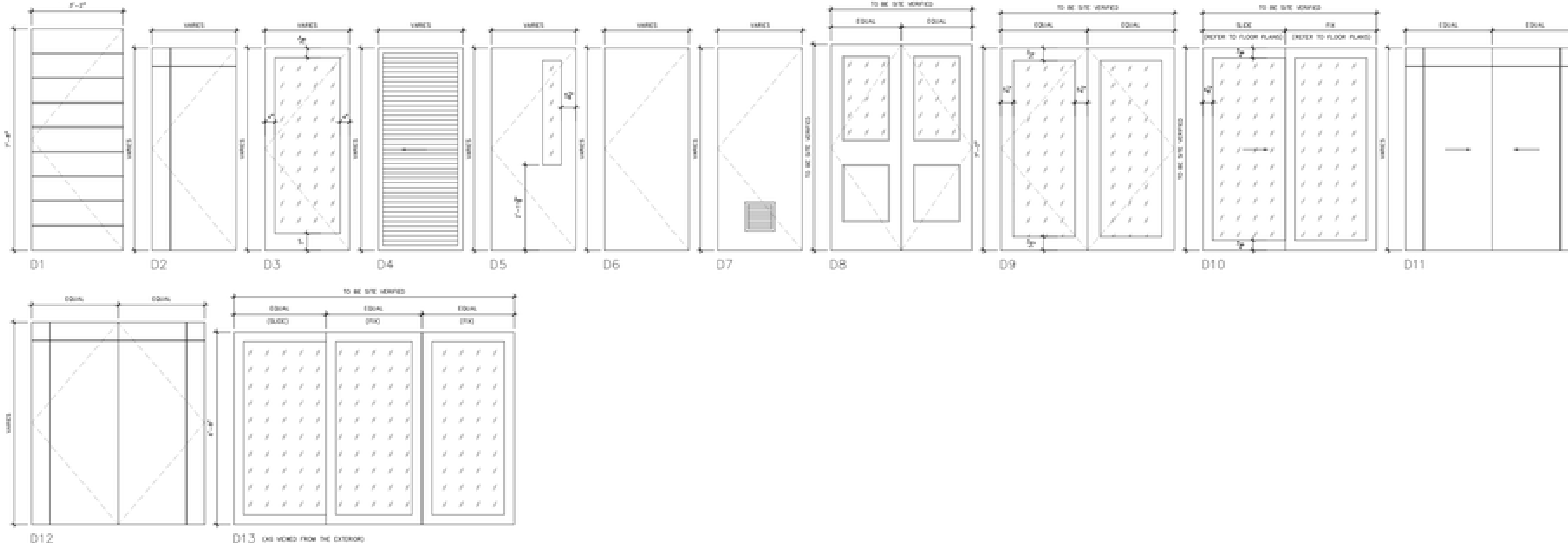
Abbreviations:

- AL ALUMINUM
- AN ANODIZED
- MC MEDIUM METAL
- PA PAINT
- BR BRASS
- GL GLASS
- TA TALL
- TT TIGHTENED
- MT METAL
- CG CLEAR GLASS
- SG SILENCE GLASS

Frame Types



Door Types



DOOR TYPE	DESCRIPTION	F.A.S. (MIN/MAX)	DOOR		FRAME		LOCKSET		HARDWARE		ADDITIONAL NOTES
			TYPE	FINISH	TYPE	FINISH	TYPE	FINISH	TYPE	FINISH	
A	Apartment Entrance	0 25 0 0	WD	PT	HM	PT	SL	AL	AL	AL	* Size to be site verified
B	Bedroom	0 0 0 0	WD	PT	WD	PT	SL	AL	AL	AL	* Size to be site verified
C	Bedroom	0 0 0 0	WD	PT	WD	PT	SL	AL	AL	AL	Sliding pocket door
D	Bedroom	0 0 0 0	WD	PT	WD	PT	SL	AL	AL	AL	* Size to be site verified, GC to determine wall or floor stop need based on door location
E	Washroom	0 0 0 0	WD	PT	WD	PT	SL	AL	AL	AL	Sliding pocket door
F	Washroom	0 0 0 0	WD	PT	WD	PT	SL	AL	AL	AL	Sliding pocket door
G	Washroom	0 0 0 0	WD	PT	WD	PT	SL	AL	AL	AL	Sliding pocket door
H	Washroom	0 0 0 0	WD	PT	WD	PT	SL	AL	AL	AL	Sliding pocket door
I	Washroom	0 0 0 0	WD	PT	WD	PT	SL	AL	AL	AL	Sliding pocket door
J	W.C.	0 0 0 0	WD	PT	WD	PT	SL	AL	AL	AL	Sliding door
K	W.C.	0 0 0 0	WD	PT	WD	PT	SL	AL	AL	AL	Sliding door
L	W.C.	0 0 0 0	WD	PT	WD	PT	SL	AL	AL	AL	Sliding door
M	Closet-Bedroom	0 0 0 0	WD	PT	WD	PT	SL	AL	AL	AL	* Size to be site verified
N	Closet-Bedroom	0 0 0 0	WD	PT	WD	PT	SL	AL	AL	AL	Sliding door, M* Size to be site verified
O	Closet-Bedroom	0 0 0 0	WD	PT	WD	PT	SL	AL	AL	AL	Sliding door, Size to be site verified
P	Closet-Bedroom	0 0 0 0	WD	PT	WD	PT	SL	AL	AL	AL	Sliding door
Q	Closet-Bedroom	0 0 0 0	WD	PT	WD	PT	SL	AL	AL	AL	Sliding door
R	Closet-Hall	0 0 0 0	WD	PT	WD	PT	SL	AL	AL	AL	Sliding door
S	Closet-Hall	0 0 0 0	WD	PT	WD	PT	SL	AL	AL	AL	Sliding door
T	Closet-Hall	0 0 0 0	WD	PT	WD	PT	SL	AL	AL	AL	Sliding door
U	Closet-Hall	0 0 0 0	WD	PT	WD	PT	SL	AL	AL	AL	Sliding door
V	Closet-Mech	0 0 0 0	WD	PT	WD	PT	SL	AL	AL	AL	Sliding pocket door
W	Closet-Mech	0 0 0 0	WD	PT	WD	PT	SL	AL	AL	AL	Sliding pocket door
X	Closet-Mech	0 0 0 0	WD	PT	WD	PT	SL	AL	AL	AL	Sliding pocket door
Y	Laundry Room	0 0 0 0	WD	PT	WD	PT	SL	AL	AL	AL	Sliding door
Z	Laundry Room	0 0 0 0	WD	PT	WD	PT	SL	AL	AL	AL	Sliding door
PO1	Star	45 0 0	HM	PT	HM	PT	SL	AL	AL	AL	Door hinges are 90 degree except the ones that are 180 degrees as indicated in floor plans
PO1*	Star	45 0 0	HM	PT	HM	PT	SL	AL	AL	AL	Sliding pocket door
PO2	Star	0 0 0 0	WD	PT	WD	PT	SL	AL	AL	AL	Sliding pocket door, Size to be site verified
PO3	Exterior Entrance	0 0 0 0	AL	AN	HM	PT	SL	AL	AL	AL	Regarding the frame refer to WJA/A004
PO4	Exterior Entrance	0 0 0 0	AL	AN	HM	PT	SL	AL	AL	AL	New double door to fit the existing opening
PO5	Washroom	45 0 0	HM	PT	HM	PT	SL	AL	AL	AL	PO4* To have 45 min F.A.S. Frame bar only for stair A & B door
PO6	Exterior Door	0 0 0 0	HM	PT	HM	PT	SL	AL	AL	AL	Door height to be site verified
PO7	Stair	45 0 0	HM	PT	HM	PT	SL	AL	AL	AL	Door height to be site verified
PO8	Mech	45 0 0	HM	PT	HM	PT	SL	AL	AL	AL	Door height to be site verified
PO9	Garbage	45 0 0	HM	PT	HM	PT	SL	AL	AL	AL	Door size to be site verified
PO9*	Garbage	0 0 0 0	WD	PT	WD	PT	SL	AL	AL	AL	Door height to be site verified
PO10	Basement Exit	0 0 0 0	WD	PT	WD	PT	SL	AL	AL	AL	Door height to be site verified
PO11	Terrace	0 0 0 0	WD	PT	WD	PT	SL	AL	AL	AL	Door height to be site verified
PO12	Terrace	0 0 0 0	AL	AN	HM	PT	SL	AL	AL	AL	Hardware per manufacturer's requirements, Black finish
PO13	Terrace	0 0 0 0	AL	AN	HM	PT	SL	AL	AL	AL	Hardware per manufacturer's requirements, Black finish
PO14	Balcony	0 0 0 0	AL	AN	HM	PT	SL	AL	AL	AL	Hardware per manufacturer's requirements, Black finish
PO15	Control Room	45 0 0	HM	PT	HM	PT	SL	AL	AL	AL	Hardware per manufacturer's requirements, Black finish

- 4 ISSUED FOR 2022-02-09
- AC - TENDER
- 5 RE-ISSUED FOR 2021-03-09
- BUILDING PERMIT
- 2 ISSUED FOR TENDER 2021-02-26
- 1 RE-ISSUED FOR 2021-01-29
- BUILDING PERMIT
- 0 ISSUED FOR BUILDING 2020-10-23
- PERMIT

City Flats

47 Wellington Street
Kingston, Ontario

DOOR SCHEDULES

Project No.	17077	Date	2022-12-15
File Name	17077_A001_Schedules	Issue	As Noted
Client Project #		Drawing Number	A005



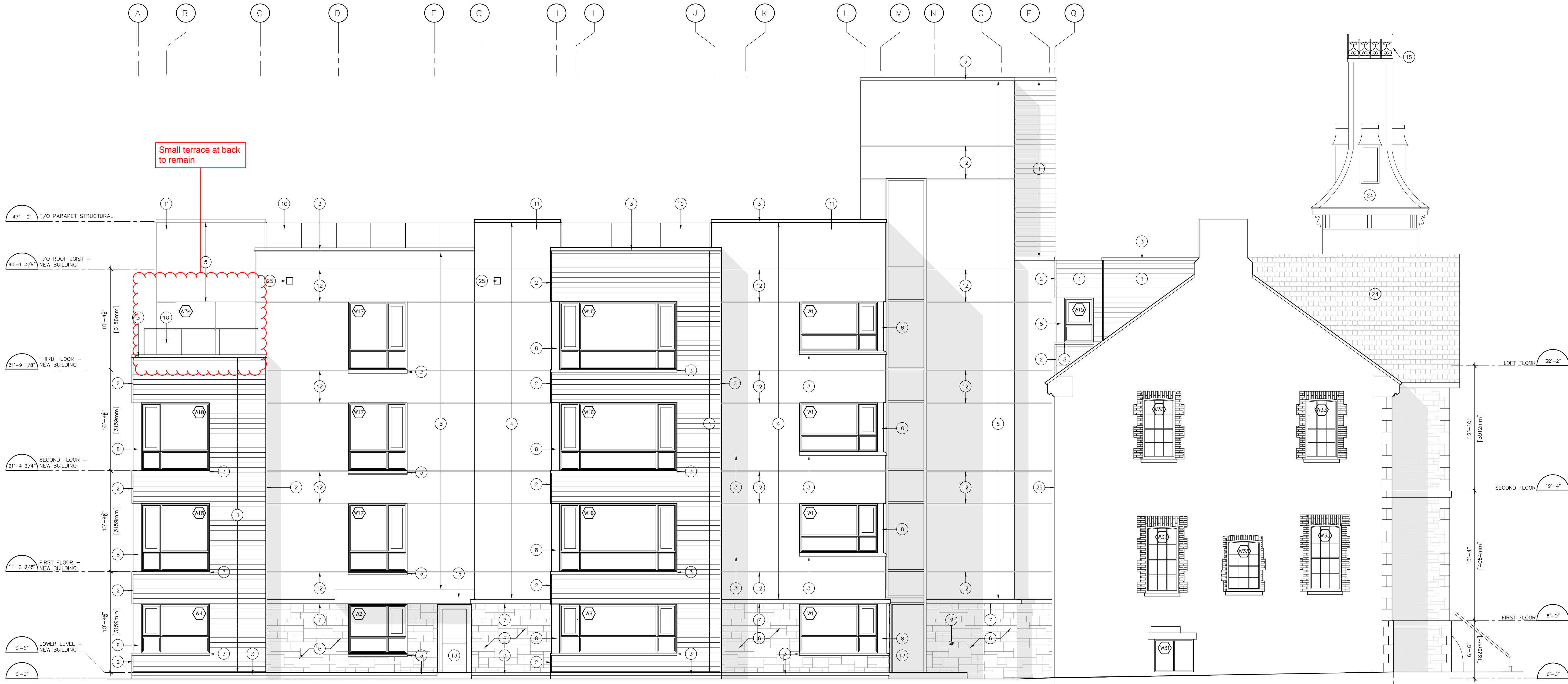
Certificate of Practice Number: 2438
4 Cataragui Street, Suite 206, Kingston, ON K7X 1Z7
tel. 613 541-0776 fax. 613 541-0804
mail@szoarch.com www.szoarch.com

This is a copyright drawing and design and shall not be used, reproduced or revised without written permission. The contractor shall check and verify all dimensions and report all errors and omissions to the architect prior to commencing work. These drawings are not to be scaled. Any deviation in construction from the information shown on these drawings without written approval of the Architect is solely the contractor's responsibility.

- Drawing Notes:**
1. FIBER CEMENT SIDING LAP.
 2. METAL CORNER TRIM AT LAP SIDING.
 3. PRE-FINISHED METAL FLASHING.
 4. EIFS FINISH (TYPE 1).
 5. EIFS FINISH (TYPE 2).
 6. STONE MASONRY.
 7. SILL.
 8. INTEGRAL METAL CORNER POST (PART OF WINDOW SYSTEM).
 9. DOOR OPERATOR PUSH PAD.
 10. GLASS GUARD, PER OBC ALL GUARDS SHALL BE NOT LESS THAN 1070MM HIGH MEASURED VERTICALLY FROM THE TOP OF THE GUARD TO THE SURFACE OF THE FINISH FLOOR.
 11. SOLID PARAPET (GUARD FOR ROOF TERRACE).
 12. EIFS CONTROL JOINT/REVEAL.
 13. DOOR AND FRAME, REFER TO SCHEDULE.
 14. SLIDING GLASS DOOR, REFER TO SCHEDULE.
 15. IRON WORK TO THE TOP OF EXISTING TOWER.
 16. STONE INFILL TO BE RECESSED 2"-3" IN THESE LOCATIONS, STONE TO MATCH THE EXISTING LIMESTONE.
 17. FIRE DEPARTMENT CONNECTION LOCATION, PROVIDE SIGNAGE INDICATING PRESSURE AT THE INLETS. COORDINATE WITH SPRINKLER CONTRACTOR.
 18. CANOPY 24" AWAY FROM THE EXTERIOR WALL.
 19. RESERVED.
 20. EXISTING METAL RAILING.
 21. NEW WOODEN TEXTURE CONCRETE STAIR.
 22. RESERVED.
 23. 60 MIN. FIRE RATED WINDOW.
 24. NEW ASPHALT SHINGLES.
 25. SCUPPER LOCATION, REFER TO MECHANICAL/CIVIL DRAWINGS FOR ADDITIONAL INFORMATION.
 26. SEISMIC COLONNAD, COLOR TO MATCH EXTERIOR FINISH.
 27. PROVIDE PRIVACY FILM.
 28. EXISTING WINDOW TO BE REPAIR AND REPAINT.

Legend

- DOOR OPERATOR PUSH PAD
- ELEVATION BUBBLE
- NOTE BUBBLE
- WINDOW NUMBER BUBBLE



1 East Elevation
3/16 = 1'-0"

Revision	Description	Date
5	ISSUED FOR RE-TENDER	2022-02-09
4	RE-ISSUED FOR BUILDING PERMIT	2021-03-05
3	ISSUED FOR TENDER	2021-02-26
2	RE-ISSUED FOR BUILDING PERMIT	2021-01-29
1	ISSUED FOR HERITAGE APPROVAL	2020-12-04
0	ISSUED FOR BUILDING PERMIT	2020-10-23

Project
City Flats

Location
47 Wellington Street
Kingston, Ontario

Client
Mr. Peter Sauerbrei

Drawing
EAST ELEVATION

Drawn by	Date
AM	2022-12-15
File Name	Scale
17077_A200_ELEV	As Noted
Client Project #	Drawing Number
17077	0



Elevator overrun colour to be more muted
and height to reduce by 0.5-0.75 metres



Elevator overrun colour to be more muted and height to reduce by 0.5-0.75 metres



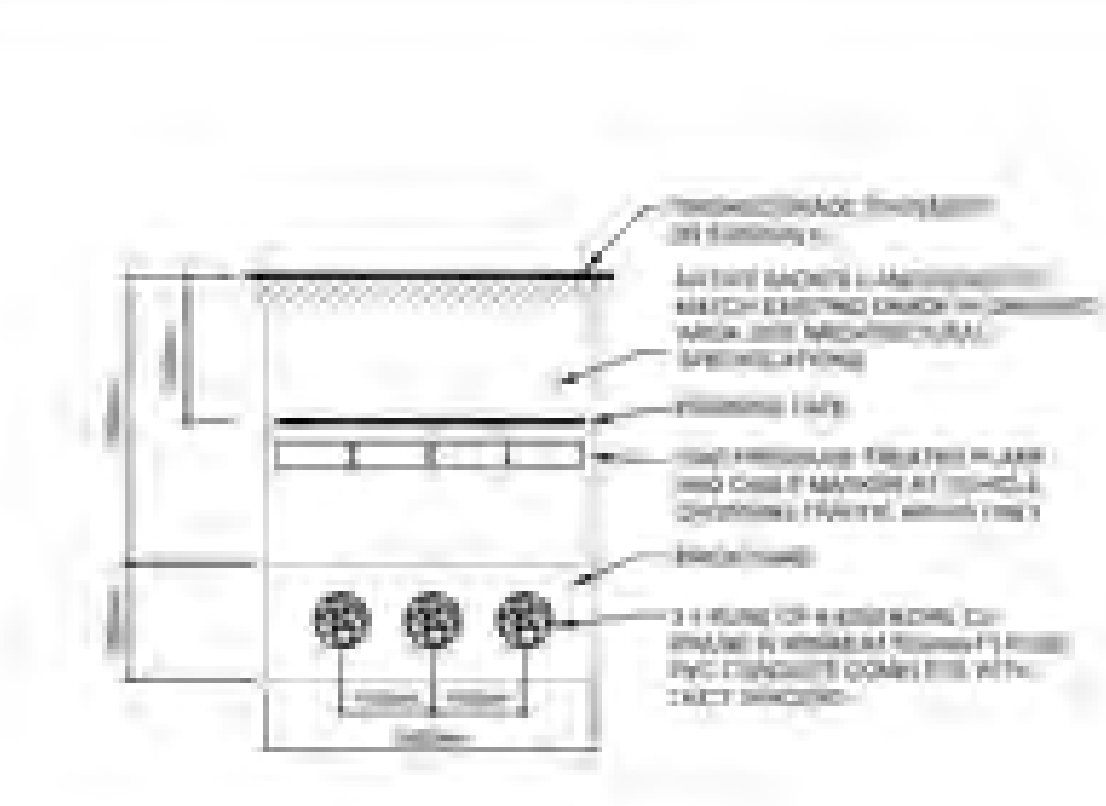
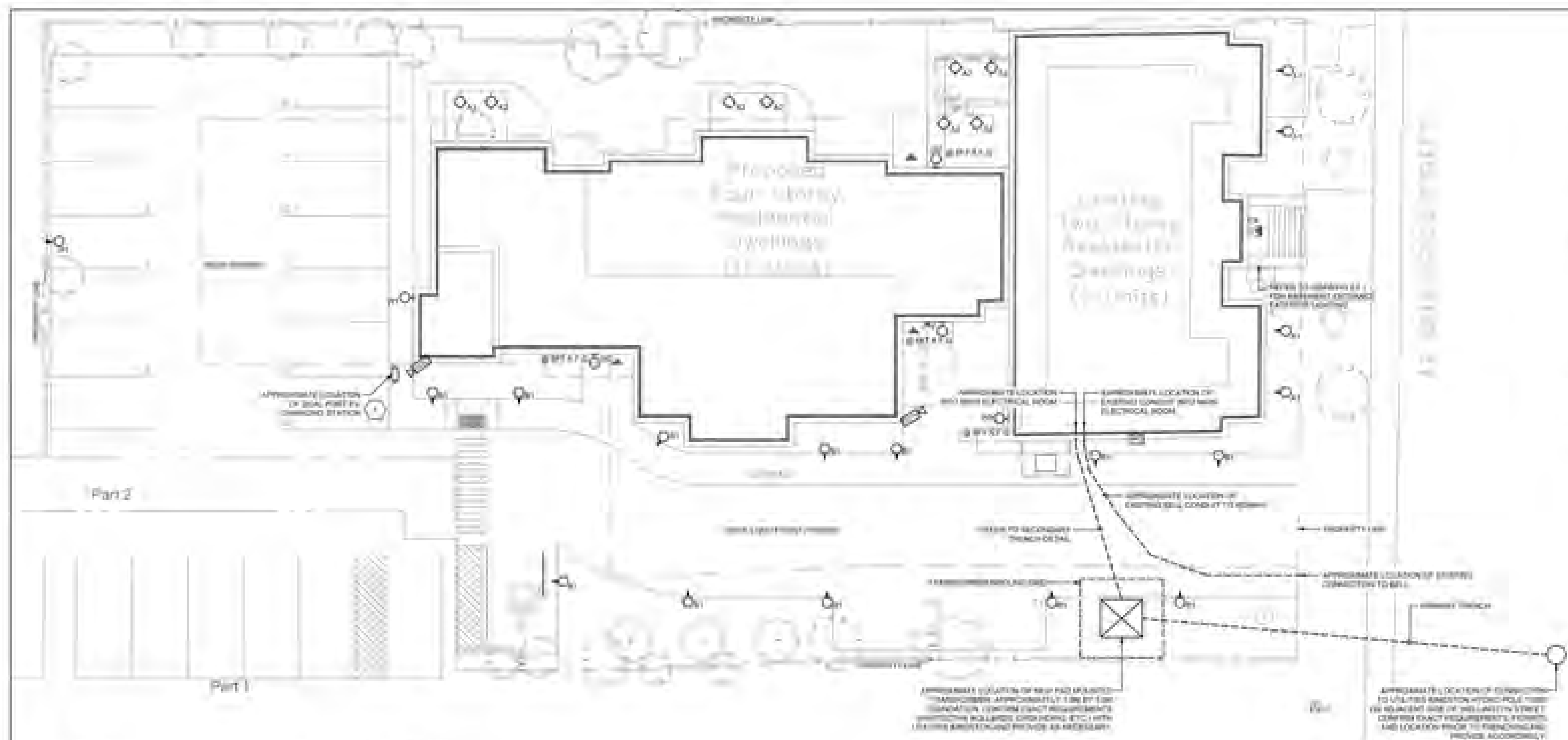
Elevator overrun colour to be more muted and height to reduce by 0.5-0.75 metres



Updated Renderings from Eye Level showing Reduced Height and Change in Colour of Elevator Overrun:







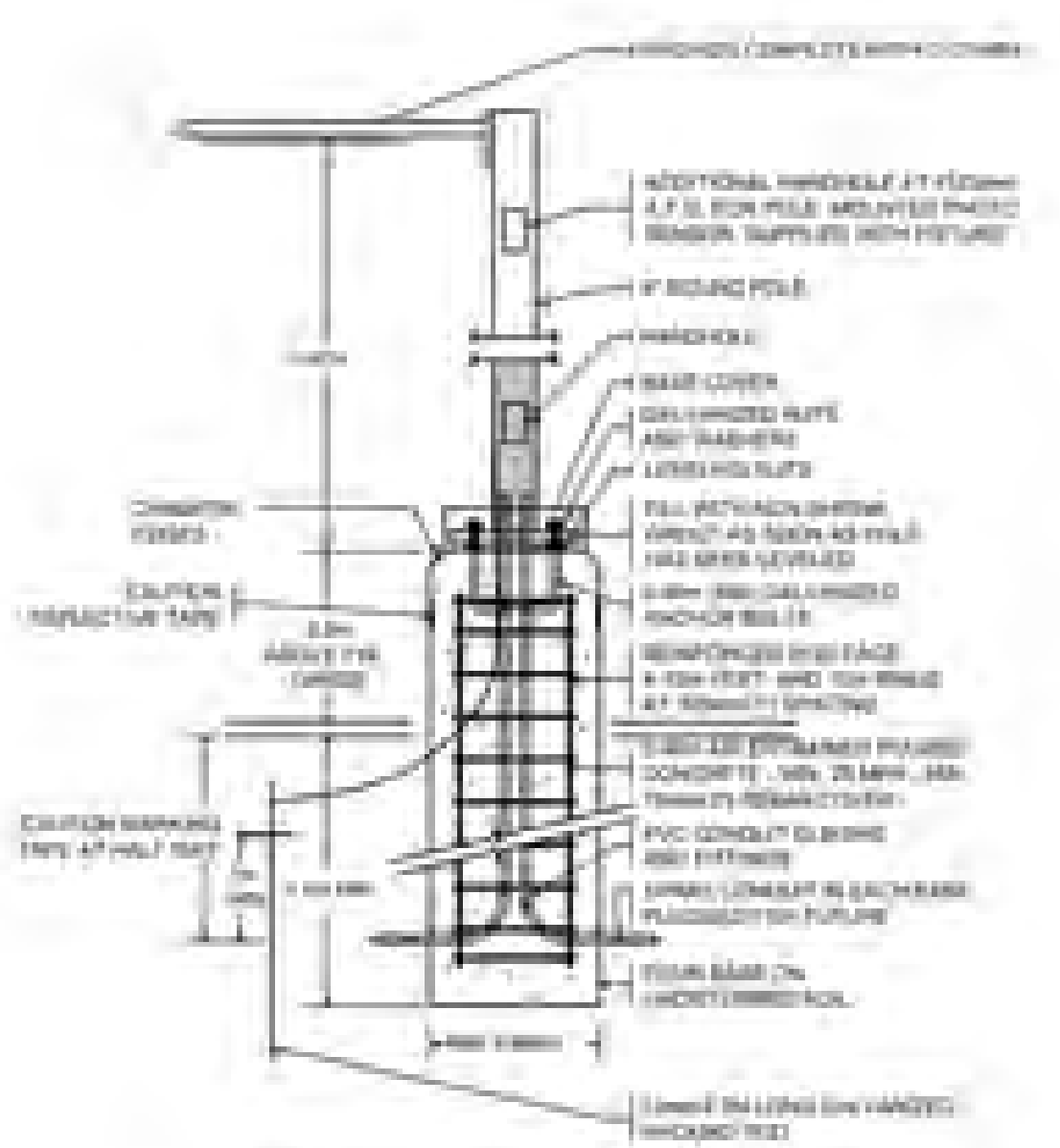
SCALE: 1/4" = 1'-0"
SECONDARY TRENCH DETAIL
SCALE: 1/4" = 1'-0"

ELECTRICAL SITE PLAN LAYOUT

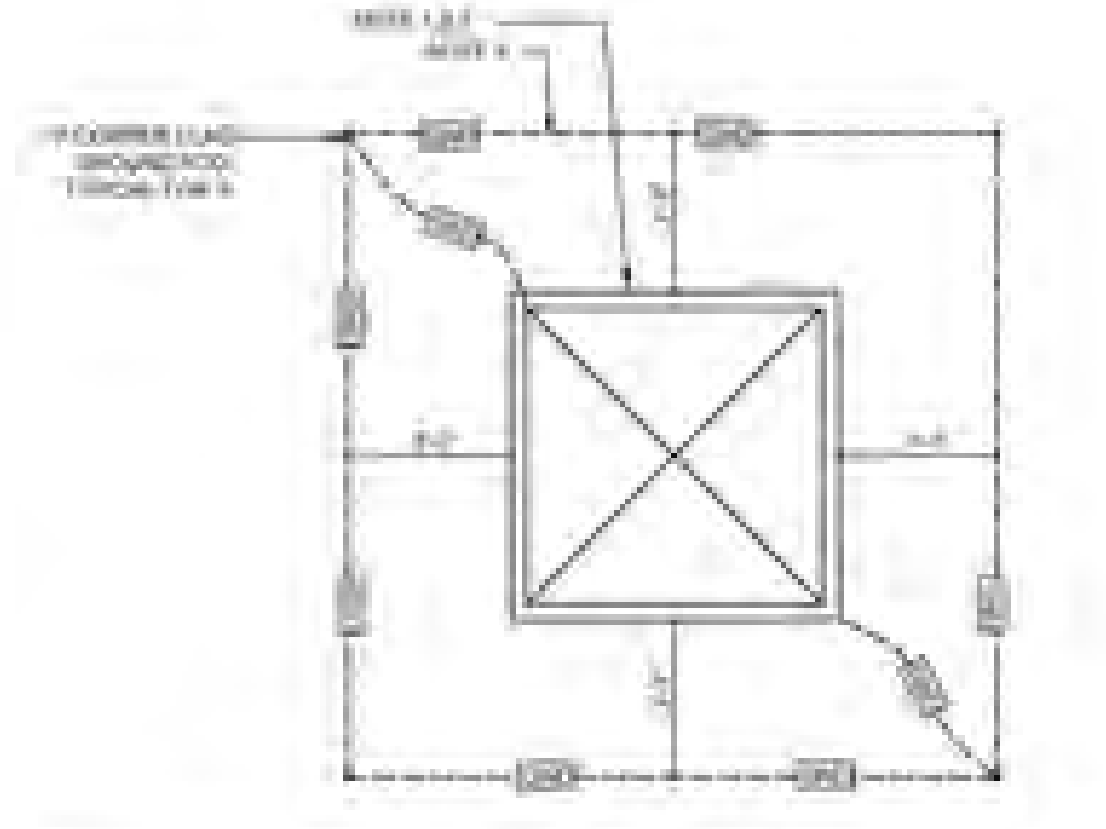
SCALE: 1/4" = 1'-0"

- GENERAL NOTES**
- 1. CONTRACTOR SHALL VERIFY ALL SERVICE POINTS TO HIS OWN SATISFACTION BEFORE COMMENCING WORK.
 - 2. ROUTING OF TRENCHES ARE PROPOSED ROUTES ONLY. CONSULT WITH OWNER AND ARCHITECT FOR INSURANCE, CIVIL AND STRUCTURAL FOR SERVICE AND COLUMN FOUNDATION FOOTINGS.
 - 3. ROUTING OF CONDUITS ARE PROPOSED ROUTES ONLY. CONSULT WITH MECHANICAL, PLUMBING, FIRE PROTECTION AND STRUCTURAL ENGINEERS FOR ANY INTERFERENCES (E.G. INTERIOR FINISH, SOFFITS, ETC.).
 - 4. PROVIDE WATERPROOF SEAL (E.G. SEAL OR APPROVED ALTERNATIVE) FOR NEW TRENCHES OF CABLES AND CONDUITS THROUGH EXTERIOR WALLS.
 - 5. PROVIDE FLOOD DAMAGE MITIGATION TO MEET THE REQUIREMENTS OF THE ONTARIO ELECTRICAL SAFETY CODE, THE BUILDING CODE AND UTILITIES AND CITY.
 - 6. THE ELECTRICAL CONTRACTOR IS RESPONSIBLE FOR ALL CIVIL WORK RELATED TO THE ELECTRICAL SYSTEM INCLUDING FOUNDATION AND SECONDARY CABLES AND PULL BOXES, AND ALL ELECTRICAL WORK FOR SECONDARY.
 - 7. ELECTRICAL CONTRACTOR TO SUPPLY AND INSTALL PRIMARY CABLES FROM THE MAIN POLE ON WELLINGTON STREET TO THE TRANSFORMER PAD. PRIMARY CABLES TO BE OF SUFFICIENT LENGTH TO EXTEND TO ABOVE THE CENTER NEUTRAL OR MAIN POLE. COMPLETE 1 FULL LOOP ABOVE THE TRANSFORMER PAD AND EXTEND 8' ABOVE THE CENTER OF THE TRANSFORMER PAD CENTER.
 - 8. ELECTRICAL CONTRACTOR TO SUPPLY AND INSTALL SECONDARY CABLES FROM THE SWITCHBOARD TO THE TRANSFORMER PAD. SECONDARY CABLES TO BE OF SUFFICIENT LENGTH TO COMPLETE 1 FULL LOOP ABOVE THE TRANSFORMER PAD AND EXTEND 8' ABOVE THE CENTER OF THE TRANSFORMER PAD CENTER.

- GENERAL NOTES (CONTINUED)**
- 9. PROVIDE 2" x 2" x 1/2" BRASS (STAINLESS STEEL) SERVICE POINTS AND ALL CONNECTIONS TO SERVICE CONDUITS MUST BE MADE WITH 2" x 2" x 1/2" BRASS (STAINLESS STEEL) AND PROVIDE AS NECESSARY.



TYPICAL POLE BASE DETAIL
SCALE: 1/4" = 1'-0"



- TRANSFORMER PAD DETAIL**
- 1. PROVIDE LOCATION FOR CONNECTION TRANSFORMER SUPPLY AND SERVICE FROM DISTRIBUTION TRANSFORMER PAD.
 - 2. PROVIDE REINFORCED CONCRETE AND 1/2" DIA. BRASS ANCHORS FOR CONNECTION TO TRANSFORMER PAD.
 - 3. PROVIDE ANCHORS FOR TRANSFORMER PAD.
 - 4. PROVIDE ANCHORS FOR TRANSFORMER PAD.
 - 5. PROVIDE ANCHORS FOR TRANSFORMER PAD.
 - 6. PROVIDE ANCHORS FOR TRANSFORMER PAD.

TRANSFORMER PAD DETAIL
SCALE: 1/4" = 1'-0"

EXTERIOR LIGHTING FIXTURE SCHEDULE				
SYMBOL	DESCRIPTION	VOLTAGE	LUMENS	HEIGHT
F1	LED WALL MOUNTED PARKING LOT DARK SKY COMPLIANCE FIXTURES (10 TYPE 4 MEDIUM OR HIGH BAY OR HIGH BAY). 8 FT. HANG. 8000 LUMENS PHOTOCHROMIC AND POLY MOUNTED OCCUPANCY MOTION SENSORS. FIXTURE TO BE CONTROLLED BY THE CLOCK PHOTOCELL AND/OR OCCUPANCY SENSORS. MOUNT 8' FROM TOP OF DRIVE. RECOMMENDED BY MANUFACTURER. PROVIDE MOUNTING KIT AND EXTERNAL GLASS SHIELD. <td>120V</td> <td>8000 LUMENS</td> <td>8 FT. HANG</td>	120V	8000 LUMENS	8 FT. HANG
W1	LED WALL PACK WITH DARK SKY COMPLIANCE. FIXTURE TO BE CONTROLLED BY THE CLOCK AND PHOTOCELL (ON FUTURE) MOUNT DISTRIBUTION (ON WING HOUSE) BRASS. <td>120V</td> <td>8000 LUMENS</td> <td>8 FT. HANG</td>	120V	8000 LUMENS	8 FT. HANG
W2	LED WALL PACK WITH DARK SKY COMPLIANCE. FIXTURE TO BE CONTROLLED BY THE CLOCK AND PHOTOCELL (ON FUTURE) MOUNT DISTRIBUTION (ON WING HOUSE) BRASS. <td>120V</td> <td>8000 LUMENS</td> <td>8 FT. HANG</td>	120V	8000 LUMENS	8 FT. HANG
B1	4 LED WALL PACK WITH DARK SKY COMPLIANCE. FIXTURE TO BE CONTROLLED BY THE CLOCK AND PHOTOCELL (ON FUTURE) MOUNT DISTRIBUTION (ON WING HOUSE) BRASS. <td>120V</td> <td>8000 LUMENS</td> <td>8 FT. HANG</td>	120V	8000 LUMENS	8 FT. HANG
A1	LED WALL MOUNTED PARKING LOT DARK SKY COMPLIANCE FIXTURES (10 TYPE 4 MEDIUM OR HIGH BAY OR HIGH BAY). 8 FT. HANG. 8000 LUMENS PHOTOCHROMIC AND POLY MOUNTED OCCUPANCY MOTION SENSORS. FIXTURE TO BE CONTROLLED BY THE CLOCK PHOTOCELL AND/OR OCCUPANCY SENSORS. MOUNT 8' FROM TOP OF DRIVE. RECOMMENDED BY MANUFACTURER. PROVIDE MOUNTING KIT AND EXTERNAL GLASS SHIELD. <td>120V</td> <td>8000 LUMENS</td> <td>8 FT. HANG</td>	120V	8000 LUMENS	8 FT. HANG
C1	4 LED SURFACE MOUNTED PARKING LOT DARK SKY COMPLIANCE FIXTURES (10 TYPE 4 MEDIUM OR HIGH BAY OR HIGH BAY). 8 FT. HANG. 8000 LUMENS PHOTOCHROMIC AND POLY MOUNTED OCCUPANCY MOTION SENSORS. FIXTURE TO BE CONTROLLED BY THE CLOCK PHOTOCELL AND/OR OCCUPANCY SENSORS. MOUNT 8' FROM TOP OF DRIVE. RECOMMENDED BY MANUFACTURER. PROVIDE MOUNTING KIT AND EXTERNAL GLASS SHIELD. <td>120V</td> <td>8000 LUMENS</td> <td>8 FT. HANG</td>	120V	8000 LUMENS	8 FT. HANG

REVISIONS

NO.	REVISIONS	DATE
01	ISSUE FOR PERMIT BUILDING DEPT.	2024.05.01
02	REVISION FOR PERMIT	2024.05.01
03	REVISION FOR PERMIT	2024.05.01
04	REVISION FOR PERMIT	2024.05.01
05	REVISION FOR PERMIT	2024.05.01
06	REVISION FOR PERMIT	2024.05.01

REVISIONS

NO.	REVISIONS	DATE
01	ISSUE FOR PERMIT BUILDING DEPT.	2024.05.01
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04	REVISION FOR PERMIT	2024.05.01
05	REVISION FOR PERMIT	2024.05.01
06	REVISION FOR PERMIT	2024.05.01



DESIGNED	DATE	BY	REVISED

PROJECT
47 WELLINGTON APARTMENTS

ADDRESS
47 WELLINGTON ST. KINGSTON, ON

PROJECT NO.
CE-4404

DRAWING TITLE
ELECTRICAL SITE PLAN & DETAILS

DRAWING NUMBER
E1.1 OF 3

47 Wellington Street Metal Cresting:



Ontario archives 10009553



See the Hewett House of 1875 RMC, for a recently replaced metal fringe



Ontario archives 10009553 cropped



Special number British Whig, May 1895,
coll. J. McKendry

Staff Site Visit 1-5-24:











Kingston Heritage Properties Committee

Summary of Input from Technical Review Process

P18-096-2023

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

Website: www.cityofkingston.ca

TTY: Dial 613-546-4889

Date:	January 6, 2024
Form:	Heritage Kingston Reviewer Form
Reviewer Name:	Peter Gower
Application Type:	Heritage Permit
File Number:	P18-096-2023
Property Address:	47 Wellington Street

Description of Proposal:

The applicant seeks to build a rear yard four storey flat-roofed addition and service elevator that will attach to the school building to support 20 residential units. This resubmission has a similar design from a previously approved proposal under P18-135-2018 (which has since expired) and includes previously approved works on the school building under P18-111-2020 (still in effect). Both reports before Heritage Kingston are included in the document section for ease of review. The applicant has also included a cover page that details the major changes from both original approvals versus the current submission. The siding of the new rear yard addition has an EIFS finish, shiplap siding, and stone masonry as well as modern windows. The roof includes a combination of mechanical systems and rooftop amenity space with associated screening. To support the 20 residential units, a bicycle shelter has been added to the side of the rear yard addition and a number of parking spaces are proposed at the rear of the site. Commentary on many of the previously proposed alterations can be found in the P18-135-2018 report. On the historic school building, all period windows are to be maintained and repaired where possible, but later windows will be replaced with metal-clad wood windows that match existing patterns. The historic school will also accommodate a new main front staircase with wood-textured concrete. In addition, this proposal seeks to complete multiple door/window/masonry/wooden feature repairs. Commentary on many of the previously proposed alterations can be found in the P18-111-2020 report.

Comments for Consideration on the Application:

If there is any way to lower the height of the elevator shaft, I would be most pleased. It really should not be seen from the other side of Wellington Street when standing in from of the school. I realize they are restrictions of what must be provided, but I hope that a creative mind can be put to good use here.

Recommended Conditions for the Application:



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

Website: www.cityofkingston.ca

TTY: Dial 613-546-4889

Date:	January 11, 2024
Form:	Heritage Kingston Reviewer Form
Reviewer Name:	Ann Stevens
Application Type:	Heritage Permit
File Number:	P18-096-2023
Property Address:	47 Wellington Street

Description of Proposal:

The applicant seeks to build a rear yard four storey flat-roofed addition and service elevator that will attach to the school building to support 20 residential units. This resubmission has a similar design from a previously approved proposal under P18-135-2018 (which has since expired) and includes previously approved works on the school building under P18-111-2020 (still in effect). Both reports before Heritage Kingston are included in the document section for ease of review. The applicant has also included a cover page that details the major changes from both original approvals versus the current submission. The siding of the new rear yard addition has an EIFS finish, shiplap siding, and stone masonry as well as modern windows. The roof includes a combination of mechanical systems and rooftop amenity space with associated screening. To support the 20 residential units, a bicycle shelter has been added to the side of the rear yard addition and a number of parking spaces are proposed at the rear of the site. Commentary on many of the previously proposed alterations can be found in the P18-135-2018 report. On the historic school building, all period windows are to be maintained and repaired where possible, but later windows will be replaced with metal-clad wood windows that match existing patterns. The historic school will also accommodate a new main front staircase with wood-textured concrete. In addition, this proposal seeks to complete multiple door/window/masonry/wooden feature repairs. Commentary on many of the previously proposed alterations can be found in the P18-111-2020 report.

Comments for Consideration on the Application:

The Roundtable meeting about this project was most helpful in trying to understand the complexity of this project.

I understand that the architects want the new construction to be set apart from the heritage building. It makes a lot of sense and it also will add more residential accommodation in the Sydenham district. New housing is always important to our historic downtown.

But right now the way the project has been reconfigured has quite a negative impact on the views of the heritage structure. The expanded number of new apartments and the new elevator accessing the rooftop, has a significant impact on the heritage property. The elevator/stairway shafts look dark and blocky and awkwardly set behind the original tower. Neither feature works in this configuration. Moreover the features cancel each other out.

Recommended Conditions for the Application:

I cannot support this project as it currently stands. I would like to see more creativity to solve the problem of the 'looming' elevator shaft. Can glass be used for the elevator? What about narrowing the size of the elevator – I just see the size of it and it seems so out of proportion. What about moving it to the far back?



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

Website: www.cityofkingston.ca

TTY: Dial 613-546-4889

Date:	January 12, 2024
Form:	Heritage Kingston Reviewer Form
Reviewer Name:	Jane McFarlane
Application Type:	Heritage Permit
File Number:	P18-096-2023
Property Address:	47 Wellington Street

Description of Proposal:

The applicant seeks to build a rear yard four storey flat-roofed addition and service elevator that will attach to the school building to support 20 residential units. This resubmission has a similar design from a previously approved proposal under P18-135-2018 (which has since expired) and includes previously approved works on the school building under P18-111-2020 (still in effect). Both reports before Heritage Kingston are included in the document section for ease of review. The applicant has also included a cover page that details the major changes from both original approvals versus the current submission. The siding of the new rear yard addition has an EIFS finish, shiplap siding, and stone masonry as well as modern windows. The roof includes a combination of mechanical systems and rooftop amenity space with associated screening. To support the 20 residential units, a bicycle shelter has been added to the side of the rear yard addition and a number of parking spaces are proposed at the rear of the site. Commentary on many of the previously proposed alterations can be found in the P18-135-2018 report. On the historic school building, all period windows are to be maintained and repaired where possible, but later windows will be replaced with metal-clad wood windows that match existing patterns. The historic school will also accommodate a new main front staircase with wood-textured concrete. In addition, this proposal seeks to complete multiple door/window/masonry/wooden feature repairs. Commentary on many of the previously proposed alterations can be found in the P18-111-2020 report.

Comments for Consideration on the Application:

This application deals with a unique property in the Old Sydenham HCD, with the proposed addition located in the interior portion of a block surrounded by Historic properties. It presents a rare but challenging opportunity to develop a heritage appropriate substantial addition to a significant property in the District. There are many avenues that should be explored to make this into a desirable oasis and compatible neighbour on this property, including investigating the use of permeable pavers for the driveway and parking to reduce run-off and control water within the site, the use of Dark

Sky Friendly lighting to avoid light trespass on nearby properties, a neutral palate for windows and cladding and consideration and investigation of LEED certification for the project.

A somewhat similar but scaled down proposal came to Heritage Kingston in 2019 but the applicant allowed this to lapse. This expired Permit, and preferred design, ticked a number of boxes for heritage appropriate development including scale and massing by keeping almost all of the entire structure and dormer link, except a very small stairwell shaft, below the height of the existing heritage building, reducing the effect of massing of the four storey building by stepping the building down to 3 storeys at the rear and providing 2 smaller outdoor amenity areas more in keeping with the District. These design features helped the new addition read as subordinate to the existing.

The scale and massing of this new iteration of the addition to 47 Wellington is less sympathetic to the existing building and the District than the previously approved but now expired permit for a number of reasons that are noted below:

The increased height of the proposed addition of 1.07 metres makes the addition taller than the existing building.

The proposed dormer to facilitate the link between the new building and the old is larger than in the original proposal and from the renderings seems to be taller than the roofline of the existing building.

The addition of three extra units at the back of the building increases the height at the back.

The height and width of the proposed elevator and stair tower is clearly visible from the public domain.

These increases in height and size all contribute to the massing dominance of the addition over the existing building and are of concern.

The dormer needs to be below or at the roofline of the heritage building. It should not be visible from the Wellington St. façade.

The elevator stair tower is too large and needs to be reduced in size and clad in a single neutral material that further reduces the impact of its bulk. Given the regular design and fenestration of the original building, this reduced tower should be placed where it enhances the regularity of the façade.

The entire addition needs to read as subordinate to the existing, which is a challenge, given its size, but a development such as this must be viewed and assessed with consideration of its impact on and relationship to the existing heritage building and the District. It is possible that the design can be altered to mitigate some of these concerns so that it becomes a more compatible development and these alterations need to be investigated and presented before support can be considered.

Recommended Conditions for the Application:

Summary of Final Comments at the February 21, 2024 Heritage Properties Committee Meeting

[To be added following the meeting.]



**City of Kingston
Report to Heritage Properties Committee
Report Number HP-24-013**

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: Application for Heritage Permit
Address: 141 King Street East (P18-182)
File Number: File Number: P18-004-2024

Council Strategic Plan Alignment:

Theme: Corporate business

Goal: See above

Executive Summary:

The subject property with the municipal address of 141 King Street East, known as the Belvedere Hotel, is located midblock between Lower Union Street and West Street on the eastern side of the street approximately 70 metres east of City Park. This three bay, two and a half storey brick building has a high stone foundation, several rear yard additions and a carriage house that extends along much of the rear property line. This property is designated under Parts IV & V of the *Ontario Heritage Act* and is subject to a Heritage Easement Agreement with the City.

An application for alteration under Section 42 of the *Ontario Heritage Act* (P18-004-2024) has been submitted to alter/restore the rear elevation of the main building and carriage house as well as alter the rear yard to support a newly proposed spa and additional hotel units on the property. This application was deemed complete on January 25, 2024. The *Ontario Heritage Act* provides a maximum of 90 days for Council to render a decision on an application to alter a heritage building under Section 42(4). This timeframe will expire on April 24, 2024.

February 21, 2024

Page 2 of 20

Upon review of all the submitted materials, as well as applicable policies and legislation, staff recommend approval of the proposed scope of work, subject to the conditions outlined herein.

Recommendation:

That the Heritage Properties Committee supports Council approval of the following:

That alterations to the property at 141 King Street East, be approved in accordance with details as described in the application (File Number: P18-004-2024), which was deemed complete on January 25, 2024 with said alterations to include the restoration/alteration of the rear elevation of the main building and carriage house as well as alter the rear yard, specifically:

1. Rear Elevation of the Main Building:
 - a. A previously bricked in door opening will be reinstated and one existing window opening will be enlarged while extending associated brick headers to support modern doors and/or a window;
 - b. Blinding of two openings while retaining existing surrounds;
 - c. Replacement of an existing garage door with modern doors/windows and metal accents;
 - d. Installation of a new fire pit against the base of the rear elevation;
 - e. Installation of a stainless-steel flue for the associated firepit along the entire height of the rear elevation;
 - f. Attachment of two concrete decks with associated staircases and concrete pillars;
 - g. Installation of six surface mounted down lights;
 - h. Removal of a non original rear elevation chimney;
 - i. Repair of all Period Windows;
 - j. Repair rear elevation masonry, as needed;
2. Carriage House Alterations:
 - a. Installation of new wood doors and aluminum windows in all major existing/proposed openings that face the rear yard;
 - b. Exposure of additional foundation/building wall on the northwestern façade due to adjustments to grade;
 - c. Creation of additional openings on the northwestern façade below existing openings that are in similar dimensions to the existing;
 - d. Extension of an existing window opening on the southwestern elevation to accommodate a door;
 - e. Blinding of an existing window opening on the southwestern elevation with metal charcoal siding;
 - f. Addition of concrete underpinnings along the newly proposed grade;
 - g. Repainting/repair of the wooden frame of the dormer surrounds;
 - h. Replacement of the blinded dormer window with a painted wooden window;

February 21, 2024

Page 3 of 20

- i. Replacement of the partially blinded opening along the northern and southern most rear yard facing openings with aluminum modern windows, wooden doors, and/or dark stained wood siding;
 - j. Addition of nine new down lights;
 - k. Installation of a new storage structure with charcoal flat profile metal siding and a concrete base that abuts the carriage house with an associated patio, wood trellis/screen and mechanical unit above;
 - l. The creation of 10 new openings along the rear (eastern) elevation facing Ontario Street that will accommodate steel fire rated windows;
 - m. Repair masonry, as needed;
3. Rear Yard Alterations:
- a. Reduce the grade of the rear yard within the width of the main building to accommodate an updated landscaping strategy;
 - b. Installation of two hot tubs on the northeastern portion of the rear yard;
 - c. Installation of a sauna on the southwestern portion of the rear yard;
 - d. Installation of a new reinforced concrete wall abutting an existing concrete wall;
 - e. Installation of a small concrete retaining wall between the main building and carriage house with charcoal metal louvers and black steel flat bar fencing above;
 - f. Installation of a seating area surrounding the fire pit, various planters and ground-oriented lights; and
 - g. Installation of four new trees;

That the approval of the alterations be subject to the following conditions:

1. That the applicant provides written permission from all property owners whose lands will be altered to support the proposed work prior to this permit being in effect;
2. That the applicant consider best conservation/maintenance practices related to those portions of the property that will be exposed to moisture/temperatures changes or interacts with organic matter;
3. That the applicant consider retaining as much of the rear elevation masonry proposed for removal to support the expanded window opening as possible;
4. That the applicant consider not expanding the voussoirs on the rear elevation to avoid legibility concerns;
5. That the applicant consider the creation of a Temporary Protection Plan in consultation with their retained structural engineer and heritage consultant;
6. That the applicant consider an alternative acceptable cladding for the storage shed as listed in section 5.3.3 in the HCD Plan;
7. That the two blinded windows use recessed brick infill for legibility purposes;
8. That the removed limestone masonry units be retained for future property maintenance;
9. That the finalized colour of wood elements on the carriage house and rear elevation be provided to Heritage Planning staff for review/approval prior to installation;
10. That the finalized lighting strategy, including the location of associated wiring, be provided to Heritage Planning staff for review/approval prior to installation;

February 21, 2024

Page 4 of 20

11. That the carriage house and storage structure concrete underpinnings be a colour sympathetic to the limestone patina, while also remaining visually distinct;
12. Should any additional masonry wall openings or roof alterations be required on the carriage house to support the project, that those details shall be provided to Heritage Planning staff prior to alteration for review/approval;
13. That the stainless-steel flue associated with the fire pit does not exceed the height of the mansard roof;
14. That interior/exterior photos of the southwestern elevation of the carriage house and roof top photos of the chimney proposed for removal be provided to Heritage Planning staff prior to their alteration for documentation purposes;
15. That the attachment of the concrete platforms/retaining wall to the rear elevation and the attachment of the carriage house to the addition's concrete foundation use a bond breaker to ensure maximum reversibility;
16. That the new openings on the carriage house that face the rear yard be the same width as the existing openings;
17. That the finalized design/installation strategy of the carriage house windows visible from Ontario Street, the storage shed/trellis and fire pit (and its related water feature) be provided to Heritage Planning staff for review/approval prior to installation;
18. That all repairs to wooden features be done with like materials and match existing features in scale and profile;
19. Should any Period Windows on the rear elevation of the main building require replacement, the applicant shall provide an assessment by a qualified heritage professional that is reviewed/approved by Heritage Planning staff prior to removal;
20. All window works shall be completed in accordance with the City's Policy on Window Renovations in Heritage Buildings;
21. All masonry works shall be completed in accordance with the City's Policy on Masonry Restoration in Heritage Buildings;
22. That all necessary studies, permits and survey information (i.e. Grading Plan, Stormwater Management Plan and Tree Permit, Load Calculation, Down Stream Sewer Assessment, etc.) be completed/provided to the satisfaction of the City prior to commencing related works;
23. That the applicant ensures all structures remain sound during and post construction works;
24. A Building Permit shall be completed, as necessary;
25. All *Planning Act* applications and Pre-Applications shall be completed, as necessary;
26. Heritage Services staff shall be circulated the drawings and design specifications tied to the Building Permit and *Planning Act* applications for review and approval to ensure consistency with the scope of the Heritage Permit sought by this application; and
27. Any minor deviations from the submitted plans, which meet the intent of this approval and does not further impact the heritage attributes of the property, shall be delegated to the Director of Heritage Services for review and approval.

February 21, 2024

Page 5 of 20

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

February 21, 2024

Page 6 of 20

Options/Discussion:**Description of Application/Background**

The subject property with the municipal address of 141 King Street East, known as the Belvedere Hotel, is designated under Parts IV & V of the *Ontario Heritage Act* and is subject to a Heritage Easement Agreement with the City. An application for alteration under Section 42 of the *Ontario Heritage Act* (P18-004-2024) has been submitted to alter/restore the rear elevation of the main building and carriage house as well as alter the rear yard to support a newly proposed spa and additional hotel units on the property.

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.

Reasons for Designation/Cultural Heritage Value

The property is designated under both Parts IV and V of the *Ontario Heritage Act* through Designation By-Law Number 81-50 and the Old Sydenham Heritage Area Heritage Conservation District Plan.

By-Law Number 81-50 provides the following relevant information:

- “In plan, scale and decoration, this 1880 building, designed by Joseph Power, shows the development of the stylish mansion. It was the home first of John Hinds, then of Dr. Kenneth Neander Fenwick, a prominent physician.”

The District Plan Property Inventory Evaluation provides the following relevant information related to this proposal:

- The main building has “[a] mansard roof of tessellated slate [that] is bellcast...”
- “The rear wall has two brick abutting additions, two and a half storeys, with irregular fenestration.”
- “A brick coach house behind the main building at 141 King Street East building was in place by the time that the 1892 fire insurance map was printed.”
- “It contains an embedded gable-end dormer, with a peak service door opening, fronting its forward slanting roof with north-side parapet wall.”
- “A squat rectangular window in three pieces, with wood trim and an ashlar sill, sits below the cornice of the building’s southern end.”
- “Its main level contains four sets of large wood vehicle doors, one of which features uppers windows in eight pieces; the others feature tall wood panels. A smaller fifth opening is located on its north end.”
- “Its south elevation contains a rectangular entranceway door with a plain, slightly-arched wood surround, and a matching upper window on an ashlar sill.”

February 21, 2024

Page 7 of 20

The property is considered Significant to the District and is subject to a Heritage Easement Agreement.

The relevant parts of Designation By-Law Number 84-65 and the Old Sydenham Heritage Conservation District Plan Property Inventory Evaluation be found in Exhibit B.

Cultural Heritage Analysis

Staff visited the subject property on January 25, 2024.

141 King Street East is an excellent example of one of the City’s most prominent architects, John Power. This “stylish mansion” has multiple rear additions, but much of its heritage value is concentrated on the elevations visible from King Street East. Further, the rear yard also contains a carriage house on the eastern property line. While the carriage house has heritage value and its rear elevation is clearly visible on Ontario Street, the façade of the carriage house (facing into the rear yard) is nearly impossible to see from King Street East (Exhibits A and D). The requested alterations are proposed on the rear elevation of the main building, the rear yard between the building and carriage house, and all three exterior elevations of the carriage house. The below analysis details best practices, a review of the District Plan, a summary of the proposed alterations, and a discussion on the level of impact associated with the project.

Best Heritage Conservation Practices

“The Standards and Guidelines for the Conservation of Historic Places in Canada” (Standards and Guidelines) provides guidance on best practices regarding visual relationships, exterior form, exterior walls, window/doors, entrances/porches, and masonry that are considered character attributes of the property. The below table organizes the most relevant/important best practices into categories as well as summarizes the guidelines applicable to most categories:

Standards and Guidelines Section Number & Categories		Best Practices Detailed in the Standards and Guidelines
4.1.5, 4.3.1, 4.3.4, 4.3.5, 4.3.6 & 4.5.3	Applicable to Most Below Categories	<ul style="list-style-type: none"> • Understand the original planning/design principle of the building/setting; • Assess the condition of the building/feature/setting early in the project; • Maintain/protect the building/feature/setting through cyclical maintenance work; • Repair the building/feature using recognized conservation techniques (which may include limited like-for-like replacement) and by using a minimal intervention approach; • Protect character-defining elements from accidental damage; and

February 21, 2024

Page 8 of 20

		<ul style="list-style-type: none"> Design a new addition/feature that is compatible in terms of its massing/materials/style/character.
4.1.5	Visual Relationships	<ul style="list-style-type: none"> Design a new feature when required by a new use that respects historic visual relationships.
4.3.1	Exterior Form	<ul style="list-style-type: none"> Accommodate new uses in non-character defining interior spaces instead of constructing a new addition; and Design a new addition that draws a clear distinction between new and old.
4.3.4	Exterior Walls	<ul style="list-style-type: none"> Retain repairable wall assemblies where possible; and Modify exterior walls to accommodate an expanded use in a manner that respects the building’s heritage value.
4.3.5	Windows/Doors	<ul style="list-style-type: none"> Protect/retain sound/repairable windows/doors including their functional/decorative elements.
4.3.6	Entrances/Porches	<ul style="list-style-type: none"> Retain sound/repairable entrances/porches as well as their functional/decorative elements; Modify/design a new entrance/porch required by a new use that is compatible with building’s style/era/character; and Remove/alter a non character-defining entrance/porch from a period other than the restoration period.
4.5.3	Masonry	<ul style="list-style-type: none"> Retain sound/repairable masonry that contributes to the heritage value of the historic place; and Use mortars that ensure long-term preservation.

