



City of Kingston
Information Report to Kingston Heritage Properties Committee
Report Number HP-25-002

To:	Chair and Members of the Kingston Heritage Properties Committee
From:	Paige Agnew, Commissioner, Growth & Development Services; Jennifer Campbell, Commissioner, Community Services
Resource Staff:	Tim Park, Director, Planning Services Kevin Gibbs, Director, Heritage Services
Date of Meeting:	December 18, 2024
Subject:	North King's Town Cultural Heritage Study

Council Strategic Plan Alignment:

Theme: 1. Support Housing Affordability

Goal: 1.1 Promote increased supply and affordability of housing.

Theme: 3. Build an Active and Connected Community

Goal: 3.3 Improve public transit and active transportation options.

Theme: 5. Drive Inclusive Economic Growth

Goal: 5.3 Diversify Kingston's economic base.

Goal: 5.7 Foster culture, history, education, arts and recreation (CHEAR).

Executive Summary:

The purpose of this report is to present the North King's Town Cultural Heritage Study to the Kingston Heritage Properties Committee for review and comment. The Cultural Heritage Study is one of five studies being prepared as part of the North King's Town project. The North King's Town study area is comprised of the Inner Harbour and Old Industrial Areas, generally bordered

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by John Counter Boulevard and the Canadian National (CN) rail line to the north, the Great Cataraqui River to the east, Colborne Street and Bay Street to the south and Division Street to the west. The NKT project is intended to develop a long-term vision of the Inner Harbour and Old Industrial Areas to support redevelopment in these areas in a manner that promotes a sustainable, healthy, vibrant, and liveable community. Several sites within the study area have been identified for future infill and intensification. These intensification areas generally representing vacant, underutilized or brownfield properties. The land use recommendations for these sites are proposed to be implemented through the addition of a new specific policy area in the Official Plan and through amendments to the zoning by-law.

The Cultural Heritage Study provides an analysis and recommendations regarding cultural heritage resources within the North King's Town area and is intended to be an advisory document in the preparation of land use policies for the area. The study includes an analysis of existing and potential tangible and intangible cultural heritage resources within North King's Town and discusses the evolution of the study area from Indigenous occupation, early European and military settlement, construction of Canada's first railway through residential and industrial expansions in the 20th century. The recommendations from the Cultural Heritage Study are proposed to be incorporated into the Official Plan in various ways, including: policies to require heritage impact statements and urban design studies; a detailed site-specific approach to guide future development of the Outer Station lands; modifications to protected views; and an expansion to the St. Lawrence Ward Heritage Character Area.

Recommendation:

This report is for information only.

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Authorizing Signatures:

ORIGINAL SIGNED BY COMMISSIONER

**Paige Agnew, Commissioner,
Growth & Development Services**

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:

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

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Options/Discussion:

Background

As a result of significant public concern around the Wellington Street Extension (WSE), Council passed a motion on May 5, 2015, directing staff to prepare a secondary plan for the Old Industrial Area and Inner Harbour Area. The general public discourse was characterized by uncertainty with the needs justification for the WSE, and concerns regarding the impacts of the proposed WSE on the surrounding natural, social, cultural and economic environment. Beyond the specific concerns related to the Wellington Street Extension, there was also an expressed desire to develop a long-term vision of the Inner Harbour and Old Industrial Areas that will support redevelopment in these areas in a manner that promotes a sustainable, healthy, vibrant, and liveable community.

Following Council's direction, staff proposed the creation of a new secondary plan area that combined the Old Industrial Area and Inner Harbour Area and included the neighbourhoods that link the two areas, which was later named the proposed North King's Town Secondary Plan. The North King's Town (NKT) study area is comprised of the Inner Harbour and Old Industrial Areas, generally bordered by John Counter Boulevard and the Canadian National (CN) rail line to the north, the Great Cataraqui River to the east, Colborne Street and Bay Street to the south and Division Street to the west (Exhibit A).

The North King's Town Secondary Plan was proposed to be completed in two phases as discussed below. A consultant team led by DIALOG was retained to undertake both phases.

Phase 1 of the NKT Secondary Plan project was initiated in 2016 and included the preparation of a community vision statement, planning principles and a review of economic factors to help ensure feasible recommendations. A community working group composed of residents, councillors and members from local agencies was established to ensure the project considered a wide range of opinions. Several public engagement opportunities were held throughout Phase 1, including community workshops, walking tours and Indigenous consultation.

The consultation led to the following Vision Statement:

"North King's Town is at the heart of Kingston's 21st century community, building on a legacy of providing great places for people to live, work, and play, and fostering innovative growth that continues to diversify the city's economy and enhance its quality of life. It is a place for the arts and industry; a hub for recreation and community services, supporting active and accessible daily life; and home to walkable neighbourhoods, with strong connections to jobs, amenities, open spaces, the waterfront, and neighbouring communities so residents from a variety of backgrounds and income levels can grow, thrive, and age in place. North King's Town is a resilient and sustainable community that values and protects the urban wilderness adjacent to

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the Great Cataraqui River, and honours its rich and diverse cultural heritage, including the spiritual connections that Indigenous Peoples have with the area.”

The following Planning Principles were developed to guide the technical studies and policy development associated with Phase 2 of the project:

- a) To create a welcoming and inclusive setting for people to gather, recreate, work, and live;
- b) To enhance options for movement within North King’s Town, to the waterfront, and to surrounding neighbourhoods, with an emphasis on active transportation and transit;
- c) To cluster new development to create hubs of activity and investment, and a compact, walkable, built form;
- d) To plan for compact mixed-use intensification around nodes and corridors.
- e) To diversify the economic and employment base and enhance customer access to businesses;
- f) To conserve natural and cultural heritage resources and protect public access to open spaces and the waterfront;
- g) To respect Indigenous traditions and use of the land, and honour the Belle Island Accord
- h) To support arts and cultural uses and activities;
- i) To implement sustainable and resilient plans, technologies, and design approaches.
- j) To provide a wide variety of housing options;
- k) To identify opportunities for residential intensification, primarily through the redevelopment of larger, vacant or underutilized parcels of land.

On June 6, 2017, Council approved the Visioning Report and Preliminary Market Analysis for Phase 1 of NKT and directed staff to proceed with the terms of reference to initiate Phase 2 of NKT. The Phase 1 report acknowledged the redevelopment potential within NKT, and also recognized that the former industrial nature of many of the redevelopment sites would require increased density and development permissions to offset remediation costs.

Phase 2 of the NKT project was initiated in December 2017 and was to include the preparation of the following technical studies:

- Land Use (proposed Official Plan policies and zoning regulations to guide development within infill and intensification areas);
- Mobility Plan;
- Servicing Study;
- Cultural Heritage Study; and
- Financial and Implementation Plan.

The technical studies being undertaken as part of the Phase 2 work are now complete, except for the Financial and Implementation Plan.

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On December 5, 2024, a community meeting was held at Planning Committee to present proposed amendments to the Official Plan and the zoning by-laws to implement the recommendations of the NKT project and the findings of the technical studies. The proposed amendments include Official Plan policies and zoning regulations to guide infill and intensification in strategic locations within NKT in proximity to express transit and active transportation routes, identification of mixed-use areas and a new main street commercial area, and the implementation of the planning-related transportation and cultural heritage recommendations through text and mapping changes in the Official Plan and/or the zoning by-laws, as applicable. The full details of the amendments are included in [Report Number PC-25-001](#).

The purpose of this report is to present the Cultural Heritage Study to the Kingston Heritage Properties Committee for review and feedback.

Cultural Heritage Study

A Cultural Heritage Study (CHS) was prepared by Bray Heritage and DIALOG to provide an analysis of NKT's existing and potential tangible and intangible cultural heritage resources and conservation recommendations for the NKT project area (Exhibit B). The report discusses the evolution of the study area from Indigenous occupation, early European and military settlement, construction of Canada's first railway through to residential and industrial expansions in the 20th century. The study also includes a historic chronology, prepared by project historian Jennifer McKendry (Exhibit C). A previous draft of the CHS was released for public review and comment in 2019.

The NKT study area was divided into eight sub-areas that conceptually followed neighbourhood boundaries and areas of similar characteristics, as follows:

- Area 1: Division Street Corridor
- Area 2: Depot Area
- Area 3: Montreal Street Corridor
- Area 4: Bagot Street Neighbourhood
- Area 5: Inner Harbour
- Area 6: McBurney Park Neighbourhood
- Area 7: Patrick Street Neighbourhood
- Area 8: Russell Street Neighbourhood

Each sub-area was further assessed to understand characteristics, document known heritage resources, identify potential heritage resources and identify areas that may be impacted by future development activities. The CHS found that each sub-area contains potential heritage resources and provides a series of recommendations for the City, including where additional analysis is required to determine if formal protection under the *Ontario Heritage Act* is warranted.

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The main areas that are intended for redevelopment and intensification are located along Montreal Street, Rideau Street and the Depot area. Smaller-scale infill opportunities have been identified within the predominantly residential neighbourhoods in the McBurney Park, Patrick Street and Russell Street Areas. The draft Official Plan policies presented in [Report Number PC-25-001](#) have incorporated several recommendations from the CHS, including:

- **Heritage Impact Assessments and Urban Design Studies**

In recognition of the concentration of heritage resources in proximity to the NKT intensification areas, applicable development applications will be required to undertake heritage impact assessments to demonstrate no negative impacts on adjacent resources and may be required to submit urban design studies to demonstrate how development proposals have incorporated characteristics from the surrounding neighbourhood, including appropriate massing and setbacks.

- **Redevelopment of the Outer Station**

NKT contains the surviving elements of the former Grand Trunk Railway rail depot (810 Montreal Street), commonly referred to as the “Outer Station”, which was the original railway station for the City. The Outer Station greatly contributed to the expansion of the local economy and shaped the physical expansion of the City, with spur lines constructed south along the Inner Harbour and Lake Ontario. The property was designated under the federal *Heritage Railway Stations Protection Act* and is currently designated under Part IV of the *Ontario Heritage Act*, and as such demolition of the existing structures is not permitted without approval from the relevant approval bodies. The CHS and heritage staff appreciate the significant historic, contextual, and community value of the Outer Station, and also appreciate the severely dilapidated state of the site. It is understood that the site has a high potential for future development. As such, the CHS considered how appropriate future use might occur, including the potential for adaptive reuse or moving structures within the site.

- **Heritage Conservation District Study**

The CHS found that portions of the Division Street Corridor, Montreal Street Corridor, Bagot Street Neighbourhood, McBurney Park Neighbourhood and Patrick Street Neighbourhood sub-areas likely contain concentrations of heritage resources and recommends that the City undertake additional study to determine if the area should be designated as a Heritage Conservation District under Section 41 Part V of the *Ontario Heritage Act*. As shown in [Report Number PC-25-001](#), an amendment to Schedule 9 of the Official Plan to expand to the existing St. Lawrence Ward Heritage Character Area is proposed to correspond to the proposed future study area boundary. Updated policies are also proposed for the St Lawrence Ward Heritage Character Area.

- **Protected Views**

Schedule 9 of the Official Plan identifies protected views of the Great Cataraqui River along several streets. The CHS recommended that the protected view currently shown

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along Raglan Road be shifted one block north to be along Corrigan Street, given the view along Raglan Road has already been impacted by development.

Additional recommendations within the CHS, such as those relating to further evaluation of potential heritage resources and amendments to existing Part IV designation by-laws, will be further considered by Heritage Services as part of on-going workplans and through consultation with the Kingston Heritage Properties Committee.

Public Engagement

Community input into planning processes is important as residents and property owners have detailed knowledge of the area and contribute knowledge from diverse backgrounds. Staff have engaged with members of the public through the Get Involved Kingston NKT project website, project emails, public events and other opportunities. Engagement sessions have helped to refine the direction of the land use, cultural heritage and transportation components of the project. Engagement opportunities included:

- **Open Houses**

A total of six Open Houses were held between 2018 and 2024, including in-person and virtual events. The Open Houses presented the available draft materials and collected initial feedback for refinement.

- **Workshops**

A total of four Workshops were held between 2018 and 2023, including in-person and virtual events where participants engaged in small groups facilitated by staff or consultants to discuss specific questions.

- **Interviews**

Between June and July 2023, staff interviewed property owners of intensification areas and members of the development community who own land or have development interests within the study area.

- **Surveys**

In May and June, 2023 an online survey was conducted on Get Involved Kingston to understand what had changed within NKT, what residents were excited about and the areas of improvement.

- **Indigenous Engagement**

A Talking Circle was held with the local Indigenous community on October 3, 2018 and an additional engagement session was held on April 30, 2024 to collect Indigenous feedback on the project.

- **Skeleton Park Arts Festival**

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A booth was setup at the Skeleton Park Art Festival on June 23, 2018 to discuss the project with community members and collect feedback on the approach and draft materials.

- **Drop In Sessions**

Drop in sessions were held at City Hall and Artillery Park in March, 2018 to collect initial community comments on land use, transportation and cultural heritage within NKT.

- **Draft Material Review**

Various draft materials were posted on Get Involved Kingston between March 2018 and April 2024 for public review and comment, including the Cultural Heritage Study, transportation modelling results and recommended networks, mapping and draft policy direction for land use, built form and building heights.

- **Email Correspondence**

A project email (nktplan@cityofkingston.ca) was established to collect community feedback on the project.

- **Direct Mailings**

Staff sent notices to property owners within identified intensification areas advising of open houses and workshops held in 2023 and 2024. The notices offered opportunities for individual meetings with staff to discuss the project.

- **Community Meeting**

A community meeting was held at Planning Committee on December 5, 2024 to seek input on the draft Official Plan and zoning framework and the technical studies completed.

In addition, 11 Community Working Group meetings were held between December 2017 and December 2024. During these meetings, the project team presented draft materials and sought community input on various directions.

Existing Policy/By-Law

Ontario Heritage Act

Planning Act

Provincial Planning Statement, 2024

City of Kingston Official Plan

Kingston Zoning By-Law Number 2022-62

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City of Kingston Zoning By-Law Number 8499

Notice Provisions

An e-mail notification of this report was sent to all individuals who have expressed an interest in the NKT project and have provided their contact information.

Financial Considerations

None

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Other City of Kingston Staff Consulted:

None

Exhibits Attached:

Exhibit A North King's Town Study Area


Exhibit B North King's Town Cultural Heritage Study, July 2024

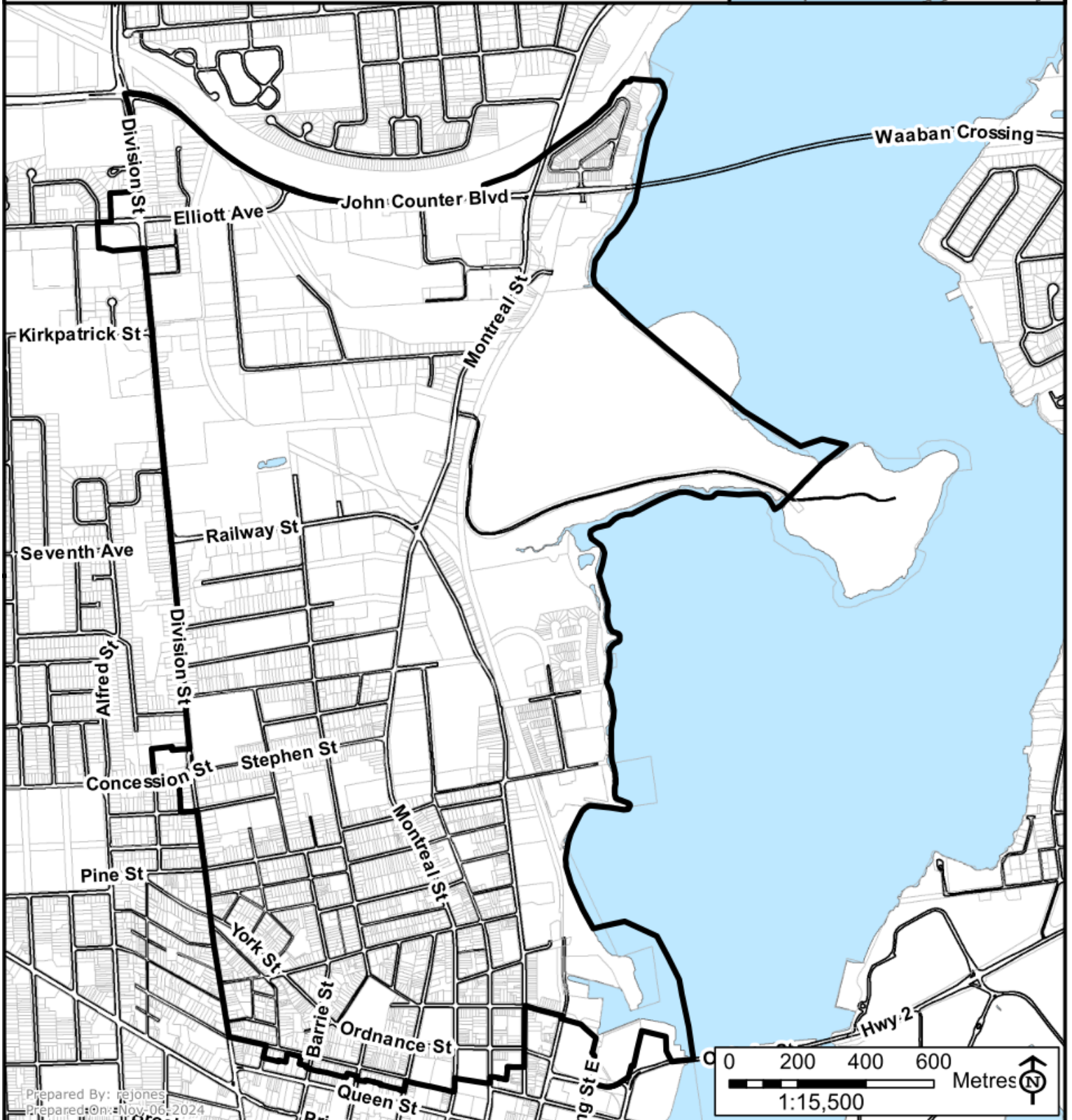
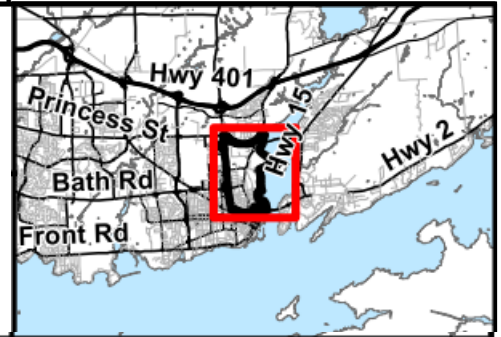
Exhibit C Chronology of North King's Town, Kingston, September 26, 2023



CITY OF KINGSTON

Key Map

 North King's Town Study Area



Prepared By: rejonas
Prepared On: Nov-06-2024

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North King's Town Secondary Plan Cultural Heritage Study



Ellice Street at Vine Street

Prepared for: City of Kingston
Prepared by: Bray Heritage
With: Jennifer McKendry (Project Historian)
Archaeological Services Inc.
DIALOG

Final Report: July 2024

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All photographs are by Carl Bray unless otherwise stated (images taken between 2018 and 2024)

Preface: Reader's Guide



Rehabilitated industrial building on Joseph Street

Purpose of this report

This report is a technical study that provides the cultural heritage analysis and recommendations for the Secondary Plan. It is intended to be an advisory document aiding in the preparation of land use policies and development guidelines in that Plan. It includes research and analysis of the North King's Town study area's existing and potential cultural heritage resources.

As part of the community consultation conducted in the Phase One Visioning Report and Preliminary Market Analysis, four goals were identified for the Secondary Plan that would be prepared in Phase Two. These goals form the basis of the conservation and development strategies that the current Phase Two study recommends. The goals are:

- Conserve and adaptively re-use built heritage resources, especially former industrial buildings;
- Recognize the local Indigenous community's use of land and water;
- Conserve and celebrate intangible heritage and its contribution to the area's character; and
- Conserve the World Heritage Site and protect it from any impacts that could be caused by incompatible development.

Added to these would be a goal to create opportunities for infill and intensification that respect the character of the sub-areas.

The Cultural Heritage Study will address these objectives through a more detailed inventory and evaluation of cultural heritage resources accompanied by strategies for their conservation, rehabilitation, and interpretation¹.

How to use this report

Although this report is a technical supplement to the Secondary Plan, it can be read on its own. Section 1 describes the study method and provides a summary history of the area: more detail is provided in the chronology found in Appendix C. Section 2 provides information gathered in the inventory and evaluation of cultural heritage resources. The

¹ Cultural Heritage Resources are defined in the City of Kingston Official Plan (2017):

Cultural heritage is the legacy of physical artifacts and intangible attributes of a group or society that are inherited from past generations, maintained in the present and bestowed for the benefit of future generations. Cultural heritage resources include human work, a place that gives evidence of human activity or has spiritual or cultural meaning, natural sites and "living heritage" such as stories, practices and traditions which has been determined to have cultural heritage value or interest. Cultural heritage resources encompass both tangible and intangible cultural heritage resources including: protected heritage properties; built heritage resources; cultural heritage landscapes; archaeological resources; paleontological resources, osteological/bio-archaeological resources; artifacts; monuments; and both documentary and material heritage.

different types of cultural heritage resources are each described. Section 3 analyses these resource types and defines within sub-areas recognizable groupings of these resources. The final two sections of the report provide conservation strategies and policy tools to inform the Secondary Plan and offer implementation recommendations. The appendices provide descriptions of various applicable policy tools for conservation of cultural heritage resources, a glossary of terms, a detailed chronology of the history of North King's Town, and a broader description of Indigenous occupation of the area.



New infill housing on James Street

1.0 Background

1.1 Introduction

The Request for Proposal issued by the City of Kingston for this Secondary Plan included several goals and objectives for the conservation of cultural heritage resources. In the Technical Studies (of which this report is one), an “emerging design direction” was to (p. 21) “(9) Conserve and promote the area’s cultural heritage resources, and guide future growth and development to respect their heritage value.” The scope of the Cultural Heritage Resources Study was to be as follows (pp. 24-5):

- Identify and assess the cultural heritage attributes and values of the area; and
- Provide recommendations for their protection and commemoration.

More specifically, the Request for Proposals required a Cultural Heritage Resources Study (“the Study”). The need for such a study stemmed from the recommendations in the Phase One Visioning Report and Preliminary Market Analysis that pointed to the need to recognize the rich history of the area through an understanding of its cultural heritage resources. These resources included: Indigenous heritage and culture; industrial heritage; built, landscape and natural heritage resources; archaeological resources; the Rideau Canal World Heritage Site; and intangible heritage.

The Study responds to the City’s requirements. It involves research, evaluation and recommendations. This Study builds upon the initial work conducted in Phase One of the Secondary Plan study process. Intended to provide support for the creation of planning policy within the Secondary Plan, the cultural heritage component offers insights into the patterns of development, and the cultural values and practices, that have shaped, and continue to shape, North King’s Town.

In summary, the study area has a cultural character as well as a physical one. Although the two are intertwined, the physical character is both more obvious to the senses and somewhat less affected by change. The slow rate of evolution in the area’s built setting (aside from the removal of industry and railways) contrasts with the more rapid, and recent, changes in the area’s social and cultural character. While old stigmas of class and industrial pollution linger, new residents and businesses are part of the evolving character of the area and will continue to be so. The challenge will be to ensure that cultural characteristics that this Study has identified as having enduring relevance are conserved and enhanced.

1.2 Study Scope and Methodology

1.2.1 Study Scope

The Study’s scope of work closely follows the requirements set out by the City in their Request for Proposal. In response to those requirements, and for the purposes of a Secondary Plan, the Study provides strategic advice and options for realizing the vision for North King’s Town that has emerged from the Phase One planning process. The range of cultural heritage resources to be identified and assessed includes built heritage resources, cultural heritage landscapes, areas of archaeological potential as well as

intangible cultural heritage resources. The study team used methods appropriate for each type of resource. The team often relied on secondary sources due to the scarcity of primary sources of historical information except for details identified in the chronological and archaeological references. As noted below, the team also had access to some oral histories as well as to comments made in public meetings.

The Study has focused on the built heritage and landscape components of cultural heritage resources with the intent being to identify properties or areas of potential cultural heritage value and to assess their general character and potential significance so that policy and technical planning can proceed in ways that will conserve and enhance these resources. For example, it is important to understand the potential impact on such resources when planning for the expansion of the street network within the study area, or the impact of land use options that propose intensification in areas of high concentrations of cultural heritage resources.

1.2.2 Study Method

This identification and analysis activity is undertaken as part of a process within the *Planning Act*. Recommendations resulting from the Secondary Plan can provide the impetus for more detailed assessment. Such assessment may include the work required for individual property designation, cultural heritage landscapes, or heritage conservation district designation, and for the work necessary to develop Statements of Cultural Heritage Value or Interest for properties to be included in the City of Kingston Heritage Register. Determination of heritage value for future research is made using the criteria found in O. Reg. 9/06 of the *Ontario Heritage Act* (for individual properties) and from the Ontario Heritage Tool Kit (for cultural landscapes).

As for the process used in the current Study, the Phase One report for the Secondary Plan provided a summary overview of the cultural heritage resources found in the study area, as identified in the City's mapping of resources on the Heritage Register and in consultation with the community. The current Study provides more detailed assessment and involves a variety of research methods. Archival research began at the Study's inception. The project historian prepared a chronology of the area's development using a wide range of archival sources. Mapping from early military plans, fire insurance plans and subdivision plans was one important source: another was personal documents from the military and from early historians and journalists. The project historian also used land registry records, public announcements and advertisements in local newspapers, and scholarly histories of Kingston. Artistic representations as well as aerial photographs from the 19th and 20th centuries added more details. Current representations on Google Earth and Street View were used to verify individual properties and streetscapes as they have developed in recent decades. Archaeological information gathered by the project archaeologist came from the mapping and commentary in the Kingston Archaeological Master Plan as well as from archaeological reports prepared for properties and projects within the study area. This archaeological information assisted in outlining the chronology of the pre-contact period in Kingston as it affected the study area.

For built heritage and cultural heritage landscape resources, the Study makes preliminary assessments based on the Province of Ontario's criteria for determining cultural heritage value or interest (i.e. O. Reg. 9/06) and recommends strategies for their conservation. There are several properties in the study area that have been included on the City's Heritage Register as a "listed" or "designated" property. In addition, there are other properties that have been identified in a preliminary fashion by the City. These properties require further study to determine whether they qualify as cultural heritage resources and, if so, what would be the appropriate conservation responses. The Study includes a review and refinement of the preliminary list of these properties as undertaken with City staff and members of Heritage Kingston's Heritage Properties Committee.

Archaeological resources are assessed using available information from the City of Kingston's Archaeological Master Plan and from archaeological assessments prepared for registered archaeological sites within the study area. The project archaeologist identified areas of archaeological potential and provided a list of registered archaeological sites, as well as making recommendations for conservation and commemoration of archaeological heritage resources.

Intangible cultural heritage resources are addressed by the study team using methods including face-to-face and telephone interviews with local residents, small group sessions at public meetings, talking circles with Indigenous representatives, as well as reviews of oral histories and archival sources and on-line surveys.

1.2.3 Visual Analysis

The first step in much of the inventory and analysis was to visit the study area often, over time. Using information in the chronology that included historical photographs, maps and plans, the study team toured the study area, as much as possible on foot, and in various seasons, taking photographs of representative examples of each resource type and of representative components of each sub-area. The team also consulted visual representations in Google Earth and StreetView as well as in the City's property maps. The City's mapping of Listed, Designated and "unprotected" properties provided a starting point for some of this work, as did the chronology prepared as part of this Study. In other cases, comments made in interviews, or found in the oral history, led to further visual assessment. Overall, it was the visual experience of a streetscape that was the focus of attention, whether in assessing an individual property, a group of properties, or a view of a distant landmark.

1.2.4 Consultation with the Community

There was a comprehensive public consultation process undertaken as part of the Phase One and Two Secondary Plan work. As shown in the chart below, there were a series of events, each with a range of topics and with a variety and number of attendees.

Information was also gathered using other approaches. As part of research conducted for previous projects in the area, the study team leader conducted informal face-to-face

interviews with those whose work involved regular activity in the study area, such as the police, cab drivers, and staff of local businesses, all of whom provided their understanding of daily patterns of use in the area.

Over the course of the current study, study team members also conducted a few face-to-face and telephone interviews with long-time residents of the area to provide a more detailed understanding of local meanings and values for place, from the 1930s to the present. Typical interview questions included those asking about how long people had lived and worked in the area, what the area was like in their youth compared to today, and what parts of the area would they like to conserve or see changed, and why. With these interviews also came a series of questions relating to local sense of place and territory. For example, there were questions about the ways in which different ethnic/religious/youth groups used the area and constructed territorial boundaries, how far they felt comfortable straying from the area, where and how people gathered, shopped, worked or played, and what were their favourite places. Professors and students in the Queen's University Department of English also gathered memories as part of an ongoing oral history project (Swamp Ward and Inner Harbour History Project). Study team members reviewed interview recordings from that project and noted key insights into place imagery.

From these interviews it was possible to construct a general sense of local meanings and values for place, and to begin to understand which parts of the study area were potential cultural heritage resources - built and landscape - with physical and associative value. Places mentioned in childhood memories were identified using fire insurance plans and aerial photos. The chronology prepared for this Study supplied periods within which certain activities, such as industries, would have been active. Walks and drives along all streets in the study area, with photography in different seasons, helped study team members identify and confirm physical elements identified in some of the recollections made in interviews. Finally, members of the study team undertook participant observation by spending time in the study area (e.g. at the local Tim Horton's and the Elm Café) and being part of local activities and events (such as the Skeleton Park Music Festival).

Indigenous groups also contributed to an understanding of local place values. Their voices were gathered by the project lead consultant using a series of talking circles and personal interviews with representatives of local Indigenous communities. These gatherings explained and clarified these groups' ongoing relationship with the land and water in the study area.

1.2.5 Intangible Cultural Heritage Analysis

City staff hosted multiple engagement events and conversations with the community throughout Phase One and Two of the Secondary Plan (see table in section 3.2.2) in order to understand what residents cherish about the area, and what they would like to see change. Many of these conversations touched on people's shared understanding of North King's Town and a common sense of place. In Phase Two, these conversations were expanded to more explicitly focus on intangible cultural heritage, with the goal of

determining if there were unique practices, expressions, or crafts that are specific to North King's Town.

During Phase Two, engagement events such as open houses, workshops, talking circles, and stakeholder interviews were supplemented with an online engagement platform. The platform was hosted on the project website. It included a map of the study area where participants could add a "pin" to a specific location and a story associated with it. This gave an opportunity for people to share specific activities, experiences, and uses of North King's Town that were important to them. The project team used this information and input from engagement events in Phase One and Two to analyze intangible cultural heritage in North King's Town and report back on it to the community.

Table 1: Engagement Events

Event Title	Date	People Attended (not including project team)
Phase 1 – Visioning		
Site Tour & Stakeholder Interviews (Friends of Kingston Inner Harbour, Wellington X, Doornekamp Construction and Forefront Engineering, IBI Group, Eddie Bredda, Fotenn)	Apr. 13, 2016	~15
Public Launch Event: Visioning Workshop #1	May 24, 2016	60+
King's Town School Engagement	Jun. 20, 2016	10+
Visioning Workshop #2	Jun. 20, 2016	~50
Visioning Session in Doug Fluhrer Park	Jun. 22, 2016	500+
Skeleton Arts Festival	Jun. 25, 2016	~100
Old Industrial Area Visits	Jun. 10 + Jul. 20, 2017	30+
Community Information Booth on Princess Street	Jul. 30, 2016	50+
Pop-Up Consultation Booth	Aug. 4, 2016	50+
Visioning Workshop #3	Sep. 19, 2016	~40
Talking Circle	Sep. 19, 2016	~30

Drop-in Open House (Draft Report Ver. 1)	Nov. 11, 2016	~60
Drop-in Open House (Draft Report Ver. 2)	Apr. 19, 2017	~20
Phase 2 – Technical Studies		
Stakeholder Interviews (x 6, mainly landowners/developers)	Dec. 14 – 15, 2017	~10
Individual Interviews (x 4)	Jan. – Mar. 2018	4
Talking Circle	Feb. 28, 2018	12+
Stakeholder Meeting (Wellington X)	Feb. 28, 2018	~5
Public Open House + Workshop (afternoon and evening sessions)	Feb. 28, 2018	~50 (afternoon session), ~60. (evening session)
Pop-up Consultation Booths (x 2)	Mar. 2018	~60
Development Scenario Workshop	May 8, 2018	~10
Pop-up Consultation Booth: Skeleton Park Arts Festival 6	Jun. 23, 2018	40 +
Project Update + Workshop (afternoon and evening sessions)	Jun. 26, 2018	20+ (afternoon session), 30+ evening session
Public Open House/Workshop + Talking Circle	Oct. 3, 2018	~40
Phase 2 Restart		
Public Open Houses + Workshop	June 12 – 13, 2023	~40 (virtual) ~35 (in-person)
Public Open House + Technical Studies Update	April 10, 2024	~40 (in-person)
Online Consultation (Get Involved Kingston)	April 18 – May 2, 2024	

Indigenous Engagement (in co-operation with Kingston Native Centre and Language Nest (KNCLN))	April 30, 2024	~10
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1.3 Evolution of the Study Area²

1.3.1 Indigenous Territory and History (10,000 BCE-1700s)

The study area landscape that would have been familiar to the Indigenous peoples who occupied the area would have had some similarities to the current setting. Once the effects of glaciation had subsided and a more temperate climate became established, the area would have developed as a dense forest of mixed hardwoods and softwoods growing on shallow soil atop limestone bedrock. Terraces of this bedrock stepped down to a marshy shoreline that was scalloped in a series of shallow bays. Today, many of these features are evident, despite development that cleared the forest cover and altered and filled parts of the shoreline. Rocky outcrops and rock faces appear throughout the study area and much of the riverfront remains marshy. Aside from a few areas excavated for quarries and smoothed for urban development, the fundamental topography is essentially intact.

Known areas of pre-contact Indigenous use of the study area are concentrated on Belle Island and the adjacent shoreline but much of the study area has potential for such use even though two centuries of development have resulted in extensive disturbance of the sub-surface materials. There were seasonal settlements (such as a site identified at the northeast corner of the study area, on the shore just south of the rail line). These sites were hunting and fishing camps, and Belle Island was a burial site and remains a sacred site for Indigenous peoples. The early settlement pattern was organized around access to the water and to the resources found on land.

There is an incomplete understanding of the pre-contact occupation in the area (see Appendix D for a more complete account). The great time depth of the Indigenous past, the fragile character of the material remains these peoples left behind, and the effects of extensive 19th and 20th century development of the area all have made it difficult to provide a more complete description of pre-contact history. Even for the more recent periods of the pre-contact past, the combined effects of European influences on Indigenous groups (e.g. introduction of new diseases, war, forced re-settlement, and ongoing programs of assimilation) have served to obscure aspects of Indigenous history.

From what is known from the archaeological record, the earliest groups were hunter-gatherers whom archaeologists term Palaeo-peoples. Around 10,000 BCE, these

² The following text summarizes more detailed historical analysis and mapping provided in the chronology of the Study area (Appendix C) and the description of Indigenous territory and history (Appendix D). Source references for information provided here are found in Appendix C and D.

groups followed the retreating glaciers northwards and relied for sustenance on seasonal migrations of large mammals as well as on smaller animals and wild plants, where available, in an environment that was comparable to tundra. The subsequent Archaic period (ca. 7000 to 1000 BCE) saw environmental conditions begin to approach those found today, with the result that the hunter-gatherer activity was augmented with fishing and gathered food (such as nuts and berries). Groups became more diverse and toolmaking more complex. The Woodland period (ca. 1000 to A.D. 1550) saw a gradual shift from the seasonal round of resource exploitation and gatherings to the establishment of semi-permanent and permanent settlements. More differentiation between groups appeared, along with extensive trading networks as well as inter-group hostility. Indigenous groups present in the eastern Ontario during this time were both Iroquoian and Algonquian (collectively Anishnaabe) peoples.

Sporadic contact between Indigenous peoples and Euro-Canadians began in the early 17th century and continued with the period of sustained Euro-Canadian settlement in the late 18th century. Trading with these settlers as well as between Indigenous groups would have continued throughout this time. Beginning in 1673, French occupation and development of Fort Frontenac established early relationships between the French military and civilian populations and the local Indigenous groups. The Huron-Wendat and many of their Algonquian allies of southern Ontario were in large part dispersed by the Five Nations League (Haudenosaunee) by the middle to the end of the 17th century, although the Algonquian Mississauga reasserted their occupation of the area and became the prevalent Indigenous group. Occupation of the area by the British began in the late 18th century and it was at this time that the British negotiated the so-called “Crawford Purchase” that saw the Mississauga of the Bay of Quinte area (who the British erroneously assumed to be the only Indigenous groups inhabiting eastern Ontario) agree to allow British settlers to live among them along the north shore of Lake Ontario (from current day Mallorytown to Cobourg). This agreement opened the area for Euro-Canadian settlement. Once the early settlers arrived, Indigenous occupation of the study lands became less viable and local groups were increasingly displaced, although various Mississauga and Five Nation Iroquois groups continued to use the area well into the 19th century. And as has become evident in conversations undertaken during this study, Indigenous groups continue to have an association with these lands.

1.3.2 Early European and Loyalist Settlement (1780s-1790s)

This period of settlement is still poorly understood but there is archaeological and archival evidence to suggest that the southern part of the study area near the Fort was already settled by the time of British occupation of the Fort. Following the “Crawford Purchase”, settlement began in earnest with preparations for the arrival of settlers displaced by the American War of Independence (“United Empire Loyalists”). In anticipation of the influx of new residents, and in response to the threat from the new and hostile country to the south, the British military set about rebuilding the fort. They also surveyed the southern portion of the study area (below North Street) and laid out the street and block pattern that survives today. Within this new layout, the Crown granted property to the newly arriving Loyalists. Included in this group were Joseph and Molly Brant, Iroquois Loyalists for whom the British provided property and housing (Molly Brant’s property was just north of the town layout, near the present Rideaucrest

Home at 175 Rideau Street). In this way, the early colonial settlement pattern was organized around the rebuilt Fort Frontenac and the lots granted to Loyalist immigrants. Despite the availability of town lots close to the fort and downtown, there were few civilian houses built by the early 19th century, and the long, narrow farm lots stretching inland from the river above present-day North Street remained undeveloped.