Applicable Local Policy/Guidelines

The Old Sydenham Heritage Area Heritage Conservation District Plan (HCD Plan) identifies heritage attributes for the Old Sydenham Heritage Conservation District (the District) and the King Street Corridor sub-area, as well as details policies/guidelines for the District. Relevant heritage attributes for the District include: dominating rear yards, a general high standard of care for buildings, and its proximity to downtown. Relevant heritage attributes for the King Street Corridor sub-area and the District include: varied ages/styles/types of buildings that display two centuries of architectural styles and are associated with the work of prominent Kingston architects that display a high degree of craftsmanship/design merit.

The HCD Plan also details policies/guidelines related to conservation, additions, and building/landscape alterations that apply to the entire District. On conservation, the Plan provides guidance on regular maintenance (which includes protecting/stabilizing buildings to avoid structural collapse), repointing using heritage appropriate techniques/materials, and using replacement stones to match the original source/profile. Further, it notes that property owners should maintain decorative features via recognized conservation techniques, keep decorative features exposed, maintain Period Windows, preserve original openings/surrounds whenever possible, and ensure that new intake/exhaust/fireplace vents/exhausts are not visible from the street.

February 21, 2024

Page 9 of 20

On alterations to buildings/landscapes, the HCD Plan notes that one should understand the history of the property to "...differentiate original construction..." from later alterations. Further, the Plan notes that original elements (like Period Windows) be retained/restored whenever possible, that changes be reversible and as inconspicuous as possible, and that property owners do not alter the location/size/shape of existing windows that are visible/face the street. On cladding and utilities the Plan states that cladding should be distinct from the existing building while also noting acceptable cladding materials for the District, and that utilities be at the rear of the building where access permits.

On additions to buildings/landscapes, the HCD Plan notes that additions are not required to replicate an existing heritage style, that cladding be complementary to but distinct from existing buildings, and that additions are permitted at the rear of mid-block buildings. On landscaping, the Plan notes that existing rear yard trees be conserved where possible and that rear yards "should be left to the discretion of the property owners but should take guidance from... [the Plan]." The next section details the scope of the proposal.

Summary of Project Proposal

The applicant seeks to alter the rear elevation of the main building, the rear yard and the carriage house. The impact analysis will follow the below summary of proposed alterations.

Alterations to rear elevation of residential building include:

1. Adjustment of two openings via opening a previously blinded door and extending the width/height of an existing window to accommodate modern doors and a window;
2. Blinding two openings while retaining their surrounds;
3. Replacement of a garage door with glazing/typical glazed door;
4. Installation of a new fire pit and associated stainless-steel flue abutting the rear wall;
5. Attachment of two concrete decks/associated staircases and pillars;
6. Installation of six surface mounted down lights;
7. Repair of all Period Windows; and
8. Removal of a non-original rear elevation chimney.

Alterations to the rear yard include:

1. Grade changes that will expose more of the façade of the carriage house;
2. A new hot tub on the northeastern corner and a new sauna on the southwestern corner;
3. A new reinforced concrete wall along the northern property line;
4. A new small concrete retaining wall between the main building and carriage house with charcoal metal louvers and black steel flat bar fencing above;
5. Installation of four new trees; and
6. A new seating area surrounding the fire pit, various planters and ground-oriented lights.

February 21, 2024

Page 10 of 20

Alterations to the carriage house include:

1. Installation of new wood doors and aluminum windows in all major existing/proposed openings;
2. Revealing additional masonry on the northwestern façade due to changes in grade;
3. Creation of additional openings below the existing in similar dimensions;
4. Extending an existing window opening to accommodate a door and blinding an existing window opening with metal charcoal siding on the southwestern elevation;
5. Installation of new concrete underpinnings at the newly proposed grade;
6. Repainting/repairing the wooden frame of the dormer window;
7. Replacement of the partially/fully blinded openings along the northern and southern sides of the façade (northwestern elevation) with modern aluminum windows, wooden doors, and/or dark stained wood siding;
8. Installation of nine new down lights along the façade (northwestern elevation);
9. Creation of 10 new openings along the rear (eastern) elevation facing Ontario Street to accommodate steel fire rated windows; and
10. Installation of a new storage structure with charcoal flat profile metal siding and a concrete base that abuts the carriage house with an associated patio, wood trellis/screen and mechanical unit above.

Rear Elevation Alteration Impact Analysis

The proposal conforms to the HCD Plan and many of Parks Canada's Standards and Guidelines. The alterations proposed for the rear elevation of the main building are largely reversible, impact a secondary altered elevation of a later addition, retain decorative elements and will be nearly invisible to the public. To support these alterations two openings are proposed to be blinded with brick infill, specifically a door and double window opening on the southern most limestone portion of the rear elevation (Exhibits C and D). The door/window surrounds will be retained. To maintain the integrity and legibility of the original openings, staff are requiring that the applicant recess the brick infill. This change also requires the removal of a double wood window and an infill wooden door (Exhibits C and D). According to the chronology of the property, this rear addition first appears in a 1947 fire insurance plan (Exhibit C). As such, while these openings do have value, their blinding poses a negligible impact to the heritage value of the property.

Another potential impact includes the enlargement/unblinding of a window/door and the extension of related existing voussoirs (Exhibits C and D). While neither alteration will be visible from the public realm, expanding an opening where it is unnecessary (i.e. adding additional width for more glazing) is not best conservation practice. In addition, the extension of the existing voussoirs can impact the opening's legibility as this act can confuse its authenticity. A recommendation for the applicant to consider limiting the opening increase has been added to this approval. Despite the above, the act of unblinding the door will return that opening to where it once existed; however, extending the voussoirs is not recommended. In these new openings, new modern doors and related glazing is proposed. This modern design should assist in distinguishing new from old while not impacting the District.

February 21, 2024

Page 11 of 20

The project also calls for several attachment points on the rear elevation that should be completely reversible provided the Masonry Policy is followed. These include the attachment of brackets for the stainless-steel flue, the installation of the fire pit, the two large concrete decks/associated staircases/pillars and the six-surface mounted LED down lights (Exhibit C). Provided these installations are attached to the mortar and the platforms use a bond breaker between the structure and the rear elevation wall, as required in this approval, these works should be completely reversible. Installation details on the proposed fire pit and abutting wall have not yet been provided to Heritage Planning staff. However, the finalized design/installation strategy will be provided to staff for review/approval prior to installation to control for negative impacts on the rear elevation as the current drawings show this installation on both the concrete and limestone foundation walls (Exhibits C and D).

Several proposed alterations on the rear elevation do not pose negative impacts. There are no concerns with the replacement of the garage door with a modern door, glazing and an aluminum louver in the existing opening (Exhibit C). Further, the repair of Period Windows is best practice and should help maintain the rear elevation's heritage value. However, if any are potentially irreparable prior to their replacement the applicant must complete a window assessment by a qualified heritage professional to assess their repairability and, if necessary, recommend a suitably designed replacement that replicates the design of the original to the greatest extent possible. Finally, the applicant seeks to remove a chimney that was a later addition to the rear elevation and is no longer functional (Exhibit C). As the chimney has no design/historical value there are no concerns with its removal provided photos of the existing condition from the roof are provided for record purposes prior to its removal. Finally, the rear elevation will be repointed as needed, which is a positive impact.

Rear Yard Alteration Impact Analysis

Many of the alterations to the rear yard are more permanent as they entail regrading the property, adding structures and water features, installing an existing retaining wall and adding new trees (Exhibit C). The rear yard will also be almost completely capped, presumably in concrete and flagstone with a few planters for trees/flora (Exhibit C). As the rear yard is proposed to have multiple levels, additional details on the project are provided below.

Regrading this property entails digging below existing grade to allow for new openings in/access to the carriage house basement level and pathways within the rear yard to access spa amenities (Exhibit C). By reducing the grade, more of the carriage house masonry/foundation will be revealed and a new pathway, below one of the concrete decks, will abut the lowest openings proposed for the carriage house. However, much of the remaining grade of the rear yard will be above this pathway, but below existing grade (Exhibit C). In addition, a grade reduction is proposed to support a new fire pit and associated seating area as well as two hot tubs and a sauna area (Exhibit C). The impact of these grade reductions on the rear yard is neutral as it is not identified as a heritage attribute, and the spatial relationship between the main building and carriage house remains unchanged. The grade reduction will expose more of the main building and carriage house walls/foundations for those who use the private property, but also allow alterations to the carriage house, which will be discussed in the forthcoming carriage house

February 21, 2024

Page 12 of 20

alteration section (Exhibit C). The new seating area against the rear wall of the main building should not pose permanent impacts provided the City's Masonry Policy is followed.

Regarding new structures/installations, the two new hot tubs and sauna will not impact the heritage value of the carriage house as all three are either buffered by additional walls or are setback from the carriage house wall (Exhibit C). However, a wall of the sauna room is proposed to include a portion of the rear elevation of the main building. A change in temperature and moisture on a portion of the building that was meant to form part of the exterior wall could result in rapid deterioration and require additional maintenance. As such, the applicant is encouraged to consider best conservation/maintenance practices related to those portions of the property that will be exposed to moisture/temperature changes. The two hot tubs do not pose any heritage impacts to the main building. However, the applicant is proposing a small water feature that will connect one tub to a small water feature surrounding the fire pit (Exhibit C). The applicant intends on using a waterproof membrane between the area near the fire pit and the wall of the rear elevation to control for potential water infiltration concerns. Provided this concern is addressed, this is a neutral impact.

As the new reinforced concrete wall along the northern property line abuts an existing concrete wall and avoids the masonry/brick of both buildings, this installation does not pose heritage concerns (Exhibit C). The small concrete retaining wall between the main building and carriage house, with charcoal/black details/fencing, will remain behind the width of the rear wall of the main building and not be visible from King Street East. While it will not attach to the carriage house it will abut the limestone masonry of the main building (Exhibits A and C). As such, if attached, the retaining wall will use a bond breaker to allow for increased reversibility. Once implemented, heritage impacts should be minimal.

Finally, various planters are proposed to support four new trees and other flora (Exhibit C). The concrete planters are either setback from both buildings or abut a concrete portion of the main building. While one planting bed is setback from both buildings, another partly abuts the rear masonry wall of the main building (Exhibit C). As such, the applicant is encouraged to consider best conservation and maintenance practices for those areas that are newly exposed to organic matter. In addition, the applicant is proposing ground-oriented lights throughout the rear yard that will not interact with either building. This intervention will not result in negative impacts to heritage attributes.

Carriage House Alteration Impact Analysis

The proposed alterations for the carriage house are organized into two major categories: large/visible impacts and moderate/minor impacts. The large and visible impacts are generally reversible, though they will likely remain for the long term, while the moderate/minor impacts (also reversible in nature) can be removed/modified. These large/visible impacts include: the new openings below the existing; new openings facing Ontario Street; additional exposure of the exterior wall; new concrete underpinnings; and extension of a window opening (Exhibit C).

February 21, 2024

Page 13 of 20

While the newly exposed masonry due to grade changes allows for a better appreciation of the northwestern wall of the carriage house, it also necessitates additional structural considerations, such as new concrete underpinnings, to maintain the integrity of the building. The applicant has retained a structural engineer who will supervise the project and assist with the related Building Permit submission/review (Exhibit C). Provided the concrete underpinnings are a sympathetic colour, like the existing limestone, and are structurally sound the additional exposure of the wall is a slight benefit from a visual perspective. Overall, the regrading impacts have a neutral impact to the heritage value of the property.

A portion of the limestone exposed because of regrading will be removed to allow for five new openings below the existing in similar dimensions but will have the same width (Exhibit C). New wood doors with aluminum window systems are proposed in both the existing and net new openings, while new dark stained wood siding is proposed for the garage opening (Exhibit C). To mitigate these impacts, staff have required that any stone removed be salvaged, where feasible, and reused for future projects/maintenance work on the property. In addition, the proposed alteration will promote greater use of the structure and produce an active, functional relationship between the carriage house and the residential building. The existing carriage house was most recently used as a storage area and the new openings, and their related use represent a significant enough alteration that this carriage house will likely not return to its use as a garage/storage area for the foreseeable future. The location of this alteration is not visible to the public and therefore it will not have a demonstrable impact to the cultural heritage value of the District. This change represents a negative, but acceptable impact given the location away from public view, the opportunities for salvage and reuse, and change in use/increased connection to the main building.

Significant/visible alterations are also proposed along the rear (eastern) elevation that faces, and is visible from, Ontario Street that includes 10 new window openings and the extension of a window opening to support a new door. The applicant is proposing to install 10 new steel fire rated windows with metal surrounds, which will result in a total of 10.2 square metres of new openings that make up seven percent of the total rear elevation area (Exhibit C). The proposed window configurations maintain most of the masonry of the building and their modern design should maintain the legibility of new and old. Further, as views to the District are not protected in the HCD Plan and the alteration is on the edge of the District's boundary, there are no impacts to the District beyond the alteration of the building itself (Exhibit A).

The window opening extension on the southwest elevation poses a minor but visible impact as this physical change allows for an increased intensity of use by allowing access to the top of a proposed addition that is partly visible from King Street East (Exhibits A and C). This change will draw increased attention from the public realm. This new opening entails lowering the window sill to allow for what appears to be a nearly completely glazed aluminum door (Exhibit C). This alteration represents a fenestration increase of 1.4 square metres or a four percent increase in the existing opening sizes on this elevation (Exhibit C). Despite the increase in attention to this part of the building, this change will allow for additional recreational space for hotel users while posing relatively minor physical attribute impacts as surround details and the opening width will remain unchanged. Finally, the applicant seeks to repoint the carriage house, as needed

February 21, 2024

Page 14 of 20

(Exhibit C). As multiple elevations require repointing, this is a positive and highly visible impact that will enhance and maintain the building's heritage value.

The proposal also details moderate/minor reversible impacts that can likely be removed/modified on a shorter time horizon. These impacts include: installing wood doors and aluminum windows on all existing/proposed openings that face the rear yard; replacement of the partially/full blinded opening for the northern and southern most openings; blinding a window on the southwestern elevation; repainting/repairing the dormer window; installation of nine new down lights; and the installation of a new storage structure with charcoal flat profile metal siding and a concrete base that abuts the carriage house with an associated patio, wood trellis/screen and mechanical unit above (Exhibit C). Of the above detailed alterations, only the new storage structure poses meaningful concerns.

The new structure will contain storage space as well as heating/cooling equipment that would otherwise be stored elsewhere on the property (Exhibit C). Housing systems that can create/direct moisture and regulate temperatures in a historic building can create longer term maintenance or preservation concerns if not appropriately implemented/controlled. As such, the storage of such systems in a modern addition is appropriate. While this structure will be visible from King Street East, it "...is clearly secondary to [and distinct from] the main structure, being lower in height, flat-roofed and clad in flat profile charcoal metal siding" (Exhibit C). While modern metal siding is not noted as an acceptable cladding for new additions in the District, it is not prohibited. The proposed colour and material should complement the proposed alterations as well as make the storage space clearly distinct from the existing building. As a condition of approval, it is recommended that the applicant consider a cladding material on the HCD Plan's acceptable cladding list.

The attachment of the proposed pergola structure will follow the City's Masonry Policy by using non-ferrous metal fasteners (Exhibit C). The new mechanical equipment above the storage structure will also be screened by the pergola so it will not be visible from King Street East (Exhibit C). Finally, the use of a concrete base for the storage structure is appropriate, provided it is coloured to be sympathetic with the limestone patina and is attached to the carriage house with a bond breaker to ensure maximum reversibility. Provided the above designs and best practices are followed, this installation should be completely reversible, not draw excessive attention from the traveling public, and remove a potential maintenance concern related to this project all while increasing the usability of the property.

The remainder of the proposed alterations pose minor to neutral impacts to the building's heritage value. The new wood doors and aluminum windows for all major openings as well as the new dark stained wood siding on the northern most opening, are generally sympathetic to the building's heritage value (Exhibit C). Wood is a historic material that is encouraged throughout the District, the use of aluminum windows (without exterior muntin bars) emphasizes that the alteration is a later addition, and the new windows are almost entirely out of view of the public realm (Exhibits C and D). Similarly, the use of metal charcoal siding to blind the southwestern elevation window demonstrates a later alteration while maintaining the existing opening dimensions (Exhibit C).

February 21, 2024

Page 15 of 20

In addition, the proposal calls for unblinding the dormer window while retaining/repairing/repainting the existing wooden frame of the dormer window and installing a wood sash window in the existing opening (Exhibit C). These proposed works represent best conservation practices. While the finalized colour has not been provided, a charcoal/aluminum colour would complement the other proposed alterations while also avoiding colour extremes like black or white. Finally, the proposal calls for the installation of nine new LED down lights (Exhibit C). Provided these are installed in the mortar as detailed in the City's Masonry Policy and the wiring is inconspicuous, this alteration should be completely reversible and sympathetic to the property.

Results of Impact Analysis

Overall, the proposed project mitigates negative impacts where feasible, while also strengthening the connection between the carriage house and the main building. In addition, the project will result in positive impacts to the property such as significant repointing/repairs to both buildings. The new openings below existing grade and those facing Ontario Street pose the most significant impacts to the carriage house but have limited impacts on the District due to the carriage house's location on the property and within the District. Further, the necessary grade changes to support the proposed openings below grade provides an opportunity to reveal more of the masonry of that building. While this project will change the use of the carriage house and rear yard, both will continue to support (as well as strengthen the functional connection to) the Belvedere Hotel.

Staff are of the opinion that the subject application will uphold the heritage conservation objectives set out within the City of Kingston's Official Plan, the Ministry of Citizenship and Multiculturalism's Eight Guiding Principles in the Conservation of Built Heritage Properties, and Parks Canada's Standards and Guidelines for the Conservation of Historic Places in Canada. Broadly, the application will:

- Achieve the goal of Section 7.0 (City of Kingston Official Plan): Conserve and enhance built heritage resources within the City so that they may be accessed, experienced and appreciated by all residents and visitors, and retained in an appropriate manner and setting, as a valued public trust held for future generations;
- Achieve Guiding Principle Numbers 2, 3, 4, 6 & 7:
 - Respect for the original location – Do not move buildings unless there is no other means to save them. Site is an integral component of a building. Any change in site diminishes heritage value considerably.
 - Respect for historical material – Repair or conserve rather than replace building materials and finishes, except where absolutely necessary. Minimal intervention maintains the historical content of the resource.
 - Respect for original fabric – Repair with like materials, to return the resource to its prior condition without altering its integrity.
 - Reversibility – Alterations should be able to be returned to original conditions. This conserves earlier building design and technique. For instance, when a new door

February 21, 2024

Page 16 of 20

- opening is put in a stone wall, the original stones are numbered, removed and stored, allowing for future restoration.
- Legibility – New work should be distinguishable from old. Buildings should be recognized as products of their own time, and new additions should not blur the distinction between old and new.
 - Achieve Standards 1, 2, 3, 5, 6, 7, 8, 11 & 12 of Parks Canada's Standards and Guidelines:
 - Conserve the heritage value of a historic place. Do not remove, replace or substantially alter its intact or repairable character-defining elements. Do not move a part of a historic place if its current location is a character-defining element.
 - Conserve changes to a historic place that, over time, have become character-defining elements in their own right.
 - Conserve heritage value by adopting an approach calling for minimal intervention.
 - Find a use for a historic place that requires minimal or no change to its character-defining elements.
 - Protect and, if necessary, stabilize a historic place until any subsequent intervention is undertaken.
 - Evaluate the existing condition of character-defining elements to determine the appropriate intervention needed. Use the gentlest means possible for any intervention. Respect heritage value when undertaking an intervention.
 - Maintain character-defining elements on an ongoing basis. Repair character-defining elements by reinforcing their materials using recognized conservation methods. Replace in kind any extensively deteriorated or missing parts of character-defining elements, where there are surviving prototypes.
 - Conserve the heritage value and character-defining elements when creating any new additions to an historic place or any related new construction. Make the new work physically and visually compatible with, subordinate to and distinguishable from the historic place.
 - Create any new additions or related new construction so that the essential form and integrity of a historic place will not be impaired if the new work is removed in the future.

Previous Approvals

P18-182-25-05 - Installation of six solar panels.

P18-051-2020EA - Repairs to slate mansard roof.

P18-016-2023 - Repainting, repointing, repair/replacement of damaged windows/entablature and roof, and installation of a new mod bit flat roof.

P18-098-2023 - Repointing and dismantling/rebuilding the carriage house columns and corners, rebuild/repoint front stairs, repouring/recapping rear wall of main building, add concrete cap to existing concrete patio, and rebuild existing patio retaining wall.

February 21, 2024

Page 17 of 20

Comments from Department and Agencies

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

Utilities Kingston:

Utilities Kingston has no issues or concerns with the Heritage Permit aspect of this application but have the following comment if it comes through for a Minor Variance or Site Plan Control Application the following would apply:

To service this location would require a Direct Connection to a combined sewer. Therefore, Utilities Kingston cannot recommend support of this application until such time as the combined sewers are replaced with separated storm and sanitary sewers, and a downstream sewer assessment to validate the capacity of the sanitary sewers is completed.

Engineering Services:

The proposal indicating altering of the existing grades in the courtyard area, please have the applicant provide a grading plan prepared by a qualified individual with sufficient existing and proposed grades so that it can be determined if the proposed alterations will adversely affect drainage patterns and/or adjacent properties. It should be noted that there aren't any storm sewers on King Street East for any flows from the courtyard to be discharged to.

Based on available information it appears that there may be an existing right of way located on this property registered as instrument number FR359819, please have the applicant upload a copy of the instrument so that it can be confirmed that none of the proposed work will impact any registered right of ways in favor of other properties.

Engineering Services – Noise Review:

Should proposal be subject to any other planning applications a noise study will be required to address potential impacts on the proposal due to stationary and transportation noise sources in the vicinity. If new, expanded and/or relocated stationary noise sources are proposed as part of the development the study will have to assess potential impacts on sensitive uses and/or lands zoned for sensitive uses in the vicinity due to stationary noise associated with the proposal. Existing and proposed noise sources associated with the property would have to be included in the assessment. The study would have to be prepared by a qualified individual with experience in environmental acoustics and demonstrate compliance with NPC-300.

Engineering Services – Storm Water Review:

A Stormwater Management Plan prepared by a qualified individual will be required to describe drainage conditions. Post development flows can not exceed pre development flows. Proposed lot and building form shall be suitable for adequate lot drainage. Proposed changes shall not adversely affect or increase stormwater runoff to the neighboring or the subject lands. Plan

February 21, 2024

Page 18 of 20

should have erosion and sedimentation control section. Contact engineering@cityofkingston.ca for any questions additional information.

Kingston Hydro:

Kingston Hydro will need a load calculation.

A service request will be required if an upgrade or if additional meters are needed.

<https://utilitieskingston.com/Electricity/NewServices/ServiceRequest>

Building Services:

For the proposal of the 10 new hotel units in the rear carriage house, we require further information as follows:

- a. Provide all existing services on site and sizing of each; combined storm/sanitary sewer and water.
- b. Is the storm combined or surface drainage?
- c. As adding more fixtures within the existing hotel and the carriage house, please provide all fixtures, fixture units and hydraulic loads in order to determine the capacity and ensure it meets the Ontario Building Code.

Planning Services:

This proposal presents a thoughtful concept to adaptively reuse the carriage house on this heritage property.

Please proceed with a Pre-application submission to verify the planning requirements. The submission should include a concept plan of the entire property and showing key elements including the existing building, the proposed scope of work, easements, etc. and a zoning compliance table. Based on an initial review, this proposal will require a Permission application to expand the hotel use beyond the existing building and may require variances for the proposed build out.

Please note that this proposal may require a Site Plan Control application to address site drainage, servicing, etc. This will be determined as part of the pre-application review.

Forestry Services:

The applicant has indicated that all works are to be limited to the private property. If staging or encroachment into the public realm, specifically the boulevard area along King Street East where city owned tree assets exist is to occur, then a Tree Permit to address tree preservation concerns within the boulevard will need to be acquired. A tree protection plan and tree fencing detail will need to be provided as part of the permit application.

February 21, 2024

Page 19 of 20

Consultation with the Heritage Properties Committee

The Kingston Heritage Properties Committee was consulted on this application through the [DASH](#) system. Heritage Services has received comments from four Committee members. The Committee's comments have been compiled and attached as Exhibit E.

Several members noted their concerns with the structural integrity of the carriage house.

Two members noted concerns that as some rear yard work appears to have been completed to date, which either makes it challenging to assess existing impacts or is not in alignment with their review of best practices.

One member noted that they supported the rear yard and planned restoration works.

Another member noted that the 10 new windows facing Ontario Street "may be rationalized as being minimally invasive." This same member cautioned that as the rear wall will be subject to weather conditions, preventative measures are necessary to avoid accelerated deterioration. This same member wished to receive detailed descriptions of how the wall will be preserved.

A further member noted that the regrading and carriage house works create negative spatial organization impacts and visual disturbances that are "incompatible in size, scale, material, style and colour" as historically rear yards and carriage houses did not accommodate such functions/installations/openings. This same member expressed concerns with the modern decks that abut both buildings and the reduction of open space. As such, they recommended accommodating spa functions/installations inside the main building basement. The member continued by noting that the proposed carriage house alterations "removes any sense of its former function...". The member provided alternative grade recommendations (i.e. garden flat) that, they believe, would lessen negative impacts. Further, the member noted the importance of retaining a structural engineer with experience on heritage projects. The member also noted that venting/HVAC systems for the carriage house and main building be as inconspicuous as possible. The member also noted that the square openings facing Ontario Street are not "particularly compatible" and should consider 2/2 or 2/3 light configurations with external muntin bars. The member also noted that different doors should be considered for the carriage house openings that are more historically appropriate. The member also noted that widening a window opening to accommodate an additional glazed side panel should be reconsidered. They also noted that the basement window and door should avoid brick infill and that the firepit flue is a distraction for the main building. Finally, they noted that removed windows should be assessed/preserved on site for reversibility and that documentation of existing conditions should be done before works begin.

Conclusion

Staff recommends the approval of the application File Number (P18-004-2024), subject to the conditions outlined herein, as there are no objections from a built heritage perspective, and no concerns have been raised by internal departments in regards to the Heritage approvals.

February 21, 2024

Page 20 of 20

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

Old Sydenham Heritage Area Heritage Conservation District Plan – Designating By-Law Number 2015-67

Policy on Masonry Restoration in Heritage Buildings

Policy on Window Renovations in Heritage Buildings

Designation By-Law Number 81-50

Heritage Easement Agreement with the City of Kingston (c. 1985)

Notice Provisions:

Pursuant to Section 42(3) of the *Ontario Heritage Act (OHA)*, notice of receipt of a complete application has been served on the applicant.

Contacts:

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

Phillip Prell, Intermediate Planner, Heritage Planning, 613-546-4291 extension 3219

Exhibits Attached:

Exhibit A Mapping Information

Exhibit B Old Sydenham HCD Property Entry & By-Law Number 81-50

Exhibit C Project Designs, Engineer Email & HIS Excerpt

Exhibit D Site Visit Photos

Exhibit E Correspondence Received from the Heritage Properties Committee

Exhibit F Final Comments from the Heritage Properties Committee – February 21, 2024

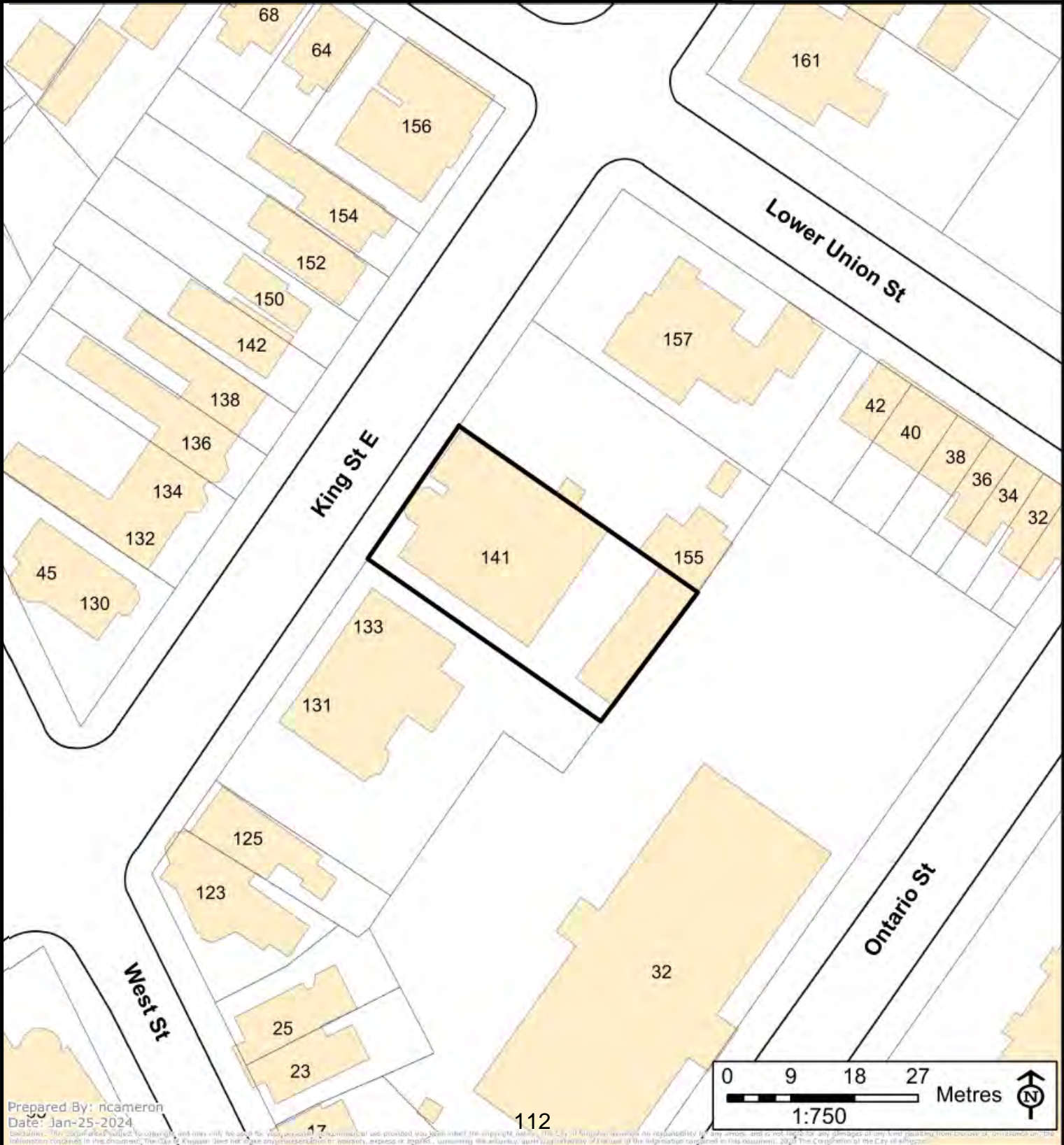


Kingston Heritage Properties Committee

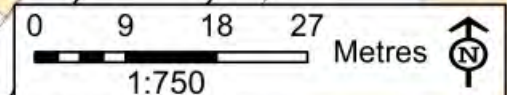
Key Map

Address: 141 King St. E
File Number: P18-004-2024
Prepared On: Jan-25-2024

 Subject Lands



Prepared By: ncameron
Date: Jan-25-2024



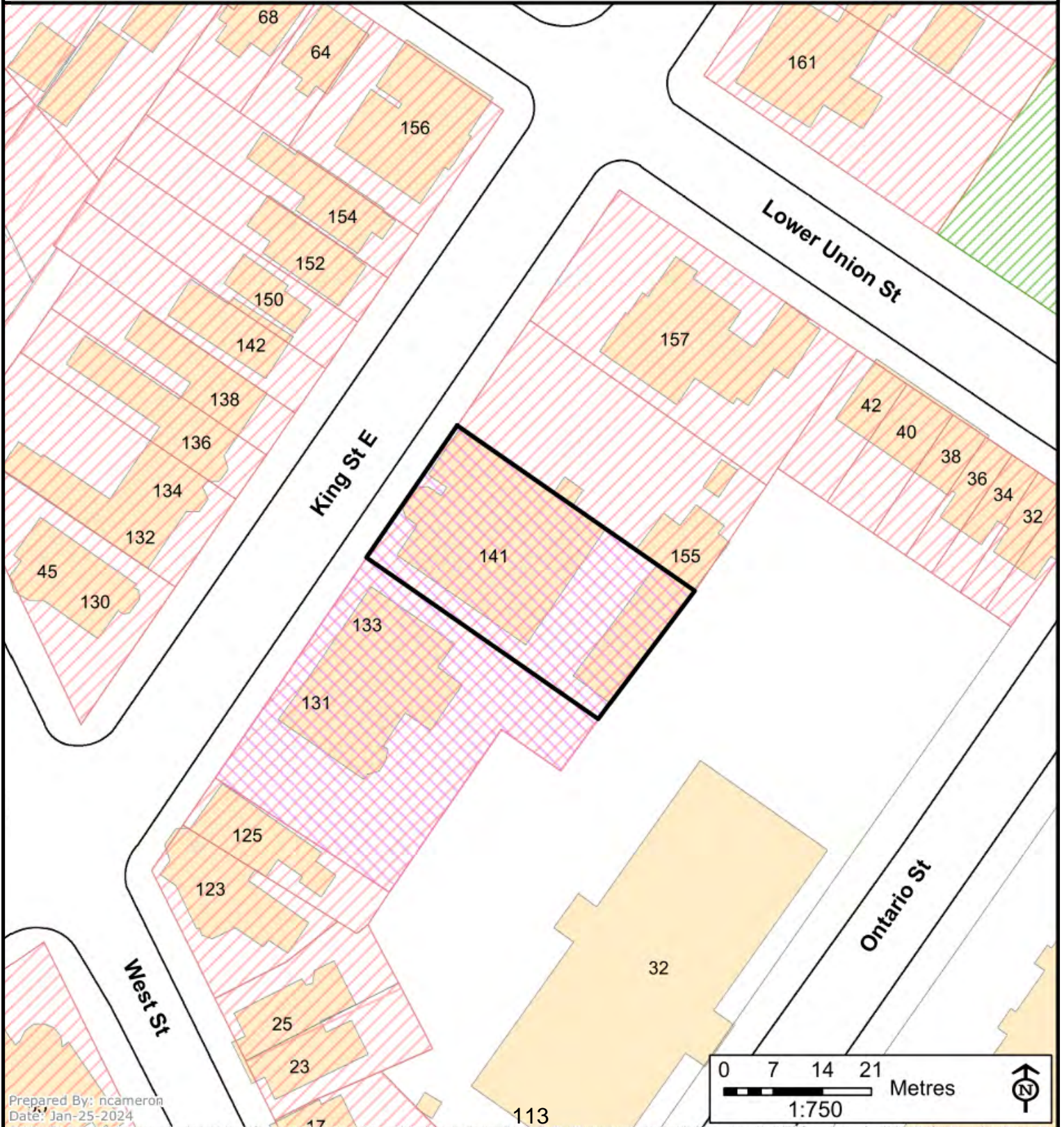
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Kingston Heritage Properties Committee City of Kingston Heritage Register

Address: 141 King St. E
File Number: P18-004-2024
Prepared On: Jan-25-2024

- Subject Lands (Old Sydenham Heritage Conservation District)
- Designated Property
- Easement
- Listed Property






Prepared By: ncameron
Date: Jan-25-2024

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Kingston Heritage Properties Committee Neighbourhood Context

Address: 141 King St. E
File Number: P18-004-2024
Prepared On: Jan-25-2024

-  Subject Lands
-  Property Boundaries
-  Proposed Parcels



**141 KING STREET EAST
BELVEDERE HOTEL**

Built: 1880

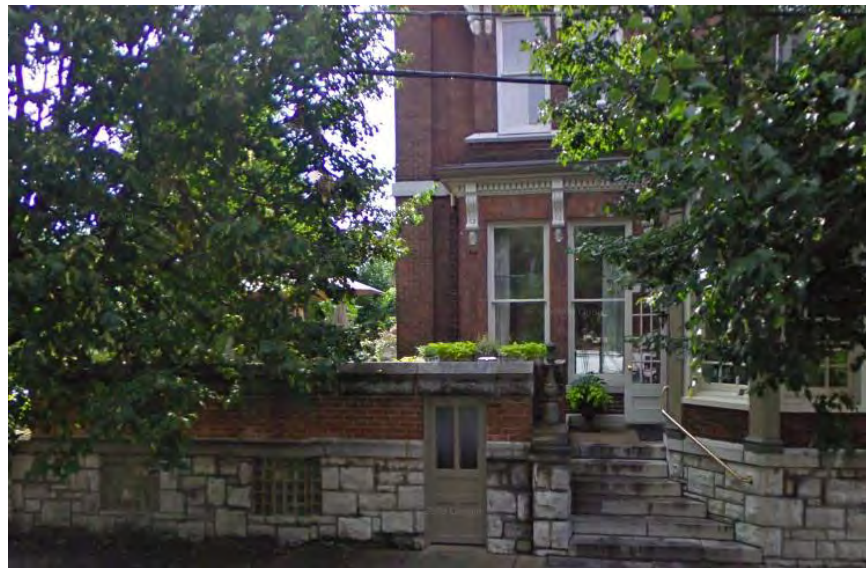
Architect: Joseph Power

Rating: S (Part IV)

Mun. Easement: 1986



“This Victorian building at 141 King Street East is in marked contrast to the plain 1840’s stone building beside it and represents in its plan, scale and decoration, the development of the stylish mansion forty years later. Built for John Hinds, it was sold by his creditors in June, 1883 to Dr. Kenneth N. Fenwick, a prominent physician.



Detail from north-side front entrance

“This three bay, two and a half storey brick building has a high stone foundation irregularly fenestrated. The central bay has a double door enclosed in a classical frame and glass porch. The porch has a brick base resting on a pitch-faced stone front with flanking ashlar quarter turn stairs whose stone newels are topped by cast iron ornaments. A pitch-faced stone wall with a brick top runs from the north staircase to the north perimeter of the property. The porch pilasters support a wide cornice which is topped by a wooden balustrade. The porch windows have multi-light transoms and similar sash.

“Above the porch, the central bay is in a shallow recession and contains a segmental arched doorway with an ashlar keystone.

“The flanking bays have two-storey bay windows; each bay has two windows resting on ashlar courses and each storey has its own roof resting on moulded cornices with dentils and consoles. The first storey

has wide windows flanked by narrow grooves and three large consoles; the second storey has smaller consoles, a single central one flanked by two pairs at each corner.

“A wide round-headed groove at either end of the façade rises two storeys through the ashlar string course. The main cornice has brackets and projects slightly over the bay windows.

“A mansard roof of tessellated slate is bellcast and its cornice has denitls. On the front slope is a flat-roofed dormer flanked by double dormers with broken pediment roofs. All the dormer windows are segmental arched, framed by pilasters and moulded surrounds with keystones.

“The north wall has irregular fenestration with a chimney breast to the front and a two-storey bay window with rectangular ends towards the back. The roof slope has a brick chimney and a wide shingled flat roof dormer with two windows flanking a small rectangular one. The rear wall has two brick abutting additions, two and a half storeys, with irregular fenestration.*

A brick coach house behind the main building at 141 King Street East building was in place by the time that the 1892 fire insurance map was printed. It contains an embedded gable-end dormer, with a peak service door opening, fronting its forward slanting roof with north-side parapet wall. A squat rectangular window in



Coach house

three pieces, with wood trim and an ashlar sill, sits below the cornice of the building’s southern end. Its main level contains four sets of large wood vehicle doors, one of which features uppers windows in eight pieces; the others feature tall wood panels. A smaller fifth opening is located on its north end. Its south elevation contains a rectangular entranceway door with a plain, slightly-arched wood surround, and a matching upper window on an ashlar sill.

* Adapted from *Buildings of Architectural and Historical Significance*, Vol. 5, pp. 156-58 (1980).

P18-1-2

Registered March 25, 1981
as Instrument No. 345112.

Clause 1, Report No. 11, 1981

BY-LAW NO. 81-50

A BY-LAW TO DESIGNATE 131-133 KING STREET EAST, 141 KING STREET EAST AND 157 KING STREET EAST AS PROPERTIES OF HISTORIC OR ARCHITECTURAL INTEREST OR VALUE PURSUANT TO THE ONTARIO HERITAGE ACT, 1974.

PASSED: February 23, 1981

WHEREAS Section 29 of The Ontario Heritage Act, 1974 authorizes the Council of a municipality to enact by-laws to designate real property, including all buildings and structures thereon, to be of architectural or historic value or interest;

AND WHEREAS notices of intention to designate 131-133 King Street East, 141 King Street East and 157 King Street East were served on the owners of 131-133, 141 and 157 King Street East on the 12th day of November, 1980 and were published in the Whig-Standard on November 12th, 19th and 26th, 1980;

AND WHEREAS no notices of objection to the proposed designations have been served on the Clerk of the City of Kingston;

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

1. There is designated as being of architectural and historic value or interest the real property known as 131-133 King Street East, in the City of Kingston, as more particularly described in Schedule "A" attached hereto.
2. There are designated as being of architectural value or interest the real properties known as 141 King Street East and 157 King Street East, in the City of Kingston, as more particularly described in the Schedule "A" attached hereto.

... /2

3. The City Solicitor is hereby authorized to cause a copy of this by-law and the reasons for designation to be registered against the properties described in Schedule "A" hereto in the Land Registry Office at Kingston, Ontario.

4. The City Clerk is hereby authorized to cause a copy of this by-law to be served on the owners of the properties described in Schedule "A" hereto and on The Ontario Heritage Foundation, and to cause notice of the passing of this by-law to be published in the Whig-Standard once for each of three consecutive weeks.

5. This by-law shall come into force and take effect on its passing.

GIVEN FIRST AND SECOND READINGS January 12, 1981

GIVEN THIRD READING AND FINALLY PASSED February 23, 1981



CITY CLERK



MAYOR

SCHEDULE "A"

141 King Street East

ALL AND SINGULAR that certain parcel or tract of land and premises situate, lying and being in the City of Kingston, in the County of Frontenac, in the Province of Ontario, and being composed of Parts of Lots 73, 74, 75 and 78 according to the Original Survey of the City of Kingston, and more particularly described in Instrument No. 106427.

157 King Street East

ALL AND SINGULAR that certain parcel or tract of land and premises situate, lying and being in the City of Kingston, in the County of Frontenac, in the Province of Ontario, and being composed of Parts of Lots 73 and 78 according to the Original Survey of the City of Kingston, and more particularly described in Instrument No. 335660.

131 - 133 King Street East

ALL AND SINGULAR that certain parcel or tract of land and premises, situate lying and being in the Province of Ontario and in the City of Kingston, containing an area of 0.004 hectares and comprising that portion of Town Lot 75 according to the Original Survey of the Town of Kingston (now City of Kingston) designated as PART 1 on a plan of survey made by David T. Humphries, Ontario Land Surveyor, dated the 9th day of February 1981, and deposited in the Land Registry Division of Frontenac (No. 13) on the 11th day of February 1981 as REFERENCE PLAN No. 13R-4483, which said plan forms a part of this legal description.

REASONS FOR DESIGNATION OF
131-133 KING STREET EAST,
141 KING STREET EAST AND
157 KING STREET EAST
APPROVED AT THE MEETING OF CITY COUNCIL
HELD ON JANUARY 12, 1981 (Clause 1, Report No. 11),
AS PROPERTIES OF HISTORIC AND/OR ARCHITECTURAL VALUE OR INTEREST

131-133 KING STREET EAST (Excluding Rear Wing of 131-133 King Street East
and Including Stone Double Dwelling Only)
(Historic and Architectural Significance)

Erected in 1842-43, to plans by William Coverdale for Noble Palmer, founder of the Kingston Spectator, this stone double dwelling served as a temporary residence for Governor General Sir Charles Metcalfe. It was later occupied by the Kingston Seminary for Young Ladies. No. 133 retains its original windows.

141 KING STREET EAST (Belvedere Hotel)
(Architectural Significance)


In plan, scale and decoration, this 1880 building, designed by Joseph Power, shows the development of the stylish mansion. It was the home first of John Hinds, then of Dr. Kenneth Neander Fenwick, a prominent physician.

157 KING STREET EAST (Architectural Significance)

This large brick Victorian mansion, built for Dr. Edward Horsey in 1882, is an excellent example of the work of architect Joseph Power. The dwelling served for many years as a government residence for commanding officers.

I HEREBY CERTIFY THAT the following is a true and correct copy of Clause 1, Report No. 11, 1981, which was approved by the Council of The Corporation of the City of Kingston at their meeting held January 12, 1981:

DATED at Kingston, Ontario,
this 19th day of March, 1981.


M. C. Healy,
Clerk,
The Corporation of the
City of Kingston.

"WHEREAS, on November 12, 1980, Council gave notice of its intention to pass a by-law to designate certain properties to be of historic or architectural value or interest, pursuant to Section 29 of The Ontario Heritage Act, 1974, which properties are more particularly described in Schedule 'A', 1 Page, attached hereto; and

WHEREAS objections to such designation have been received, only from the owner of 131-133 King Street East to designating the rear (east) wing of these buildings (which was not intended to be in the description of the property by L.A.C.A.C.);

THEREFORE BE IT RESOLVED:

- (A) That Schedule 'A' attached be amended in Subsection (a) to add after the words 'Original Survey' the words 'excluding rear wing of 131-133 King Street East and including stone double dwelling only';
- and further -
- (B) That a by-law be presented to Council pursuant to the provisions of The Ontario Heritage Act, 1974 to designate all of the properties, as follows, to be of historic or architectural value or interest for the reasons as listed on Schedule 'A':

141 King Street East (Belvedere Hotel)
157 King Street East
131-133 King Street East (stone double
dwelling only) "

- and -

IN THE MATTER OF THE LANDS AND PREMISES
KNOWN MUNICIPALLY AS 131-133, 141 AND
157 KING STREET EAST, IN THE CITY OF
KINGSTON, IN THE PROVINCE OF ONTARIO

NOTICE OF INTENTION TO DESIGNATE

1. The Council of The Corporation of the City of Kingston intends to pass a by-law to designate the following properties to be of historic and/or architectural value or interest, pursuant to Section 29 of *The Ontario Heritage Act, 1974*:
 - (a) 131-133 KING STREET EAST - Part of Lots 75, 76 & 77, Original Survey (Excluding rear wing of 131-133 King Street East and including stone double dwelling only) (Historic and Architectural Significance)
Erected in 1842-43, to plans by William Coverdale for Noble Palmer, founder of the Kingston Spectator, this stone double dwelling served as a temporary residence for Governor General Sir Charles Metcalfe. It was later occupied by the Kingston Seminary for Young Ladies. No. 133 retains its original windows.
 - (b) 141 KING STREET EAST (BELVEDERE HOTEL) - Part of Lots 73, 74, 75 & 78, Original Survey (Architectural Significance)
In plan, scale and decoration, this 1880 building, designed by Joseph Power, shows the development of the stylish mansion. It was the home first of John Hinds, then of Dr. Kenneth Neander Fenwick, a prominent physician.
 - (c) 157 KING STREET EAST - Part of Lots 73 & 78, Original Survey (Architectural Significance)
This large brick Victorian mansion, built for Dr. Edward Horsey in 1882, is an excellent example of the work of architect Joseph Power. The dwelling served for many years as a government residence for commanding officers.
2. Any person interested may, within thirty (30) days after the date of this notice, send by registered mail or deliver to the Clerk of The Corporation of the City of Kingston notice of his or her objection to the proposed designation, together with a statement of the reasons for the objection and all relevant facts.
3. Where a notice of objection has been received, the Council of The Corporation of the City of Kingston shall refer the matter to the Conservation Review Board for a hearing and report.

LAST DAY TO FILE OBJECTIONS: December 12th, 1980

DATED at Kingston, Ontario,
this 12th day of November, 1980.

M. C. Healy,
Clerk,
The Corporation of the City of Kingston,
City Hall, 216 Ontario Street,
Kingston, Ontario. K7L 2Z3



Note:



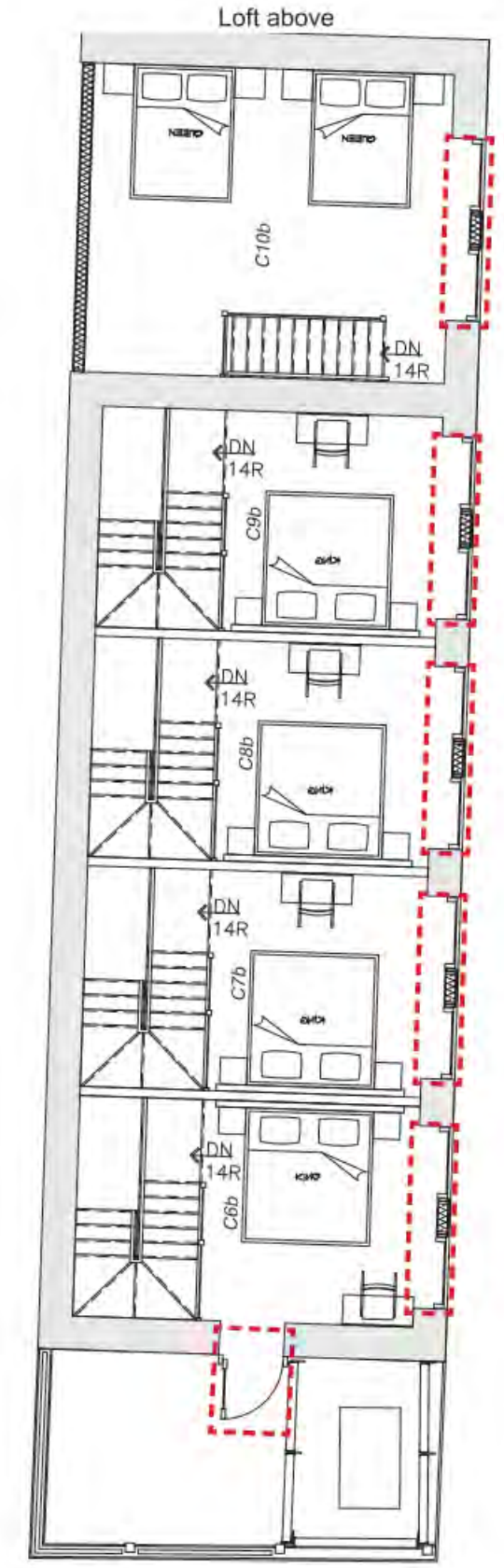
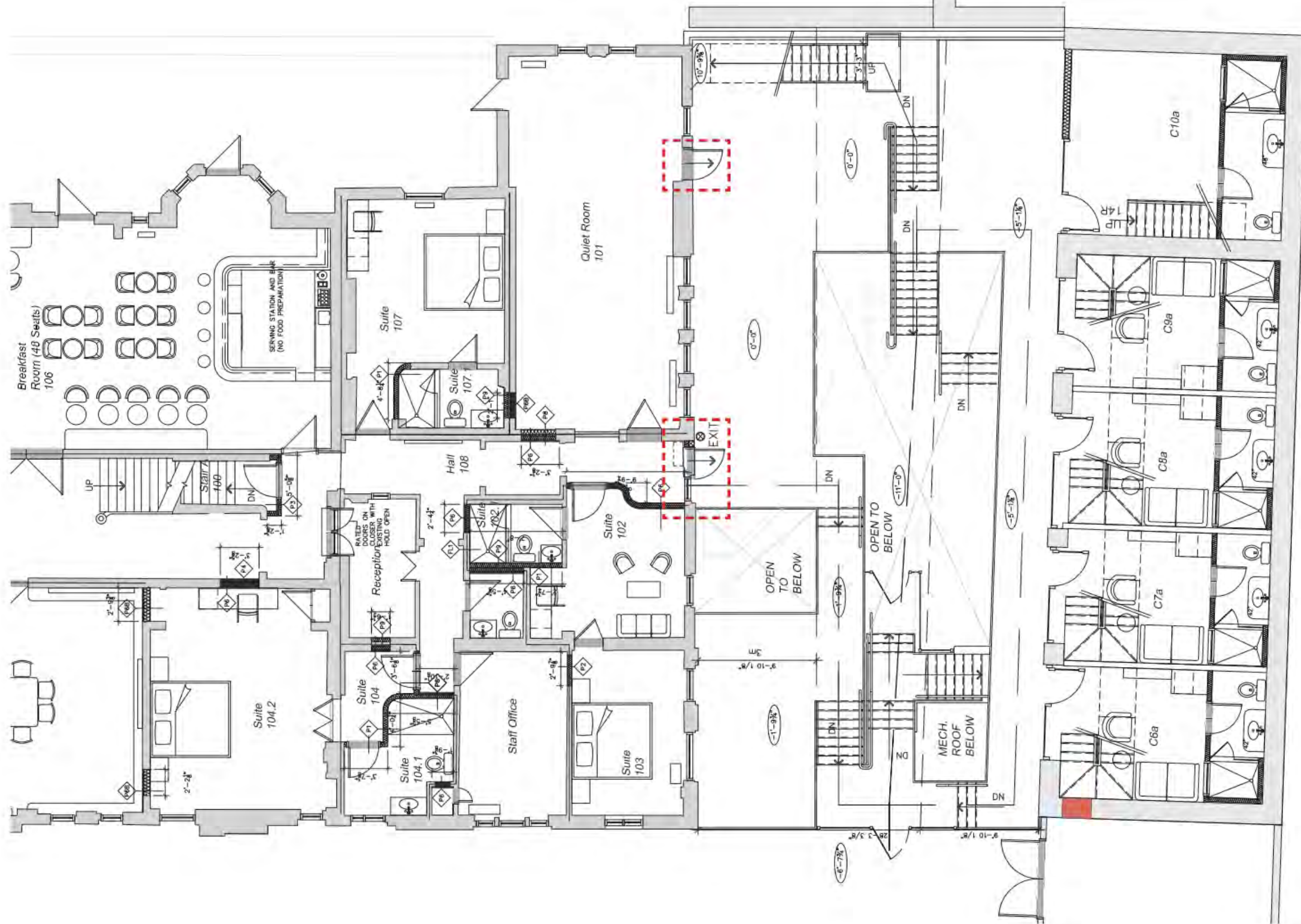
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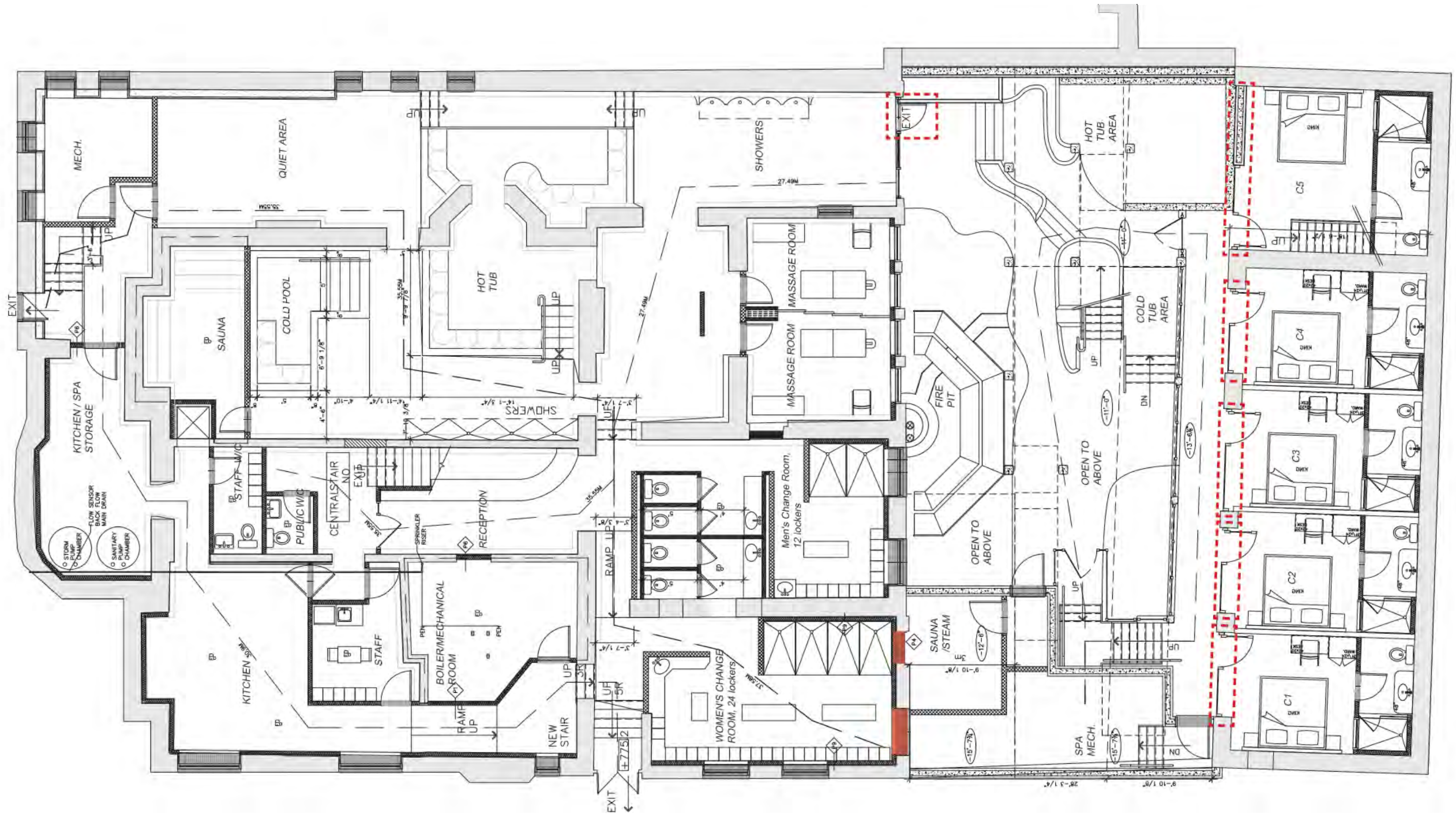
Note:



Note:



Note: Configuration of outdoor spa amenities such as pools, firepit, vegetation and planting beds are conceptual.



Note:



Note:



Note:



Note:

Notes:

All work to be completed on BPE property with the exception of the re-pointing of the East facing masonry wall of the carriage house and installation of new windows on said wall. BPE has permission from neighbours to access this wall for said work.