1.3.3 Early Subdivisions and the Military (1790s-1850s)

Military activity was the main driver of development in the early years of settlement. Aside from rebuilding the fort, the British had begun work on the Naval Dockyard (at today's Royal Military College of Canada) and at a property in the southern portion of the study area that became known as Artillery Park. It was here, on sloping land flanking a small stream, that the military laid out an extensive military base which included barracks, parade grounds, and a range of supporting structures. Military construction increased dramatically with the outbreak of the War of 1812. The British constructed a tall picket fence to defend the land side of the fort and nascent town, adding large blockhouses at the corners. One such blockhouse was located on the high ground on present day Sydenham Street just before it descends to Raglan Road. The war and the threat of invasion confined new development to properties within this protective boundary. Only the Garrison Burying Ground (now the site of McBurney Park) was located outside the picket, northwest of the new town.

After the war, development resumed in the rest of the study area. Aside from lands set aside as a Clergy Reserve (just north of the town plots), those assigned to the military (Artillery Park, Place d'Armes and the fort), and those associated with construction of the Rideau Canal, the colonial administrators made the remaining portions of the study area available for urban development. During the early 19th century, the most influential property developers were members of several families who were early settlers in the area. However, their ability to complete their plans was often frustrated by a combination of insufficient funds, limited sales and internal family squabbling. In these early years, both Anglophones and Francophones were active in buying and selling building lots.

One example was Jean Picard's "Picardville" just east of Division Street south of York Street; another was "Johnsonville", a small subdivision between Montreal and Bagot Streets located on lands developed by members of the Brant family. Members of the same family also sold lands in the western part of their holdings that became "Charlesville", a development located between Division and Montreal Streets north of Raglan Road then undertaken by members of the Stuart family. Disputes amongst heirs to these lands inhibited development and led to a sporadic pattern of construction. Another example was the Markland family which purchased lands near these subdivisions between John Street and Raglan Road and developed them slowly in the early-to-mid-19th century. A later subdivision between Rideau Street and the river was on the McLean property known as "the Grove" which began as a large rural estate and was subdivided by mid-century. The anticipated housing did not materialize, however, and the area became industrial instead, with lands between Rideau and Montreal Streets still undeveloped well into the 20th century. The remaining lands north of these subdivisions did not develop in any concerted way, resulting in a combination of open

farmland (owned in large part by members of the Elliott family) and sporadic industrial development that lasted into the mid-20th century. Descriptions and maps of these subdivisions are found in the chronology, Appendix C.

For much of the 19th and early-to-mid-20th centuries, Kingston grew slowly. The established population, largely British in origin and affiliation, formed the core of the community culturally and politically. Foreign-born immigrants, as well as incomers from the surrounding rural areas, fuelled modest growth. The Irish formed most of the immigrant population in the mid-19th century, and they dominated the low-skilled workforce well into the last decades of that century. Demographically, Kingston was a stratified community, with a concentration at the top of senior officials in the clergy, military and university joined by a small professional and mercantile class, below which was a large group of middle-to-low-income wage earners. The study area offered a range of both skilled and non-skilled work plus residential tenancies and thus provided employment and lodging for this larger group of citizens. Workplaces in local factories, dockyards, railway operations and shops were all available within walking distance. Men, women, and children were all employed close to their place of residence, thus removing the necessity of travelling out of the area for work or daily necessities.

As it evolved, with its concentration of industries and inexpensive housing, the study area became a distinctive community defined in large part by demographics. As industry and the railways dominated the shoreline and became interspersed with housing, the area acquired the character of a working - class neighbourhood, an image that survived into the late 20th century.

1.3.4 Railway and Urban Expansion (1850s-1900s)

Aside from the streets and blocks pattern established in the early 19th century, the other defining pattern in the study area is that established by the railways. It was largely because of the railways that the northern half of the study area was developed and because of the extension of rail service to downtown Kingston that much of the industrial and commercial activity there flourished. Expansion of the local economy in the latter half of the century drew urban development north of the downtown. Public institutions to serve this new population followed.

The starting point of this next phase of development was the routing of the Grand Trunk Railroad into the northern edge of the city limits and the construction of a station and related depot facilities. From the late 1850s onwards, the Depot area became a discrete community centred on the station, with homes, businesses, and a school (at Montreal and Railway Streets). Separated from the rest of Kingston by open farmland, it was linked to the city by Montreal Street and by rail spurs that extended into the downtown. One of these spur lines required an embankment across the Inner Harbour, behind which landfill was added to extend the shoreline eastward. In the 1870s and 1880s, the Kingston & Pembroke Railway added spur lines across the study area. Railyards and a round house created a terminus for most of these lines in the area just south of the docks, in what is now Douglas R. Fluhrer Park. The physical patterns that resulted from this railway construction created rail lines that made sweeping curves and diagonals

across the study area, interrupting the extension of the street grid and creating odd parcels of land, all of which inhibited urban expansion.

Despite these factors, the city steadily expanded northwards in the latter decades of the 19th century. Public agencies built new schools and churches, extended the street railway to serve the area and established (in the 1890s) the first of several parks with the conversion of the former cemetery into McBurney Park. Near Artillery Park, Catarauqui School (1868) was already established at 64-68 Rideau Street by the time that two major institutions were built on the west side of Montreal Street during this period. These were the Sisters of Providence hospital and chapel at Ordnance Street between Sydenham and Montreal Streets and the House of Industry further north at 362 Montreal Street near James Street. By this stage most of the lots in the early subdivisions had been built upon, although gaps remained. Aside from the Depot community and the remaining farmland, the southern half of the study area was now becoming an extension of downtown Kingston.

1.3.5 Industrial Development (1860s-1960s)

If the military, the early subdivisions, and the railways were very influential in the development of the study area, arguably equally so were the various industrial activities established there throughout the 19th and early 20th centuries. Having easily accessible local work has been a consistent characteristic of local residents' lives in the study area. Several factors made this possible. North King's Town had good access by rail, road and ship, a resident work force, and large properties available on the fringe of downtown, so it became a logical place in which to establish industries. The first were centred around the docks and rail depot while later additions were built closer to rail lines and major streets.

Although small quarries and lime kilns were built throughout the study area, the first major industries were the Anglin Harbour sawmill and wharves built in the 1860s north of Bay Street, later extended when the Davis Dry Dock was added in the 1880s (these continued a boat-building tradition begun by the French during their period of occupation and continuing into the 18th and early 19th centuries). Further north along the waterfront was a group of industries that began with the Ford Tannery on Catarauqui Street (between Orchard Street and the shore) in the 1870s, followed soon after by a smelter on Orchard Street and by the Kingston Cotton Mill (now Woolen Mill), built in 1880s. The next additions to this grouping were the Bailey Broom factory and the Davis Tannery, both constructed just after the turn of the century. Oil storage tanks and a military storehouse were later additions to this area. The other major industry built just before World War One was the tile works on Maple Street, situated alongside the rail line just north of the Depot. This concentration of large industries, augmented by other, smaller enterprises and by workplaces in the downtown, provided residents of the study area with a wide variety of employment opportunities, although most of them involved arduous factory work.

1.3.6 Changes in the 20th and 21st Century

All of the forces that defined the physical and economic character of the study area began to decline in the 20th century, but there were surges of new development before and after both World Wars. Prosperity that preceded and followed World War One engendered construction of three new schools – Macdonald (1911), Regiopolis (1914/26), and Robert Meek (1920). This trend continued into the Depression and in the decades following World War Two with construction of the elementary schools of St. John's in 1932, St. Patrick's in 1946 and Frontenac in 1948 (Regiopolis high school was rebuilt and expanded in 1977).

Optimism for Kingston's economic future in the early 20th century led to plans for the expansion of the Inner Harbour as a Great Lakes terminus, but the scheme was never fully realized and only the LaSalle Causeway and bascule bridge were completed. New churches were added including the Free Methodist in 1907 and St. John the Apostle Roman Catholic in 1941. During this time the City converted and expanded the former House of Industry into Rideaucrest Seniors Residence (later relocated to Rideau Street). The City made local parks at the north end of Bagot Street: here former fields and seasonal ponds (also used as garbage dumps) were filled and developed as Megaffin Stadium Baseball Park, Cook Brothers Arena, and the adjacent sports fields. The municipality continued to build public infrastructure in the latter part of the century with the construction of the River Street pumping station, the City dump east of the Depot (later made into Belle Park), the connection of Montreal Street to Highway 401 and the elimination of grade-level crossings of the railway tracks at Montreal and Division Streets.

The next major change came when the railway company re-routed the main rail line north of Elliott Avenue (now John Counter Boulevard) in the 1970s, with the result being the closing of the Outer Station and the removal of many of the associated structures. By this time the rail operations in the study area had begun to wind down, the railway company had removed the branch and spur line tracks, and the adjacent large industries had mostly been closed and their buildings demolished. These losses included the tile works, the tannery, and many of the dockyard activities. When the rail lines were finally removed, large portions of former industrial lands became derelict.

Throughout this time, Montreal Street continued to be the district's "main street" while Division Street and Rideau Street formed its outer boundaries. On the north, the City merged Elliott Avenue with the new John Counter Boulevard while Queen Street remained the southern boundary. Hickson Avenue, Railway and Stephen Streets became the primary east-west routes while Russell, Raglan, Patrick, and Bagot Streets emerged as local through routes. The interrupted street network served to make several parts of the study area disconnected from adjacent areas.

At the same time as the railways and industries were in decline, new commercial and residential development began to fill in the gap between the Depot and the established neighbourhoods. With access to the downtown and to Highway 401, the area west along Hickson Avenue and along Railway Street became attractive to small industries and commercial operations. Postwar immigration from Europe fed demand for new and

affordable downtown housing and much of the area between Russell and Railway Streets was built out during this time. This residential development included mostly three-storey apartments set within and near existing neighbourhoods (some built as public housing), as well as a pair of ten-storey towers east of Maple Street. By the end of the 20th century, only the lands occupied by the former rail rights-of-way and a few former factory sites remained undeveloped. New social services and community facilities, such as the food banks, Legion and charities occupied space next to housing and commercial buildings. Of the former industries, an important survivor was the boatbuilding works in the dockyards.

While the study area still retains some of its traditional working-class character, in the latter 20th century new residents moved into the southern part of the area and began to influence its development, primarily by rehabilitating existing buildings and creating new cultural activities. As in the case of the Woolen Mill, these newcomers along with local entrepreneurs recognized the potential of these buildings and created new commercial uses, attracting tenants and clients from across the city. Private schools and community service organizations converted former public schools (in the case of the former Robert Meek School, this conversion was to serve what has traditionally been a low-income population). With the efforts of local volunteers, McBurney Park became a hub of community activity and a venue for special events.

During this time the City created new community facilities for the newcomers and for long-term residents, upgrading the Artillery Park recreation centre and closing the dump to create a public park. The federal government's Neighbourhood Improvement Program (NIP) was an important part of renewed public investment in the area in the 1970s. Other public projects in the early years of the new century included new Police, Public Works and Children's Aid headquarters on Division Street. Along with these public initiatives, private sector developers built infill near the downtown that included townhouses and apartment buildings as well as rehabilitation projects such as the redevelopment at the former Broom Factory. And at a federal and international level, heritage conservation in the area got a higher profile with the designation of the Rideau Canal as a National Historic Site and its subsequent inscription by UNESCO as a World Heritage Site.



1924 aerial view looking north towards the Rideau/Montreal Street intersection

1.4 Conclusions

The current pattern of development is the result of a slow process of evolution, beginning with the period of Indigenous occupation, followed by French and British settlement. Gaps created by partially completed subdivisions were filled in gradually. Industrial sites were developed, then abandoned. A network of public services became established. New investment has focused on rehabilitation of older buildings and there is a growing appreciation for properties that have heritage value, both for their physical design and for their associations with community life. The lingering influence of the railways is found in the irregular lot patterns that continue to interrupt the street network but also create opportunities for trail and open space links. From being a district in Kingston that was essentially self-contained, with local employment, shopping, community services and places of worship, the study area is now becoming more a part of the larger downtown core rather than a place apart (known by many local residents as “north of Princess Street”). In turn, it is the loss of commercial uses, as well as the large factories and railway structures, that has changed the study area’s physical setting the most. However, its unique topography, waterfront location, street layout, and community history continue to make it distinctive.



Woolen Mill

2.0 Cultural Heritage Resources

2.1 Introduction

The following section describes the resource types that were considered as part of this Study and assesses their characteristics. The intent is to inform and support the analysis and recommendations for the Secondary Plan found in Sections 3 and 4. While it is beyond the scope of this Study to identify and evaluate all possible properties that could have heritage significance, examples in multiple parts of the study area proposed for redevelopment will be noted in the sub - area section of this report (Section 3), and conservation strategies and recommendations to ensure their conservation made in the final sections (Sections 4 and 5). Properties meriting further research and potential conservation will be identified in Section 3, Sub-Areas, as part of groupings or as individual properties. Specific properties mentioned in the text below are described and shown in more detail in the chronology found in Appendix C.

2.2 Resource Types

2.2.1 Built Heritage Resources

In an area of Kingston that has examples of development from more than two centuries, there is a wide variety of building types. Residential buildings predominate and represent the broadest range of ages and styles. Institutional buildings tend to be newer, most built within the last century. Commercial (and former commercial) buildings are found throughout the study area, although many are from the 20th century. There are few industrial buildings surviving from the 19th and early 20th century; the majority date from after World War Two.

Residential

Of the former large stone houses that would have existed in the study area, such as “the Grove”³, two remain. The former Stuart house at 329 Division Street is a substantial building located in a prominent position on a triangular corner lot set back from Division Street and flanked by Main Street and York Street. Similarly, the large house at 254 Raglan Road closes the vista on adjacent streets because of its skewed position at the southwest corner of Raglan Road and Main Street. Both properties are designated under Section 29 Part IV of the *Ontario Heritage Act*. Stone construction for urban residential buildings is otherwise rare in the study area.

Row house and semi-detached housing is prevalent in various parts of the study area and reflects the need for housing suitable for, and affordable by, a local industrial workforce. Usually constructed for rental occupation, this type of dwelling was built in urban industrial areas throughout the Western world during much of the 19th century. Of the many examples, the semi-detached housing on Stephen Street and the terraced housing on lower Montreal Street are the predominant building type in each area, while a stone terrace on James Street is unique.

³ This was a rural estate located approximately on the west side of Rideau Street south of River Street. See the entry for 1850 in the Chronology that accompanies this Study.

By far the most common housing type in the study area is single detached dwellings. Most are of frame construction, often with brick cladding. Other, more modest, stone houses are the former farmhouses on Cassidy Street and Elliott Avenue and several small houses on Raglan Road.

Most of the housing from the early-to-mid-19th century consists of wood frame, one-and-a-half storey dwellings built close together on narrow lots (which usually means that they are oriented gable end to the street, to take advantage of the lot depth and in response to the limited lot width). In most areas, these houses have shallow front yard setbacks but deep rear yards. By the late 19th century, larger, all-brick housing was being built, often on corner lots.

As for housing built in the 20th century, there are some examples of concrete construction in the study area, but the majority of housing is of the standard frame or brick-clad type. Early 20th century housing built on the newer streets north of James Street tend to be single storey frame bungalows on wider lots. In the period of expansion following World War Two more of this type was built, some of which may have been wartime housing, but this was also the period in which many small apartments were constructed, most of which are 3-4 storeys high. Significant concentrations of housing from this period are found north of Russell Street and a row of identical detached homes on Elliott Avenue east of Division Street is an important grouping. Most of the apartments were built as private rental buildings, but there are also examples of public housing complexes in the middle and north part of the study area. There are isolated examples of high-rise buildings, one group on either side of Montreal Street south of John Counter Boulevard, another on Bagot Street opposite Artillery Park, and another in the part of Rideau Street overlooking the dockyard.

Institutional

Aside from the former Depot School and Cataraqui School, which are 19th century stone buildings, the remaining schools are 20th century brick-clad (with steel or reinforced concrete structures). Most are placed on prominent sites. The former Robert Meek public school closes a vista along John Street while Regiopolis High School terminates the view along Thomas Street. These schools also interrupt the prevalent pattern of urban development by being larger, and occupying more property, than other buildings in the vicinity. For example, the former Frontenac Public School occupies half of a residential block while the former St. Patrick's School is located mid-block on a large former quarry site. Similarly, the former Catholic elementary school on Markland Street (now Mulberry Waldorf School) is a large building with a large yard in the middle of an otherwise dense residential block.

Hospitals likewise have large footprints. The former Rideaucrest Home at 362 Montreal Street takes up half a block while the current Rideaucrest institution occupies more than two blocks on the east side of Rideau Street (No. 175). Providence Manor also takes up an entire city block on the west side of Montreal Street just north of Ordnance Street. Churches in the study area are modest insertions in the urban fabric and are usually of

frame construction (the exceptions are the Providence Manor Chapel on Ordnance Street is St. John the Apostle on Patrick Street at Quebec Street, in stone).

Other public buildings likewise are large and break the prevalent lotting pattern. Artillery Park recreation complex, the Drill Hall, and related (former) military buildings in Artillery Park are of this type. Office buildings such as the Provincial family court building on Montreal Street also have different massing and setbacks that distinguish them from their neighbours. Buildings housing social service agencies tend to be generic commercial structures. Public works buildings such as the River Street Pumping Station stand apart from adjacent development as do the newer headquarters for Kingston Police, Public Works and the Children's Aid Society on Division Street.

Commercial

Early commercial buildings such as those along Montreal Street are often located at street corners but also interspersed with residential buildings along the street. Newer commercial complexes such as the grouping at Montreal Street and John Counter Boulevard include a variety of shops and offices. Some newer commercial activity is found in former industrial buildings, such as those on Cataraqui Street. There are few large stores in the study area (Bennett's/No Frills at Bagot and Charles Streets was demolished ca. 2010) with the Beer Store at 121 Cataraqui Street a more recent closure. Newer corner stores, strip malls, shops and restaurants are found along the major boundary streets of Division Street, Montreal Street and John Counter Boulevard.

Office space occupies former institutional and industrial buildings for the most part, as in the former Rideaucrest Home at 362 Montreal Street and the Woolen Mill at 4 Cataraqui Street. Generic 20th century commercial buildings along Montreal Street and Hickson Avenue also have office space within.

Industrial

Buildings containing light industrial uses are found in the central and northern parts of the study area. Most are purpose-built mid-20th century structures in concrete block or steel frame. Of the few earlier industrial buildings that still stand, they are either vacant or have been converted to commercial use. Several of these are local landmarks, such as the former Pilkington Glass building on Montreal Street (at Joseph Street) and buildings on Cataraqui Street (such as the former National Grocers' warehouse). The former Woolen Mill on Cataraqui Street is a significant built heritage resource designated under Section 29 Part IV of the *Ontario Heritage Act*. The dockyard buildings and Davis dry dock at 349 Wellington Street are examples of a traditional industrial activity still active today.

2.2.2 Cultural Heritage Landscapes

Cultural heritage landscapes are defined in the Provincial Policy Statement:

Cultural heritage landscape means a defined geographical area that may have been modified by human activity and is identified as having cultural heritage value or interest by a community, including an Indigenous community. The area may involve features such as buildings, structures, spaces, views, archaeological sites or natural

elements that are valued together for their interrelationship, meaning or association. *Cultural heritage landscapes* may be properties that have been determined to have cultural heritage value or interest under the *Ontario Heritage Act*, or have been included on federal and/or international registers, and/or protected through official plan, zoning by-law, or other land use planning mechanisms (PPS, 2020).

Whereas the City has Listed or Designated several properties of cultural heritage value within the study area, there are several parts of the area that have distinct characteristics as landscape groupings. The tightly packed housing and commercial buildings on lower Montreal Street between James Street and Bay Street is one example; another is the shallow setbacks and generous tree canopy on two parts of Bagot Street between Dufferin Street and Bay Street. Although none of these settings would have been deliberately designed as landscapes, the evolving pattern of development has resulted in these visually cohesive settings that have a strong sense of place.

2.2.3 Areas of archaeological potential

Generally speaking, conserving and managing archaeological remains have become especially important where change brought about by redevelopment has been occurring at an ever-increasing rate. In recognition of this reality, the City of Kingston developed an Archaeological Master Plan (2010) to identify general areas of potential for the presence and survival of archaeological sites and specific areas of known, interrelated archaeological deposits referred to as “Archaeologically Sensitive Areas” (ASAs).

The intent of the Master Plan is to ensure that archaeological sites are adequately considered, studied and, potentially, conserved prior to any form of development or land use change that may affect them. The North King’s Town Secondary Plan provides a complementary opportunity to address this objective and the Cultural Heritage Study process includes consideration of the distribution of archaeological sites and archaeological potential throughout the study area.

Although the majority of the study area has been identified in the City of Kingston’s Archaeological Master Plan as having archaeological potential for both pre-and-post-contact archaeological resources, there remains much archaeological research to be done. While some areas have been assessed and cleared for archaeological potential as a result of development applications, much of the study area remains un-assessed. The area south of North Street and east of Bagot is within the historic core area of the downtown identified in the Archaeological Master Plan as an Archaeologically Sensitive Area in which the likelihood of finding significant archaeological resources (predominantly post-contact) is high. Smaller Archaeologically Sensitive Areas have been established around the historical settlement centres of Charlesville and Stuartville. Within these areas, planning for future development requires additional scrutiny in terms of potential effects on archaeological resources.

In all cases, interpretation of archaeological resources is an important opportunity throughout the study area. The known and potential archaeological resources of North King’s Town represent important cultural heritage resources, even though they tend to

be invisible in the landscape. The buried artifacts and features that together make up an archaeological site reveal much about the past lives and experiences that are the history of the area, and which have contributed to its present form.

The evaluation methods used for identifying archaeological potential follow standard practices and Provincial requirements. The Master Plan identified Indigenous archaeological site potential based on the locations of known archaeological sites and on a variety of topographic factors such as distance to water, slope, soil drainage, or the degree of landscape disturbance or alteration of the original terrain resulting from 19th and 20th century development. Euro-Canadian site potential was evaluated using the same criteria but also considered the historical factors that were most influential in the development of the city.

The resulting definition of zones of archaeological potential accounts for approximately 70% of the North King's Town study area. For the purposes of this Study, it has been updated where the data are available from those reports filed with the Ministry of Citizenship and Multiculturalism and the City. The zones recognize parcels of land that have been subject to assessment and cleared of any further archaeological concern, either because no archaeological sites were found, or they were subsequently investigated and/or salvage excavated.

To date, 19 archaeological sites have been documented within the North King's Town Study area (Table 1). All but three of these are related to the Euro-Canadian military, industrial, residential and commercial development of the city. This is not to deny the millennia of settlement and use of this stretch of the Cataraqui River by Indigenous peoples; rather it reflects the comparatively ephemeral and fragile character of the archaeological sites that these peoples left behind and which, in the absence of physical remains, nevertheless provide a source of intangible Indigenous cultural heritage. Loss of tangible Indigenous cultural heritage is the result of the significant land alteration that has occurred because of 200 years of urban development. It is also important to note that the assignment of an archaeological site to a specific period of development or even cultural affiliation does not mean that multiple ethno-cultural communities might not have continued to use a specific site throughout its period of use.

Table 2: Archaeological sites within the North King's Town study area

Borden No.	Site Name	Cultural Affiliation	Site Type
BbGc-2	Kingston Outer Station	Middle to Late Woodland	Multi-component camps
BbGc-7	Kingston Harbour Front	Euro-Canadian	Domestic; railway
BbGc-11	Frontenac Village	Euro-Canadian	Domestic; industrial; military
BbGc-12	Bajus Brewery	Euro-Canadian	Military; brewery

Table 2: Archaeological sites within the North King's Town study area

Borden No.	Site Name	Cultural Affiliation	Site Type
BbGc-19	Rideaucrest Development	Euro-Canadian	Domestic
BbGc-20	Anglin	Euro-Canadian	Hospital; industrial; military; domestic; wharf
BbGc-21	Millard and Lumb	Euro-Canadian	Industrial; military
BbGc-75	Music	Euro-Canadian	Unknown
BbGc-89	McBurney Park	Euro-Canadian	Cemetery
BbGc-91	Richard Cartwright House	Euro-Canadian	Domestic
BbGc-133	Unnamed	Euro-Canadian	Domestic; industrial
BbGc-134	Unnamed	No data	No data
BbGc-138	Artillery Park	Euro-Canadian	Military
BbGc-140	City Park	Euro-Canadian	Domestic
BbGc-142	St. John's School	Euro-Canadian	School
BbGc-143	Street Health Centre	Euro-Canadian	Domestic
BbGc-150	Duplex, Lot 266 Original Survey	Euro-Canadian	Domestic
BbGc-153	Brass	Late Woodland and Euro-Canadian	Camp and possible domestic
BbGc-154	Brass 2	Late Woodland	Camp

The importance of the area to Indigenous peoples is most dramatically illustrated by the Belle Island site (BbGc-6), located just outside the study area. Archaeological investigations on the island, now essentially a promontory extending into the river, have revealed occupation, activity and cemetery areas extending over an area of 0.5 hectare. The site served as an important seasonal gathering place for people to serve as a base for hunting and fishing forays and plant gathering throughout the adjacent shoreline, marsh and riverine zones. The main occupations appear to have occurred during the late Middle Woodland period (ca. A.D. 500 – 900), with some earlier Middle Woodland and Late Woodland occupation as well. In recognition of its significance to the descendants of the people who occupied Belle Island, and to ensure its conservation, the site is managed under a joint ownership and management agreement between the City and the Mohawk Nation Council of Chiefs. Views from Montreal Street to Belle

Island are important for this reason: fortunately, they have been secured by City ownership of Belle Park and of much of the nearby land abutting the river.

Within the North King's Town study area, the only other archaeological site with predominantly Indigenous artifacts and land-use patterns is the Outer Station site (BbGc-2), located on the west shore of the river near John Counter Boulevard. The site is a warm-weather fishing camp that was used repeatedly between approximately A.D. 700 and 1500, resulting in a layering and complex inter-relation of occupation sequences that mark an enduring relationship with the site's adjacent water resources. The Brass (BbGc-153) and Brass 2 (BbGc-154) sites appear to be related to the occupation of this part of the shoreline, but they are less well-understood given their limited documentation.

With the exception of the Rideaucrest site (BbGc19), which is associated with the Brant family and Molly Brant's house, the Colonial period archaeological sites within the North King's Town study area are all Euro-Canadian. They are often structurally complex, with multiple components related to different activities or processes that typify urban development and experiences. The Kingston Harbourfront site (BbGc-7), investigated in 1980, preserved remains of the British military era, commercial/industrial operations, residential functions, and railway development. Similar complexity, overlap of functional occupations or changes in function through time have been documented at the nearby Frontenac Village site (BbGc-13), the Bajus Brewery site (BbGc-12), the Anglin site (BbGc-20) and the Millard and Lumb site (BbGc-21). The burial ground in McBurney Park (BbGc-89), used by the Garrison and later Catholic, Anglican and Presbyterian congregations, has also been registered as an archaeological site. There are numerous sites that appear to have been exclusively occupied for domestic or residential purposes.

While not within the North King's Town Study area proper, it should also be noted that the wrecks of at least 13 barges in the inner harbour have been documented offshore. This area containing submerged remains abuts the study area and, as a part of the Rideau Canal World Heritage Site, would require an assessment of impact on cultural heritage resources of any planned offshore works.



It should be noted that all archaeological potential modeling exercises, such as those taken for the Kingston Archaeological Master Plan and updated as part of this Study, have limitations. No model can specifically predict where a site or sites will be found, or will not be found, and it must be recognized that some sites will occur in areas where the model predicts they are not likely to be present. In addition, under the City of Kingston's Official Plan definition of cultural heritage resources, archaeological resources also include paleontological resources and osteological/bio-archaeological resources, both of which will have to be considered in future planning and development policies and actions.

2.2.4 Intangible Cultural Heritage Resources

2.2.4.1 Definition and Focus

In addition to built heritage resources, landscapes, and archaeology, there is widespread recognition that a community's heritage is not limited to physical objects or places and includes stories, traditions, skills, and practices that can be passed down from generation to generation. These "intangible" resources are recognized in the City of Kingston's Official Plan and defined as:

Intangible cultural heritage resources, also known as "living heritage", include the stories, practices, representations, and expressions, as well as the associated knowledge and the necessary skills that communities, groups and in some cases, individuals recognize as part of their cultural heritage and are transmitted from generation to generation. Intangible cultural heritage can be manifested through: oral traditions and expressions, including language; the performing arts; social practices, rituals and festive events; knowledge and practices concerning nature and the universe; and, traditional craftsmanship. (Official Plan, p. 42)

The City uses a comprehensive definition of intangible cultural heritage that includes stories, language, festive events, and expressions of a shared history, as well as the practices and traditional craftsmanship that are cultivated in response to one's environment and social condition. This Cultural Heritage Study uses the City's definition of intangible cultural heritage.

As found in North King's Town, intangible cultural heritage involves early and ongoing Indigenous traditions and practices especially as situated in certain parts of the area (e.g. the waterfront). Added to these are the results of over two centuries of Euro-Canadian settlement which have produced a distinctive character that is rooted in patterns of work and recreation specific to places within the study area. More recent residents have also developed a unique and evolving community emanating from activities in McBurney Park. Collecting and celebrating the stories generated by the interweaving of these influences is a large part of intangible cultural heritage in North King's Town.

2.3 Conclusions

The Study has reviewed the City's list of known and potential built heritage resources and grouped them into general categories, in preparation for further analysis. Although

residential properties predominate in the study area, examples of industrial and commercial resources have also survived, and new ones are being created. Institutional resources remain as key components of the local community.

Cultural landscapes are an as-yet undefined part of the study area and will be assessed further in the next section. Depending upon the size and number of properties, potential cultural heritage landscapes will be identified in Section 3. Similarly, areas with potential for understanding intangible cultural heritage are also identified in the following section. Some of these involve sites or areas associated with Indigenous occupation and use; others focus on aspects of Euro-Canadian history. Areas along the waterfront are especially important for intangible cultural heritage resources in both categories.

Documented archaeological sites represent only a fraction of the material remains of the City's history. The potential model and planning mechanisms developed for the Kingston Archaeological Master Plan are tools for ensuring that future development is preceded by the appropriate archaeological assessments and evaluations to conserve these resources.



Balaclava Street at Bay Street

3.0 Heritage Resource Analysis (Intangible and Tangible)

3.1 Introduction

Attempting to identify and evaluate heritage resources for an area as large as North King's Town involves some generalization and does not delve into great detail. However, by establishing categories of heritage resources, both intangible and tangible, important elements can be identified that can guide planning and provide content for the Secondary Plan. An analysis of both resource types follows.

In the case of intangible cultural heritage resources, an understanding of these resources is important for describing local meanings and values. For the purposes of community planning, however, it is the shared understanding of a place and people's lived experiences that play an important role in making decisions about how to manage growth and change. Ultimately, for the study team, an informed understanding of people's shared experience contributes to a fuller understanding of what makes North King's Town special, and what aspects its people most want to protect, enhance, and improve. Findings of intangible cultural heritage include the identification of five key themes that can be used to inform conservation efforts and planning decisions as well as recommend initiatives for cultural heritage interpretation and commemoration.

For tangible cultural heritage resources, the built environment in the study area is largely found in groupings of modest housing arrayed along narrow streets in the older areas. A few examples stand out as good versions of their type or as unique properties. Little is left of commercial or industrial buildings that have not already been converted for commercial or residential use. Many institutional buildings remain from the 19th and early 20th century. How these varied resources can be analysed is the substance of the tangible resource section of the report.

The study team used the historical record, public comments, and site investigations to prepare an over-arching thematic framework within which to assess the associational heritage values of the study area that inform the analysis of both intangible and tangible cultural heritage resources. The study team assessed each sub-area in terms of the ways in which properties within them fit within this general thematic framework. For both tangible and intangible cultural heritage resources, this framework consists of five themes:

- A. **Indigenous Peoples and Culture** – Indigenous people have lived on this land, including the study area, for thousands of years and continue to do so today. Their cultures and cultural practices have a historic and ongoing connection to the land and water.
- B. **Social and Economic Diversity** – North King's Town has been home to several social groups and cultures over its history, perhaps most starkly defined during intensive periods of European migration. It has sustained a sense of identity as being a working-class community.

- C. **Legacy of Commercial Activity** – As it developed, North King’s Town quickly became home to range of businesses, responding to manufacturing, storage, and transportation needs, as well as local commercial needs. Pockets of neighbourhood-oriented commercial activity have served as community hubs.
- D. **Industrial and Water-related Activity** – The industrial legacy of Kingston that evolved after colonization is an important and lasting aspect of the study area’s history. Buildings such as mills, warehouses, and shipyards that continue to define the urban landscape provide unique and flexible spaces for adaptive re-use. Industrial and water-related activities continue in the area today, including recreational practices around the waterfront, and vacant former industrial sites offer opportunities for redevelopment.
- E. **Nature** – North King’s Town is cherished by many for having a strong connection to naturalized areas, such as parts of the waterfront and Belle Park. The connection to nature conveys a feeling that North King’s Town is on the edge of and distinct from city, while remaining connected to it.

3.2 Intangible Heritage Analysis

3.2.1 Understanding Intangible Cultural Heritage

As noted above, the study methodology focused on gathering information about intangible cultural heritage through consultation with community members in several formats, including open houses, one-on-one conversations, workshops, talking circles, and online consultation. Questions were designed to elicit input on people’s understanding of the area’s history, its character, and common elements today, as well as any practices, crafts, or practices that are unique to this area. In addition to input from the community, the work of local historians and researchers, including the Swamp Ward and Inner Harbour History project and Friends of the Inner Harbor, was referenced in this exercise.

The study team found clear evidence of a strong and distinct lived experience in North King’s Town that transcends generations of residents. This is reflected in common stories and expressions of history, especially in the form of a strong local identity. Although these expressions may not be ubiquitous among residents, particularly new residents, this speaks to the dynamic nature of intangible cultural heritage as a common understanding of place that grows and evolves over time. These stories and the understanding of local identity and culture are complemented by several events and practices that are cherished by the local community, including: the Skeleton Park Arts Festival; solstice celebrations in Doug R. Fluhrer Park; fires and gatherings along the Great Cataraqui River held by members of the Indigenous community; and shipbuilding and marine-related activities. These and other activities on key sites offer many opportunities for interpretation and commemoration.

3.2.2 Comments from the Public

Over the course of the Study, multiple stories and memories were shared with the study team. These are summarized below and grouped according to the key themes. There is

some overlap between the stories and the key themes they relate to, which can provide a rich tapestry for interpretation and commemoration. Note: in the chart below, NKT is a short form of North King's Town.

Table 3: Intangible Heritage Theme

A	Our people's relationship to the river is so important to us, it is a place for ceremony and reflection. We also need to be able to have fires nearby the river as it is an important part of our culture.
A	Belle Island is a sacred space for our people and has been for generations and generations. We have to protect it and preserve it as a natural area, it is much more than just another park.
A	This was an important area and gathering point for our ancestors. They could sustain themselves through fishing in the river and gathering foods around the lakeshore. My family continues to live in this area and Kingston today, and we feel connected to its history.
A, D	For Indigenous people through the centuries, the mouth of the Cataraqui River was a good place to fish, gather, and trade. The British filled in the swamps and used the harbour for industry. It was a dangerous, noisy and polluted place.
B	NKT has historically been an important part of the City because of the commercial business and the industry there - more so than south of Princess. Everyone in the 1930s either worked the Cotton Mill, the Tannery, MacPherson's where they made sheet metal for ships, and the Railroad.
B	South of Raglan on Bagot, next to Blaney's, was a Chinese laundry. In general, the multicultural nature of this stretch of Montreal is a rich heritage resource to consider.
B	Back in the 1930s, everyone walked to work. A lot of people worked in the Tile Works, the Tannery and the Woolen Mill. A few worked downtown. There was a strong sense of community stemming from this.
B	The line of Princess Street upsets me. We didn't notice any difference between "north side" and "south side" growing up, but you soon realize that there is a real class divide.
B	We were aware that we were being called "Swamp Ward" but people were proud. They felt proud of what they accomplished and what the community was about, how tough they were and how they stood up against the challenges they faced in life. "Swamp Ward" became a term of endearment.

B, C	Stores were not just stores. They were places for conversation, places where kids could talk to grown-ups who were not their parents, and where you could talk to people from other parts of the world. In the end, maybe that was more important than what you went in to buy.
C	286 Montreal housed a succession of community services as the rent was cheap in this former butcher shop! Tenants were, at one time, the North Kingston Community Development Agency, Kingston District Community Information Centre (publisher of the Where to Turn Community Directory, a forerunner of 211), and the first office of the Boys and Girls Club and the Community Legal Clinic. As Director of the Community Information Centre, my office was initially on the first floor in the former butcher's meat cooler, and later in the upstairs apartment.
C	Bird's (Grocery) was on Bagot and North, and he was well known for his taffy apples. All the kids in the neighbourhood went to Mr. Bird for taffy apples. He had the best taffy apples around.
C	The Woolen Mill has been a great place for new businesses and entrepreneurs over the years.
C	It used to be that you could find just about everything you needed locally: there were 3 shoemakers within two blocks along Montreal Street, and you could smell the bread baking at Dolan's Bakery on Fraser Street.
C	Montreal Street between Raglan to James has great potential to be developed as a neighbourhood main street. The buildings are the right form, and there are already several businesses here. Appropriate zoning and streetscape design should be put in place to facilitate and encourage this.
C	The Old Woolen Mill, the Climbing Gym, and Climbing Co-op are all important parts of our community. They help define the neighbourhood.
C	Bennett's Grocery was a community hub, almost like a city hall of the neighbourhood. It is much missed.
D	In the 1950s and 1960s, the best fishing spots were on the north and south sides of the dump at Belle Park. We used to burn tires at night and catch the fish that rose to the light.
E	The K&P Trail is an amazing place of retreat for people to enjoy the beautiful forest and large trees.

E	"The Willows" was a place where homeless men, many of them veterans, lived and found company from the 1960s-80s. What would it mean in today's terms to provide space for the disenfranchised?
E	I love the quiet beauty of Doug Fluhner Park. It is a great place to watch herons, turtles, and all kinds of birds. I even saw an otter there in the late winter/early spring.
E	The hill behind Loyola Community Learning Centre is a great place for kids to go tobogganing in winter.
E	Belle Park is one of the best downtown areas for a walk or bike ride, and experience real nature not often found in a city.
E	The Summer Solstice Celebration with Calliope Collective at Doug Fluhner Park is important to me.
E	Skeleton Park is a big part of our neighbourhood community.
E	The waterfront area should be kept as "natural" as possible; it is vital for the few different kind of turtles laying eggs along the shore.
E	Belle Island is very important to us who live in the area. We want to keep it as it is, but make it safer and cleaner.
E	The Tannery lands are natural areas that should be preserved.
E	I have fond memories of the Patrick Street hill north of McBurney Park - this was where the soap-box derby was held.

3.2.3 Important Local Events and Practices

While many of the foregoing comments relate events from the past, there are some current events and practices within the study area that contribute to a sense of neighbourhood identity. These include, but are not limited to, the following:

- Skeleton Park Art's Festival – Located in McBurney Park, known locally as Skeleton Park, this annual festival has quickly become a cherished part of community life, a chance to re-connect with friends and neighbours, including people living outside of Noth King's Town.
- On The Wall – Hosted in Doug R. Fluhner Park by Friends of Kingston Inner Harbour, this festival brings together artists to paint and beautify a retaining wall adjacent to Doug R. Fluhner Park.
- Solstice Festivals – Hosted by various groups during solstice events in the summer and winter these generally take place in public spaces along the waterfront of the Great Cataraqui River.
- Fires and Gatherings – During the study, members of the local Indigenous Community identified it is important to them to be able to have fires and

gatherings nearby the Great Cataraqui River; the connection of community gatherings, fire, and the river are culturally and spiritually important.

- Shipbuilding – Over the years the success of various manufacturing enterprises has ebbed and flowed, but there has been a continuous ship building practice in North King's Town since the period of French occupation.
- Fishing and Canoeing – People have fished in the Great Cataraqui River for generations, going back to pre-contact Indigenous cultures. This practice continues today, including fishing for eels. There is also an ongoing practice of canoeing and kayaking, supported by various places where a boat can be launched.

3.3 Tangible Heritage Resource Analysis

3.3.1 Approach to Tangible Heritage

To provide enough information to guide the Secondary Plan, the following descriptions address three layers of tangible cultural heritage resources:

- **sub-areas**, which are identifiable as distinct components of North King's Town;
- **groupings of properties**, which are collections of existing and potential built heritage resources (and some landscapes); and
- **individual properties**, which include those already on the Heritage Register as well as those that are not.

Each layer will be described in the evaluation process to follow.

There are hundreds of properties within the study area, and these properties are located within groupings. To understand the cultural heritage values of the various types of buildings and landscapes within the study area, the study team used the historical record, public comments, and site investigations. The first criterion was to determine if the resources expressed one or more of the general themes in Section 3.1, above. Addressing this criterion within each sub-area identified the factors that had influenced that area's development and which contributed to its heritage character.

The second criterion augmented the findings of the first by determining the period during which the resources were built. Typical as well as rare examples of each period also contributed to heritage character. This criterion uses the chronological framework described in Section 1.3, above:

- Indigenous Territory and Culture (10,000 BCE-1700s)
- Early European and Loyalist Settlement (1780s-1790s)
- Early Subdivisions and the Military (1790s-1850s)
- Railway and Urban Expansion (1850s-1900s)
- Industrial Development (1860s-1930s)
- Changes in the 20th and 21st Century (1930s-present)

3.3.2 Sub-Areas

The term "sub-area" is being used here to describe a number of properties containing buildings, landscapes and areas of archaeological potential that, collectively, have an

identifiable material and associative character, or sense of place, and may contain cultural heritage resources. In the Secondary Plan planning process, it is important to be able to understand both the physical and the cultural context of the study area to ensure that any cultural heritage resources identified there will be conserved and integrated with new development.

The City of Kingston also uses the term “heritage character area” in its Official Plan to identify areas for further study. As defined in Section 7.3.D of the City of Kingston Official Plan, “the City has a number of areas shown on Schedule 9 that may not, as yet, be determined as appropriate for designation under the *Ontario Heritage Act*, but which nonetheless are recognized as having specific “heritage character.” Note that the St. Lawrence Ward (roughly bounded by Clergy, Barrie, Patrick, John, North, Rideau and Queen Streets) is the only heritage character area that falls within the North King’s Town Study area (mapped in Schedule 9 to the Official Plan). In the context of the sub-areas described below, the St. Lawrence Ward heritage character area would include parts of the McBurney Park, Patrick Street, Montreal Street and Bagot Street sub-areas⁴.

Boundaries for the sub-areas described below have been determined through careful analysis. Criteria for assessing area character, and distinguishing one area from another, include the sub-area’s:

- history;
- topography;
- land uses; and
- public meanings and values for place (as expressed in the public consultation process for the Secondary Plan).⁵

Once the boundaries have been determined, the evaluation process uses the criteria in Section 3.3.1 to determine cultural heritage values.

Wherever possible, the boundaries proposed take in both sides of a municipal street in order to include the complete streetscape. In some cases, the rocky terraces that step down to the river in this area have been used as a boundary, especially where they are defined by a steep escarpment. In the case of the main arterial roads of Division and Montreal Streets, the properties lining the street define its bounds. Along the waterfront, old rail rights-of-way and the shoreline are defining factors. In other areas, such as Russell Street sub-area, changes in block size, building age, and land use distinguish it

⁴ Cultural Heritage Character Areas are identified in policy in the Official Plan:

7.3.5. The City will investigate areas and landscapes of specific heritage character that are described as cultural heritage character areas in this Plan. After detailed study, these areas may not be determined as appropriate for designation under the *Ontario Heritage Act*, but may nonetheless be recognized for their specific heritage character.

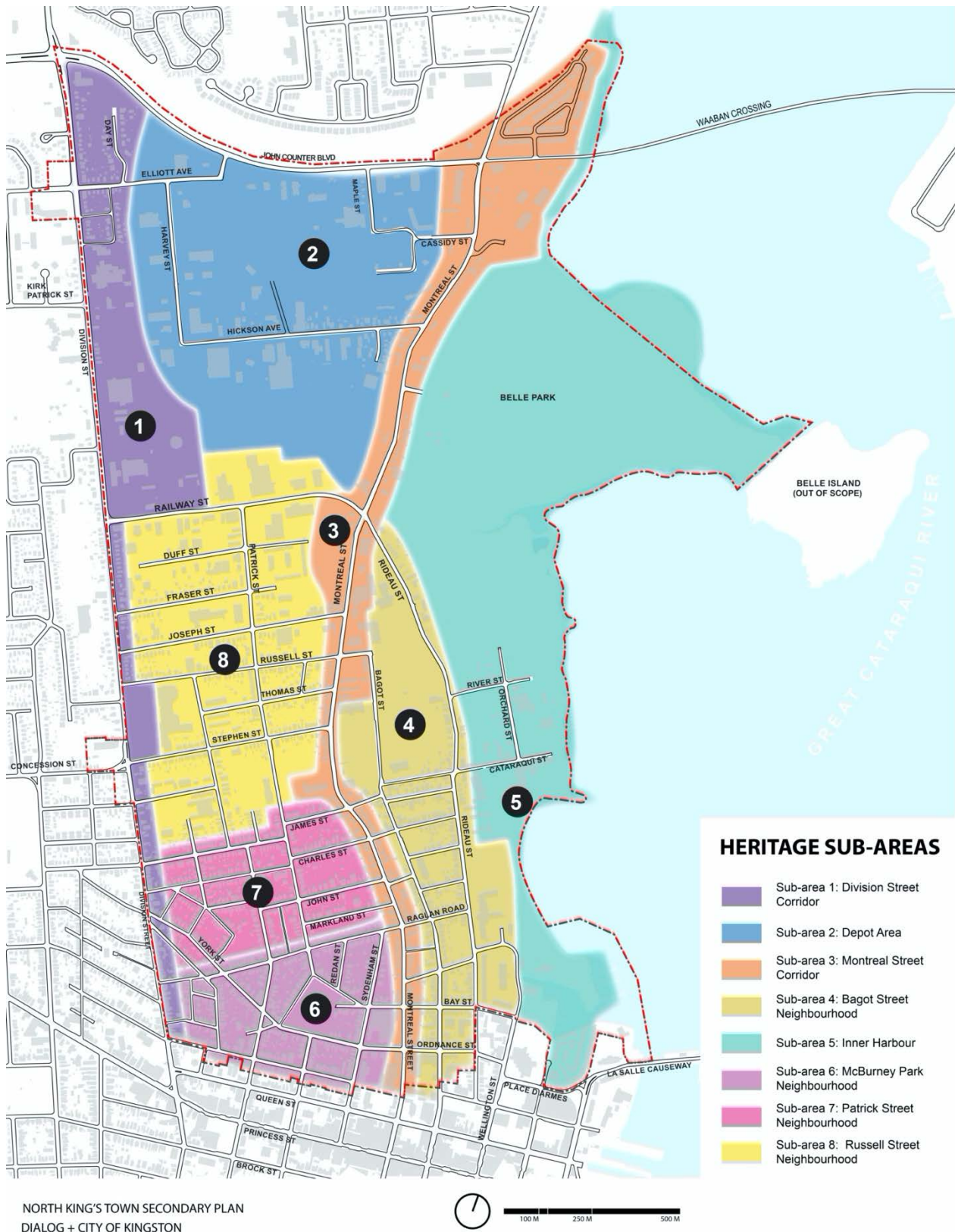
⁵ Several of the following sub-areas are contained within the boundaries of the Rideau Heights and Inner Harbour Neighbourhoods, as mapped by the City in the Neighbourhood Profiles, and their boundaries also approximate those of the two Neighbourhoods.

from adjacent sub-areas. Some overlap also occurs where a corridor, such as Montreal Street, contains some properties associated with the former Depot community. In the end, however, the boundaries are arbitrary and, in local residents' perceptions as expressed during this study process, associations and patterns of use in the study area also overlap these boundaries, depending upon the person's background, daily routines, and recollections.

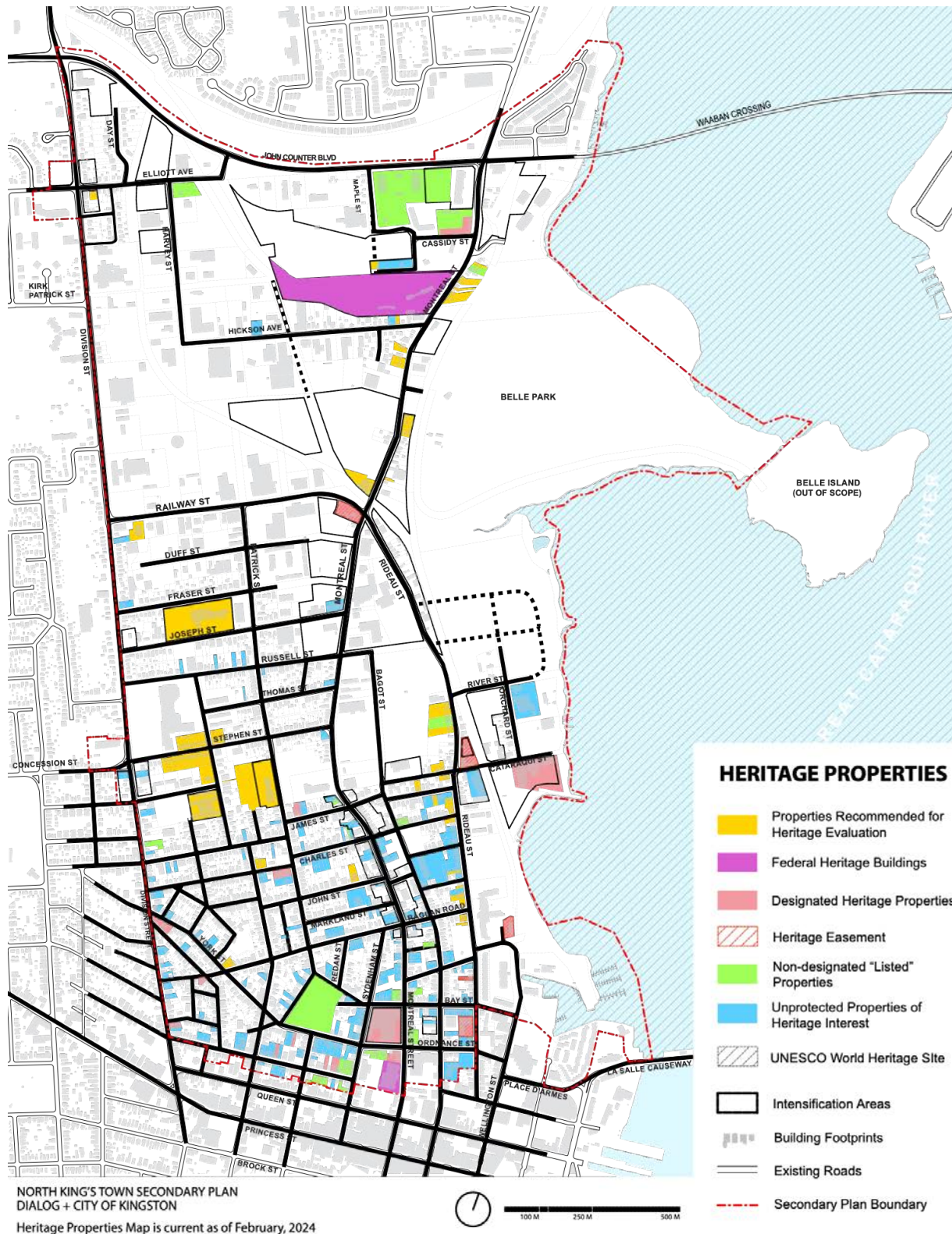
3.3.3 Property Groupings and Individual Properties

Properties are described in two ways: groupings; and individual. Groupings of buildings represent coherent sections of streetscape and are good representative examples of built form from key development periods in the sub-area. Groupings were identified primarily for their design/physical and contextual value, using the Provincial evaluation criteria found in O. Reg. 9/06, and for their associations with the thematic framework. Similarly, individual properties may be good examples of a resource type (building, landscape), have strong associations with one or more of the themes discussed above, and may also be representative of one of the main periods in the area's evolution. Some properties were selected as good examples of a building type and architectural style. Some are noted as local landmarks, in which case they are visually distinctive by virtue of their design and/or location. In all cases, local conditions influenced the way in which these criteria were applied.

Within the sub-areas, properties that have, or may have, cultural heritage value currently have two different degrees of protection: those that are already on the Heritage Register and others that may merit consideration for inclusion on the Register but are currently "unprotected" as shown on the City's mapping.



Sub-Areas



Heritage Properties

3.4 Analysis of Sub-Areas, Groupings, and Individual Properties

3.4.1 Sub-area 1: Division Street Corridor (John Counter Boulevard south to Colborne Street, east to Day/Harvey Streets)

3.4.1.1 Description

This street defines the western boundary of the North King's Town Study area: it also defined the boundary between the City of Kingston and Kingston Township until 1846 (note that only the east side is within the Study area). This corridor links the northern suburbs with the downtown core and contains the headquarters of many of the City's essential services (City of Kingston Police, Children's Aid Society/Family and Children's Services of Frontenac, Lennox and Addington, City of Kingston Public Works). Its northern half developed later than much of the study area and thus has a built form that is predominantly from the 20th century. A small residential subdivision straddling Elliott Avenue extends east to the edge of a long escarpment that extends down to Railway Street. South of Concession Street the streetscape is predominantly that of smaller 19th century housing and commercial land uses, in a tight urban grain common to the older parts of the study area.

3.4.1.2 Statement of General Character

Division Street is the historic dividing line between the City and Kingston Township. Its elevation in the north half (from "Prospect Hill"⁶) provides views towards the river, to the east over the study area. The northern half contains good examples of late 20th century institutional buildings while the southern half extends the subdivision patterns and types of built form common to the sub-areas that are closest to the downtown core. The southern area also contains many properties of potential heritage significance.

Themes: Social and Economic Diversity; Periods of Evolution: Early Subdivisions and the Military; Railway and Urban Expansion; and Changes in the 20th and 21st Century.

3.4.1.3 Characteristics

(John Counter Boulevard to Stephen/Concession Streets)

- Prospect Hill (views east);
- Steep escarpment;
- Major institutions;
- Modest residential (single family, detached);
- Small residential subdivision (Day Street);

⁶ This is the height of land on Division Street that includes the Kirkpatrick Street Cemetery and was a name attached to an estate that bordered the cemetery. See the entry for 1856 in the Chronology that accompanies this Study (Appendix C).

- Commercial street corners;
 - Shallow setbacks; and
 - Grade change (slope to south, especially the dip at Russell Street).
- (Stephen/Concession to Colborne Street)
- Varied residential building types on shallow setbacks (front and side);
 - Varied building materials (frame, brick, stone);
 - Varied building massing (row houses, single detached houses, apartments);
 - Consistent building heights (2-3 storey); and
 - Corner commercial buildings.

3.4.1.4 Property Groupings

- (North half) Examples of good modern architecture on Division Street (817/Children's Aid; 705/Police HQ, 701/Public Works) from the late 20th and early 21st century period of development, representative of Modernist institutional building styles;
- Two blocks of detached dwellings on the south side of Elliott Avenue, between Division and Day Streets, from the 20th century period, examples of modest working-class housing close to areas of employment;
- (South half) concentrations of residential and commercial "unprotected properties of interest"
 - 225-381 Division Street (Colborne Street – Stanley Street): mix of 19th and early 20th century residential, institutional and commercial properties, vernacular interpretations of late Victorian and Craftsman building styles.

3.4.1.5 Individual Properties

- 329 Division Street (Part IV designated)
 - mid-19th century stone (Stuart) mansion, landmark property, rare local interpretation of the Classical style, key property in an early subdivision; and
- 229 Division Street: (Part IV designated)
 - mansard-roofed corner former store good example of a building type and late 19th century vernacular interpretation of the Second Empire architectural style.

No heritage designation:

- 619 Division Street: representative example of an early 20th century bungalow (Craftsman style);
- 573 Division Street: good example of a late 19th century brick dwelling, on a prominent corner (landmark);
- 447 Division Street: late 19th century frame dwelling with unusually detailed fretwork in gable end (late 19th century architectural detailing);
- 399 Division Street: late 19th century brick dwelling with fenced yard (rare example of a house and intact landscape);
- 355 Division Street: mid-19th century brick bungalow (rare building type); and
- 269 Division Street: former church, representative institutional building.



City of Kingston buildings at Barbara Avenue



House at Fraser Street corner



Sloping roadway south of Fraser Street



House at the Pine Street corner



Housing variety at Raglan Road



Material variety at Quebec Street



Stuart mansion at York and Main Streets



Commercial/residential building at Ellice Street corner

3.4.2 Sub-area 2: Depot Area (John Counter Boulevard east to Montreal Street corridor, south to Railway Street, west to Harvey Street.

3.4.2.1 Description

This area was centred on the former Grand Trunk Railway (GTR) depot and its related land uses, but much of the surrounding area remained as open farmland until well into the 20th century. Development here is along the edges and the remnants of the former railway tracks and buildings are still evident. Also evident are the original farmhouses, and these co-exist with modern apartments north of Cassidy Street and with single-family dwellings along Hickson Avenue. On Hickson Avenue and further west the area is characterized by light industry, much of it built after World War Two. The K&P Trail has recently been completed through the area, along a former rail right-of-way of the Kingston and Pembroke Railway.

3.4.2.2 Statement of General Character

The Depot area contains the surviving elements of the former rail depot (“Outer Station”), centred on the former station buildings (a municipal and federal heritage property). Its ruins as well as worker’s housing and farmhouses are the main built heritage resources in the area, but the development pattern (and altered topography) established by the railway still dominates the landscape. Traces of the former tile works also are evident. Several groupings of older properties have potential heritage significance based on the historical/associative value for the Depot and related industrial activity and settlement. The area has contextual value as the entry point to North King’s Town.

Themes: Social and Economic Diversity; Industrial and Water-related Activity. Periods of Evolution: Early European and Loyalist Settlement; Railway and Urban Expansion; Industrial Development; Changes in the 20th and 21st Century.

3.4.2.3 Characteristics

- Residential/institutional/commercial components of former Depot area;
- Surviving farmhouses from the Elliott farms;
- Variety of 20th century light industrial development;
- Alignment of Cassidy Street and Maple Avenue (skirting the site of the former tile works);
- 60 Cassidy Street: Foundations of the former tile works;
- Overgrown site of former window frame factory (south of the Legion);
- Rail corridors: K&P Trail and track beds of GTR rail lines;
- Irregular street network (due to alignment of former rail lines);
- Remnants of a residential neighbourhood along Hickson Avenue;
- Medium-high density housing on northeast corner;
- 734 Montreal Street: Legion and Veterans’ Field; and
- Memorials in Veteran’s Field (behind the Legion);

3.4.2.4 Property Groupings

- 27-29 Hickson Avenue: well-conserved and representative 19th century frame dwellings and mature trees associated with the Depot

3.4.2.5 Individual Properties

- 810 Montreal Street: (federally designated and Part IV designated)
 - GTR station building and related structures (e.g. station platform, baggage shed): landmark, important example of mid-19th century railway architecture;
- 1,3 and 5 Cassidy Street: (Part IV designated)
 - Rare example of GTR worker's housing in a row house form and using high quality stone design and construction; and
- 294 Elliott Avenue (Listed) and 730 John Counter Boulevard (Listed)
 - former farmhouses of Elliott family, associated with the early farming period in this area.

No heritage designation:

- 27, 29 Hickson Avenue: representative examples of 19th and early 20th century Depot workers' housing;
- 167 Hickson Avenue: converted stone barn, a rare surviving example of a stone outbuilding from previous farm operations; and
- 89, 93 Cassidy Street: more surviving examples of former Elliott farmhouses.



Former farmhouses on Cassidy Street



Industrial/commercial buildings on Hickson Avenue



Foundations of former tile works



Industry and apartments on Maple Avenue



Former Depot housing on Hickson Avenue



Memorial and Veterans' Field



Former GTR Station



Former Elliott farmhouse on Elliott Avenue

3.4.3 Sub-area 3: Montreal Street Corridor (John Counter Boulevard south to Ordnance Street)

3.4.3.1 Description

This area includes the central spine of the North King's Town – Montreal Street – the curving alignment of which follows the old shoreline and the street follows the early route between Kingston and Montreal. In its north half it traverses former farmland and includes housing related to the GTR depot (north and south of Hickson Avenue) and is bordered by the sites of former industrial uses. South of James Street it enters a mixed area of small scale commercial and residential buildings constructed close to the street on narrow lots. At the south end, the area borders major institutional uses and includes a federal heritage property (the Princess of Wales' Own Regiment armoury).

3.4.3.2 Statement of General Character

The area has strong historical associations with the former shoreline and early road networks as well as with the former military lands (Artillery Park) through which it was routed in the mid-19th century. Design/physical values include the curving street alignment that sets it apart from the prevailing street grid and creates constantly changing views along its length. In the southern part, small scale (mostly 19th century) buildings line the street and create a sense of enclosure, and many of these properties have potential heritage significance. Based on archival evidence (primarily fire insurance plans) and comments from interviews with long-time local residents, the area has contextual value as the "main street" of this part of the city.

Themes: Social and Economic Diversity; Legacy of Commercial Activity; Nature.
Periods of Evolution: Early Subdivisions and Military; Railway and Urban Expansion; Industrial Development; Changes in the 20th and 21st Century.

3.4.3.3 Characteristics

[north portion: John Counter Boulevard to James Street intersection]

- Residential/institutional/commercial components of former Depot neighbourhood;
- Undulating topography;
- Curving alignment, serial views;
- Former rail corridor along eastern boundary;
- Drainage channels/vegetation corridors between Hickson Avenue and Railway Street crossing right-of-way to the river;
- Associations with the former shoreline;
- Former Depot School; and
- Associations with major institutions (House of Industry/Rideaucrest).

[south portion: south of James Street to vicinity of Barrack Street, south of Ordnance Street]

- Terminated vista to the south of spire of St. Mary's Cathedral from Railway Street (outside of the Secondary Plan area);
- Corner commercial buildings;

- Buildings constructed close to the street, creating a sense of enclosure and pedestrian scale;
- Associations with the former commercial core of North King's Town;
- Princess of Wales' Own Regiment armoury;
- Residential terrace style buildings (stone and brick);
- Prominent stone walls close to the street;
- Associations with the early route to Montreal; and
- Steep escarpment evident on west side south of Raglan Road (especially visible at North Street).

3.4.3.4 Property Groupings

- 104-157 Montreal Street (North Street – Ordnance Street): (Listed and/or designated under Part IV)
 - Intact and representative groupings of 19th century row housing;
- 817-833 Montreal Street (Number 831 is Listed)
 - Intact 19th century dwellings associated with Depot
- 766-786 Montreal Street: representative examples of late 19th and early 20th century frame and brick dwellings and associated mature trees;
- 689-699 Montreal Street: intact cluster of late 19th century frame and brick dwellings and mature trees, on a prominent rise of land associated with former industries; and
- 211-303 Montreal Street (Charles – Raglan): core of the 19th and mid-20th century historic main street of North King's Town

3.4.3.5 Individual Properties

- 100 Montreal Street: (Listed and federally designated)
 - Princess of Wales' Own Regiment drill hall and armoury related to the military period/Artillery Park, the core buildings of a current and former military complex;
- 610 Montreal Street: (Part IV designated)
 - mid-19th century stone former Depot School (and associated community garden), a key institutional building serving the former Depot area;
- 104-157 Montreal Street (North Street – Ordnance Street): (Listed and designated under Part IV)
 - Representative and intact groupings of 19th century row housing; and
- 888 Montreal: (Listed)
 - 19th century farmhouse set back from street on treed lot related to the pre-and-early railway period.

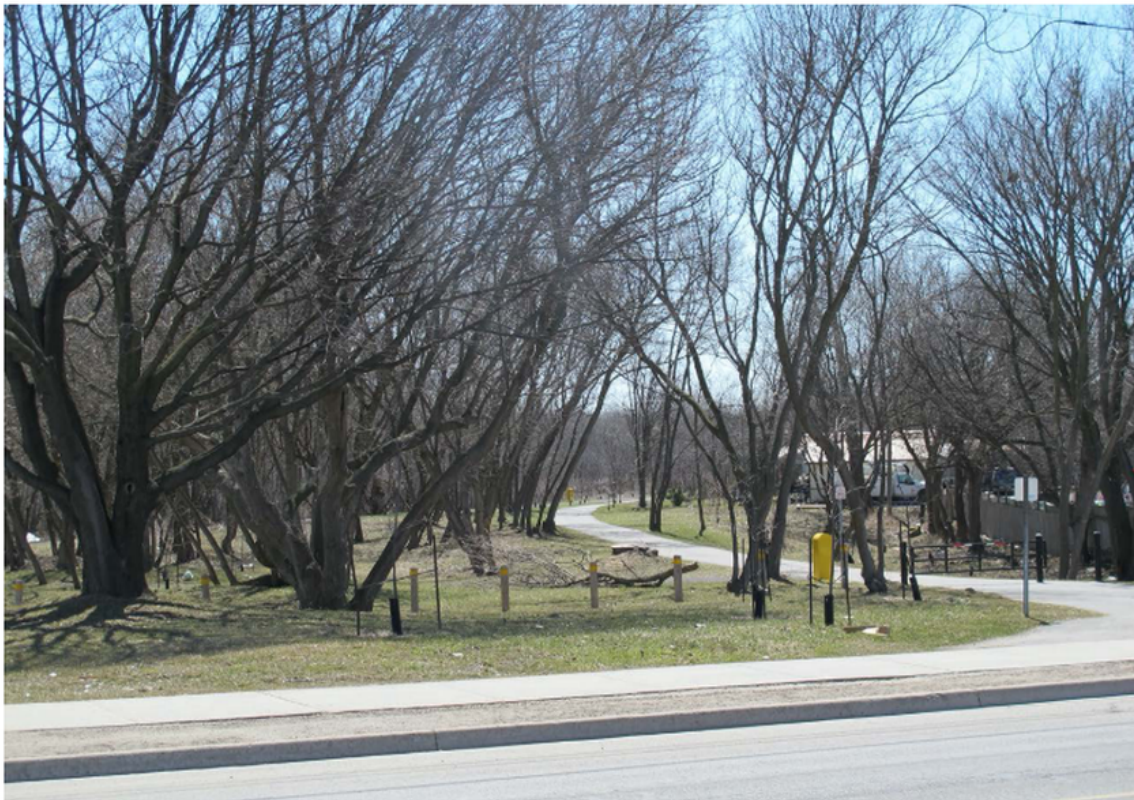
No heritage designation:

- 667 Montreal Street: a rare former farmhouse (with an informal heritage plaque);
- 662/64 Montreal Street: Quattrocchi's grocery, a local landmark for its function;
- 540 Montreal Street: former Pilkington Glass warehouse/Home Base Housing, good example of late 19th century industrial architecture;

- 362 Montreal Street: former mid-20th century Rideaucrest Home/House of Industry (19th century workhouse), site associated with the tradition (and evolution) of social services in this area;
- 303 Montreal Street: Elm Café, former laundry and current community gathering place; and
- 250-254 Montreal Street: 19th century brick corner commercial/residential building, landmark, good and representative example of late 19th century commercial architecture and land use on the main street.



Uphill from Belle Park



K&P Trail at Railway Street



Swamp Ward plaque



View to St. Mary's Cathedral from Railway Street



Corner commercial at Raglan Road



Stone residential terrace at Ordnance Street



Brick residential terraces at Ordnance Street



Former Depot School at Railway Street

3.4.4 Sub-area 4: Bagot Street Neighbourhood (Railway Street south to Barrack Street, Montreal Street corridor east to Rideau Street)

3.4.4.1 Description

This mixed-use area is the transition between the residential neighbourhood to the west and the Inner Harbour area bordering the river to the east. Bounded by the curving alignments of Montreal Street and Rideau Street, the area converges to a point at Railway Street where it is characterized by commercial and light industrial buildings across from a rim of residential buildings lining the east side of Rideau Street. Much of the north half is low-lying and was prone to seasonal flooding before being leveled and converted to sports fields. The middle section is primarily residential with some large institutions, while the south end merges into commercial and recreational land uses close to downtown. Much of the area was part of the former Cataraqui Ward which became the basis for the term “Swamp Ward”, more recently applied to the study area as a whole.

3.4.4.2 Statement of General Character

In addition to being one of the areas associated with Indigenous occupation, the Bagot Street neighbourhood contains some of the earliest post-contact development in the study area, originally established via Crown grants to Loyalists in the vicinity of military

establishments at Artillery Park and Fort Frontenac. North Street was the northern municipal boundary for much of the early 19th century. As shown in more detail in the chronology prepared for this Study, the area also contains elements of an early subdivision – Johnsonville – which was established on lands originally granted to the family of Molly Brant (she is commemorated within the area, at Rideaucrest). It also contains the former site of McLean’s “the Grove”, one of the early houses within an early subdivision. The curving alignments of Bagot and Rideau Streets respond to the adjacent (former) rail corridor on the east and Montreal Street on the west. The area contains a variety of housing along with several large institutional buildings, and many of the properties are of potential heritage significance. There are views to the Inner Harbour along streets. The former grocery store at the corner of Charles and Bagot Streets (Bennet’s/No Frills) is often mentioned as a local fixture and is much missed. The area has contextual value for its relationship to the waterfront and to the residential and institutional development to the west.

Themes: Indigenous Peoples and Culture; Social and Economic Diversity; Industrial and Water-related Activity; Nature. Periods of Evolution: Indigenous Territory and Culture; Early European and Loyalist Settlement; Early Subdivisions and Military; Railway and Urban Expansion; Industrial Development; Changes in the 20th and 21st Century.

3.4.4.3 Characteristics

- Bagot Street (narrow right-of-way north of Raglan Road to John Street, tree-lined streetscape south to North Street);
- Former schools (now converted), for example Robert Meek Public School;
- Corner commercial buildings;
- Streets sloping east towards the river;
- Views down streets to the river;
- Artillery Park recreation centre and former military buildings;
- Associations with early subdivisions (Johnsonville, McLean’s); and
- Playing fields (Megaffin Stadium, Caton’s soccer field, Optimist ball diamond).

3.4.4.4 Property Groupings

- 518-544 Bagot Street (John Street-Raglan Road): 19th century brick and frame housing built to the street line, an unusual example of a narrow street cross-section, creating a sense of enclosure and pedestrian scale;
- 473-511 Bagot Street (Raglan Road-North Street): 19th century brick and frame housing with deep setbacks and mature street trees, a more suburban streetscape with trees creating a canopy;
- 10-16, 25/27 James Street / 294 Rideau Street: good examples of the area’s eclectic late 19th and early 20th century mix of frame and brick dwellings, some with deep setbacks, and mature trees;
- 87-91 Cataraqui Street / 306 Rideau Street: another set of good examples of eclectic late 19th century mix of detached and terraced frame dwellings;
- 342-366 Rideau Street: a rare, largely intact set of 19th century frame housing associated with local industry, with mature trees; and

- 162-300 Rideau Street: a representative mix of 19th and early 20th century frame and brick dwellings associated with local industry.

3.4.4.5 Individual Properties

- 348-354 Rideau Street: (Listed)
 - 19th century frame row, an early example of worker's housing;
- 60-68 Rideau Street: (Part IV designated)
 - King's Town School (private), an early example of a local institution that continues to function as a school;
- 45 Charles Street/605 Bagot Street: (Listed)
 - Calvary church, an unusual frame church, one of the few remaining local religious institutions; and
- 110-112 Rideau Street: (Part IV designated)
 - Rare and early stone semi-detached house, one-time residence of Sir John A. Macdonald.

No heritage designation:

- 559 Bagot Street: Robert Meek School/Boys & Girls Club, an important early 20th century example of local schooling;
- 26 James Street: CUPE Union Hall, surviving example of a local working-class rights organizations;
- 10 James Street: rare surviving 19th century frame house with a deep setback and mature landscape showing an earlier suburban development pattern; and
- 50-52 Rideau Street / 29 Ordnance Street: a rare example of 19th century stone row housing.



Trees line lower Bagot Street



View of Barriefield down Corrigan Street



Caton's Soccer Fields



Houses tight to the street on upper Bagot Street



James Street looking east



Calvary Church on Charles Street



Converted school on Bagot Street



10 James Street

3.4.5 Sub-area 5: Inner Harbour (Belle Park south to Bay Street, east to the Cataraqui River, west to Rideau Street)

3.4.5.1 Description

The area bordering the Inner Harbour contains the waterfront of the Study area and has properties that relate to the earliest phases of the Study area's development. From the known Indigenous archaeological site at the northeast tip to the Brant properties further south, as well as Belle Island to the east (outside the Study area), there are many associations with Indigenous occupation. The dockyards to the south (with the marina, Metalcraft and Davis Drydock) continue an early industrial use in the area while the converted factory and storage buildings on Cataraqui Street provide physical evidence of later industries. The former site of the tannery, along with traces of the former rail lines and marshalling yards, are further archaeological evidence of the area's history. The Inner Harbour is also part of the Rideau Canal World Heritage Site, National Historic Site, and Canadian Heritage River. Due to its proximity to the river and to the downtown, this area contains many examples of new infill as well as adaptive re-use of existing buildings.

3.4.5.2 Statement of General Character

The area has significant archaeological and built heritage resources from centuries of occupation and use: it also shows the ways in which Indigenous land uses have been superseded by later industrial and residential development, leaving little evidence of earlier occupation. The adjacent World Heritage Site is of national and international significance as well as being an important part of this area's heritage character. The former and current dockyard is a continuing (and rare) traditional industry on the waterfront while the fishing spots along the shore also continue an enduring, though evolving, relationship to the water. Examples of 20th century and current redevelopment abound. Many of the properties have current or potential heritage significance.

Themes: Indigenous Peoples and Culture; Industrial and Water-related Activity; Nature. Periods of Evolution: Indigenous Territory and Culture; Early European and Loyalist Settlement; Railway and Urban Expansion; Industrial Development; Changes in the 20th and 21st Century.

3.4.5.3 Characteristics

- Former industrial buildings on Cataraqui Street and Wellington Street;
- Davis Dry dock and marine industries (including boat building);
- New infill development (e.g. Frontenac Village);
- Areas of railway archaeological potential (Molly Brant and Doug Fluhrer Park);
- Views towards a key Indigenous site (Belle Island);
- Wildlife habitats (turtles especially);
- Associations with marine recreation (former boathouses, current rowing club);
- Offshore marine archaeological resources; and
- "the Willows" tree grouping in Molly Brant Park (site of a mid-20th century homeless encampment that has historical importance for local residents).

3.4.5.4 Property Groupings

- 347-349 Wellington Street: showing the ongoing dry dock and marine industries that are also local landmarks; and
- 2-8 and 12 Cataraqui Street: former industrial buildings that are important structures and good examples of adaptive re-use.

3.4.5.5 Individual Properties

Several important properties are local landmarks and representatives of the industrial development period as well as of changes in the 20th and 21st century. They also represent both themes of the evolution of the physical setting and local life.

- 2-8 Cataraqui Street (Part IV designated)
 - former Woolen Mill and pioneering example of adaptive re-use;
- 305-323 Rideau Street: (Part IV designated)
 - former Bailey Broom factory a key example of adaptive re-use and conservation;
- 9 North Street: (Part IV designated)
 - stone former storage building now conserved and converted to residential use; and
- 347 Wellington Street: (Listed)
 - Davis Dry Dock, a rare surviving example of viable marine industry on the Great Lakes.

No heritage designation:

- 12 Cataraqui Street: former military/National Grocers' warehouse, a rare early 20th century military storehouse located next to the former rail line for service access.