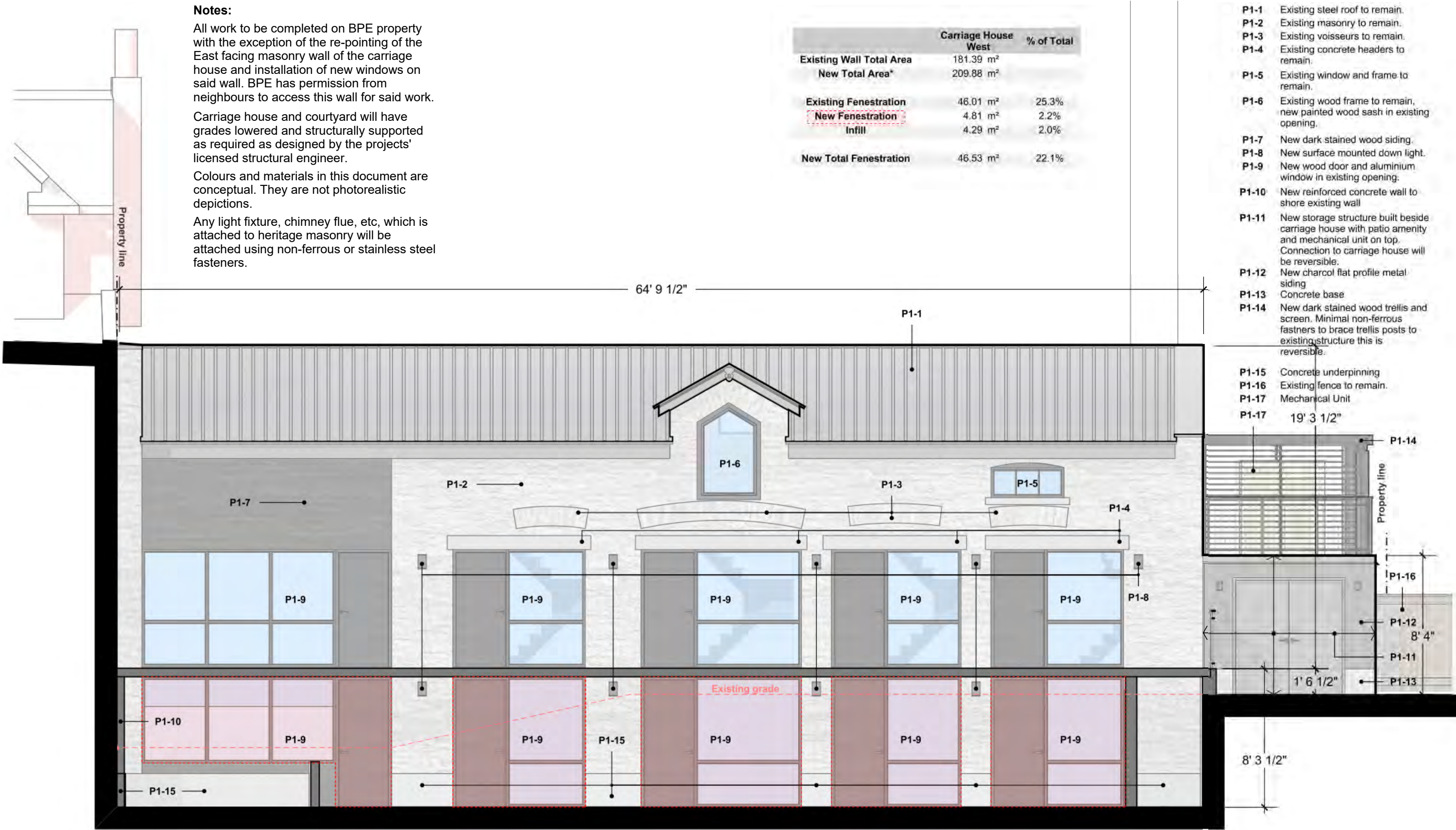
Carriage house and courtyard will have grades lowered and structurally supported as required as designed by the projects' licensed structural engineer.

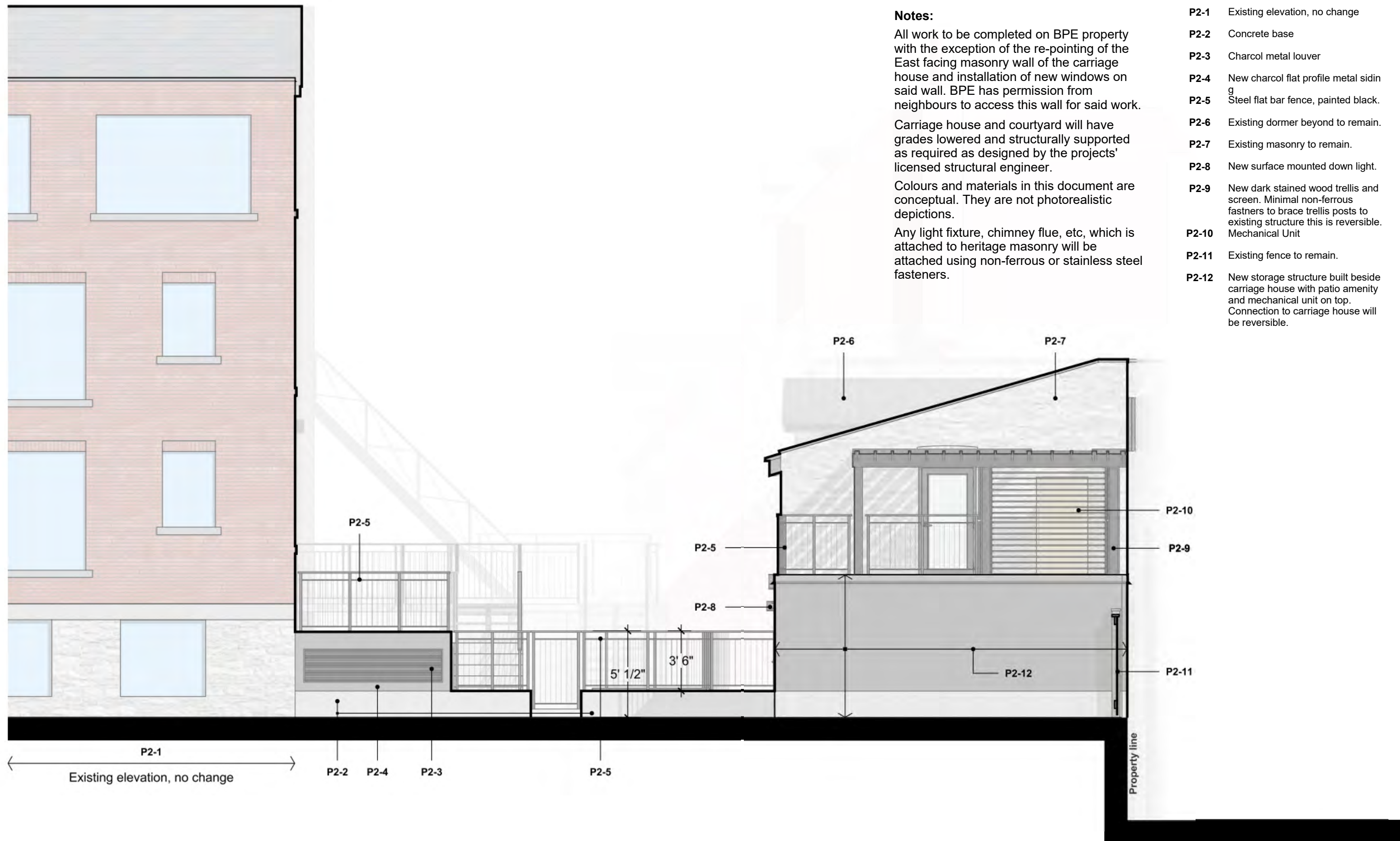
Colours and materials in this document are conceptual. They are not photorealistic depictions.

Any light fixture, chimney flue, etc, which is attached to heritage masonry will be attached using non-ferrous or stainless steel fasteners.

	Carriage House West	% of Total
Existing Wall Total Area	181.39 m ²	
New Total Area*	209.88 m ²	
Existing Fenestration	46.01 m ²	25.3%
New Fenestration	4.81 m ²	2.2%
Infill	4.29 m ²	2.0%
New Total Fenestration	46.53 m ²	22.1%

- P1-1 Existing steel roof to remain.
- P1-2 Existing masonry to remain.
- P1-3 Existing voisseurs to remain.
- P1-4 Existing concrete headers to remain.
- P1-5 Existing window and frame to remain.
- P1-6 Existing wood frame to remain, new painted wood sash in existing opening.
- P1-7 New dark stained wood siding.
- P1-8 New surface mounted down light.
- P1-9 New wood door and aluminium window in existing opening.
- P1-10 New reinforced concrete wall to shore existing wall
- P1-11 New storage structure built beside carriage house with patio amenity and mechanical unit on top. Connection to carriage house will be reversible.
- P1-12 New charcoal flat profile metal siding
- P1-13 Concrete base
- P1-14 New dark stained wood trellis and screen. Minimal non-ferrous fastners to brace trellis posts to existing structure this is reversible.
- P1-15 Concrete underpinning
- P1-16 Existing fence to remain.
- P1-17 Mechanical Unit





Notes:

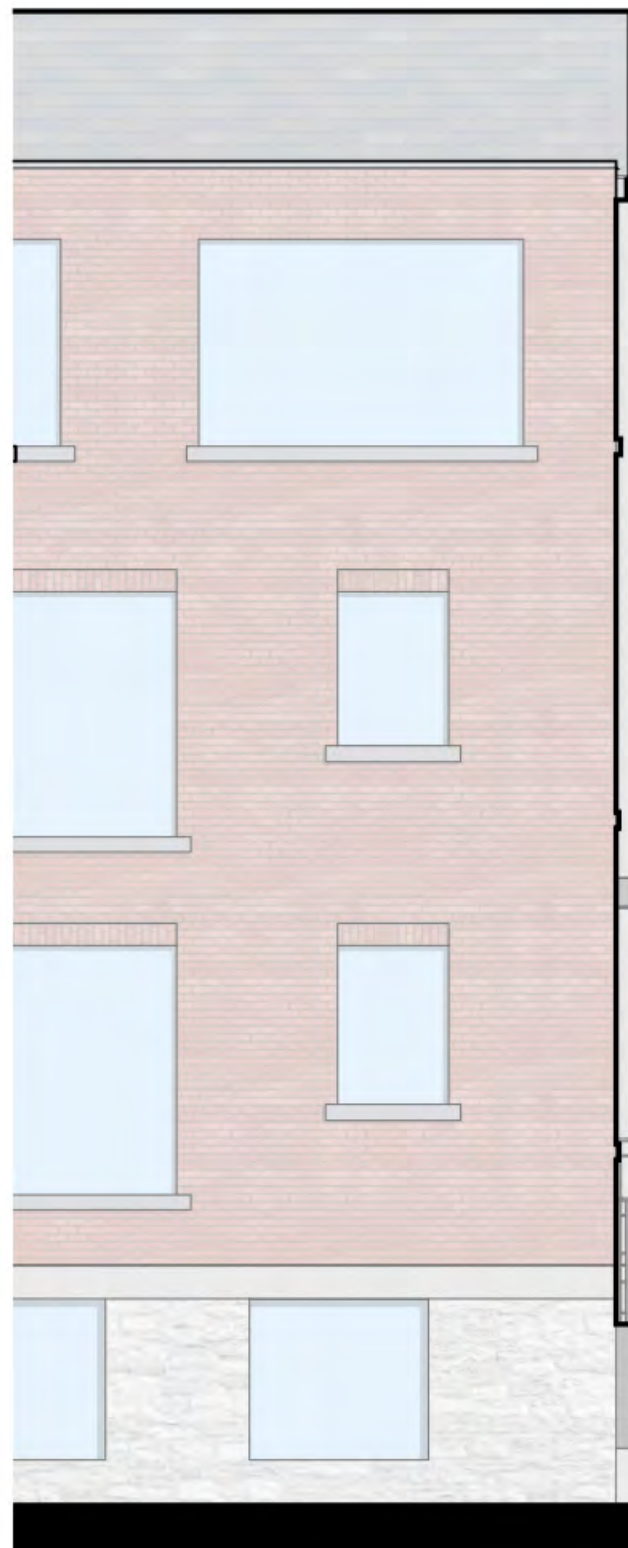
All work to be completed on BPE property with the exception of the re-pointing of the East facing masonry wall of the carriage house and installation of new windows on said wall. BPE has permission from neighbours to access this wall for said work.

Carriage house and courtyard will have grades lowered and structurally supported as required as designed by the projects' licensed structural engineer.

Colours and materials in this document are conceptual. They are not photorealistic depictions.

Any light fixture, chimney flue, etc, which is attached to heritage masonry will be attached using non-ferrous or stainless steel fasteners.

- P2-1** Existing elevation, no change
- P2-2** Concrete base
- P2-3** Charcol metal louver
- P2-4** New charcol flat profile metal siding
- P2-5** Steel flat bar fence, painted black.
- P2-6** Existing dormer beyond to remain.
- P2-7** Existing masonry to remain.
- P2-8** New surface mounted down light.
- P2-9** New dark stained wood trellis and screen. Minimal non-ferrous fasteners to brace trellis posts to existing structure this is reversible.
- P2-10** Mechanical Unit
- P2-11** Existing fence to remain.
- P2-12** New storage structure built beside carriage house with patio amenity and mechanical unit on top. Connection to carriage house will be reversible.



	Carriage House South	% of Total
Existing Wall Total Area	34.5 m ²	
New Total Area*	34.5 m ²	
Existing Fenestration	1.5 m ²	4.4%
New Fenestration	1.4 m ²	4.0%
Infill	0.8 m ²	2.3%
New Total Fenestration	2.1 m ²	6.1%

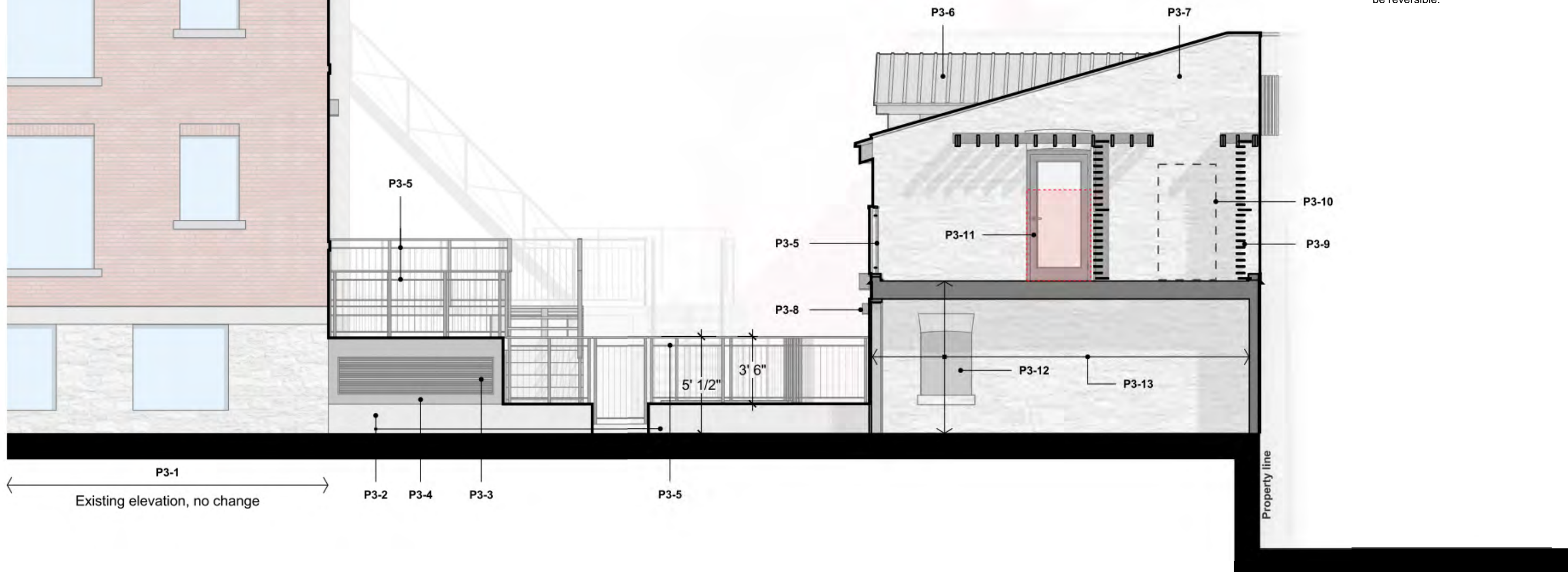
Notes:

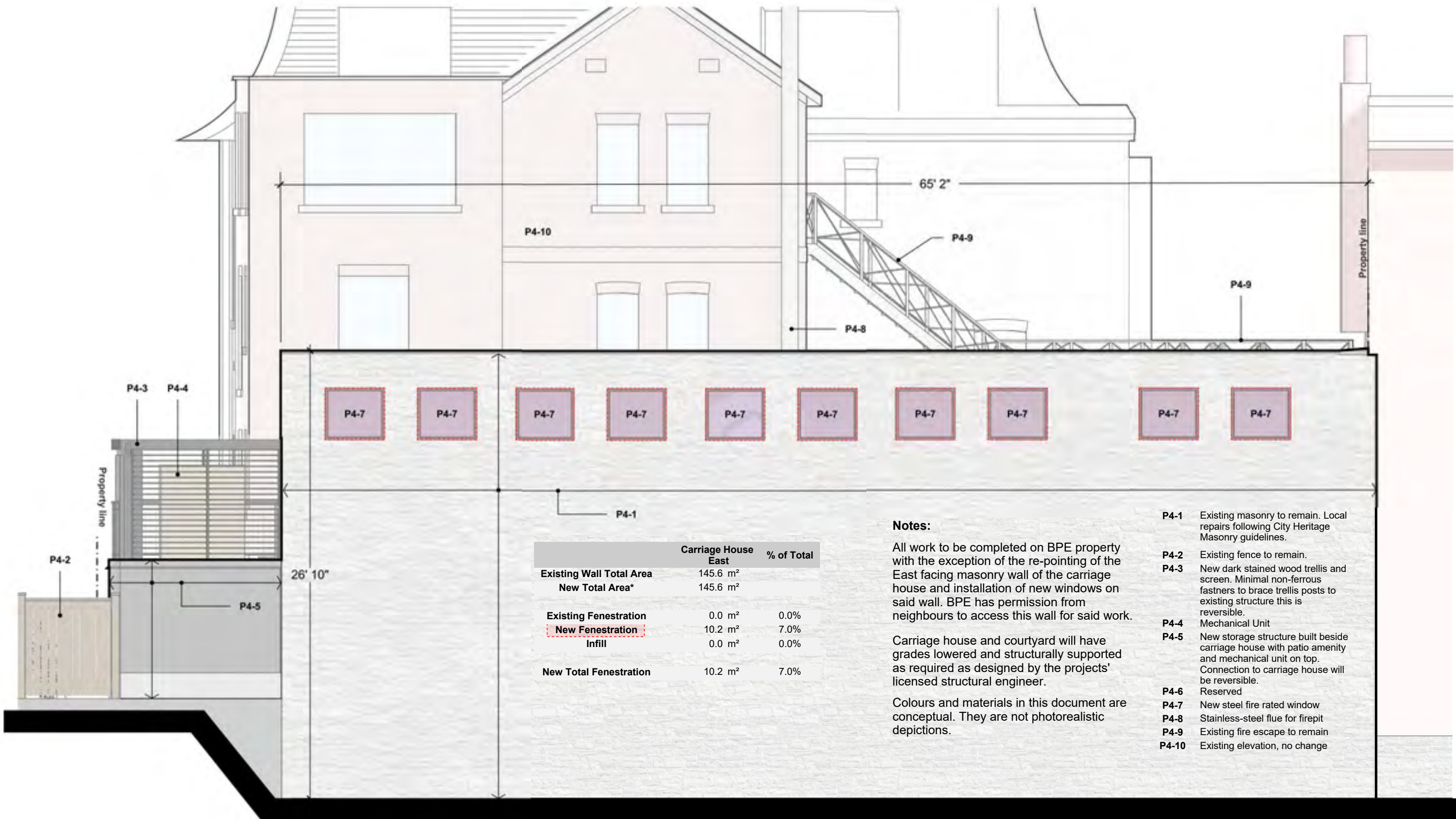
All work to be completed on BPE property with the exception of the re-pointing of the East facing masonry wall of the carriage house and installation of new windows on said wall. BPE has permission from neighbours to access this wall for said work.

Carriage house and courtyard will have grades lowered and structurally supported as required as designed by the projects' licensed structural engineer.

Colours and materials in this document are conceptual. They are not photorealistic depictions.

- P3-1 Existing elevation, no change
- P3-2 Concrete base
- P3-3 Charcol metal louver
- P3-4 New charcol flat profile metal siding
- P3-5 Steel flat bar fence, painted black.
- P3-6 Existing dormer beyond to remain.
- P3-7 Existing masonry to remain.
- P3-8 New surface mounted down light.
- P3-9 New dark stained wood trellis and screen. Minimal non-ferrous fastners to brace trellis posts to existing structure this is reversible.
- P3-10 Mechanical Unit
- P3-11 Existing window enlarged into door by lowering sill.
- P3-12 Existing window infilled with charcol metal siding.
- P3-13 New storage structure built beside carriage house with patio amenity and mechanical unit on top. Connection to carriage house will be reversible.





	Carriage House East	% of Total
Existing Wall Total Area	145.6 m ²	
New Total Area*	145.6 m ²	
Existing Fenestration	0.0 m ²	0.0%
New Fenestration	10.2 m ²	7.0%
Infill	0.0 m ²	0.0%
New Total Fenestration	10.2 m ²	7.0%

Notes:

All work to be completed on BPE property with the exception of the re-pointing of the East facing masonry wall of the carriage house and installation of new windows on said wall. BPE has permission from neighbours to access this wall for said work.

Carriage house and courtyard will have grades lowered and structurally supported as required as designed by the projects' licensed structural engineer.

Colours and materials in this document are conceptual. They are not photorealistic depictions.

- P4-1** Existing masonry to remain. Local repairs following City Heritage Masonry guidelines.
- P4-2** Existing fence to remain.
- P4-3** New dark stained wood trellis and screen. Minimal non-ferrous fasteners to brace trellis posts to existing structure this is reversible.
- P4-4** Mechanical Unit
- P4-5** New storage structure built beside carriage house with patio amenity and mechanical unit on top. Connection to carriage house will be reversible.
- P4-6** Reserved
- P4-7** New steel fire rated window
- P4-8** Stainless-steel flue for firepit
- P4-9** Existing fire escape to remain
- P4-10** Existing elevation, no change

- P5-1 Existing window to remain.
- P5-2 Existing window to remain. Film to be added to inside of glazing for privacy.
- P5-3 Brick infill.
- P5-4 Window enlarged to doorway. Brick header to be lengthened to suit new door.
- P5-5 Bricked-in window to be enlarged to doorway. Brick header to be lengthened to suit.
- P5-6 Garage door converted to doorway, glazing and louver.
- P5-7 Door to remain, fixed, not for use.
- P5-8 Stainless-steel flue for firepit
- P5-9 Existing fire escape to remain
- P5-10 Concrete deck
- P5-11 New reinforced concrete wall to shore existing wall
- P5-12 New surface mounted down light.
- P5-13 New firepit
- P5-14 Chimney to be removed (not original to addition).

Notes:

All work to be completed on BPE property with the exception of the re-pointing of the East facing masonry wall of the carriage house and installation of new windows on said wall. BPE has permission from neighbours to access this wall for said work.

Carriage house and courtyard will have grades lowered and structurally supported as required as designed by the projects' licensed structural engineer.

Colours and materials in this document are conceptual. They are not photorealistic depictions.



	Belvedere East	% of Total
Existing Wall	181.3 m ²	
Total Area		
New Total Area*	208.8 m ²	
Existing Fenestration	46.0 m ²	25.3%
New Fenestration	4.8 m ²	2.2%
Fenestration Infill	4.2 m ²	2.0%
New Total Fenestration	46.5 m ²	22.1%



The Belvedere - Courtyard and Carriage House - Chimney to be removed 01 of 04
Shoalts and Zaback Architects Ltd. **sza**
22108-2_CourtyardCarriageHouse-ExPhotos_01 2024-01-22





VLS410 LED

620-4312



1/3



Description

IP66, Class I, IK07. Surface mounted LED wall luminaire. Marine-grade, die-cast aluminum alloy. 5CE superior corrosion protection including PCS hardware. Silicone rubber gasket. Safety glass lens. Suitable for installation over 4" recessed junction box.

Beam Type	symmetric, medium beam [M]
Light Source	LED-3/6W / 700 mA - 3000 K
CRI	80
Gear Type	electronic gear
Nominal Luminous Flux (lm)	
LED Lumens	246 lm
LEDs	3
Total Lumens	738 lm
Tj	85 °C
Delivered Lumens Flux (lm)	
LED Lumens	165.8 lm
Total Lumens	497.5 lm
Ta	25 °C
Rated Input Power	8.5 W

WE-EF LIGHTING USA LLC
410-D Keystone Drive | Warrendale PA 15086 | U.S.A. | Tel +1 724 742 0030 | Fax +1 724 742 0035 | info.usa@we-ef.com | www.we-ef.com | 02-10-2019 10:40



----- Original message -----

From: CMO ENG <cmoeng@cogeco.ca>

Date: 2024-01-21 6:21 p.m. (GMT-05:00)

To: Brad Vanderhaar <brad@bpedevelopment.com>

Subject: RE: BPE 141 King Street East, Kingston - Commitment Letter/Engineer On Record

Brad:

This letter is to confirm that CMO Engineering Limited in Trenton Ontario has been retained by BPE for all engineering works associated with the current rehabilitation works at the above named location in Kingston, Ontario. The proposed works include but not limited to the following :

- Structural design
- Field assessment/reviews and instructions
- Construction reviews
- Preparation of construction review reports
- Certification of structural design drawings for Building Permit application
- Day to day structural engineering assignments and supervision associated with the project.

Regards,

Charles C. Onuah, B. Eng., M. Sc., P. Eng.
Senior Structural/Project Engineer

CMO ENGINEERING LIMITED
40 FRANKFORD CRESCENT, UNIT 13
TRENTON, ONTARIO
K8V 4L2

PHONE.: 613-394-3097
FAX.: 613-394-1086

6. Conservation and Development Approach

6.1 Overview of Proposed Development

The proponent wishes to retain the carriage house structure and rehabilitate it for hotel use. The courtyard is to be converted into outdoor amenity space serving spa functions, and the rear elevation of the hotel is to be slightly modified to accommodate new access openings. Please refer to the architectural plans and drawings for details.

Rear elevation (hotel)

Alterations to the rear elevation of the hotel include enlarging a window opening in the central wing to create an exit door to a rear deck (this will involve widening as well as lengthening the opening). This will alter the symmetry of the fenestration pattern on that storey, a minor negative impact on the appearance of this elevation. The dimensions of the other rear elevation existing openings remain unchanged and the enlarged opening represents a very small percentage increase in openings on this elevation. A new opening in the north wing is proposed, again to provide an exit door to the rear deck. The existing wooden panelled door on the ground floor of the west wing will be retained as a decorative feature and will be sealed and insulated on the interior. The exposed stone foundation wall will remain and only a few of the existing openings proposed to be replaced with brick infill (the rest of the existing windows on the lower level and ground floor will remain, the lower ones with privacy film over the glazing).

The existing fire escape will be reconfigured to make use of the new rear deck and lower courtyard. The existing chimney on the one-storey rear addition to the main building is a response to an earlier interior layout and use and is no longer functional. Its removal does not negatively impact the heritage attributes of the main building. A new steel chimney is proposed to extend from the open-air fire pit at the lower level of the spa in the courtyard up to above the gable of the central rear wing of the main building. It will be freestanding save for anchors (non-ferrous) at the upper level. It will be clearly distinct from the rear additions and is a reversible intervention save for the removal of the chimney, all proposed interventions are reversible.

Courtyard

A new deck is to be attached to the rear elevation of the hotel, providing access to the driveway and to the spa level below. The deck will be attached to the existing brick wall with non-ferrous (e.g. stainless steel) fasteners. They will have a minimal impact on the wall masonry and will not spall the brick. The existing fire escape will be reconfigured along the east wall and exit to the new deck. The existing brick chimney on the north addition is proposed to be removed to accommodate new interior uses.

Access to the deck and courtyard will be controlled by a metal fence and gate along the driveway. The boundary fence along the driveway will be black-painted metal with openings between the posts and a low height. The fence and gate restrict access to the spa but provide egress to and visual access from the driveway to the heritage attributes of the rear elevation of the hotel and the north elevation of the carriage house. The end of the laneway will be screened from the adjacent property by the existing addition and the neighbouring yard to the east will be screened by a low wall beneath existing stairs.

Lighting will be unobtrusive and confined to small fixtures required by OBC and located facing downward at the edges of doorways and directed to the underside of the access decks. Light fixtures will face down except for uplighting under the carriage house access deck. Lighting in the outdoor spa will be a combination of bollard lights along pathways and under lights for the access decks.

The grade reduction in the courtyard required to create the spa and the lower hotel of the carriage house exposes parts of the hotel's stone foundation thus providing a more complete understanding of the building's structure. Excavation below the carriage house does not negatively affect that building's heritage attributes as none are impacted. The courtyard will no longer be used as service access to the hotel and vehicular access to the carriage house, thus its conversion to spa uses will change its character. However, its former function is not a heritage attribute.

Carriage house

Changes to the carriage house exterior include modifications to accommodate new interior layouts and floor levels required to create five two-storey hotel. Interventions in the existing fabric include enlarging an existing window on the upper level of the west wall and creating a new opening for an access door. The existing window/door opening on the ground level of the west wall will remain closed. On the north wall, the existing former garage doors will be replaced with new glazing and access doors, all accessed by a new deck running the length of the west

elevation and linked to the main level of the hotel. Below these will be an equivalent set of window/door openings created by excavation of the foundation level and underpinning the existing structure while adding hotel floor area. On the south elevation (facing Ontario Street), there will be small rectangular windows punched into the upper part of the wall, near the top. The existing roof, with its exposed fastener metal-ribbed design, will be retained unaltered, with its existing finish.

On the north elevation, the existing door openings on the ground floor are unchanged, as is the gable end opening (the existing wooden panel infill will be removed and replaced by glazing). New openings below grade are in an area not currently existing and thus do not add to the number of openings on the existing, above-grade building. Openings on the south (Ontario Street) wall remove a small percentage of existing stone in order to accommodate new small windows and metal surrounds. The new doorway opening in the wall facing the driveway is slightly larger than the existing window which will be enclosed, thus making a slight increase in the amount of void in this wall (note that, due to the presence of a large storage container, it is not possible to take current photographs of this elevation: please refer to an historical photograph found on page 6 of the chronology for a partial view, as well as the conjectural drawing) . Both of these interventions are minor and do not have a negative impact on the heritage attributes of the carriage house.

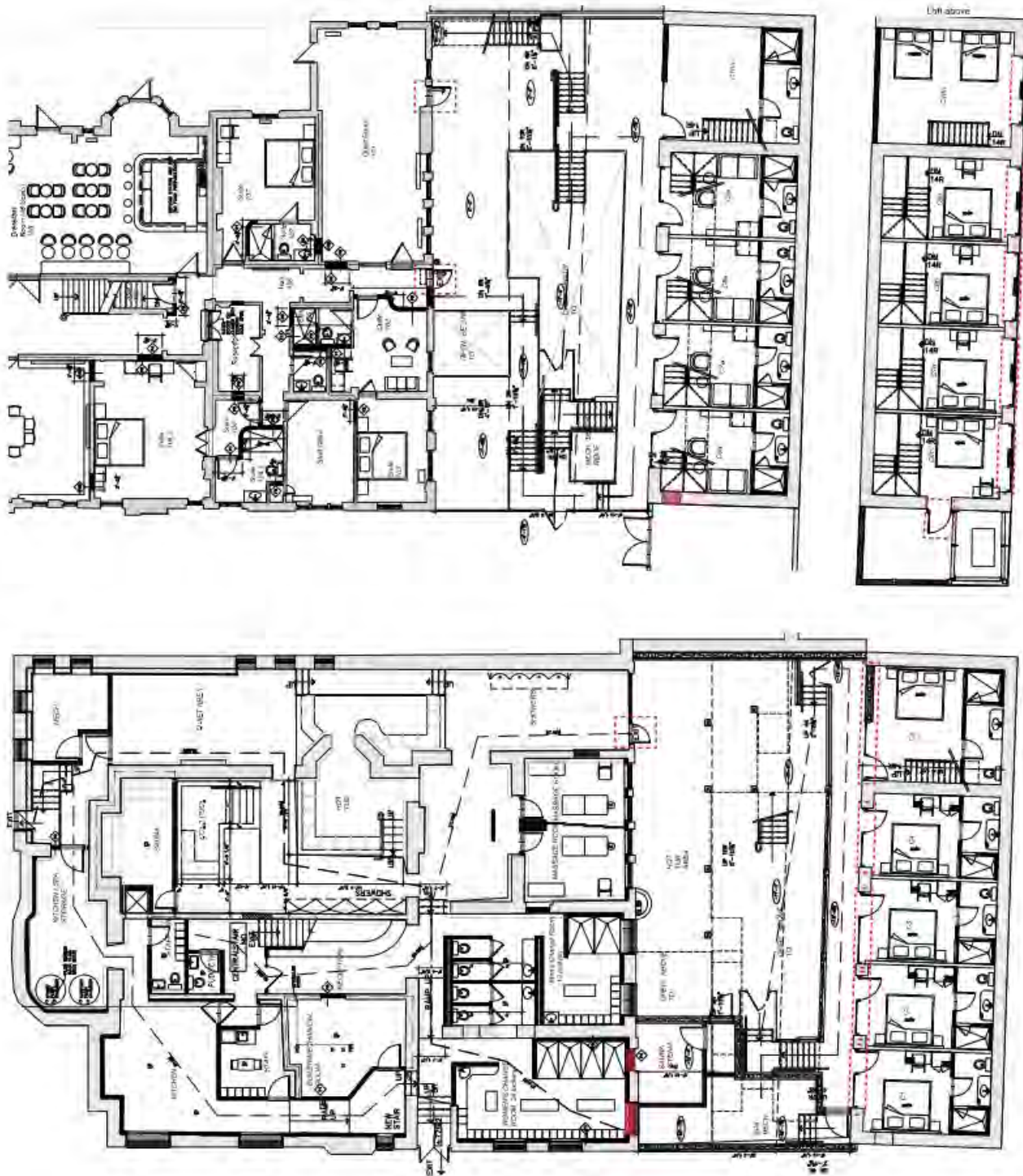
Window types include fire-rated glazing in the south elevation (to meet OBC requirements) and new aluminum, double-glazed doors and windows on the ground floor and sub-floor, on the north elevation facing the courtyard. The existing dormer and shallow-arched windows on the upper storey of the north elevation will have new double-glazed units inserted into the existing wooden frames (which will be repaired and restored, as needed).

A framed addition will be attached to the west wall and contain storage space as well as heating and cooling equipment that would otherwise have to be contained within the heritage building. There will be access to the top of this structure from the adjacent unit. Existing stonework and wooden details on the carriage house will be repaired, as needed. The proposed storage building is visible from the street at the end of the driveway, but only just. It is designed to be unobtrusive, with neutral colours on the wooden cladding and lightly stained wood on the upper deck and pergola. It is clearly distinct from the carriage house. As an addition to the rear of the main building, it is visually secondary to both the hotel and the carriage house. The visual focus within the District is on the streetscape and this addition, visible only along a narrow driveway, will read as an accessory to the primary buildings and public realm that are the key heritage attributes of the Heritage Conservation District. The addition

is a reversible intervention since it is not attached to the carriage house (although it abuts it) and only the upper level pergola will be anchored to the western stone wall (with small metal fasteners that can be removed and the openings repaired).

Materials

The attached architectural drawings label the proposed materials. On the carriage house, cladding material are proposed to be wood, metal and stone, while brick and concrete are proposed for the rear of the main building. These materials are compatible with or similar to those found on the existing buildings and thus do not negatively impact the heritage attributes of the main building or carriage house. The exposed stone foundation wall on the main building will remain and only the existing openings proposed to be closed will have brick infill.



Renderings of the proposed rehabilitation, with red-lined plans showing interventions in the existing building fabric

6.2 Impact and Mitigation

6.2.1 Carriage House

The proposed changes to the above-grade parts are minor and reversible. Small windows in the south wall overlook a parking lot and are small enough to preserve the privacy of occupants of the new residential units and of residents in the apartment building located south of the parking lot. The existing rear wall is part of the carriage house, not a separate wall like many of those described in the District Plan and found as remnants of carriage houses. The fire insurance plans included in the attached chronology, as well as site photos showing outlines of previous structures, confirm that, for much of its history, this part of the carriage house was hidden behind the 2 storey brick structures in the property facing Ontario Street.

On the north elevation, the metal and glass windows and doors that provide visual and functional access to the new residential uses will be distinct from the surrounding stone walls and from the former wooden garage doors, creating a contrast that highlights the existing materials and forms.

The western addition is clearly secondary to the main structure, being lower in height, flat-roofed and clad in flat profile charcoal metal siding. An open wooden pergola structure is proposed to provide shade for a deck atop the addition, allowing views of the stone west wall of the carriage house. The pergola will be attached to the west stone wall with non-ferrous metal fasteners. The upper gable end of the west side of the carriage house is visible over the addition, across the proposed deck and under the proposed roof structure. The existing dormer on the north elevation will remain as a window opening, conserving the wooden frame and detailing in the gable end.

The existing stone structure will be protected during construction and stabilized during excavation for the lower storey units. A structural engineer with experience in heritage structures has been retained and will advise on any detailed structural work required to conserve the integrity of the main building additions and of the carriage house. The addition of a concrete slab under the ground floor of the carriage house and the extension downwards of the existing wall sections between the door openings would appear to be sufficient to provide structural support. Subject to any forthcoming recommendations from the structural engineer, at this point a Temporary Protection Plan does not seem to be required. See the excerpt below from CMO Engineering's email of 21 January, 2024 to BPE confirming the engineer's involvement:

This letter is to confirm that CMO Engineering Limited in Trenton Ontario has been retained by BPE for all engineering works associated with the current rehabilitation works at the above named location in Kingston, Ontario. The proposed works include but not limited to the following:

- Structural design
- Field assessment/reviews and instructions
- Construction reviews
- Preparation of construction review reports
- Certification of structural design drawings for Building Permit application
- Day to day structural engineering assignments and supervision associated with the project.

Regards,

Charles C. Onuah, B. Eng., M. Sc., P. Eng.

Senior Structural/Project Engineer

CMO ENGINEERING LIMITED

40 FRANKFORD CRESCENT, UNIT 13

TRENTON, ONTARIO

K8V 4L2



Subgrade conditions

6.2.2 Hotel and Landscape

Alterations to the rear elevation of the hotel are minor and reversible. As this elevation includes three additions to the original house, and has been modified since the time of each wing's construction, new interventions will be a continuation of this pattern of subsequent interventions that respond to changing interior functions and configurations. Repairs to the existing stonework and brickwork will be made, as needed. Repairs will be completed in conformity with City's masonry conservation standards. Two existing openings on the rear elevation of the main building will be closed on the foundation level (the existing wooden door will be removed: it is not of heritage value) and the remaining windows covered with privacy film on the inside glazing. Openings above in the ground floor will be retained and the existing paneled wooden door will be retained in situ and sealed and insulated on the inside. One existing window opening will be enlarged to provide an exit door and another opening created in the east wing for the same purpose. By retaining most of the existing openings, the existing fenestration pattern will be clear, and each of these changes will be a reversible intervention.

Excavation of the rear yard will not impact heritage attributes of the adjacent structures provided that the buildings and boundary wall are protected during construction. Following completion of construction there will be opportunities for interpretation of the history of the hotel complex in the publicly accessible portions of the courtyard and along the proposed wall bordering the shared driveway. Any type of interpretation (e.g. plaques/panels) should be publicly accessible and thus would be best located along the King Street side of the property, preferably in front of or affixed to the wall of the terrace that extends to the east of the main building. Content of the plaque or panel will be subject to discussion with, and approval by, City heritage staff and heritage advisory committee. Archaeological assessment has been deemed unnecessary by the City (the courtyard has been disturbed over time as a result of successive alterations and additions to the rear elevation of the hotel).



Subgrade conditions on hotel and courtyard

6.2.3 Adjacent Heritage Properties

Due to the existing side and rear additions on the hotel and the east and south boundary walls that are part of the carriage house structure, very few of the proposed alterations will be visible from adjacent heritage properties. The proposed rear deck will be screened from view from the east by a low wall along the top of the existing concrete block boundary wall next to the fire escape and most of the below-grade spa activities, as well as the lower level of the residential units, will be largely screened from view by overhead decks that provide access and egress to the hotel and carriage house. The carriage house and its proposed western addition will be largely hidden from public view, with those views restricted to any that can be seen down the shared driveway.

For the boundary wall with No. 155 King Street West, subject to the detailed design provided by the project structural engineer, this concrete block wall will be underpinned alongside the excavated portion of the courtyard. The stone east wall of the carriage house will remain intact as the structural support for the building and will not impact the abutting wall of No. 155.

All work will be confined to the proponent's property with the exception of the south wall discussed below. The existing board fence at the end of the driveway is on the neighbour's property, as shown in the revised drawings supplied by the proponent. The proponent indicates that adjacent owner to the south has verbally granted access to the rear wall of the carriage house to allow construction of the proposed windows in the upper storey.

A formal letter from the adjacent owner will be prepared confirming the applicant's ability to access the rear (south) elevation of the carriage house from the adjacent property.



View west from No. 155 King Street East



View west of rear of No. 131-33 King Street East



View south along driveway



View from the street

7. Conclusions and Recommendations

The proposed alterations and additions to the hotel complex conserve a heritage property and rehabilitate it for commercial and residential use. Repairs to the hotel exterior follow good conservation practice and include restoration of missing or deteriorated elements. This work is in accordance with the intent and requirements of the heritage easement. Interventions in the rear courtyard and carriage house, while not addressed in either the designation by-law or heritage easement, are also proposed to follow good conservation practice.

To summarize the impact of the proposed alterations, this HIS has identified more detailed heritage attributes for the carriage house and the proposed design has conserved these attributes. The proposed changes are minor interventions in the stone and frame walls and are reversible: the proposed western addition is likewise removeable in future.

The rear courtyard does not have heritage value and its excavation will have no direct impact on the heritage attributes of the adjacent hotel and carriage house. The hotel's stone foundation will be fully visible under a rear deck and the proposed lower level of the carriage house will continue the structural and fenestration pattern of the north wall of the existing carriage house. Recommendations for protection of heritage attributes during construction include reference to a structural engineer's assessment of the existing buildings and to any temporary protection plans that they might recommend. The City has not required an archaeological assessment.

In conclusion, it is my professional opinion that the proposed alterations and additions to the rear of the hotel property, the courtyard and carriage house adequately address the heritage attributes of the property and follow good conservation practice. The design, as shown in the plans and drawings included in this HIS, demonstrate the ways in which they do so.



Carl Bray PhD CAHP MCIP RPP

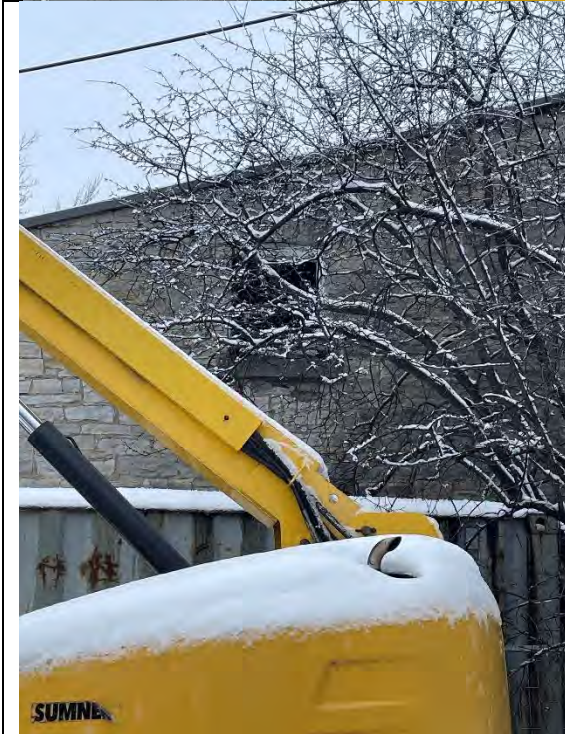
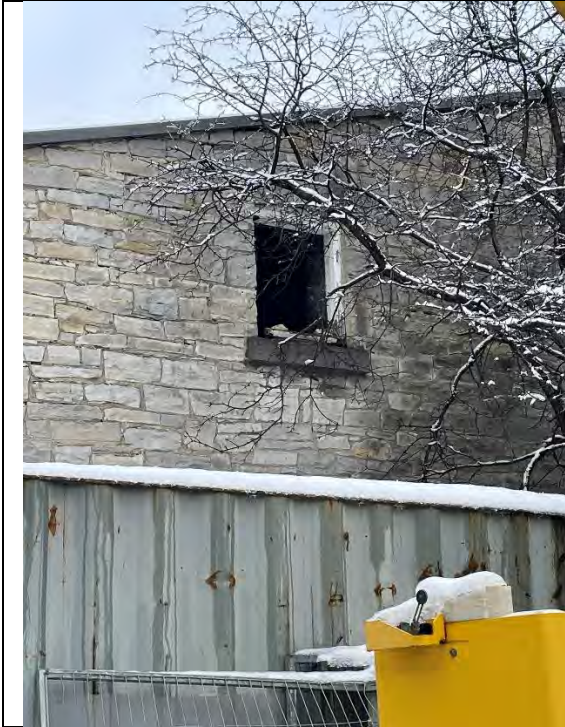
Staff Site Visit Photos 1-25-24:













Kingston Heritage Properties Committee

Summary of Input from Technical Review Process

P18-004-2024

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



where history and innovation thrive

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

Website: www.cityofkingston.ca

TTY: Dial 613-546-4889

Date:	January 23, 2024
Form:	Heritage Kingston Reviewer Form
Reviewer Name:	Peter Gower
Application Type:	Heritage Permit
File Number:	P18-004-2024
Property Address:	141 King Street East

Description of Proposal:

This proposal is to renovate the rear elevation of the former hotel and restore deteriorated components of the exterior and to convert the former carriage house into 10 hotel units. The major components of this proposal include adding a storage shed that will abut the rear stone carriage house and adding a porch/overhang at the base of the existing main openings facing into the rear yard. Further, the proposal calls for renovating/regrading (by digging below existing grade) the rear yard to allow for a fire pit, various staircases, a hot tub/spa area and clear access to the hotel building. This proposal also entails new openings in the carriage house (facing Ontario Street and the rear yard) and enlarging openings on the rear of the hotel building.

Comments for Consideration on the Application:

Because of weather, snow and ice conditions, and because of ongoing construction and destruction work on the site, I found it impossible to seriously estimate the impact of the proposed changes. I therefore have to rely on the comments on page 25 of the HIS which assures us that there will be no serious detrimental effects to the heritage aspects of the property. I certainly understand the argument here, and hope that it is unflawed.

Recommended Conditions for the Application:

I hope that heritage staff will keep a close watch on what actually happens to ensure that heritage attributes are not damaged or lost.



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

Website: www.cityofkingston.ca

TTY: Dial 613-546-4889

Date:	January 23, 2024
Form:	Heritage Kingston Reviewer Form
Reviewer Name:	Ann Stevens
Application Type:	Heritage Permit
File Number:	P18-004-2024
Property Address:	141 King Street East

Description of Proposal:

This proposal is to renovate the rear elevation of the former hotel and restore deteriorated components of the exterior and to convert the former carriage house into 10 hotel units. The major components of this proposal include adding a storage shed that will abut the rear stone carriage house and adding a porch/overhang at the base of the existing main openings facing into the rear yard. Further, the proposal calls for renovating/regrading (by digging below existing grade) the rear yard to allow for a fire pit, various staircases, a hot tub/spa area and clear access to the hotel building. This proposal also entails new openings in the carriage house (facing Ontario Street and the rear yard) and enlarging openings on the rear of the hotel building.

Comments for Consideration on the Application:

This project seems to be well-planned. The hotel had become rather shabby and almost neglected so the restoration of the front will be a welcome sight along this part of King Street. I am supportive of this project.

I am also impressed by the planning for the rear yard and the stone carriage house which now will be restored. About the windows, other members of the Heritage Properties Committee have more experience than I have. I like what has been proposed.

My major concern is the stone foundation and the backing wall of the carriage house. From the rear view from the apartment parking lot, the stone wall looks so precarious. The stone house that collapsed a few years ago on Princess Street comes to mind. I'd like to know that a structural engineer will be required to examine that wall's stability.

Recommended Conditions for the Application:

Structural engineer analysis that the stone wall will not collapse.



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

Website: www.cityofkingston.ca

TTY: Dial 613-546-4889

Date:	January 27, 2024
Form:	Heritage Kingston Reviewer Form
Reviewer Name:	Gunnar Heissler
Application Type:	Heritage Permit
File Number:	P18-004-2024
Property Address:	141 King Street East

Description of Proposal:

This proposal is to renovate the rear elevation of the former hotel and restore deteriorated components of the exterior and to convert the former carriage house into 10 hotel units. The major components of this proposal include adding a storage shed that will abut the rear stone carriage house and adding a porch/overhang at the base of the existing main openings facing into the rear yard. Further, the proposal calls for renovating/regrading (by digging below existing grade) the rear yard to allow for a fire pit, various staircases, a hot tub/spa area and clear access to the hotel building. This proposal also entails new openings in the carriage house (facing Ontario Street and the rear yard) and enlarging openings on the rear of the hotel building.

Comments for Consideration on the Application:

visual appearance of the carriage house onto Ontario Street and prevention of accelerated deterioration of the wall after the proposed construction has been completed! It has been mused by people who know that Kingston has consistently failed to make the best of its heritage inventory, but rather it puts it away for posterity. The notion of preservation overshadows the expectation to preserve together with harmony and the creation of beauty. The insertion of the 10 minimalistic square windows as expressed on the drawings may be rationalized as being minimally invasive on the heritage wall that is already not attractive. It is now about to be made much less attractive and the opportunity to create beauty would be lost (at the least until it is hidden by a butting building that may be constructed at some future date. The architect should be challenged to be creative in the treatment of the wall by using the windows as jewels! Finishing the carriage house; heating and cooling it, will subject the heritage wall to freezing temperatures at the dew points and weather penetrations. Note that the wall is oriented to the prominent weather. Accelerated deterioration is to be expected unless preventative measures are incorporated in the proposed construction. It is not evident

that an effort has been made by the applicant to protect the longevity of the wall with appropriate sealing, barriers(liquid, vapour and air), and ventilation.

Recommended Conditions for the Application:

The applicant should be required to provide detailed descriptions of measures of preservation of the subject wall.



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

Website: www.cityofkingston.ca

TTY: Dial 613-546-4889

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Date:	February 1, 2024
Form:	Heritage Kingston Reviewer Form
Reviewer Name:	Jane McFarlane
Application Type:	Heritage Permit
File Number:	P18-004-2024
Property Address:	141 King Street East

Description of Proposal:

This proposal is to renovate the rear elevation of the former hotel and restore deteriorated components of the exterior and to convert the former carriage house into 10 hotel units. The major components of this proposal include adding a storage shed that will abut the rear stone carriage house and adding a porch/overhang at the base of the existing main openings facing into the rear yard. Further, the proposal calls for renovating/regrading (by digging below existing grade) the rear yard to allow for a fire pit, various staircases, a hot tub/spa area and clear access to the hotel building. This proposal also entails new openings in the carriage house (facing Ontario Street and the rear yard) and enlarging openings on the rear of the hotel building.

Comments for Consideration on the Application:

This proposal raises issues that, although falling under the purview of Planning/Site Alteration/Engineering/OBC/Minor Variance etc, can impact on the Heritage value of the property and will be addressed from that standpoint, for example, making additional openings in the external building fabric to accommodate more doors and venting.

Courtyard:

Although this proposal refers to excavation, from the photos it appears that excavation has already taken place. This extensive partially completed and proposed excavation poses some concerns addressed in Parks Canada Standards & Guidelines for the Conservation of Historic Places in Canada, 4.1.4 Spatial Organization and 4.1.5 Visual Relationships, particularly referencing new features that alter and obscure spatial organization and alter the visual relationship of the space with new features that are incompatible in size, scale, material, style and colour. Historically this area/courtyard behind the house and in front of the former stables/garages would have been near or at grade and simple in nature allowing easy foot access to and between both the house and carriage house. In general, what is proposed for the courtyard appears overwhelming for the small space and incompatible in size, scale and design. The large modern deck on stilts attached to the house is unsympathetic as are the similar decks

on the carriage house. The former open space is taken up with firepit, hot tub, cold tub and sauna. While the use of the courtyard area for these amenities poses practical issues regarding lack of green space and parking, too much hardscaping, snow removal and drainage, more historically suitable for this area would be some green space and gardens with path to move between the two buildings. Reducing these outside amenities or incorporating the spa facilities into the basement interior would maintain the historic aspect and character of the exterior space and allow for year-round use of the amenities.

The extensive excavation also necessitates the use of too many unsympathetic square metal railings that also overwhelm the space and both buildings.

Carriage House:

It should be noted that masonry repairs are subject to heritage permit approval.

The design of the carriage house proposal removes any sense of its former function and the excavation, railings, and deck on stilts raise the same concerns about spatial organization and visual relationships regarding the courtyard. The proposal for the carriage house is incompatible in size, scale and design to both it and the main building.

It alters the visual relationship with the main building, the courtyard and the carriage house itself. More sympathetic to the carriage house exterior while maintaining its historic proportions and its relationship to the house and courtyard would be to reduce the depth of excavation and have the entrances slightly below or at grade with a half set of stairs down inside and up inside from grade. This sort of “garden flat” has been successfully implemented in other locales, preserves the sense of entering at ground level, could provide easy access to the courtyard and would eliminate the deck on stilts.

Recognizing that heritage wall assemblies are unique and must be specifically designed to ensure the preservation of the masonry, it will be important that the heritage wall assembly retrofit is designed and reviewed by a heritage engineer and preservationist.

Support of the carriage house assembly during construction may be necessary.

Converting this carriage house into conditioned living space will also require the use of suitably designed HVAC systems which will require exterior venting as will bathroom venting. Penetrations for venting on the exterior of the carriage house need to be carefully planned to minimize impact on the exterior of the carriage house from all elevations.

The square looking proposed new window openings on the carriage house are not particularly compatible and it would make sense, if allowable on the lot line, that any proposed new openings should allow for air movement. Despite this, proposed windows should give the impression of more vertical than horizontal or square, possibly 2 over 2 or 2 over 3 with external muntins. Window details could be informed by other examples of windows in carriage houses of this era.

The doors for the carriage house entries would be more suitable if they could give the sense of its past as such.

The new storage structure is very utilitarian in design and materials, uncomplimentary to the carriage house and if it can be viewed from King St or neighbouring properties unsympathetic to the Old Sydenham HCD. Its design, which necessitates the infill of an existing window should be reconsidered, in order to maintain the existing opening and light into the carriage house.

Main Building:

Best practice would maintain all openings as they exist. Elongating a window as a door is acceptable within the header space but the door that has a side glass panel necessitating widening the opening should be reconsidered and altered. P5-4 should be designed to the same dimensions as P5-5.

Avoiding the brick infill of a basement window and door is also best practice and if the sauna/steam room and spa mechanical were moved inside or redesigned this might be accomplished.

The firepit chimney seems unsuitable and a distraction for the main building.

There is no indication of the necessary HVAC, kitchen and bathroom venting for the main building. Penetrations such as this need to be carefully planned to minimize their impact on the heritage building envelope.

Recommended Conditions for the Application:

Any windows to be removed should be assessed and preserved on site for reversibility purposes along with any brick and stone being removed.

Photo documentation of existing conditions should take place prior to any more construction, excavation or renovation.

Summary of Final Comments at the February 21, 2024 Heritage Properties Committee Meeting

[To be added following the meeting.]



**City of Kingston
Report to Heritage Properties Committee
Report Number HP-24-012**

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: Application for Heritage Permit
Address: 47 Wellington Street (P18-386)
File Number: File Number: P18-096-2023

Council Strategic Plan Alignment:

Theme: Corporate business

Goal: See above

Executive Summary:

The subject property with the municipal address of 47 Wellington Street, known as the Wellington Street School, is located midblock between Gore and Earl Street on the eastern side of the street approximately 200 metres from City Park. This two-and-one-half-storey stone building with a prominent central three-storey tower has seven bays and sits on a high stone foundation with pitch-faced quoins along the entire height of the façade. This property is designated under Parts IV & V of the *Ontario Heritage Act*.

An application for alteration under Section 42 of the *Ontario Heritage Act* (P18-096-2023) has been submitted to support a total of 17 condominium units for the entire property by building a rear yard, four-storey flat-roofed addition with an associated service elevator that will attach to the existing schoolhouse. This application was deemed complete on January 4, 2024. The *Ontario Heritage Act* provides a maximum of 90 days for Council to render a decision on an application to alter a heritage building under Section 42(4). This timeframe will expire on April 3, 2024.

February 21, 2024

Page 2 of 24

Upon review of all the submitted materials, as well as applicable policies and legislation, staff recommend approval of the proposed scope of work, subject to the conditions outlined herein.