Contemporary marine industry on Wellington Street



Marsh alongside Belle Park



Irish Memorial in Fluhrer Park



The “Willows” on the waterfront pathway



Former industrial buildings on Cataraqi Street



Davis Dry Dock on Wellington Street



Former oil storage building

3.4.6 Sub-area 6: McBurney Park Neighbourhood (south of Raglan Road to Colborne Street, east to Sydenham Street, west to Division Street corridor)

3.4.6.1 Description

This is an area centred on the former Upper Burial Ground (now McBurney Park, locally known as “Skeleton Park”) that, in turn, was closely related to the military establishment of Artillery Park, to the east. The park is on high ground and the streets radiate out to the north and east down steep slopes, affording views of the surrounding area. It is a neighbourhood adjacent to the downtown core and contains examples of housing from the early 19th century to the present. The park is a focus for community activities and the main public open space in this area. Its unusual shape is a reflection of the angular street pattern (and lotting pattern) that is unique to this area and is a response to the sloping topography, to subdivision layouts relating to the size and configuration of the original Artillery Park lands, and to the varied alignments of the boundary streets.

3.4.6.2 Statement of General Character

This area’s heritage character is composed of its unusual street pattern, its central park space (with memorials and a former cemetery), its diverse built form, and its varied topography. Historical associations with the dockyards and Artillery Park have

contemporary equivalents with community events held in the park. There are examples here of most types of 19th and 20th century buildings, in various materials, configurations and styles. Many of the properties are, or could be evaluated to be, of heritage significance. The area (and, especially, the park) has contextual value as the locus for community activity.

Themes: Social and Economic Diversity; Legacy of Commercial Activity; Nature.
Periods of Evolution: Early European and Loyalist Settlement; Early Subdivisions and Military; Railway and Urban Expansion; Changes in the 20th and 21st Century.

3.4.6.3 Characteristics

- Angular street patterns (skewed grid, e.g. the intersection of Cherry, Chestnut and Plum Streets);
- Views up and down streets (terminated vistas at the park, river and far shore);
- Park memorials;
- Hilly topography (limestone escarpments, some exposed, such as Patrick Street at Raglan Road);
- Varied building types on shallow setbacks (front and side);
- Varied building materials (frame, brick, stone);
- Varied building massing (terraces, single detached, apartments);
- Relatively low building heights (1-3 storey);
- Consistent building pattern (gable end to the street, on narrow lots);
- Consistent streetscapes with tight building groupings;
- Buildings perched on slopes;
- Trees in the park, front gardens, and trees in rear yards;
- Narrow streets;
- Associations with the cemetery/military; and
- Associations with community events (festival).

3.4.6.4 Property Groupings

Most properties in this area are part of coherent streetscapes of primarily detached frame and brick dwellings that show variation in massing and built form. Most streets in the area have entire or large portions of streetscapes containing concentrations of properties with potential heritage significance due to characteristics such as their age, style, and associations. The area has grown organically over time and contains many examples of continuous adaptation of earlier structures.

3.4.6.5 Individual Properties

- 275 Sydenham Street: (Part IV designated)
 - Sisters of Providence complex (especially the chapel), a landmark and;
- 254/6 Raglan Road/66 Main Street: (Part IV designated)
 - rare local example of an early 19th century large stone house and a local landmark terminating views down several streets.

No heritage designation:

- 151 Ordance Street: McBurney Park, a landmark;
- 391 Barrie Street: a modest Modernist institutional building occupying a unique triangular site at the western gateway to the neighbourhood;
- 67 Colborne Street: attributed as an early site of Queen's College (Queen's University); and
- 89 Colborne Street: the Next Church.

Although the foregoing list of designated properties is only a small sample of the full list, there are many properties in this sub-area that may merit further evaluation for heritage significance. The foregoing list only includes a small number of properties (other than McBurney Park) that might not appear to be of potential significance but have been identified in the course of research for this Study. As will be discussed in Section 4, below, Sub-area 6 may have a sufficient concentration of potential cultural heritage resources to merit consideration for a Heritage Conservation District Study.



Angled grid on Main Street



Rink and memorial at McBurney Park



Steep hill on Patrick Street



Housing variety on Colborne Street



Narrow lots on Raglan Road



Landmark complex at the Sisters of Providence



Landmark stone house on Raglan Road



Converted church on Colborne Street

3.4.7 Sub-area 7: Patrick Street Neighbourhood (Raglan Road north to Pine Street, east to Montreal Street corridor, west to Division Street corridor)

3.4.7.1 Description

This neighbourhood has similar buildings and streetscapes to those of the adjacent McBurney Park neighbourhood, but it also has very haphazard block patterns. These are a result of it containing unfinished portions of three early subdivisions— Picardville, Charlesville and Markland— along with a wide variety of buildings filling in the gaps (see the chronology in Appendix C for the locations of these former subdivisions). It has Patrick Street as its main spine, anchored by the Catholic Church, but Barrie Street is also an important through route linking the neighbourhood to the downtown. At the north end of the area, Pine Street is both a physical and perceptual boundary with the adjacent area. The area slopes north to a low point in the middle before rising again to the northern edge. The street pattern is unusual, with a skewed grid on the western half joining a lot pattern of rectangular blocks.

3.4.7.2 Statement of General Character

Of significance in this area is the association with the early subdivisions, and their founders, and the varied street and block pattern that resulted from their incomplete

developments. The varied topography, building ages, types and materials further reinforce local character. There are many properties here of heritage significance due to their age, style, and associations, as well as many others that have potential heritage resources. The area has contextual value for its relationship to the adjacent McBurney Park neighbourhood and for its associations with local Francophones thanks to a 19th century association of that community with Picardville.

Themes: Social and Economic Diversity; Nature. Periods of Evolution: Early European and Loyalist Settlement; Early Subdivisions and Military; Railway and Urban Expansion; Changes in the 20th and 21st Century.

3.4.7.3 Characteristics

- Street names relating to early residents/developers;
- Irregular street and block pattern (various orientations and sizes of square, rectangular and triangular blocks);
- Primrose Way (unique through-block passageway);
- Mature trees in rear yards;
- Narrow streets;
- Tightly packed narrow lots with 1-3 storey houses and apartments;
- Friendship Park (former industrial site); and
- Buildings perched on slopes (e.g., along Quebec Street and Raglan Road).

3.4.7.4 Property Groupings

Most properties in this area are part of coherent streetscapes of primarily detached frame and brick dwellings. Most streets in the area have entire or large portions of streetscapes containing concentrations of properties with potential heritage significance due to their age, style and association with former land uses.

3.4.7.5 Individual Properties

- 94 Patrick Street: (Part IV designated)
 - St. John's Catholic Church and Manse

No heritage designation:

- 503 Barrie Street: 19th century frame farmhouse with rear verandah, rare surviving farmhouse high on a slope and closing the vista at the west end of Charles Street;
- 21 Carlisle Street: Friendship Park (former industrial site);
- 75 York Street: unusual and rare industrial building/former auto paint shop;
- 6 Pine Street / 19 Quebec Street: stone barns, rare surviving outbuildings; and
- 25 John Street: Mulberry School, a rehabilitation of an early 20th century institutional building (conversion of former Catholic School).



Housing variety on Markland Street



Primrose Way



Catholic Church on Patrick Street



Former farmhouse seen at end of Charles Street



Looking down York Street



Looking down Quebec Street



Friendship Park on Carlisle Street



Former auto paint shop on York Street

3.4.8 Sub-area 8: Russell Street Neighbourhood (Pine Street north to Railway Street, east to Montreal Street corridor, west to Division Street corridor)

3.4.8.1 Description

This neighbourhood developed later than the areas to the south and east, with much of the construction occurring in the early-mid-20th century. In contrast to the other areas, the blocks in this area are long rectangles and the lots are often large, especially where they contain industrial or institutional buildings. Street trees are less prevalent and front yard setbacks are deeper. Industries and commercial buildings predominate in the north half of the area, while the south half has many examples of large-scale housing and schools. Railway Street is a main artery characterized by large industrial and commercial properties. Regiopolis Notre Dame Secondary School is an important local landmark and community hub. There are several concentrations of medium density housing blocks in the area, most notably on Cowdy Street and in a self-contained complex east of Patrick Street between Duff and Fraser Streets. Stephen Street is notable for having several groupings of similarly-designed semi-detached dwellings. Special community resources include the schools (two now closed), local churches, charities and clubs, and the toboggan hill in the (former) St. Patrick's schoolyard at the end of Catherine Street.

3.4.8.2 Statement of General Character

Of significance are the associations with current and former commercial and industrial land uses that are important as sources of local identity. The area developed later than the areas to the south and east, with streets lined with dwellings of a similar age and interspersed with small apartment buildings as well as large schools and industries. Especially after World War Two, this area was an entry point to Kingston for families moving from Europe and the Mediterranean who joined the workforce at nearby industries. There are some properties of potential heritage significance.

Themes: Social and Economic Diversity; Legacy of Commercial Activity. Periods of Evolution: Early European and Loyalist Settlement; Early Subdivisions and the Military; Railway and Urban Expansion; Industrial Development; Changes in the 20th and 21st Century.

3.4.8.3 Characteristics

- Mix of industrial, commercial and institutional properties along residential streets;
- Subdivision pattern of long, rectangular blocks;
- 1-2 storey housing with side driveways;
- Townhouse grouping (on Thomas Street and east of Patrick Street between Fraser and Duff Streets);
- Concentrations of small apartment buildings;
- Large current and former school and industrial properties;
- Former quarry at the end of Duff Street and in the St. Patrick's schoolyard; and
- Concentrations of light industry and commercial land uses along Railway Street.

3.4.8.4 Groupings

- Stephen Street semi-detached housing as a unique local example of almost two blocks of the same building type.

3.4.8.5 Individual Properties

No heritage designation:

- 158 Patrick Street: former St. Patrick's School and grounds/former quarry/toboggan hill, with important associations with the Catholic population of the area as well as with local industry and recreation;
- 38 Cowdy Street: former Frontenac School and grounds associated with post-World War Two community improvements;
- 102 Fraser Street: former Dolan's Bakery and front yard landscape (tree grouping), a local industry that created strong associations with the fragrance of baking bread spreading throughout the neighbourhood;
- 176 Railway Street: unique mid-20th century circular commercial building that is associated with its original use as a factory and offices for locally-designed cookware; and
- 19th century housing along the north side of Russell Street between Division and Patrick Streets (e.g. Nos. 83, 95 and 145 as good surviving examples of the early subdivision period).



Industrial on Joseph Street



Long residential block on Fraser Street



Groups of small apartments on Russell Street



Former quarry on Duff Street



Tree-lined drive to Regiopolis High School



Row of semi-detached housing on Stephen Street



Toboggan hill at St. Patrick's Elementary School



Former Dolan's Bakery on Fraser Street

3.5 Conclusions

The sub-areas each have an identifiable character and include a range of cultural heritage resources. The statements of general character and list of characteristics provide more detailed descriptions in each case. What is evident is that there are many physical and associative cultural heritage values present in each sub-area. These values, as represented in terms of real property, can be conserved and interpreted within the Secondary Plan. Areas of archaeological potential have been identified in section 2. The analysis of Intangible Cultural Heritage and clustering of inputs into key themes can provide a useful basis for informing the Secondary Plan and its policies, as well as offer interpretation and commemoration strategies that support a common understanding history and place. Opportunities for this conservation will be analyzed in section 4 and recommendations made in section 5.



Rehabilitated house on Raglan Road

4.0 Conservation Analysis

4.1 Introduction

4.1.1 Conservation Strategies and Tools

The previous section provides a general description of the cultural heritage resources found in each of the sub-areas and offers for each area a statement of general character and list of characteristics. That section also identifies property groupings and individual properties within each sub-area that merit further evaluation. It is for these properties that conservation strategies and tools should be applied. The following section discusses those strategies and tools.

The strategies proposed here are based on the judicious use of available policy tools. A full list of applicable policies is found in Appendix A. For the purposes of this Study, conservation and development strategies will be focused on two potential cultural heritage resource types: built heritage resources; and properties or areas with potential associative heritage value. The latter will have potential value for their associations with current or past events, persons, or groups, as well as with local traditions and patterns of use (in other words, intangible cultural heritage). For built heritage resources, given that there are relatively few individual properties in the study area that have been identified as having cultural heritage value or interest, at least when compared to other parts of downtown Kingston, the emphasis will be on vernacular expressions of various building types and on local patterns of urban development, as shown in the sub-areas described in this report. In most cases, the heritage significance will be collective – of a part of a streetscape – rather than based on individual properties. However, where possible, and especially in parts of the study area likely to undergo change (such as the Intensification Areas), both building groupings and individual properties of interest should be the focus of further evaluation for potential cultural heritage significance.

Strategies and tools for areas of archaeological potential and for intangible cultural heritage will be addressed separately, below.

4.1.2 Conservation Goals and Objectives

The four main goals for cultural heritage resource conservation to be achieved in the Secondary Plan came from Phase One of the Plan process. They are:

- Conserve and adaptively re-use built heritage resources, especially former industrial buildings;
- Recognize the local Indigenous community's use of land and water;
- Conserve and celebrate intangible heritage and its contribution to the area's character; and
- Conserve the World Heritage Site and protect it from any impacts that could be caused by incompatible development.

Added to these would be a goal to create appropriate opportunities for infill and intensification that respects and protects the character of the sub-areas.

Stemming from these goals are more detailed objectives that can be met in the conservation and development strategies of the Secondary Plan. The objectives are:

- Protect for and accommodate industrial activities in appropriate locations. Explore the feasibility of mixed-use zoning to permit live-work units and/or to facilitate the continuation and/or expansion of traditional forms of work and craft;
- Encourage the adaptive re-use of abandoned industrial buildings as a reminder of the area's character and past. Guide the re-use of heritage buildings in such a way that conserves their heritage attributes;
- Design new infill to be compatible with the massing, materiality and form of the cultural heritage resources in the sub-areas;
- Identify and protect ecologically sensitive areas to maintain a distinct naturalized environment, such as around Belle Park, parts of the K & P Trail, and the waterfront;
- Continue to engage Indigenous peoples in the planning process for North King's Town and provide opportunities to involve them actively in decision-making;
- Encourage the use of the waterfront for recreational activities by enhancing public spaces and improving east-west connections to the waterfront while ensuring compliance with the universal values of the Rideau Canal World Heritage Site. Allow for historic and compatible manufacturing activities, such as boat building, in appropriate locations;
- Explore opportunities for the development of community hubs, particularly at areas identified as having cultural heritage value; and
- Continue to support the work of community groups and City departments that are dedicated to documenting and promoting the local history of North King's Town.

4.2 Conservation Tools

4.2.1 Policy Tools for Conserving Built and Cultural Landscape Cultural Heritage Resources

As noted previously, the main focus of cultural heritage resource conservation will be on areas intended to change and be redeveloped as a result of policies proposed in the Secondary Plan. Most changes are intended to be made within the Intensification Areas. The majority of these are found within the Urban Villages land use designation but there is room for infill in most of the remaining land-use categories. In terms of the sub-areas that are described and assessed in this Study, the main areas of change will be in the Montreal Street and Division Street corridors as well as in the Depot area. The predominantly residential neighbourhoods in the McBurney, Patrick and Russell sub-areas are slated for small-scale infill, while limited larger-scale development is anticipated in the Bagot and Inner Harbour sub-areas. Depending upon the degree of development pressure experienced once the Secondary Plan is in place, a potential concern is lot consolidation and the possible result of demolition of multiple structures in order to create a larger development parcel (this is of particular concern in areas to be considered for designation as Heritage Conservation Districts). Recommendations in this Study will influence policies

for land use, built form, and open spaces in the Secondary Plan that will help address the potential impact on cultural heritage resources. Further details on available conservation policy tools are found in Appendix A.

4.2.1.1 Federal Policy Tools

Strategies for cultural heritage resource conservation begin with existing heritage policies. Federal heritage policies applicable to North King's Town are described in Appendix A and include the federal designations of the former railway station/Depot lands and the Princess of Wales' Own Regiment Armoury and Drill Hall. These properties are subject to federal heritage policies and any proposed interventions will have to be in accord with these policies. Similarly, lands abutting the Rideau Canal are subject to the Management Plan for the National Historic River and to the inscription of the Canal as a World Heritage Site. In this case, the current policies emphasize compatibility of new development with the natural setting of the Canal and entail, for example, a 30-metre setback from top of bank (related policy tools for the Canal are found in Section 7.3.A of the City's Official Plan). Federal guidance documents should also be followed, especially the *Standards and Guidelines for the Conservation of Historic Places in Canada* (2010, as amended), which has been formally adopted by the City of Kingston within Section 7.1.6 of the Official Plan.

4.2.1.2 Provincial and Municipal Policy Tools

In terms of provincial and municipal cultural heritage conservation policies, the full range of policy tools are available, as described in Appendix A. Some of the most effective are found in the *Ontario Heritage Act* and the *Planning Act*. What is outlined below is the list of the tools that are most easily used for heritage resource conservation in North King's Town.

Tool #1: Listing

The City has identified a Master List of properties that currently lack some form of heritage protection. These, including any further groupings or individual properties identified in Section 3, should be assessed further and the number winnowed down to a shortlist. Existing Listed properties within the Secondary Plan area should be included in the shortlist and assessment process. City staff and Kingston's Heritage Properties Working Group should be responsible for this work. According to the recent Council-approved changes to City heritage staff's workplan, any properties that are currently listed will be reviewed in response to deadlines set by the Province.

Properties on the shortlist must be evaluated using the criteria of O. Reg. 9/06. If the property meets at least one of the criteria it can then be Listed on the City's Heritage Register, under Section 27, Part IV of the *Ontario Heritage Act* (OHA). This will indicate that the subject properties may have cultural heritage value and allow time for the City to conduct further research, especially in instances where significant interventions are proposed for the property. However, a property can only be Listed on the Municipal Heritage Register for two years (Section 27 (15)). If a property is not designated during this time, it must be removed from the Register and cannot be Listed again for a period of five years. Even so, a property that has been de-Listed can still be designated under

Section 29 Part IV and Part V of the OHA if it meets the requirements for such designation, as established in the OHA.

Listing also provides a measure of protection to a potential cultural heritage resource by requiring a property owner who applies for a demolition permit to provide the City with 60 days notice of their intention to demolish all or a portion of the building(s) on the property. This only applies to properties that were Listed before an application for demolition is made (Section 27 (10)). During this time the City can choose to undertake research and evaluation to determine if the property meets the criteria for designation under Section 29 Part IV of the *Ontario Heritage Act*. The City can also use this time to negotiate with the owner to explore options to demolition or to simply document the property for archival purposes. Under the current Provincial Policy Statement (2020), a Listed property also meets the definition of a significant built heritage resource/cultural heritage landscape and thus is subject to any relevant policies for these types of cultural heritage resources.

Tool #2: Individual Property Designation

Several of the Listed properties may warrant designation under Section 29 Part IV of the *Ontario Heritage Act*. Any such property identified should have a full evaluation prepared using the criteria of O. Reg. 9/06 (as amended by O. Reg. 569/22) and if the property meets at least two of the criteria, it is eligible for designation (O. Reg. 9/06 Section 2(3)). If the City decides to proceed with designation, it will prepare a designating by-law containing a Statement of Cultural Heritage Value or Interest and a list of heritage attributes (or a site plan or scaled drawing (O. Reg. 385/21)). O. Reg. 385/21 also states that any physical features of the property that are not heritage attributes can be identified in the by-law. The reason for this is that designation by-laws generally include only the heritage attributes but, in a cultural heritage landscape for example, where only specific buildings or elements are of heritage significance, a by-law may benefit from a drawing or list of the heritage and non-heritage elements and confirm the locations for each.

If a prescribed event (such as a *Planning Act* application) occurs, only properties already Listed on the Municipal Heritage Register may be designated. Also, any alteration to or demolition of a designated property requires a heritage permit. While alterations that do not adversely affect a heritage attribute may not require a heritage permit, demolitions always will.

Tool #3: Cultural Heritage Landscape Designation under the Ontario Heritage Act

Another tool available under the *Ontario Heritage Act* is the ability to assess multiple properties for their potential for designation as a group. Currently, the only means by which this is possible is as a Heritage Conservation District, which is identified in the Provincial Policy Statement as a type of Cultural Heritage Landscape. However, if a Cultural Heritage Landscape, such as a garden, is located within the boundaries of a single property, it can also be designated under Section 29 Part IV of the *Ontario Heritage Act*.

As defined in Section 7.3 of the Official Plan and, based on the definition found in the Provincial Policy Statement, these areas can be identified and evaluated for their cultural heritage significance. Views are also included (but only within the property or district boundaries: any offsite views can only be addressed in the Official Plan schedules).

Tool #4: Heritage Character Areas

The Secondary Plan can include specific policies for Heritage Character Areas, using the sub-areas developed for this study, according to Section 7.3.5 of the City's Official Plan. This is another type of Cultural Heritage Landscape, but one that is put in place under the *Planning Act* rather than the *Ontario Heritage Act* and is thus not confined to a single property. Inclusion of Heritage Character Areas within the Secondary Plan can be an alternative to, or precursor of, consideration of Heritage Conservation District designation. The St. Lawrence Ward Heritage Character Area is currently located within the study area. Heritage character areas may be of limited use in the Secondary Plan. However, there are tools under the *Planning Act* (Section 34 (1) 4) for zoning policies that protect character (though not specifically "heritage character") as well as the City's design guidelines for residential areas. For development applications, the City can require applicants to provide an urban design study to demonstrate the ways in which the proposed development is influenced by the character of the surrounding area and otherwise contributes to the special character of the streetscape. For sub-areas, there is also the option of creating Official Plan amendments that would include statements of heritage character and list of heritage attributes, such as those found in this Study.

Tool #5: Heritage Conservation District Designation

Several of the sub-areas may meet the criteria for designation as Heritage Conservation Districts (HCDs) under Section 42 of the *Ontario Heritage Act*. The McBurney Park sub-area is one such candidate. In all cases, the approach would be to initiate a Heritage Conservation District Study to assess this option further. Proposed changes to the *Act* under Bill 23 would require a minimum of 25% of the properties proposed within a District must be shown to meet at least two of the O. Reg. 9/06 criteria for designation, and the District Study must reflect this within the proposed District boundary. Heritage attributes for the District follow the O. Reg. 9/06 criteria.

Tool #6: Archaeological Assessments

Given that most of North King's Town has been identified in the City of Kingston Archaeological Master Plan as an Area of Archaeological Potential (for both pre-and-post-contact resources), Stage 1 archaeological assessments will be required for any development within the Study area (Stage 2, 3 and 4 assessments may also be necessary depending upon the results of the Stage 1 process). Of specific interest for further archaeological investigation will be the Archaeologically Sensitive Area identified in the Master Plan and located in the southeast corner of the Study area. Recovered archaeological materials could be considered for repatriation by the City, where appropriate, or curated for storage and/or display.

Tool #7: Section 37 Agreements

Until recent changes to the *Planning Act*, in instances where an identified cultural heritage resource is likely to be impacted by a proposed development, and full conservation of the resource is not possible, public benefits could be attained by the City in the form of conservation of all or portions of a heritage building or landscape, or as commemoration of the property's historical/associative value. However, the Province now restricts such policies to the provision of community benefits and conservation is not defined as such. It is possible that community facilities could include heritage aspects, but this option needs further investigation. Within a Community Benefits Charges Strategy, funds can be applied to programs and services that directly relate to the Province's growth policies. The current strategy approved by the City identifies funding for updates to the municipal heritage property designations by updating the City's Heritage Properties Register.

Tool #8: Minor Variances and Zoning By-law Amendments

As noted in Tool #4, above, the Zoning By-law can establish appropriate setbacks, lot frontages, building heights, for example, and thus can provide a regulatory framework for components of new development such as maximum building heights and lot sizes. Given the age and development pattern of the existing development, some properties may not conform to the current Zoning By-law requirements for such things as front and side yard setbacks, parking and amenity space, and lot coverage. Accordingly, new infill and alterations to existing properties can be allowed if they are compatible with the existing built form and lot development pattern. Minor variances can be permitted to allow compatible changes. The new Zoning By-law has addressed some heritage conservation issues by waiving parking requirements for heritage properties (Section 7.1.13), for example.

Tool #9: Demolition Control Areas

The City of Kingston has a Demolition Control By-law that covers the entire municipality as a Demolition Control Area. Under Section 33 of the *Planning Act*, a municipality may "by by-law designate any area within the municipality to which the standards of maintenance and occupancy by-law applies as an area of demolition control and therefore no person shall demolish the whole or any part of any residential property in the area unless the person is the holder of a demolition permit issued by council under this section." This can only be done "when a by-law under Section 15.1 of the Building Code Act, 1992 or predecessor thereof is in force in a municipality or when a by-law prescribing standards for the maintenance and occupancy of a property under any special Act is in force in a municipality." If a permit is refused on these grounds, the decision can be appealed to the Ontario Land Tribunal, whose decision is final. The City of Kingston has used this tool for the conservation of cultural heritage resources in the past: prior to the 2005 amendments to the OHA, the City had identified its heritage inventory as being under Demolition Control.

Tool #10: Ontario Heritage Trust and Third-Party Easements

Under the *Ontario Heritage Act*, both the Ontario Heritage Trust and third parties may enter into an easement agreement with owners for conservation of properties of cultural

heritage value or interest. Easements are registered on title of real property with the responsibility for abiding by the terms of the easement passing from owner to owner. The Ontario Heritage Trust has a process for establishing easements. The City of Kingston may pass a by-law under *Act* Section 37(1) for establishing heritage easements with property owners.

Tool #11: Conservation Tools After Designation (Property Standards by-Law and Building Code Requirements)

Under Sections 35.3 and 45.1 of the *Ontario Heritage Act*, a municipality may pass a by-law under Section 15.1 of the *Building Code Act* to “prescribe minimum standards for the maintenance of heritage attributes of a property in the municipality that has been designated by the municipality” and to “require property that has been designated...and that does not comply with the standards to be repaired and maintained to conform to the standards.” The City of Kingston passed a Property Standards By-law in 2005 and updated it in 2020. This policy tool is available for use within the Secondary Plan Area.

Prior approval under the *Ontario Heritage Act* for development is applicable law under the Ontario Building Code. For review and processing of applications on properties within the study area for alterations, new construction and/or demolition of protected heritage properties, the City can use the tools available within the *Ontario Heritage Act* and Ontario Building Code, with reference to best practices in heritage conservation (as outlined in Section 7.1.6 of the Official Plan).

4.2.2 Conserving Intangible Cultural Heritage

4.2.2.1 Existing Policies

Policy tools for Intangible Cultural Heritage are different from those applicable to built heritage and cultural heritage landscape cultural heritage resources. Because they do not address real property, Intangible Cultural Heritage policies are more general in application. Although covered by the same overarching federal and provincial heritage conservation policies as those for real properties, Intangible Cultural Heritage resource policies have specific policies in the City Official Plan that deal more with City actions than with potential physical impacts on buildings and landscapes.

In its Official Plan, the City of Kingston has provided several policies that support the conservation of Intangible Cultural Heritage. As an over-arching goal, the Official Plan identifies partnering with the community as key to developing appropriate strategies to develop, conserve, promote and market Kingston’s unique stories that enrich the cultural experience of visitors and residents (Official Plan, section 7.8). In support of this goal, the Official Plan includes several policies (7.8.1 – 7.8.6) that speak to: supporting existing event programming; working with the community to develop new programming; leveraging City-owned facilities to support programs and events; partnering with community groups; establishing cultural hubs; and, using the responsibilities of various groups, such as the Kingston Heritage Programs Committee and/or Properties Committee.

These policies speak to the overall intent to conserve Intangible Cultural Heritage and provide some options for doing so (e.g. programming and community partnerships) but the application of these policies to the land use planning process and the Secondary Plan is somewhat limited.

4.2.2.2 Challenges to Conservation

By its very nature, Intangible Cultural Heritage is a dynamic and complex concept, particularly as it relates to the stories and memories of a community. The members of a community will remember aspects of its history differently and in different terms. For some, such as the children of Irish immigrants, the working-class history of the neighbourhood and strong sense of identity rooted around religious or ethnic affiliation may be a fond memory. However, for an Indigenous person, the history of the area since colonization could be a painful reminder of displacement.

As the neighbourhood changes over time and residents come and go, the sense of local identity is sure to evolve as well. This dynamism, however, should not be a constraint to conserving Intangible Cultural Heritage. Throughout its history, North King's Town's cultural identity has evolved, and it will continue to in the future. This dynamism is a common thread through its history and a quality that can be embraced and celebrated.

Intangible Cultural Heritage is also an ephemeral concept that is connected to, and influenced by, a physical place but is not wholly dependent on it. Because Intangible Cultural Heritage is not tied to real property, the heritage policy tools under the *Ontario Heritage Act* do not apply, unlike in the case of a building or landscape that has a property boundary. As a land use tool, therefore, the Secondary Plan can not be the only tool to facilitate the conservation of Intangible Cultural Heritage in North King's Town, though it should be understood as one of several influences on it, along with immigration patterns, market forces, and cultural influences.

The key themes identified in this Study and the stories that have informed them are tied to place and context in unique and complex ways. For instance, North King's Town's social and economic diversity, particularly its character as a working-class community, is tied to historic (and in a few places continued) presence of industrial sites, docks, railways, and to the higher density residential neighbourhoods built for workers. The legacy of past land use decisions is manifest today, not only in the study area's urban fabric, but in resident's shared understanding of the place and its identity. Another factor to consider in planning for Intangible Cultural Heritage is the ephemeral nature of something like neighbourhood identity, which does not rely on fixed boundaries.

4.2.2.3 Opportunities for Conservation

In addition to the Official Plan's policies, there are strategies from elsewhere in Canada that may have application in Ontario while accounting for differences in Provincial heritage legislation and planning procedures. For example, the Province of Newfoundland and Labrador has outlined some instructive strategies for conserving Intangible Cultural Heritage, particularly as it's understood as living heritage. The Heritage Foundation of Newfoundland and Labrador has developed a four-goal

approach for the identification, commemoration, and conservation of Intangible Cultural Heritage. These are considered below.

Opportunities:

- Continue to apply the City's Official Plan policies.
 - The policies of the City's Official Plan provide a useful framework for conserving Intangible Cultural Heritage, especially to the extent it provides a framework for community partnerships and support of programming.
- Apply and adapt to Provincial and City policies and procedures the strategies outlined by the Heritage Foundation of Newfoundland and Labrador, such as:
 - Documenting Intangible Cultural Heritage and living traditions in [a] community.
 - This Study has added to a growing record of documentation on North King's Town's history. Resources include the key themes identified in 3.1 and the stories gathered from the community.
 - Additional resources for documenting Intangible Cultural Heritage and historical context include the Chronology included as Appendix C, and the Swamp Ward Inner Harbour History Project—a collection of oral histories available online.
 - This documentation of Intangible Cultural Heritage—the key themes, summary of stories, historical chronology, and Swamp Ward Inner Harbour History Project—could be used as the foundation for an Interpretation and Commemoration Plan for the study area. Additional research would be needed to inform the Plan's interpretation and commemoration strategies, building on the work completed here.
 - The community should be involved in implementing the Secondary Plan generally and, depending on what form that involvement takes, there may be an opportunity to share advice and updates on the evolution of local identity and traditions. One option is for the North King's Town Working Group to assume an advisory role as the Plan is implemented while being consulted by City staff on certain initiatives and providing updates on new opportunities from the community's perspective.
 - Recognizing and celebrating Intangible Cultural Heritage with festivals and commemorations.
 - The festivals and events in the study area noted above are primarily grassroots activities organized by the community. The City supports these in different ways, including by authorizing the use of public space for gathering and activities. There is a clear opportunity for the City to continue to support in this regard.
 - Part of what makes these festivals unique and interesting events is that they are self-organized representations of the community, and not City-organized events. There is of course no mechanism to compel community groups to form or organize such events, so the City can simply continue to support and embrace these as important to North King's Town's culture.
 - Supporting and encouraging the passing on of knowledge and skills.

- Unique skills and knowledge in the study area generally centre around the water, and would include shipbuilding, canoeing, kayaking, and fishing. There is an opportunity for the City to support these by planning for water access as an element of the public realm network.
- In many cases these skills are passed from person to person based on personal and family connections, and personal interest. The City can continue to support these types of recreational activities through its recreation and community program budget.
- Exploring the potential of Intangible Cultural Heritage as a resource for community development.
 - The City's Official Plan already recognizes that there is a development opportunity in Intangible Cultural Heritage as it relates to tourism and community events. This is one of many reasons to support community events and programming such as festivals.

4.2.3 Potential Sites for Interpretation

Interpreting and commemorating the cultural heritage resources in North King's Town can take many forms and the rich history of the area offers many opportunities for bringing that history to light. In the context of this Study, a review of the area's historical development suggests a thematic framework within which interpretation and commemoration can be placed, and from which key sites for that purpose can be identified. The proposed thematic framework has these components:

- Indigenous peoples and cultures
- Social and economic diversity
- Legacy of commercial activity
- Industrial and water-related activity
- Nature

This framework should be explored in more depth and be the basis for a comprehensive plan that provides an inventory and analysis of sites for interpretation and commemoration. However, for the purposes of the Secondary Plan, there are several sites within the study area where these themes could be applied including, without limitation:

Indigenous Peoples and Culture

- Brant family (Rideaucrest site and associated lands)

Social and Economic Diversity

- The Elliott farmhouses on Elliott Avenue, John Counter Boulevard and Cassidy Street (agricultural activity)
- Institutions (school sites, House of Industry site, churches)
- Cemetery and community gathering place (McBurney Park)

Legacy of Commercial Activity

- Early subdivisions (e.g. Picardville, Johnsonville)

Industry and Water-Related Activity

- Waterfront industry (Davies Dry Dock, Metalcraft)
- The Depot area (railways and rail-related activities, buildings and land uses)
- Former industrial sites (tile works, quarries and Davis Tannery)
- Railway infrastructure (K&P Trail, roundhouse site in Douglas R. Fluhrer Park)

Nature

- Naturalized portions of the shoreline (also Indigenous theme)

4.2.4 Potential Sub-themes and Storylines for Interpretation and Commemoration

Emerging from the foregoing analysis in this section and previous sections are some further ideas for interpretive and commemorative initiatives that could become part of future plans for this area and for the City as a whole. These include, for example:

Indigenous Peoples and Culture

- Indigenous lives (over the centuries to the present, impact of European occupation)

Social and Economic Diversity

- Post-World War Two arrival of new residents (new housing and housing rehabilitation)
- Social stigmas (“North of Princess”)
- “Wrong side of the tracks” (Rideau Street/Orchard Street)
- Swamp Ward community (formation and evolution of local identity)
- Affordability and diversity (a place for those of modest means)
- Community hubs (schools, hospitals, shops, churches, clubs)
- Working people and those unable to work (local work and local social services)
- New immigrants (post-WWII influx of European immigrants)

Legacy of Commercial Activity

- Estate dreams (ambitious plans in early subdivisions)
- Halting development (poor sales, family squabbles)

Industry and Water-Related Activity

- An industrial shoreline (dockyard, railyard, factories)
- Urban planning by railways (Depot area, branch lines to downtown)
- Farms alongside factories (farms and industries co-existing north of Railway Street)
- Retreat of large industries (beginning in the early 20th century to the 1970s)
- An ongoing industrial presence (small operations)
- Factory work (character of working life)

Nature

- Ancestral lands (Indigenous occupation and ongoing associations, also the Indigenous Peoples and Cultures theme)
- Spots for fishing, hunting, gathering
- Wildlife and habitat conservation (community stewardship)
- Life on the water (boating, rowing, fishing, cruising)

Some interpretation of local history is already evident. Plaques and memorials in McBurney Park describe the former cemetery, Veteran's Park behind the Legion commemorates combat service, and temporary installations throughout the area as part of the Swamp Ward history project brought memories to light. For Indigenous groups, Belle Park continues to be a sacred site.

4.3 Conclusions

The City has a full suite of tools for conservation of cultural heritage resources. The most readily available tools are found within the *Planning Act* and the *Ontario Heritage Act*. Both of these *Acts* are within the City's power to employ and thus can be made part of recommendations in this Secondary Plan. Archaeological resource conservation is covered by the Provincial Policy Statement and Official Plan policy framework. The constraints posed for Intangible Cultural Heritage conservation by the lack of a property basis can be offset by the opportunities for interpretation and commemoration.



Orchard Street and the former Davis Tannery site

5.0 Recommendations for Conservation and Development

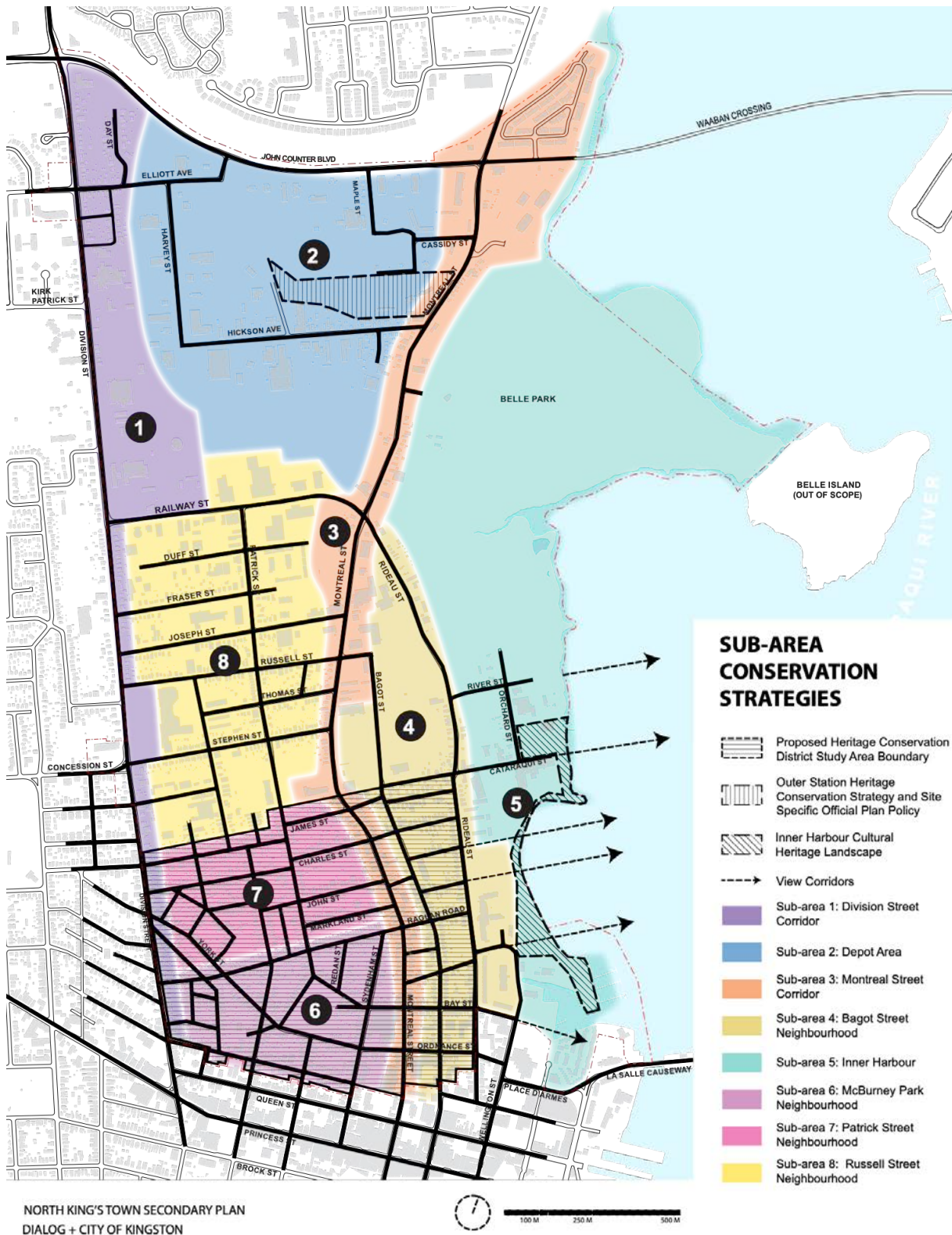
5.1 Introduction

The recommendations that follow describe the actions needed to ensure conservation of the existing and potential cultural heritage resources identified in section 3, utilizing appropriate strategies and tools from section 4. Emphasis is placed on properties and groupings within the Intensification Areas, many of which are within the proposed Urban Village land use designation⁷ as it is these areas where the most redevelopment is to be concentrated. For the parts of the study area outside of the Urban Villages, other actions are proposed.