Recommendation:

That the Heritage Properties Committee supports Council approval of the following:

That alterations to the property at 47 Wellington Street, be approved in accordance with details as described in the application (File Number: P18-096-2023), which was deemed complete on January 4, 2024 with said alterations to include the construction of a rear yard, four-storey flat-roofed addition attached to the existing former schoolhouse and landscape/schoolhouse alterations, specifically:

1. Rear Addition:
 - a. The addition will include 11 of the 17 condominium units;
 - b. The design includes a service elevator/staircase to the roof top amenity space/mechanical units approximately 4 metres above the four-storey addition parapet wall and approximately 5 metres about the roof of the rear addition;
 - c. The roof will include glass guards, solid parapet walls and a fenced mechanical unit screen approximately 0.7 metres taller than the guards and wall;
 - d. The addition will be clad in exterior insulation and finish system (EIFS), fiber cement shiplap siding and/or stone masonry;
 - e. The design includes multiple modern windows on each storey and glazed doors at grade with associated canopies;
 - f. Installation of four LED wall lights along entrances at grade;
2. Landscaping:
 - a. The rear of the property will be paved in asphalt to accommodate up to 17 parking spaces;
 - b. The asphalt area will also include sidewalks, a charging station, accessible parking signage and a parking lot light fixture;
 - c. The northeastern alcove will include a 2.4 metre tall, 3.9 metre wide and 1.4 metre deep structure attached to the schoolhouse that will house 14 bicycles;
 - d. A relocated transformer and a new fire hydrant will be located in the northern corner;
 - e. The southwestern elevation will support three outdoor amenity spaces at grade;
 - f. Various tree removals and replacements are necessary to reconfigure the site;
 - g. Removal of three concrete planters;
 - h. Removal of the concrete vault on the northeastern elevation;
 - i. Installation of four bollard style LED light fixtures along the northwestern elevation to highlight the building;
 - j. Installation of 11 LED bollards and one LED pole mounted parking light to illuminate the parking lot and driveway;
 - k. Replacement of existing northeastern fencing with new wood fencing approximately 1.9 metre tall;

February 21, 2024

Page 3 of 24

3. Schoolhouse:

- a. The schoolhouse will include 6 of the 17 condominium units;
- b. The existing wooden front steps will be replaced with textured concrete stairs in a grey tone, but will maintain/restore the existing metal handrail/limestone retaining walls;
- c. The Period Windows that make up the northwestern façade will be repaired/repainted to the greatest extent possible;
- d. The replacement of 38 non-period windows will occur on all elevations of the building with metal-clad wood windows that match the existing window patterns/styles, where appropriate, and with modern style windows, where appropriate;
- e. Installation of new dark coloured asphalt architectural shingles similar to the existing;
- f. To accommodate the rear addition, portions of the enclosed rear wall will be opened/enlarged while two rear yard facing dormers and existing windows/doors will be removed;
- g. The rear yard facing roof will be modified to support a shed dormer with modern windows and fiber cement shiplap siding attached to the four-storey addition;
- h. Portions of select rear (southeast) facing openings with stone will be infilled and recessed to accommodate new windows;
- i. Repair/replacement of the main front door with a new wooden door with glazing, and repair the arched transoms above;
- j. Replacement of eavestroughs/downspouts with a similar grey aluminum product;
- k. Installation of one wall-mounted LED light on the building;
- l. Installation of a firehose outlet near grade on the northern most double bay on the northwestern façade;
- m. Removal of a portion of a small retaining wall along the north elevation while salvaging the masonry to repair the schoolhouse;
- n. Reinstatement of tower cresting based on historical photographs;
- o. Repair of existing wooden features as needed, with like materials while matching existing profiles and repaint in a light grey tone;
- p. Repair/repoint of masonry as needed; and

That the approval of the alterations be subject to the following conditions:

1. That Heritage Planning staff review/approve the finalized material/design/location of the proposed bicycle parking structure and sidewalk, prior to installation;
2. That Heritage Planning staff review/approve the finalized design/location and installation strategy of the proposed firehose attachment, prior to installation;
3. That details related to the colour(s) of the new windows/trim, roofing and rear addition cladding be submitted to Heritage Planning staff for review/approval, prior to installation;
4. That details related to the final cladding materials be submitted to Heritage Planning staff for review/approval, prior to installation;

February 21, 2024

Page 4 of 24

5. That Heritage Planning staff be provided an opportunity to review/comment on the exterior building lighting performance, once installed, to confirm no negative impacts to the heritage attributes of the property;
6. That Heritage Planning staff be consulted on the installation strategy of the LED light fixture attached to the schoolhouse prior to installation;
7. That the transformer on the northern portion of the property be screened with foliage/trees, and that Heritage Planning staff review/approve the species/location/age of the proposed foliage/trees, prior to installation;
8. That the new tower cresting be designed to match the profile of the original, as shown in historic photographs, and be subtly dated with the year of creation;
9. All replacement windows shall sit within existing openings without the use of "in-fill" windows, and all muntin bars shall be on the exterior of the glass;
10. Infilling portions of southeast facing door openings with matching limestone, recessed approximately 7centimetres, to accommodate new windows. The other opening will be blinded;
11. That the existing limestone knee-walls with arched basement access opening and metal railing that form part of the front stairs, be repaired/retained in their existing profile, as needed;
12. That the proposed "textile warning indicator" strips on the replaced front steps, be a dark (non vibrant) colour in accordance with accessibility requirements, as applicable;
13. That the new concrete steps have a grey tone to minimize contrast with limestone patina;
14. That as much of the small southeast elevation masonry wall be retained as possible while still allowing for safe access, and salvage the rest for use on the property;
15. That the owner retain a qualified heritage carpenter/joiner to assess the condition of the existing main front doors to determine the extent of the deterioration and feasibility of their repair, to the satisfaction of Heritage Planning staff. Should the doors be beyond a reasonable ability to repair, their replacement with new wooden doors that mirror the style, proportions, detailing and material of the existing doors shall be permitted, with glazing only permitted in the top panels;
16. Should any Period Windows or transoms require replacement, the request shall be accompanied with a window assessment by a qualified professional for each related window in according with the existing Window Policy prior to their removal/replacement;
17. That all repairs to wooden features be done with like materials and match existing features in scale and profile;
18. All window works shall be completed in accordance with the City's Policy on Window Renovations in Heritage Buildings;
19. All masonry works shall be completed in accordance with the City's Policy on Masonry Restoration in Heritage Buildings; and
20. Any minor deviations from the submitted plans, which meet the intent of this approval and does not further impact the heritage attributes of the property, shall be delegated to the Director of Heritage Services for review and approval.

February 21, 2024

Page 5 of 24

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

February 21, 2024

Page 6 of 24

Options/Discussion:**Description of Application/Background**

The subject property with the municipal address of 47 Wellington Street, known as the Wellington Street School, is located midblock between Gore and Earl Street on the eastern side of the street approximately 200 metres from City Park. This two-and-one-half-storey stone building with a prominent central three-storey tower has seven bays and sits on a high stone foundation with pitch-faced quoins along the entire height of the façade. This property is designated under Parts IV & V of the *Ontario Heritage Act*.

An application for alteration under Section 42 of the *Ontario Heritage Act* (P18-096-2023) has been submitted to support a total of 17 condominium units for the entire property by building a rear yard, four-storey flat-roofed addition with an associated service elevator that will attach to the existing former schoolhouse. This application was deemed complete on January 4, 2024. The *Ontario Heritage Act* provides a maximum of 90 days for Council to render a decision on an application to alter a heritage building under Section 42(4). This timeframe will expire on April 3, 2024.

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.

Reasons for Designation/Cultural Heritage Value

The property is designated under both Parts IV and V of the *Ontario Heritage Act* through Designation By-Law Number 84-65 and the Old Sydenham Heritage Area Heritage Conservation District Plan.

By-Law 84-65 provides the following relevant information:

- “The Wellington Street School, [designed by] architect John Power, was built in 1873 to provide proper quarters for a school which had held classes in an old furniture warehouse. This is an excellent example of a fine building being put to a new use.”

The District Plan Property Inventory Evaluation provides the following relevant information related to this proposal:

- “...[D]esign[ed] by John Power in 1873-74...[i]t represented the most modern local school of the period.”
- “This 2½-storey building sits on a high stone foundation which has segmentally arched windows. Built of hammer-dressed limestone, it has pitch-faced quoins and ashlar sills and string courses. The 7-bay façade has a central 1-bay projection rising three storeys to a square tower topped by a tall, slender, bellcast mansard with a small flat roof.”

February 21, 2024

Page 7 of 24

- “The main entrance in the first storey of the tower is reached by wooden steps between parapets with ashlar tops.”
- The bellcast section of the mansard roof has, on each side, a small louvered dormer with roof matching the shape of that on the tower.”
- “Flanking the central bay are 1-bay recessed sections with small Gothic-arched windows. The flanking outer double-bay sections project beyond the tower section, and their gable roofs project from the front slope of the main roof. The first storeys of these sections each have two pairs of narrow segmentally arched windows, each pair having a common ashlar sill.”
- “Both the north and south walls are regularly fenestrated and their windows are all 12-paned double-hung sash with camber-arched brick surrounds. The north wall has an extra window between the two on the first storey: it is segmentally arched and slightly smaller than the others.”
- “The roof has gable-end parapets with ashlar corbel stones and two stone chimneys, one at the peak of each parapet.”

The property is considered Significant to the District.

The relevant parts of Designation By-Law Number 84-65 and the Old Sydenham Heritage Conservation District Plan Property Inventory Evaluation can be found in Exhibit B.

Cultural Heritage Analysis

Staff visited the subject property on January 5, 2024.

47 Wellington Street’s unique design, proximity to the road, and past historical uses make this property a landmark within the Old Sydenham Heritage Conservation District, despite its midblock location. As the property is largely vacant of additional buildings and trees, the site offers an opportunity for sympathetic infill at the rear of the property that will have limited impact on the public realm. The proposal to develop a four-storey addition at the rear of the property seeks to activate this underutilized site while also restoring the schoolhouse (the existing heritage building on the property).

This application represents a combination and evolution of two past approved heritage permits that were before the Heritage Properties Committee’s predecessor Committee, Heritage Kingston (Rear Addition: [P18-135-2018](#) / Schoolhouse: [P18-111-2020](#)). The permit for the rear addition has since expired and necessitates another approval prior to commencing the building process, while the schoolhouse permit remains in effect until April 6, 2024. This project, while similar to the past two approvals, has grown slightly in a few keys ways that increase the impact on the property and District. Therefore, additional review from a heritage conservation perspective is required.

In the intervening period since these past approvals were granted, the City has put forth a strategic plan that emphasizes increasing the supply of housing. While this project has reverted to 17 condominium units from the initially proposed 20 rental units (as shown in the different

February 21, 2024

Page 8 of 24

notations on the submission package (Exhibit C)) this increase of housing supply in a walkable neighbourhood that also revitalizes an important landmark building is an innovative approach to using underutilized lands near multiple employment centres. Developments that propose such large additions in Heritage Conservation Districts are far less common than small scale infill projects or internal conversions, as such the potential impacts and benefits of this project are larger for the property, District and broader Kingston community.

Federal Heritage Conservation Guidelines

“The Standards and Guidelines for the Conservation of Historic Places in Canada” (Standards and Guidelines) provides guidance on best practices regarding visual relationships, exterior form, roofs, exterior walls, windows/doors, entrances, wood products, masonry and architectural metals, that are considered character attributes of the property. The below table organizes these best practices into categories as well as summarizes the guidelines applicable to most of the relevant categories:

Standard and Guideline Section Number & Categories		Best Practices Detailed in the Standards and Guidelines
4.1.5, 4.3.1, 4.3.3, 4.3.4, 4.3.5, 4.3.6, 4.5.2, 4.5.3 & 4.5.5	Applicable to Most Below Categories	<ul style="list-style-type: none"> • Understand the original planning/design principle of the building/setting; • Understand how each element relates to the cultural heritage of the building/setting; • Assess the condition of the building/feature/setting early in the project; • Maintain/protect the building/feature/setting through cyclical maintenance work; • Repair the building/feature using recognized conservation techniques (which may include limited like-for-like replacement) and by using a minimal intervention approach; • Protect character-defining elements from accidental damage; • Ensure code/accessibility specialists consider all options/strategies prior to interventions/removals and minimize impacts to character defining elements as well as overall heritage value; • Document the existing status and subsequent changes for future reference; • Remove/alter non character-defining features from periods other than the restoration period; and • Recreate a feature based on documentary evidence.

February 21, 2024

Page 9 of 24

4.1.5	Visual Relationships	<ul style="list-style-type: none"> • Retain sound features that define visual relationships; • Design a new feature when required by a new use that respects the historic visual relationships; and • Repair a deteriorated/declining feature the defines visual relationships.
4.3.1	Exterior Form	<ul style="list-style-type: none"> • Retain the exterior form by maintaining proportions, colour and massing as well as spatial relationships with adjacent buildings; • Accommodate new functions/services in non character defining interior spaces instead of constructing new additions; • Select a new use that suits the building form; • Select a location for a new addition that ensures heritage value is maintained; • Design a new addition to draw a clear distinction between new and old; • Design an addition that proposes compatible materials and massing with the historic building and its setting; and • Add new features (like stairways/elevators) in a manner that respects exterior form and minimizes impacts.
4.3.3	Roofs	<ul style="list-style-type: none"> • Retain sound roof assemblies that can be repaired; • Modify roofs to accommodate an expanded program in a manner that respects the building’s heritage value; • Select appropriate rooftop mechanical/service equipment and ensure it is as inconspicuous as possible while respecting the building’s heritage value; and • Design additions to roofs (like elevators/terraces) as inconspicuously as possible from public right of ways while not damaging or obscuring character defining elements.
4.3.4	Exterior Walls	<ul style="list-style-type: none"> • Modify exterior walls to accommodate an expanded use in a manner that respects the building’s heritage value; and • Design a new addition that preserves the character-defining exterior walls of the historic building.
4.3.5	Windows/Doors	<ul style="list-style-type: none"> • Protect/retain sound/repairable windows/doors including their functional/decorative elements; • Replace in kind extensively deteriorated or missing parts of windows/doors based on surviving prototypes; • Replace missing historic features by designing new windows/doors based on physical and documentary evidence or made to be compatible in size/scale/material/style/colour;

February 21, 2024

Page 10 of 24

		<ul style="list-style-type: none"> • Design/construct a new window/door when completely missing with a new compatible design based on the character of the historic place; and • Design new windows/doors required by a new use on non character-defining elevations so as to be compatible with the building’s style/era/character.
4.3.6	Entrances	<ul style="list-style-type: none"> • Retain sound/repairable entrances/porches as well as their functional/decorative elements; • Replace in kind extensively deteriorated entrances based on physical/documentary evidence or, where not possible, compatible materials/details may be considered; and • Respect the location of existing entrances when providing new accessibility-related features.
4.5.2	Wood Products	<ul style="list-style-type: none"> • Retain all sound and repairable wood that contributes to the heritage value of the historic place; • Repair wood via patching in/reinforcement using recognized conservation methods; • Replace in kind an irreparable wood element based on documentary/physical evidence; and • Select replacement material for character-defining old-growth wood based on physical/visual characteristics while also unobtrusively dating it for legibility purposes.
4.5.3	Masonry	<ul style="list-style-type: none"> • Retain sound/repairable masonry that contributes to the heritage value of the historic place; • Use mortars that ensure long-term preservation; • Duplicate the original mortar joint in colour, texture, width and joint profile; and • Select replacement materials from sustainable sources (like recovered stone from the property).

Municipal Heritage Policies and Guidelines

The Old Sydenham Heritage Area Heritage Conservation District Plan (HCD Plan) notes the following relevant Old Sydenham Heritage Conservation District (District) wide attributes: varied ages/styles/types of buildings with both vernacular and architect-designed examples, a compact scale of street width/building height (of predominantly 2-3 storeys), the presence of landmark civic properties (like schools) within a residential neighbourhood that dominate the skyline, views down streets to the park/downtown, dominating rear yards, historic landscape features like walls, and physical evidence as well as historical associations with every stage of Kingston’s history. The HCD Plan also identifies specific features that define its various sub-areas.

The subject property is within the “North to Bagot” sub-area, which has the following relevant heritage attributes: buildings that form a strong street edge, buildings associated with prominent Kingston architects that display a high degree of craftsmanship/design merit, important civic

February 21, 2024

Page 11 of 24

buildings (like the former Wellington Street School), views of City Park, surviving examples of historic landscape features like stone walls, and trees along streets and in centres of blocks.

The HCD Plan also provides guidance on conservation, additions and building/landscape alterations that apply to the entire District. Regarding conservation, the Plan notes that where asphalt shingles currently exist replacement with new asphalt shingles is acceptable, provided the new shingles are a dark colour (grey/brown/black) and have a limited textured appearance. For the replication/retention of features, the Plan notes that decorative features (like turrets) should be replicated based on historic evidence and original porches should be retained. Further, on soffits/fascia/decorative details the Plan recommends retaining/maintaining/restoring (where possible) while allowing for limited replacement if unrepairable. On rain gear (like eavestroughs/downspouts), the Plan details that such features be restored to their original material/profile. Finally, the conservation section of the Plan details that paint colours should be “compatible with the heritage character of the district and...complementary to the age, style and detailing of the building.”

Regarding building alterations and additions, the HCD Plan provides guidance on windows, roofs, cladding, multi-dwelling units, utilities and roofs. On Period Windows, the Plan notes that they must be retained wherever achievable and if replacement is necessary, that the existing be replicated to the greatest extent possible. In addition, the location/size/shape of existing windows that are visible from the street are not to be altered and no new window openings be created that are visible from the street. Further, the Plan notes that “in-fill replacement windows are not acceptable”, meaning that square windows inserted into arched openings are not permitted, particularly on elevations visible from the public realm. The Plan is silent on the design of new windows on additions.

On roofs, the HCD Plan is clear that “roof profile[s] visible from the street should remain unaltered” and replacement roofing material should be compatible with the age/architectural style of the property. For cladding on new additions, the Plan is clear that cladding “...should be distinct from the cladding of the existing building,” that “[h]orizontal siding is preferable to a board and batten design,” and that stone masonry, wood clapboard, fibre cement board with a paint finish and stucco are acceptable material choices. On multi-dwelling units, the Plan notes that utilities (like firehose connections or transformers) be located at the side/rear of the building and should not face the street wherever possible, and, if they must, they “...shall be screened within an openable cabinet...”. Further, for new dwellings, parking spaces should be accommodated on individual properties.

The HCD Plan also provides guidance on alterations and additions. On location, the Plan notes that additions are permitted at the rear of “existing mid-block building[s],” as well as be “located away from the main street façade, at the rear of the building, and not add to the width of the front of the building.” Regarding design/massing, the Plan states that “[a]dditions are not required to replicate an existing heritage style”, and that “[r]ear addition roof ridgeline height should not exceed the existing building roof ridgeline” while preferably being lower in height “to clearly distinguish it from the original building.” Finally, that new additions should not remove,

February 21, 2024

Page 12 of 24

cover or adversely impact “the heritage attributes or other important architectural features of the original building” and “should avoid causing irreversible changes to the original building.”

Finally, the HCD Plan provides guidance on landscape alterations for private and public properties. Street trees and the landscaped space between buildings and streets are an important part of the streetscape and character of the District, but, due to the age of the area, can be a combination of private and public lands. On public lands, street trees should “...frame, not obscure, views of significant buildings...”. On private property, high quality historic materials (like wood pickets) are preferred, while modern materials (like pressure treated wood/chain link fencing) are discouraged. The Plan further states that there is considerable variety in the landscaping of front yards on private properties, which is considered an asset to the District and should be retained. The Plan also notes that laneways are an important heritage attribute of the District, and that landscaping “...in rear yards should be left to the discretion of property owners but should take guidance from...” the Plan and not negatively impact the heritage attributes of the District. The Plan does not speak to exterior building lighting despite the general consideration of potential negative impacts on heritage properties.

Heritage Policies and Guidelines – Application

The project meets many of the Standard and Guidelines as well as follows the intent of the HCD Plan. The above relevant guidance/policies are related to the newly proposed addition, landscape alterations and schoolhouse alterations. The below analysis will review each part of the proposal separately.

Rear Yard Addition – Impact Analysis

The proposed modern addition is a four-storey tall flat roofed building, that steps down to a three-storey terrace at the rear northeastern corner, with an additional storey of elevator overrun that will attach to the rear of the schoolhouse building (Exhibit C). To maintain as much of the rear elevation of the schoolhouse as possible, the addition is inset on both sides before becoming wider as it goes deeper into the property. The addition will be clad in a combination of fiber cement shiplap siding, various EIFS finishes, stone masonry and metal trims (Exhibit C). Final colours are yet to be determined and will be reviewed/approved by staff prior to installation. The addition will feature aluminum windows, curtain walls and doors, which have a distinctly modern design when compared to the schoolhouse. The top of the addition will feature a combination of amenity space and screened mechanical units as well as an elevator overrun. The roof top amenity space will be contained with glass guards and solid parapet walls while the rooftop mechanical units on the southern portion of the roof will have wood screening (Exhibit C).

The design and massing of the rear addition generally follows the HCD Plan policies. The rear yard addition is located away from the main street façade at the rear of the heritage building, has a generous inset from the corners of the building, and does not extend beyond the width of the former school building. When considering colour and materiality, the rear addition is clearly distinct from the existing former schoolhouse due to its modern materials and design while also

February 21, 2024

Page 13 of 24

following the horizontal siding guidance in the Plan (Exhibit C). These factors help maintain attention on the schoolhouse and help preserve its landmark status.

Regarding the proposed addition's distinctly modern windows, there is no specific guidance for the design/size of new windows on new additions in the HCD Plan. Despite this, such large windows on new additions are not common in the District. However, the addition is clearly a modern installation that will not be confused as an altered heritage resource. It is only partially visible from the public realm and designed in a way that will showcase and retain the prominence of the limestone heritage building on the property as well as its contribution to the character of the District (Exhibits C and D). In this context, the design of the windows is complementary to the overall design of the new addition and will only have a limited impact on the heritage character of the District.

When considering the height of the addition (and not the elevator overrun or rear roof dormer), it slightly exceeds the height of the main roof ridgeline of the schoolhouse. When the glass guards and parapet wall surrounding the rooftop amenity space are considered, the rear addition is approximately 1.1 metres taller. When considering the elevator overrun, the height is approximately 5 metres taller than the ridgeline. However, this height is still below the total height of the tower and is approximately 2 metres below the top of the crestring (Exhibit C).

While the main portion of the addition is a very similar height to the schoolhouse, the addition of guards/parapet walls will make the rear addition appear larger than it is. Despite this, its setback helps to mitigate this visual impact to the point that it is unlikely that the traveling public would be able to notice this difference or see the rear addition over the roof ridge of the former schoolhouse while increasing the usability of the property (Exhibit C). The large elevator overrun also benefits from this setback position but is closer to the street than the rest of the addition and is significantly taller. When one walks on the eastern side of Wellington Street the elevator overrun is setback to the point that it would be challenging to see from most viewpoints (Exhibits C and D). While the impact of the elevator overrun is mitigated by its location and the Wellington Street streetwall, the massing and height is visible when viewed from the western side of Wellington Street. To mitigate the protrusion of the tower, the design of the elevator overrun remained simple, the colours are muted, and, generally, has been designed to draw minimal attention while maintaining necessary usability (Exhibit C).

In the initial proposal the addition's colour palette/materials included dark coloured fiber cement shiplap siding, an EIFS finish in different colours (one light and one dark), metal trims and stone masonry cladding along most of the first floor. While the HCD Plan does not recommend nor require a specific colour pallet to conserve the cultural heritage value of the District, general goals such as maintaining the focus on parts of properties with heritage value (such as the schoolhouse) and legibility between new and old are meant to retain the District's heritage value. As colours and materials can impact these goals, their impact needs to be considered. While the initial proposal did a good job of clearly differentiating between new and old, the amount and range of colours/material on the rear addition may have drawn unnecessary attention away from the schoolhouse despite its rear yard location. While the final material choices and colours are subject to heritage staff review/approval as a condition of approval,

February 21, 2024

Page 14 of 24

clarifying the number/diversity of colours/materials early in the process can aid in evaluating the level of potential impact earlier in the process. Feedback from the Heritage Properties Committee and the public also reflected these potential concerns. As such, the applicants have amended their proposal as detailed below.

When the application was circulated for comment, the formal feedback from the Heritage Properties Committee and informal feedback from the heritage roundtable identified concerns with the height/massing of the elevator overrun and the number of colours/materials on the rear addition/elevator overrun. The concerns were centred on how these design choices may draw significant attention from the schoolhouse building. As a result of this feedback, the applicant has committed to change the window frame colour for the modern addition and replacement/retained windows on the schoolhouse from black to charcoal, have committed to lowering the height of the elevator overrun by 0.5 to 0.75 metres, have proposed lighter colours on the elevator overrun, and reduced the number of materials present on the rear addition from four to three. The finalized colours of the cladding, the final material choice and the window colour will be reviewed/approved by Heritage Planning staff prior to installation. While these do not address all raised concerns, these are meaningful changes that should further reduce the visual impact of the prominent elevator overrun and assist in maintaining attention on the main schoolhouse façade, specifically the impressive tower that faces Wellington Street. The results of this change are shown in the eye level rendering provided by the applicant (Exhibit C).

Alterations to the Former Schoolhouse – Impact Analysis

Changes to the schoolhouse are proposed on all four elevations. On the Wellington Street (northwestern) façade, the changes include: repair/replacement of windows/doors; replacement of the wooden stairs with stamped concrete; restoration/retention of the stair railing; the installation of a new firehose attachment; new roofing; and the recreation/installation of the tower's metal cresting. On the southeastern elevation the changes include: alteration of select openings; new doors/roofing; replacement of the two modern dormers with a shed dormer; and the enclosure of a portion of the rear façade to support the attached rear addition. Proposed changes on all four elevations include new windows; repairs to the existing soffits/fascia and updated raingear. Details on these proposed changes are noted below.

When one considers the conservation of heritage attributes where the addition interfaces with the schoolhouse, the proposal will entail the alteration of existing openings and the enclosure of portions of the masonry building wall. The rear (southeast) wall of the heritage building currently includes 13 window openings and four door openings; some appear to be original, but many have been altered. The proposed addition will necessitate the alteration of three existing door openings, all of which appear to have been previously altered. All new changes to the rear wall openings, minus one, will be concealed by the new addition (Exhibit C). As a result of a past application (P18-135-2018) several previously approved changes have already been completed, these include: the removal of the rear balconies, deck, and fire escape/stairs, as well as the temporary blinding of two door openings, which will eventually receive doors or be connected to the rear addition (Exhibits C and D). Further, a separate past application (P18-111-2020) approved the blinding/expansion of a number of these previously altered rear openings, but, to

February 21, 2024

Page 15 of 24

date, a few openings are yet to be blinded/extended (Exhibits C and D). This approval reaffirms the past opening permissions granted in both previous approvals (P18-135-2018 & P18-111-2020).

Regarding the proposed/completed opening alterations on the southeast elevation, the applicants have noted that the infill material will be limestone that matches, as close as possible, the stone on the building. The infill stone is to be recessed approximately 7 centimetres to visually retain the location of the previous openings, this is a condition of approval (Exhibit C). When considering changes to openings in the District, the primary intent of related HCD policy is to ensure that original openings in heritage buildings are not altered to accommodate modern tastes and to prevent new openings that could confuse the history and original design of the building. Further, this strategy allows for a greater potential to reverse the intervention later in the building's life. The proposed new windows on the southeast elevation will be designed to visually match those throughout the schoolhouse in shape, size and glazing profile as well as have exterior muntin bars (where appropriate) but will clearly be a modern intervention set within an obvious altered opening. The use of exterior muntin bars on metal clad wood windows are a condition of approval. As they will be located on a secondary elevation with an altered fenestration pattern, these new windows will have little impact on the heritage character of the District.

Despite the above alterations, the rear addition will only enclose/attach to a portion of the masonry/openings present on the southeastern elevation. Specifically, the central area of the southeast elevation between the existing second floor windows where the rear porch used to be (Exhibits C and D). This will allow for much of the rear elevation to remain visible to those using the property, but, more importantly, conserves many of the attributes along this elevation.

However, the rear addition also entails the removal of two modern dormers and large portions of the rear asphalt roof. In their place a new shed dormer is proposed that will attach to the rear addition's elevator overrun tower. This shed dormer will stretch across most of the rear roof, have fiber cement shiplap siding and have six modern windows in a similar design to those on the rear addition (Exhibit C). Since this shed dormer will not be visible from the public realm as it is below the roof ridge of the schoolhouse, maintains portions of the roof's original roof profile, proposes sympathetic horizontal siding that is visually similar to wood, and maintains a clear differentiation between new and old, this new shed dormer presents a neutral impact.

When considering the other elevations of the schoolhouse, no changes to the original openings on the front (northwest) or side (northeast) elevations are proposed. However, within these retained openings the existing modern/replacement windows/doors with no heritage value will be replaced with new more appropriate windows/doors. These windows include 14 that face Wellington Street (the northwest), six that face the northeast and five that face the southwest. Where appropriate, these windows will be wooden with metal cladding and will match the glazing patterns of the existing windows, with muntin bars on the exterior of the glass. This is a condition of approval. Particular attention will need to be given to the six basement windows on the northwest elevation facing Wellington Street, which for many years had in-fill replacement windows. When replaced, these windows will need to fit within existing openings and include

February 21, 2024

Page 16 of 24

arched tops. This is a condition of approval. In addition, 18 Period Windows (all present on the Wellington Street façade) and the transom above the main door are also proposed to be repaired and repainted. However, if any are potentially irreparable prior to their replacement the applicant must complete a window assessment by a qualified heritage professional to assess their reparability and, if necessary, recommend a suitably designed replacement that replicates the design of the original to the greatest extent possible. This is a condition of approval.

Regarding doors, the main front door and three less prominent doors are proposed to be replaced/repainted. The three basement doors (two on the southeastern elevation and one on the northwestern elevation below the main staircase) are likely not original to the building and are not publicly visible. The applicants are proposing to repair/repaint one door and replace the other two doors with wooden versions, potentially with metal cladding, that match the profile of the existing doors (Exhibits C and D). The main front door appears to be a later replacement door and not original to the building; however, it is well-designed and appropriate to the style of the building. While obvious deterioration is evident in the lower portion of the wooden door a full assessment of its condition has not yet been provided. In line with best heritage practices, staff have included a condition of approval that requires the applicants to retain a qualified carpenter/joiner to review the condition of the door and determine if repairing it is possible prior to replacement. If the repairs to the existing door are to the extent that it would result in essentially a new door, a replacement of the existing doors with a modern wooden version that matches the style of the existing doors is appropriate.

The replacement of modern unsympathetic doors/windows with more appropriate metal clad wood windows or doors should improve the heritage value of the property. Further, the repair of Period Windows will maintain their individual value for the long term while also enhancing the value of the property. If an assessment determines that these Period Windows must be replaced, their replacement will match the existing as close as possible as guided by the City's Window Policy. These changes will allow for consistent fenestration that displays historic and high-quality sympathetic replacement windows side by side.

Another prominent feature will also require alteration to support the proposal, namely the replacement of the stairs between the two flanking limestone knee walls. The current front porch, while designed and located in its original location, is not the original porch. This is evident due to the use of modern pressure treated lumber. The applicants seek to replace the current wooden portion of the porch with a stamped concrete version to resemble the texture of wood (Exhibit C). The applicant's rationale for this change is that the wooden stairs allow snow/salt/rainwater to pass through, which creates a safety hazard/maintenance problem for the stairs as well as the basement entrance. The new concrete structure, according to the applicants, with its "crystalline waterproofing additive will reduce or eliminate this problem." The existing limestone knee walls, including the arched access to the basement entrance, will be retained. The existing metal railing is to be refurbished/reinstalled. While the portion of the front porch/stairs proposed for replacement is highly visible, it is only a part of the grand main entrance stairs and arguably overshadowed by the robust flanking knee walls with cap stones and gothic arched entrance doors with its associated transom. The profile and appearance of the new staircase will be like the existing while improving functionality and access to the

February 21, 2024

Page 17 of 24

building. While the HCD Plan discourages the use of fiberglass and plastic replicas of wooden porch features, the use of concrete is neither discouraged nor recommended. The value of this visible feature will be maintained, provided the knee walls and railings are properly integrated/retained and the required textile warning strips are not a bright colour. These are conditions of approval. Finally, the colour of the concrete should minimize contrast with the patinaed limestone wall so it must be tinted grey to reduce its visual prominence. This is also a condition of approval.

In addition to the new stairs, another alteration is proposed along the front façade at street level, the installation of a new firehose attachment area. The firehose will be installed on the northern most projecting flanking double bay between the stone siding of the southern most basement window and the quoining. The HCD Plan is clear that utilities (like hydro/gas metres or other such installations) be located at the side or rear of the building wherever feasible, and if they face the street "...shall be screened within an openable cabinet...". The intention of this policy is to limit the visual disruption/attention that such installations would create while also allowing access. Further, the proposed installation area abuts two important design features, the stone siding of the window and the quoining. According to the applicant, due to safety requirements related to minimum distances to fire hydrants, the firehose attachment area needs to be along this projecting double bay. Initially, the applicant proposed that the firehose attachment be between both basement windows abutting the stone siding on the same projecting double bay; however, it was moved to the newly proposed location which should be slightly less prominent (Exhibit C). Due to the proximity to important design features, screening this installation will further obscure important parts of this façade and likely draw more attention than just the firehose attachment. As such, the policy intent to limit visual disruptions is fulfilled by not screening this installation. Finally, due to the limited amount of space (approximately two courses tall), there may be impacts to the window siding and quoining. While there are three other areas on this façade that display this same design configuration, the design/installation method of this utility must be carefully chosen to limit the extent of the damage while also enabling greater opportunities for reversibility. As such, a condition has been added that requires the finalized design/location of the firehose attachment as well as the installation method be provided to Heritage Planning staff for review/approval prior to installation.

Other alterations to the schoolhouse include new roofing, repairs to the soffits/fascia, updated rain gear and the replication of the roof metal cresting. The applicant is proposing modern architectural shingles to replace the existing asphalt shingles (Exhibit C). Provided the new shingles are a dark colour (grey/brown/black) and have a minimal textured appearance, there will be little impact on the overall heritage value of the property while protecting the building for the long term. The finalized design will be reviewed/approved by heritage staff prior to installation. Based on a staff site visit, the existing rain gear appears to be standard eaves and gutters, likely metal, with downspouts discretely located in the vertices between the walls. The applicant intends to replace the metal rain gear with like materials and in the same locations (Exhibit C). Regarding the soffits/fascia, the applicants intend to repair and retain all wood detailing where possible and replace only where necessary; this is a condition of approval (Exhibit C). Finally, the metal cresting on the top of the schoolhouse tower will be replicated based on historic photographs; this is a condition of approval (Exhibit C).

February 21, 2024

Page 18 of 24

Landscape Alterations

Several landscaping alterations are also necessary to support this project. For the northeastern side of the building the proposal includes the removal of a cement vault, the installation of a new transformer/associated screening, a new fire hydrant, a new wooden fence, and a new sidewalk/repaved driveway. Along the southeast elevation (rear of the building) the proposal includes a new bicycle parking structure, the removal/salvage of a portion of a small limestone wall, a new sidewalk/repaved parking lot and driveway, new resident amenity spaces, the removal/replacement of trees, and the addition of one electric charging station. Along the northwest façade (facing Wellington Street) the proposal includes the removal of one street tree and both concrete planters. Along the southwest elevation, no landscaping alterations are proposed (Exhibits C and D). In addition, a lighting plan was also included which calls for several ground-oriented lights (on all elevations minus the southwest) that will wash the schoolhouse in light as well as illuminate the driveway/parking lot. Further, one LED wall light will attach to the rear southeast elevation (Exhibit C).

On the northeastern side of the building the removal of the cement vault is meant to make space for the new sidewalk and will also remove a modern installation that currently detracts from the building's heritage value. The finalized material choice for the sidewalk has not yet been determined, but the associated driveway will be made of asphalt, will be approximately 5.4 metres wide, and will continue past the rear of the addition terminating at the asphalt parking lot (Exhibit C). As a condition of approval, the finalized material choice/design of the sidewalk will be reviewed/approved by heritage planning staff. In addition, the wooden fence at the northeastern property line will be replaced with a new 1.9 metre wooden fence similar to what exists today. Further, a new standard fire hydrant is also proposed near the northern most corner of the property (Exhibit C). According to the applicant, this installation is necessary to support the development of a multi-residential property, and, if an emergency occurs, would allow for an accessible way of controlling resulting fire damage which should help protect the property for the long term.

Along with these changes, a new transformer is proposed on the northeastern side of the building and is setback more than 5 metres from the front lot line (Exhibit C). It is common practice that a transformer would be screened to mitigate its impact on the public realm; however, an operable cabinet in this location would also draw additional attention and may appear out of place compared to the rest of the site. As such, the installation of a landscape feature (i.e. shrubs, trees, etc.) in consultation with Heritage Planning staff between the transformer and the property line is proposed to mitigate the anticipated visual impact. This is a condition of approval. This new feature would also contribute to the diverse foliage already present on private properties in the District that are currently visible from the public realm.

On the southeastern side of the building a new bicycle parking structure is proposed to attach to the rear wall of the schoolhouse. According to the applicant, the storage structure is approximately 2.4 metres tall, 3.9 metres wide and 1.4 metres deep (Exhibit C). However, the materiality/design is yet to be determined. As a condition of approval, the attachment of the bicycle parking structure must follow the City's Masonry Policy and the finalized material/design

February 21, 2024

Page 19 of 24

will be provided to Heritage Planning staff for review/approval prior to installation. In addition, modifications to the existing small stone limestone wall are proposed in the form of removing approximately a third to allow for safe/direct access to the rear addition. The removed limestone will be salvaged for future property repairs (Exhibit C). This is a condition of approval. Along with the above, 13 trees on private property will be removed to facilitate the extensive rear yard alterations, but the applicant is proposing to plant three more trees and retain two others. The rear of the property will also support various resident amenity spaces, concentrated near the southwestern property line. To allow for this area, a concrete planter needs to be removed and the area will require paving. As this area is located behind the width of the schoolhouse and 45 Wellington Street is so close to/exceeds the property line, the street wall will prevent the public from viewing these spaces (Exhibits A, C and D). Finally, the rear of the property will mainly feature an asphalt parking lot with an associated electric car charging station and the remainder of the sidewalk area. In total, 17 parking spaces are proposed to support the 17 proposed condominium units (Exhibit C).

Along the northwestern side of the building (that faces Wellington Street), one street tree will be removed, and one will be retained (Exhibit C). While this will negatively impact the treelined streets characteristic of the "North to Bagot" subarea, this will also allow for a greater appreciation of the landmark schoolhouse during the summer/fall season. Further, two concrete planters will be removed that do not have heritage value. Along the southwest side of the building, no landscape alterations are proposed.

In addition to the above, a lighting strategy is proposed for the property that will wash the schoolhouse in light, illuminate the sidewalk/driveway/parking lot and the rear addition entrances (Exhibit C). This lighting plan applies to the northwestern (facing Wellington Street), northeastern and southeastern (rear) elevations. Exterior illumination of a heritage building can be quite effective in showcasing its cultural heritage value. When considering the specific fixtures/strategy, the Wellington Street façade will have ground mounted LED lights that will wash the building in a warm white colour (characteristic of the proposed 3000K colour temperature) that should complement the patina of the building's limestone masonry (Exhibit C). Along the northeastern and southeastern sides of the building ground mounted LED bollards are proposed along the sides of the sidewalk and driveway. These should not draw as much attention as those lights on the Wellington Street side, while also helping drivers navigate the area and make it clear where the boundary of the building is. In addition to the above, only one light fixture will be attached to the schoolhouse that will illuminate the sidewalk that leads to the rear addition entrance (Exhibit C). Provided this light is attached in the mortar in line with the City's Masonry Policy and the wiring is discrete, there should be no permanent impacts. As a condition of approval, heritage planning staff will review the installation strategy to ensure no negative impacts. Finally, various wall mounted lights on the rear addition and a large ground mounted light fixture in the parking lot are also proposed (Exhibit C). A condition of approval has been included that requires heritage staff review the building lighting performance, once installed, to confirm no negative impacts to the heritage attributes of the property.

Heritage Impact Analysis – Summary and Recommendations

February 21, 2024

Page 20 of 24

Overall, the most significant impacts to the property are related to the major rear yard addition. The proposed design has done a good job of mitigating potential impacts; however, the large elevator overrun still represents a negative impact. The applicant has demonstrated a willingness to further mitigate this impact by responding with design changes based on the feedback received from the Heritage Properties Committee and the public. Other potential concerns (the fire hose attachment, use of concrete for the stairs, etc.) have also been mitigated by their placement, design or change in colour. These concerns will be further reviewed by Heritage Planning staff to ensure heritage attributes are conserved as the project nears completion, but do not pose significant concerns. Despite the concerns noted above, this project also follows many best practices in heritage conservation including but not limited to: maintaining existing openings along prominent elevations; appropriately blinding rear yard windows; repairing Period Windows and replacing inappropriate windows with more appropriate ones; retaining as much of the rear elevation as possible; ensuring that the rear addition appears lower in height than the roof ridge from the public realm; ensuring that the elevator overrun is lower in height than the tower; reinstating the metal cresting based on historic documentation; and washing this landmark building in light so it can be appreciated around the clock. When considering the project in its entirety, it is an appropriate development within the District and also allows for the rehabilitation of this important landmark building.

Staff are of the opinion that the subject application will uphold the heritage conservation objectives set out within the City of Kingston's Official Plan, the Ministry of Citizenship and Multiculturalism's Eight Guiding Principles in the Conservation of Built Heritage Properties, and Parks Canada's Standards and Guidelines for the Conservation of Historic Places in Canada. Broadly, the application will:

- Achieve the goal of Section 7.0 (City of Kingston Official Plan): Conserve and enhance built heritage resources within the City so that they may be accessed, experienced and appreciated by all residents and visitors, and retained in an appropriate manner and setting, as a valued public trust held for future generations;
- Achieve Guiding Principle Numbers 1, 3, 4, 6 and 7:
 - Respect for documentary evidence – Do not base restoration on conjecture. Conservation work should be based on historical documentation, such as historical photographs, drawings and physical evidence.
 - Respect for historical material – Repair or conserve rather than replace building materials and finishes, except where absolutely necessary. Minimal intervention maintains the historical content of the resource.
 - Respect for original fabric – Repair with like materials, to return the resource to its prior condition without altering its integrity.
 - Reversibility – Alterations should be able to be returned to original conditions. This conserves earlier building design and technique. For instance, when a new door opening is put in a stone wall, the original stones are numbered, removed and stored, allowing for future restoration.
 - Legibility – New work should be distinguishable from old. Buildings should be recognized as products of their own time, and new additions should not blur the distinction between old and new.

February 21, 2024

Page 21 of 24

- Achieve Standards 1, 3, 5, 7, 8, 11, 12 and 14 of Parks Canada's Standards and Guidelines:
 - Conserve the heritage value of a historic place. Do not remove, replace or substantially alter its intact or repairable character-defining elements. Do not move a part of a historic place if its current location is a character-defining element.
 - Conserve heritage value by adopting an approach calling for minimal intervention.
 - Find a use for a historic place that requires minimal or no change to its character-defining elements.
 - Evaluate the existing condition of character-defining elements to determine the appropriate intervention needed. Use the gentlest means possible for any intervention. Respect heritage value when undertaking an intervention.
 - Maintain character-defining elements on an ongoing basis. Repair character-defining elements by reinforcing their materials using recognized conservation methods. Replace in kind any extensively deteriorated or missing parts of character-defining elements, where there are surviving prototypes.
 - Conserve the heritage value and character-defining elements when creating any new additions to an historic place or any related new construction. Make the new work physically and visually compatible with, subordinate to and distinguishable from the historic place.
 - Create any new additions or related new construction so that the essential form and integrity of a historic place will not be impaired if the new work is removed in the future.
 - Replace missing features from the restoration period with new features whose forms, materials and detailing are based on sufficient physical, documentary and/or oral evidence.

Previous Approvals

P18-111-2020 – Schoolhouse alterations

P18-110-2020EA – Emergency masonry repair

P18-135-2018 – Rear addition

P18-386-088-2009 EA – Replace deteriorating deck structure

Comments from Department and Agencies

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

Utilities Kingston:

Utilities Kingston has no concerns with the Heritage Permit.

February 21, 2024

Page 22 of 24

Engineering Services:

No objections to the proposed Heritage application.

Kingston Hydro:

No comment.

Building Services:

No comment.

Parks:

No concerns with requested heritage permit. Parkland requirements to be addressed at future building permit stage.

Planning Services:

The minor variance application (D13-072-2023) for the proposed addition at 47 Wellington Street has been withdrawn. No Planning concerns at this time.

Forestry Services:

No concerns with the Heritage Permit application. Previous comments related to landscape, private tree and City owned tree concerns as part of approved SPC are still applicable.

Consultation with the Heritage Properties Committee

The Kingston Heritage Properties Committee was consulted on this application through the [DASH](#) system. Heritage Services has received comments from three Committee members. The Committee's comments have been compiled and attached as Exhibit E.

All three members noted potential concerns with the elevator overrun. Based on these comments the applicants have reduced the height and have proposed lighter colours to reduce the visual impact.

Another member noted their concerns that the rear addition must be subordinate to the schoolhouse. As a response, the applicant has reduced the materials/colours present on the rear addition, which should reduce its visual prominence. Further to the members concerns, based on Committee feedback, the applicant clarified that the provided renderings that depicted the rear shed dormer as taller than the roof ridge of the schoolhouse was inaccurate and that the provided technical drawings showing it below the roof ridge accurately portray the proposal. This same member noted their wish to have a more neutral colour palate for the proposed windows.

One member noted the importance of having more housing in the historic downtown.

February 21, 2024

Page 23 of 24

Conclusion

Staff recommends the approval of the application File Number (P18-096-2023), subject to the conditions outlined herein, as there are no objections from a built heritage perspective, and no concerns have been raised by internal departments.

Existing Policy/By-Law:

Kingston’s Strategic Plan 2023-2026

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

Old Sydenham Heritage Area Heritage Conservation District Plan – Designating By-Law Number 2015-67

Policy on Masonry Restoration in Heritage Buildings

Policy on Window Renovations in Heritage Buildings

Designation By-Law Number 84-65

Notice Provisions:

Pursuant to Section 42(3) of the *Ontario Heritage Act (OHA)*, notice of receipt of a complete application has been served on the applicant.

Accessibility Considerations:

None

Financial Considerations:

None

Contacts:

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

Phillip Prell, Intermediate Planner, Heritage Planning, 613-546-4291 extension 3219

February 21, 2024

Page 24 of 24

Other City of Kingston Staff Consulted:

N/A

Exhibits Attached:

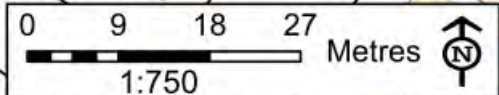
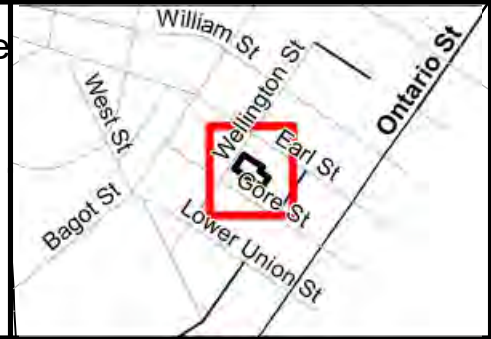
- Exhibit A Mapping Information
- Exhibit B Old Sydenham HCD Property Entry & By-Law Number 84-65
- Exhibit C Proposal Package
- Exhibit D Site Visit Photos
- Exhibit E Correspondence Received from the Heritage Properties Committee
- Exhibit F Final Comments from the Heritage Properties Committee – February 21, 2024



Kingston Heritage Properties Committee Key Map

Address: 47 Wellington Street
File Number: P18-096-2023
Prepared On: Jan-08-2024

 Subject Lands





Kingston Heritage Properties Committee Neighbourhood Context

Address: 47 Wellington Street
File Number: P18-096-2023
Prepared On: Jan-08-2024

- Subject Lands
- Property Boundaries
- Proposed Parcels



Clause 5, Report No. 23, 1984

BY-LAW NO. 84-65

A BY-LAW TO DESIGNATE CERTAIN PROPERTIES TO BE OF HISTORIC AND/OR ARCHITECTURAL VALUE OR INTEREST, PURSUANT TO SECTION 29 OF THE ONTARIO HERITAGE ACT

PASSED: March 1, 1984

WHEREAS Section 29 of the Ontario Heritage Act, R.S.O. 1080, Chapter 337 authorizes the Council of a municipality to enact by-laws to designate real property, including all buildings and structures thereon, to be of architectural or historic value or interest;

AND WHEREAS notice of intention to designate certain properties within the municipality, as set out in Section 1 of Schedule "A" hereto, was served on the owners of the properties and on the Ontario Heritage Foundation on the 14th day of December, 1983 and was published in the Whig-Standard on December 14, December 21 and December 28, 1983;

AND WHEREAS notice of intention to designate certain properties within the municipality, as set out in Section 2 of Schedule "A" hereto, was served on the owners of the properties and on the Ontario Heritage Foundation on the 21st day of December, 1983 and was published in the Whig-Standard on December 21 and December 28, 1983, and on January 4, 1984;

AND WHEREAS no notices of objection to the proposed designations have been served on the Clerk of the City of Kingston:

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

1. There are designated as being of architectural and historic value or interest the following real properties in the City of Kingston:

- (a) 276 Brock Street
- (b) 132-134 Earl Street
- (c) 5 Emily Street

- 7 -

25-27 Wellington Street

This double stone building is an example of the work of architect John Grist, who built number 27 in 1851, then added number 25 in 1854-55.

47 Wellington Street

The Wellington Street School, architect John Power, was built in 1873 to provide proper quarters for a school which had held classes in an old furniture warehouse. This is an excellent example of a fine building being put to a new use.

96 Wellington Street and 70 William Street

Built in 1841 for Captain Charles Burns, this corner building is unusual for that period because of its three storeys. Its corner site adds to its significance.

118-120 Wellington Street

This double stone house was built in 1867-1868 by and for George Newlands, builder and father of William Newlands, who received some of his training in John Power's firm.

65 West Street

This brick corner house, part of a whole block of brick dwellings, was built in 1879 after Westbourne Terrace was completed. The round corner tower, bay window and central two-storey umbrage are notable aspects of architecture of the period.

112 William Street

This is one of the few houses in Kingston with an overall pattern of light brick against red. It was built by 1857 for William Brown who advertised it for rent.

129 William Street

This typical Ontario cottage, built of limestone and decorated with Gothic bargeboards was built about 1869 in a style popular almost twenty years earlier.

185 William Street

Built in 1855 for and by architect James Stewart, this brick dwelling has a number of details which give it special significance, especially for its period. The two-storey umbrage, detail of the trim, iron cresting and decorative chimney pots are all notable.

203-205 William Street

George Browne, architect of Kingston's City Hall, built this house as his private dwelling and office in 1841 and advertised it for sale in February, 1844. Queen's College leased the building in September 1844 and continued to use it after 1854 as their preparatory school until 1862.

.../8

**47 WELLINGTON STREET
WELLINGTON STREET SCHOOL**

Built: 1873-74

Architect: John Power

Rating: S (Part IV)

This school building was constructed according to a design by John Power in 1873-74. It represented the most modern local school of the period. The *British Whig* of 16 September, 1973, noted that the new school would cost \$7,200. Prior to its construction, classes were being held in Adam Main's old furniture warehouse at the corner of Lower Union and Wellington Streets. Contracts were let to Richard Tossell for masonry; William Irving and son, carpentry; McKelvy and Birch, tinsmiths; and Thomas Savage & Company, painting.



J.McK.

This 2½-storey building sits on a high stone foundation which has segmentally arched windows. Built of hammer-dressed limestone, it has pitch-faced quoins and ashlar sills and string courses. The 7-bay façade has a central 1-bay projection rising three storeys to a square tower topped by a tall, slender, bellcast mansard with a small flat roof. The main entrance in the first storey of the tower is reached by wooden steps between parapets with ashlar tops. The entrance, set under a Gothic arch, has a double door under a lancet transom consisting of two quadrant lights. Above the entrance is a 1873 shield datestone. Above the datestone is a window with an ashlar sill and sharply-pointed Gothic arch with simple intersecting tracery. This section of the tower terminates in an ashlar string course with cyma reversa moulding supporting a slightly smaller third storey which has pairs of lancet windows on each side. The bellcast section of the mansard roof has, on each side, a small louvered dormer with roof matching the shape of that on the tower.

Flanking the central bay are 1-bay recessed sections with small Gothic-arched windows. The flanking outer double-bay sections project beyond the tower section, and their gable roofs project from the front slope of the main roof. The first storeys of these sections each have two pairs of narrow segmentally arched windows, each pair having a common ashlar sill. Under the peak of the gable, each section has a narrow square-headed window. The bargeboard and pendants on these gable sections are a fairly delicate swag effect.

Both the north and south walls are regularly fenestrated and their windows are all 12-paned double-hung sash with camber-arched brick surrounds. The north wall has an extra window between the two on the first storey: it is segmentally arched and slightly smaller than the others.

The roof has gable-end parapets with ashlar corbel stones and two stone chimneys, one at the peak of each parapet.*

* Adapted from *Buildings of Architectural and Historical Significance*, Vol. 5, pp. 253-55 (1980).

Staff Cover Letter Denoting Changes in Proposal since Submission:

Since the project has been circulated for comment several changes have been proposed that, while not reflected in all drawings, are meaningful commitments by the applicant that have reduced the impact of the proposal. These are detailed below:

- Reduction of unit count from 20 to 17.
 - Reflected in a few drawings.
- Change of colour for the rear addition;
 - Not shown in drawings to date.
- Change of colour for the elevator overrun;
 - Updated rendering provided.
- Reduction in number of materials for the rear addition;
 - Not shown in drawings to date.
- Height reduction of the elevator overrun by 0.5-0.75 metres (depending on construction constraints);
 - Updated rendering provided.
- Stepping down the rear northeastern corner of the addition from four to three stories;
and
 - Updated drawing included.
- Commitment to add a landscape feature in front of the proposed transformer.
 - Not shown in drawings to date.

Heritage Planning
216 Ontario Street
Kingston, ON K7L 2Z3
heritageplanning@cityofkingston.ca
613-546-4291, ext.3180

Re: Faculty 47 updates to design impacting Heritage

This document is intended to highlight the changes to the Faculty 47 current design in relation to Heritage Permits P18-135-2018 (Approved May 8, 2019, expired) and P18-111-2020 (Approved April 6, 2021, active). The intent is to get a new permit issued under P18-096-2023 including all new works on the building.

Changes relative to P18-135-2018

- 1) Elevator overrun increased to provide accessible access to the require rooftop amenity space.
Note: we are attempting to see if this can be reduced.
- 2) Height of back addition increased 1320mm in central area.
- 3) ~~Height of rear section of addition increased from three to four storeys (3050mm height increase).~~
- 4) Minor adjustments to window sizes on new building only and do not impact existing building.
- 5) Cladding extended to ground level in some areas in new building.
- 6) Bike shelter added in alcove to meet city requirements as shown on A200. This will be gated and locked and tucked into an alcove.
- 7) No works affecting the exterior on this permit have been completed as of yet.

Changes relative to P18-111-2020

- 1) No changes relative to the existing building for which the permit applies.
- 2) Small rear 3rd floor terrace increased in height by 3050mm at addition.
- 3) Bike shelter added in alcove to meet city requirements as shown on A200.
- 4) ~~No works affecting the exterior on this permit have been completed as of yet.~~



Professional Engineer
Professional Architect
Professional Planner

Drawing Notes

1. All dimensions are in millimeters unless otherwise specified.
2. All dimensions are to the center of the member unless otherwise specified.
3. All dimensions are to the face of the member unless otherwise specified.
4. All dimensions are to the finished surface unless otherwise specified.
5. All dimensions are to the center of the hole unless otherwise specified.
6. All dimensions are to the center of the shaft unless otherwise specified.
7. All dimensions are to the center of the hole unless otherwise specified.
8. All dimensions are to the center of the hole unless otherwise specified.
9. All dimensions are to the center of the hole unless otherwise specified.
10. All dimensions are to the center of the hole unless otherwise specified.