While some conservation approaches can be achieved through heritage-specific policies in the Secondary Plan, others can be achieved through policies for land use and urban design, as well as through guidelines for new development. In general, heritage policies and guidelines for new development use existing block and lot configurations, as well as existing building and landscape typologies, as the template within which new development is intended to fit. Cues should be taken from descriptions of area character found in Section 3. All infill development within the established residential sub-areas should follow the guidelines found in the City of Kingston's Design Guidelines for Residential Lots (December 2013, as updated), especially the "heritage considerations" guidelines found in Sections 5-6.

Interpretation and commemoration of cultural heritage resources in North King's Town should be the subject of a comprehensive plan to be prepared after this Secondary Plan. In the meantime, as part of public initiatives or in response to development applications, there are opportunities for interpretation and commemoration of cultural heritage resources available in all sub-areas: choice of suitable sites should be based on the themes, sub-themes and storylines described in Section 4.2.3 and 4.2.4, above.

⁷ Within the Secondary Plan, the Urban Village is a land use designation for "unique mixed-use areas...that permit residential, commercial, light industrial and live/work uses. These areas are intended to support the existing mix of uses and distinct character of North King's Town, while integrating additional commercial services and amenities, and providing higher density development along key transit routes, such as Montreal Street."



Conservation Strategies

5.2 Sub-Area #1: Division Street Corridor

5.2.1 Conservation Recommendations

Groupings of Cultural Heritage Resources

The three portions of the Division Street corridor included within the Urban Village land use designation are small concentrations of properties surrounding the intersections with John Counter Boulevard, Elliott Avenue and Stephen Street. In each case, there are a few potentially significant cultural heritage resources that could be impacted by new development.

Potentially Impacted Properties

In terms of the proposed Urban Village at the Elliott Avenue intersection, care must be taken to conserve the designated property outside of, but adjacent to, the North King's Town boundary. At 858 Division Street is a stone house with a deep front yard setback located on the west side of Division Street south of Elliot Avenue. East of Division Street and south of Elliott Avenue is a small enclave of post-World War Two housing that may be impacted by development at this proposed urban node and thus should be assessed for potential cultural heritage significance. The other proposed Urban Village land use designation at the Stephen Street intersection should consider for further evaluation the unprotected property at 447 Division Street for its potential cultural heritage significance. Remaining properties on the corridor that have identified, or potential, cultural heritage value do not appear to be impacted by the proposed Industrial land use designations.

Proposed Conservation Actions

For 858 Division Street:

- Action: Update designation the by-law, if necessary, to identify heritage attributes to be conserved
- Responsibility: City Heritage Services, Heritage Properties Working Group
- Priority: High
- Timeline: Short-medium term

For 447 Division Street:

- Action: assess for potential heritage value by O.Reg 9/06 evaluation
- Responsibility: City Heritage Services, Heritage Properties Working Group
- Priority: Low
- Timeline: Medium-long term

For the small grouping of post-World War Two properties at Elliott Avenue and Division Street, where only the western portion of which is likely to be affected by redevelopment:

- Action: Review for potential designation of these properties under Section 29 Part IV of the OHA.
- Responsibility: City Heritage Services, Heritage Properties Working Group

- Priority: Low-medium
- Timeline: Medium term

Note that properties closer to the intersection in the first half of the block between Division and Day Streets are included in an Intensification Area where ground floor commercial uses may be combined with mixed-use development. In that case, the existing houses would be replaced and the cultural heritage value of that group of houses would be conserved in the houses remaining in eastern half of the block, outside of the Intensification Area.

For the parts of this sub-area that are outside of the Urban Village land use designation, the following strategies and actions are recommended.

In addition to the other “unprotected properties” on the City’s Master List, review the following groupings and individual properties for their potential to be added to the Heritage Register:

- (South half) concentrations of residential and commercial “unprotected properties of interest”
 - 225-381 Division Street (Colborne Street – Adelaide Street): mix of 19th and early 20th century residential, institutional and commercial properties, vernacular interpretations of late Victorian and Craftsman building styles.
- 817 Division Street: Family and Children’s Services of Frontenac, Lennox and Addington
- 705 Division Street: Police Headquarters
- 701 Division Street: Public Works
- 399 Division Street: late 19th century brick dwelling with fenced yard (house and intact landscape);

For the following properties, the existing older designation by-law for the Part IV designated property at 329 Division Street should be updated to provide a Statement of Cultural Heritage Value or Interest and a list of heritage attributes.

- 329 Division Street: (Part IV designated); and
- 229 Division Street: (Part IV designated).

Aside from attention given to individual properties, the City should also consider the southern portion of the Division Street corridor that abuts the area surrounding McBurney Park. With the similarities in age, development patterns and mix of cultural heritage resources, this side of Division Street merits inclusion in any Heritage Conservation District Study boundary for the McBurney Park sub-area.

5.2.2 Development Recommendations

Properties within the Urban Village Designation

Policies:

- Ensure that building heights are compatible with those existing in surrounding development and support establishment of a consistent street wall abutting the sidewalk.

- For properties along Division Street and Elliott within Intensification Areas, ensure an appropriate transition in height between new development and the surrounding built form.
- Conserve all designated heritage properties and consider designation of any Listed properties that could be negatively impacted by development, as determined by a Heritage Impact Statement.

Guidelines:

- At 858 Division Street, development at the intersection should transition to the prevailing existing height and conserve the treed buffer at the property line.
- At 447 Division Street, development should transition to the prevailing existing height and provide bay widths of similar dimensions.

Properties fronting Division Street in the rest of this sub-area:

Policies:

- In order to continue the existing lotting pattern and scale of development, in the parts of this sub-area outside of Intensification Areas, consider limiting lot consolidation to two lots except to create row housing.

Guidelines:

- Properties between Colborne and York Streets: follow the general pattern of shallow setbacks, trees in rear yards, narrow lots, low-rise gable-roofed building massing.

5.3 Sub-Area #2: Depot (former Outer Station area)

5.3.1 Conservation Recommendations

Groupings of Cultural Heritage Resources

Of all the areas potentially impacted by new development, this sub-area and its environs are perhaps the most complete example of a former community that was established to serve the railway depot. Because of its location well north of the downtown core (as it was in the mid-19th century), the area around the rail depot developed into a distinct neighbourhood before eventually being absorbed into the urban development that was spreading northwards. Today, the portions of this former community that are within sub-area #2 combine railway buildings, large-scale track beds and the unusual development patterns that result from a focus on a singular function (i.e. railways and related activities). They also fall within an Intensification Area that is part of both the General Industrial and Urban Village land use designations, thus showing their potential for significant redevelopment. Note that the following conservation recommendations apply primarily to the portions of the Depot property containing built heritage resources (i.e. those identified in federal and municipal heritage designations). Recommendations for the other portions of Sub-Area #2 are provided below.

Potentially Impacted Properties

The proposed Urban Village designation between John Counter Boulevard and Cassidy Street should continue to include the Listed property at 730 (722-766) John Counter Boulevard. Important cultural heritage resources in this sub-area include the key components of the former Depot (e.g. the station building ruin and its surviving outbuildings; the curving alignment of the former rail lines and the station platform; the railway workers' housing on Cassidy Street, and later housing on Hickson Avenue). Of the highest priority is the conservation, in situ, of the former Outer Station built heritage resource (810 Montreal Street). This property is designated under Section 29 Part IV of the *Ontario Heritage Act* as well as Provincially recognized as a Class B station (for architectural and historical significance): it is further designated as a federal heritage property under the Heritage Railway Stations Protection Act.

Given how significant this property is, locally and nationally, more specific conservation and development policies are needed. The current planning policy context is not sufficient to conserve the property's cultural heritage resources and promote compatible development. The current Section 29 Part IV designation by-law is outdated and reflects a previous condition of the built heritage resources (i.e. before the effects of fire and exposure to the elements). In terms of current Provincial requirements for designation by-laws, the by-law needs an evaluation of cultural heritage value using the criteria of O. Reg. 9/06, with a Statement of Cultural Heritage Value or Interest and list of heritage attributes. In addition, the City's current zoning for the area is outdated and possibly reflects an earlier use of the buildings for a restaurant, thus the zoning needs to be updated.

Consideration should be given to creating a Special Policy Area within the Secondary Plan, as further discussed below. The boundaries of the Special Policy Area should include most of the lands shown in the municipal designation by-law, with Cassidy Street (western extension) as the northern edge and the rear property lines of the Hickson Avenue properties as the southern boundary. Hagerman Avenue and Montreal Street would form the western and eastern boundaries.

Preliminary recommendations for establishing this policy context are provided below.

Proposed Conservation Actions

- Action: Prepare an updated designation by-law under Section 29 Part IV of the *Ontario Heritage Act*. The by-law shall include an inventory and evaluation of potential cultural heritage resources on the Depot property (in accordance with the criteria of O. Reg. 9/06) and will also provide a Statement of Cultural Heritage Value or Interest and list of heritage attributes.
- Responsibility: City Heritage Services and City Planning Services, Heritage Properties Working Group (and including consultation with the federal Historic Sites and Monuments Board (HSMB) if the property is still in federal hands)
- Priority: High
- Timeline: Short term

It should be noted that typical practice when a federally Recognized or Classified heritage building or federally designated heritage property leaves federal ownership is that the Ontario Heritage Trust will put an Ontario Heritage Trust easement on the property. The designation by-law update may need to be coordinated with the Trust.

For the parts of this sub-area that are outside of the Urban Village land use designation and adjacent to the Depot property within the General Industrial designation, the following strategies and actions are recommended.

In addition to the other “unprotected properties” on the City’s Master List, review the following properties for their potential to be added to the Heritage Register:

- 93 Cassidy Street; and
- 27 Hickson Avenue.

The following Listed properties should be evaluated for potential designation using the criteria of O. Reg. 9/06 and consider designation for those meeting at least two criteria.

- 294 Elliott Avenue (Listed); and
- 730 John Counter Boulevard (Listed).

5.3.2 Development Recommendations

Area within the Urban Village Designation and rest of property

Policies

- For the Depot property, as well as the lands comprising the rest of the Special Policy Area that include both the Urban Village and General Industrial land use categories, the conservation actions required for the Special Policy Area include a list of supporting documents required for a complete *Planning Act* application for development or site alteration:
 - Submission, at a minimum, of a Stage 1 and 2 archaeological assessment to ensure that significant archaeological resources have been appropriately conserved. Although some archaeology may have been completed on the property, historical mapping shows that there were many other structures on the property, including a large engine house, and any archaeological evidence of these structures should be inventoried and evaluated for potential conservation and interpretation. The findings of the archaeological assessment should inform the Heritage Impact Statement and its strategies for heritage conservation.
 - A Conservation Plan that includes consideration of the following factors:
 - Description of the built and cultural heritage resources that exist on the property and assessment of their significance and current condition;
 - Discussion of available repair and conservation methods and an analysis to identify a proposed repair and conservation approach, including long-term conservation, monitoring and maintenance measures, as appropriate.
 - Description of built form, massing, building heights, locations, setbacks, stepbacks and materiality that future development should utilize/consider

- to appropriately conserve the built heritage resource and maintain visibility from the public realm.
- Identification of view corridors to ensure the heritage resources remain visible to the public from Montreal Street.
 - A Temporary Protection Plan for the conservation of built heritage resources during construction.
 - Methods of incorporating remaining elements of the former station buildings within/around new development while distinguishing new versus old.
 - A Heritage Impact Statement, prepared to the satisfaction of the City and consistent with Section 2.6.3 (as amended) of the Provincial Policy Statement, and based on the updated designation by-law for the Outer Station property.
 - Other items that should be considered when redeveloping the Outer Station property include:
 - Any redevelopment of the original station building should maintain its historic form based on archival records, but alternative materials can be proposed subject to further review by the municipality. However, if the structure is determined to be structurally compromised, as a last resort, other construction and design options that maintain the historic form can be considered.
 - The draft zoning by-law amendment will reflect the proposed development and update the existing split zoning. The by-law will identify appropriate building heights, setbacks and other ways in which the proposed development implements the recommendations of the Heritage Impact Statement.
 - The City shall encourage adaptive re-use of the existing built heritage resources and cultural heritage landscape attributes in their original locations on site. In the absence of any feasible alternative to redevelopment, and as a last resort instead of demolition, the City may consider relocation of built heritage resources or cultural heritage landscape attributes to locations within the property provided that it has been demonstrated to the satisfaction of the City that the cultural heritage values of the heritage attributes will be conserved and that relocation would enhance public access to the cultural heritage resources (off-site relocation is not acceptable).
 - The City reserves the right to request a peer review of any heritage report or other supporting report submitted as part of an application for site alteration, development or heritage permit for the subject property.
 - Taking into account the considerable costs entailed in redevelopment of this property, the City shall cooperate with the property owner to explore creative options and strategies that ensure the greatest degree of conservation of the existing built heritage resources and associated cultural heritage landscape attributes.

5.4 Sub-Area #3: Montreal Street Corridor

5.4.1 Conservation Recommendations

Groupings of Cultural Heritage Resources

As the spine running through the study area, Montreal Street has groupings of residential, commercial, industrial and institutional properties. Scattered groupings of properties of interest north of Railway Street are related to the Depot (including the former Depot School, 610 Montreal Street, at the southwest corner of Railway Street and Montreal Street). Note that this and other sub-areas include portions of the St. Lawrence Ward Heritage Character Area, with boundaries as shown on Schedule 9 of the Official Plan. As will be discussed in the following recommendations for the sub-areas that are part of that Heritage Character Area, the overall recommendation of this report is to remove portions of the Heritage Character Area and consider other conservation actions for those portions, such as Heritage Conservation District Designation.

Potentially Impacted Properties

Within the Urban Village designation, it is the groupings of residential and commercial properties near the Depot and south of James Street that are most likely to be impacted, with other small groupings needing assessment. The proposed Urban Village between John Counter Boulevard and Cassidy Street should include the conservation of Listed and designated properties that are associated with the Depot but are located within the Montreal Street corridor.

As outlined in Section 3.4.4 and 3.4.5, these include:

- 888 Montreal: 19th century farmhouse set back from street on a treed lot (Listed)
- 817-833 Montreal Street: 19th century dwellings associated with the Depot (only 831 Montreal Street is Listed)
- 766-772 Montreal Street: late 19th and early 20th century frame and brick dwellings and mature trees
- 689-699 Montreal Street: late 19th century frame and brick dwellings and mature trees, on a prominent rise of land
- 667 Montreal Street: former farmhouse (with private heritage plaque)
- 662/664 Montreal Street: Quattrocchi's grocery
- 610 Montreal Street: mid-19th century stone former Depot School (Part IV designated)
- 540 Montreal Street: former Pilkington Glass warehouse

Proposed Conservation Actions

- Action: All properties that are currently designated should have their designation by-laws updated and all Listed properties should be evaluated for potential designation. All unprotected properties should be reviewed for potential Listing.
- Responsibility: City Heritage Services, Heritage Properties Working Group for potential Listing and/or designation.

- Priority: High
- Timeline: Short-medium term

The lower section of Montreal Street, from James Street to Ordnance Street, has a special “main street” character that may merit special consideration (note that this section is outside of the Urban Village designation and is larger than the Main Street designation in the Secondary Plan, which ends at Raglan Road). This portion of the corridor should be removed from the St. Lawrence Ward Heritage Character Area and different conservation tools should be applied that are more specific than the general policies currently in the Official Plan. One option would be to require design studies as part of development applications to demonstrate the compatibility of new infill with the surrounding urban context. However, to gain a more comprehensive understanding of that context and, thus, of what types of development would best suit the area, consideration should be given to a Heritage Conservation District Study. As an interim measure, and once the City has established a proposed Heritage Conservation District Study boundary, the current boundary of the St. Lawrence Ward Heritage Character Area should be expanded to match the proposed Heritage Conservation District Study boundary and Schedule 9 of the Official Plan modified accordingly.

For the parts of this sub-area that are outside of the Urban Village land use designation, the designation by-laws for the Section 29 Part IV designated properties should be updated to provide a Statement of Cultural Heritage Value or Interest and a list of heritage attributes. The Listed properties should be evaluated for potential designation using the criteria of O. Reg. 9/06. Conservation strategies would be the same as for the Urban Village portion, above.

- 104-157 Montreal Street (North Street – Ordnance Street): (Listed and/or designated under Part IV).

5.4.2 Development Recommendations

Properties within the Urban Village

Policies

- Where new development is proposed adjacent to existing low-rise development, especially properties that are Listed or designated), ensure an appropriate transition in height from the existing built heritage resources to the new construction. In Intensification Areas, an urban design study demonstrating the ways in which new development creates a compatible transition should be a requirement of a complete planning application.

Properties outside the Urban Village

The lower section of the Montreal Street corridor contains the largest amount of current commercial frontages within the Secondary Plan and will require sensitive infill.

Policies

- In advance of consideration as a Heritage Conservation District, ensure that new infill respects the existing massing, lot configuration and setbacks in order to retain a consistent 1-3 storey street wall and mixed-use streetscape. Consider lot consolidation only if it creates similar pedestrian scale urban form of low-rise buildings located close to the sidewalk and establishes a streetscape of individual buildings on narrow lots or of narrow commercial frontages. Greater height on each property can be achieved with an angular plane or step backs.
- Conserve all designated cultural heritage resources and consider designation for any Listed properties that could be negatively impacted by development, as determined by a Heritage Impact Statement.

Guidelines

- The architectural design of new infill outside the Urban Village designation should respond to the vernacular styles prevalent along the street rather than seeking to contrast with it and should follow the City's Design Guidelines for Residential Lots.

5.5 Sub-Area #4: Bagot Street Neighbourhood

5.5.1 Conservation Recommendations

Groupings of Cultural Heritage Resources

Only the northern tip of this sub-area is within the Urban Village designation. There are groupings of residential properties along the west side of Rideau Street flanking the playing fields to west and across the street from the former Davis Tannery lands.

Potentially Impacted Properties

The lands within the proposed Urban Village designation between River and Dufferin Streets flanking Rideau Street include Intensification Areas and should address conservation of unprotected and Listed properties. These include Nos. 87-91 Cataraqui/308 Rideau and 342-366 Rideau, all unprotected except for Nos. 348-354 Rideau Street (Listed).

Proposed Conservation Actions

- Action: Review the Master List of unprotected properties for potential Listing of individual properties. Review all Listed properties for potential cultural heritage significance using the criteria of O. Reg. 9/06 and consider designation for those that meet at least two criteria.
- Responsibility: City Heritage Services, Heritage Properties Working Group
- Priority: Medium
- Timeline: Medium term

Parts of this sub-area should be considered for designation as a Heritage Conservation District via a Heritage Conservation District Study as determined under Section 41 Part V of the *Ontario Heritage Act*. The City should issue a Request for Proposals for the District Study. Consideration should be given to establishing a study boundary that focuses on those areas south of Cataraqui Street.

- Action: The City should issue a Request for Proposals for the Heritage Conservation District Study.
- Responsibility: City Heritage Services, Heritage Properties Working Group
- Priority: High
- Timeline: Short

In parts of this sub-area that are outside the Urban Village designation there is a variety of existing and potential cultural heritage resources that merit conservation. The Bagot Street sub-area should be considered for a Heritage Conservation District. As an interim measure, and once the City has established a proposed Heritage Conservation District Study boundary, the current boundary of the St. Lawrence Ward Heritage Character Area should be expanded to match the proposed Heritage Conservation District Study boundary and Schedule 9 of the Official Plan modified accordingly. If a Heritage Conservation District is created, it will replace the portions of the current St. Lawrence Heritage Character Area that cover this sub-area.

Following from the previous comments, for the parts of this sub-area that are outside of the Urban Village land use designation, the following strategies and actions are recommended.

In addition to the other “unprotected properties” on the City’s Master List, review the following groupings and individual properties for their potential to be added to the Heritage Register:

- 16, 27 James Street / 294 Rideau Street;
- 692 Bagot Street;
- 559 Bagot Street;
- 26 James Street;
- 306 Rideau Street;
- 50-52 Rideau Street / 29 Ordnance Street;
- 342-366 Rideau Street; and
- 162-300 Rideau Street.

For the following properties, the designation by-laws for the Section 29 Part IV designated properties should be updated to provide a Statement of Cultural Heritage Value or Interest and a list of heritage attributes.

- 4-14 Rideau Street;
- 60-68 Rideau Street; and
- 110-112 Rideau Street.

This Listed property should be evaluated for potential designation using the criteria of O. Reg. 9/06 and be considered for designation if it meets two of the criteria.

- 45 Charles Street.

5.5.2 Development Recommendations

Properties within the Urban Village and rest of sub-area

Policies

- Conserve all designated cultural heritage resources and consider designation for any Listed properties that could be negatively impacted by development, as determined by a Heritage Impact Statement.
- Ensure that new development respects the massing, style and setback of the surrounding existing development.

Guidelines

- The architectural design of new infill should respond to the vernacular styles prevalent along the street rather than seeking to contrast with it.

5.6. Sub-Area #5: Inner Harbour

5.6.1 Conservation Recommendations

Groupings of Cultural Heritage Resources

This area contains three somewhat different sub-areas along the shoreline: Belle Park; the former industrial lands (Davis Tannery to the Douglas R. Fluhner Park); and the marina and dock area. Of these, only the former industrial lands are within the Urban Village designation and are in the process of being redeveloped.

Potentially Impacted Properties

The proposed Urban Village between River and Dufferin Streets flanking Rideau Street and extending to the river along Cataraqui Street should include conservation of unprotected, Listed and designated properties. These include 12 Cataraqui Street (unprotected) and 2-6 Cataraqui Street (designated). At the intersection is 305-323 Rideau Street (designated).

Proposed Conservation Actions

- Action: The designation by-laws for the Section 29 Part IV designated properties should be updated to provide a Statement of Cultural Heritage Value or Interest and a list of heritage attributes. Listed properties should be evaluated for potential designation using the criteria of O. Reg. 9/06. The Master List of unprotected properties should be reviewed to select properties for potential Listing.
- Responsibility: City Heritage Services, Heritage Properties Working Group
- Priority: High
- Timeline: Short

In addition to the parts within the Urban Village designation, this sub-area contains a variety of existing and potential cultural heritage resources that merit conservation. With

its significant amount of publicly owned waterfront open space and vacant land (i.e. land within a single municipally-owned property), the waterfront part of this sub-area could be considered for designation as a cultural heritage landscape under Section 29 Part IV of the *Ontario Heritage Act*, and should be identified within the Secondary Plan. As in the case of Sub-Area #4, such a designation would include a description of area character (in this case, based on the description in Section 3 of this study⁸) and area-specific conservation and development guidelines. It could also include guidelines for waterfront conservation and interpretation. The action plan would be the same as for the Urban Village portion, above, with added consultation with Indigenous peoples and Friends of the Inner Harbour. This proposed cultural heritage landscape would replace that portion of the existing St. Lawrence Ward Heritage Character Area.

For the parts of this sub-area that are outside of the Urban Village land use designation, the following strategies and actions are recommended.

In addition to the other “unprotected properties” on the City’s Master List, review the following groupings and individual properties for their potential to be added to the Heritage Register:

- 2-8 and 12 Cataraqui Street.

For the following property, the designation by-law for the Section 29 Part IV designated property should be updated to provide a Statement of Cultural Heritage Value or Interest and a list of heritage attributes.

- 9 North Street

The Listed property should be evaluated for potential designation using the criteria of O. Reg. 9/06 and consider designation if it meets at least two of the criteria.

- 347 Wellington Street.

5.6.2 Development Recommendations

Properties within the Urban Village and rest of sub-area

Policies

- Conserve all designated cultural heritage resources and consider designation for any Listed properties that could be negatively impacted by development, as determined by a Heritage Impact Statement.
- In the block bounded by River, Orchard and Cataraqui Streets, ensure that new infill development respects the massing, style and setback of the surrounding existing development.
- For the lands south of Cataraqui Street, consider greater building heights (up to 6 storeys) and larger masses, taking cues from the adjacent former industrial buildings, while ensuring that these existing buildings remain visually prominent.

⁸ Conservation goals for this cultural heritage landscape from Section 3.4.5 would include an assessment of archaeological potential (railway, industrial, marine and Indigenous), protection of views to Belle Island, and associations with marine recreation.

Guidelines

- New development should use the City's Design Guidelines for Residential Lots.

Note: the following Sub-Areas #6, #7 and #8 (McBurney Park, Patrick Street and Russell Street Neighbourhoods) are relatively stable neighbourhoods, with only Sub-area #8 likely to see any significant development pressure due to the presence of large industrial properties and properties containing former schools. Sub-Areas #6 and #7 contain significant concentrations of existing and potential cultural heritage resources.

Even with the lack of significant development pressure, however, there are still trends that need to be addressed with overall conservation strategies. Vacant lots and redundant institutional properties are the most likely sites for new infill and new development should have regard for potential impact on adjacent or nearby cultural heritage resources. Unprotected and individual properties of interest should be conserved in any proposed infill development.

5.7 Sub-Area #6: McBurney Park Neighbourhood

5.7.1 Conservation Recommendations

Groupings of Cultural Heritage Resources

Most of this sub-area contains concentrations of existing and potential cultural heritage resources, expressed within streetscapes that share common characteristics, as described in Section 3. There are several smaller areas within this sub-area that have a coherent character, such as the grouping of houses around McBurney Park, and the Clergy Street and Colborne Street streetscapes.

Potentially Impacted Properties

This sub-area is not part of an Urban Village or Intensification Area, thus there will be less pressure for significant redevelopment. However, properties surrounding the park and within the two streetscapes mentioned above would be particularly affected by insensitive infill that was higher than the predominant height along the street and by consolidated lots that interrupt the prevailing lotting pattern. These same concerns apply to a lesser extent in the rest of the McBurney Park sub-area, especially for properties adjacent to designated heritage properties. Due to the irregular street and block pattern, any property at an angled intersection will be a local landmark and thus will merit special consideration for conservation and any proposed redevelopment.

Proposed Conservation Actions

This sub-area should be considered for designation as a Heritage Conservation District under Section 41 Part V of the *Ontario Heritage Act*. The City should issue a Request for Proposals for the Heritage Conservation District Study. Consideration should be given to including parts of sub-areas #1, #3 and #7 within the Heritage Conservation District Study area boundary.

- Action: The City should issue a Request for Proposals for the Heritage Conservation District Study.
- Responsibility: City Heritage Services, Heritage Properties Working Group
- Priority: High
- Timeline: Short

In addition to the other “unprotected properties” on the City’s Master List, review the following properties for their potential to be added to the Heritage Register:

- 151 Ordnance Street;
- 75 York Street; and
- 67 Colborne Street.

For Section 29 Part IV designated properties within this sub-area, the designation by-laws should be updated to provide a Statement of Cultural Heritage Value or Interest and a list of heritage attributes.

- 275 Sydenham Street; and
- 254/6 Raglan Road/66 Main Street.

Listed properties within the sub-area (not described in this Study) should be evaluated for potential designation using the criteria of O. Reg. 9/06 and designation considered if they meet at least two of the criteria.

5.7.2 Development Recommendations

Policies

- Conserve all designated cultural heritage resources and consider designation for any Listed properties that could be negatively impacted by development, as determined by a Heritage Impact Statement.
- Ensure that new development respects the massing, style and setback of the surrounding existing development, using the sub-area’s heritage attributes as a basis. In addition to using the design controls in the City’s Zoning By-law, require a design study for new infill demonstrating the proposed development’s compatibility with the existing streetscape.
- In order to conserve the existing lotting pattern and consistency of built form, consider limiting lot consolidation to two lots except to create row housing.

Guidelines

- New development should use the City’s Design Guidelines for Residential Lots to inform design and as a framework for any required design studies.

5.8 Sub-Area #7: Patrick Street Neighbourhood

5.8.1 Conservation Recommendations

Groupings of Cultural Heritage Resources

This sub-area has many similarities with the McBurney Park Neighbourhood in terms of age, layout and degree of potential development pressure, and it shares many of that sub-area's streetscape characteristics. Distinctive streetscapes within this area respond to the hilly topography, such as those on the south side of Raglan Road, and along Patrick, Barrie and Quebec Streets but those on more level terrain, such as Pine Street, also show a consistent streetscape character. St. Catherine Street, a short, dead-end street extending north into the Russell Street Neighbourhood, also has a distinct streetscape character.

Potentially Impacted Properties

As is the case in the McBurney Park Neighbourhood, the irregular street and block pattern creates many instances where angled-or-T-intersections have a property at the centre of the view, thus making that property a local landmark. These properties merit special consideration for conservation and for any proposed redevelopment. Also, unique buildings such as the former auto paint shop at 78 York Street are vulnerable to demolition and the property should be considered for designation.

Proposed Conservation Actions

This sub-area should be considered for designation as a Heritage Conservation District under Section 41 Part V of the *Ontario Heritage Act*. The City should issue a Request for Proposals for the Heritage Conservation District Study. Consideration should be given to including parts of Sub-Areas #1, #3 and #6 within the Heritage Conservation District Study area boundary.

- Action: The City should issue a Request for Proposals for the Heritage Conservation District Study.
- Responsibility: City Heritage Services, Heritage Properties Working Group
- Priority: High
- Timeline: Short

In addition to the other "unprotected properties" on the City's Master List, review the following individual properties for their potential to be added to the Heritage Register:

- 503 Barrie Street;
- 21 Carlisle Street; and
- 25 John Street.

For the Section 29 Part IV designated property within this sub-area, the designation by-law should be updated to provide a Statement of Cultural Heritage Value or Interest and a list of heritage attributes.

- 94 Patrick Street.

5.8.2 Development Recommendations

Policies

- Conserve all designated cultural heritage resources and consider designation for any Listed properties that could be negatively impacted by development, as determined by a Heritage Impact Statement.
- Ensure that new development respects the massing, style and setback of the surrounding existing development, using the sub-area's heritage attributes as a basis. In addition to using the design controls in the City's Zoning By-law, require a design study for new infill demonstrating the proposed development's compatibility with the existing streetscape.
- In order to conserve the existing lotting pattern and consistency of built form, consider limiting lot consolidation to two lots except to create row housing.

Guidelines

- New development should use the City's Design Guidelines for Residential Lots to inform design and as a framework for any required design studies.

5.9 Sub-Area #8: Russell Street Neighbourhood

5.9.1 Conservation Recommendations

Groupings of Cultural Heritage Resources

The row of semi-detached housing on Stephen Street, as well as many of the remaining houses on that street and on Russell and Thomas Streets, are the main groupings that exemplify the original streetscapes in this sub-area. The two former school properties are important institutional groupings.

Potentially Impacted Properties

Three large properties are proposed for intensification: the former school properties at 158 Patrick Street and 38 Cowdy Street, and the former bakery property at 102 Fraser Street. In each case, the building may have some cultural heritage significance for design/physical and historical/associative value. There can be opportunities for rehabilitation and interpretation within a comprehensive redevelopment of each property.

Proposed Conservation Actions

- Action: The City should evaluate for potential cultural heritage value (and add each to the City's Heritage Register) the above three properties intended for intensification and prepare development/design guidelines for each.
- Responsibility: City Planning Services, City Heritage Services, Heritage Properties Working Group
- Priority: Medium
- Timeline: Short

If a redevelopment proposal is submitted in advance of the City's heritage evaluation, the City should require a Cultural Heritage Evaluation Report as a condition of planning approval.

In addition to the other "unprotected properties" on the City's Master List, review the following grouping and individual property for their potential to be added to the Heritage Register:

- The following addresses on Stephen Street: 97/99, 105/07, 115/17, 119/21, 125/27, 131/33, 137/39; 116/118, 122/26, 128/130/ 132/134, 138/140, 148/150, 154/56; and
- 178 Railway Street.

5.9.2 Development Recommendations

Policies

- Conserve all designated cultural heritage resources and consider designation for any Listed properties that could be negatively impacted by development, as determined by a Heritage Impact Statement.
- Ensure that new development complements the existing streetscapes so that, on Intensification sites, there is a transition in scale to the adjacent low-rise buildings.

Guidelines

- New development should use the City's Design Guidelines for Residential Lots as a basis for any design studies required by the City for new infill development.

5.10 Conservation Initiatives for Intangible Cultural Heritage

There are several strategies that the City can deploy to conserve Intangible Cultural Heritage in the Study area, including the foregoing recommendation for a North King's Town commemoration and interpretation plan. To cover sites within the sub-areas, the City should:

- Continue to apply the City's Official Plan policies for conserving Intangible Cultural Heritage, in particular by continuing to work with and support community groups and organizations that run festivals and programs in North King's Town.
- Aside from supporting various groups who use public space, the City could also consider more active partnerships or resources that could be provided to support the ongoing documentation of Intangible Cultural Heritage and the area's history. Several groups are already undertaking this research and documentation, including the Swamp Ward and Inner Harbour History Project as well as the Friends of Kingston Inner Harbour.

- As a high priority, develop an Interpretation and Commemoration Plan for North King's Town that articulates and reinforces the key themes identified in this Study. The commemoration plan could include programs and tours focusing on the area's history, as well as propose commemorative installations in the area. It could also identify locations and content for plaques or wayfinding markers that are integrated into the design of public open spaces. An Interpretation Plan should build upon the findings of this Study, including the potential sites for historical interpretation.
- Plan for access to the water, including boat/canoe launches through the Secondary Plan, so that people can continue to go fishing and engage in other recreational activities, such as boating.
- Larger scale developments at Key Infill sites as defined by the Secondary Plan should integrate interpretive and commemorative features in their site and landscape design. Any design studies required by the City for such development should have an interpretation plan that references the five interpretive themes and which demonstrates the ways in which the proposed development uses these themes. Ideally, these opportunities would be identified through an overarching Interpretation and Commemoration Plan, but in lieu of such a Plan, this Study provides guidance on key themes of Intangible Cultural Heritage as well as storylines and locations for interpretation that can be used to guide actions for commemoration.

6.0 Next Steps

Priorities for action are in the Intensification Areas, most of which are located within the Urban Village and General Industrial land use designations. These actions should proceed alongside longer-term initiatives for cultural heritage landscape, heritage character area and heritage conservation district assessment. In addition to the strategies and actions described in section 4, the City should continue to inventory and evaluate properties within the Study area for potential cultural heritage value.

Once the Secondary Plan is in place, the City should use the conservation tools described in section 4.2.1.2 of this Study when reviewing development applications. For the Secondary Plan, Official Plan, and Zoning By-law amendments, development proposals should have regard for the heritage character of each sub-area and for the cultural heritage resources therein, as described in section 3. The same would apply to applications for minor variances and severances. Development applications for properties on or adjacent to existing or potential cultural heritage resources in each sub-area should be assessed in the context of the character descriptions noted in section 3. The relevant sections of the Ontario Building Code should be applied to built heritage resources within each sub-area as part of applications for a building permit.

In terms of conservation of archaeological resources, future developments within the Secondary Plan area, where they incorporate lands identified as having archaeological potential, or are located within the Archaeologically Sensitive Area, should be subject to formal archaeological assessment. Such assessment(s) must be conducted in accordance with the Ministry of Tourism, Culture and Sport's (now MCM) *2011 Standards and Guidelines for Consultants*, with the Archaeological Master Plan, and with the policies of Section 7.4 of the City of Kingston Official Plan.



Cherry Street at Bay Street

Appendices

A. Applicable Conservation Policy Tools

a) Federal Heritage Planning Policies

For the Rideau Canal National Heritage River/World Heritage Site, Federal jurisdiction ceases at the mean high-water mark; the rest of the subject lands are subject to the regulatory policies of the Province of Ontario and the City of Kingston. However, Parks Canada is a commenting agency and adjacent landowner and, although it has no direct control over development along the Canal Corridor, it has the option of appealing a development application to the Ontario Land Tribunal.

The City of Kingston prepared detailed Official Plan policies for the Rideau Canal UNESCO World Heritage Site, which were reviewed by Parks Canada and subsequently shared with other municipalities along the Canal, in order to harmonize policies throughout the World Heritage Site. Section 7.3. A. contains conservation and development policies covering all types of cultural heritage resources and including policies for viewscape protection, development control and economic and tourism development.

The relevant federal planning documents include:

- Rideau Canal World Heritage Site Management Plan (2005)
- Rideau Canal Management Plan (2005)
- Rideau Corridor Landscape Strategy (2012)

There are a limited number of policies or guidelines for Parks Canada staff to use in assessing development applications. The reasons for this situation are as follows:

- The Management Plans are “enabling” documents, not regulatory ones, thus they are mostly intended to influence the management activities of Parks Canada and are not intended to provide land use planning policies.
- These Plans are high order strategic plans: they refer to heritage and new development in general terms, and do not provide definitions of scenic or heritage values to be conserved, nor do they describe the heritage character of the Canal Corridor in any detail.
- There is not as yet a comprehensive inventory and evaluation of the Rideau Canal cultural landscapes, although the Rideau Corridor Landscape Strategy does contain high level mapping and evaluation of corridor landscapes.

What policy guidance that does exist is found in the following sections of the Parks Canada Rideau Canal Management Plan:

- The Plan notes, under “Management Challenges”, that (Sect. 4.3) “the cultural landscape of the Canal Corridor is under threat from incompatible development”
- A strategic goal (Sect. 4.4) is to prepare “an inventory and assessment of the value of historical landscapes”

- A key action by Parks Canada, in co-operation with others (Sect. 4.4.2), is to “encourage the use of architectural styles in keeping with the architectural heritage of the Canal Corridor for new construction adjacent to the Canal and lockstations” and to “identify views and adjacent lands critical to the heritage setting of lockstations, and specific corridor communities....”
- The Level 1 heritage resources of the Canal include (Sect. 5.1) “the historic, ecological and visual associations with...certain shore-lands and communities along the waterway which contribute to the unique historical environment of the Canal”
- A management goal is to ensure that (Sect. 5.3) “the heritage character of the corridor shore-lands is safeguarded from inappropriate development”
- The World Heritage Site Management Plan relies on other interested parties “to protect the setting of the elements from inappropriate development adjacent to them” (Section 10.0, p. 20). Within these arrangements, the Plan relies on a “buffer zone that is established through provincial and municipal regulation” (op. cit. p. 20).

From these statements, it is possible to identify several elements of a likely Parks Canada response to new development along the Canal:

- “inappropriate development” is seen as a key issue; what constitutes “inappropriate” is not defined.
- The emphasis is on the “buffer zone”, an area that is usually defined as the lands within a 30m setback from the top of bank.
- The lands visible from the navigation channel are considered to be “cultural landscapes”, a term which includes the natural as well as the man-made setting, with their historical and cultural associations and values.
- Much of the content of the management plans focuses on the canal as an engineering work set into the landscape, thus the emphasis is on a landscape-dominated setting rather than the urban setting located well away from canal locks.

In 2012 Parks Canada also undertook the Rideau Corridor Landscape Strategy (Landscape Character Assessment & Planning and Management Recommendations) as part of the Canal Corridor’s inscription as a UNESCO World Heritage Site. The subject lands fall within Character Area 4d, Kingston Mills to Cataraqui Bay. Within this Area, mapping found in Appendix A classifies the subject lands as C1 (“Urban”). Under the general category of “Heritage Features” all of the Study area south of Cataraqui Street is shown as being included within the “Downtown Kingston Historic District” which is classified as a “Historic Urban Centre (Concentration of Heritage Features)”. Within the C1 area are shown properties Listed and Designated on the City’s Heritage Property Register, as well as Heritage Plaques. In terms of management strategies, C1 Urban areas are considered to have a High Sensitivity to change within that character unit (p. 27).

Parks Canada is currently in the process of preparing guidelines for assessing development impact on the Canal’s heritage resources but, in the meantime, it must rely on the very general policies found in the Rideau Canal management plans (Parks

Canada's and those of the World Heritage Site). These high order plans do not provide detailed criteria for impact assessment, however, a 2013 addendum to the Rideau Corridor Landscape Strategy lists ten principles for good development and delineates character areas along the Canal. Of these, several may be relevant in ensuring compatible development of the subject lands:

- “understand the landscape character” (Principle 1)
- “conserve historic buildings and cultural heritage features” (Principle 2)
- “conserve, protect and enhance wetlands” (Principle 3)
- “maintain and retain a natural shoreline” (Principle 4)
- “locate development back from the shoreline (30 m. minimum)” (Principle 5)
- “design buildings to complement the site” (Principle 7)

The first principle deals primarily with rural landscapes but the second includes urban settings and archaeological resources along with associations with Indigenous occupation of the subject lands. Of the others, only the last addresses urban areas in any detail. “New buildings should be designed to complement the landscape character and architectural style of the surrounding area. Buildings should be in proportion to the size and frontage of the property and fit in with the surrounding built environment...Taller buildings may be appropriate in more urbanized areas (Principle 7)”.

The other federally designated properties are the Princess of Wales' Own Regiment Armoury and Drill Hall and the Outer Station. The former is protected as a FHBRO Recognized property and any interventions in that property must be in accord with the Kingston Drill Hall Heritage Character Statement and its Character Defining Elements (this is the federal term: the Ontario term is “heritage attributes”). For the Outer Station, the property is conserved under the Heritage Railway Stations Protections Act (1985). Any interventions must abide by the requirements of both these federal policies.

b) Provincial and Municipal Heritage Planning Policies

The primary tool is a Cultural Heritage Resource Study (such as this Study), the intent of which is to assist in preparation of Secondary Plan policies that fully meet the requirements stemming from the 2014 Provincial Policy Statement and the *Ontario Heritage Act*. Principal amongst these are the requirements to conserve cultural heritage resources and to prepare Statements of Cultural Heritage Value or Interest that identify the heritage attributes of these resources (section 2.6).

b i) Ontario Legislation/Policy

Within Ontario, cultural heritage conservation is a matter of Provincial interest. This understanding stems from not only the Ontario Heritage Act provisions, but also its expression within Section 2 of the Planning Act and other Ontario legislation such as the Funeral, Burial and Cremation Services Act and the Environmental Assessment Act. Further, under the Provincial Policy Statement (PPS) (updated in 2020), issued under Section 3 of the Planning Act, Section 2.6.1 identifies that significant built heritage resources and significant cultural heritage landscape shall be conserved.

However, there are two over-arching policies that direct conservation within established urban areas. Section 1.7.1 of the 2014 Provincial Policy Statement states that Ontario's "long-term economic prosperity should be supported by: (d) encouraging sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes". And in the context of new infill within established urban areas, Section 1.1.3.3 is also relevant. In Settlement Areas, "Planning authorities shall identify appropriate locations and promote opportunities of intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs."

This policy goes further by tying intensification to the conservation of cultural heritage resources: "Intensification and redevelopment shall be directed in accordance with the policies of Section 2: Wise Use and Management of Resources...." Section 2.6.1 states that "Significant built heritage resources and significant cultural heritage landscapes shall be conserved." Both policies have application in the Secondary Plan.

As the PPS indicates, Ontario's long-term prosperity, environmental health, and social well-being depend on conserving biodiversity, protecting the health of the Great Lakes, and protecting natural heritage, water, agricultural, mineral, cultural heritage and archaeological resources for their economic, environmental, and social benefits. All planning decisions as well as any revised/new Official Plans within Ontario must be consistent with the PPS. In addition, all municipal projects must be consistent with a municipality's Official Plan. As a result, provincial heritage policies and legislation must be appropriately considered and integrated as part of any project that may impact cultural heritage resources. However, it must also be noted that both the PPS and an Official Plan must be considered in their entirety. Nevertheless, as this review is focused on cultural heritage matters, this report will highlight the applicable heritage policies.

For the purpose of this Study, Policies of Section 2.6 of the PPS are applicable. Policy 2.6.2 will be addressed in Archaeological Assessments prepared for development proposals on a subject property. Significant built heritage resources and cultural heritage landscapes will need to be considered and appropriately conserved within this Secondary Plan.

In the context of the PPS, heritage significance is understood as being expressed through the formal identification and endorsement by a governmental approval body. The phrase "conserved" is also understood to encompass a range of possible interventions. In addition, the PPS is clear that works on properties adjacent to any cultural heritage resources will need to be assessed to ensure that the heritage attributes of the cultural heritage resource will be protected through the process of changes. Strengthening of language in the 2014 update to the PPS states that development and site alteration adjacent to protected heritage property shall not be permitted except where the proposed development has been evaluated and it has

been demonstrated that the heritage attributes of the protected heritage property will be conserved (PPS Policy 2.6.3).

Heritage attributes are identified within the formal designation documents for a cultural heritage resource, which can include: an Ontario Heritage Act Designation By-law, a Federal Heritage Building Review Office (FHBRO) Report, a Historic Sites and Monuments Board of Canada (HSMBC) report, a Commemorative Integrity Statement, a National Historic Site or World Heritage Management Plan, and/or a Heritage Conservation District Plan and Guidelines document (the latter referring to the property's character defining elements).

Any properties protected by the Ontario Heritage Act (under Section 27, Part IV, Part V, Part VI, or easement) must be assessed against its Statement of Cultural Heritage Value or Interest (where one exists) for the property, and where required, any interventions on these properties will require municipal approval. It should be noted that the Ontario Heritage Act's applicability is limited to either the limits of real property or district boundary. The justification for adjacent review stems not from the Ontario Heritage Act, but from the PPS.

Draft Provincial Policy Statement (2024)

The draft 2024 Provincial Policy Statement is proposing to make a number of changes to existing cultural heritage policies. The new PPS is being combined with the Growth Plan for the Greater Golden Horseshoe to great a new document with a greater emphasis on housing and intensification. The proposed policies include:

4.6 Cultural Heritage and Archaeology

1. Protected heritage property, which may contain built heritage resources or cultural heritage landscapes, shall be conserved.
2. Planning authorities shall not permit development and site alteration on lands containing archaeological resources or areas of archaeological potential unless the archaeological resources have been conserved.
3. Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property unless the heritage attributes of the protected heritage property will be conserved.
4. Planning authorities are encouraged to develop and implement: a) archaeological management plans for conserving archaeological resources; and b) proactive strategies for identifying properties for evaluation under the Ontario Heritage Act.
5. Planning authorities shall engage early with Indigenous communities and ensure their interests are considered when identifying, protecting and managing archaeological resources, built heritage resources and cultural heritage landscapes.

A tentative date of June 2024 has been identified for the implementation of the 2024 PPS.

c) City of Kingston Policies

The City of Kingston has a number of policies that pertain to cultural heritage, including the City of Kingston Official Plan (2010, consolidation May 1, 2018). In addition to the management guidelines established in the Official Plan, supplementary plans have been adopted to guide the City. These include the Strategic Plan 2011–2014, the Culture Plan (2010), the Sustainable Kingston Plan (2011), and Planning for the Conservation of Archaeological Resources in the City of Kingston/Archaeological Master Plan (2010).

c i) Official Plan

Cultural heritage resources will continue to be valued and conserved as part of the City's defining character, quality of life, and as an economic resource (Section 2.3.8). Section 2.8.8 of the City of Kingston's Official Plan states that cultural heritage resources, which includes protected heritage buildings, built heritage resources, cultural heritage landscapes and archaeological resources, will be conserved, managed and marketed for their contributions to the City's unique identity, history, and sense of place in such a way as to balance heritage with environmental and accessibility concerns. The balance that is indicated in Section 2.8.8 can be achieved through the cultural heritage-specific policies of Section 7.

Section 7.1.10 of the Official Plan states "conserving cultural heritage resources forms an integral part of the City's planning and decision-making. The City uses the power and tools provided by legislation, policies and programs, particularly the Ontario Heritage Act, the Planning Act, the Environmental Assessment Act, and the Municipal Act in implementing and enforcing the policies of this section." A variety of tools and programs are identified to support the conservation of cultural heritage resources, including:

- Designating real property under Parts IV, V, or VI of the Ontario Heritage Act;
- Requiring, as a condition of approval, the retention of any cultural heritage resources found within a plan of subdivision, a plan of condominium, or on a retained parcel created by consent, or other land division approval;
- Using zoning by-law provisions as appropriate, to preserve identified significant cultural heritage resources;
- Using the provisions of Section 37 of the Planning Act in order to maintain the integrity of identified cultural heritage resources;
- Using site plan control provisions of Section 41 of the Planning Act to ensure that new development on adjacent properties is compatible with the adjacent identified cultural heritage resources;
- Using design guidelines to provide for sympathetic development of adjacent lands that are not designated, but which could impact the site of a built heritage resource;
- Ensuring that archaeological resources are evaluated and conserved prior to any ground disturbance, in accordance with the City's Archaeological Master plan and provincial regulations; and
- Using heritage easements as a means to protect significant cultural heritage resources, where appropriate (Official Plan 2018, Section 7.1.10).

The provisions of Section 7 also enable the City to designate properties of cultural heritage value or interest, based on the evaluation criteria stated in Section 7.1.1. Areas of cultural heritage character may also be identified within the Official Plan, pursuant to Section 7.3.5. Section 7.1.7 allows the City to require the preparation of a HIS by a qualified person for any development proposal which has the potential to impact a cultural heritage resource. Furthermore, the City may permit development and site alteration on lands adjacent to a protected heritage property where the proposed development and site alteration have been evaluated, and it has been determined through the preparation of a HIS that the heritage attributes of the protected heritage property will be conserved (Section 7.2.5).

Mitigation measures have been outlined in the Official Plan (Section 2.7.4). Mitigation measures may include:

- 1) Ensuring adequate setback and minimum yard requirements;
- 2) Establishing appropriate transition in building height, coverage, and massing;
- 3) Requiring fencing, walls, or berming to create a visual screen;
- 4) Designing the building in a way that minimizes adverse effects;
- 5) Maintaining mature vegetation and/or additional new landscaping requirements;
- 6) Controlling access locations, driveways, service areas, and activity areas; and/or,
- 7) Regulation locations, treatment, and size of accessory uses and structure, lighting, parking areas, garbage storage facilities and signage (Section 2.7.4).

c ii) Municipal Documents

The City of Kingston's Strategic Plan 2011–2014 identifies heritage as a key component to many initiatives of the city. These initiatives include the City's Culture Plan (2010) and the Sustainable Kingston Plan (2011).

The Culture Plan emphasizes management of cultural heritage resources within Kingston. The Culture Plan identifies the need for a cultural heritage strategy that develops Kingston's historical narrative, built heritage and natural heritage features into a broad-based strategy for telling Kingston's stories (Culture Plan 2010, 9). The Culture Plan also emphasizes cultural tourism, heritage education, and building financial and organizational capacities. In the Sustainable Kingston Plan, the theme of history and heritage play a role in supporting the cultural vitality, which is one of the four pillars of sustainability. The thematic statement for the history and heritage theme states, "...by including, protecting, respecting, and sharing our community's unique cultural heritage, rich and diverse narratives, and local history, Kingstonians will have a better understanding of ourselves, others, and our world" (Sustainable Kingston Plan 2011, 19). Goals of the Sustainable Kingston Plan emphasize identification, protection, and enhancement of Kingston's cultural heritage resources.

Planning for the Conservation of Archaeological Resources in the City of Kingston (2010) reduces the likelihood of unearthing unknown or unsuspected archaeological resources. It compiled an inventory of registered and unregistered archaeological sites within the City of Kingston, prepared an overview of the area's settlement history as it pertains to archaeological resources, developed an archaeological site potential model, and reviewed current federal, provincial, and municipal planning and management

guidelines for archaeological resources. City of Kingston's Archaeological Master Plan (2010) identifies the area as composite potential for archaeological resources. A Stage 1 and 2 Archaeological Assessment is underway on the subject property at the time of writing this HIS.

d) Conservation Objectives

d i) Conservation Principles

Approaches to conservation principles or "interventions" as applied to buildings and settings that have potential or confirmed heritage value are covered by Provincial and federal guidelines. For the purposes of this report, the Standards and Guidelines for the Conservation of Historic Places in Canada (2010) will be used as the benchmark (Provincial guidelines in the Ontario Heritage Tool Kit are harmonized with the federal guidelines). The City of Kingston has adopted the federal guidelines as the basis for heritage conservation policies in the Official Plan (section 7.1.6).

Standards and Guidelines for the Conservation of Historic Places in Canada (the "Standards") provides an overview to the conservation decision-making process, conservation treatments, standards for appropriate conservation, and guidelines for conservation. In the context of the Standards, conservation is broadly defined:

- Conservation: all actions or processes that are aimed at safeguarding the character-defining elements of an historic place so as to retain its heritage value and extend its physical life. This may involve preservation, rehabilitation, restoration, or a combination of these actions or processes;
- Preservation: the action or process of protecting, maintaining, and/or stabilizing the existing materials, form, and integrity of an historic place, or of an individual component, while protecting its heritage value;
- Rehabilitation: the actions or processes of making possible a continuing or compatible contemporary use of an historic place, or an individual component, while protecting its heritage value; and,
- Restoration: the action or process of accurately revealing, recovering, or representing the state of an historic place, or of an individual component, as it appeared at the particular period in its history, while protecting its heritage value (Parks Canada 2010).

In addition to these federal conservation principles and practices, the City of Kingston also makes reference to Provincial conservation principles. The Ministry of Tourism, Culture and Sport's Eight Guiding Principles in the Conservation of Built Heritage Properties (2008) are used as a tool to help guide change to cultural heritage resources:

- 1) Respect for documentary evidence: Do not restore based on conjecture. Conservation work should be based on historic documentation such as historic photographs, drawings, or physical evidence;
- 2) 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 or structure. Change in site diminishes the cultural heritage value considerably;

- 3) Respect for historic materials: Repair/conservate rather than replace building materials and finishes, except where absolutely necessary. Minimal intervention maintains the heritage content of the built resource;
- 4) Respect for original fabric: Repair with like materials. Repair to return the resource to its prior condition, without altering its integrity;
- 5) Respect for the building's history: Do not restore to one period at the expense of another period. Do not destroy later additions to a building or structure solely to restore to a single time period;
- 6) Reversibility: Alteration should be able to be returned to original conditions. This conserves earlier building design and technique, e.g. when a new door opening is put into a stone wall, the original stones are numbered, removed and stored, allowing for future restoration;
- 7) Legibility: New work should be distinguishable from old. Buildings or structures should be recognized as products of their own time, and new additions should not blur the distinction between old and new; and,
- 8) Maintenance: With continuous care, future restoration work will not be necessary. With regular upkeep, major conservation projects and their high costs can be avoided.

B. Glossary

Definitions are based upon those provided within City of Kingston Official Plan (2018) where applicable, as well as the Provincial Policy Statement (2014) and Ontario Heritage Act (1990).

Alter means to change in any manner and includes to restore, renovate, repair or disturb and “alteration” has a corresponding meaning; (“transformer”, “transformation”) (Ontario Heritage Act, 1990)

Adjacent Lands In terms of evaluating potential impacts of development and site alteration on protected heritage properties, means:

- a. contiguous (abutting properties);
- b. a property that is separated from a heritage property by a narrow strip of land used as a right-of-way, walkway, green space, park and/or easement and where the recognized heritage attributes of a protected property would be impacted by the proposed development and/or site alteration; and/or
- c. those properties whose heritage attributes were identified within the following:
 - a designation by-law enacted under the Ontario Heritage Act;
 - a heritage easement enacted under the Ontario Heritage Act;
 - a Heritage Conservation District Plan;
 - a World Heritage Site Management Plan;
 - a National Historic Site’s Commemorative Integrity Statement, Management Plan, Federal Heritage Buildings Review Office report, or Reasons for Designation;
 - City of Kingston’s Official Plan; or
 - Properties listed on a municipal registrar with recognized heritage attributes that would be impacted by the proposed development or site alteration. (City of Kingston, 2018)

Built heritage resource means a building, structure, monument, installation or any manufactured remnant that contributes to a property’s cultural heritage value or interest as identified by a community, including an Aboriginal community. Built heritage resources are generally located on property that has been designated under Parts IV or V of the Ontario Heritage Act, or included on local, provincial and/or federal registers (City of Kingston, 2018).

Conserve(d) (Cultural Heritage) means the identification, protection, management and use of built heritage resources, cultural heritage landscapes and archaeological resources in a manner that ensures their cultural heritage value or interest is retained under the Ontario Heritage Act. This may be achieved by the implementation of recommendations set out in a conservation plan, archaeological assessment, and/or heritage impact statement. Mitigative measures and/or alternative development approaches can be included in these plans and assessments. (City of Kingston, 2018)

Cultural heritage landscape means a defined geographical area that may have been modified by human activity and is identified as having cultural heritage value or interest

by a community, including Indigenous Peoples of Canada community. The area may involve features such as structures, spaces, archaeological sites or natural elements that are valued together for their interrelationship, meaning or association. Examples may include, but are not limited to, heritage conservation districts designated under the Ontario Heritage Act; villages, parks, gardens, battlefields, mainstreets and neighbourhoods, cemeteries, trailways, viewsheds, natural areas and industrial complexes of heritage significance; and areas recognized by federal or international designation authorities (e.g. a National Historic Site or District designation, or a UNESCO World Heritage Site). (City of Kingston, 2018).

Cultural heritage resources are the legacy of physical artifacts and intangible attributes of a group or society that are inherited from past generations, maintained in the present and bestowed for the benefit of future generations. Cultural heritage resources include human work, a place that gives evidence of human activity or has spiritual or cultural meaning, natural sites and “living heritage” such as stories, practices and traditions which has been determined to have cultural heritage value or interest. Cultural heritage resources encompass both tangible and intangible cultural heritage resources including: protected heritage properties; built heritage resources; cultural heritage landscapes; archaeological resources; paleontological resources, osteological/bio-archaeological resources; artifacts; monuments; and both documentary and material heritage (City of Kingston, 2018).

Development means the creation of a new lot, a change in land use, or the construction of buildings and structures, requiring approval under the Planning Act, but does not include:

- a. activities that create or maintain infrastructure authorized under an environmental assessment process;
- b. works subject to the Drainage Act; or,
- c. underground or surface mining of minerals or advanced exploration on mining lands in significant areas of mineral potential where advanced exploration has the same meaning as under the Mining Act.

For the purpose of this Plan, development includes redevelopment, which is the creation of new units, uses or lots on previously developed land in existing communities, including brownfield sites. (City of Kingston, 2018)

Heritage attributes the principal features or elements that contribute to a protected heritage property’s cultural heritage value or interest, and may include the property’s built or manufactured elements, as well as natural landforms, vegetation, water features, and its visual setting (including significant views or vistas to or from a protected heritage property) (City of Kingston, 2018).

MCM refers to the Ministry of Citizenship and Multiculturalism.

MTO refers to the Ministry of Transportation.

OHA refers to the Ontario Heritage Act.

Protected Heritage Property means property designated under Parts IV, V or VI of the Ontario Heritage Act; property subject to a heritage conservation easement under Parts II or IV of the Ontario Heritage Act; property identified by the Province and prescribed public bodies as provincial heritage property under the Standards and Guidelines for Conservation of Provincial Heritage Properties; property protected under federal legislation; and UNESCO World Heritage Sites. (City of Kingston, 2018)

Significant

While some significant resources may already be identified and inventoried by official sources, the significance of others can only be determined after evaluation:

- g. in regard to cultural heritage and archaeology, resources that have been determined to have cultural heritage value or interest for the important contribution they make to the understanding of the history of a place, an event, or a people. (City of Kingston, 2018)

C. Chronology of North King's Town

[CHRONOLOGY North King's Town](#) (link to separate file)

D. Indigenous Territory and History

Indigenous Territory and History (10,000 BCE-1700s)

The Study area landscape that would have been familiar to the Indigenous peoples who occupied the area would have had some similarities to the current setting. Once the effects of glaciation had subsided and a more temperate climate became established, the area would have developed as a dense forest of mixed hardwoods and softwoods growing on shallow soil atop limestone bedrock. Terraces of this bedrock stepped down to a marshy shoreline that was scalloped in a series of shallow bays. Today, many of these features are evident, despite development that cleared the forest cover and altered and filled parts of the shoreline. Rocky outcrops and rock faces appear throughout the Study area and much of the riverfront remains marshy. Aside from a few areas excavated for quarries and smoothed for urban development, the fundamental topography is essentially intact.

Known areas of pre-contact Indigenous use of the Study area are concentrated on Belle Island and the adjacent shoreline but much of the Study area has potential for such use although two centuries of development have resulted in extensive disturbance of the sub-surface materials. Here there were seasonal settlements (such as a site identified at the northeast corner of the Study area, on the shore just south of the rail line). These sites were used for hunting and fishing camps, and Belle Island was a burial site and is a sacred site for Indigenous peoples. The early settlement pattern was organized around access to the water and to the resources found on land.

There is an incomplete understanding of the pre-contact occupation in the area. The combined effects of post-contact influences on Indigenous groups (e.g., introduction of new diseases, war, forced re-settlement, and ongoing programs of assimilation) all have made it difficult to provide a more complete description of pre-contact history. Nonetheless, a broad chronological narrative of the pre-contact Indigenous cultural-historical outline for the City of Kingston has been written by Archaeological Services Inc. based on a reconstructed paleoenvironment and evidence from archaeological sites registered in the area (ASI, 2010:66-68). The chronology follows the accepted periods defined for southern Ontario (Table 1).

Table 4: Pre-contact Indigenous Temporal Culture Periods in Southern Ontario.

Period	Description
Paleo 13,000 B.P. - 9,000 B.P.	First human occupation of Ontario Astronomers/ Artists/ Hunters/ Gatherers/ Foragers Language Unknown Small occupations Non-stratified populations

Period	Description
Archaic 9,000 B.P. - 3,000 B.P.	Astronomers/ Artists/ Hunters/ Gatherers/ Foragers Small occupations Non-stratified populations Mortuary ceremonialism Extensive trade networks for raw materials and finished objects
Early Woodland 3,000 B.P. - 2,400 B.P.	Astronomers/ Artists/ Hunters/ Gatherers/ Foragers General trend in spring/summer congregation and fall/winter dispersal Small and large occupations First evidence of community identity Mortuary ceremonialism Extensive trade networks for raw materials and finished objects
Middle Woodland 2,400 BP – 1,300 BP, Transitional Woodland 1,300 B.P. – 1,000 B.P.	Astronomers/ Artists/ Hunters/ Gatherers/ Foragers A general trend in spring/summer congregation and fall/winter dispersal into large and small settlements Kin-based political system Increasingly elaborate mortuary ceremonialism Incipient agriculture in some regions Longer term settlement occupation and reuse
Late Woodland (Early) A.D. 900 – A.D. 1300	Foraging with locally defined dependence on agriculture Villages, specific and special purpose sites Socio-political system strongly kinship based
Late Woodland (Middle) A.D. 1300 – A.D. 1400	Major shift to agricultural dependency Villages, specific and special purpose sites Development of socio-political complexity
Late Woodland (Late) A.D. 1400 – A.D. 1650	Complex agricultural society Villages, specific and special purpose sites Politically allied regional populations

The first pre-contact Indigenous inhabitants of Kingston were mobile hunter-gatherers who exploited a broad range of natural resources for food and raw materials needed to build shelters and manufacture tools. The discovery of Paleo period artifacts in the Rideau Lakes area suggests that people began to inhabit this part of southern Ontario as early as 11,000 years ago. However, Lake Ontario was at its low water stage at that time, and the prime campsites on what was the lakeshore may now be submerged (ASI, 2010:66).

During the transition to the Early Archaic period, circa 10,000 to 8,000 years before present, hunter-gatherer bands established warm weather base camps where

resources such as spawning fish could support populations of 50 people or more (ASI, 2010:66). These bands dispersed in the late fall to interior hunting territories just as Indigenous peoples of the boreal forest have done historically. Lake Ontario was still evolving, and the current waterfront was the shore of an ancient watercourse that linked the Trent and St. Lawrence rivers. Early Archaic camps may have been situated along this watercourse on what is now the lakeshore in Kingston (ASI, 2010:67).

The Middle Archaic period, circa 8,000 to 4,500 years before present, was marked by a shift in settlement patterns that were a response to the establishment of a northern mixed deciduous forest and its associated fauna. Interior river valleys on the Napanee Limestone Plain may have been favoured for camps that could be established on river and stream terraces with well-drained soils. These corridors also provided access to upland forests, which would have been sought out for both the nuts they provided and the game they attracted, including deer, raccoons, squirrels, and passenger pigeons (ASI, 2010:67).

It is believed that during the Late Archaic period, circa 4,500 to 3,000 years before present, through to the Middle Woodland period, circa 2,400 to 1,300 years before present, the hunter-gatherer lifestyle was relatively unchanged from that of their Middle Archaic ancestors. Major base camps were likely situated in riverine venues where abundant local resources could sustain the band. Smaller seasonal camps, representing the temporary occupation of small family groups or specialized hunting or collecting parties, were likely distributed throughout the interior in areas of higher biotic diversity and productivity (ASI, 2010:68).

For some groups, the acquisition of “tropical” plant species such as maize and squash from communities living south of the Great Lakes initiated a transition to food production that reduced the traditional reliance on naturally occurring resources, thereby leading to a decrease in group mobility as people tended to their crops. Habitation sites were more intensively occupied and subject to a greater degree of internal spatial organization. This period is known as the Transitional Woodland, circa 1,300 to 1,000 years before present, which led to the formation of Late Woodland societies that were distinct from hunter-gatherers who continued to live a mobile way of life (ASI, 2010:21-22). In Kingston, archaeological evidence of agricultural villages has not been found, which suggests that the area was used for hunting and fishing, but St. Lawrence Valley Late Woodland communities chose not to build their villages in the Kingston area, perhaps preferring areas where soils were better, or because of socio-political concerns (ASI, 2010:68).

The first recorded arrival of Europeans in southern Ontario occurred during the second decade of the seventeenth century. At this time, Ontario Indigenous populations belonged to two major language families: the Iroquoian-speaking peoples, such as the Wendat (Huron), Khionontateronon (Petun), and Attiouendaronk (Neutral), who were primarily horticulturists; and the Algonquian-speaking peoples or Annishnaabe, such as the Algonquin/Algonkin, Ojibwa, Mississauga/Chippewa, Nippissing, and Ottawa (Odawa), who were mainly hunter-gatherers. The Wendat inhabited the region between

Lake Simcoe and Georgian Bay, the Khionontateronon lived southwest of the Wendat, and the Attiouendaronk were located along the northeast shore of Lake Erie, the Niagara Peninsula, and areas immediately west of Oakville. To the north of Lakes Huron and Superior dwelt the Ojibwa, while the Haudenosaunee or Five Nations Iroquois – a confederacy comprised of the Seneca, Cayuga, Onondaga, Oneida and Mohawk – lived to the south of Lake Ontario, in what is now New York State. The Europeans, by virtue of their travels along the St. Lawrence, initially encountered those groups inhabiting the region of Lake Ontario – the Wendat and the Haudenosaunee (ASI, 2010:24).

Although they had long been in a state of constant competition, the increasing European presence led to an escalation of warfare among the Haudenosaunee and the Wendat. The Haudenosaunee allied themselves first with the Swedes and Dutch and later with the English whereas the Wendat allied themselves with the French.

Antagonism between the Wendat and the Haudenosaunee was encouraged by both the English and the French in order to gain increased supplies of furs for competing traders and as extensions of the wars between the European powers. There was also greater access on the part of the Haudenosaunee to European guns and a devastating depopulation of the Ontario nations by diseases, which had not yet had as big an impact on the Haudenosaunee. These trends as well as the break down of social and political cohesion among the Wendat and Khionontateronon, and increased raiding by the Haudenosaunee in the late 1640s, led to their dispersal as well that of the Attiouendaronk by 1650s (ASI, 2010:26).

Thus, by the mid-to-late 1600s, the Haudenosaunee, in particular the Seneca and Cayuga, were using the north shore of Lake Ontario for hunting, fishing, and participation in the European fur trade. Their main settlements were located strategically along the north shore of Lake Ontario from Burlington to the Prince Edward County. They also interacted extensively with the French at Fort Frontenac in Kingston, establishing a settlement nearby. Due, in large part, to increased military pressure from the French upon their homelands south of Lake Ontario and conflict with northern Annishnaabe groups, the Haudenosaunee abandoned their north shore frontier settlements by the late 1680s, although they did not relinquish their interest in the resources of the area, as they continued to claim the north shore as part of their traditional hunting territory. The settlement vacuum, however, was immediately filled by the Annishnaabe (ASI, 2010:26-28).

At the time of European contact in the early seventeenth century, the Annishnaabe “homeland” was a vast area extending from the east shore of Georgian Bay, and the north shore of Lake Huron, to the northeast shore of Lake Superior and into the upper peninsula of Michigan. Individual bands were politically autonomous and numbered several hundred people. These groups were highly mobile, with a subsistence economy based on hunting, fishing, gathering of wild plants, and garden farming. During the Late Woodland period, extensive exchange systems had developed between the Odawa, Ojibwa and Cree of northcentral and northeastern Ontario and the Wendat and other

groups to the south. The Odawa, in particular, played an important role in this trade through dominating traffic in goods on the upper Great Lakes.

Upon the expansion southward from their homeland in the upper Great Lakes in the later seventeenth century, the Annishnaabe (including the Mississauga) inhabited the villages abandoned by the Haudenosaunee and it was with their descendants that the British began to negotiate land surrenders, many of which remain the subject of considerable debate to this date ((ASI, 2010: 28).

Kingston falls within lands that were part of the Crawford Purchases. Following the American Revolutionary War, the British Crown needed to find lands on which to settle United Empire Loyalists, including approximately 2,000 members of the Haudenosaunee (now Six Nations Confederacy) who had fought alongside British troops. The Crown was planning on providing lands for Loyalist settlers in Québec and southeastern Ontario, including providing land in the Bay of Quinte for Haudenosaunee settlement. The British army also needed to transfer goods, weapons, and military personnel from Carleton Island, lost in the hands of the American revolutionaries (Murray, 2018). In the spring of 1783, Surveyor General Samuel Holland and Mohawk leaders Joseph Brant and John Deseronto were sent by Governor Frederick Haldimand to assess the land near Cataraqui (Kingston). In the fall of the same year, Captain William Redford Crawford, formerly of the Royal Regiment of New York, was mandated by the Crown to acquire the land from the Mississaugas (Murray, 2018).

There is no map, deed, formal treaty document, or wampum documenting this purchase and the names of the signatories are unknown (Murray, 2018). The negotiations are, however, reported by Crawford in a letter to Haldimand dated of October 9, 1783 (Crawford, 1783). In this letter, Crawford mentions a Mississauga Chief named Old Mynass as well as three Onondaga Chiefs from Montreal. The agreement with the Mississauga Chiefs covers land between the Trent and Gananoque Rivers, including all islands, “extending from the Lake back as far as a man can travel in a day” (Crawford, 1783). The depth of the land that was ceded is vague in the agreement but was later interpreted by the British surveyors as equivalent to two or three townships, or approximately 45 miles (Surtees, 1984:24). Crawford further reports that the Mississauga Chiefs requested clothes, guns, gun powder and bullets in exchange, which they apparently received the following year (Surtees, 1984:23). Crawford negotiated a second agreement with the Chief Old Mynass who claimed that the land east to the Gananoque River up to the Ottawa River has been given to him by the French. Mynass received wampum belts to recognize the agreement and the promise that the Crown would provide clothing to him, his family and descendants annually. The signing Mississauga nations include present day communities of Alderville, Curve Lake, Hiawatha, and Scugog Island First Nation.

The territory covered by the Crawford purchases includes the counties of Prince Edward, Hastings, Lennox and Addington, Frontenac, Leeds, Greenville, Stormont, Dundas and Glengarry, and the modern towns of Belleville, Kingston, Brockville and Cornwall. This purchase opened twenty-nine new townships for the establishment of

Loyalists (Surtees, 1984:24-25). The Tyendinaga township was created for a group of Mohawks led by Chief Deseronto, who wished to settle as far as possible from American occupation. The group led by Joseph Brant, however, judged the area too isolated from the Haudenosaunee communities in western New York and requested land north of Lake Erie along the Grand River (Surtees, 1984:21, 25).

However, these Mohawk settlers in the Bay of Quinte area soon discovered that many non-native Loyalist families have been squatting on the tract of land promised to them and objected to the British authorities. On April 1, 1793, the Simcoe Deed or Treaty #3½ was signed by William Jarvis and John Small, members of the Executive Council of Upper Canada, to clarify the Indigenous rights and territory. The Haudenosaunee were granted a smaller territory (the size of a township, approximately 92,700 acres (37,514 hectares), for their sole use. However, this document did not stop white encroachment on their territory. It is estimated that, from 1820 to 1843, two-thirds of the treaty land was lost to non-native settler families (Mohawks of the Bay of Quinte, 2012). On June 1 1847, the Crown bought land that the St. Regis Mohawks had been leasing to non-Indigenous settlers (Treaty #57, St. Regis Purchase) (Ministry of Indigenous Affairs, 2019; Surtees, 1984:113, 130). In 2013, a court judgement ruled that the Crown has the obligation to buy the land from willing sellers and restore it back to the reserve of the Mohawks of the Bay of Quinte (The Mohawks of the Bay of Quinte v. The Minister of Indian Affairs and Northern Development, 2013).

Part of the Crawford purchases' lands is currently part of the negotiations between the government of Ontario, the government of Canada and the Algonquins of Ontario. The current land claim by the Algonquins of Ontario covers approximately 9 million acres (3,642,171 hectares) in the watersheds of the Ottawa and Mattawa Rivers (Algonquins of Ontario, 2013b; Ministry of Indigenous Affairs, 2022). The negotiations are still ongoing, but a Land Claim Agreement-in-Principle was signed in 2016 (Algonquins of Ontario, 2013a). In addition, the Mississauga Tribal Claims Council considers the Crawford purchases in Frontenac, Prince Edward and United counties as illegal (Aboriginal and Treaty Rights Information System, 2020).

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CHRONOLOGY OF NORTH KING'S TOWN, KINGSTON

Note **INDEX!**

by Jennifer McKendry PhD

revised 26 Sept. 2023

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“Study Area” refers to the parts of North King’s Town under discussion



McBURN EY PARK



RIDEAU & BARRACK

"[The site of Frontenac School on Cowdy at Adelaide Streets] is on an eminence, which commands a view of the whole city and of the district for miles around. From the first flat can be distinctly seen the G.T.R. bridge at Kingston Mills and the lapping waters of the historic Cataraqui river can be traced from its meeting with the majestic St Lawrence almost to Kingston Mills six miles away. Far down in the township of Pittsburg, as far as the eye can see, can be viewed greenclad slopes extending to so great a distance that their outline is lost in the blue haze of the atmosphere. To the north the same view is presented while to the west the grandeur of the outlook is past description. The scene from the building is kaleidoscopic in character and the view from its apex will surpass anything at present in existence in the city."