Legend

- Proposed Residential Dwellings
- Existing Residential Dwellings
- Proposed Parking
- Proposed Cycleway
- Proposed Pathway
- Proposed Green Space
- Proposed Retaining Wall
- Proposed Guard
- Proposed Fence
- Proposed Signage
- Proposed Lighting
- Proposed Security
- Proposed Other

City/Hub

Item	Description	Quantity	Unit
1	Proposed Residential Dwellings	17	Units
2	Proposed Parking	17	Spaces
3	Proposed Cycleway	1	Meters
4	Proposed Pathway	1	Meters
5	Proposed Green Space	1	Square Meters
6	Proposed Retaining Wall	1	Meters
7	Proposed Guard	1	Meters
8	Proposed Fence	1	Meters
9	Proposed Signage	1	Units
10	Proposed Lighting	1	Units
11	Proposed Security	1	Units
12	Proposed Other	1	Units

City/Hub

47 Wellington Street

Mr. Peter Scazzano

Site Plan

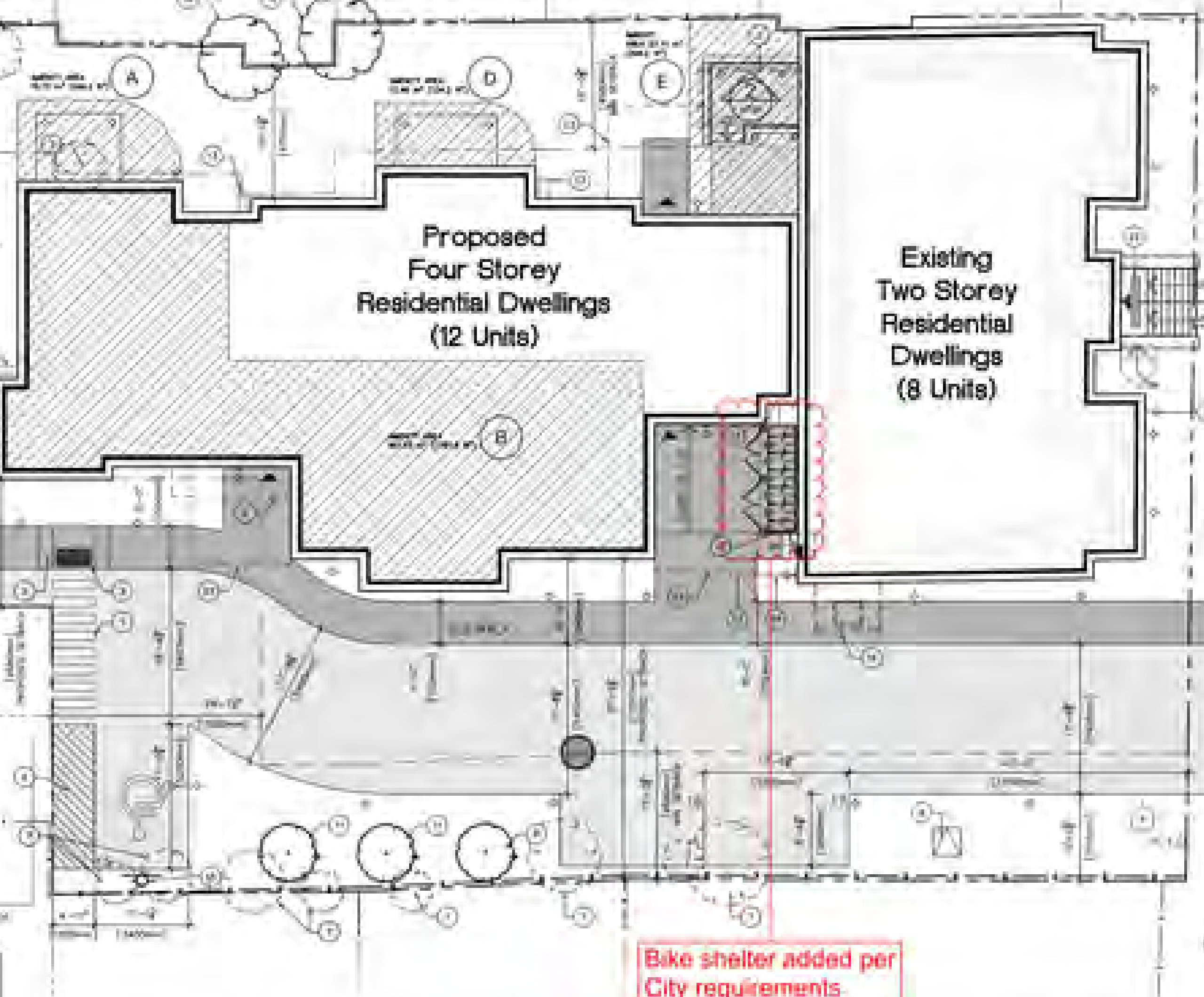
Scale: 1:100

Date: 2024-10-10

Project: 17077

Sheet: A020

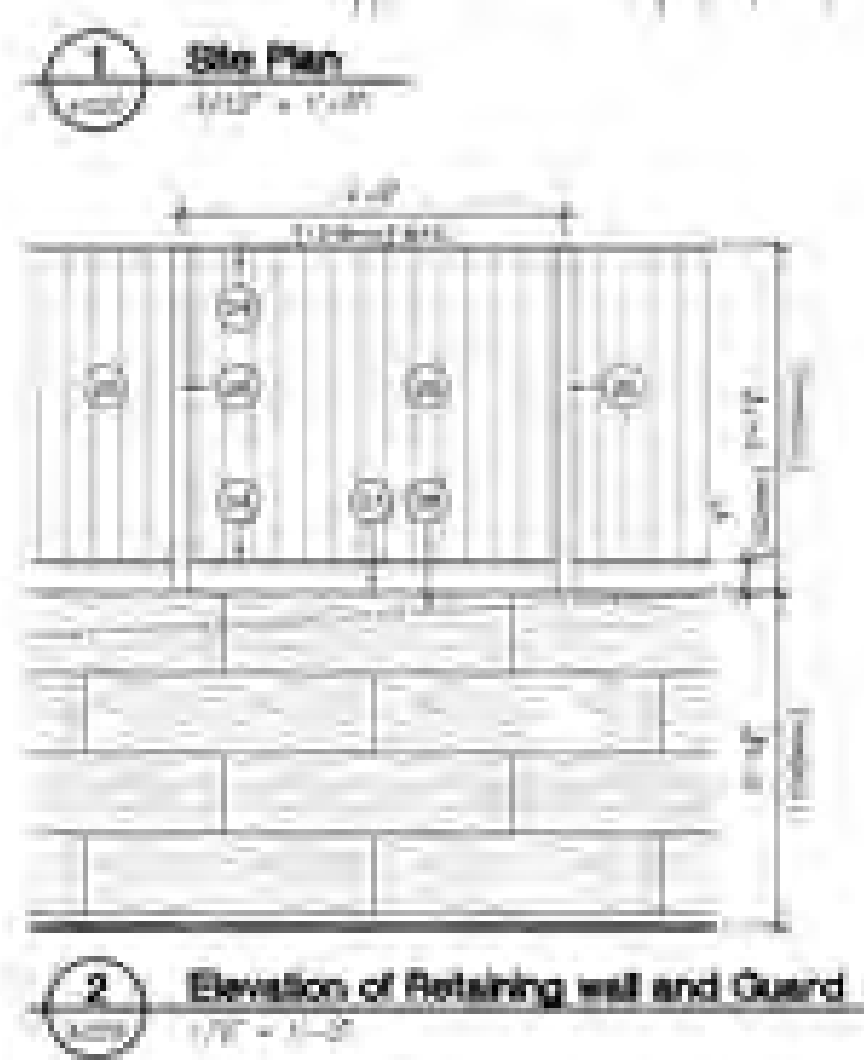
Unit count changed to 17 from 20



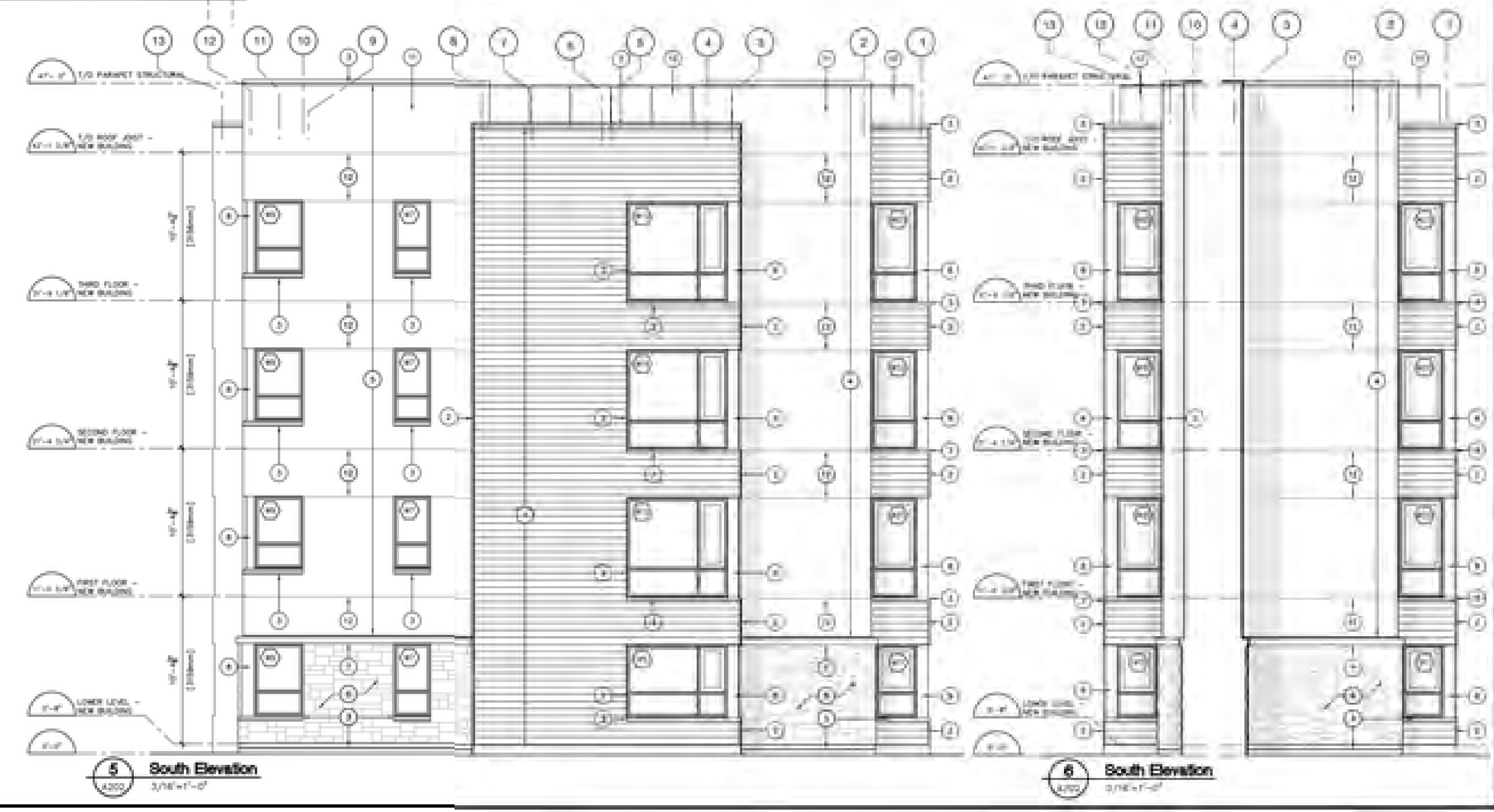
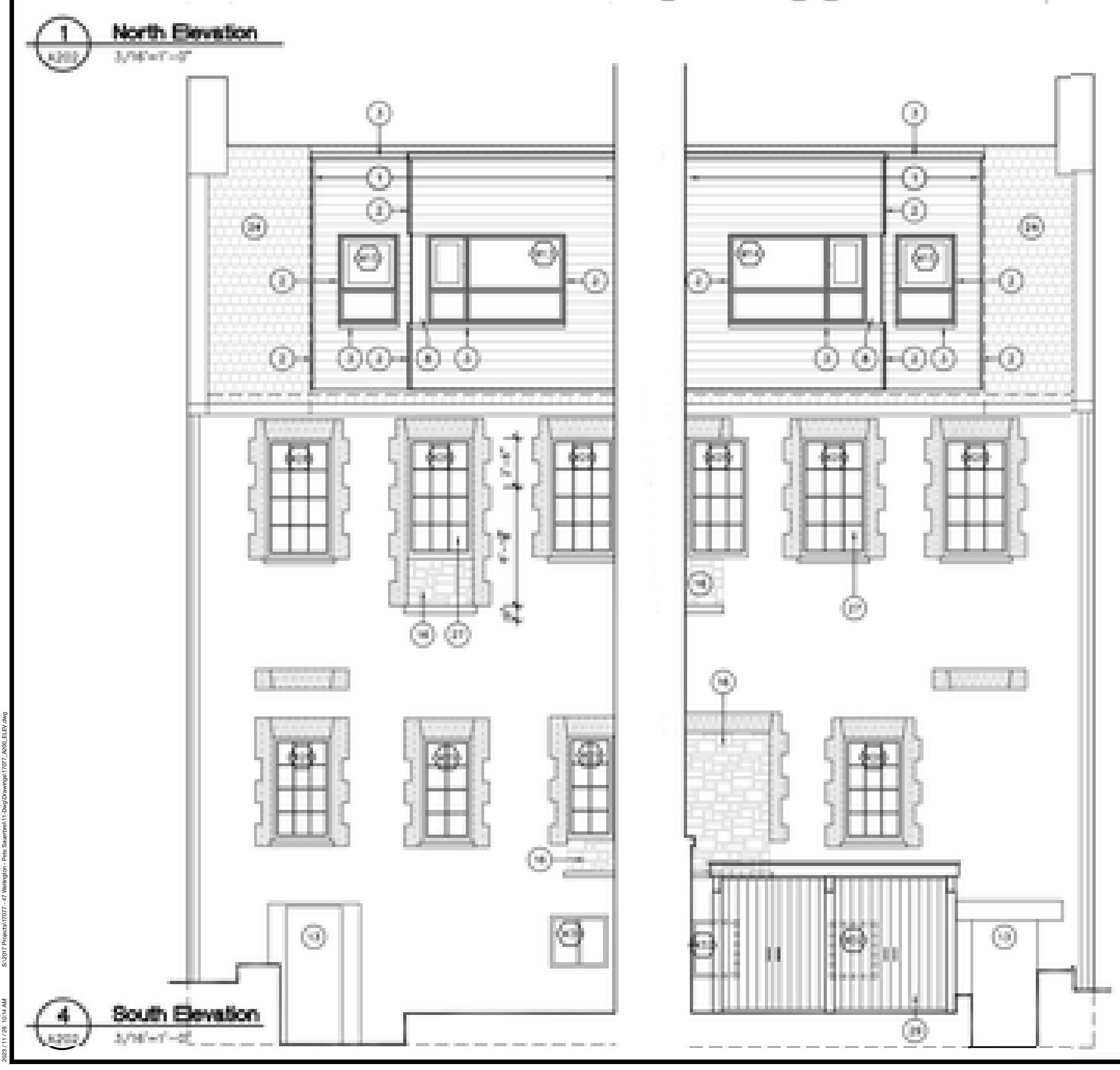
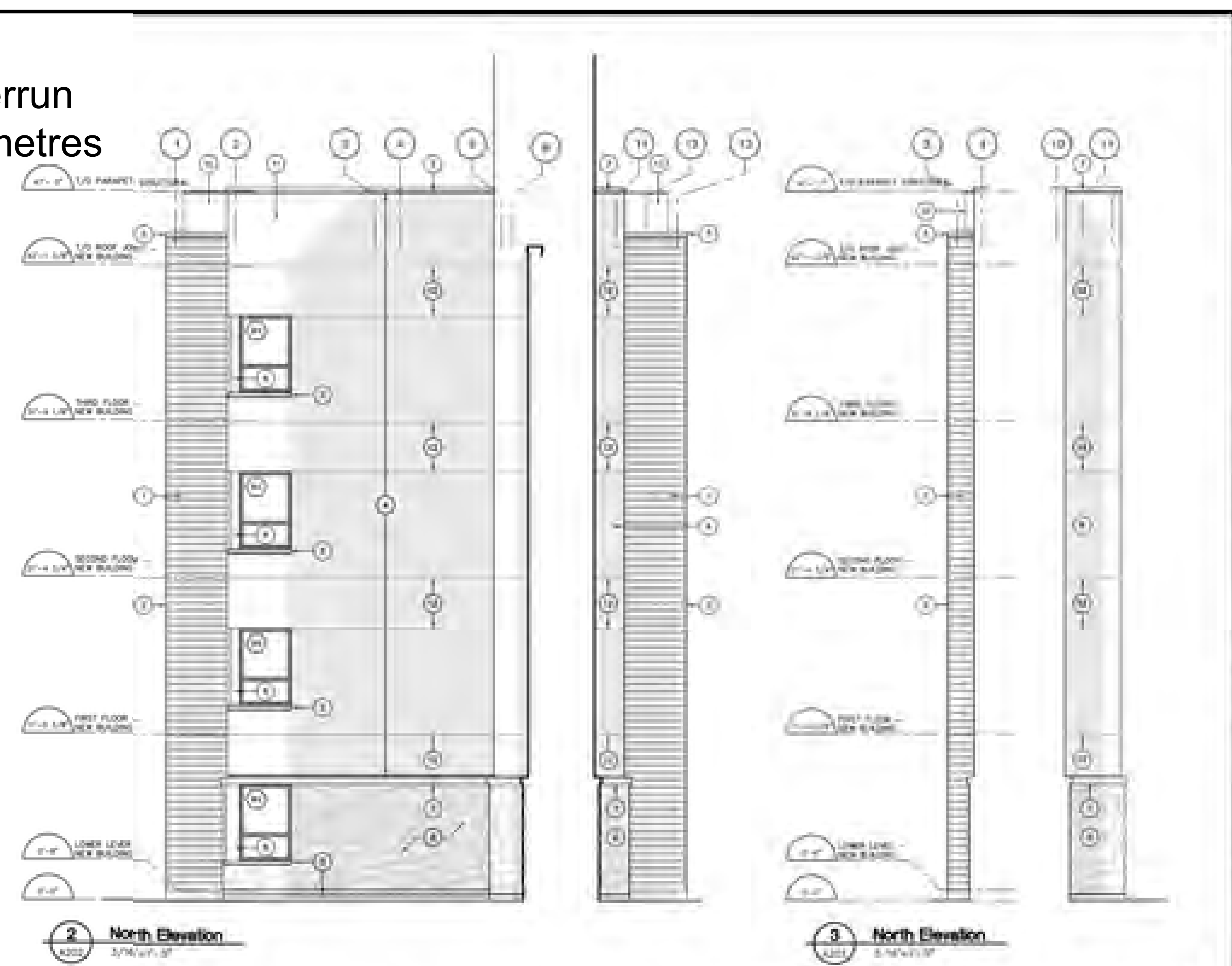
47 WELLINGTON STREET

SITE STATISTICS (47 WELLINGTON STREET, KINGSTON)

Item	Description	Quantity	Unit
1	Proposed Residential Dwellings	17	Units
2	Proposed Parking	17	Spaces
3	Proposed Cycleway	1	Meters
4	Proposed Pathway	1	Meters
5	Proposed Green Space	1	Square Meters
6	Proposed Retaining Wall	1	Meters
7	Proposed Guard	1	Meters
8	Proposed Fence	1	Meters
9	Proposed Signage	1	Units
10	Proposed Lighting	1	Units
11	Proposed Security	1	Units
12	Proposed Other	1	Units



Height of elevator overrun
reduced by 0.5-0.75 metres



SZA
Sheets and Zaback Architects Ltd



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Architects
The Ontario Association of Architects
100 King Street West, Suite 1000
Toronto, Ontario M5X 1C5
Tel: (416) 593-8888
Fax: (416) 593-8889
www.oaa.ca

Drawing Notes:

1. Refer to drawing sheet 101 for details of the building facade.
2. Refer to drawing sheet 102 for details of the building facade.
3. Refer to drawing sheet 103 for details of the building facade.
4. Refer to drawing sheet 104 for details of the building facade.
5. Refer to drawing sheet 105 for details of the building facade.
6. Refer to drawing sheet 106 for details of the building facade.
7. Refer to drawing sheet 107 for details of the building facade.
8. Refer to drawing sheet 108 for details of the building facade.
9. Refer to drawing sheet 109 for details of the building facade.
10. Refer to drawing sheet 110 for details of the building facade.
11. Refer to drawing sheet 111 for details of the building facade.
12. Refer to drawing sheet 112 for details of the building facade.
13. Refer to drawing sheet 113 for details of the building facade.
14. Refer to drawing sheet 114 for details of the building facade.
15. Refer to drawing sheet 115 for details of the building facade.
16. Refer to drawing sheet 116 for details of the building facade.
17. Refer to drawing sheet 117 for details of the building facade.
18. Refer to drawing sheet 118 for details of the building facade.
19. Refer to drawing sheet 119 for details of the building facade.
20. Refer to drawing sheet 120 for details of the building facade.

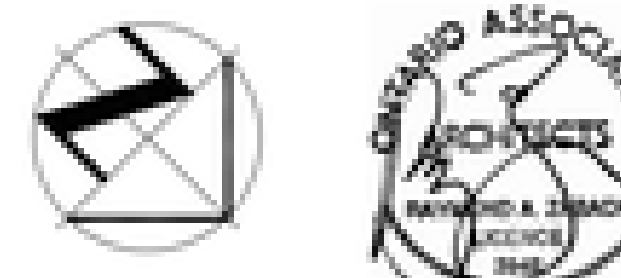
Legend

- Light grey hatched area: Existing masonry walls
- Dark grey hatched area: New masonry walls
- White area: Existing windows
- Black lines: Existing doors
- Red lines: Proposed doors
- Blue lines: Existing stairs
- Green lines: Proposed stairs
- Black lines with dots: Existing structural elements
- Red lines with dots: Proposed structural elements
- Black lines with circles: Existing elevations
- Red lines with circles: Proposed elevations
- Black lines with squares: Existing elevations
- Red lines with squares: Proposed elevations

Item	Description	Quantity	Unit
1	Existing masonry walls	100	Sq. M
2	New masonry walls	50	Sq. M
3	Existing windows	20	No.
4	Proposed windows	10	No.
5	Existing doors	5	No.
6	Proposed doors	2	No.
7	Existing stairs	10	No.
8	Proposed stairs	5	No.
9	Existing structural elements	100	Sq. M
10	Proposed structural elements	50	Sq. M
11	Existing elevations	100	Sq. M
12	Proposed elevations	50	Sq. M
13	Existing elevations	100	Sq. M
14	Proposed elevations	50	Sq. M

City File:
47 Wellington Street
Project Name:
Mr. Peter Gaudin
EXTERIOR ELEVATIONS
Sheet No.: A202
Scale: 3/16"=1'-0"

SZA
Shealts and Zaback Architects Ltd



Certificate of Practice Number: 2438
1 Wellington Street, Suite 200, Kingston, ON, K7L 1Y7
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General Notes:
• ALL NOTES LISTED BELOW ARE FOR SHEET A500 ONLY.

Removals:

- R1 EXISTING WALL
- R2 REMOVE EXISTING LANTERN WALL
- R3 REMOVE EXISTING STAIR/ GUARD/ HANDRAIL AND ALL SUPPORTING STRUCTURE
- R4 REMOVE DOOR (WINDOW, SLIDING DOOR AND DOUBLE DOOR)
- R5 WINDOW
- R6 WINDOW AND SILL TO BE REMOVED, ENLARGED THE OPENING TO RECEIVE NEW WINDOW, REFER TO DOOR SCHEDULE
- R7 PLUMBING FIXTURE
- R8 ROOF
- R9 MECHANICAL
- R10 FLOOR
- R11 FLOOR
- R12 EXISTING CONCRETE FLOOR TO BE REMOVED TO RECEIVE NEW CONCRETE SLAB FLOOR
- R13 EXISTING FINISH
- R14 GYPSUM BOARD
- R15 GYPSUM BOARD
- R16 GYPSUM BOARD
- R17 EXISTING MECHANICAL UNIT
- R18 EXISTING ROOF
- R19 CORNER
- R20 REMOVE EXISTING FIRE ESCAPE WITH ALL SUPPORT STRUCTURE
- R21 FIRE ESCAPE STAIR
- R22 CAREFULLY REMOVE EXISTING WOOD COLUMN INCLUDING CAPITAL FOR REUSE
- R23 REMOVE EXISTING WOOD BEAM, STAIR, GUARD AND SUPPORT STRUCTURE
- R24 RETAINING WALL
- R25 CONCRETE UNIT
- R26 NEW OPENING IN THE EXISTING LANTERN WALL FOR THE NEW BUILDING CONNECTION, REFER TO STRUCTURE
- R27 ENLARGED THE EXISTING DOOR OPENING TO RECEIVE NEW WINDOW OPENING, REFER TO WINDOW SCHEDULE FOR SIZES

Existing To Remain:

- E1 EXISTING WINDOW TO REMAIN
- E2 EXISTING DOOR TO REMAIN
- E3 STAIR TO REMAIN
- E4 WOOD BEAM/ GLAZER
- E5 RETAINING WALL
- E6 EXISTING WALL TO REMAIN AND REUSED WITH THE NEW WINDOW'S STAIR

Legend



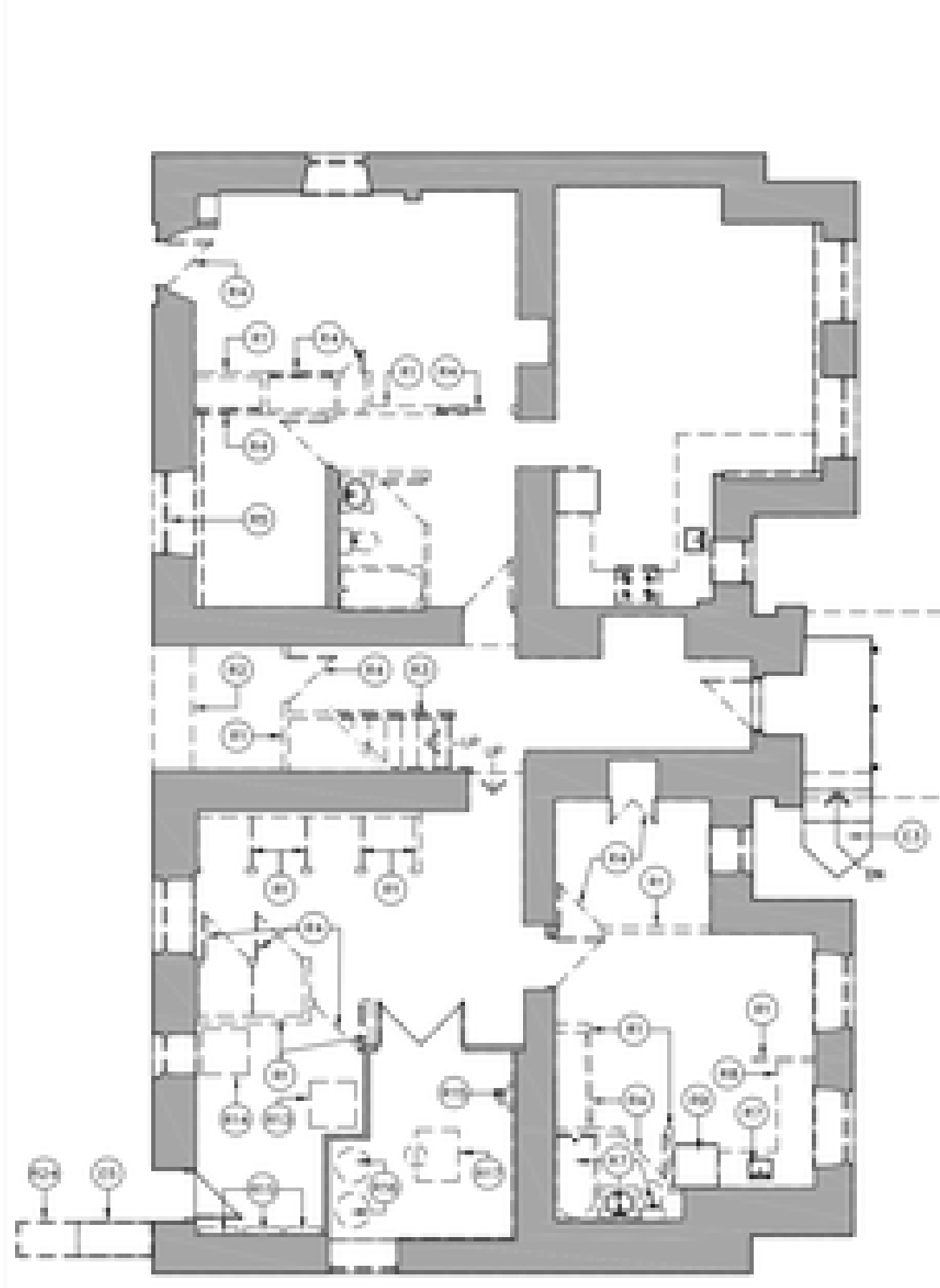
Issue	Description	Date
4	ISSUED FOR RE-TENDER	2022-02-09
3	RE-ISSUED FOR BUILDING PERMIT	2021-02-05
2	ISSUED FOR TENDER	2021-02-26
1	RE-ISSUED FOR BUILDING PERMIT	2021-01-29
0	ISSUED FOR BUILDING PERMIT	2020-10-13

City Plots

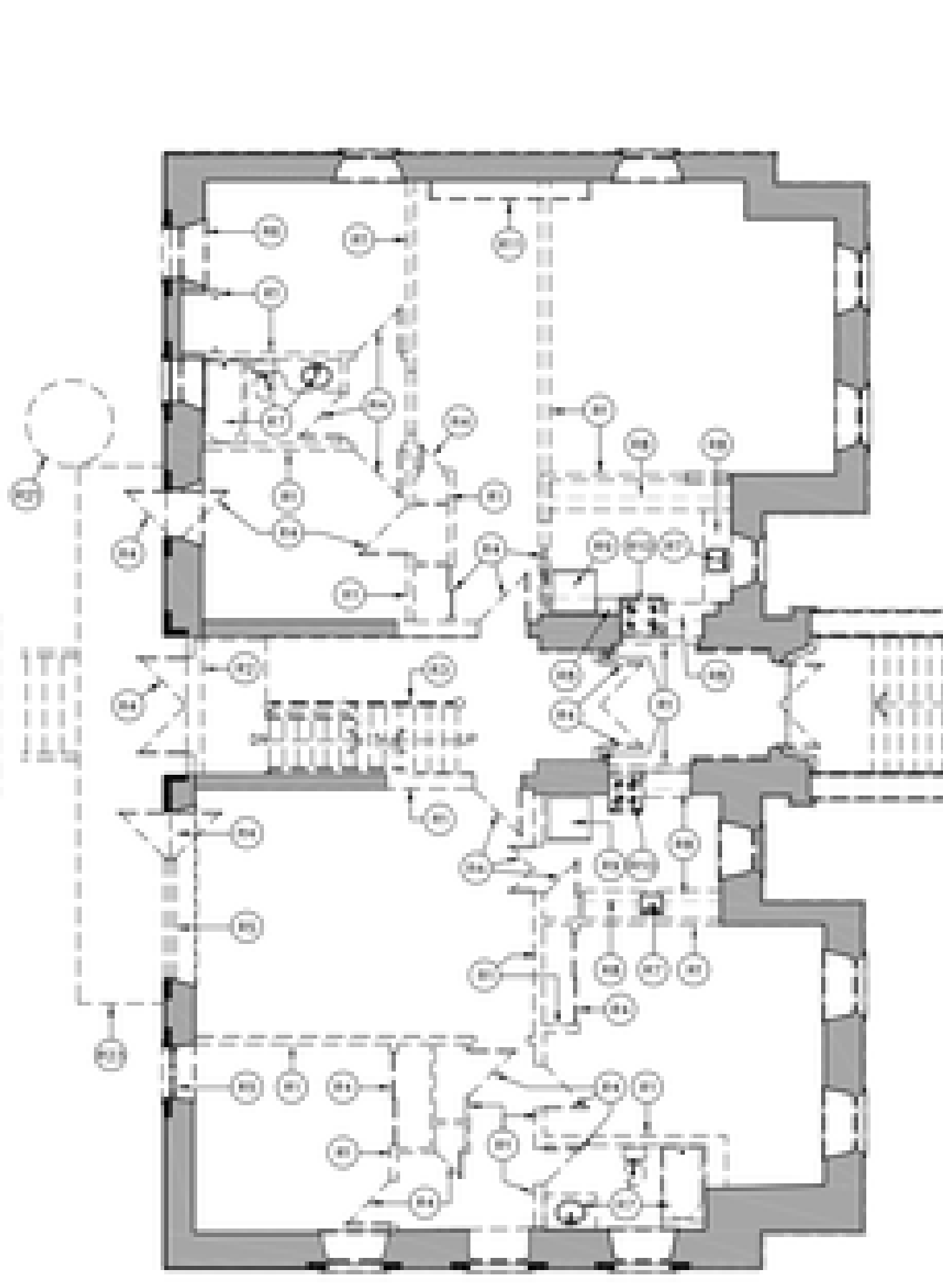
47 Wellington Street
Kingston, Ontario
Mr. Peter Sauerbrel

Demolition Floor Plan & Exterior Elevations

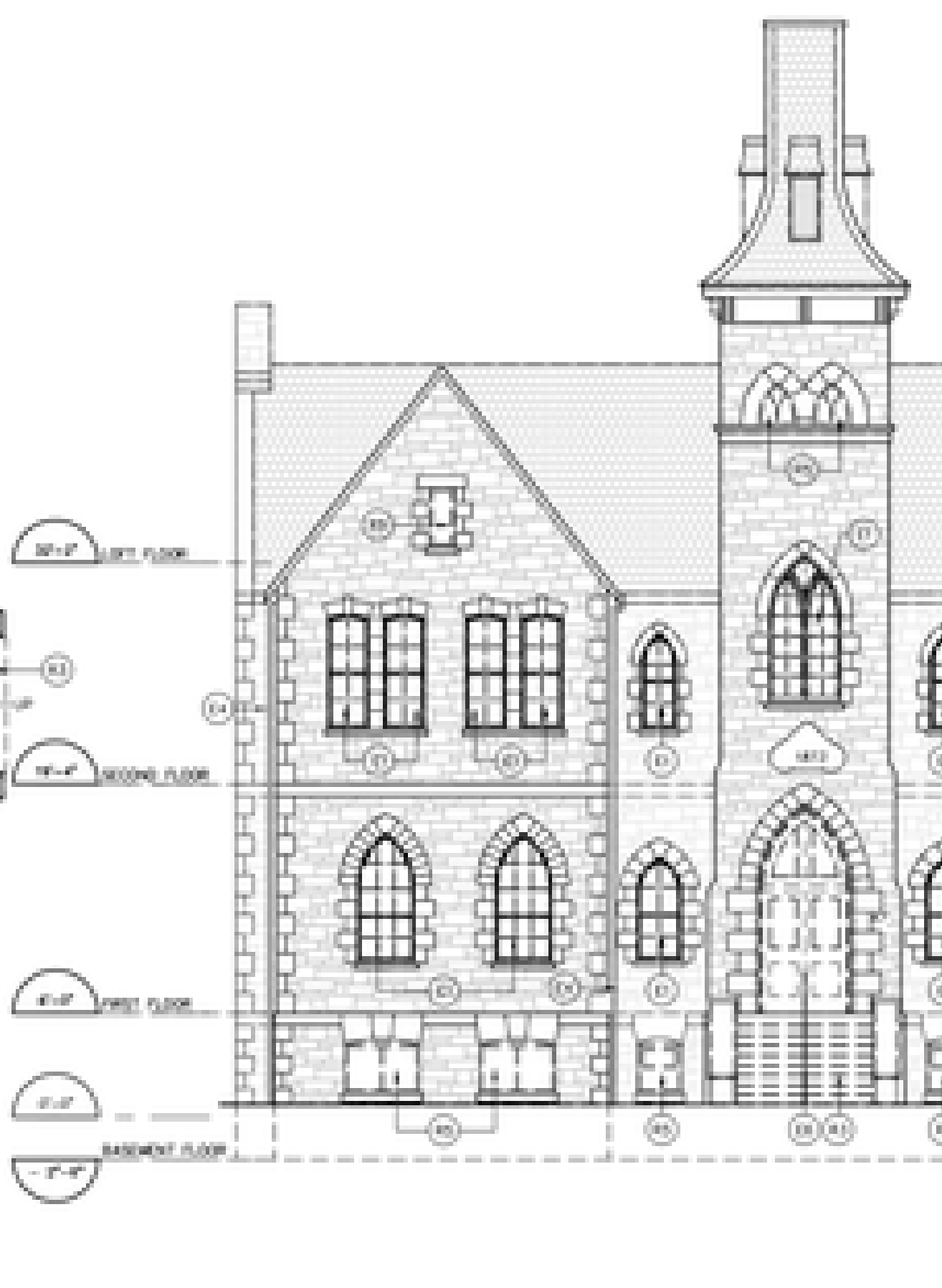
Sheet No.	Date
A500	2022-12-15
Project Name	As Noted
Project No.	17077
Sheet Title	A050



1 Basement Floor Demo
1/8"=1'-0"



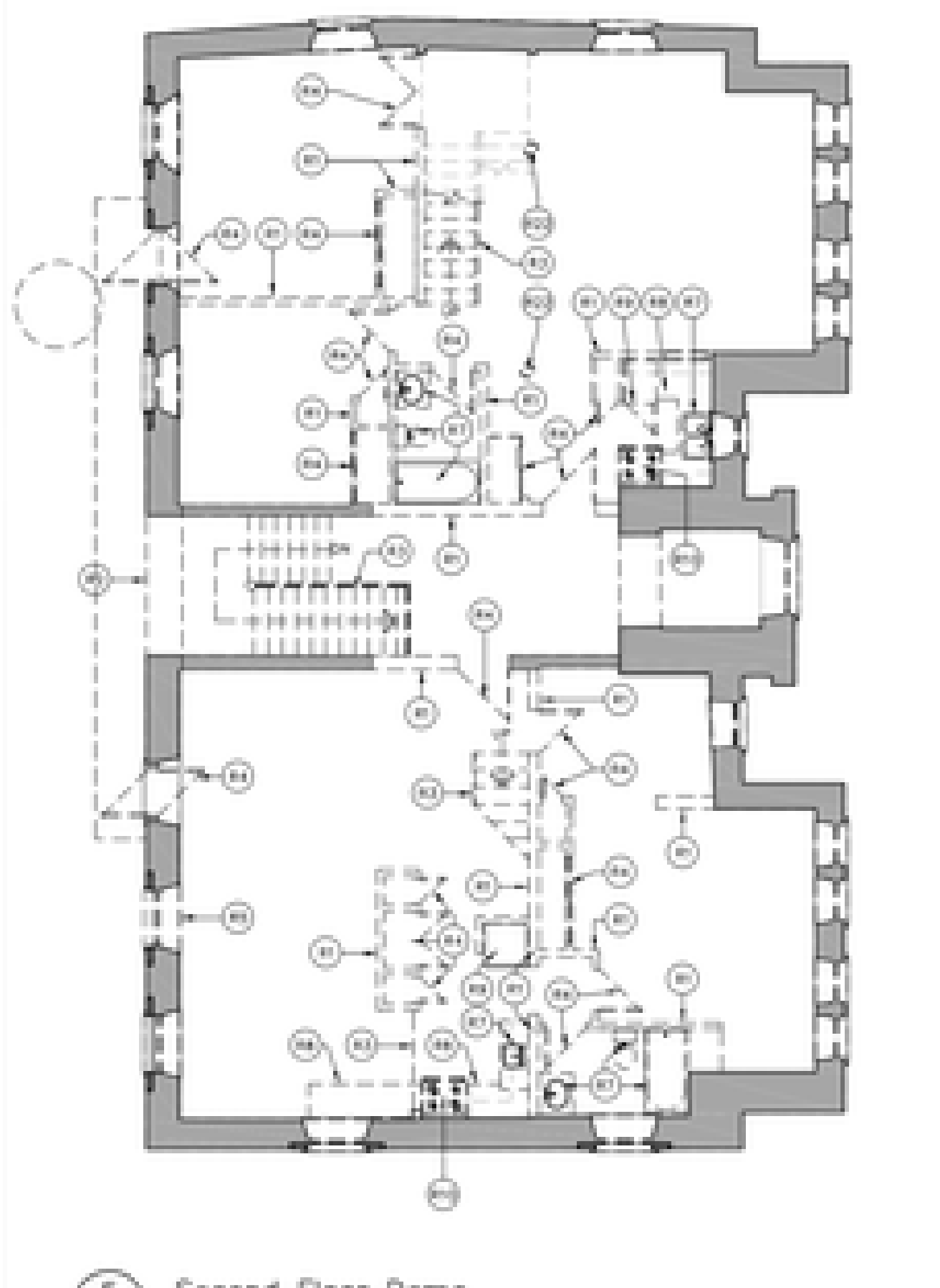
2 First Floor Demo
1/8"=1'-0"



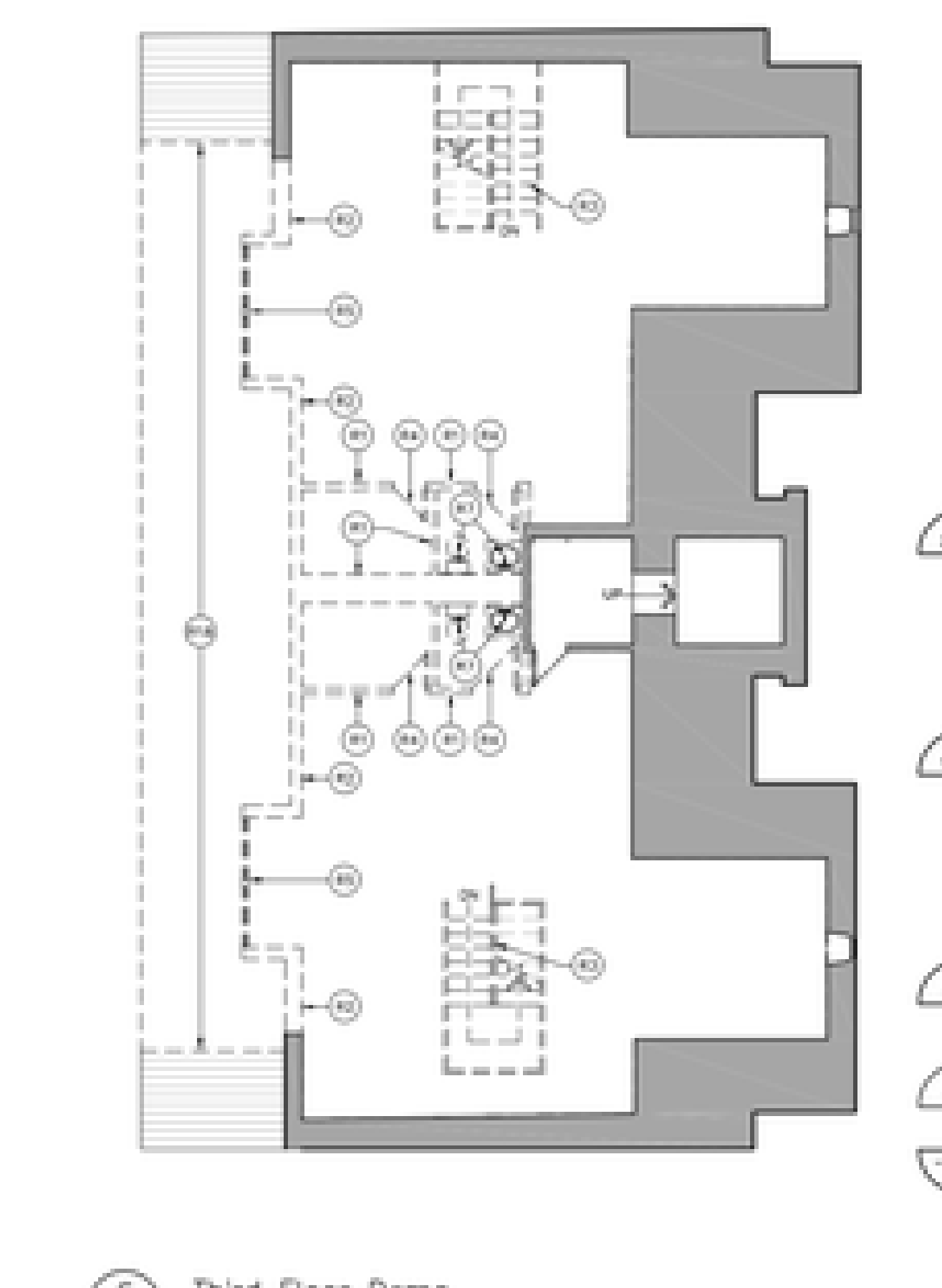
3 North Elevation
1/8"=1'-0"



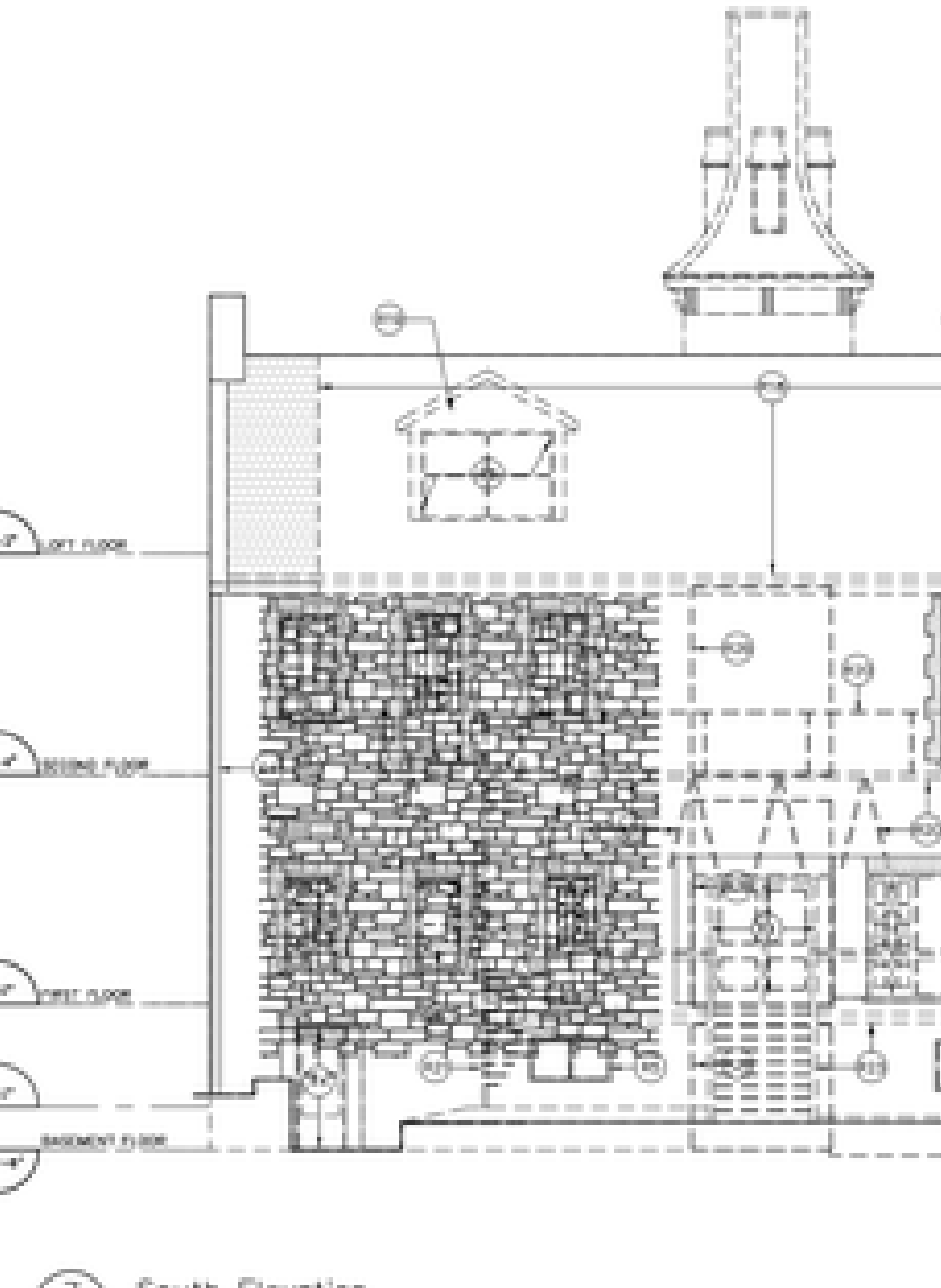
4 East Elevation
1/8"=1'-0"



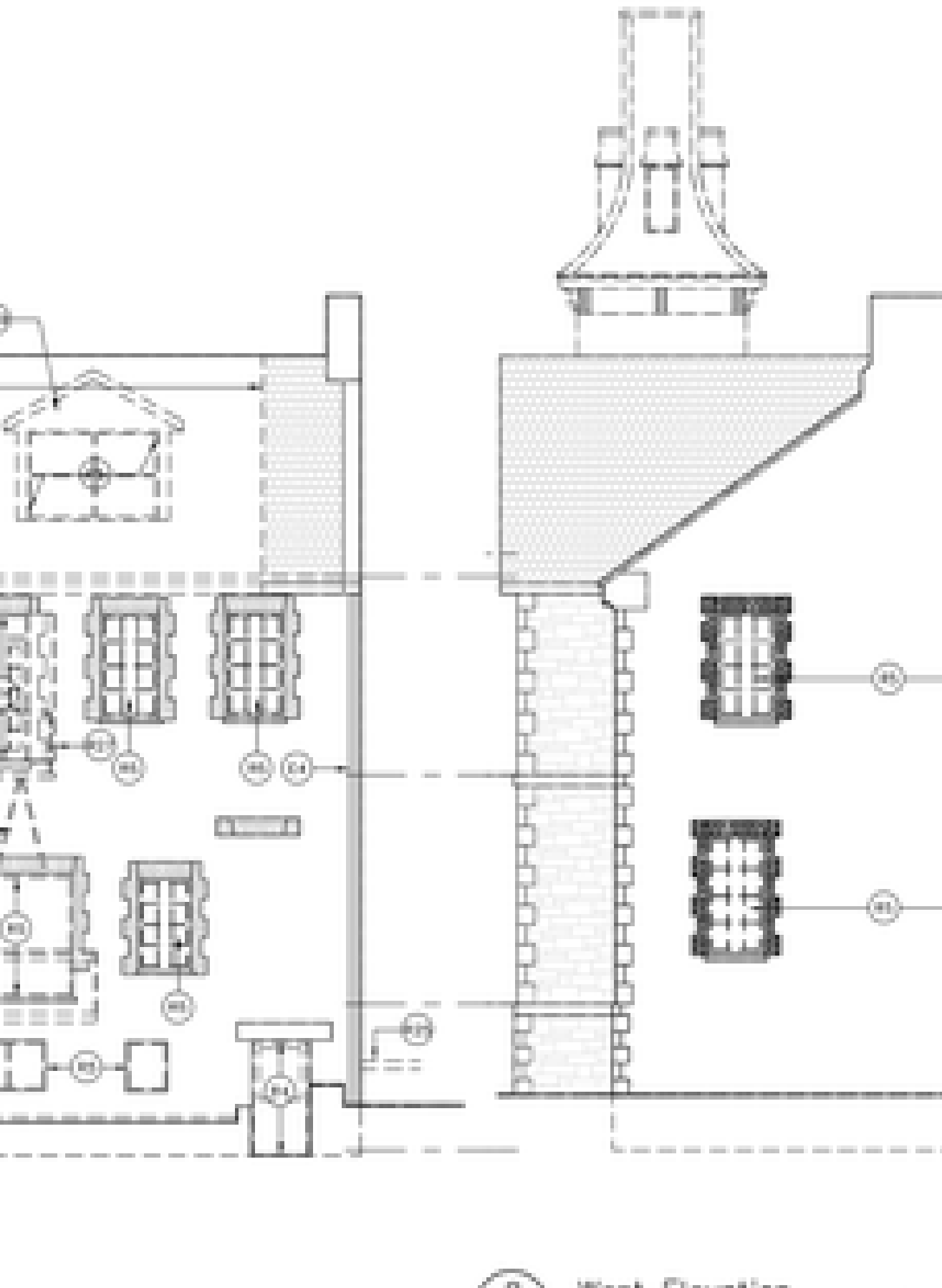
5 Second Floor Demo
1/8"=1'-0"



6 Third Floor Demo
1/8"=1'-0"



7 South Elevation
1/8"=1'-0"



8 West Elevation
1/8"=1'-0"



SZA 17077_001_Demo 1/24/23 10:00 AM

SZA
Shoalts and Zaback Architects Ltd



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Drawing Notes:

1. See sheet A201 for details of the building.
2. See sheet A202 for details of the building.
3. See sheet A203 for details of the building.
4. See sheet A204 for details of the building.
5. See sheet A205 for details of the building.
6. See sheet A206 for details of the building.
7. See sheet A207 for details of the building.
8. See sheet A208 for details of the building.
9. See sheet A209 for details of the building.
10. See sheet A210 for details of the building.

Legend

- 1. New window
- 2. Existing window
- 3. New door
- 4. Existing door
- 5. New wall
- 6. Existing wall
- 7. New roof
- 8. Existing roof
- 9. New floor
- 10. Existing floor
- 11. New stairs
- 12. Existing stairs
- 13. New elevator
- 14. Existing elevator
- 15. New mechanical
- 16. Existing mechanical
- 17. New electrical
- 18. Existing electrical
- 19. New plumbing
- 20. Existing plumbing
- 21. New fire
- 22. Existing fire
- 23. New landscape
- 24. Existing landscape
- 25. New site work
- 26. Existing site work

NO.	DESCRIPTION	DATE
1	ISSUED FOR PERMIT	2024-01-15
2	ISSUED FOR PERMIT	2024-01-15
3	ISSUED FOR PERMIT	2024-01-15
4	ISSUED FOR PERMIT	2024-01-15
5	ISSUED FOR PERMIT	2024-01-15
6	ISSUED FOR PERMIT	2024-01-15
7	ISSUED FOR PERMIT	2024-01-15
8	ISSUED FOR PERMIT	2024-01-15
9	ISSUED FOR PERMIT	2024-01-15
10	ISSUED FOR PERMIT	2024-01-15

City File #
47 Wellington Street
Mr. Peter Scazzari
WEST ELEVATION
A201

Height of elevator overrun to reduce by 0.5-0.75 metres

Increase in height to provide accessible access to required rooftop amenity space

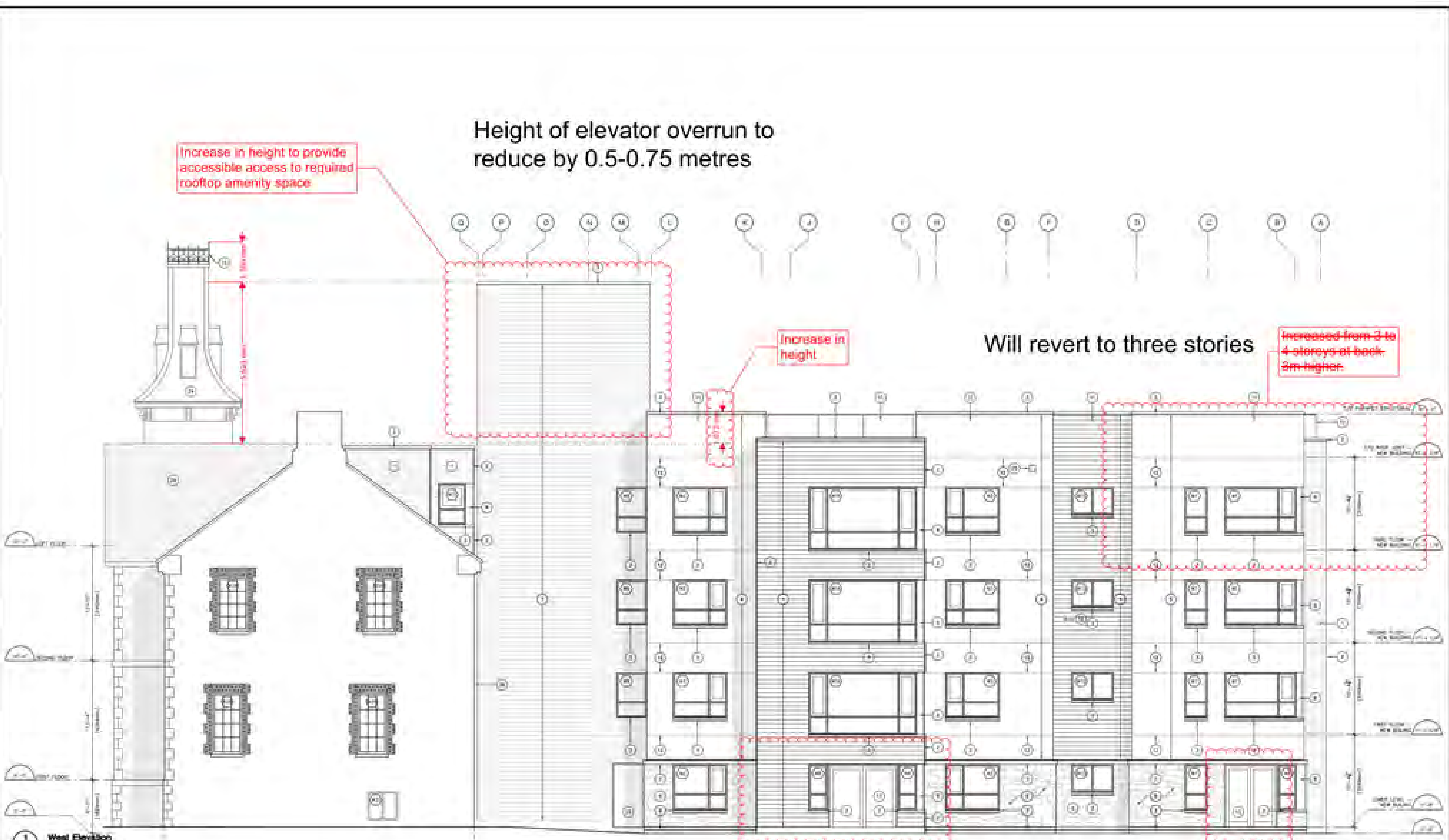
Increase in height

Will revert to three stories

Increased from 3 to 4 storeys at back 5m higher

Extended to ground floor

Door added



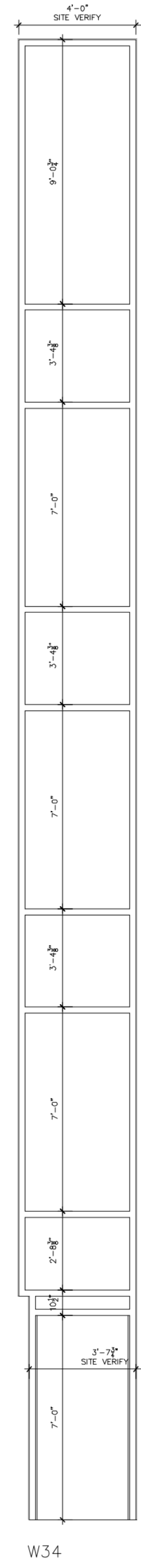
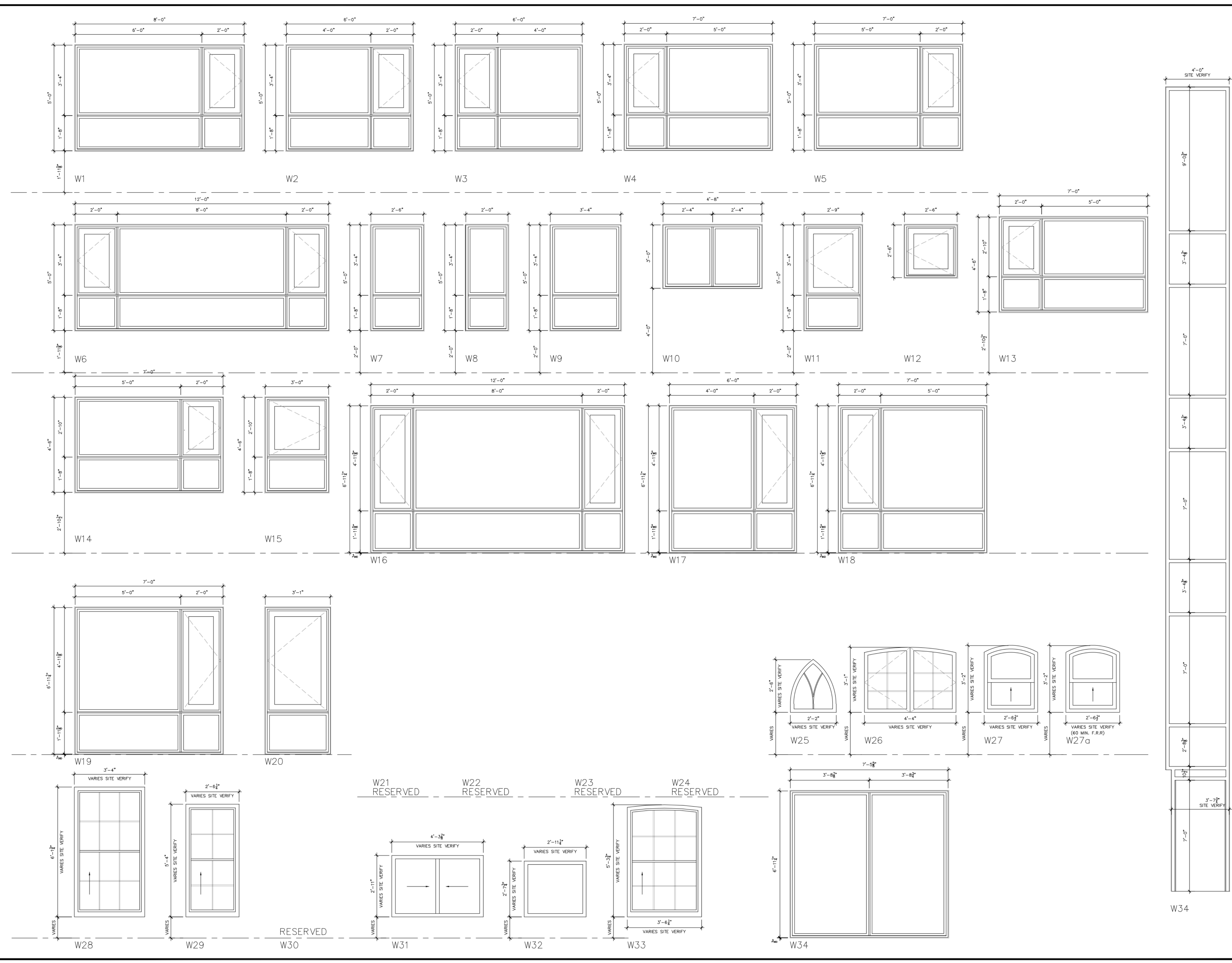


Certificate of Practice Number: 2438
4. Colarossi Street, Suite 206, Kingston, ON K7N 1Z7
Tel: 613 541 0776 Fax: 613 541 0804
mailto:info@szarch.com www.szarch.com

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General Notes:

- ALL WINDOWS MUST MEET THE FOLLOWING THERMAL REQUIREMENTS AS STATED IN OBC SECTION SB-10, TABLE SB 5.5-6-2017 "RESIDENTIAL":
 - *** THE MAXIMUM PERMITTED U VALUE AS LISTED BELOW:
 - NONMETAL FRAMING: ALL U VALUE IS 0.29
 - METAL FRAMING: FIXED, U VALUE IS 0.38
 - METAL FRAMING: OPERABLE, U VALUE IS 0.45
- SUBMIT WINDOW SHOP DRAWINGS TO ARCHITECT FOR REVIEW PRIOR TO FABRICATION AND INSTALLATION. SHOP DRAWINGS MUST INCLUDE CONFIRMATION THAT THE ABOVE OBC REQUIRED VALUES ARE MET.
- ALL WINDOWS SIZE TO BE SITE VERIFIED.
- LIMITATION TO THE WINDOW OPENING OF 4" FOR THE WINDOWS THAT ARE LOCATED LOWER THAN 1070MM ABOVE THE FINISH FLOOR- GO TO CONFIRM THE NUMBER AND LOCATIONS.
- PROVIDE PRIVACY FILM AS INDICATED, REFER TO ARCHITECTURAL EXTERIOR ELEVATION DRAWINGS FOR LOCATIONS.
- ALL REPLACEMENT WINDOWS IN THE EXISTING BUILDING SHALL FIT WITHIN THE EXISTING OPENINGS WITHOUT THE USE OF "IN-FILL" WINDOWS, AND ALL MUNTIN BARS SHALL BE ON THE EXTERIOR OF THE GLASS.



Rev.	Description	Date
4	ISSUED FOR RE-TENDER	2022-02-09
3	RE-ISSUED FOR BUILDING PERMIT	2021-03-05
2	ISSUED FOR TENDER	2021-02-26
1	RE-ISSUED FOR BUILDING PERMIT	2021-01-29
0	ISSUED FOR BUILDING PERMIT	2020-10-23

Project	City Flats		
Location	47 Wellington Street Kingston, Ontario		
Client	Mr. Peter Sauerbrei		
Drawing	WINDOW SCHEDULES		
Drawn by	AM	Date	2022-12-15
File Name	17077_A002_Schedules	Scale	As Noted
Client Project #	17077	Revision #	-----
Project #	17077	Revision #	A004



4370
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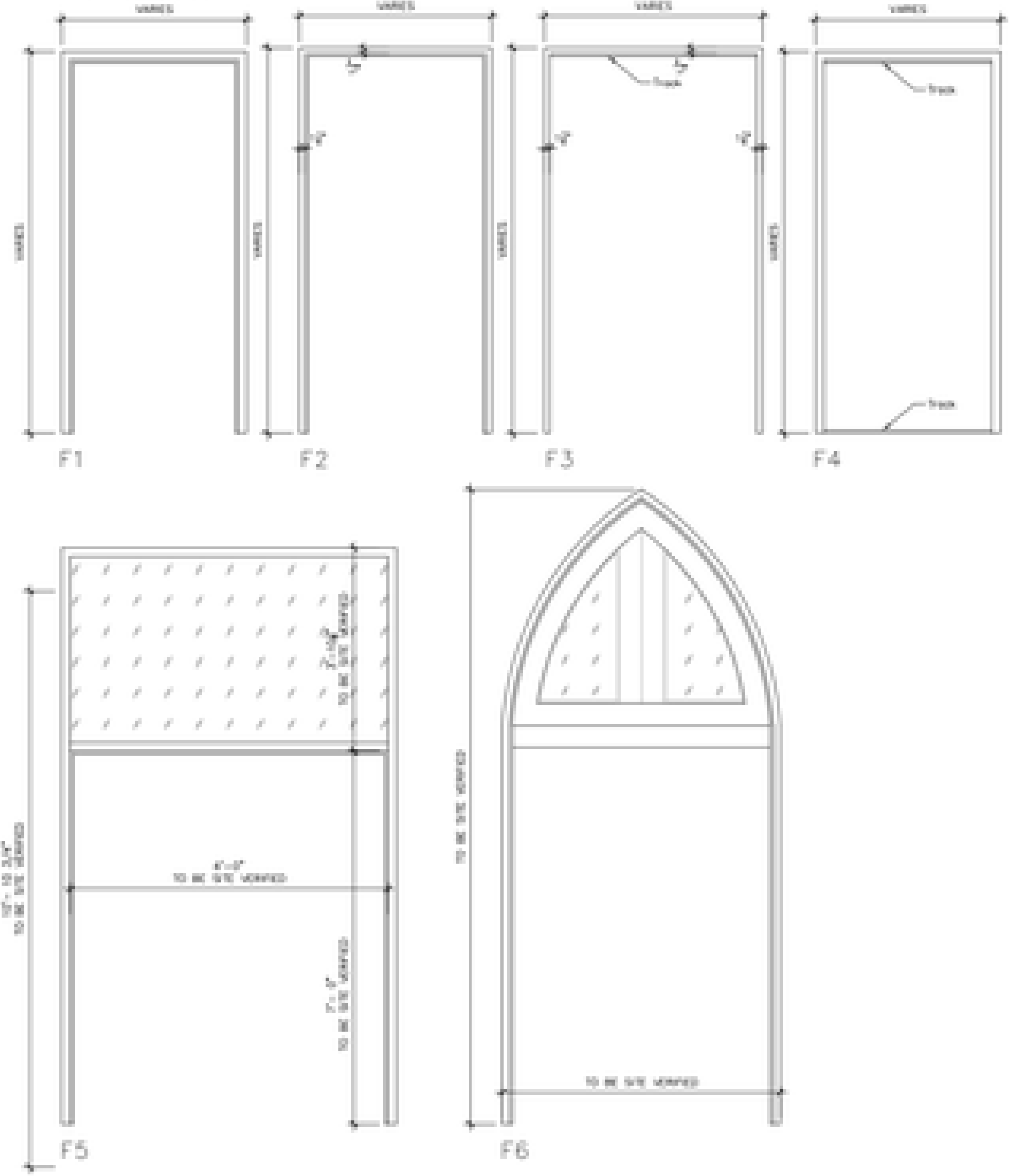
General Notes:

- All doors not to be site verified.
- Provide the following window hardware for each door/window, THREE PANEL, LEVER SET, STOP AND SLIDERS.

Abbreviations:

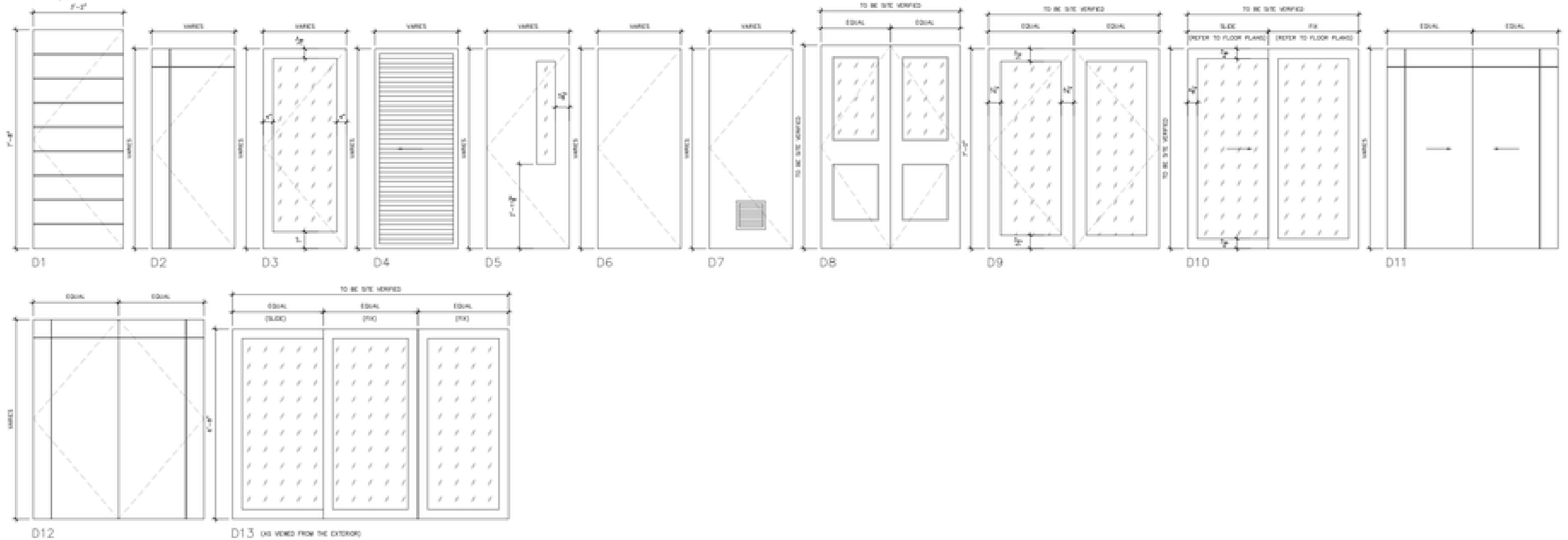
- AL ALUMINUM
- AN ANODIZED ALUMINUM
- HM HOLLOW METAL
- PT PAINT
- WOOD WOOD
- GL GLASS
- IRG IRON
- TR TREATED WOOD
- MT METAL
- CL CLIMAC GLASS
- SG SILENT GLASS

Frame Types



DOOR TYPE	DESCRIPTION	F.F.S. (MIN/MAX)	DOOR				FRAME	LOCKSET	HARDWARE	ADDITIONAL NOTES
			TYPE	MATERIAL	FINISH	SIZE				
A	Apartment Entrance	0 28	01	WD	PT	36" x 84"	HM	PT		* Size to be site verified
B	Bedroom	0 00	02	WD	PT	36" x 84"	WD	PT	*	* Size to be site verified
C	Bedroom	0 00	02	WD	PT	36" x 84"	WD	PT	*	Sliding pocket door
D	Bedroom	0 00	02	WD	PT	36" x 84"	WD	PT	*	
E	Bedroom	0 00	02	WD	PT	36" x 84"	WD	PT	*	
F	Bedroom	0 00	02	WD	PT	36" x 84"	WD	PT	*	
G	Bedroom	0 00	02	WD	PT	36" x 84"	WD	PT	*	
H	Bedroom	0 00	02	WD	PT	36" x 84"	WD	PT	*	
I	Bedroom	0 00	02	WD	PT	36" x 84"	WD	PT	*	
J	W.C.	0 00	02	WD	PT	36" x 84"	WD	PT	*	Sliding pocket door
K	W.C.	0 00	04	WD	PT	36" x 84"	WD	PT	*	Sliding door
L	W.C.	0 00	02	WD	PT	36" x 84"	WD	PT	*	
M	Closet-Bedroom	0 00	02	WD	PT	36" x 84"	WD	PT	*	* Size to be site verified
N	Closet-Bedroom	0 00	02	WD	PT	36" x 84"	WD	PT	*	Sliding door *M* size to be site verified
O	Closet-Bedroom	0 00	02	WD	PT	36" x 84"	WD	PT	*	Sliding door *size to be site verified
P	Closet-Bedroom	0 00	02	WD	PT	36" x 84"	WD	PT	*	Sliding door
Q	Closet-Bedroom	0 00	02	WD	PT	36" x 84"	WD	PT	*	Sliding door
R	Closet-Hall	0 00	02	WD	PT	36" x 84"	WD	PT	*	Sliding door
S	Closet-Hall	0 00	02	WD	PT	36" x 84"	WD	PT	*	Sliding door
T	Closet-Hall	0 00	02	WD	PT	36" x 84"	WD	PT	*	Sliding door
U	Closet-Hall	0 00	02	WD	PT	36" x 84"	WD	PT	*	Sliding door
V	Closet-Mech	0 00	02	WD	PT	36" x 84"	WD	PT	*	Sliding pocket door
W	Closet-Mech	0 00	02	WD	PT	36" x 84"	WD	PT	*	Sliding door
X	Laundry Room	0 00	02	WD	PT	36" x 84"	WD	PT	*	Door hinges are 90 degree except the ones that are 180 degrees as indicated in floor plans
Y	Laundry Room	0 00	02	WD	PT	36" x 84"	WD	PT	*	Door hinges are 90 degree except the ones that are 180 degrees as indicated in floor plans
Z	Laundry Room	0 00	02	WD	PT	36" x 84"	WD	PT	*	Size to be site verified
PO1	Star	45 00	00	HM	PT	36" x 84"	HM	PT	*	
PO1*	Star	45 00	00	HM	PT	36" x 84"	HM	PT	*	
PO2	Star	0 00	02	WD	PT	36" x 84"	WD	PT	*	
PO3	Exterior Entrance	0 00	00	AL	AN	36" x 84"	TP	AL AN TP	*	Sliding pocket door, size to be site verified
PO4	Exterior Entrance	0 00	00	WD	PT	36" x 84"	TP	WD PT TP	*	Regarding the frame refer to WJA/A004
PO5	Exterior Entrance	45 00	00	HM	PT	36" x 84"	TP	HM PT TP	*	New double door to fit the existing opening
PO6	Exterior Door	0 00	00	HM	PT	36" x 84"	TP	HM PT TP	*	
PO7	Exterior Door	45 00	00	HM	PT	36" x 84"	TP	HM PT TP	*	*M* To have 45 min F & B. These bars only for stair A & B door
PO8	Mech	45 00	00	HM	PT	36" x 84"	TP	HM PT TP	*	Door height to be site verified
PO9	Mech	45 00	00	HM	PT	36" x 84"	TP	HM PT TP	*	Door height to be site verified
PO9*	Garbage	45 00	00	HM	PT	36" x 84"	TP	HM PT TP	*	Door size to be site verified
PO10	Garbage	0 00	00	WD	PT	36" x 84"	TP	WD PT TP	*	Door height to be site verified
PO11	Basement Exit	0 00	00	WD	PT	36" x 84"	TP	WD PT TP	*	Door height to be site verified
PO12	Terrace	0 00	00	WD	PT	36" x 84"	TP	WD PT TP	*	Door height to be site verified
PO13	Terrace	0 00	00	AL	AN	42" x 84"	TP	AL AN TP	*	Hardware per manufacturer's requirements. Black finish
PO14	Terrace	0 00	00	AL	AN	36" x 84"	TP	AL AN TP	*	Hardware per manufacturer's requirements. Black finish
PO15	Control Room	45 00	00	HM	PT	36" x 84"	TP	HM PT TP	*	Hardware per manufacturer's requirements. Black finish

Door Types



- 4 ISSUED FOR 2022-02-09
- AC - TENDER
- 5 RE-ISSUED FOR 2021-05-05
- BUILDING PERMIT
- 2 ISSUED FOR TENDER 2021-02-26
- 1 RE-ISSUED FOR 2021-01-29
- BUILDING PERMIT
- 0 ISSUED FOR BUILDING 2020-10-23
- PERMIT

City Flats
47 Wellington Street
Kingston, Ontario
Mr. Peter Souerbrei

DOOR SCHEDULES

Project No: 17077 | Drawing No: A005



Certificate of Practice Number: 2438
4 Cataragui Street, Suite 206, Kingston, ON K7K 1Z7
Tel: 613 541 0776 Fax: 613 541 0804
mail@szaarch.com www.szaarch.com

This is a copyright drawing and design and shall not be used, reproduced or revised without written permission. The contractor shall check and verify all dimensions and report all errors and omissions to the architect prior to commencing work. These drawings are not to be scaled. Any deviation in construction from the information shown on these drawings without written approval of the Architect is solely the contractor's responsibility.

Drawing Notes:

1. FIBER CEMENT SIDING LAP.
2. METAL CORNER TRIM AT LAP SIDING.
3. PRE-FINISHED METAL FLASHING.
4. EIFS FINISH (TYPE 1).
5. EIFS FINISH (TYPE 2).
6. STONE MASONRY.
7. SILL.
8. INTEGRAL METAL CORNER POST (PART OF WINDOW SYSTEM).
9. DOOR OPERATOR PUSH PAD.
10. GLASS GUARD, PER OBC ALL GUARDS SHALL BE NOT LESS THAN 1070MM HIGH MEASURED VERTICALLY FROM THE TOP OF THE GUARD TO THE SURFACE OF THE FINISH FLOOR.
11. SOLID PARAPET (GUARD FOR ROOF TERRACE).
12. EIFS CONTROL JOINT/REVEAL.
13. DOOR AND FRAME, REFER TO SCHEDULE.
14. SLIDING GLASS DOOR, REFER TO SCHEDULE.
15. IRON WORK TO THE TOP OF EXISTING TOWER.
16. STONE INFILL TO BE RECESSED 2"-3" IN THESE LOCATIONS, STONE TO MATCH THE EXISTING Limestone.
17. FIRE DEPARTMENT CONNECTION LOCATION, PROVIDE SIGNAGE INDICATING PRESSURE AT THE INLETS. COORDINATE WITH SPRINKLER CONTRACTOR.
18. CANOPY 24" AWAY FROM THE EXTERIOR WALL.
19. RESERVED.
20. EXISTING METAL RAILING.
21. NEW WOODEN TEXTURE CONCRETE STAIR.
22. RESERVED.
23. 60 MIN. FIRE RATED WINDOW.
24. NEW ASPHALT SHINGLES.
25. SCUPPER LOCATION, REFER TO MECHANICAL/CIVIL DRAWINGS FOR ADDITIONAL INFORMATION.
26. SEISMIC COLONNAD, COLOR TO MATCH EXTERIOR FINISH.
27. PROVIDE PRIVACY FILM.
28. EXISTING WINDOW TO BE REPAIR AND REPAINT.

Legend

- DOOR OPERATOR PUSH PAD
- ELEVATION BUBBLE
- NOTE BUBBLE
- WINDOW NUMBER BUBBLE

Revision	Description	Date
5	ISSUED FOR RE-TENDER	2022-02-09
4	RE-ISSUED FOR BUILDING PERMIT	2021-03-05
3	ISSUED FOR TENDER	2021-02-26
2	RE-ISSUED FOR BUILDING PERMIT	2021-01-29
1	ISSUED FOR HERITAGE APPROVAL	2020-12-04
0	ISSUED FOR BUILDING PERMIT	2020-10-23

Revision	Description	Date
1	East Elevation	3/16-1-0"

Location
47 Wellington Street
Kingston, Ontario

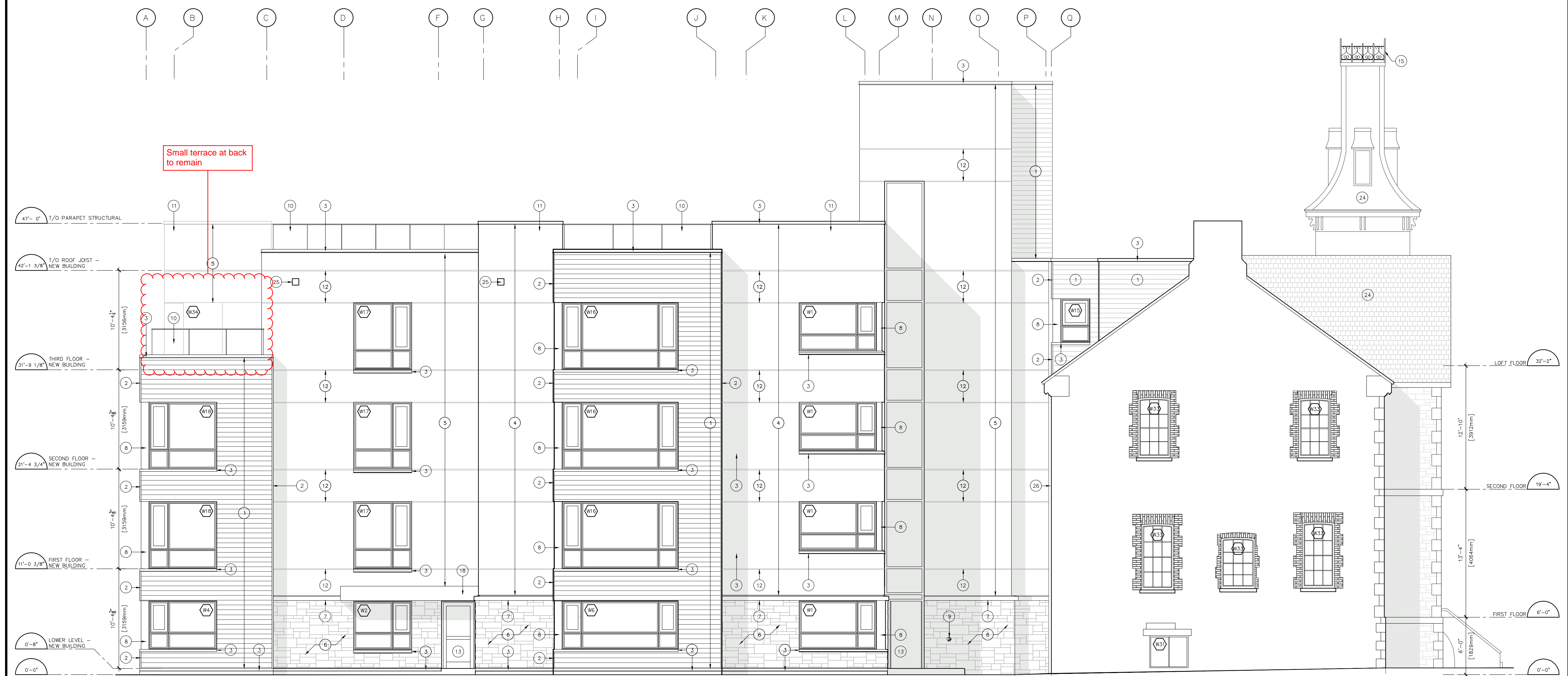
Client
Mr. Peter Sauerbrei

Drawing
EAST ELEVATION

Drawn by	Date
AM	2022-12-15

File Name	Scale
17077_A200_ELEV	As Noted

Client Project #	Drawing Number
17077	A200



1 East Elevation
3/16-1-0"

302 / 12 / 18 / 1000 04 / 03/2017 10:00:00 AM / 03/16/2022 10:00:00 AM / 03/16/2022 10:00:00 AM / 03/16/2022 10:00:00 AM



Elevator overrun colour to be more muted
and height to reduce by 0.5-0.75 metres



Elevator overrun colour to be more muted and height to reduce by 0.5-0.75 metres



Elevator overrun colour to be more muted and height to reduce by 0.5-0.75 metres



Updated Renderings from Eye Level showing Reduced Height and Change in Colour of Elevator Overrun:







London: 188 North Adelaide Park, Unit 9
London, ON N6G 1W5
Tel: 519-875-7588
Windsor: 600 Woodbine Street, Suite 202
Windsor, ON N9A 1L7
Tel: 519-940-0666
www.callidus.ca | info@callidus.ca

REVISION

REVISIONS

NO.	REVISIONS	DATE
01	ISSUED FOR BUILDING PERMIT	2015.04.01
02	ISSUED FOR BSA SUBMITTAL	2015.11.17
03	REVISIONS FOR PERMIT	2016.01.06
04	REVISIONS FOR PERMIT	2016.01.29
05	ISSUED FOR TENDERS	2016.02.26
06	ISSUED FOR TENDERS	2016.03.11



DESIGNER	DATE	CHECKED	DATE

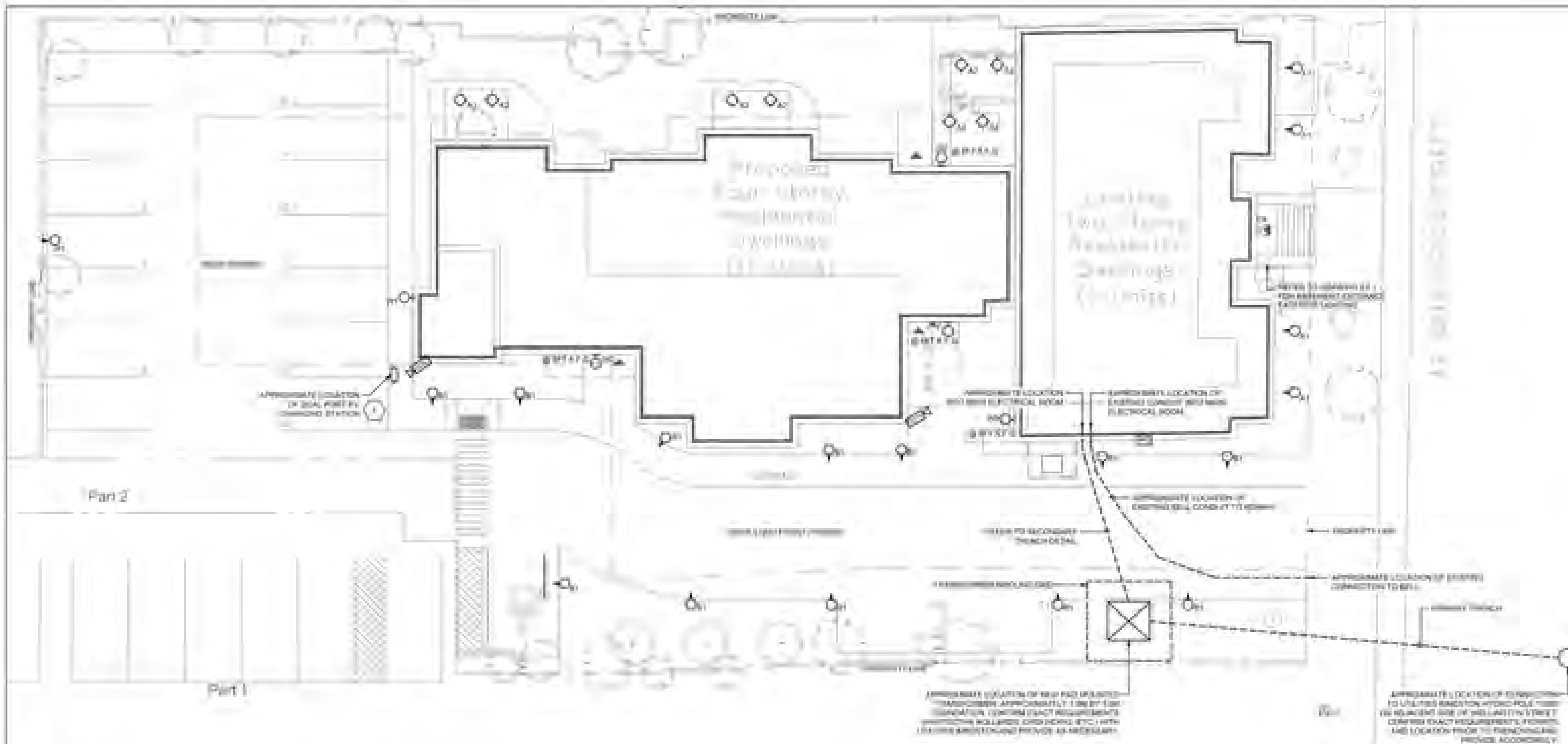
PROJECT
47 WELLINGTON APARTMENTS

ADDRESS
47 WELLINGTON ST. KINGSTON, ON

PROJECT NO.
CE-4404

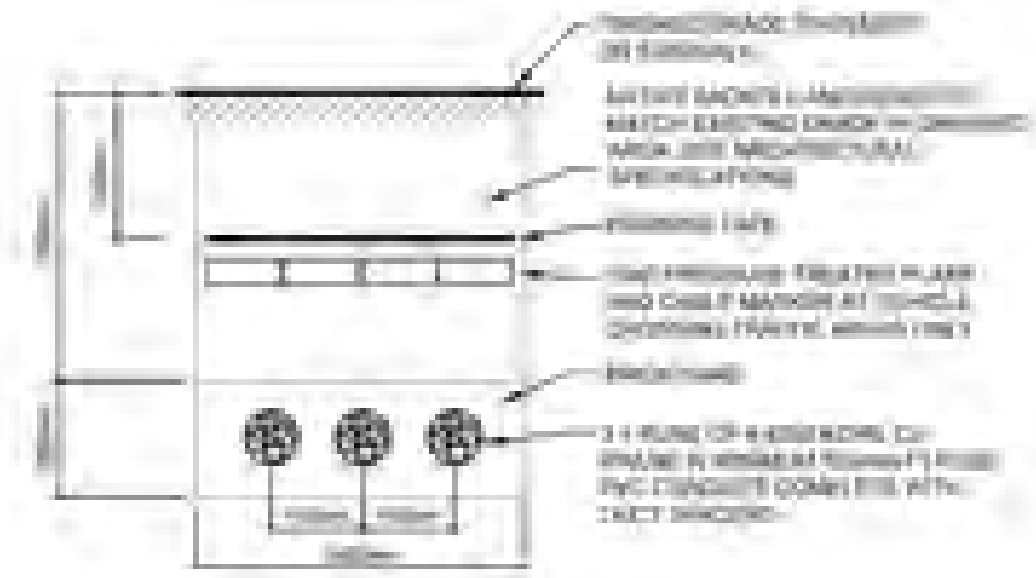
DRAWING TITLE
ELECTRICAL SITE PLAN & DETAILS

DRAWING NUMBER
E1.1 OF 3



SECONDARY TRENCH DETAIL

SCALE: 1" = 1'-0"



SEE ELECTRICAL PROTECTION DETAILS, SHEET E1.2

SECONDARY TRENCH DETAIL

SCALE: 1" = 1'-0"

ELECTRICAL SITE PLAN LAYOUT

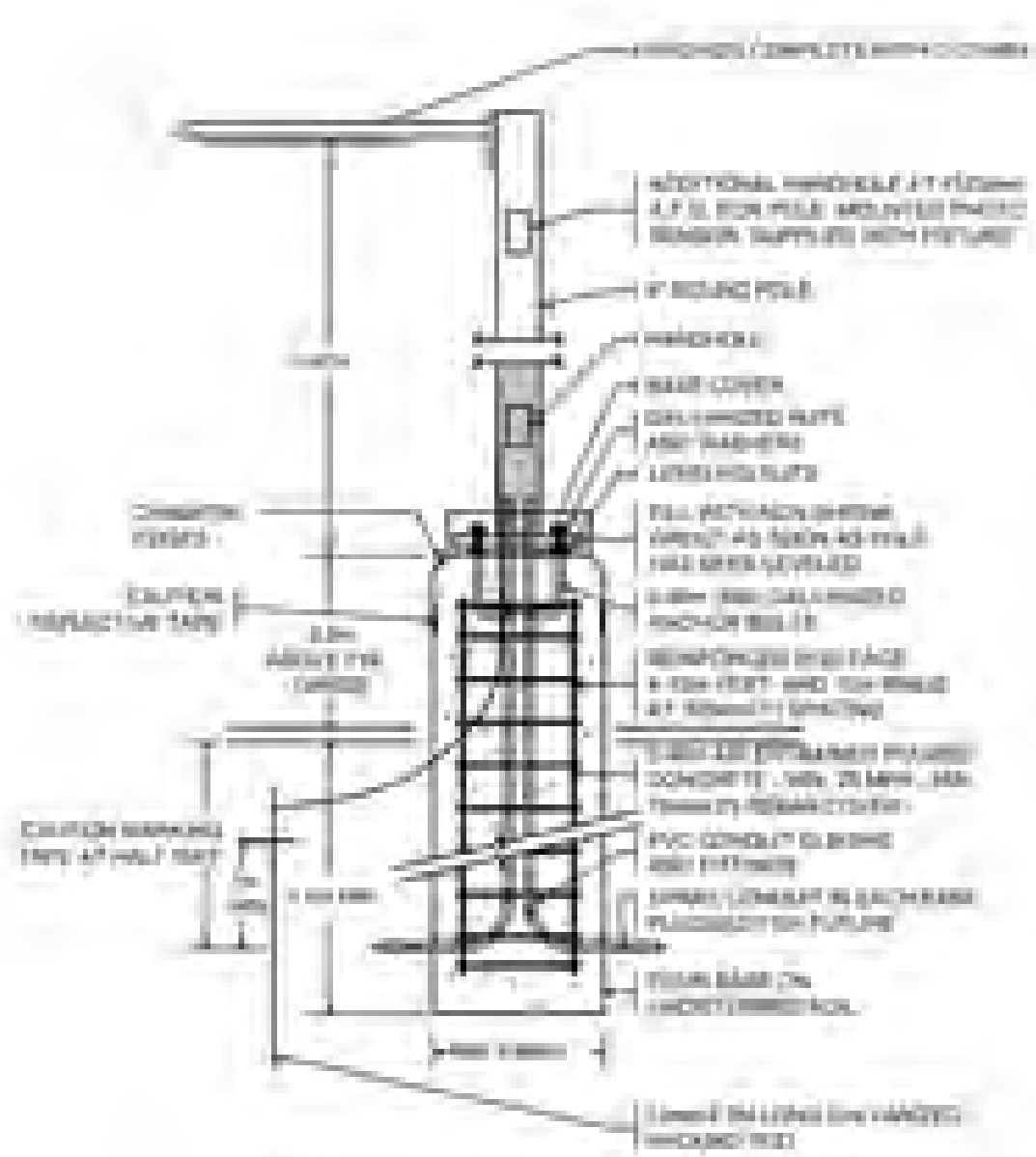
SCALE: 1" = 1'-0"

GENERAL NOTES

- 1. CONTRACTOR SHALL VERIFY ALL SERVICE POINTS TO HIS BEST ADVISORY THROUGH DESIGN WITH UTILITIES AGENCY.
- 2. ROUTING OF TRENCHES ARE PROPOSED ROUTES ONLY. COORDINATE WITH CITY OF KINGSTON FOR INSURANCE BY CITY, CIVIL AND STRUCTURAL FOR SERVICE AND COLUMN FOUNDATION FOOTINGS.
- 3. ROUTING OF CONDUITS ARE PROPOSED ROUTES ONLY. COORDINATE WITH MECHANICAL, PLUMBING, FIRE PROTECTION AND STRUCTURAL ENGINEERS FOR ANY INTERFERENCES (SEE INTERIOR FINISH, CEILING/FINISH, ETC.).
- 4. PROVIDE WATERPROOF SEAL IN SEAL OR APPROVED ALTERNATIVE FOR NEW TRENCHES OF CONDUITS AND CONDUITS THROUGH EXISTING CURBS.
- 5. PROVIDE PROTECTIVE COVER TO MEET THE REQUIREMENTS OF THE CITY OF KINGSTON ELECTRICAL SAFETY CODE, THE BUILDING CODE AND UTILITIES AGENCY.
- 6. THE ELECTRICAL CONTRACTOR IS RESPONSIBLE FOR ALL CIVIL WORK RELATED TO THE ELECTRICAL SYSTEM INCLUDING PERMITS AND SECONDARY CABLES AND PULL BOXES AND ALL ELECTRICAL WORK FOR SECONDARY.
- 7. ELECTRICAL CONTRACTOR TO SUPPLY AND INSTALL PRIMARY CABLES FROM THE MAIN POLE ON WILSON STREET TO THE TRANSFORMER PAD. PRIMARY CABLES TO BE OF SUFFICIENT LENGTH TO EXTEND TO WALK THE ENTIRE NEUTRAL OR MAIN POLE. COMPLETE 1" FULL COVER ABOVE THE TRANSFORMER PAD AND EXTEND 5' ABOVE THE CORNER OF THE TRANSFORMER PAD CENTER.
- 8. ELECTRICAL CONTRACTOR TO SUPPLY AND INSTALL SECONDARY CABLES FROM THE SWITCHBOARD TO THE TRANSFORMER PAD. SECONDARY CABLES TO BE OF SUFFICIENT LENGTH TO COMPLETE 1" FULL COVER ABOVE THE TRANSFORMER PAD AND EXTEND 5' ABOVE THE CORNER OF THE TRANSFORMER PAD CENTER.

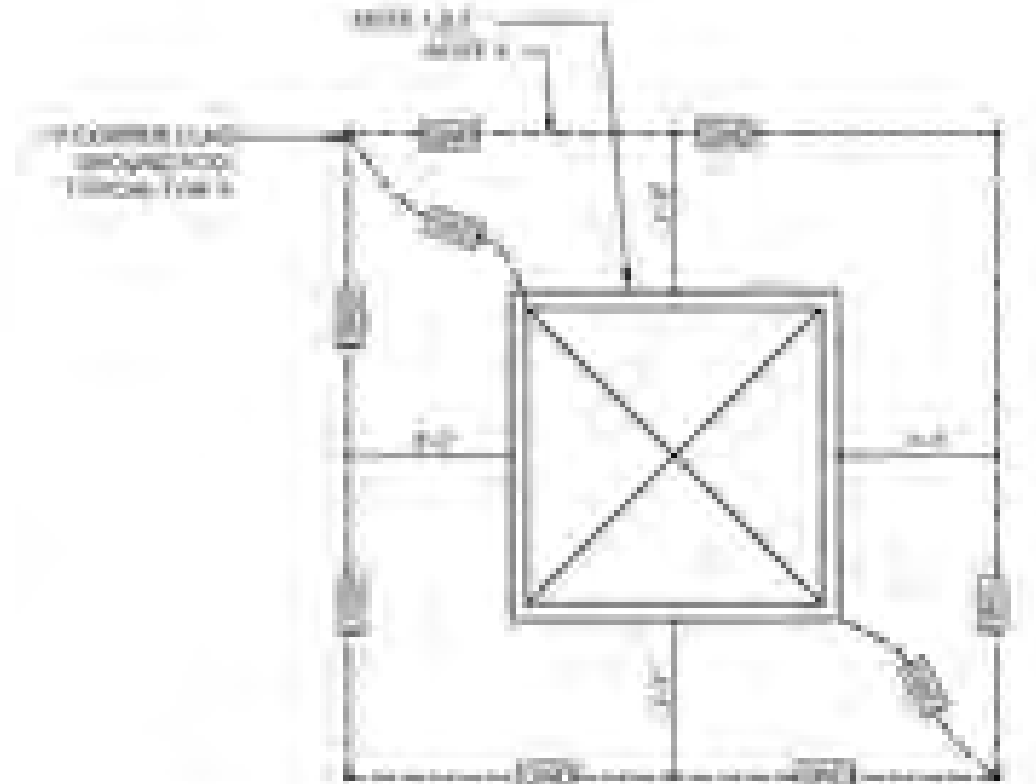
MINIMUM DIMENSIONS FOR ALL EQUIPMENT

- 1. PROVIDE 3" MIN. CLEARANCE FROM ALL EQUIPMENT POINTS AND ALL CONNECTIONS TO EXISTING CONDUITS AND ALL EQUIPMENT WITHIN 3' MIN. CLEARANCE FROM CURBS AND PROVIDE AS NECESSARY.



TYPICAL POLE BASE DETAIL

SCALE: 1" = 1'-0"



TRANSFORMER PAD DETAIL

SCALE: 1" = 1'-0"

EXTERIOR LIGHTING FIXTURE SCHEDULE

SYMBOL	DESCRIPTION	VOLTAGE	WATTAGE	REMARKS
F1	LED WALL MOUNTED PARKING LOT DARK SKY COMPLIANCE FIXTURE WITH TYPE 4 MEDIUM OR HIGH CUT OFF LIGHTS, 4" W/ 1" AND 8" W/ 1" IN PHOTOCELL AND POLE MOUNTED OCCUPANCY MOTION SENSORS. FIXTURE TO BE CONTROLLED BY THE OCCUPANCY PHOTOCELL AND/OR MOUNTED OCCUPANCY SENSORS. MOUNT 8" ABOVE 8' 11" AND DRYS RELIEF PROVIDED BY MINOR FURFS. PROVIDE MOUNTING KIT AND EXTERNAL CLEAR SHEET. UPPERNA LIGHTING SHALL NOT BE 144 VOLT PER HS OR APPROVED EQUAL.	120V	30W LED 40W LED 100W	SHALL BE INSTALLED AT 8' 11" A.G.L.
W1	LED WALL MOUNTED PARKING LOT DARK SKY COMPLIANCE FIXTURE TO BE CONTROLLED BY THE OCCUPANCY PHOTOCELL AND/OR MOUNTED OCCUPANCY SENSORS. MOUNT 8" ABOVE 8' 11" AND DRYS RELIEF PROVIDED BY MINOR FURFS. PROVIDE MOUNTING KIT AND EXTERNAL CLEAR SHEET. UPPERNA LIGHTING SHALL NOT BE 144 VOLT PER HS OR APPROVED EQUAL.	120V	30W LED 40W LED 100W	SHALL BE INSTALLED AT 8' 11" A.G.L.
W2	LED WALL MOUNTED PARKING LOT DARK SKY COMPLIANCE FIXTURE TO BE CONTROLLED BY THE OCCUPANCY PHOTOCELL AND/OR MOUNTED OCCUPANCY SENSORS. MOUNT 8" ABOVE 8' 11" AND DRYS RELIEF PROVIDED BY MINOR FURFS. PROVIDE MOUNTING KIT AND EXTERNAL CLEAR SHEET. UPPERNA LIGHTING SHALL NOT BE 144 VOLT PER HS OR APPROVED EQUAL.	120V	30W LED 40W LED 100W	SHALL BE INSTALLED AT 8' 11" A.G.L.
B1	4" LED WALL MOUNTED DARK SKY COMPLIANCE FIXTURE TO BE CONTROLLED BY THE OCCUPANCY PHOTOCELL AND/OR MOUNTED OCCUPANCY SENSORS. MOUNT 8" ABOVE 8' 11" AND DRYS RELIEF PROVIDED BY MINOR FURFS. PROVIDE MOUNTING KIT AND EXTERNAL CLEAR SHEET. UPPERNA LIGHTING SHALL NOT BE 144 VOLT PER HS OR APPROVED EQUAL.	120V	30W LED 40W LED 100W	SHALL BE INSTALLED AT 8' 11" A.G.L.
A1	LED WALL MOUNTED DARK SKY COMPLIANCE FIXTURE TO BE CONTROLLED BY THE OCCUPANCY PHOTOCELL AND/OR MOUNTED OCCUPANCY SENSORS. MOUNT 8" ABOVE 8' 11" AND DRYS RELIEF PROVIDED BY MINOR FURFS. PROVIDE MOUNTING KIT AND EXTERNAL CLEAR SHEET. UPPERNA LIGHTING SHALL NOT BE 144 VOLT PER HS OR APPROVED EQUAL.	120V	30W LED 40W LED 100W	SHALL BE INSTALLED AT 8' 11" A.G.L.
C1	LED WALL MOUNTED DARK SKY COMPLIANCE FIXTURE TO BE CONTROLLED BY THE OCCUPANCY PHOTOCELL AND/OR MOUNTED OCCUPANCY SENSORS. MOUNT 8" ABOVE 8' 11" AND DRYS RELIEF PROVIDED BY MINOR FURFS. PROVIDE MOUNTING KIT AND EXTERNAL CLEAR SHEET. UPPERNA LIGHTING SHALL NOT BE 144 VOLT PER HS OR APPROVED EQUAL.	120V	30W LED 40W LED 100W	SHALL BE INSTALLED AT 8' 11" A.G.L.

47 Wellington Street Metal Cresting:



Ontario archives 10009553



See the Hewett House of 1875 RMC, for a recently replaced metal fringe



Ontario archives 10009553 cropped



Special number British Whig, May 1895,
coll. J. McKendry

Staff Site Visit 1-5-24:











Kingston Heritage Properties Committee

Summary of Input from Technical Review Process

P18-096-2023

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

Website: www.cityofkingston.ca

TTY: Dial 613-546-4889

Date:	January 6, 2024
Form:	Heritage Kingston Reviewer Form
Reviewer Name:	Peter Gower
Application Type:	Heritage Permit
File Number:	P18-096-2023
Property Address:	47 Wellington Street

Description of Proposal:

The applicant seeks to build a rear yard four storey flat-roofed addition and service elevator that will attach to the school building to support 20 residential units. This resubmission has a similar design from a previously approved proposal under P18-135-2018 (which has since expired) and includes previously approved works on the school building under P18-111-2020 (still in effect). Both reports before Heritage Kingston are included in the document section for ease of review. The applicant has also included a cover page that details the major changes from both original approvals versus the current submission. The siding of the new rear yard addition has an EIFS finish, shiplap siding, and stone masonry as well as modern windows. The roof includes a combination of mechanical systems and rooftop amenity space with associated screening. To support the 20 residential units, a bicycle shelter has been added to the side of the rear yard addition and a number of parking spaces are proposed at the rear of the site. Commentary on many of the previously proposed alterations can be found in the P18-135-2018 report. On the historic school building, all period windows are to be maintained and repaired where possible, but later windows will be replaced with metal-clad wood windows that match existing patterns. The historic school will also accommodate a new main front staircase with wood-textured concrete. In addition, this proposal seeks to complete multiple door/window/masonry/wooden feature repairs. Commentary on many of the previously proposed alterations can be found in the P18-111-2020 report.

Comments for Consideration on the Application:

If there is any way to lower the height of the elevator shaft, I would be most pleased. It really should not be seen from the other side of Wellington Street when standing in from of the school. I realize they are restrictions of what must be provided, but I hope that a creative mind can be put to good use here.

Recommended Conditions for the Application:



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

Website: www.cityofkingston.ca

TTY: Dial 613-546-4889

Date:	January 11, 2024
Form:	Heritage Kingston Reviewer Form
Reviewer Name:	Ann Stevens
Application Type:	Heritage Permit
File Number:	P18-096-2023
Property Address:	47 Wellington Street

Description of Proposal:

The applicant seeks to build a rear yard four storey flat-roofed addition and service elevator that will attach to the school building to support 20 residential units. This resubmission has a similar design from a previously approved proposal under P18-135-2018 (which has since expired) and includes previously approved works on the school building under P18-111-2020 (still in effect). Both reports before Heritage Kingston are included in the document section for ease of review. The applicant has also included a cover page that details the major changes from both original approvals versus the current submission. The siding of the new rear yard addition has an EIFS finish, shiplap siding, and stone masonry as well as modern windows. The roof includes a combination of mechanical systems and rooftop amenity space with associated screening. To support the 20 residential units, a bicycle shelter has been added to the side of the rear yard addition and a number of parking spaces are proposed at the rear of the site. Commentary on many of the previously proposed alterations can be found in the P18-135-2018 report. On the historic school building, all period windows are to be maintained and repaired where possible, but later windows will be replaced with metal-clad wood windows that match existing patterns. The historic school will also accommodate a new main front staircase with wood-textured concrete. In addition, this proposal seeks to complete multiple door/window/masonry/wooden feature repairs. Commentary on many of the previously proposed alterations can be found in the P18-111-2020 report.

Comments for Consideration on the Application:

The Roundtable meeting about this project was most helpful in trying to understand the complexity of this project.

I understand that the architects want the new construction to be set apart from the heritage building. It makes a lot of sense and it also will add more residential accommodation in the Sydenham district. New housing is always important to our historic downtown.

But right now the way the project has been reconfigured has quite a negative impact on the views of the heritage structure. The expanded number of new apartments and the new elevator accessing the rooftop, has a significant impact on the heritage property. The elevator/stairway shafts look dark and blocky and awkwardly set behind the original tower. Neither feature works in this configuration. Moreover the features cancel each other out.

Recommended Conditions for the Application:

I cannot support this project as it currently stands. I would like to see more creativity to solve the problem of the 'looming' elevator shaft. Can glass be used for the elevator? What about narrowing the size of the elevator – I just see the size of it and it seems so out of proportion. What about moving it to the far back?



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

Website: www.cityofkingston.ca

TTY: Dial 613-546-4889

Date:	January 12, 2024
Form:	Heritage Kingston Reviewer Form
Reviewer Name:	Jane McFarlane
Application Type:	Heritage Permit
File Number:	P18-096-2023
Property Address:	47 Wellington Street

Description of Proposal:

The applicant seeks to build a rear yard four storey flat-roofed addition and service elevator that will attach to the school building to support 20 residential units. This resubmission has a similar design from a previously approved proposal under P18-135-2018 (which has since expired) and includes previously approved works on the school building under P18-111-2020 (still in effect). Both reports before Heritage Kingston are included in the document section for ease of review. The applicant has also included a cover page that details the major changes from both original approvals versus the current submission. The siding of the new rear yard addition has an EIFS finish, shiplap siding, and stone masonry as well as modern windows. The roof includes a combination of mechanical systems and rooftop amenity space with associated screening. To support the 20 residential units, a bicycle shelter has been added to the side of the rear yard addition and a number of parking spaces are proposed at the rear of the site. Commentary on many of the previously proposed alterations can be found in the P18-135-2018 report. On the historic school building, all period windows are to be maintained and repaired where possible, but later windows will be replaced with metal-clad wood windows that match existing patterns. The historic school will also accommodate a new main front staircase with wood-textured concrete. In addition, this proposal seeks to complete multiple door/window/masonry/wooden feature repairs. Commentary on many of the previously proposed alterations can be found in the P18-111-2020 report.

Comments for Consideration on the Application:

This application deals with a unique property in the Old Sydenham HCD, with the proposed addition located in the interior portion of a block surrounded by Historic properties. It presents a rare but challenging opportunity to develop a heritage appropriate substantial addition to a significant property in the District. There are many avenues that should be explored to make this into a desirable oasis and compatible neighbour on this property, including investigating the use of permeable pavers for the driveway and parking to reduce run-off and control water within the site, the use of Dark

Sky Friendly lighting to avoid light trespass on nearby properties, a neutral palate for windows and cladding and consideration and investigation of LEED certification for the project.

A somewhat similar but scaled down proposal came to Heritage Kingston in 2019 but the applicant allowed this to lapse. This expired Permit, and preferred design, ticked a number of boxes for heritage appropriate development including scale and massing by keeping almost all of the entire structure and dormer link, except a very small stairwell shaft, below the height of the existing heritage building, reducing the effect of massing of the four storey building by stepping the building down to 3 storeys at the rear and providing 2 smaller outdoor amenity areas more in keeping with the District. These design features helped the new addition read as subordinate to the existing.

The scale and massing of this new iteration of the addition to 47 Wellington is less sympathetic to the existing building and the District than the previously approved but now expired permit for a number of reasons that are noted below:

The increased height of the proposed addition of 1.07 metres makes the addition taller than the existing building.

The proposed dormer to facilitate the link between the new building and the old is larger than in the original proposal and from the renderings seems to be taller than the roofline of the existing building.

The addition of three extra units at the back of the building increases the height at the back.

The height and width of the proposed elevator and stair tower is clearly visible from the public domain.

These increases in height and size all contribute to the massing dominance of the addition over the existing building and are of concern.

The dormer needs to be below or at the roofline of the heritage building. It should not be visible from the Wellington St. façade.

The elevator stair tower is too large and needs to be reduced in size and clad in a single neutral material that further reduces the impact of its bulk. Given the regular design and fenestration of the original building, this reduced tower should be placed where it enhances the regularity of the façade.

The entire addition needs to read as subordinate to the existing, which is a challenge, given its size, but a development such as this must be viewed and assessed with consideration of its impact on and relationship to the existing heritage building and the District. It is possible that the design can be altered to mitigate some of these concerns so that it becomes a more compatible development and these alterations need to be investigated and presented before support can be considered.

Recommended Conditions for the Application:

Summary of Final Comments at the February 21, 2024 Heritage Properties Committee Meeting

Councillor Glenn noted the large amount of asphalt proposed on the property and noted that it did not seem to be in keeping of the heritage district.

Councillor Oosterhof agreed with Councillor Glenn. He asked if a permeable material could be used to soften the appearance of the driveway.

Ms. Demitor noted her concern regarding the elevator overrun tower's colour. She expressed a preference if the colour of the tower and the existing heritage tower could be different.



**City of Kingston
Report to Heritage Properties Committee
Report Number HP-24-013**

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: Application for Heritage Permit
Address: 141 King Street East (P18-182)
File Number: File Number: P18-004-2024

Council Strategic Plan Alignment:

Theme: Corporate business

Goal: See above

Executive Summary:

The subject property with the municipal address of 141 King Street East, known as the Belvedere Hotel, is located midblock between Lower Union Street and West Street on the eastern side of the street approximately 70 metres east of City Park. This three bay, two and a half storey brick building has a high stone foundation, several rear yard additions and a carriage house that extends along much of the rear property line. This property is designated under Parts IV & V of the *Ontario Heritage Act* and is subject to a Heritage Easement Agreement with the City.

An application for alteration under Section 42 of the *Ontario Heritage Act* (P18-004-2024) has been submitted to alter/restore the rear elevation of the main building and carriage house as well as alter the rear yard to support a newly proposed spa and additional hotel units on the property. This application was deemed complete on January 25, 2024. The *Ontario Heritage Act* provides a maximum of 90 days for Council to render a decision on an application to alter a heritage building under Section 42(4). This timeframe will expire on April 24, 2024.

February 21, 2024

Page 2 of 20

Upon review of all the submitted materials, as well as applicable policies and legislation, staff recommend approval of the proposed scope of work, subject to the conditions outlined herein.

Recommendation:

That the Heritage Properties Committee supports Council approval of the following:

That alterations to the property at 141 King Street East, be approved in accordance with details as described in the application (File Number: P18-004-2024), which was deemed complete on January 25, 2024 with said alterations to include the restoration/alteration of the rear elevation of the main building and carriage house as well as alter the rear yard, specifically:

1. Rear Elevation of the Main Building:
 - a. A previously bricked in door opening will be reinstated and one existing window opening will be enlarged while extending associated brick headers to support modern doors and/or a window;
 - b. Blinding of two openings while retaining existing surrounds;
 - c. Replacement of an existing garage door with modern doors/windows and metal accents;
 - d. Installation of a new fire pit against the base of the rear elevation;
 - e. Installation of a stainless-steel flue for the associated firepit along the entire height of the rear elevation;
 - f. Attachment of two concrete decks with associated staircases and concrete pillars;
 - g. Installation of six surface mounted down lights;
 - h. Removal of a non original rear elevation chimney;
 - i. Repair of all Period Windows;
 - j. Repair rear elevation masonry, as needed;
2. Carriage House Alterations:
 - a. Installation of new wood doors and aluminum windows in all major existing/proposed openings that face the rear yard;
 - b. Exposure of additional foundation/building wall on the northwestern façade due to adjustments to grade;
 - c. Creation of additional openings on the northwestern façade below existing openings that are in similar dimensions to the existing;
 - d. Extension of an existing window opening on the southwestern elevation to accommodate a door;
 - e. Blinding of an existing window opening on the southwestern elevation with metal charcoal siding;
 - f. Addition of concrete underpinnings along the newly proposed grade;
 - g. Repainting/repair of the wooden frame of the dormer surrounds;
 - h. Replacement of the blinded dormer window with a painted wooden window;

February 21, 2024

Page 3 of 20

- i. Replacement of the partially blinded opening along the northern and southern most rear yard facing openings with aluminum modern windows, wooden doors, and/or dark stained wood siding;
 - j. Addition of nine new down lights;
 - k. Installation of a new storage structure with charcoal flat profile metal siding and a concrete base that abuts the carriage house with an associated patio, wood trellis/screen and mechanical unit above;
 - l. The creation of 10 new openings along the rear (eastern) elevation facing Ontario Street that will accommodate steel fire rated windows;
 - m. Repair masonry, as needed;
3. Rear Yard Alterations:
- a. Reduce the grade of the rear yard within the width of the main building to accommodate an updated landscaping strategy;
 - b. Installation of two hot tubs on the northeastern portion of the rear yard;
 - c. Installation of a sauna on the southwestern portion of the rear yard;
 - d. Installation of a new reinforced concrete wall abutting an existing concrete wall;
 - e. Installation of a small concrete retaining wall between the main building and carriage house with charcoal metal louvers and black steel flat bar fencing above;
 - f. Installation of a seating area surrounding the fire pit, various planters and ground-oriented lights; and
 - g. Installation of four new trees;

That the approval of the alterations be subject to the following conditions:

1. That the applicant provides written permission from all property owners whose lands will be altered to support the proposed work prior to this permit being in effect;
2. That the applicant consider best conservation/maintenance practices related to those portions of the property that will be exposed to moisture/temperatures changes or interacts with organic matter;
3. That the applicant consider retaining as much of the rear elevation masonry proposed for removal to support the expanded window opening as possible;
4. That the applicant consider not expanding the voussoirs on the rear elevation to avoid legibility concerns;
5. That the applicant consider the creation of a Temporary Protection Plan in consultation with their retained structural engineer and heritage consultant;
6. That the applicant consider an alternative acceptable cladding for the storage shed as listed in section 5.3.3 in the HCD Plan;
7. That the two blinded windows use recessed brick infill for legibility purposes;
8. That the removed limestone masonry units be retained for future property maintenance;
9. That the finalized colour of wood elements on the carriage house and rear elevation be provided to Heritage Planning staff for review/approval prior to installation;
10. That the finalized lighting strategy, including the location of associated wiring, be provided to Heritage Planning staff for review/approval prior to installation;

February 21, 2024

Page 4 of 20

11. That the carriage house and storage structure concrete underpinnings be a colour sympathetic to the limestone patina, while also remaining visually distinct;
12. Should any additional masonry wall openings or roof alterations be required on the carriage house to support the project, that those details shall be provided to Heritage Planning staff prior to alteration for review/approval;
13. That the stainless-steel flue associated with the fire pit does not exceed the height of the mansard roof;
14. That interior/exterior photos of the southwestern elevation of the carriage house and roof top photos of the chimney proposed for removal be provided to Heritage Planning staff prior to their alteration for documentation purposes;
15. That the attachment of the concrete platforms/retaining wall to the rear elevation and the attachment of the carriage house to the addition's concrete foundation use a bond breaker to ensure maximum reversibility;
16. That the new openings on the carriage house that face the rear yard be the same width as the existing openings;
17. That the finalized design/installation strategy of the carriage house windows visible from Ontario Street, the storage shed/trellis and fire pit (and its related water feature) be provided to Heritage Planning staff for review/approval prior to installation;
18. That all repairs to wooden features be done with like materials and match existing features in scale and profile;
19. Should any Period Windows on the rear elevation of the main building require replacement, the applicant shall provide an assessment by a qualified heritage professional that is reviewed/approved by Heritage Planning staff prior to removal;
20. All window works shall be completed in accordance with the City's Policy on Window Renovations in Heritage Buildings;
21. All masonry works shall be completed in accordance with the City's Policy on Masonry Restoration in Heritage Buildings;
22. That all necessary studies, permits and survey information (i.e. Grading Plan, Stormwater Management Plan and Tree Permit, Load Calculation, Down Stream Sewer Assessment, etc.) be completed/provided to the satisfaction of the City prior to commencing related works;
23. That the applicant ensures all structures remain sound during and post construction works;
24. A Building Permit shall be completed, as necessary;
25. All *Planning Act* applications and Pre-Applications shall be completed, as necessary;
26. Heritage Services staff shall be circulated the drawings and design specifications tied to the Building Permit and *Planning Act* applications for review and approval to ensure consistency with the scope of the Heritage Permit sought by this application; and
27. Any minor deviations from the submitted plans, which meet the intent of this approval and does not further impact the heritage attributes of the property, shall be delegated to the Director of Heritage Services for review and approval.

February 21, 2024

Page 5 of 20

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

February 21, 2024

Page 6 of 20

Options/Discussion:**Description of Application/Background**

The subject property with the municipal address of 141 King Street East, known as the Belvedere Hotel, is designated under Parts IV & V of the *Ontario Heritage Act* and is subject to a Heritage Easement Agreement with the City. An application for alteration under Section 42 of the *Ontario Heritage Act* (P18-004-2024) has been submitted to alter/restore the rear elevation of the main building and carriage house as well as alter the rear yard to support a newly proposed spa and additional hotel units on the property.

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.

Reasons for Designation/Cultural Heritage Value

The property is designated under both Parts IV and V of the *Ontario Heritage Act* through Designation By-Law Number 81-50 and the Old Sydenham Heritage Area Heritage Conservation District Plan.

By-Law Number 81-50 provides the following relevant information:

- “In plan, scale and decoration, this 1880 building, designed by Joseph Power, shows the development of the stylish mansion. It was the home first of John Hinds, then of Dr. Kenneth Neander Fenwick, a prominent physician.”

The District Plan Property Inventory Evaluation provides the following relevant information related to this proposal:

- The main building has “[a] mansard roof of tessellated slate [that] is bellcast...”
- “The rear wall has two brick abutting additions, two and a half storeys, with irregular fenestration.”
- “A brick coach house behind the main building at 141 King Street East building was in place by the time that the 1892 fire insurance map was printed.”
- “It contains an embedded gable-end dormer, with a peak service door opening, fronting its forward slanting roof with north-side parapet wall.”
- “A squat rectangular window in three pieces, with wood trim and an ashlar sill, sits below the cornice of the building’s southern end.”
- “Its main level contains four sets of large wood vehicle doors, one of which features uppers windows in eight pieces; the others feature tall wood panels. A smaller fifth opening is located on its north end.”
- “Its south elevation contains a rectangular entranceway door with a plain, slightly-arched wood surround, and a matching upper window on an ashlar sill.”