Daily British Whig, 13 June 1896




NORTH KING'S TOWN


The Study Area



NORTH KING'S TOWN

DATE	EVENT	SOURCE
10,000 BCE-1600 CE	<p>For thousands of years Indigenous peoples occupied the general area of today's Kingston. Throughout most of this time, these people lived in highly mobile groups, moving across the landscape on annual round, hunting, collecting plant resources, and fishing, attuned to the changing seasons and different environments. While there was a gradual transition to larger and more sedentary communities, with a greater reliance on agricultural crops, beginning about 600 CE, there is little evidence for these larger, more permanent settlements in Kingston, perhaps because the soils were not attractive for Indigenous agriculture. But these people continued to make use of natural resources of the area, as had their ancestors.</p>	<p>ASI, City of Kingston Master Plan of Archaeological Resources Technical Report, 2010</p>
	<p>Belle Island attracted repeated seasonal settlement, particularly between 500 CE and 1200 CE. Archaeological excavations have revealed that it served as an important gathering place and base for hunting and fishing expeditions throughout the broader area. Stone tools of various types, fragments of ceramic cooking and storage vessels, smoking pipes, and butchered animal bone characterize the site. There is also a cemetery, indicating the sacred significance of the island to the people who occupied the area.</p>  <p>A map of 1816 shows the extensive swamp separating the island in the Great Cataraqui River from the mainland.</p> <p>From carf info: "Located on the western bank of the Cataraqui River some 200 to 300 meters north of John Counter Boulevard, the Kingston Outer Station Site comprises two significant archaeological sites. These two sites are an aboriginal fishing village dating to approximately 1200AD, and the Music Site which was an early settlement site on the lands south and west of the Kingston Outer Station Site. The area of the site is approximately 235 square meters, and is situated on a narrow plateau (50-60m in width) that is</p>	<p>The original island is not part of this Study Area, which does include the filled-in swamp between the island and mainland.</p> <p>1816 UK Hydrographic Office B718 50c</p> <p>Outer Station: Carf Info accessed 2018</p>

NORTH KING'S TOWN

<p>10,000 BCE- 1600 CE 10,000 BCE – 1200 AD con't</p>	<p>approximately 2 meters above the summer low water mark, and bordered on the north by a marsh, and on the south by a marina and boat building establishment... The finds from the early 1950s excavations are held at the Canadian Museum of Civilization.”</p> 	<p>CMC, Hull</p> <p>1869 Ordnance map WO78-4680 sheet 3 plans 8 & 12 pieced together (by the time of the 1869 map, the island is being farmed)</p> <p>For more recent history of Belle Island, see 1784, 1950s and 1974</p>
<p>1600- 1673</p>	<p>After contact with the French at the beginning of the 17th century, written accounts and maps inform us about meetings with various Indigenous groups along the north shore of Lake Ontario. On 13 July 1673, Count Frontenac, accompanied by some Hurons (Wendat) and Algonquins, meets with representatives from the League of Five Nations, also known as the League of the Iroquois (Onondagas, Mohawks, Oneidas, Cayugas and Senecas) at the proposed site for a new fort (today the latter's site is marked by a plaque near Ontario Street southwest of the causeway – see the entry for 2003).</p> <p>JOURNAL OF COUNT FRONTENAC'S VOYAGE TO LAKE ONTARIO IN 1673:</p> <p><i>This order of sailing had not been adhered to for more than half a league, when an Iroquois canoe was perceived coming with the Abbé d'Urfé, who, having met the Indians above the River Katarakoui, and having notified them of the count's arrival, came up to him with the Captains of the Five Nations.</i></p> <p><i>They saluted the Admiral and paid their respects to him with evidence of much joy and confidence, testifying to him the obligation they were under to him</i></p>	<p>printed in Richard Preston & Leopold Lamontagne, <i>Royal Fort Frontenac</i> (Toronto: University of Toronto, 1958): 107.</p> <p>The Great Cataraqui River</p>

NORTH KING'S TOWN

<p>1600-1673 con't</p>	<p><i>for sparing them the trouble of going farther and for receiving their submissions at the River Katarakoui, which is a very suitable place to camp, as they were about to show him.</i></p> <p><i>After Count Frontenac had replied to their civilities they preceded him as guides, and conducted him to the mouth of the River Katarakoui, into a bay about a cannon shot from the entrance, which forms one of the most beautiful and agreeable harbors in the world, since it could hold a hundred of the largest ships, with sufficient water at the mouth and with a mud bottom in the harbour, and so sheltered from every wind that a cable is scarcely necessary for mooring.</i></p> <p><i>The count, enraptured at finding a spot so well adapted for his design, immediately landed, and after having examined, during two or three hours, the shore situation, he re-embarked in a canoe to explore both sides of the entrance to the river and some points which jut out into the lake, so that he did not return until eight o'clock in the evening...</i></p> <p>FRONTENAC TO COLBERT, 13 November 1673:</p> <p><i>...Despite swift currents and falls, I passed forty leagues of rapids in ten days and arrived on the fourteenth at the mouth of the Katarakoui River which is at the entrance to Lake Ontario and more than twenty leagues above all the rapids.</i></p> <p><i>Much of this was due to the great zeal and energy which all the officers and habitants exhibited, being eight or ten hours each day in the water up to their shoulders, scrambling over rocks which cut their feet, and carrying the boats on their shoulders past the falls, or dragging them in the rapids when one could not propel them by oars.</i></p> <p><i>We crossed all these rapids in the short time which I have mentioned, but still did not know the place which I must choose for the post that I was planning, because no one knew the territory well, and opinions were divided ...</i></p> <p><i>Nevertheless, after having pondered well over a map</i></p>	<p>that is, the Inner Harbour</p> <p>Preston & Lamontagne <i>Royal Fort Frontenac</i>, 1958, 22-23, 32, 107, 111-112.</p> <p>The rapids of the St Lawrence River</p> <p>The Great Cataraqui River</p>
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NORTH KING'S TOWN

<p>1600-1673 con't</p>	<p><i>which the Sieur de la Salle had sent me of all the lake, I decided to station myself at the river of Katarakoui, supposing that I found there good land and a place convenient for a settlement, believing that from this place I could see the Indians pass by who crossed the lake to go into the river of Tanaöaté and also those who seek rivers which are below the mouth of the lake to get to the lands in the North.</i></p> <p><i>...They offered to conduct me to the mouth of the river of Katarakoui and to a cove which they assured me would be suitable for a camp.</i></p> <p><i>In fact they did not deceive me, for they led me to the pleasantest harbour that can be seen; it is more than three quarters of a league in depth; its bed is only mud and there is more than seven or eight feet of water in the shallowest places.</i></p> <p><i>The river which forms it has six or seven fathoms at its mouth and for the distance of nearly three leagues which it runs up into the land to a fall, it is of such a kind that quite big ships could easily enter it. A point situated at the entrance puts the harbour which is thereby formed so much under shelter from all winds that boats could lie there almost without cables; and at the far end of it there are meadows half a league wide by almost three long where the grass is so good and so fine that there is none better in France.</i></p> <p><i>To make this place all that I wished, I had only to find lands fit for cultivation; so I was very impatient to be out of the canoe to look them over. Having done that quickly and found what I sought, I resolved to begin felling trees the next day and divided the work out among all the brigades. ...</i></p> <p><i>The fort which I have made will oblige them to persist in their present friendliness, in spite of themselves, since you can easily see that by having a boat built to sail on the lake, for which purpose I have already sent up carpenters, we will be masters of all the lake which is as big as the Gulf of Venice. In consequence we will have all the trade which the English and Dutch did with the Ottawas and which was not of little significance since it amounted every year to a considerable number of skins.</i></p>	<p>It was important to try to get Indigenous fur traders to come to Fort Frontenac, once it was built, instead of trading with the English</p> <p>The Inner Harbour (much of the water he describes will be dredged and filled-in during the 19th and 20th centuries – see also p.3, 1816, 1850, 1917)</p> <p>(a fall) Kingston Mills</p> <p>See also 1673-1758</p>
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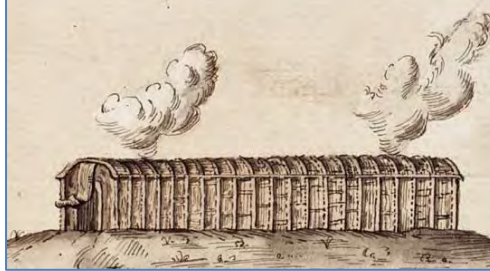
NORTH KING'S TOWN

1600-
1673
con't

A series of forts are constructed by the French more or less on the site now occupied as **Fort Frontenac**. Outlying lands are cultivated by habitants who live in dwellings more or less on the site of present-day Sydenham Ward and nearby are the homes of

Indigenous Peoples.

"There are near the fort several French houses, an Iroquois village, a convent and a Récollet church," as reported by La Salle on 1682.



Preston & Lamontagne, 22-23, 32, 107, 111, 128.

"Elevation des Cabannes Sauvages" detail of 1720 map of Fort Frontenac, Newberry Library, Chicago



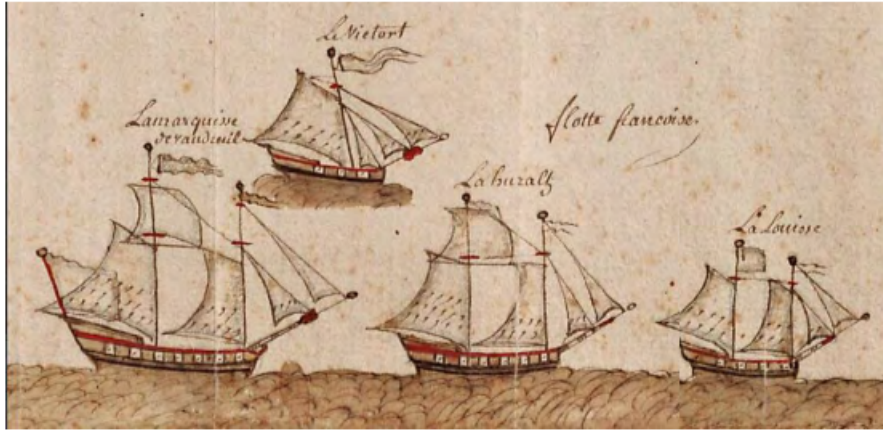
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Collection,
Newberry
Library,
Chicago

"Bassin partant
bateau..."

9

NORTH KING'S TOWN

1673-
1758
con't



The French fleet on Lake Ontario in 1757


The **Inner Harbour** gives shelter to French ships, including those made at the fort. For example, supplies including anchors, sail needles, awls, cordage, deck nails, one circle of iron for the mast, ship-nails, compasses, fishing lines and nets, sails for the schooner and bateau, pulleys and provision and so on, are sent from the King's storehouse at Montreal for the construction and arming of two barks made at Fort Frontenac from May 1725 to August 1726.

From "Kingston Inner Harbour, Historical and Archaeological Overview" by Bazely and Moorhead, 2005: Certain broad observations can be made about the development and occupation of the Inner Bay. During the French Regime when Fort Frontenac was active (1673-1758), the regular anchorage for their shallops and bateaux was the Inner Harbour. The remains of French vessels, burnt during the siege by the British in 1758, are still in the bay.

Detail of a map of Lake Ontario in 1757, Newberry Library, Chicago

Richard Preston & Leopold Lamontagne, *Royal Fort Frontenac* (Toronto: University of Toronto Press, 1958): 219-22

Susan Bazely & Earl Moorhead, "Kingston Inner Harbour, Historical and Archaeological Overview" Cataraqui Archaeological Research Foundation, 4 March 2005, prepared for the City of Kingston, page 4. See J. Douglas Stewart & Ian Wilson. *Heritage Kingston*. (Kingston: Agnes Etherington Art Centre, 1973): 26-30.

1673-1758 con't		1685 NMC 4755
1756-1763	The Seven Years War between England and France.	
1758	The French occupation of this area ends when British forces capture Fort Frontenac and demolish parts of it. French civilians and military are permitted to return to Montreal.	See also 1673-1758
1758-1783	Little significant activity occurs here, although transient traders and Indigenous hunting groups may have sought shelter in the ruins of the fort. Secondary forest growth occurs.	Preston, <i>Kingston before the War of 1812</i> , xxxvii
1783	<p>"The Crawford Purchase": Captain William Crawford persuades the Mississauga to sell their land along the lake to the British government. Chief Mynass sells his own land and, in return, is promised clothing for him and his family during his lifetime.</p> <p style="text-align: center;">✠</p> <p>The first burials in the Lower Burial Ground (now St Paul's churchyard, Queen at Montreal).</p>	Preston, <i>Kingston before the War of 1812</i> , xlv; Osborne & Ripmeester, "Odyssey of the Kingston Mississauga", 92-3

NORTH KING'S TOWN

1784

Loyalists, displaced initially from their homes and lands in New York because of the American Revolutionary War, are displaced again from Quebec and Carleton Island, where they had sought refuge. They draw town and farm lots in the new "Kingstown" and township.



The largest portion of the Study Area is undeveloped farm land west of the Great Cataraqui River with the smallest portion on the south laid out in town lots. Today's Division Street marks a boundary with Kingston Township.

- Farm lot 6 is granted to Lt Lansing (only a very small portion involves the Study Area);
- farm lot 5 to David Brass;
- farm lot 4 to William Crawford;
- farm lot 3 to James Clark;
- farm lot 2 to Clas. Fournyea and William McLean;
- farm lot 1 to Neil McLean
- and an unnumbered lot (later known as Farm Lot A) to J. & M. Brant with a small portion reserved as a Clergy Reserve (later known as Block C).

Farm lot 24 concession 2 (running north-south on the west side of Division) is granted to Christina Cook. In 1852, part of it will include St Mary's Cemetery.

1792
LAC
e002418558

St Mary's
Cemetery -
first burial 1856

NORTH KING'S TOWN

1784
con't

View from Capt. Brant's House in July 1784.

Note the Indigenous Peoples camping on the shore and fishing in the Great Cataraqui River. Part of the Study Area is in the lower right. In the middle ground is a view of the Inner Harbour and, in the distance, the fledgling town.



Painting by
James
Peachey, July
1784, LAC C-
1512.

For the Brant
property, see
also the entry
for 1817.

NORTH KING'S TOWN

1784
con't

Thayen-
danegea or
Joseph
Brant (1743 –
1807)

Joseph Brant
c1805 by
William Berczy,
National
Gallery of
Canada

"On September 10, 1783, General Haldimand's secretary, Major Mathews, wrote to Major Ross at Cataraqui, informing the latter that there was no objection to a house being built for Molly [Brant]. In fact, so great was Haldimand's desire to please the Brants that two months later, without even being asked, the General suggested that a house be built for Joseph, too. In a letter to Major Ross, he outlined his reasons:

As it is natural to suppose that Joseph Brant would wish to have a Home contiguous to His Sister, for the purpose of leaving His Family under her protection when called abroad by war, or Business, I would have a comfortable House Built for him as near as possible (but distinct from Molly's) -- It will live them both satisfaction, and they can be gratified without any very great expence, as there are so many work men employed.

Joseph was pleased with this gesture, and even more

Koñwatsi'tsi-
aiéñni or Molly
Brant (c1736-
1796)

Kevin Quinn,
"Joseph Brant:
Kingston's
Founding
Father?"
*Historic
Kingston* 28
(1980): 73-84.
P. 79

NORTH KING'S TOWN

1784
con't

pleased as the house, with minor alterations made to suit his liking, rapidly approached completion during the spring and summer of 1784. The house was two storeys high, and nearly forty feet wide and thirty feet deep. It took longer to complete than Molly's nearby, which was "in hands" by September 1784, perhaps, because Commander Ross realized that Joseph was busy elsewhere and had little need of a house for the moment.

In fact, it soon became doubtful whether Captain Brant would ever live in his fine new house at Cataraqui. While the British commanders and men had busied themselves readying Cataraqui for settlement, Joseph, Captain John and other Indians had continued their search for just the right place to begin their life anew. (p.79)"

By spring 1784, Brant chooses Grand River as his permanent home. His sister Molly stays in Kingston with her children and **slaves**, Jenny and Juba Fundy and Abraham Johnston.

The Brant property in Kingston is located in farm lot A north of North Street. A portion of it is where Rideaucrest is now located. See also 1817, 1832 and 1993.



Slavery – see
1793 & 1834.

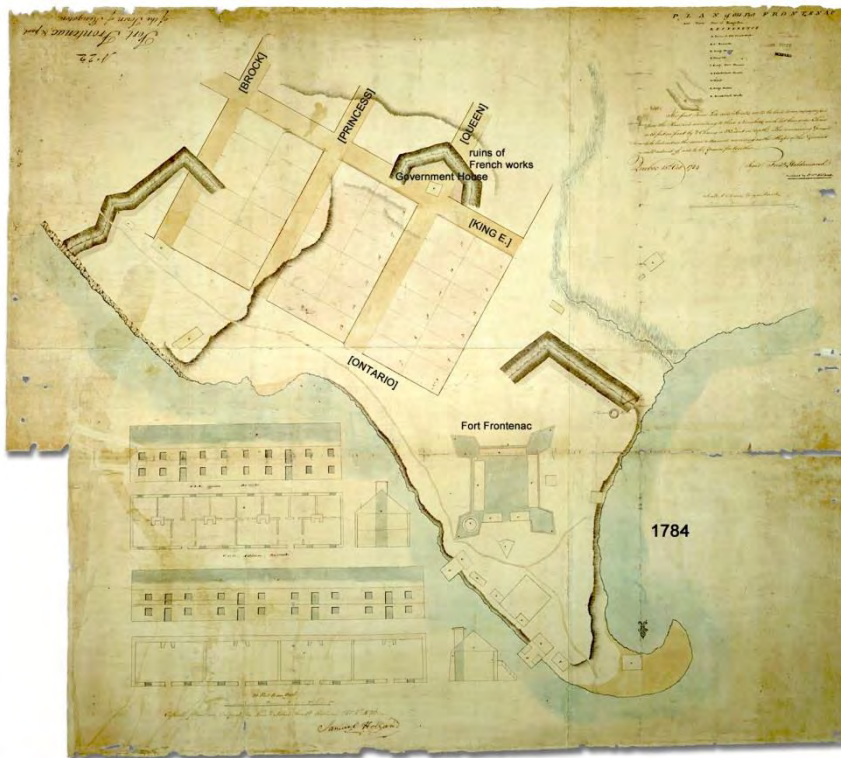
Preston, p.47

Details
showing
Indigenous
Peoples
camping and in
canoes from
other views by
James
Peachey in
1783. Fort
Frontenac is in
the
background.
NAC C-2031

NORTH KING'S TOWN

1784
con't

The British military starts to rebuild the fort and surveys a **street plan** for a new town. The October 1784 plan shows town lots on the blocks from Barrack to Brock Streets and Ontario to King Streets, that is, in the area closest to the fort.



The first town plan of 1784 in the vicinity of Fort Frontenac

1784
NMC 11375

The Study Area is more or less right of the centre and above the L-shaped earthworks. Note the stream.

(For the story of the McLean House, "**The Grove**," in farm lot 1, please see the entry for 1850, when the property is subdivided.)

1785-
1786

The Reverend **John Stuart**, having arrived with his family in August 1785, advocates successfully the next year for the Kingston area's first school, built by the government, on the water side of King St near School Street (now Lower Union). He is the minister of St George's church (Church of England or Anglican) built in 1792 on King Street. His descendants will be involved in the Study Area.

Preston (1959),
lvii, 112 and
Doug Stewart
& Ian Wilson,
*Heritage
Kingston*
(1973), 101




NORTH KING'S TOWN

1788



This is an interesting map, as it shows the Study Area, including Belle Island, before any development. The natural topography with the high bank, the original shoreline and swampy areas are delineated. Fort Frontenac is shown in an X shape. Point Frederick is under consideration as the location of the new town. (NMC 3879)

NORTH KING'S TOWN

1789	<p>By spring 1789, "Kingston" was preferred over "Kingstown." The former is shown on the map of 1788.</p> <p>On this map of 1790, both Kingston and King's Town appear.</p> <p>The Naval Dockyard is established. Ships are built on Point Frederick for and by the government.</p>		<p>Preston, Kingston before the War of 1812, lviii</p> <p>1790 NMC3883</p> <p>Richard Cartwright builds one of his civilian ships, the <i>Good Intent</i>, in 1788 in Fredericksburg (Preston, lxxii).</p>
1790s	<p>The frame Lines House is built at the corner of Ontario and Earl Streets and survives until it is moved in 1987 to North Street, where it is burnt.</p>		<p>Photo of house on original site by Jennifer McKendry</p>
1790s			<p>1801 NMC 16334</p>

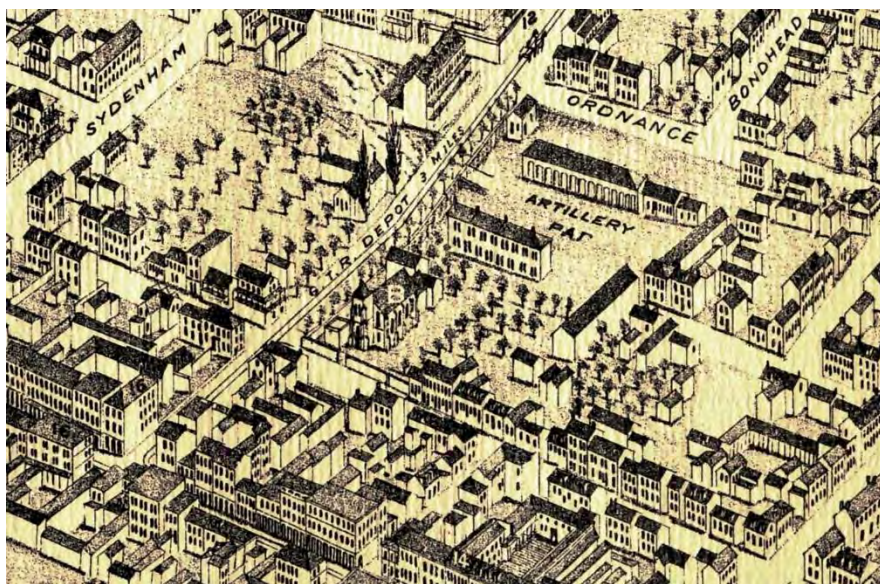
NORTH KING'S TOWN

1790s
con't

Maps noting the Garrison Garden, which evolves into **Royal Artillery Park**, appear in the late 1790s. This one from 1801 shows a stream meandering through – perhaps a reason to select this spot for cultivation. The overall dimensions of Artillery Park (for example, it once ran to Sydenham Street) change over the years; in the 1870s, it is intersected by running Montreal and Bagot Streets through; and various buildings appear and then are replaced or demolished. Today the stone soldiers' barracks (344-350 Bagot Street) of 1843 are still in place but the stone guardhouse (119 Barrack Street) is now outside of the area we usually identify as Artillery Park. Today's municipal park is overlooked by the stone 1899-1902 Armouries on the other side of Montreal Street.



1869
WO78-4680
sheet 3 plan 16



1875
Brosius view

NORTH KING'S TOWN

1790s
con't

By 1875, Montreal Street has been extended through Artillery Park but Bagot Street is yet to be extended. The barracks can be seen just below and to the left of "PA." *right* The original extent of Royal Artillery Park imposed on a modern map.



See 1872 for the street extensions.



Barracks



Guard House



119 Barrack

Clergy Reserves are established in Upper Canada to support the Church of England (Anglican) clergy through land leases. The latter only become practical in 1819 and, in the 1820s, it is possible to sell parts. One Reserve, known as block C, exists in the Study Area.

A historical map of the area around the Clergy Reserve. The map shows the R.O. (Right of Occupancy) area, the Clergy Reserve, the Block House, the Burial Ground, and the Ferguson Property. The map also shows the River, the Bagot, and the Montreal area. The map is oriented with North at the top. The Clergy Reserve is highlighted in red. The Burial Ground is highlighted in black. The Block House is highlighted in grey. The Ferguson Property is highlighted in light blue. The River is highlighted in light blue. The Bagot is highlighted in light blue. The Montreal area is highlighted in light blue. The map includes a compass rose and a scale bar.

1827. Clergy Reserve to the north of North Street, along Montreal, west along Raglan and approximately to Division.

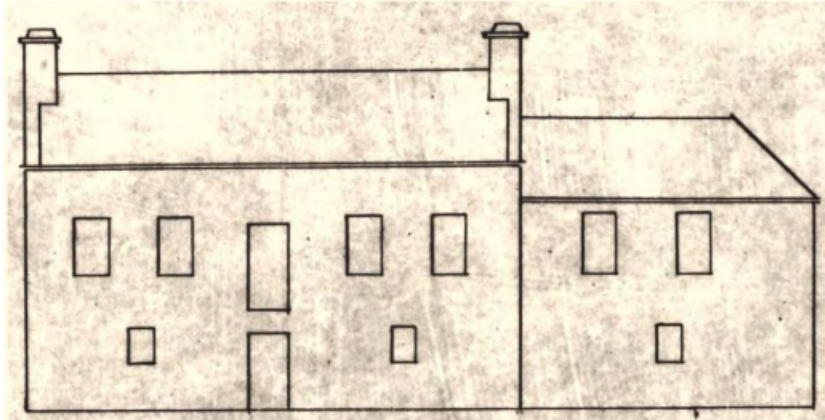
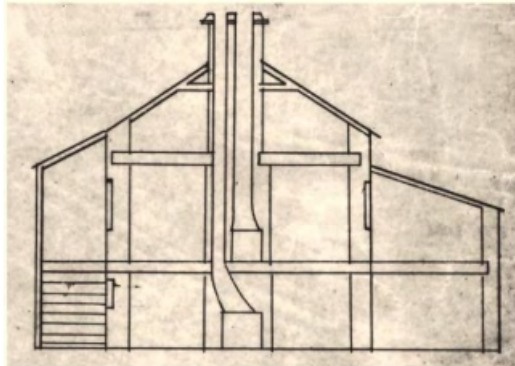
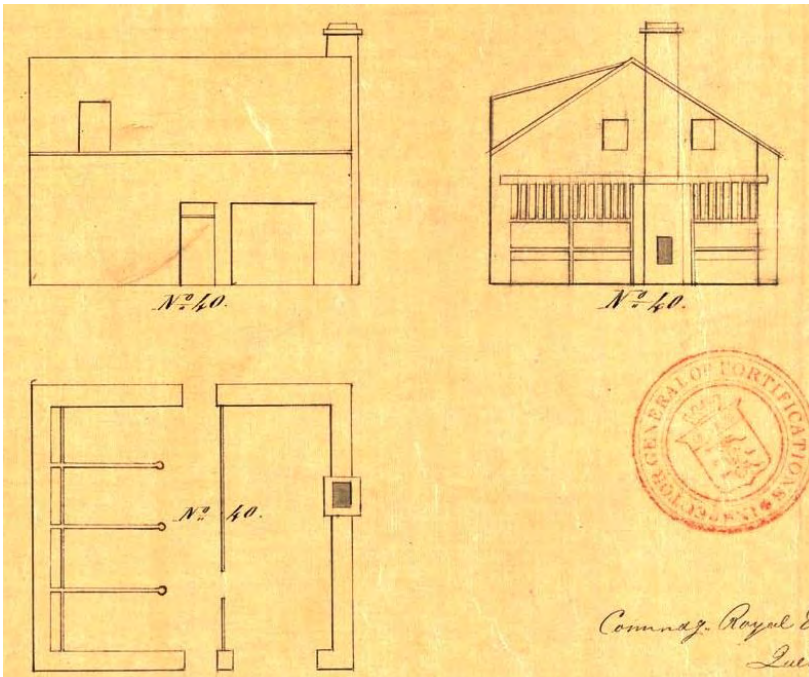
NORTH KING'S TOWN

1791 con't	Block C, composed of 18 acres, is leased; for example, in 1866, there are 18 parcels being rented and, three years later, four sales occurred of subdivided land. The sales continue into the late 1880s.	A map of 1842 labels the Clergy Reserve as Block C (NMC 3931).
1793	An Act to Limit Slavery in Upper Canada makes importing enslaved persons illegal but does not emancipate those already here. Resistance to a stronger bill comes from many Loyalists and others with a conflict of interest. See also 1834.	
1792	It is in the first, newly built, St George's church that Lt Governor John Graves Simcoe holds the first meeting of the Executive Council of Upper Canada on 2 July 1792.	
1801	 <p>In this plan of 1801 reaching to North Street, there are few civilian buildings in the Study Area.</p>  <p>The Kingston Market is established by charter on the site now occupied by city hall and the market.</p>	1801 NMC 16334

NORTH KING'S TOWN

1808	<p>Under the guidance of Bishop Macdonell (1762-1840), who arrives from Scotland in 1804, St Joseph's Roman Catholic Church, a stone building by master mason F. X. Rochleau, is erected on William at Bagot. During the War of 1812, it is used as a hospital by the militia. It is not until 1816 that it is in use as a church. Converted to a school in 1859, it is demolished in 1891. There is a graveyard beside the church. Catholics living in the Study Area attend this church.</p> 	<p>Conjectural drawing by J. McKendry 2011</p>
1810	 <p>An early stone house is 4 North Street, which will be demolished in 1964. Built c1810 by John Cumming, it is considered in 1817 “a spacious and elegant stone mansion”—an example of the loose use of such terms. During the War of 1812, the property is converted into a Naval Hospital, and then the residence into the Commandant's House. Later known as Cataraqui Cottage, it has stone massive end chimneys and the front, which faces the Great Cataraqui River, is softened by a verandah.</p>	<p>Queen's Archives, hereafter, QUA V020 box 8-1037 photo 1964 by Ron Hazelgrove</p> <p>Jennifer McKendry, “A Discussion of Kingston and Area's Historic Small Houses Known as ‘The Ontario Cottage’ Type” <i>Journal of the Society for the Study of Architecture in Canada</i>. Vol. 41 No. 2 (2016): 65-81</p>

NORTH KING'S TOWN

1810
con'tThe
Commandant's
HouseDrawings from
1824
LAC
NMC-0005137Photograph
1964 in the
Angus Fonds
5064.2 box 1
file 2, QUA

The Commandant's stable on North St. The Study Area would have had many such stables and barns but few have been recorded.

NORTH KING'S TOWN

1810 con't	Jean Baptiste des Trois Maisons, dit Picard , buys a triangular property of four acres from Magdalene Ferguson in Farm Lot A in the vicinity of today's Division, York and Raglan Streets. See 1814 for a subdivision plan.	Godfrey Spragge, "New Directions for Historic Conservation: a Methodology, with Special Reference to Kingston." <i>Urban History Review</i> . 16 (June 1978): 48-61.
1812	<p>The War of 1812 creates an opportunity to build new defensive works for the town. There is an increase in population. A defensive works, thrown around the land side of the town, gives some protection to a portion of the Study Area. In 1886, Carl Fechter recalls what Kingston looked like some 50 years earlier:</p> <p style="padding-left: 40px;">Then the limits were enclosed by a picket fence. It began on the water's edge, on this side of West street, past the Westborne Terrace and the block house on McRossie's gore; passed the block house on the site of Rev. Mr Brock's house; passed the barracks opposite Sydenham Street church, through Park Selma, (the property of the Roman Catholic church, extending from a line some distance above Bagot street to lot 24), passed the block house on Princess street (about Cannon's); past the block house on top of the quarry [Sydenham at Raglan], and down to the water's edge between Farrely's farm [Brant-Ferguson] and the house then in occupation by one of the highest military functionaries [Commandant's House]. There were four entrances to the enclosure – one on King street, one on William street, one on Princess street, and one on the Montreal road.</p> <p>Some of the blockhouses were 30 feet square in the lower storey.</p>	<p><i>Daily British Whig Supplement</i>, 10 December 1886, p. 6</p> <p>Richard Young, <i>Blockhouses in Canada, 1749-1841: a Comparative Report and Catalogue</i>, Occasional Papers in Archaeology and History, Canadian Historic Sites, 1980, pp. 48-9, 84-5, 110</p> <p>Jennifer McKendry, "An Example of Surviving Topography in Kingston." <i>Limelight</i> 10 (Nov. 2008): 4-5</p>

NORTH KING'S TOWN

1812
con't



Blockhouse #5 (demolished in 1908) Sydenham St at Raglan

Toronto
Reference
Library d5-71d

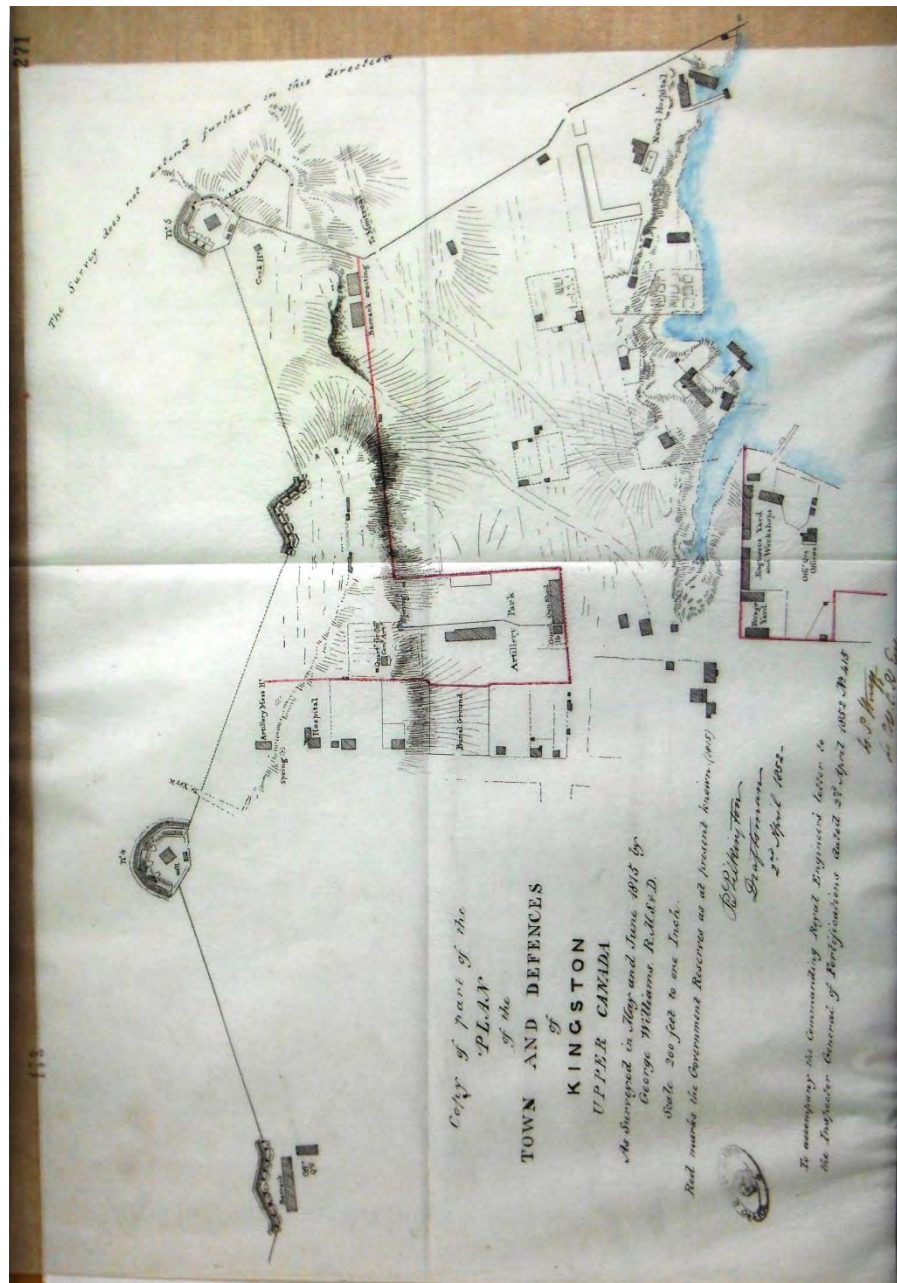
British Whig,
30 May 1908
(thanks to Rick
Neilson for this
reference)



This 1816 map shows the line of pickets,
batteries and blockhouses protecting the town. The arrow points to
blockhouse #5. McLean's Island is Belle Island.

1816
NMC-
0022903k
courtesy of J.
Grenville

NORTH KING'S TOWN

1812
con't

1815 WO55-886 (P5424)
Archives KEW
photo by John Grenville

Artillery Park is located approximately halfway on this map (which has been rotated). Blockhouse #5 is in the upper left corner.

1814


Jean Picard has a plan of the property he bought in 1810 from John Ferguson, as he is starting to sell building lots, for example lot 5 fronting the York Road in 1810, lots 3 and 4 in 1815 and almost all the rest by late 1816.

By a map of 1827, it is known as the "old **French village**" and, on one from 1847, as "**Picardville**." In 1865, there is a reference to "the village of Picardville," although it is not a separate entity but more of a subdivision.

Spragge, "New Directions for Historic Conservation," 55.