February 21, 2024

Page 7 of 20

The property is considered Significant to the District and is subject to a Heritage Easement Agreement.

The relevant parts of Designation By-Law Number 84-65 and the Old Sydenham Heritage Conservation District Plan Property Inventory Evaluation be found in Exhibit B.

Cultural Heritage Analysis

Staff visited the subject property on January 25, 2024.

141 King Street East is an excellent example of one of the City’s most prominent architects, John Power. This “stylish mansion” has multiple rear additions, but much of its heritage value is concentrated on the elevations visible from King Street East. Further, the rear yard also contains a carriage house on the eastern property line. While the carriage house has heritage value and its rear elevation is clearly visible on Ontario Street, the façade of the carriage house (facing into the rear yard) is nearly impossible to see from King Street East (Exhibits A and D). The requested alterations are proposed on the rear elevation of the main building, the rear yard between the building and carriage house, and all three exterior elevations of the carriage house. The below analysis details best practices, a review of the District Plan, a summary of the proposed alterations, and a discussion on the level of impact associated with the project.

Best Heritage Conservation Practices

“The Standards and Guidelines for the Conservation of Historic Places in Canada” (Standards and Guidelines) provides guidance on best practices regarding visual relationships, exterior form, exterior walls, window/doors, entrances/porches, and masonry that are considered character attributes of the property. The below table organizes the most relevant/important best practices into categories as well as summarizes the guidelines applicable to most categories:

Standards and Guidelines Section Number & Categories		Best Practices Detailed in the Standards and Guidelines
4.1.5, 4.3.1, 4.3.4, 4.3.5, 4.3.6 & 4.5.3	Applicable to Most Below Categories	<ul style="list-style-type: none"> • Understand the original planning/design principle of the building/setting; • Assess the condition of the building/feature/setting early in the project; • Maintain/protect the building/feature/setting through cyclical maintenance work; • Repair the building/feature using recognized conservation techniques (which may include limited like-for-like replacement) and by using a minimal intervention approach; • Protect character-defining elements from accidental damage; and

February 21, 2024

Page 8 of 20

		<ul style="list-style-type: none"> • Design a new addition/feature that is compatible in terms of its massing/materials/style/character.
4.1.5	Visual Relationships	<ul style="list-style-type: none"> • Design a new feature when required by a new use that respects historic visual relationships.
4.3.1	Exterior Form	<ul style="list-style-type: none"> • Accommodate new uses in non-character defining interior spaces instead of constructing a new addition; and • Design a new addition that draws a clear distinction between new and old.
4.3.4	Exterior Walls	<ul style="list-style-type: none"> • Retain repairable wall assemblies where possible; and • Modify exterior walls to accommodate an expanded use in a manner that respects the building’s heritage value.
4.3.5	Windows/Doors	<ul style="list-style-type: none"> • Protect/retain sound/repairable windows/doors including their functional/decorative elements.
4.3.6	Entrances/Porches	<ul style="list-style-type: none"> • Retain sound/repairable entrances/porches as well as their functional/decorative elements; • Modify/design a new entrance/porch required by a new use that is compatible with building’s style/era/character; and • Remove/alter a non character-defining entrance/porch from a period other than the restoration period.
4.5.3	Masonry	<ul style="list-style-type: none"> • Retain sound/repairable masonry that contributes to the heritage value of the historic place; and • Use mortars that ensure long-term preservation.

Applicable Local Policy/Guidelines

The Old Sydenham Heritage Area Heritage Conservation District Plan (HCD Plan) identifies heritage attributes for the Old Sydenham Heritage Conservation District (the District) and the King Street Corridor sub-area, as well as details policies/guidelines for the District. Relevant heritage attributes for the District include: dominating rear yards, a general high standard of care for buildings, and its proximity to downtown. Relevant heritage attributes for the King Street Corridor sub-area and the District include: varied ages/styles/types of buildings that display two centuries of architectural styles and are associated with the work of prominent Kingston architects that display a high degree of craftsmanship/design merit.

The HCD Plan also details policies/guidelines related to conservation, additions, and building/landscape alterations that apply to the entire District. On conservation, the Plan provides guidance on regular maintenance (which includes protecting/stabilizing buildings to avoid structural collapse), repointing using heritage appropriate techniques/materials, and using replacement stones to match the original source/profile. Further, it notes that property owners should maintain decorative features via recognized conservation techniques, keep decorative features exposed, maintain Period Windows, preserve original openings/surrounds whenever possible, and ensure that new intake/exhaust/fireplace vents/exhausts are not visible from the street.

February 21, 2024

Page 9 of 20

On alterations to buildings/landscapes, the HCD Plan notes that one should understand the history of the property to "...differentiate original construction..." from later alterations. Further, the Plan notes that original elements (like Period Windows) be retained/restored whenever possible, that changes be reversible and as inconspicuous as possible, and that property owners do not alter the location/size/shape of existing windows that are visible/face the street. On cladding and utilities the Plan states that cladding should be distinct from the existing building while also noting acceptable cladding materials for the District, and that utilities be at the rear of the building where access permits.

On additions to buildings/landscapes, the HCD Plan notes that additions are not required to replicate an existing heritage style, that cladding be complementary to but distinct from existing buildings, and that additions are permitted at the rear of mid-block buildings. On landscaping, the Plan notes that existing rear yard trees be conserved where possible and that rear yards "should be left to the discretion of the property owners but should take guidance from... [the Plan]." The next section details the scope of the proposal.

Summary of Project Proposal

The applicant seeks to alter the rear elevation of the main building, the rear yard and the carriage house. The impact analysis will follow the below summary of proposed alterations.

Alterations to rear elevation of residential building include:

1. Adjustment of two openings via opening a previously blinded door and extending the width/height of an existing window to accommodate modern doors and a window;
2. Blinding two openings while retaining their surrounds;
3. Replacement of a garage door with glazing/typical glazed door;
4. Installation of a new fire pit and associated stainless-steel flue abutting the rear wall;
5. Attachment of two concrete decks/associated staircases and pillars;
6. Installation of six surface mounted down lights;
7. Repair of all Period Windows; and
8. Removal of a non-original rear elevation chimney.

Alterations to the rear yard include:

1. Grade changes that will expose more of the façade of the carriage house;
2. A new hot tub on the northeastern corner and a new sauna on the southwestern corner;
3. A new reinforced concrete wall along the northern property line;
4. A new small concrete retaining wall between the main building and carriage house with charcoal metal louvers and black steel flat bar fencing above;
5. Installation of four new trees; and
6. A new seating area surrounding the fire pit, various planters and ground-oriented lights.

February 21, 2024

Page 10 of 20

Alterations to the carriage house include:

1. Installation of new wood doors and aluminum windows in all major existing/proposed openings;
2. Revealing additional masonry on the northwestern façade due to changes in grade;
3. Creation of additional openings below the existing in similar dimensions;
4. Extending an existing window opening to accommodate a door and blinding an existing window opening with metal charcoal siding on the southwestern elevation;
5. Installation of new concrete underpinnings at the newly proposed grade;
6. Repainting/repairing the wooden frame of the dormer window;
7. Replacement of the partially/fully blinded openings along the northern and southern sides of the façade (northwestern elevation) with modern aluminum windows, wooden doors, and/or dark stained wood siding;
8. Installation of nine new down lights along the façade (northwestern elevation);
9. Creation of 10 new openings along the rear (eastern) elevation facing Ontario Street to accommodate steel fire rated windows; and
10. Installation of a new storage structure with charcoal flat profile metal siding and a concrete base that abuts the carriage house with an associated patio, wood trellis/screen and mechanical unit above.

Rear Elevation Alteration Impact Analysis

The proposal conforms to the HCD Plan and many of Parks Canada's Standards and Guidelines. The alterations proposed for the rear elevation of the main building are largely reversible, impact a secondary altered elevation of a later addition, retain decorative elements and will be nearly invisible to the public. To support these alterations two openings are proposed to be blinded with brick infill, specifically a door and double window opening on the southern most limestone portion of the rear elevation (Exhibits C and D). The door/window surrounds will be retained. To maintain the integrity and legibility of the original openings, staff are requiring that the applicant recess the brick infill. This change also requires the removal of a double wood window and an infill wooden door (Exhibits C and D). According to the chronology of the property, this rear addition first appears in a 1947 fire insurance plan (Exhibit C). As such, while these openings do have value, their blinding poses a negligible impact to the heritage value of the property.

Another potential impact includes the enlargement/unblinding of a window/door and the extension of related existing voussoirs (Exhibits C and D). While neither alteration will be visible from the public realm, expanding an opening where it is unnecessary (i.e. adding additional width for more glazing) is not best conservation practice. In addition, the extension of the existing voussoirs can impact the opening's legibility as this act can confuse its authenticity. A recommendation for the applicant to consider limiting the opening increase has been added to this approval. Despite the above, the act of unblinding the door will return that opening to where it once existed; however, extending the voussoirs is not recommended. In these new openings, new modern doors and related glazing is proposed. This modern design should assist in distinguishing new from old while not impacting the District.

February 21, 2024

Page 11 of 20

The project also calls for several attachment points on the rear elevation that should be completely reversible provided the Masonry Policy is followed. These include the attachment of brackets for the stainless-steel flue, the installation of the fire pit, the two large concrete decks/associated staircases/pillars and the six-surface mounted LED down lights (Exhibit C). Provided these installations are attached to the mortar and the platforms use a bond breaker between the structure and the rear elevation wall, as required in this approval, these works should be completely reversible. Installation details on the proposed fire pit and abutting wall have not yet been provided to Heritage Planning staff. However, the finalized design/installation strategy will be provided to staff for review/approval prior to installation to control for negative impacts on the rear elevation as the current drawings show this installation on both the concrete and limestone foundation walls (Exhibits C and D).

Several proposed alterations on the rear elevation do not pose negative impacts. There are no concerns with the replacement of the garage door with a modern door, glazing and an aluminum louver in the existing opening (Exhibit C). Further, the repair of Period Windows is best practice and should help maintain the rear elevation's heritage value. However, if any are potentially irreparable prior to their replacement the applicant must complete a window assessment by a qualified heritage professional to assess their repairability and, if necessary, recommend a suitably designed replacement that replicates the design of the original to the greatest extent possible. Finally, the applicant seeks to remove a chimney that was a later addition to the rear elevation and is no longer functional (Exhibit C). As the chimney has no design/historical value there are no concerns with its removal provided photos of the existing condition from the roof are provided for record purposes prior to its removal. Finally, the rear elevation will be repointed as needed, which is a positive impact.

Rear Yard Alteration Impact Analysis

Many of the alterations to the rear yard are more permanent as they entail regrading the property, adding structures and water features, installing an existing retaining wall and adding new trees (Exhibit C). The rear yard will also be almost completely capped, presumably in concrete and flagstone with a few planters for trees/flora (Exhibit C). As the rear yard is proposed to have multiple levels, additional details on the project are provided below.

Regrading this property entails digging below existing grade to allow for new openings in/access to the carriage house basement level and pathways within the rear yard to access spa amenities (Exhibit C). By reducing the grade, more of the carriage house masonry/foundation will be revealed and a new pathway, below one of the concrete decks, will abut the lowest openings proposed for the carriage house. However, much of the remaining grade of the rear yard will be above this pathway, but below existing grade (Exhibit C). In addition, a grade reduction is proposed to support a new fire pit and associated seating area as well as two hot tubs and a sauna area (Exhibit C). The impact of these grade reductions on the rear yard is neutral as it is not identified as a heritage attribute, and the spatial relationship between the main building and carriage house remains unchanged. The grade reduction will expose more of the main building and carriage house walls/foundations for those who use the private property, but also allow alterations to the carriage house, which will be discussed in the forthcoming carriage house

February 21, 2024

Page 12 of 20

alteration section (Exhibit C). The new seating area against the rear wall of the main building should not pose permanent impacts provided the City's Masonry Policy is followed.

Regarding new structures/installations, the two new hot tubs and sauna will not impact the heritage value of the carriage house as all three are either buffered by additional walls or are setback from the carriage house wall (Exhibit C). However, a wall of the sauna room is proposed to include a portion of the rear elevation of the main building. A change in temperature and moisture on a portion of the building that was meant to form part of the exterior wall could result in rapid deterioration and require additional maintenance. As such, the applicant is encouraged to consider best conservation/maintenance practices related to those portions of the property that will be exposed to moisture/temperature changes. The two hot tubs do not pose any heritage impacts to the main building. However, the applicant is proposing a small water feature that will connect one tub to a small water feature surrounding the fire pit (Exhibit C). The applicant intends on using a waterproof membrane between the area near the fire pit and the wall of the rear elevation to control for potential water infiltration concerns. Provided this concern is addressed, this is a neutral impact.

As the new reinforced concrete wall along the northern property line abuts an existing concrete wall and avoids the masonry/brick of both buildings, this installation does not pose heritage concerns (Exhibit C). The small concrete retaining wall between the main building and carriage house, with charcoal/black details/fencing, will remain behind the width of the rear wall of the main building and not be visible from King Street East. While it will not attach to the carriage house it will abut the limestone masonry of the main building (Exhibits A and C). As such, if attached, the retaining wall will use a bond breaker to allow for increased reversibility. Once implemented, heritage impacts should be minimal.

Finally, various planters are proposed to support four new trees and other flora (Exhibit C). The concrete planters are either setback from both buildings or abut a concrete portion of the main building. While one planting bed is setback from both buildings, another partly abuts the rear masonry wall of the main building (Exhibit C). As such, the applicant is encouraged to consider best conservation and maintenance practices for those areas that are newly exposed to organic matter. In addition, the applicant is proposing ground-oriented lights throughout the rear yard that will not interact with either building. This intervention will not result in negative impacts to heritage attributes.

Carriage House Alteration Impact Analysis

The proposed alterations for the carriage house are organized into two major categories: large/visible impacts and moderate/minor impacts. The large and visible impacts are generally reversible, though they will likely remain for the long term, while the moderate/minor impacts (also reversible in nature) can be removed/modified. These large/visible impacts include: the new openings below the existing; new openings facing Ontario Street; additional exposure of the exterior wall; new concrete underpinnings; and extension of a window opening (Exhibit C).

February 21, 2024

Page 13 of 20

While the newly exposed masonry due to grade changes allows for a better appreciation of the northwestern wall of the carriage house, it also necessitates additional structural considerations, such as new concrete underpinnings, to maintain the integrity of the building. The applicant has retained a structural engineer who will supervise the project and assist with the related Building Permit submission/review (Exhibit C). Provided the concrete underpinnings are a sympathetic colour, like the existing limestone, and are structurally sound the additional exposure of the wall is a slight benefit from a visual perspective. Overall, the regrading impacts have a neutral impact to the heritage value of the property.

A portion of the limestone exposed because of regrading will be removed to allow for five new openings below the existing in similar dimensions but will have the same width (Exhibit C). New wood doors with aluminum window systems are proposed in both the existing and net new openings, while new dark stained wood siding is proposed for the garage opening (Exhibit C). To mitigate these impacts, staff have required that any stone removed be salvaged, where feasible, and reused for future projects/maintenance work on the property. In addition, the proposed alteration will promote greater use of the structure and produce an active, functional relationship between the carriage house and the residential building. The existing carriage house was most recently used as a storage area and the new openings, and their related use represent a significant enough alteration that this carriage house will likely not return to its use as a garage/storage area for the foreseeable future. The location of this alteration is not visible to the public and therefore it will not have a demonstrable impact to the cultural heritage value of the District. This change represents a negative, but acceptable impact given the location away from public view, the opportunities for salvage and reuse, and change in use/increased connection to the main building.

Significant/visible alterations are also proposed along the rear (eastern) elevation that faces, and is visible from, Ontario Street that includes 10 new window openings and the extension of a window opening to support a new door. The applicant is proposing to install 10 new steel fire rated windows with metal surrounds, which will result in a total of 10.2 square metres of new openings that make up seven percent of the total rear elevation area (Exhibit C). The proposed window configurations maintain most of the masonry of the building and their modern design should maintain the legibility of new and old. Further, as views to the District are not protected in the HCD Plan and the alteration is on the edge of the District's boundary, there are no impacts to the District beyond the alteration of the building itself (Exhibit A).

The window opening extension on the southwest elevation poses a minor but visible impact as this physical change allows for an increased intensity of use by allowing access to the top of a proposed addition that is partly visible from King Street East (Exhibits A and C). This change will draw increased attention from the public realm. This new opening entails lowering the window sill to allow for what appears to be a nearly completely glazed aluminum door (Exhibit C). This alteration represents a fenestration increase of 1.4 square metres or a four percent increase in the existing opening sizes on this elevation (Exhibit C). Despite the increase in attention to this part of the building, this change will allow for additional recreational space for hotel users while posing relatively minor physical attribute impacts as surround details and the opening width will remain unchanged. Finally, the applicant seeks to repoint the carriage house, as needed

February 21, 2024

Page 14 of 20

(Exhibit C). As multiple elevations require repointing, this is a positive and highly visible impact that will enhance and maintain the building's heritage value.

The proposal also details moderate/minor reversible impacts that can likely be removed/modified on a shorter time horizon. These impacts include: installing wood doors and aluminum windows on all existing/proposed openings that face the rear yard; replacement of the partially/full blinded opening for the northern and southern most openings; blinding a window on the southwestern elevation; repainting/repairing the dormer window; installation of nine new down lights; and the installation of a new storage structure with charcoal flat profile metal siding and a concrete base that abuts the carriage house with an associated patio, wood trellis/screen and mechanical unit above (Exhibit C). Of the above detailed alterations, only the new storage structure poses meaningful concerns.

The new structure will contain storage space as well as heating/cooling equipment that would otherwise be stored elsewhere on the property (Exhibit C). Housing systems that can create/direct moisture and regulate temperatures in a historic building can create longer term maintenance or preservation concerns if not appropriately implemented/controlled. As such, the storage of such systems in a modern addition is appropriate. While this structure will be visible from King Street East, it "...is clearly secondary to [and distinct from] the main structure, being lower in height, flat-roofed and clad in flat profile charcoal metal siding" (Exhibit C). While modern metal siding is not noted as an acceptable cladding for new additions in the District, it is not prohibited. The proposed colour and material should complement the proposed alterations as well as make the storage space clearly distinct from the existing building. As a condition of approval, it is recommended that the applicant consider a cladding material on the HCD Plan's acceptable cladding list.

The attachment of the proposed pergola structure will follow the City's Masonry Policy by using non-ferrous metal fasteners (Exhibit C). The new mechanical equipment above the storage structure will also be screened by the pergola so it will not be visible from King Street East (Exhibit C). Finally, the use of a concrete base for the storage structure is appropriate, provided it is coloured to be sympathetic with the limestone patina and is attached to the carriage house with a bond breaker to ensure maximum reversibility. Provided the above designs and best practices are followed, this installation should be completely reversible, not draw excessive attention from the traveling public, and remove a potential maintenance concern related to this project all while increasing the usability of the property.

The remainder of the proposed alterations pose minor to neutral impacts to the building's heritage value. The new wood doors and aluminum windows for all major openings as well as the new dark stained wood siding on the northern most opening, are generally sympathetic to the building's heritage value (Exhibit C). Wood is a historic material that is encouraged throughout the District, the use of aluminum windows (without exterior muntin bars) emphasizes that the alteration is a later addition, and the new windows are almost entirely out of view of the public realm (Exhibits C and D). Similarly, the use of metal charcoal siding to blind the southwestern elevation window demonstrates a later alteration while maintaining the existing opening dimensions (Exhibit C).

February 21, 2024

Page 15 of 20

In addition, the proposal calls for unblinding the dormer window while retaining/repairing/repainting the existing wooden frame of the dormer window and installing a wood sash window in the existing opening (Exhibit C). These proposed works represent best conservation practices. While the finalized colour has not been provided, a charcoal/aluminum colour would complement the other proposed alterations while also avoiding colour extremes like black or white. Finally, the proposal calls for the installation of nine new LED down lights (Exhibit C). Provided these are installed in the mortar as detailed in the City's Masonry Policy and the wiring is inconspicuous, this alteration should be completely reversible and sympathetic to the property.

Results of Impact Analysis

Overall, the proposed project mitigates negative impacts where feasible, while also strengthening the connection between the carriage house and the main building. In addition, the project will result in positive impacts to the property such as significant repointing/repairs to both buildings. The new openings below existing grade and those facing Ontario Street pose the most significant impacts to the carriage house but have limited impacts on the District due to the carriage house's location on the property and within the District. Further, the necessary grade changes to support the proposed openings below grade provides an opportunity to reveal more of the masonry of that building. While this project will change the use of the carriage house and rear yard, both will continue to support (as well as strengthen the functional connection to) the Belvedere Hotel.

Staff are of the opinion that the subject application will uphold the heritage conservation objectives set out within the City of Kingston's Official Plan, the Ministry of Citizenship and Multiculturalism's Eight Guiding Principles in the Conservation of Built Heritage Properties, and Parks Canada's Standards and Guidelines for the Conservation of Historic Places in Canada. Broadly, the application will:

- Achieve the goal of Section 7.0 (City of Kingston Official Plan): Conserve and enhance built heritage resources within the City so that they may be accessed, experienced and appreciated by all residents and visitors, and retained in an appropriate manner and setting, as a valued public trust held for future generations;
- Achieve Guiding Principle Numbers 2, 3, 4, 6 & 7:
 - Respect for the original location – Do not move buildings unless there is no other means to save them. Site is an integral component of a building. Any change in site diminishes heritage value considerably.
 - Respect for historical material – Repair or conserve rather than replace building materials and finishes, except where absolutely necessary. Minimal intervention maintains the historical content of the resource.
 - Respect for original fabric – Repair with like materials, to return the resource to its prior condition without altering its integrity.
 - Reversibility – Alterations should be able to be returned to original conditions. This conserves earlier building design and technique. For instance, when a new door

February 21, 2024

Page 16 of 20

- opening is put in a stone wall, the original stones are numbered, removed and stored, allowing for future restoration.
- Legibility – New work should be distinguishable from old. Buildings should be recognized as products of their own time, and new additions should not blur the distinction between old and new.
 - Achieve Standards 1, 2, 3, 5, 6, 7, 8, 11 & 12 of Parks Canada's Standards and Guidelines:
 - Conserve the heritage value of a historic place. Do not remove, replace or substantially alter its intact or repairable character-defining elements. Do not move a part of a historic place if its current location is a character-defining element.
 - Conserve changes to a historic place that, over time, have become character-defining elements in their own right.
 - Conserve heritage value by adopting an approach calling for minimal intervention.
 - Find a use for a historic place that requires minimal or no change to its character-defining elements.
 - Protect and, if necessary, stabilize a historic place until any subsequent intervention is undertaken.
 - Evaluate the existing condition of character-defining elements to determine the appropriate intervention needed. Use the gentlest means possible for any intervention. Respect heritage value when undertaking an intervention.
 - Maintain character-defining elements on an ongoing basis. Repair character-defining elements by reinforcing their materials using recognized conservation methods. Replace in kind any extensively deteriorated or missing parts of character-defining elements, where there are surviving prototypes.
 - Conserve the heritage value and character-defining elements when creating any new additions to an historic place or any related new construction. Make the new work physically and visually compatible with, subordinate to and distinguishable from the historic place.
 - Create any new additions or related new construction so that the essential form and integrity of a historic place will not be impaired if the new work is removed in the future.

Previous Approvals

P18-182-25-05 - Installation of six solar panels.

P18-051-2020EA - Repairs to slate mansard roof.

P18-016-2023 - Repainting, repointing, repair/replacement of damaged windows/entablature and roof, and installation of a new mod bit flat roof.

P18-098-2023 - Repointing and dismantling/rebuilding the carriage house columns and corners, rebuild/repoint front stairs, repouring/recapping rear wall of main building, add concrete cap to existing concrete patio, and rebuild existing patio retaining wall.

February 21, 2024

Page 17 of 20

Comments from Department and Agencies

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

Utilities Kingston:

Utilities Kingston has no issues or concerns with the Heritage Permit aspect of this application but have the following comment if it comes through for a Minor Variance or Site Plan Control Application the following would apply:

To service this location would require a Direct Connection to a combined sewer. Therefore, Utilities Kingston cannot recommend support of this application until such time as the combined sewers are replaced with separated storm and sanitary sewers, and a downstream sewer assessment to validate the capacity of the sanitary sewers is completed.

Engineering Services:

The proposal indicating altering of the existing grades in the courtyard area, please have the applicant provide a grading plan prepared by a qualified individual with sufficient existing and proposed grades so that it can be determined if the proposed alterations will adversely affect drainage patterns and/or adjacent properties. It should be noted that there aren't any storm sewers on King Street East for any flows from the courtyard to be discharged to.

Based on available information it appears that there may be an existing right of way located on this property registered as instrument number FR359819, please have the applicant upload a copy of the instrument so that it can be confirmed that none of the proposed work will impact any registered right of ways in favor of other properties.

Engineering Services – Noise Review:

Should proposal be subject to any other planning applications a noise study will be required to address potential impacts on the proposal due to stationary and transportation noise sources in the vicinity. If new, expanded and/or relocated stationary noise sources are proposed as part of the development the study will have to assess potential impacts on sensitive uses and/or lands zoned for sensitive uses in the vicinity due to stationary noise associated with the proposal. Existing and proposed noise sources associated with the property would have to be included in the assessment. The study would have to be prepared by a qualified individual with experience in environmental acoustics and demonstrate compliance with NPC-300.

Engineering Services – Storm Water Review:

A Stormwater Management Plan prepared by a qualified individual will be required to describe drainage conditions. Post development flows can not exceed pre development flows. Proposed lot and building form shall be suitable for adequate lot drainage. Proposed changes shall not adversely affect or increase stormwater runoff to the neighboring or the subject lands. Plan

February 21, 2024

Page 18 of 20

should have erosion and sedimentation control section. Contact engineering@cityofkingston.ca for any questions additional information.

Kingston Hydro:

Kingston Hydro will need a load calculation.

A service request will be required if an upgrade or if additional meters are needed.

<https://utilitieskingston.com/Electricity/NewServices/ServiceRequest>

Building Services:

For the proposal of the 10 new hotel units in the rear carriage house, we require further information as follows:

- a. Provide all existing services on site and sizing of each; combined storm/sanitary sewer and water.
- b. Is the storm combined or surface drainage?
- c. As adding more fixtures within the existing hotel and the carriage house, please provide all fixtures, fixture units and hydraulic loads in order to determine the capacity and ensure it meets the Ontario Building Code.

Planning Services:

This proposal presents a thoughtful concept to adaptively reuse the carriage house on this heritage property.

Please proceed with a Pre-application submission to verify the planning requirements. The submission should include a concept plan of the entire property and showing key elements including the existing building, the proposed scope of work, easements, etc. and a zoning compliance table. Based on an initial review, this proposal will require a Permission application to expand the hotel use beyond the existing building and may require variances for the proposed build out.

Please note that this proposal may require a Site Plan Control application to address site drainage, servicing, etc. This will be determined as part of the pre-application review.

Forestry Services:

The applicant has indicated that all works are to be limited to the private property. If staging or encroachment into the public realm, specifically the boulevard area along King Street East where city owned tree assets exist is to occur, then a Tree Permit to address tree preservation concerns within the boulevard will need to be acquired. A tree protection plan and tree fencing detail will need to be provided as part of the permit application.

February 21, 2024

Page 19 of 20

Consultation with the Heritage Properties Committee

The Kingston Heritage Properties Committee was consulted on this application through the [DASH](#) system. Heritage Services has received comments from four Committee members. The Committee's comments have been compiled and attached as Exhibit E.

Several members noted their concerns with the structural integrity of the carriage house.

Two members noted concerns that as some rear yard work appears to have been completed to date, which either makes it challenging to assess existing impacts or is not in alignment with their review of best practices.

One member noted that they supported the rear yard and planned restoration works.

Another member noted that the 10 new windows facing Ontario Street "may be rationalized as being minimally invasive." This same member cautioned that as the rear wall will be subject to weather conditions, preventative measures are necessary to avoid accelerated deterioration. This same member wished to receive detailed descriptions of how the wall will be preserved.

A further member noted that the regrading and carriage house works create negative spatial organization impacts and visual disturbances that are "incompatible in size, scale, material, style and colour" as historically rear yards and carriage houses did not accommodate such functions/installations/openings. This same member expressed concerns with the modern decks that abut both buildings and the reduction of open space. As such, they recommended accommodating spa functions/installations inside the main building basement. The member continued by noting that the proposed carriage house alterations "removes any sense of its former function...". The member provided alternative grade recommendations (i.e. garden flat) that, they believe, would lessen negative impacts. Further, the member noted the importance of retaining a structural engineer with experience on heritage projects. The member also noted that venting/HVAC systems for the carriage house and main building be as inconspicuous as possible. The member also noted that the square openings facing Ontario Street are not "particularly compatible" and should consider 2/2 or 2/3 light configurations with external muntin bars. The member also noted that different doors should be considered for the carriage house openings that are more historically appropriate. The member also noted that widening a window opening to accommodate an additional glazed side panel should be reconsidered. They also noted that the basement window and door should avoid brick infill and that the firepit flue is a distraction for the main building. Finally, they noted that removed windows should be assessed/preserved on site for reversibility and that documentation of existing conditions should be done before works begin.

Conclusion

Staff recommends the approval of the application File Number (P18-004-2024), subject to the conditions outlined herein, as there are no objections from a built heritage perspective, and no concerns have been raised by internal departments in regards to the Heritage approvals.

February 21, 2024

Page 20 of 20

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

Old Sydenham Heritage Area Heritage Conservation District Plan – Designating By-Law Number 2015-67

Policy on Masonry Restoration in Heritage Buildings

Policy on Window Renovations in Heritage Buildings

Designation By-Law Number 81-50

Heritage Easement Agreement with the City of Kingston (c. 1985)

Notice Provisions:

Pursuant to Section 42(3) of the *Ontario Heritage Act (OHA)*, notice of receipt of a complete application has been served on the applicant.

Contacts:

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

Phillip Prell, Intermediate Planner, Heritage Planning, 613-546-4291 extension 3219

Exhibits Attached:

Exhibit A Mapping Information

Exhibit B Old Sydenham HCD Property Entry & By-Law Number 81-50

Exhibit C Project Designs, Engineer Email & HIS Excerpt

Exhibit D Site Visit Photos

Exhibit E Correspondence Received from the Heritage Properties Committee

Exhibit F Final Comments from the Heritage Properties Committee – February 21, 2024

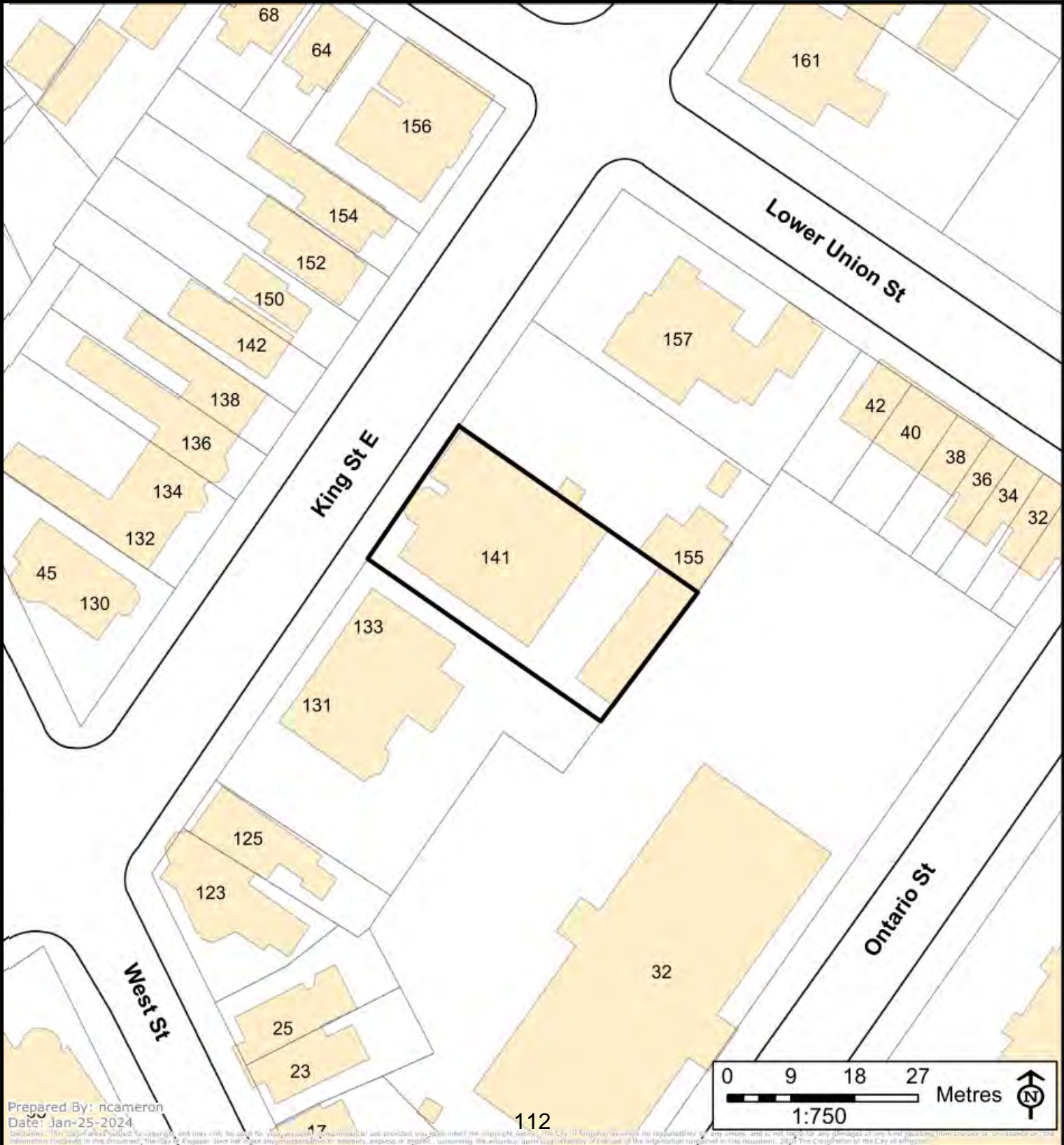


Kingston Heritage Properties Committee

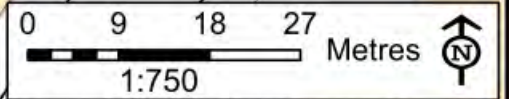
Key Map

Address: 141 King St. E
File Number: P18-004-2024
Prepared On: Jan-25-2024

 Subject Lands



Prepared By: ncameron
Date: Jan-25-2024



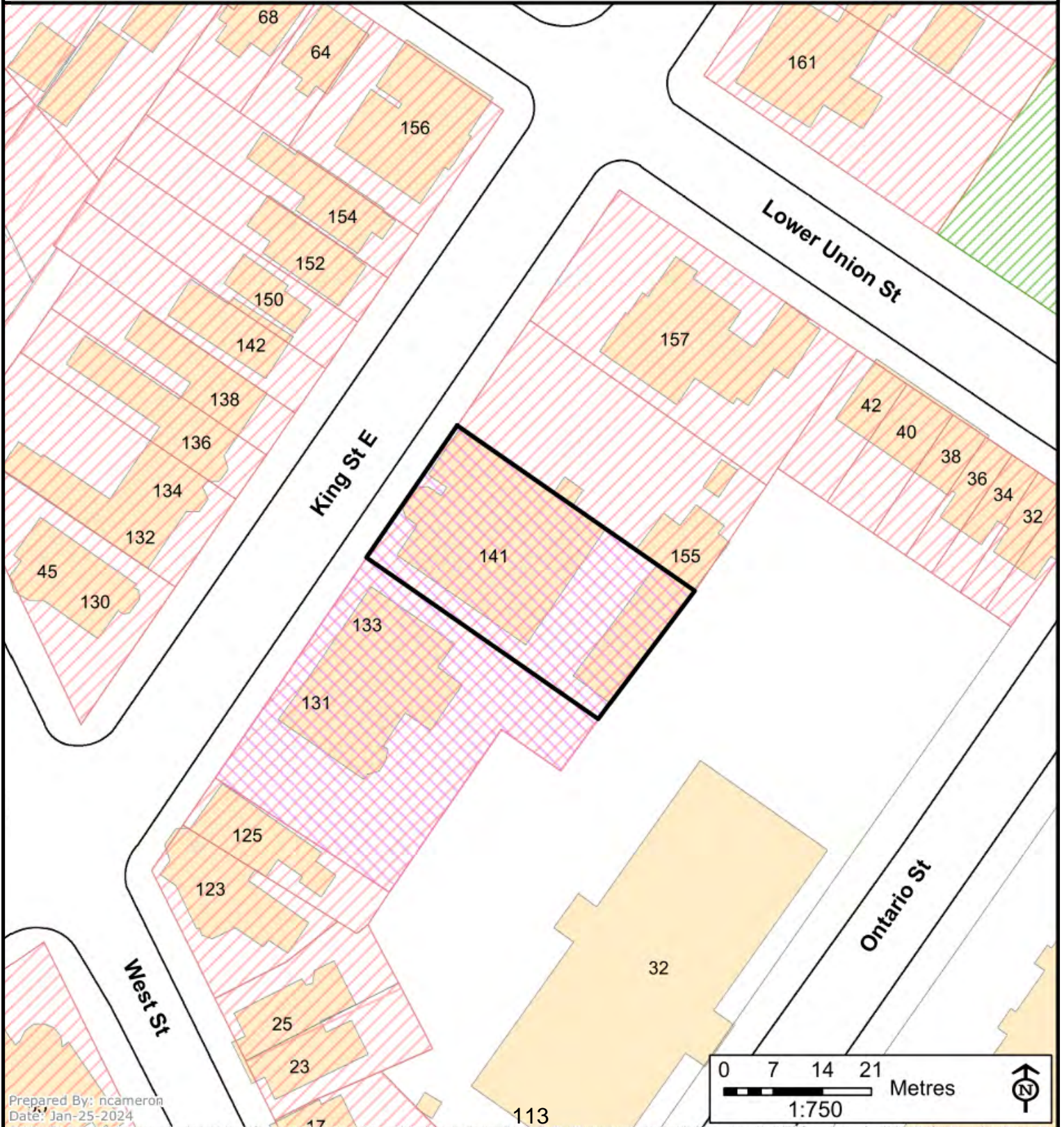
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Kingston Heritage Properties Committee City of Kingston Heritage Register

Address: 141 King St. E
File Number: P18-004-2024
Prepared On: Jan-25-2024

- Subject Lands (Old Sydenham Heritage Conservation District)
- Designated Property
- Easement
- Listed Property






Prepared By: ncameron
Date: Jan-25-2024

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Kingston Heritage Properties Committee Neighbourhood Context

Address: 141 King St. E
File Number: P18-004-2024
Prepared On: Jan-25-2024

-  Subject Lands
-  Property Boundaries
-  Proposed Parcels



**141 KING STREET EAST
BELVEDERE HOTEL**

Built: 1880

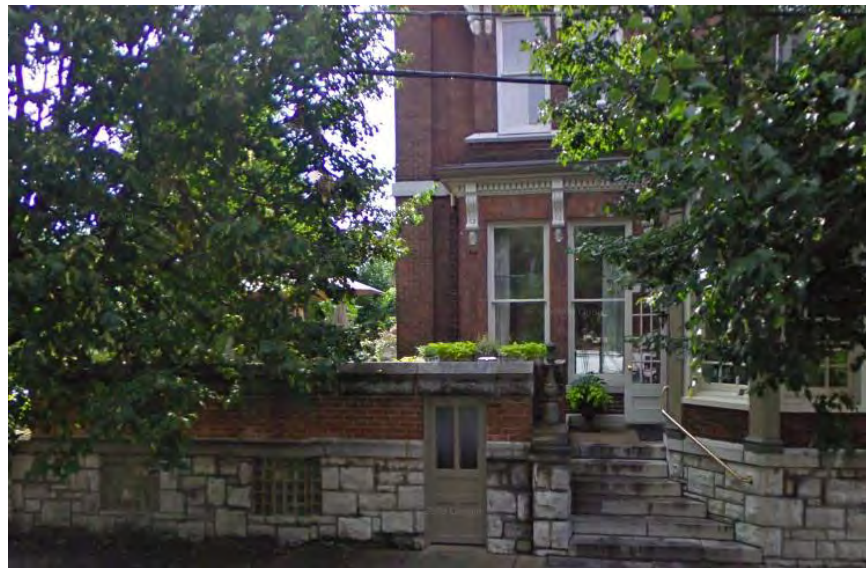
Architect: Joseph Power

Rating: S (Part IV)

Mun. Easement: 1986



“This Victorian building at 141 King Street East is in marked contrast to the plain 1840’s stone building beside it and represents in its plan, scale and decoration, the development of the stylish mansion forty years later. Built for John Hinds, it was sold by his creditors in June, 1883 to Dr. Kenneth N. Fenwick, a prominent physician.



Detail from north-side front entrance

“This three bay, two and a half storey brick building has a high stone foundation irregularly fenestrated. The central bay has a double door enclosed in a classical frame and glass porch. The porch has a brick base resting on a pitch-faced stone front with flanking ashlar quarter turn stairs whose stone newels are topped by cast iron ornaments. A pitch-faced stone wall with a brick top runs from the north staircase to the north perimeter of the property. The porch pilasters support a wide cornice which is topped by a wooden balustrade. The porch windows have multi-light transoms and similar sash.

“Above the porch, the central bay is in a shallow recession and contains a segmental arched doorway with an ashlar keystone.

“The flanking bays have two-storey bay windows; each bay has two windows resting on ashlar courses and each storey has its own roof resting on moulded cornices with dentils and consoles. The first storey

has wide windows flanked by narrow grooves and three large consoles; the second storey has smaller consoles, a single central one flanked by two pairs at each corner.

“A wide round-headed groove at either end of the façade rises two storeys through the ashlar string course. The main cornice has brackets and projects slightly over the bay windows.

“A mansard roof of tessellated slate is bellcast and its cornice has denitls. On the front slope is a flat-roofed dormer flanked by double dormers with broken pediment roofs. All the dormer windows are segmental arched, framed by pilasters and moulded surrounds with keystones.

“The north wall has irregular fenestration with a chimney breast to the front and a two-storey bay window with rectangular ends towards the back. The roof slope has a brick chimney and a wide shingled flat roof dormer with two windows flanking a small rectangular one. The rear wall has two brick abutting additions, two and a half storeys, with irregular fenestration.*

A brick coach house behind the main building at 141 King Street East building was in place by the time that the 1892 fire insurance map was printed. It contains an embedded gable-end dormer, with a peak service door opening, fronting its forward slanting roof with north-side parapet wall. A squat rectangular window in



Coach house

three pieces, with wood trim and an ashlar sill, sits below the cornice of the building’s southern end. Its main level contains four sets of large wood vehicle doors, one of which features uppers windows in eight pieces; the others feature tall wood panels. A smaller fifth opening is located on its north end. Its south elevation contains a rectangular entranceway door with a plain, slightly-arched wood surround, and a matching upper window on an ashlar sill.

* Adapted from *Buildings of Architectural and Historical Significance*, Vol. 5, pp. 156-58 (1980).

P18-1-2

Registered March 25, 1981
as Instrument No. 345112.

Clause 1, Report No. 11, 1981

BY-LAW NO. 81-50

A BY-LAW TO DESIGNATE 131-133 KING STREET EAST, 141 KING STREET EAST AND 157 KING STREET EAST AS PROPERTIES OF HISTORIC OR ARCHITECTURAL INTEREST OR VALUE PURSUANT TO THE ONTARIO HERITAGE ACT, 1974.

PASSED: February 23, 1981

WHEREAS Section 29 of The Ontario Heritage Act, 1974 authorizes the Council of a municipality to enact by-laws to designate real property, including all buildings and structures thereon, to be of architectural or historic value or interest;

AND WHEREAS notices of intention to designate 131-133 King Street East, 141 King Street East and 157 King Street East were served on the owners of 131-133, 141 and 157 King Street East on the 12th day of November, 1980 and were published in the Whig-Standard on November 12th, 19th and 26th, 1980;

AND WHEREAS no notices of objection to the proposed designations have been served on the Clerk of the City of Kingston;

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

1. There is designated as being of architectural and historic value or interest the real property known as 131-133 King Street East, in the City of Kingston, as more particularly described in Schedule "A" attached hereto.
2. There are designated as being of architectural value or interest the real properties known as 141 King Street East and 157 King Street East, in the City of Kingston, as more particularly described in the Schedule "A" attached hereto.

... /2

3. The City Solicitor is hereby authorized to cause a copy of this by-law and the reasons for designation to be registered against the properties described in Schedule "A" hereto in the Land Registry Office at Kingston, Ontario.

4. The City Clerk is hereby authorized to cause a copy of this by-law to be served on the owners of the properties described in Schedule "A" hereto and on The Ontario Heritage Foundation, and to cause notice of the passing of this by-law to be published in the Whig-Standard once for each of three consecutive weeks.

5. This by-law shall come into force and take effect on its passing.

GIVEN FIRST AND SECOND READINGS January 12, 1981

GIVEN THIRD READING AND FINALLY PASSED February 23, 1981



CITY CLERK



MAYOR

SCHEDULE "A"

141 King Street East

ALL AND SINGULAR that certain parcel or tract of land and premises situate, lying and being in the City of Kingston, in the County of Frontenac, in the Province of Ontario, and being composed of Parts of Lots 73, 74, 75 and 78 according to the Original Survey of the City of Kingston, and more particularly described in Instrument No. 106427.

157 King Street East

ALL AND SINGULAR that certain parcel or tract of land and premises situate, lying and being in the City of Kingston, in the County of Frontenac, in the Province of Ontario, and being composed of Parts of Lots 73 and 78 according to the Original Survey of the City of Kingston, and more particularly described in Instrument No. 335660.

131 - 133 King Street East

ALL AND SINGULAR that certain parcel or tract of land and premises, situate lying and being in the Province of Ontario and in the City of Kingston, containing an area of 0.004 hectares and comprising that portion of Town Lot 75 according to the Original Survey of the Town of Kingston (now City of Kingston) designated as PART 1 on a plan of survey made by David T. Humphries, Ontario Land Surveyor, dated the 9th day of February 1981, and deposited in the Land Registry Division of Frontenac (No. 13) on the 11th day of February 1981 as REFERENCE PLAN No. 13R-4483, which said plan forms a part of this legal description.

REASONS FOR DESIGNATION OF
131-133 KING STREET EAST,
141 KING STREET EAST AND
157 KING STREET EAST
APPROVED AT THE MEETING OF CITY COUNCIL
HELD ON JANUARY 12, 1981 (Clause 1, Report No. 11),
AS PROPERTIES OF HISTORIC AND/OR ARCHITECTURAL VALUE OR INTEREST

131-133 KING STREET EAST (Excluding Rear Wing of 131-133 King Street East
and Including Stone Double Dwelling Only)
(Historic and Architectural Significance)

Erected in 1842-43, to plans by William Coverdale for Noble Palmer, founder of the Kingston Spectator, this stone double dwelling served as a temporary residence for Governor General Sir Charles Metcalfe. It was later occupied by the Kingston Seminary for Young Ladies. No. 133 retains its original windows.

141 KING STREET EAST (Belvedere Hotel)
(Architectural Significance)


In plan, scale and decoration, this 1880 building, designed by Joseph Power, shows the development of the stylish mansion. It was the home first of John Hinds, then of Dr. Kenneth Neander Fenwick, a prominent physician.

157 KING STREET EAST (Architectural Significance)

This large brick Victorian mansion, built for Dr. Edward Horsey in 1882, is an excellent example of the work of architect Joseph Power. The dwelling served for many years as a government residence for commanding officers.

I HEREBY CERTIFY THAT the following is a true and correct copy of Clause 1, Report No. 11, 1981, which was approved by the Council of The Corporation of the City of Kingston at their meeting held January 12, 1981:

DATED at Kingston, Ontario,
this 19th day of March, 1981.


M. C. Healy,
Clerk,
The Corporation of the
City of Kingston.

"WHEREAS, on November 12, 1980, Council gave notice of its intention to pass a by-law to designate certain properties to be of historic or architectural value or interest, pursuant to Section 29 of The Ontario Heritage Act, 1974, which properties are more particularly described in Schedule 'A', 1 Page, attached hereto; and

WHEREAS objections to such designation have been received, only from the owner of 131-133 King Street East to designating the rear (east) wing of these buildings (which was not intended to be in the description of the property by L.A.C.A.C.);

THEREFORE BE IT RESOLVED:

- (A) That Schedule 'A' attached be amended in Subsection (a) to add after the words 'Original Survey' the words 'excluding rear wing of 131-133 King Street East and including stone double dwelling only';
- and further -
- (B) That a by-law be presented to Council pursuant to the provisions of The Ontario Heritage Act, 1974 to designate all of the properties, as follows, to be of historic or architectural value or interest for the reasons as listed on Schedule 'A':

141 King Street East (Belvedere Hotel)
157 King Street East
131-133 King Street East (stone double
dwelling only) "

- and -

IN THE MATTER OF THE LANDS AND PREMISES
KNOWN MUNICIPALLY AS 131-133, 141 AND
157 KING STREET EAST, IN THE CITY OF
KINGSTON, IN THE PROVINCE OF ONTARIO

NOTICE OF INTENTION TO DESIGNATE

1. The Council of The Corporation of the City of Kingston intends to pass a by-law to designate the following properties to be of historic and/or architectural value or interest, pursuant to Section 29 of *The Ontario Heritage Act, 1974*:
 - (a) 131-133 KING STREET EAST - Part of Lots 75, 76 & 77, Original Survey (Excluding rear wing of 131-133 King Street East and including stone double dwelling only) (Historic and Architectural Significance)
Erected in 1842-43, to plans by William Coverdale for Noble Palmer, founder of the Kingston Spectator, this stone double dwelling served as a temporary residence for Governor General Sir Charles Metcalfe. It was later occupied by the Kingston Seminary for Young Ladies. No. 133 retains its original windows.
 - (b) 141 KING STREET EAST (BELVEDERE HOTEL) - Part of Lots 73, 74, 75 & 78, Original Survey (Architectural Significance)
In plan, scale and decoration, this 1880 building, designed by Joseph Power, shows the development of the stylish mansion. It was the home first of John Hinds, then of Dr. Kenneth Neander Fenwick, a prominent physician.
 - (c) 157 KING STREET EAST - Part of Lots 73 & 78, Original Survey (Architectural Significance)
This large brick Victorian mansion, built for Dr. Edward Horsey in 1882, is an excellent example of the work of architect Joseph Power. The dwelling served for many years as a government residence for commanding officers.
2. Any person interested may, within thirty (30) days after the date of this notice, send by registered mail or deliver to the Clerk of The Corporation of the City of Kingston notice of his or her objection to the proposed designation, together with a statement of the reasons for the objection and all relevant facts.
3. Where a notice of objection has been received, the Council of The Corporation of the City of Kingston shall refer the matter to the Conservation Review Board for a hearing and report.

LAST DAY TO FILE OBJECTIONS: December 12th, 1980

DATED at Kingston, Ontario,
this 12th day of November, 1980.

M. C. Healy,
Clerk,
The Corporation of the City of Kingston,
City Hall, 216 Ontario Street,
Kingston, Ontario. K7L 2Z3



Note:



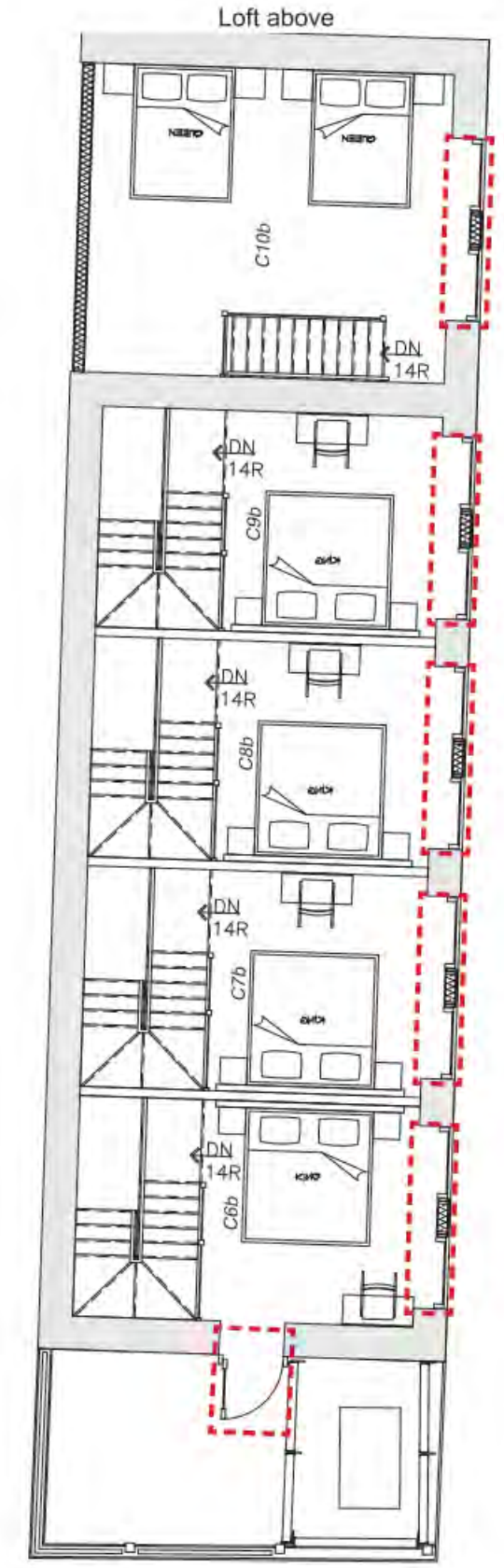
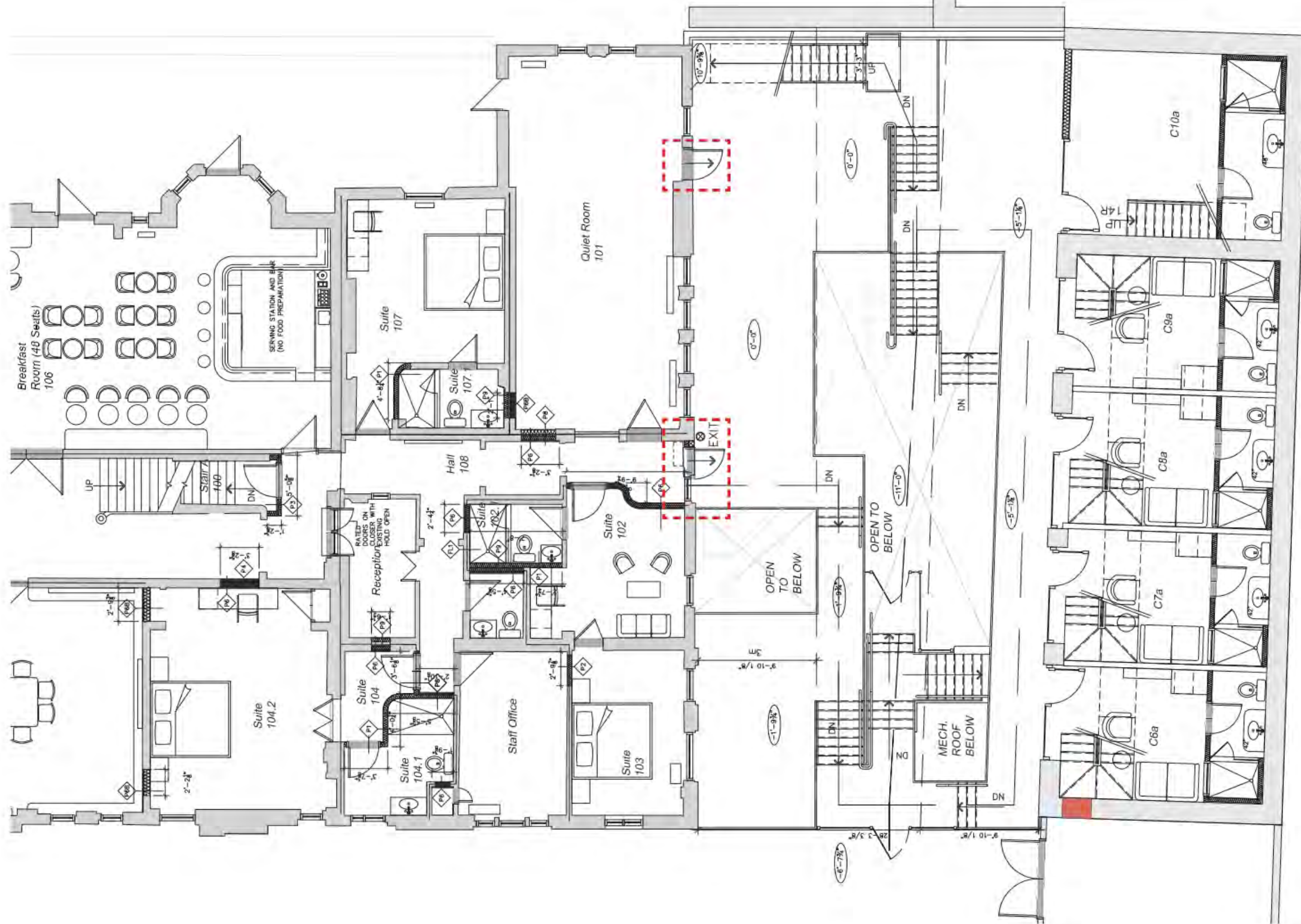
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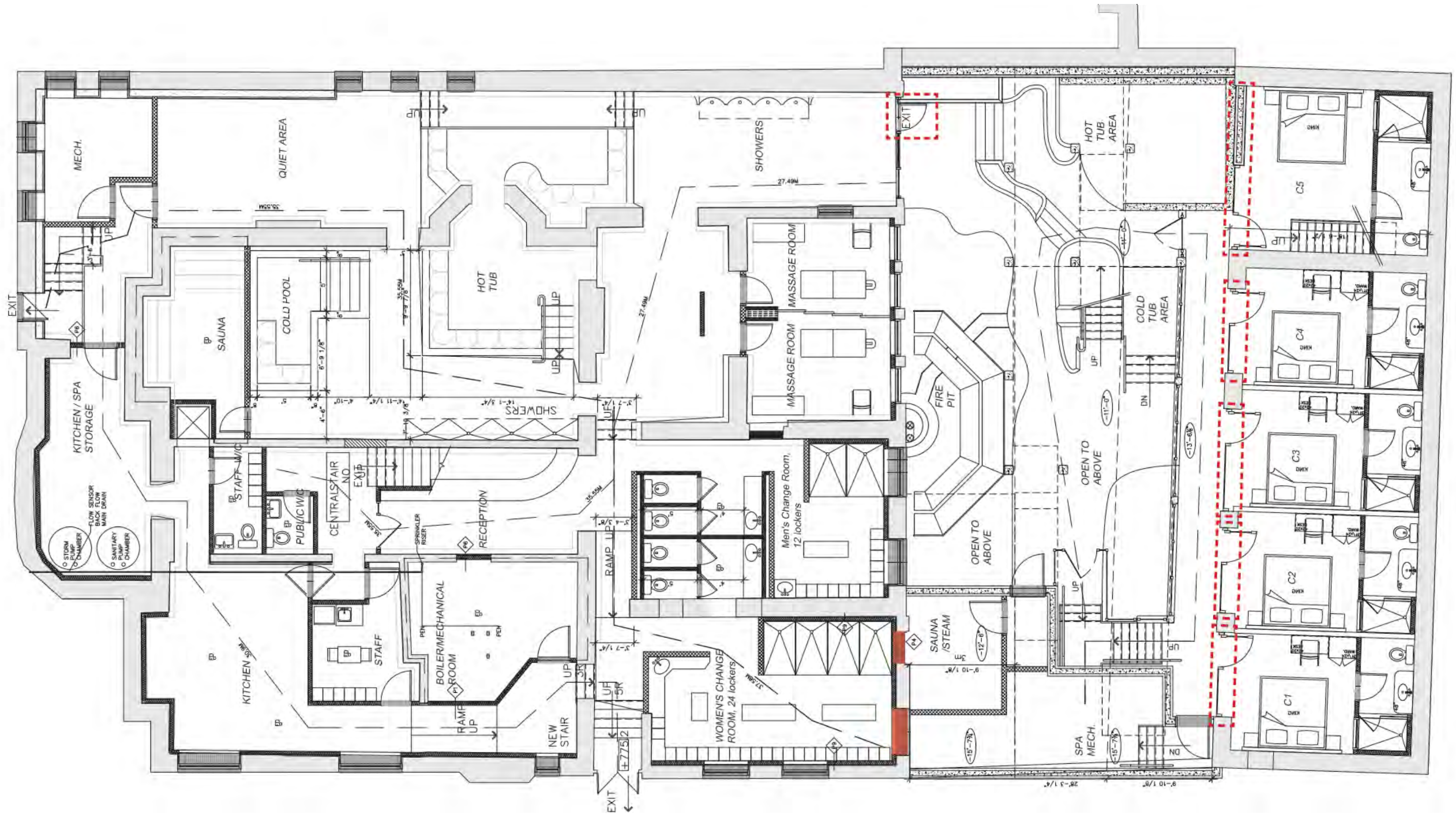
Note:



Note:



Note: Configuration of outdoor spa amenities such as pools, firepit, vegetation and planting beds are conceptual.



Note:



Note:



Note:



Note:

Notes:

All work to be completed on BPE property with the exception of the re-pointing of the East facing masonry wall of the carriage house and installation of new windows on said wall. BPE has permission from neighbours to access this wall for said work.

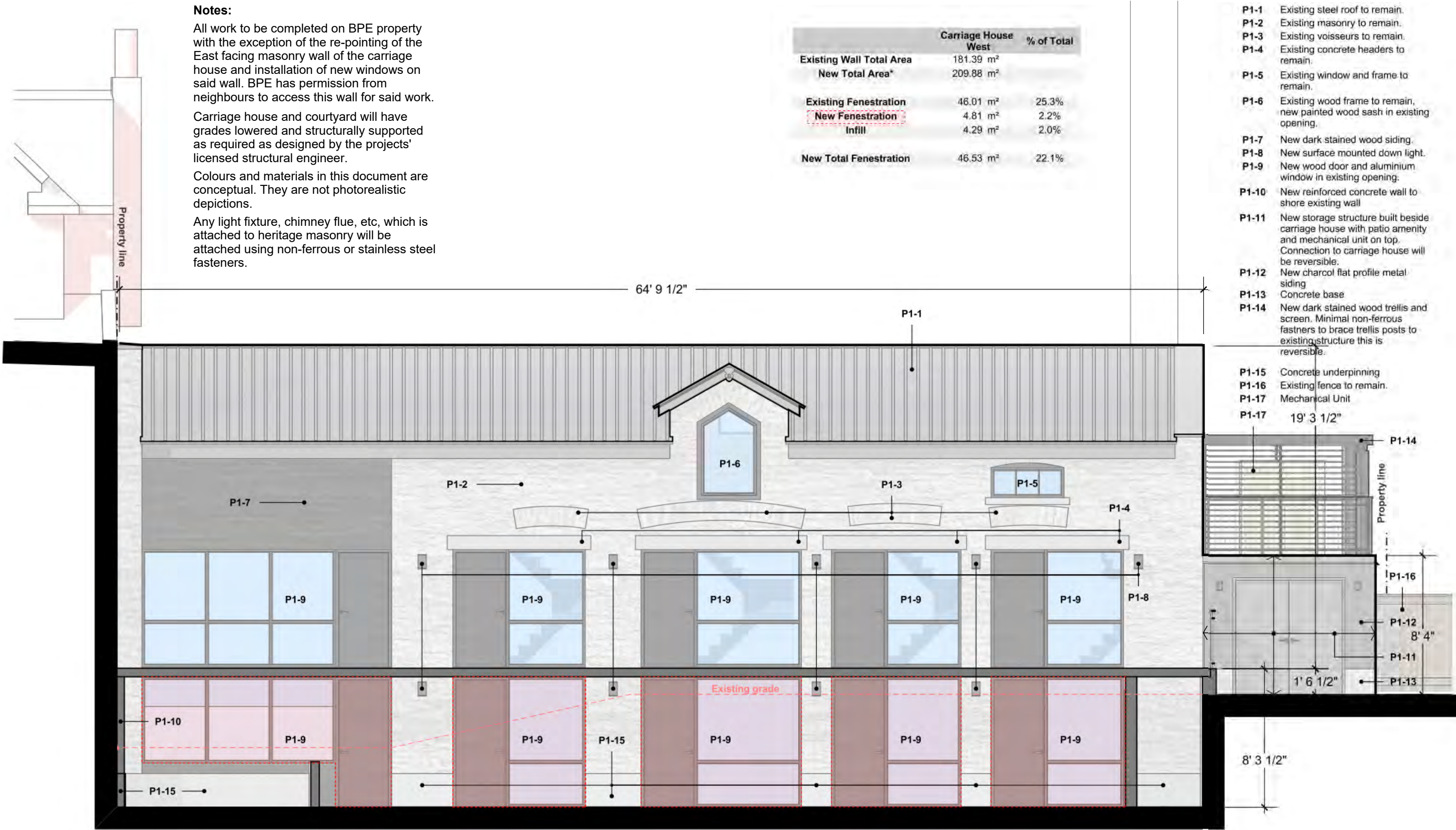
Carriage house and courtyard will have grades lowered and structurally supported as required as designed by the projects' licensed structural engineer.

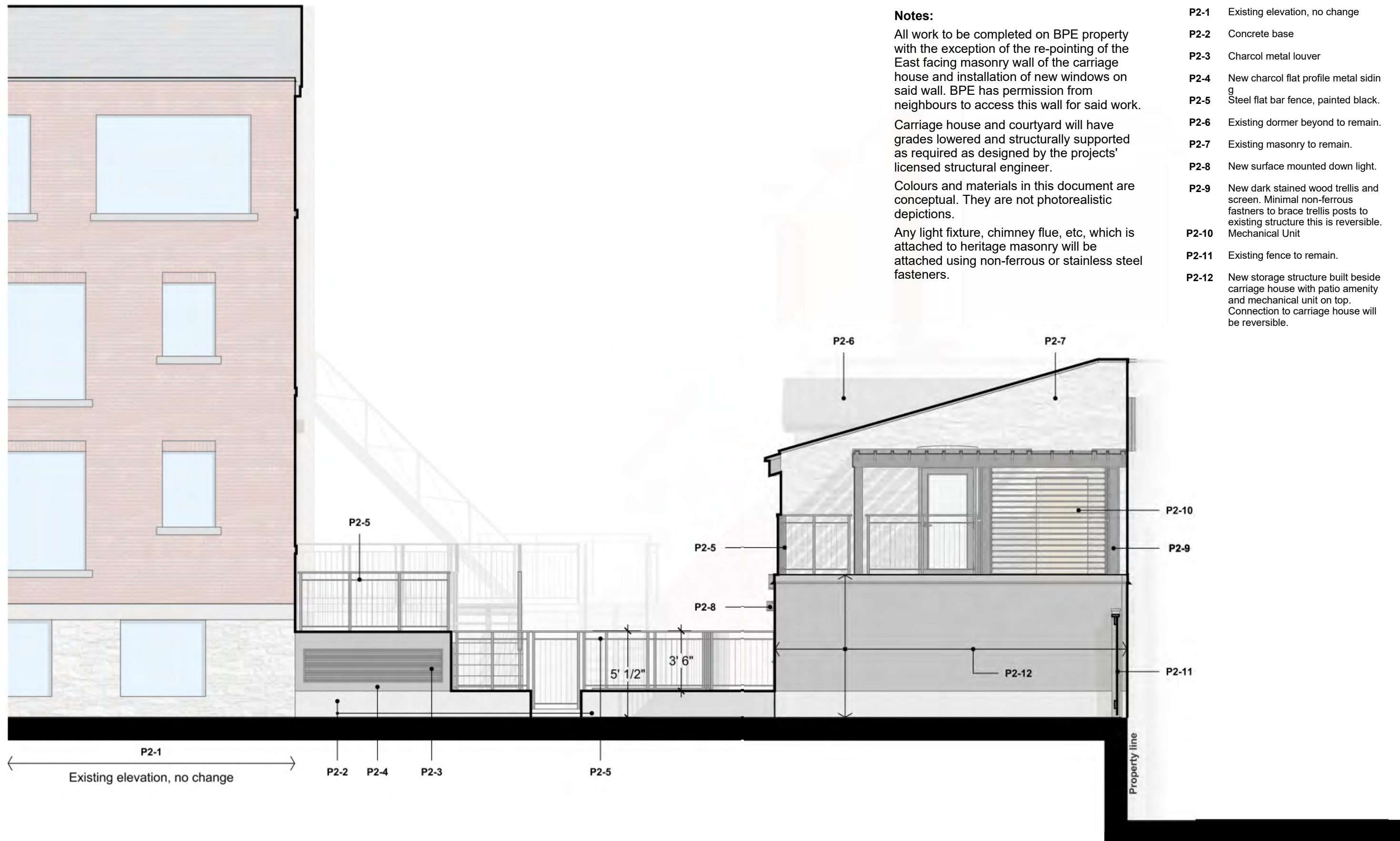
Colours and materials in this document are conceptual. They are not photorealistic depictions.

Any light fixture, chimney flue, etc, which is attached to heritage masonry will be attached using non-ferrous or stainless steel fasteners.

	Carriage House West	% of Total
Existing Wall Total Area	181.39 m ²	
New Total Area*	209.88 m ²	
Existing Fenestration	46.01 m ²	25.3%
New Fenestration	4.81 m ²	2.2%
Infill	4.29 m ²	2.0%
New Total Fenestration	46.53 m ²	22.1%

- P1-1 Existing steel roof to remain.
- P1-2 Existing masonry to remain.
- P1-3 Existing voisseurs to remain.
- P1-4 Existing concrete headers to remain.
- P1-5 Existing window and frame to remain.
- P1-6 Existing wood frame to remain, new painted wood sash in existing opening.
- P1-7 New dark stained wood siding.
- P1-8 New surface mounted down light.
- P1-9 New wood door and aluminium window in existing opening.
- P1-10 New reinforced concrete wall to shore existing wall
- P1-11 New storage structure built beside carriage house with patio amenity and mechanical unit on top. Connection to carriage house will be reversible.
- P1-12 New charcoal flat profile metal siding
- P1-13 Concrete base
- P1-14 New dark stained wood trellis and screen. Minimal non-ferrous fastners to brace trellis posts to existing structure this is reversible.
- P1-15 Concrete underpinning
- P1-16 Existing fence to remain.
- P1-17 Mechanical Unit





Notes:

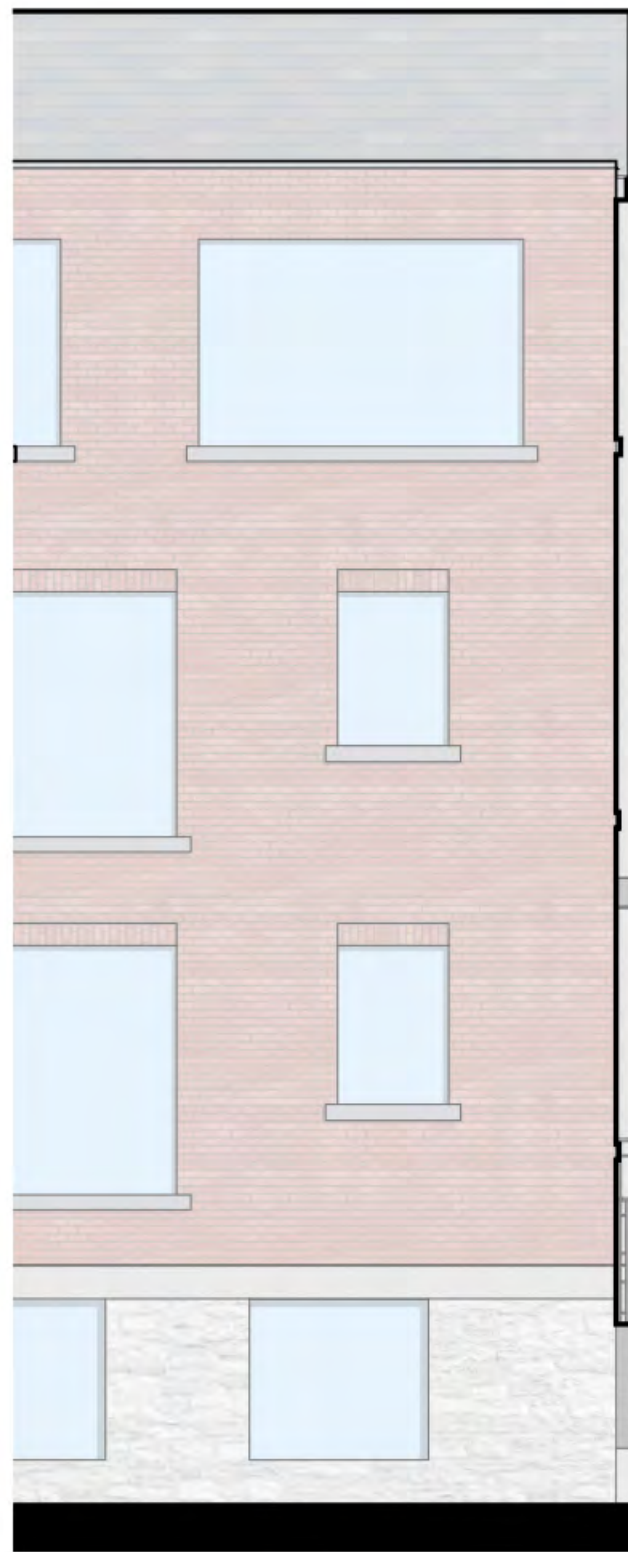
All work to be completed on BPE property with the exception of the re-pointing of the East facing masonry wall of the carriage house and installation of new windows on said wall. BPE has permission from neighbours to access this wall for said work.

Carriage house and courtyard will have grades lowered and structurally supported as required as designed by the projects' licensed structural engineer.

Colours and materials in this document are conceptual. They are not photorealistic depictions.

Any light fixture, chimney flue, etc, which is attached to heritage masonry will be attached using non-ferrous or stainless steel fasteners.

- P2-1** Existing elevation, no change
- P2-2** Concrete base
- P2-3** Charcol metal louver
- P2-4** New charcol flat profile metal siding
- P2-5** Steel flat bar fence, painted black.
- P2-6** Existing dormer beyond to remain.
- P2-7** Existing masonry to remain.
- P2-8** New surface mounted down light.
- P2-9** New dark stained wood trellis and screen. Minimal non-ferrous fasteners to brace trellis posts to existing structure this is reversible.
- P2-10** Mechanical Unit
- P2-11** Existing fence to remain.
- P2-12** New storage structure built beside carriage house with patio amenity and mechanical unit on top. Connection to carriage house will be reversible.



	Carriage House South	% of Total
Existing Wall Total Area	34.5 m ²	
New Total Area*	34.5 m ²	
Existing Fenestration	1.5 m ²	4.4%
New Fenestration	1.4 m ²	4.0%
Infill	0.8 m ²	2.3%
New Total Fenestration	2.1 m ²	6.1%

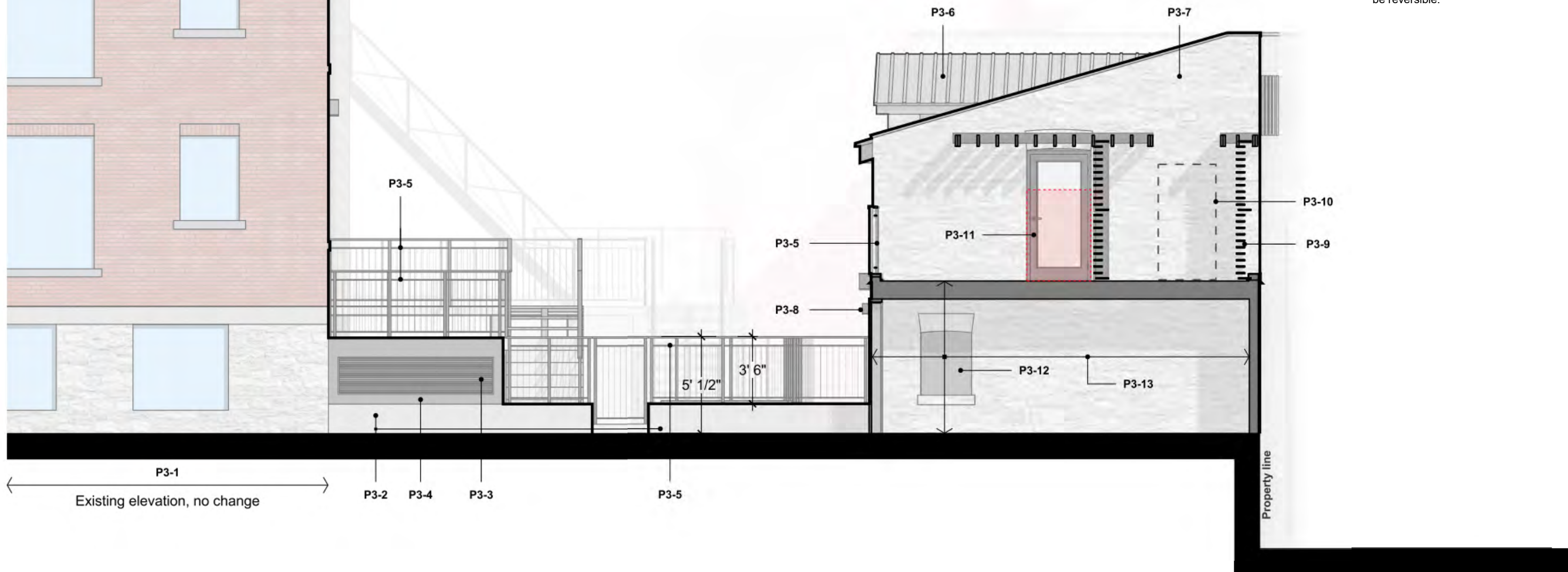
Notes:

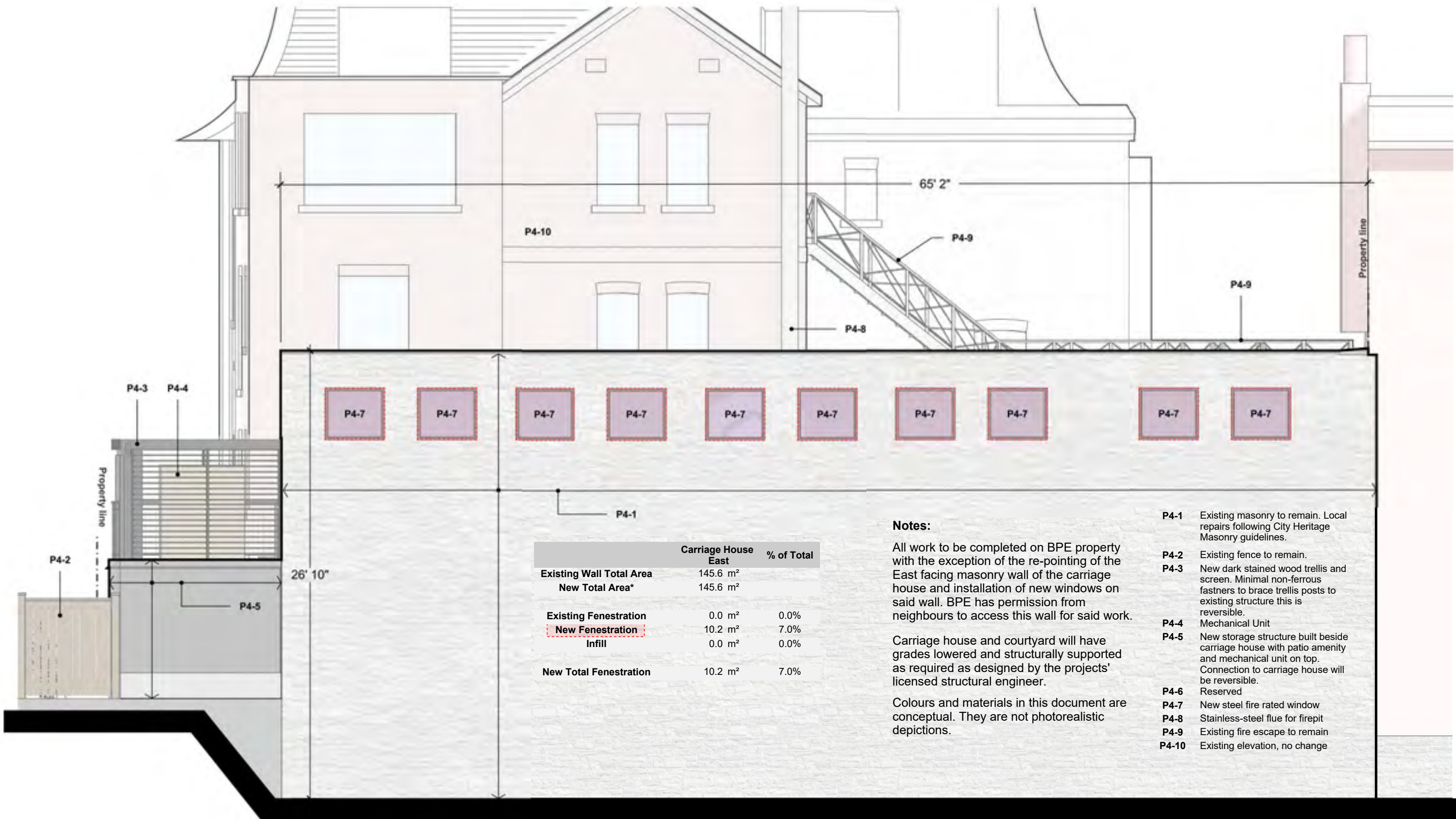
All work to be completed on BPE property with the exception of the re-pointing of the East facing masonry wall of the carriage house and installation of new windows on said wall. BPE has permission from neighbours to access this wall for said work.

Carriage house and courtyard will have grades lowered and structurally supported as required as designed by the projects' licensed structural engineer.

Colours and materials in this document are conceptual. They are not photorealistic depictions.

- P3-1 Existing elevation, no change
- P3-2 Concrete base
- P3-3 Charcol metal louver
- P3-4 New charcol flat profile metal siding
- P3-5 Steel flat bar fence, painted black.
- P3-6 Existing dormer beyond to remain.
- P3-7 Existing masonry to remain.
- P3-8 New surface mounted down light.
- P3-9 New dark stained wood trellis and screen. Minimal non-ferrous fastners to brace trellis posts to existing structure this is reversible.
- P3-10 Mechanical Unit
- P3-11 Existing window enlarged into door by lowering sill.
- P3-12 Existing window infilled with charcol metal siding.
- P3-13 New storage structure built beside carriage house with patio amenity and mechanical unit on top. Connection to carriage house will be reversible.





	Carriage House East	% of Total
Existing Wall Total Area	145.6 m ²	
New Total Area*	145.6 m ²	
Existing Fenestration	0.0 m ²	0.0%
New Fenestration	10.2 m ²	7.0%
Infill	0.0 m ²	0.0%
New Total Fenestration	10.2 m ²	7.0%

Notes:

All work to be completed on BPE property with the exception of the re-pointing of the East facing masonry wall of the carriage house and installation of new windows on said wall. BPE has permission from neighbours to access this wall for said work.

Carriage house and courtyard will have grades lowered and structurally supported as required as designed by the projects' licensed structural engineer.

Colours and materials in this document are conceptual. They are not photorealistic depictions.

- P4-1** Existing masonry to remain. Local repairs following City Heritage Masonry guidelines.
- P4-2** Existing fence to remain.
- P4-3** New dark stained wood trellis and screen. Minimal non-ferrous fasteners to brace trellis posts to existing structure this is reversible.
- P4-4** Mechanical Unit
- P4-5** New storage structure built beside carriage house with patio amenity and mechanical unit on top. Connection to carriage house will be reversible.
- P4-6** Reserved
- P4-7** New steel fire rated window
- P4-8** Stainless-steel flue for firepit
- P4-9** Existing fire escape to remain
- P4-10** Existing elevation, no change

- P5-1 Existing window to remain.
- P5-2 Existing window to remain. Film to be added to inside of glazing for privacy.
- P5-3 Brick infill.
- P5-4 Window enlarged to doorway. Brick header to be lengthened to suit new door.
- P5-5 Bricked-in window to be enlarged to doorway. Brick header to be lengthened to suit.
- P5-6 Garage door converted to doorway, glazing and louver.
- P5-7 Door to remain, fixed, not for use.
- P5-8 Stainless-steel flue for firepit
- P5-9 Existing fire escape to remain
- P5-10 Concrete deck
- P5-11 New reinforced concrete wall to shore existing wall
- P5-12 New surface mounted down light.
- P5-13 New firepit
- P5-14 Chimney to be removed (not original to addition).

Notes:

All work to be completed on BPE property with the exception of the re-pointing of the East facing masonry wall of the carriage house and installation of new windows on said wall. BPE has permission from neighbours to access this wall for said work.

Carriage house and courtyard will have grades lowered and structurally supported as required as designed by the projects' licensed structural engineer.

Colours and materials in this document are conceptual. They are not photorealistic depictions.



	Belvedere East	% of Total
Existing Wall	181.3 m ²	
Total Area		
New Total Area*	208.8 m ²	
Existing Fenestration	46.0 m ²	25.3%
New Fenestration	4.8 m ²	2.2%
Fenestration Infill	4.2 m ²	2.0%
New Total Fenestration	46.5 m ²	22.1%



The Belvedere - Courtyard and Carriage House - Chimney to be removed 01 of 04
Shoalts and Zaback Architects Ltd. **sza**
22108-2_CourtyardCarriageHouse-ExPhotos_01 2024-01-22





VLS410 LED

620-4312



1/3



Description

IP66, Class I, IK07. Surface mounted LED wall luminaire. Marine-grade, die-cast aluminum alloy. 5CE superior corrosion protection including PCS hardware. Silicone rubber gasket. Safety glass lens. Suitable for installation over 4" recessed junction box.

Beam Type	symmetric, medium beam [M]
Light Source	LED-3/6W / 700 mA - 3000 K
CRI	80
Gear Type	electronic gear
Nominal Luminous Flux (lm)	
LED Lumens	246 lm
LEDs	3
Total Lumens	738 lm
Tj	85 °C
Delivered Lumens Flux (lm)	
LED Lumens	165.8 lm
Total Lumens	497.5 lm
Ta	25 °C
Rated Input Power	8.5 W

WE-EF LIGHTING USA LLC
410-D Keystone Drive | Warrendale PA 15086 | U.S.A. | Tel +1 724 742 0030 | Fax +1 724 742 0035 | info.usa@we-ef.com | www.we-ef.com | 02-10-2019 10:40



----- Original message -----

From: CMO ENG <cmoeng@cogeco.ca>

Date: 2024-01-21 6:21 p.m. (GMT-05:00)

To: Brad Vanderhaar <brad@bpedevelopment.com>

Subject: RE: BPE 141 King Street East, Kingston - Commitment Letter/Engineer On Record

Brad:

This letter is to confirm that CMO Engineering Limited in Trenton Ontario has been retained by BPE for all engineering works associated with the current rehabilitation works at the above named location in Kingston, Ontario. The proposed works include but not limited to the following :

- Structural design
- Field assessment/reviews and instructions
- Construction reviews
- Preparation of construction review reports
- Certification of structural design drawings for Building Permit application
- Day to day structural engineering assignments and supervision associated with the project.

Regards,

Charles C. Onuah, B. Eng., M. Sc., P. Eng.
Senior Structural/Project Engineer

CMO ENGINEERING LIMITED
40 FRANKFORD CRESCENT, UNIT 13
TRENTON, ONTARIO
K8V 4L2

PHONE.: 613-394-3097
FAX.: 613-394-1086

6. Conservation and Development Approach

6.1 Overview of Proposed Development

The proponent wishes to retain the carriage house structure and rehabilitate it for hotel use. The courtyard is to be converted into outdoor amenity space serving spa functions, and the rear elevation of the hotel is to be slightly modified to accommodate new access openings. Please refer to the architectural plans and drawings for details.

Rear elevation (hotel)

Alterations to the rear elevation of the hotel include enlarging a window opening in the central wing to create an exit door to a rear deck (this will involve widening as well as lengthening the opening). This will alter the symmetry of the fenestration pattern on that storey, a minor negative impact on the appearance of this elevation. The dimensions of the other rear elevation existing openings remain unchanged and the enlarged opening represents a very small percentage increase in openings on this elevation. A new opening in the north wing is proposed, again to provide an exit door to the rear deck. The existing wooden panelled door on the ground floor of the west wing will be retained as a decorative feature and will be sealed and insulated on the interior. The exposed stone foundation wall will remain and only a few of the existing openings proposed to be replaced with brick infill (the rest of the existing windows on the lower level and ground floor will remain, the lower ones with privacy film over the glazing).

The existing fire escape will be reconfigured to make use of the new rear deck and lower courtyard. The existing chimney on the one-storey rear addition to the main building is a response to an earlier interior layout and use and is no longer functional. Its removal does not negatively impact the heritage attributes of the main building. A new steel chimney is proposed to extend from the open-air fire pit at the lower level of the spa in the courtyard up to above the gable of the central rear wing of the main building. It will be freestanding save for anchors (non-ferrous) at the upper level. It will be clearly distinct from the rear additions and is a reversible intervention save for the removal of the chimney, all proposed interventions are reversible.

Courtyard

A new deck is to be attached to the rear elevation of the hotel, providing access to the driveway and to the spa level below. The deck will be attached to the existing brick wall with non-ferrous (e.g. stainless steel) fasteners. They will have a minimal impact on the wall masonry and will not spall the brick. The existing fire escape will be reconfigured along the east wall and exit to the new deck. The existing brick chimney on the north addition is proposed to be removed to accommodate new interior uses.

Access to the deck and courtyard will be controlled by a metal fence and gate along the driveway. The boundary fence along the driveway will be black-painted metal with openings between the posts and a low height. The fence and gate restrict access to the spa but provide egress to and visual access from the driveway to the heritage attributes of the rear elevation of the hotel and the north elevation of the carriage house. The end of the laneway will be screened from the adjacent property by the existing addition and the neighbouring yard to the east will be screened by a low wall beneath existing stairs.

Lighting will be unobtrusive and confined to small fixtures required by OBC and located facing downward at the edges of doorways and directed to the underside of the access decks. Light fixtures will face down except for uplighting under the carriage house access deck. Lighting in the outdoor spa will be a combination of bollard lights along pathways and under lights for the access decks.

The grade reduction in the courtyard required to create the spa and the lower hotel of the carriage house exposes parts of the hotel's stone foundation thus providing a more complete understanding of the building's structure. Excavation below the carriage house does not negatively affect that building's heritage attributes as none are impacted. The courtyard will no longer be used as service access to the hotel and vehicular access to the carriage house, thus its conversion to spa uses will change its character. However, its former function is not a heritage attribute.

Carriage house

Changes to the carriage house exterior include modifications to accommodate new interior layouts and floor levels required to create five two-storey hotel. Interventions in the existing fabric include enlarging an existing window on the upper level of the west wall and creating a new opening for an access door. The existing window/door opening on the ground level of the west wall will remain closed. On the north wall, the existing former garage doors will be replaced with new glazing and access doors, all accessed by a new deck running the length of the west

elevation and linked to the main level of the hotel. Below these will be an equivalent set of window/door openings created by excavation of the foundation level and underpinning the existing structure while adding hotel floor area. On the south elevation (facing Ontario Street), there will be small rectangular windows punched into the upper part of the wall, near the top. The existing roof, with its exposed fastener metal-ribbed design, will be retained unaltered, with its existing finish.

On the north elevation, the existing door openings on the ground floor are unchanged, as is the gable end opening (the existing wooden panel infill will be removed and replaced by glazing). New openings below grade are in an area not currently existing and thus do not add to the number of openings on the existing, above-grade building. Openings on the south (Ontario Street) wall remove a small percentage of existing stone in order to accommodate new small windows and metal surrounds. The new doorway opening in the wall facing the driveway is slightly larger than the existing window which will be enclosed, thus making a slight increase in the amount of void in this wall (note that, due to the presence of a large storage container, it is not possible to take current photographs of this elevation: please refer to an historical photograph found on page 6 of the chronology for a partial view, as well as the conjectural drawing) . Both of these interventions are minor and do not have a negative impact on the heritage attributes of the carriage house.

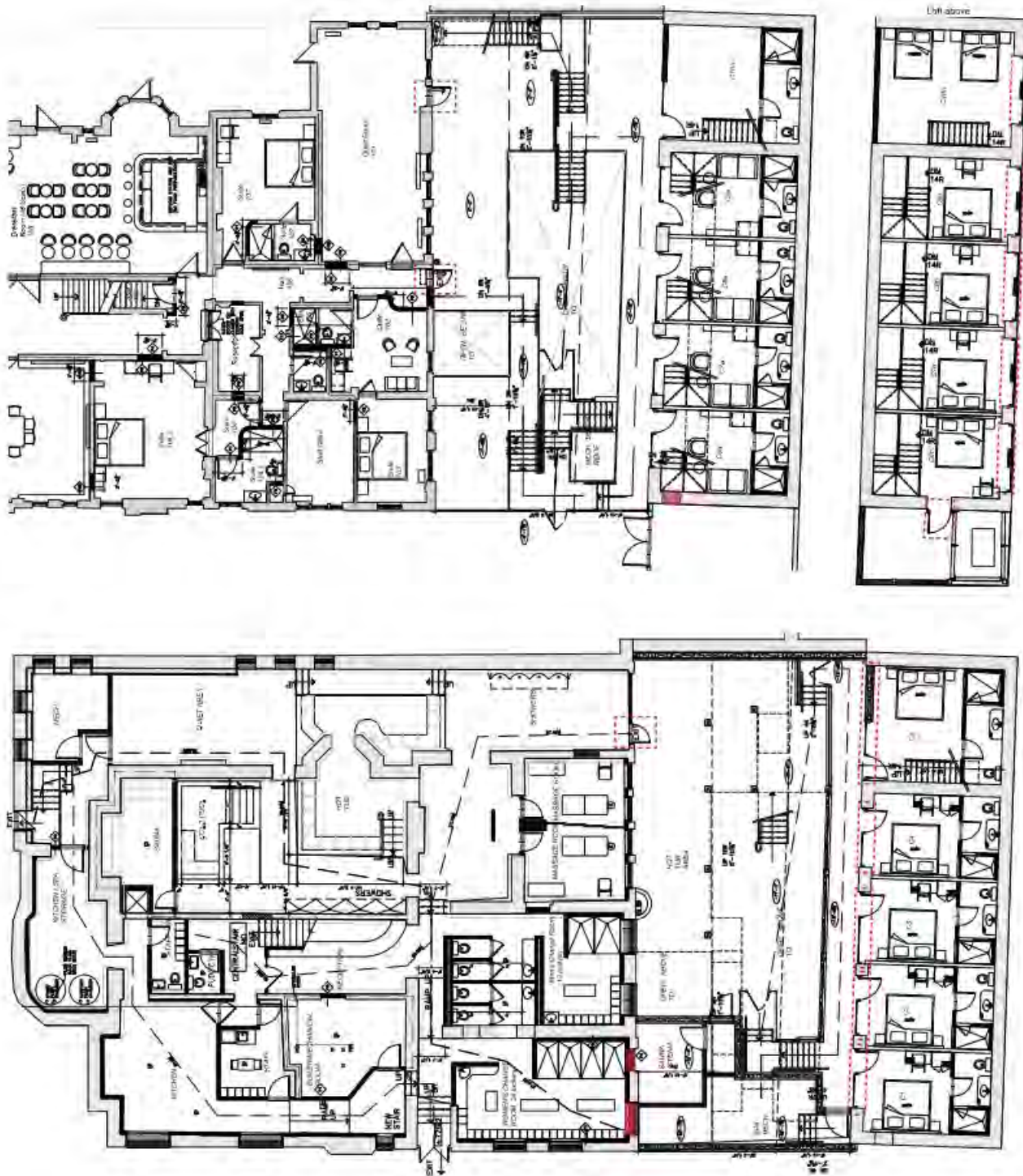
Window types include fire-rated glazing in the south elevation (to meet OBC requirements) and new aluminum, double-glazed doors and windows on the ground floor and sub-floor, on the north elevation facing the courtyard. The existing dormer and shallow-arched windows on the upper storey of the north elevation will have new double-glazed units inserted into the existing wooden frames (which will be repaired and restored, as needed).

A framed addition will be attached to the west wall and contain storage space as well as heating and cooling equipment that would otherwise have to be contained within the heritage building. There will be access to the top of this structure from the adjacent unit. Existing stonework and wooden details on the carriage house will be repaired, as needed. The proposed storage building is visible from the street at the end of the driveway, but only just. It is designed to be unobtrusive, with neutral colours on the wooden cladding and lightly stained wood on the upper deck and pergola. It is clearly distinct from the carriage house. As an addition to the rear of the main building, it is visually secondary to both the hotel and the carriage house. The visual focus within the District is on the streetscape and this addition, visible only along a narrow driveway, will read as an accessory to the primary buildings and public realm that are the key heritage attributes of the Heritage Conservation District. The addition

is a reversible intervention since it is not attached to the carriage house (although it abuts it) and only the upper level pergola will be anchored to the western stone wall (with small metal fasteners that can be removed and the openings repaired).

Materials

The attached architectural drawings label the proposed materials. On the carriage house, cladding material are proposed to be wood, metal and stone, while brick and concrete are proposed for the rear of the main building. These materials are compatible with or similar to those found on the existing buildings and thus do not negatively impact the heritage attributes of the main building or carriage house. The exposed stone foundation wall on the main building will remain and only the existing openings proposed to be closed will have brick infill.



Renderings of the proposed rehabilitation, with red-lined plans showing interventions in the existing building fabric

6.2 Impact and Mitigation

6.2.1 Carriage House

The proposed changes to the above-grade parts are minor and reversible. Small windows in the south wall overlook a parking lot and are small enough to preserve the privacy of occupants of the new residential units and of residents in the apartment building located south of the parking lot. The existing rear wall is part of the carriage house, not a separate wall like many of those described in the District Plan and found as remnants of carriage houses. The fire insurance plans included in the attached chronology, as well as site photos showing outlines of previous structures, confirm that, for much of its history, this part of the carriage house was hidden behind the 2 storey brick structures in the property facing Ontario Street.

On the north elevation, the metal and glass windows and doors that provide visual and functional access to the new residential uses will be distinct from the surrounding stone walls and from the former wooden garage doors, creating a contrast that highlights the existing materials and forms.

The western addition is clearly secondary to the main structure, being lower in height, flat-roofed and clad in flat profile charcoal metal siding. An open wooden pergola structure is proposed to provide shade for a deck atop the addition, allowing views of the stone west wall of the carriage house. The pergola will be attached to the west stone wall with non-ferrous metal fasteners. The upper gable end of the west side of the carriage house is visible over the addition, across the proposed deck and under the proposed roof structure. The existing dormer on the north elevation will remain as a window opening, conserving the wooden frame and detailing in the gable end.

The existing stone structure will be protected during construction and stabilized during excavation for the lower storey units. A structural engineer with experience in heritage structures has been retained and will advise on any detailed structural work required to conserve the integrity of the main building additions and of the carriage house. The addition of a concrete slab under the ground floor of the carriage house and the extension downwards of the existing wall sections between the door openings would appear to be sufficient to provide structural support. Subject to any forthcoming recommendations from the structural engineer, at this point a Temporary Protection Plan does not seem to be required. See the excerpt below from CMO Engineering's email of 21 January, 2024 to BPE confirming the engineer's involvement:

This letter is to confirm that CMO Engineering Limited in Trenton Ontario has been retained by BPE for all engineering works associated with the current rehabilitation works at the above named location in Kingston, Ontario. The proposed works include but not limited to the following:

- Structural design
- Field assessment/reviews and instructions
- Construction reviews
- Preparation of construction review reports
- Certification of structural design drawings for Building Permit application
- Day to day structural engineering assignments and supervision associated with the project.

Regards,

Charles C. Onuah, B. Eng., M. Sc., P. Eng.

Senior Structural/Project Engineer

CMO ENGINEERING LIMITED

40 FRANKFORD CRESCENT, UNIT 13

TRENTON, ONTARIO

K8V 4L2



Subgrade conditions

6.2.2 Hotel and Landscape

Alterations to the rear elevation of the hotel are minor and reversible. As this elevation includes three additions to the original house, and has been modified since the time of each wing's construction, new interventions will be a continuation of this pattern of subsequent interventions that respond to changing interior functions and configurations. Repairs to the existing stonework and brickwork will be made, as needed. Repairs will be completed in conformity with City's masonry conservation standards. Two existing openings on the rear elevation of the main building will be closed on the foundation level (the existing wooden door will be removed: it is not of heritage value) and the remaining windows covered with privacy film on the inside glazing. Openings above in the ground floor will be retained and the existing paneled wooden door will be retained in situ and sealed and insulated on the inside. One existing window opening will be enlarged to provide an exit door and another opening created in the east wing for the same purpose. By retaining most of the existing openings, the existing fenestration pattern will be clear, and each of these changes will be a reversible intervention.

Excavation of the rear yard will not impact heritage attributes of the adjacent structures provided that the buildings and boundary wall are protected during construction. Following completion of construction there will be opportunities for interpretation of the history of the hotel complex in the publicly accessible portions of the courtyard and along the proposed wall bordering the shared driveway. Any type of interpretation (e.g. plaques/panels) should be publicly accessible and thus would be best located along the King Street side of the property, preferably in front of or affixed to the wall of the terrace that extends to the east of the main building. Content of the plaque or panel will be subject to discussion with, and approval by, City heritage staff and heritage advisory committee. Archaeological assessment has been deemed unnecessary by the City (the courtyard has been disturbed over time as a result of successive alterations and additions to the rear elevation of the hotel).



Subgrade conditions on hotel and courtyard

6.2.3 Adjacent Heritage Properties

Due to the existing side and rear additions on the hotel and the east and south boundary walls that are part of the carriage house structure, very few of the proposed alterations will be visible from adjacent heritage properties. The proposed rear deck will be screened from view from the east by a low wall along the top of the existing concrete block boundary wall next to the fire escape and most of the below-grade spa activities, as well as the lower level of the residential units, will be largely screened from view by overhead decks that provide access and egress to the hotel and carriage house. The carriage house and its proposed western addition will be largely hidden from public view, with those views restricted to any that can be seen down the shared driveway.

For the boundary wall with No. 155 King Street West, subject to the detailed design provided by the project structural engineer, this concrete block wall will be underpinned alongside the excavated portion of the courtyard. The stone east wall of the carriage house will remain intact as the structural support for the building and will not impact the abutting wall of No. 155.

All work will be confined to the proponent's property with the exception of the south wall discussed below. The existing board fence at the end of the driveway is on the neighbour's property, as shown in the revised drawings supplied by the proponent. The proponent indicates that adjacent owner to the south has verbally granted access to the rear wall of the carriage house to allow construction of the proposed windows in the upper storey.

A formal letter from the adjacent owner will be prepared confirming the applicant's ability to access the rear (south) elevation of the carriage house from the adjacent property.



View west from No. 155 King Street East



View west of rear of No. 131-33 King Street East



View south along driveway



View from the street

7. Conclusions and Recommendations

The proposed alterations and additions to the hotel complex conserve a heritage property and rehabilitate it for commercial and residential use. Repairs to the hotel exterior follow good conservation practice and include restoration of missing or deteriorated elements. This work is in accordance with the intent and requirements of the heritage easement. Interventions in the rear courtyard and carriage house, while not addressed in either the designation by-law or heritage easement, are also proposed to follow good conservation practice.

To summarize the impact of the proposed alterations, this HIS has identified more detailed heritage attributes for the carriage house and the proposed design has conserved these attributes. The proposed changes are minor interventions in the stone and frame walls and are reversible: the proposed western addition is likewise removeable in future.

The rear courtyard does not have heritage value and its excavation will have no direct impact on the heritage attributes of the adjacent hotel and carriage house. The hotel's stone foundation will be fully visible under a rear deck and the proposed lower level of the carriage house will continue the structural and fenestration pattern of the north wall of the existing carriage house. Recommendations for protection of heritage attributes during construction include reference to a structural engineer's assessment of the existing buildings and to any temporary protection plans that they might recommend. The City has not required an archaeological assessment.

In conclusion, it is my professional opinion that the proposed alterations and additions to the rear of the hotel property, the courtyard and carriage house adequately address the heritage attributes of the property and follow good conservation practice. The design, as shown in the plans and drawings included in this HIS, demonstrate the ways in which they do so.



Carl Bray PhD CAHP MCIP RPP

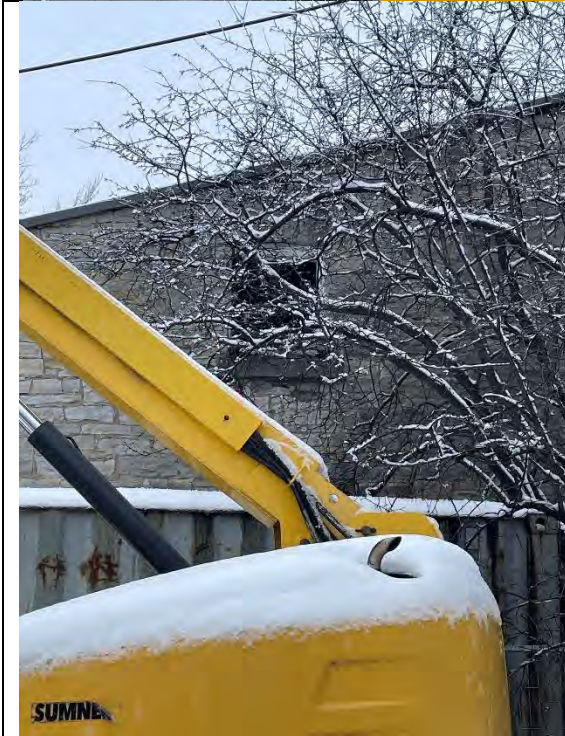
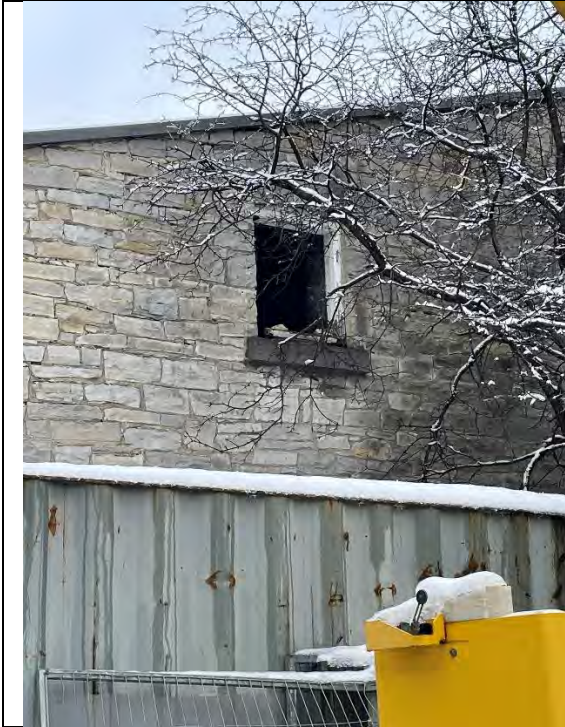
Staff Site Visit Photos 1-25-24:













Kingston Heritage Properties Committee

Summary of Input from Technical Review Process

P18-004-2024

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



where history and innovation thrive

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

Website: www.cityofkingston.ca

TTY: Dial 613-546-4889

Date:	January 23, 2024
Form:	Heritage Kingston Reviewer Form
Reviewer Name:	Peter Gower
Application Type:	Heritage Permit
File Number:	P18-004-2024
Property Address:	141 King Street East

Description of Proposal:

This proposal is to renovate the rear elevation of the former hotel and restore deteriorated components of the exterior and to convert the former carriage house into 10 hotel units. The major components of this proposal include adding a storage shed that will abut the rear stone carriage house and adding a porch/overhang at the base of the existing main openings facing into the rear yard. Further, the proposal calls for renovating/regrading (by digging below existing grade) the rear yard to allow for a fire pit, various staircases, a hot tub/spa area and clear access to the hotel building. This proposal also entails new openings in the carriage house (facing Ontario Street and the rear yard) and enlarging openings on the rear of the hotel building.

Comments for Consideration on the Application:

Because of weather, snow and ice conditions, and because of ongoing construction and destruction work on the site, I found it impossible to seriously estimate the impact of the proposed changes. I therefore have to rely on the comments on page 25 of the HIS which assures us that there will be no serious detrimental effects to the heritage aspects of the property. I certainly understand the argument here, and hope that it is unflawed.

Recommended Conditions for the Application:

I hope that heritage staff will keep a close watch on what actually happens to ensure that heritage attributes are not damaged or lost.



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

Website: www.cityofkingston.ca

TTY: Dial 613-546-4889

Date:	January 23, 2024
Form:	Heritage Kingston Reviewer Form
Reviewer Name:	Ann Stevens
Application Type:	Heritage Permit
File Number:	P18-004-2024
Property Address:	141 King Street East

Description of Proposal:

This proposal is to renovate the rear elevation of the former hotel and restore deteriorated components of the exterior and to convert the former carriage house into 10 hotel units. The major components of this proposal include adding a storage shed that will abut the rear stone carriage house and adding a porch/overhang at the base of the existing main openings facing into the rear yard. Further, the proposal calls for renovating/regrading (by digging below existing grade) the rear yard to allow for a fire pit, various staircases, a hot tub/spa area and clear access to the hotel building. This proposal also entails new openings in the carriage house (facing Ontario Street and the rear yard) and enlarging openings on the rear of the hotel building.

Comments for Consideration on the Application:

This project seems to be well-planned. The hotel had become rather shabby and almost neglected so the restoration of the front will be a welcome sight along this part of King Street. I am supportive of this project.

I am also impressed by the planning for the rear yard and the stone carriage house which now will be restored. About the windows, other members of the Heritage Properties Committee have more experience than I have. I like what has been proposed.

My major concern is the stone foundation and the backing wall of the carriage house. From the rear view from the apartment parking lot, the stone wall looks so precarious. The stone house that collapsed a few years ago on Princess Street comes to mind. I'd like to know that a structural engineer will be required to examine that wall's stability.

Recommended Conditions for the Application:

Structural engineer analysis that the stone wall will not collapse.



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

Website: www.cityofkingston.ca

TTY: Dial 613-546-4889

Date:	January 27, 2024
Form:	Heritage Kingston Reviewer Form
Reviewer Name:	Gunnar Heissler
Application Type:	Heritage Permit
File Number:	P18-004-2024
Property Address:	141 King Street East

Description of Proposal:

This proposal is to renovate the rear elevation of the former hotel and restore deteriorated components of the exterior and to convert the former carriage house into 10 hotel units. The major components of this proposal include adding a storage shed that will abut the rear stone carriage house and adding a porch/overhang at the base of the existing main openings facing into the rear yard. Further, the proposal calls for renovating/regrading (by digging below existing grade) the rear yard to allow for a fire pit, various staircases, a hot tub/spa area and clear access to the hotel building. This proposal also entails new openings in the carriage house (facing Ontario Street and the rear yard) and enlarging openings on the rear of the hotel building.

Comments for Consideration on the Application:

visual appearance of the carriage house onto Ontario Street and prevention of accelerated deterioration of the wall after the proposed construction has been completed! It has been mused by people who know that Kingston has consistently failed to make the best of its heritage inventory, but rather it puts it away for posterity. The notion of preservation overshadows the expectation to preserve together with harmony and the creation of beauty. The insertion of the 10 minimalistic square windows as expressed on the drawings may be rationalized as being minimally invasive on the heritage wall that is already not attractive. It is now about to be made much less attractive and the opportunity to create beauty would be lost (at the least until it is hidden by a butting building that may be constructed at some future date. The architect should be challenged to be creative in the treatment of the wall by using the windows as jewels! Finishing the carriage house; heating and cooling it, will subject the heritage wall to freezing temperatures at the dew points and weather penetrations. Note that the wall is oriented to the prominent weather. Accelerated deterioration is to be expected unless preventative measures are incorporated in the proposed construction. It is not evident

that an effort has been made by the applicant to protect the longevity of the wall with appropriate sealing, barriers(liquid, vapour and air), and ventilation.

Recommended Conditions for the Application:

The applicant should be required to provide detailed descriptions of measures of preservation of the subject wall.



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

Website: www.cityofkingston.ca

TTY: Dial 613-546-4889

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Date:	February 1, 2024
Form:	Heritage Kingston Reviewer Form
Reviewer Name:	Jane McFarlane
Application Type:	Heritage Permit
File Number:	P18-004-2024
Property Address:	141 King Street East

Description of Proposal:

This proposal is to renovate the rear elevation of the former hotel and restore deteriorated components of the exterior and to convert the former carriage house into 10 hotel units. The major components of this proposal include adding a storage shed that will abut the rear stone carriage house and adding a porch/overhang at the base of the existing main openings facing into the rear yard. Further, the proposal calls for renovating/regrading (by digging below existing grade) the rear yard to allow for a fire pit, various staircases, a hot tub/spa area and clear access to the hotel building. This proposal also entails new openings in the carriage house (facing Ontario Street and the rear yard) and enlarging openings on the rear of the hotel building.

Comments for Consideration on the Application:

This proposal raises issues that, although falling under the purview of Planning/Site Alteration/Engineering/OBC/Minor Variance etc, can impact on the Heritage value of the property and will be addressed from that standpoint, for example, making additional openings in the external building fabric to accommodate more doors and venting.

Courtyard:

Although this proposal refers to excavation, from the photos it appears that excavation has already taken place. This extensive partially completed and proposed excavation poses some concerns addressed in Parks Canada Standards & Guidelines for the Conservation of Historic Places in Canada, 4.1.4 Spatial Organization and 4.1.5 Visual Relationships, particularly referencing new features that alter and obscure spatial organization and alter the visual relationship of the space with new features that are incompatible in size, scale, material, style and colour. Historically this area/courtyard behind the house and in front of the former stables/garages would have been near or at grade and simple in nature allowing easy foot access to and between both the house and carriage house. In general, what is proposed for the courtyard appears overwhelming for the small space and incompatible in size, scale and design. The large modern deck on stilts attached to the house is unsympathetic as are the similar decks

on the carriage house. The former open space is taken up with firepit, hot tub, cold tub and sauna. While the use of the courtyard area for these amenities poses practical issues regarding lack of green space and parking, too much hardscaping, snow removal and drainage, more historically suitable for this area would be some green space and gardens with path to move between the two buildings. Reducing these outside amenities or incorporating the spa facilities into the basement interior would maintain the historic aspect and character of the exterior space and allow for year-round use of the amenities.

The extensive excavation also necessitates the use of too many unsympathetic square metal railings that also overwhelm the space and both buildings.

Carriage House:

It should be noted that masonry repairs are subject to heritage permit approval.

The design of the carriage house proposal removes any sense of its former function and the excavation, railings, and deck on stilts raise the same concerns about spatial organization and visual relationships regarding the courtyard. The proposal for the carriage house is incompatible in size, scale and design to both it and the main building.

It alters the visual relationship with the main building, the courtyard and the carriage house itself. More sympathetic to the carriage house exterior while maintaining its historic proportions and its relationship to the house and courtyard would be to reduce the depth of excavation and have the entrances slightly below or at grade with a half set of stairs down inside and up inside from grade. This sort of "garden flat" has been successfully implemented in other locales, preserves the sense of entering at ground level, could provide easy access to the courtyard and would eliminate the deck on stilts.

Recognizing that heritage wall assemblies are unique and must be specifically designed to ensure the preservation of the masonry, it will be important that the heritage wall assembly retrofit is designed and reviewed by a heritage engineer and preservationist.

Support of the carriage house assembly during construction may be necessary.

Converting this carriage house into conditioned living space will also require the use of suitably designed HVAC systems which will require exterior venting as will bathroom venting. Penetrations for venting on the exterior of the carriage house need to be carefully planned to minimize impact on the exterior of the carriage house from all elevations.

The square looking proposed new window openings on the carriage house are not particularly compatible and it would make sense, if allowable on the lot line, that any proposed new openings should allow for air movement. Despite this, proposed windows should give the impression of more vertical than horizontal or square, possibly 2 over 2 or 2 over 3 with external muntins. Window details could be informed by other examples of windows in carriage houses of this era.

The doors for the carriage house entries would be more suitable if they could give the sense of its past as such.

The new storage structure is very utilitarian in design and materials, uncomplimentary to the carriage house and if it can be viewed from King St or neighbouring properties unsympathetic to the Old Sydenham HCD. Its design, which necessitates the infill of an existing window should be reconsidered, in order to maintain the existing opening and light into the carriage house.

Main Building:

Best practice would maintain all openings as they exist. Elongating a window as a door is acceptable within the header space but the door that has a side glass panel necessitating widening the opening should be reconsidered and altered. P5-4 should be designed to the same dimensions as P5-5.

Avoiding the brick infill of a basement window and door is also best practice and if the sauna/steam room and spa mechanical were moved inside or redesigned this might be accomplished.

The firepit chimney seems unsuitable and a distraction for the main building.

There is no indication of the necessary HVAC, kitchen and bathroom venting for the main building. Penetrations such as this need to be carefully planned to minimize their impact on the heritage building envelope.

Recommended Conditions for the Application:

Any windows to be removed should be assessed and preserved on site for reversibility purposes along with any brick and stone being removed.

Photo documentation of existing conditions should take place prior to any more construction, excavation or renovation.

Summary of Final Comments at the February 21, 2024 Heritage Properties Committee Meeting

Ms. Demitor noted her general agreement with the proposal but noted her concern regarding the new windows in the existing limestone wall. She asked if the applicants had looked at other options. She asked if the windows could be sited above the limestone wall completely.

Mr. Gower noted the difficulties experienced on the site visit due to the nature of the site. He expressed hope that the Heritage Impact Statement was accurate and that as many heritage features as possible were preserved.

Mr. Heissler stated that he was troubled by the punched windows. He stated that the architect should be encouraged to find an alternative solution like skylights. He pointed to the stainless-steel flue proposed and stated that it should not be permitted to be steel above the roofline. He further stated that he could not agree with the proposal.