1827 NMC
11379
1847 NMC
3933

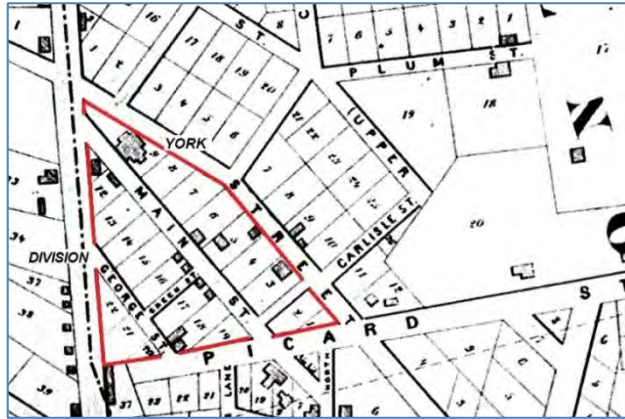
NORTH KING'S TOWN

1814 con't	<p>In some 20th century publications, it is thought that Picard is among the 21 French Canadians joining in 1798 a group of 38 French emigres, who come to Kingston but move on to York. The French Canadians, however, stay. The problem with this theory is that we do not have a list of those persons, who typically receive a grant of land from the government. The latter does not seem to be the case for Picard, who runs the French Tavern on Wellington Street at William (demolished 1901). There is mention of Picard's Livery Stable in 1816. In later publications, Picardville is characterized as lived in by the poor, drunkards, thieves and prostitutes.</p> <p>When one turns to primary sources, there are stories about violence etc. in Picardville but whether this greater than elsewhere is difficult to assess.</p>  <p>The area is often called the "French Village" in these instances, but this does not necessarily mean the inhabitants are French Canadians.</p> <p>One letter-to-the-editor seethes in 1847 with contempt for the area and suggests its vices could make for a terrible tale in the form of a novel, <i>The Mysteries of the French Village</i>, with its "dens of immorality," which lure young men into drinking, debauchery and even death. "The fact that the whole Village is one wide mass of uncontrolled and beastly profligacy has prevented persons having any claims to decency or respectability from living in it, or even in its vicinity."</p> <p>What a wonderful irony that the Revd George Okill Stuart, minister of St George's, builds a large stone house at 329 Division, Main and York Streets in 1861 (it is left in an unfinished state as late as 1877).</p>	<p>1865 <i>Daily British Whig</i>, 9 Jan.</p> <p>French Tavern & Picard: <i>British Whig</i>, 13 April 1901. Stable: <i>Kingston Gazette</i>, 23 Dec. 1816</p> <p>For example, Patricia Malcolmson, "The Poor in Kingston, 1815-1850" In G. Tulchinsky, ed., <i>To Preserve and Defend</i>. (Montreal: McGill-Queen's University Press, 1976): 289</p> <p>map: 2017 city website</p> <p><i>British Whig</i>, 22 Sept. 1835 (veiled reference to prostitution); <i>Chronicle & Gazette</i>, 21 Jan. 1837 (woman stealing clothes); <i>British Whig</i>, 10 Dec. 1847 (deaths and drinking); & 24 Nov. 1847 (letter-to-the-editor) Tax assessment for 1877 for an "unfinished stone house" owned by</p>
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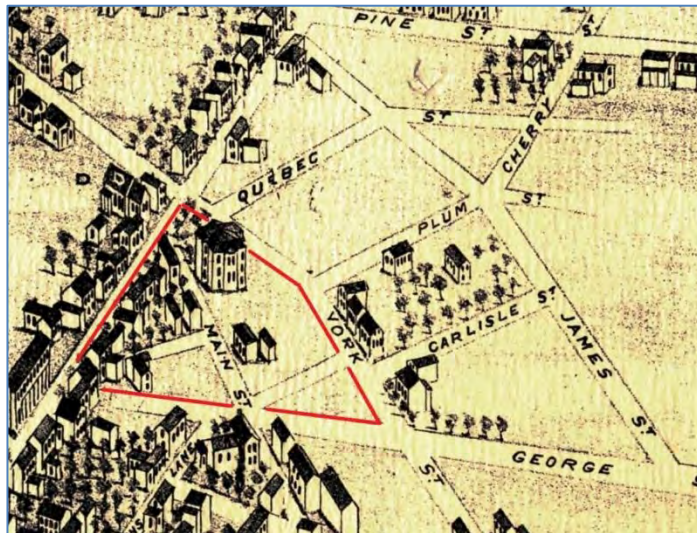
NORTH KING'S TOWN

1814
con't

On a more positive note, the editor of the *Kingston Chronicle* has nothing but praise for the earthenware milk pans, plates, jars and so on being manufactured in the French Village in 1829.



1865. Note the "Archdeacon's Folly" in the triangular lot.



1875. Most of the buildings front Division Street



329 Division St.



William Allen at
Main and York

*Kingston
Chronicle*, 20
June 1829

1865 Innis map

Folly: *Daily
British Whig*, 9
July 1879

1875 Brosius
view

NORTH KING'S TOWN

1816

The **Garrison Burying Ground** is noted outside the line of fortifications of the town. When the town plan survey is extended to this area in 1818, the "informal" burying ground is noted (according to correspondence written in 1823). The site appears to be square.

This is the origins of the Upper Burial Ground and McBurney Park. See also 1826 & 1893.



First half of the 19th century development of **Place d'Armes** from Stages 2 & 3 Archaeological Assessment Place d'Armes Re-Alignment, 2007:

Development on the Military Reserve prior to the War of 1812 was limited, most taking place along the shoreline. A major series of public works projects were undertaken by the British Military during the decade after the War of 1812, most of which involved the demolition of remaining sections of curtain walls and bastions associated with Fort Frontenac....

Between 1816 and 1820, the British military undertook to replace the temporary facilities which had grown up in and around the ruins of the French fort with more permanent structures. As part of this

Map, 14 June 1816, NMC 11378.

See "Stage 1 Archaeological Assessment, McBurney Park, Upper Burial Ground, Kingston, Ontario" Cataraqui Archaeological Research Foundation, prepared by Susan Bazely and Earl Moorhead for the City of Kingston, hereafter "CARF"

Helen Sheldon, Susan M. Bazely & Jonas Fernandez, "Stages 2 & 3 Archaeological Assessment Place d'Armes Re-Alignment, Kingston," Cataraqui Archaeological Research Foundation, Feb. 2007 prepared for the city. Pages 12-14

NORTH KING'S TOWN

1816
con't

re-development, the Place d'Armes or parade ground was laid out and sections of the military reserve were sold for civilian use. Structures were now laid out according to the town grid established in 1784.... Water Street, now Ontario Street, was extended through the Military Reserve to the shore of Cataraqui Bay and the gate to the new barrack facilities faced on to the Place d'Armes.... Starting around 1820 the limestone buildings forming the Tête de Pont Barracks were constructed, including La Salle, De Noyan, and Vincent Blocks.... Construction within the Barracks Square was completed by about 1846..... Demolition of the last remnants of the French fort occurred around 1832. The only other construction activities in the immediate area were the filling of the south portion of Cataraqui Bay, and the 1858 construction of a branch line of the Grand Trunk Railway through the military lands....



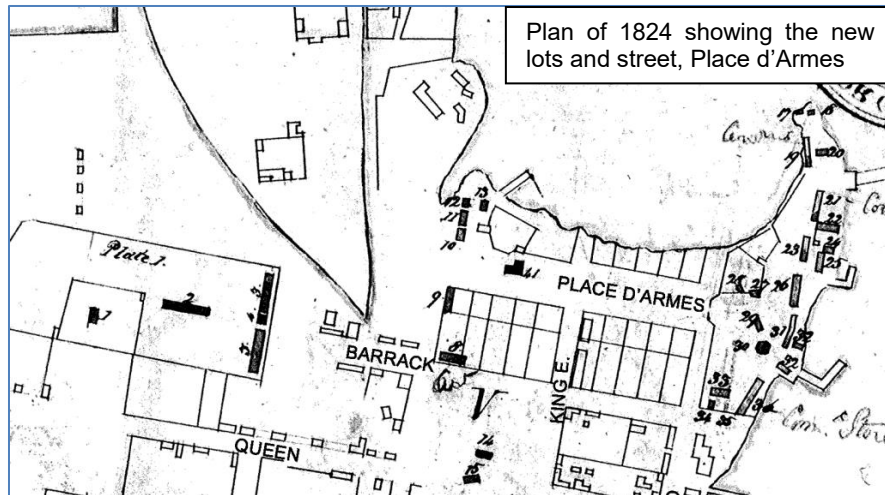
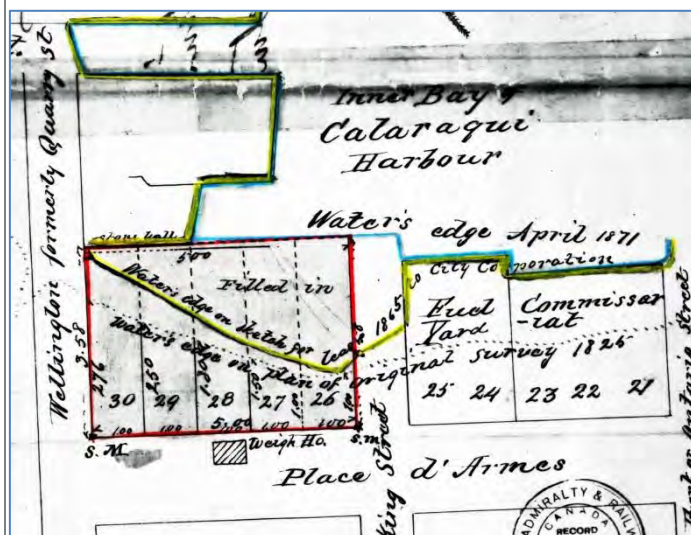
1816, before Place d'Armes exists as a street

In 1820, "the Ground upon which the Barracks, &c., are situated in the Town of Kingston, will be sold at Auction...in Lots of one fifth of an acre, and under."

1816
UK
Hydrographic
Office B718
50c (another
version of NMC
11378)

*Kingston
Chronicle,*
3 March 1820

NORTH KING'S TOWN

1816
con't1824
Durnford map
NMC16105
(modern street
names added)1869
WO78-4680
sheet 3 plans
12 & 13 pieced
togetherNotice the
amount of fill
along the shore
on the north
side of Place
d'Armes
compared with
1824. The
wood yard
belongs to the
government.1871
LAC 61996
CLSR ONIn 1871,
there is a
municipal
wood and
hay market
created
partly on
filled land in
lots 26-30
inclusive.Also on Rowen
& Moore map
of 1876

NORTH KING'S TOWN

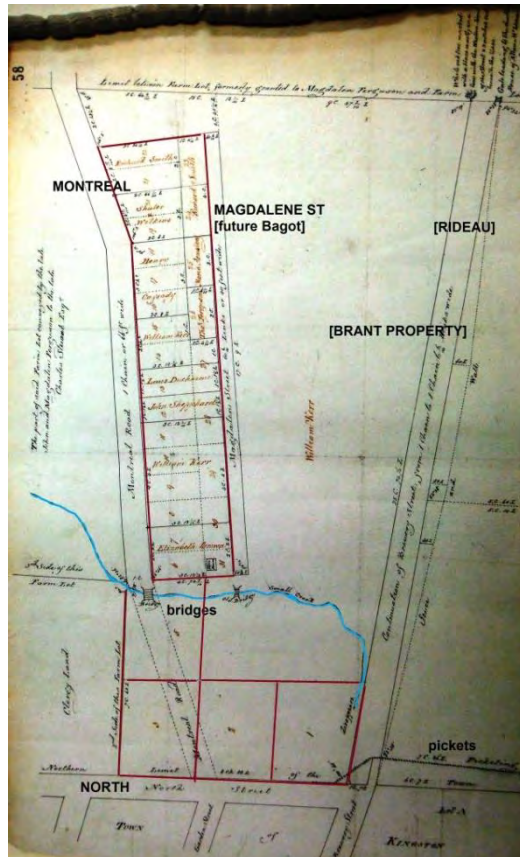
1817

Tenders are called in early 1817 for a frame **Methodist church** near the North Gate. Built on Bay St at Bagot, it is enlarged in 1840. A favourite of soldiers, some revival meetings are of "a demonstrative character." In 1852, John Dunn converts the interior into rental units. In the summer of 1887, Mrs Hickey demolishes the old chapel and builds a row of brick houses on the site.



There is a reference to "**Johnsonville**" lots being sold by John Ferguson, in addition to Johnsonville appearing on a map of 1797-99 (although it has later annotations). In 1817, Richard Smith buys lots 21-24 in this subdivision. It is known as Johnsonville after the name of Molly Brant's husband William Johnson (who died before Molly travelled from New York to Kingston in the 1780s) or perhaps William's son John Johnson. She is granted farm lot A immediately north of the town's boundary, North Street. It is passed on to her daughter and son-in-law Magdalene and John Ferguson (note Magdalene Street forming the east border of the subdivision). John and Magdalene Ferguson (died in 1818 at age 54) sell the land – some 63 acres -- west of Montreal Street to Charles Stuart Senior in 1814. Members of the Brant family live on the remaining property between the shore and the east side of Montreal Street, for example a married daughter Mrs Margaret Farley. William Kerr owns a large tract of land east of Magdalene Street – he is part of the extended Brant-Johnson family by marriage.

The map of 1831 shows a formal plan with small building lots flanking Montreal Street and with many already sold.



Kingston Gazette, 15 Feb. 1817; Special Number *British Whig*, Dec. 1886; and *Kingston News*, 30 July 1887.

Kingston Gazette, 26 April 1817. See also 1784, 1996. Smith purchases, land registry.

Modern borders: Montreal, James, Bagot North and a jog to Rideau along North

N.B. – see the entry for 1784 for a view of July 1784 from Capt. Brant's house

1831

WO44-21 p56
MR1-502 photo by John Grenville; modern labels added

NORTH KING'S TOWN

1817
con't

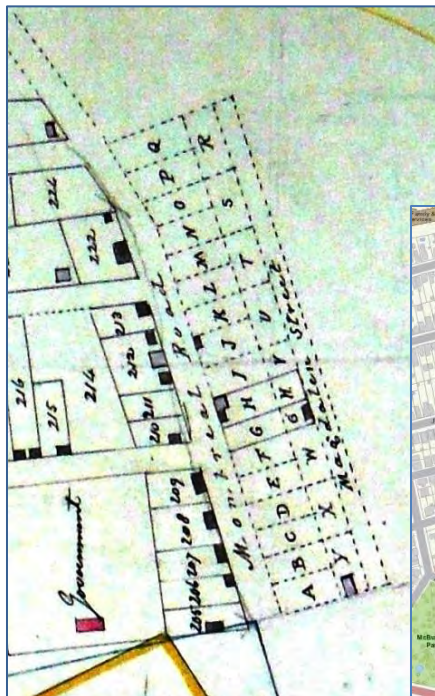
1797-99
Ontario
Archives
I0050791 – this
map has been
annotated but
is interesting as
“Johnsonville”
is marked on
the Brant land.
This reinforces
the idea that
the subdivision
may indeed be
early.

By a map of 1840, only four buildings are shown on the 27 small lots (although some owners occupy more than one lot). By a map of 1850 only one lot shows buildings. The west side of Montreal St, on the other hand, had Bagot Street (known until 1886 as Bondhead) extended north sufficiently, it would become Magdalene Street.



Sir William
Johnson

left
1840 plan
WO44, v45,
p545e photo
by John
Grenville



Johnsonville
today based on
the 1831 map

NORTH KING'S TOWN

1818



An advertisement in the *Kingston Chronicle* by George Scougal who, in early 1819, is described as recently the master smith in the Royal Engineers' Department and in 1820 described as a blacksmith in Kingston, says that he is selling "one **new** stone house, 2½ storeys high". The ad runs from 22 January to 9 April 1819, and stops because he has found a purchaser, Samuel Christy, on 12 April 1819. **110-112 Rideau Street** must have been built in the autumn of 1818 after Scougal bought the property and before the winter freeze. John A. Macdonald, who will become Canada's first prime minister, lives there when he rents it from his relatives, the Macphersons, in the second half of the 1830s, while he works as a lawyer. His immediate family also moves into the house.

Typical of many early houses, it is very close to the street, which permits the maximum space in the rear yard for stabling, gardening, storing firewood and possibly raising chickens – not to forget the necessity of a privy.



*Memorial
Album Sir John
A. Macdonald.
Toronto [1891].
coll. J.
McKendry*

*Kingston
Chronicle, 9
February 1819.*

There is a problem with the lot numbers as advertised -- it should have read the east half of lots 269 and 272, which are owned at this time by Scougal. (In order to be certain that he had no ownership in lots 271 and 273, they were researched and it was found that this was the case.)

Jennifer McKendry,
Heritage Impact
Statement for
110 Rideau St,
17 Sept. 2009

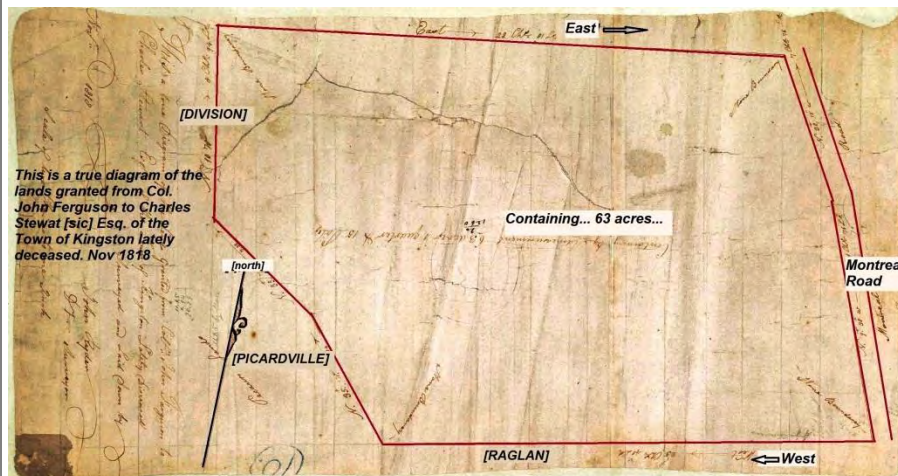
Photo in 2008

NORTH KING'S TOWN

1818
con't

The house appears as a single in a late 19th century photograph but has a second entrance door added in the early 20th century and, eventually, the handsome classical doorway surround on the original entrance is removed.

In 1975, the Frontenac Heritage Foundation renovates the building.

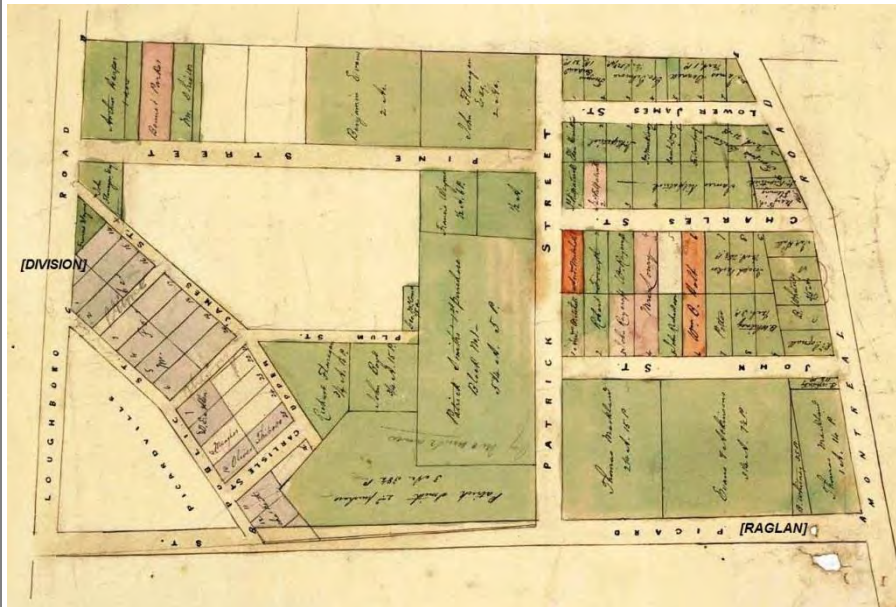


818
NMC 3895
touched up and
rotated

This survey of 1818 shows about 63 acres and no streets running west off Montreal in an area known later as **Charlesville**. It was sold by Col. John Ferguson, the son-in-law of Molly Brant (it is part of her original Loyalist grant), in 1814 to Charles Stuart, the sheriff of Midland District, who dies in 1816. His heirs are likely taking an interest in the family's properties on behalf of his young son, also named Charles (1814-1850). While the area roughly bounded by today's Montreal to Division Streets and Raglan to just north of James Street is clearly named after either Charles Senior or Junior or both, a subdivision is not necessarily in the mind of Charles Senior when he purchases the land, which is north of the town's boundary.

NORTH KING'S TOWN

1818
con't



1847
LAC 3933

However, a map from 1840 shows the tentative beginnings of new streets and building lots and one from 1847 (above) has a street pattern more closely resembling today's plus the streets are named (including Charles Street) and the building lots defined.



See 1842 for
Markland

By 1829, the land bounded by Montreal, John, Patrick and today's Raglan (then Picard) Streets has been purchased by the Markland family, who will develop it over time and perhaps should not be considered part of "Charlesville."



1850
Gibbs map

NORTH KING'S TOWN

1818 con't	<p>By 1850, there are only about 65 buildings on the 63 acre site, which includes a lot of open land. While map maker Gibbs avoids the term "Charlesville," it is used by his colleague Vavasour in 1850.</p>  <p>Charles Stuart (1814-1850) is the grandson of Jane and the Revd John Stuart (dies 1811), minister of St George's, and the nephew of the Revd George Okill Stuart. His obituary in 1850 included the following characterization, "Though occasionally rude and coarse in his speech,...in the exercises of his profession was that scarce commodity, an honest lawyer."</p> <p>There is another Charles Stuart (1824-1901), a barrister and a baronet after 1853. his father, Sir James Stuart (1780-1853, a baronet after 1841) is the Chief Justice of Lower Canada (likely why Quebec St is so named) and a son of Jane and the Revd John Stuart, as are Charles and the Revd George Okill Stuart. Sir Charles Stuart lives in England and is a cousin of Charles, the Kingston lawyer, who dies unmarried in 1850. Sir Charles visits Kingston in June 1855, very likely in connection with settling the details of selling building lots in Charlesville. Tensions are running high in the family. In 1854 George James Stuart advertises to the public not to buy property of the late Charles Stuart, Esq., from "the Archdeacon of Kingston [George Okill Stuart], he having no legal right whatever to sell the same." This feud is a continuation of Charles (1814-1850) against his uncle George Okill Stuart for claiming to be the Heir at Law to the estate of Charles' father Charles (1782-1816) instead of his executor and not providing "a just and honest account of his</p> 	<p>1850 Vavasour NMC 14268</p> <p>He is a partner in his legal firm with Maxwell Strange. <i>Daily British Whig</i>, 8 May & 13 May 1850</p> <p>The coat-of-arms of Sir Charles James Stuart</p> <p>For James, see the Dictionary of Canadian Biography</p> <p>1855, <i>British Whig</i>, 27 June; he stays in the British American Hotel</p> <p>1854, <i>British Whig</i>, 6 April</p> <p>1847, <i>British Whig</i>, 7 August</p>
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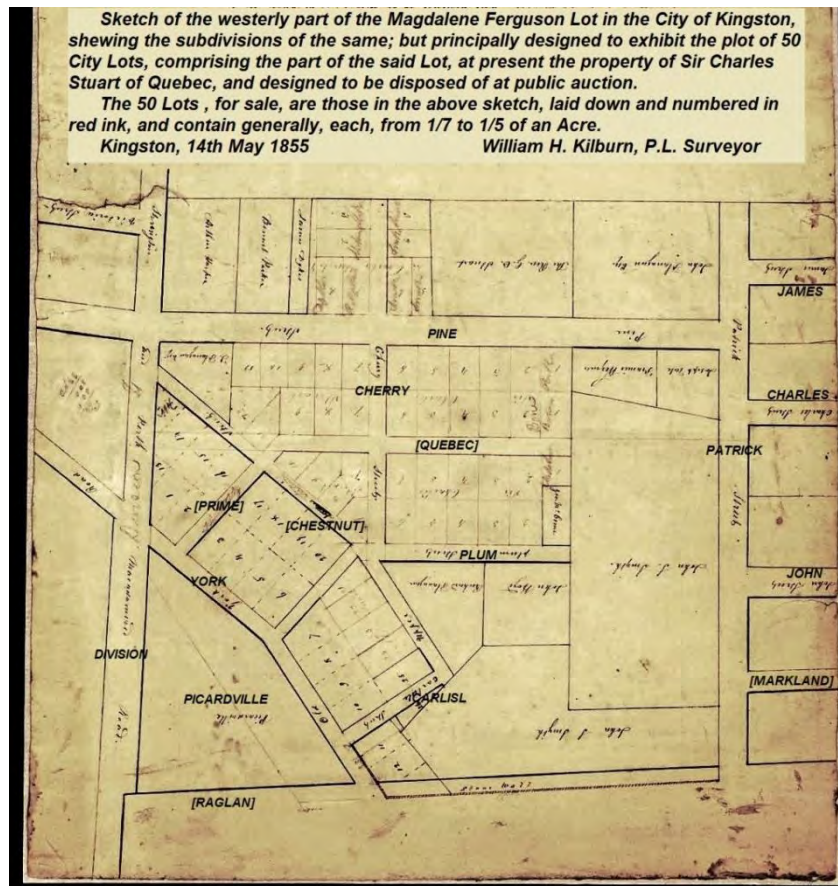
NORTH KING'S TOWN

1818
con't

executorship." This involves numerous properties.

"Auction Sale of Fifty Building Lots...situated in Pine, Plumb [sic] and Cherry Streets, comprising part of the west end of the Magdalene Ferguson Tract, lying between Montreal and Division Streets, in rear of the late residence of Hon. George Markland. This property has been laid out into Lots containing one fifth of an acre each; and from its proximity to the business part of Kingston, is most advantageously situated for investment. An excellent opportunity will be afforded to Mechanics and others, to secure a Lot of their own at a reasonable rate.... Terms – One fifth down, the Balance in four annual instalments with interest."

auction:
7 June 1855,
British Whig



1855
LAC
e002418571

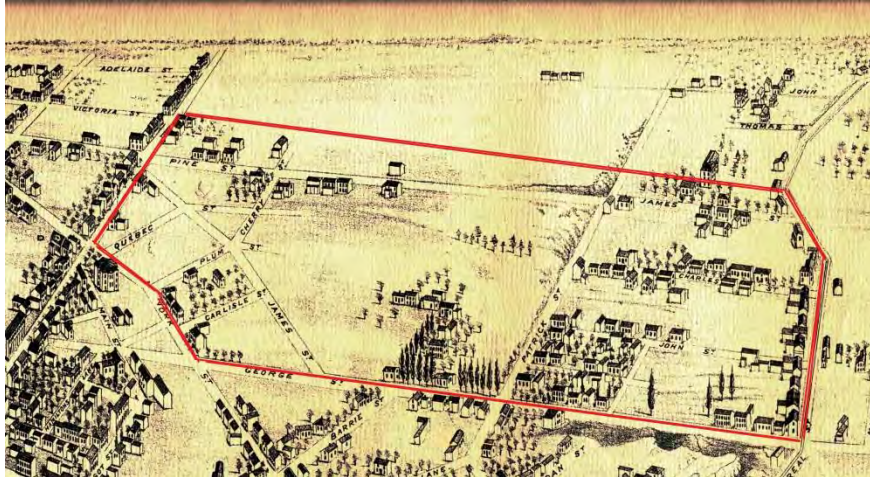
Magdalene
Brant Ferguson
died in 1818 at
age 54.

In 1867, Sir Charles Stuart authorizes the auction of 20 buildings lots, which are still identified as part of "the Magdalene Ferguson Tract" with frontages on Quebec, Pine, Cherry, James and Plum Streets. A dozen years have passed since the 1855 auction and, this time, the lots are described as surrounded on each side with buildings.

auction:
*Weekly British
Whig*, 28 Oct.
1867

NORTH KING'S TOWN

1818
con't



The original 1814 purchase of 63 acres by Charles Stuart is outlined in red on this view of 1875. There is still a considerable amount of open land, even though pockets have considerable development.

1875 Brosius
view

See 1842 for
the Markland
subdivision
Patrick at
Raglan.



Quebec Street
looking towards
Division; photo
2018

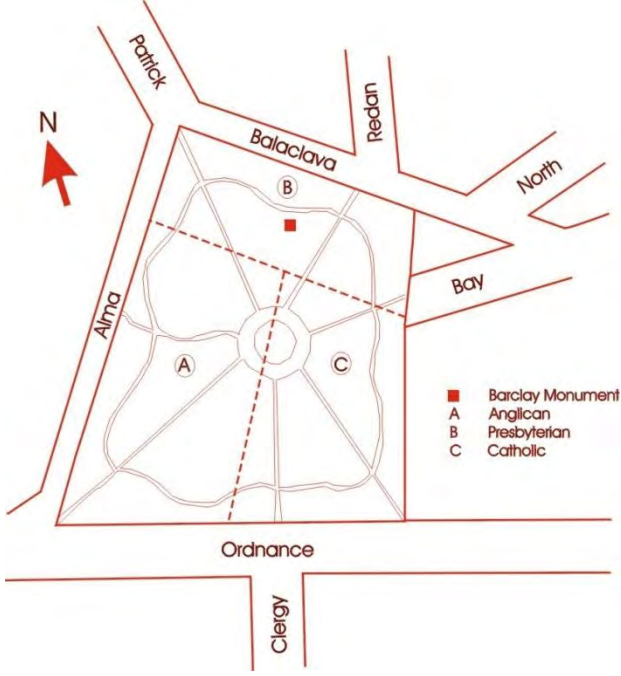


Patrick Street
looking north
from Alma
Street at
Balaclava
(on the right or
east from
Raglan to John
is
Markland's
subdivision);
photo 2018

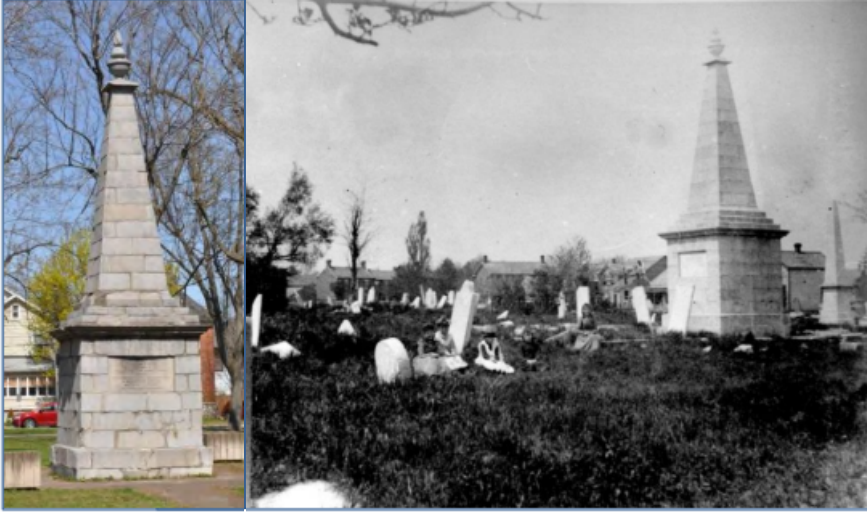

NORTH KING'S TOWN

1819	<p>Formal recognition of the "Garrison Burying Ground" by an Order in Council on 2 February.</p> <p>A new Common Burial Ground of 2.5 acres is granted to the Anglicans (Church of England or Episcopal) and Roman Catholics - they divide the Garrison Burial Ground between them (the Anglicans 1.5 acres and the Catholics 0.9 ac.). This becomes the Upper Burial Grounds (see 1825 for the title) and appears to mark the end of the Garrison Burying Ground as a separate entity.</p>	<p>"CARF", pp. 12-13</p> <p>see also 1825, 1826, 1893, 2008</p>
1820s	<p>Population about 2,500.</p>	
1825	<p>A second St George's Church (Cathedral since 1862) is built of stone on a new site at the corner of King and Johnson Streets. No doubt some Church of England parishioners from the Study Area attend this church until St Paul's is built in 1845 on Queen Street at Montreal. All Saints Church is built c1864 on Division and York and then the St George's Mission in the Montreal and James Streets area in 1890.</p> <div data-bbox="738 1031 781 1075" data-label="Image"> </div> <div data-bbox="326 1144 1200 1740" data-label="Image"> </div> <p>1875 The Upper Burial Ground</p>	<p>Jennifer McKendry, <i>Into the Silent Land: Historic Cemeteries & Graveyards in Ontario</i>, (Kingston, 2003): 89</p> <p>1875 Brosius bird's-eye view of Kingston</p>



NORTH KING'S TOWN

<p>1825 con't</p>	 <p>In May, the Rev. John Barclay of St Andrew's Presbyterian Church successfully petitions to have a portion added for Presbyterians to the graveyard the equivalent size to the portion used by the Anglicans (Episcopalians). This was the solution to a long dispute over who had the rights to burial in the Lower Burial Ground. The enlarged graveyard is now about 4 ac. The title, "Upper Burial Grounds," is applied to the "Common Burial Grounds," also described for many decades as the "Episcopalian (or "English") Burial Ground, Catholic Burial Ground and Presbyterian (or "Scotch") Burial Ground." By late 1825, the site plan has taken on the same outline as present-day McBurney Park. Roughly speaking, the Anglicans are on the lower west (on the east side of Alma St), the Catholics beside them on the lower east and the Presbyterians on the north (on the south side of Balaclava) stretching over the upper boundaries of the other denominations.</p>	<p>artwork in connection with the 2008 plaque in McBurney Park</p> <p>See also 1819, 1826, 1893 and 2008</p>
<p>1826</p>	<p>The Rev. John Barclay of St Andrew's Presbyterian Church unexpectedly dies at age 29. His monument, still in place in McBurney Park, may be the earliest obelisk erected in an Ontario cemetery.</p>	<p>McKendry, <i>Into the Silent Land</i>, p.89; figs. 3.48</p>



NORTH KING'S TOWN

1826 con't		<p>Barclay Monument</p> <p>see also 1819, 1825, 1893 and 2008</p> <p>1890s photo</p>
1829	<p>A bridge with a drawbridge section opens across the Great Cataraqui River from the town to the east shore (in the approximate location of today's causeway).</p>	<p>See also 1917.</p>
1830	 <p>This painting by Thomas Burrowes gives a good idea of the rugged terrain and marshes along the shores of the Great Cataraqui River. Kingston is on the horizon. Compare with early maps, for example in the entry for 1788.</p> <p><i>"Proceeding up to the top of what is called Kingston Bay, we reach the place where the waters of the small stream, termed the Cataraqui Creek, fall into it. Here the country becomes rugged and hilly with numerous barren cliffs of rocks rising thickly around us."</i></p>	<p>Ontario Archives I0002196</p> <p>The artist's vantage point is somewhere near Kingston Mills looking south.</p> <p><i>Kingston Chronicle</i>, 1 May 1830</p>

NORTH KING'S TOWN

1831	The town's population is 3,587.	
1832	 <p>View from the west shore of the Great Cataraqui River towards the town and Fort Frontenac by E.C. Frome.</p>  <p>The Rideau Canal is open between Bytown (Ottawa) and Kingston. It is part of the Great Cataraqui River with the Study Area on its west bank. Experienced stone masons are now on hand resulting in an increase of stone buildings in the area (previously dominated by log and frame buildings). See also 2007 for its status as a World Heritage Site.</p> <p>Fort Henry, completed in 1836, guards the mouth of the Rideau Canal.</p>	<p>The hipped - roof house on the right has not yet been definitively identified but may be one the Brant houses or possibly The Grove, owned by the McLean family. There is a walled enclosure behind the house, presumably for a special garden. The footprint of such a structure appears on a number of maps relating to the McLean's.</p> <p>1831 map</p> <p>Kingston Mills is on the right and "Kingston Bay" on the left.</p> <p>NMC 21973k</p> <p>See also 1830 for a view</p>
1832 & 1834	<p>1832: "<i>The appearance of Kingston during the cholera epidemic was most melancholy: 'while the long funerals blacken all the way.'</i> Nothing was seen in the streets but these melancholy processions. No business was done, for the country people kept aloof from the infected town. The yellow flag was hoisted near the market place on the beach, and intercourse with steamboats put under quarantine regulations." 200 deaths.</p> <p>1834: "<i>Nothing but lamentable sounds was heard, not aught</i></p>	<p>Walter Henry, <i>Trifles from My Port-Folio</i> (1839), quoted in A.B. Smith, <i>Kingston! Oh Kingston!</i> (1987), pp. 262, 267-8</p>

NORTH KING'S TOWN

	<i>was seen but ghastly views of death; infectious horror ran from face to face, and pale despair." 300 deaths.</i>	
1834	The Slavery Abolition Act abolishes slavery throughout the British Empire, including Canada. See also 1793.	
1835	<p>The Provincial Penitentiary (now Kingston Penitentiary) to the west of the town admits its first convicts.</p>  <p>The Kingston General Hospital is built but lacks the funds for furnishing as a hospital.</p>	
1837	<p>Queen Victoria is crowned and reigns until 1901.</p>  <p>Rebellion in Lower Canada (Quebec) and then in Upper Canada (Ontario); Kingston, protected by a local militia under the command of Lt Colonel Sir Richard Bonnycastle, remains loyal to the established order.</p>	
1838	Kingston is formally incorporated as a town. Farm lots A (Brant-Ferguson property) and 1 (McLean property) are added to the town (the previous boundary was North Street).	Tax assessments, QUA
1839	The cornerstone of Regiopolis College is laid by Bishop Macdonell on Sydenham St between Brock and Johnson. In 1892 the building becomes the Hotel Dieu. It is the predecessor of Regiopolis high school on Russell at Cowdy.	see 1914
1840	On 17 April a fire breaks out along the waterfront near Clarence and Johnson Streets and quickly spreads to nearby blocks (but not the Study Area). Its devastation of so many buildings reinforces the idea that wood was an inappropriate building material . More fire resistant stone and brick are promoted (and wood forbidden) through a series of by-laws, for example in 1847, in specific parts of the town. The fire of 1840 (one of many in the first half of the 19 th century) is a catalyst in turning Kingston into "the limestone city" but it is too simplistic to see it as the only reason. There is already a significant number of stone buildings, including houses belonging to the gentry. This reinforces the theory that masonry buildings are thought to be more prestigious and fashionable -- important factors for change in the built environment. Some frame buildings predate the availability of stone masons, who are attracted to this area as a place to live and work after their employment on the Rideau Canal was finished. Throughout the Anglo-American world in the 19 th century, the trend was not only to stone but brick, increasingly polychromatic, and usually with stone for decorative trim.	John Spurr, "The Night of the Fire, April 17, 1840." <i>Historic Kingston</i> 18 (1970): 57-66.

An early tannery (Montreal at Raglan) is acquired by the government, likely because it is close to and below the hoped -for redoubt

NORTH KING'S TOWN

1841



The artist, P.J. Bainbrigge, likely is standing on top of the cliff with the old blockhouse behind him. Rideau Street is below with the Inner Harbour, Fort Frontenac and the bridge in the middle ground. Points Frederick and Henry are in the background. LAC.

Queen's College (now Queen's University) receives a Royal Charter.

Kingston becomes (until early 1844) the **capital of the new United Province** of Canada East and Canada West. Parliament meets in the general hospital.

The Diary of Captain Ballingal, *Fifteen Months on Lake Ontario Upper Canada in the Years 1841 & 1842*:

"An Indian Wigwam"

Mr Marks having acquainted me that some Indians had established themselves in the vicinity of his farm - a few miles off - for the purpose of hunting the muskrat that burrows in numbers at this season on the banks of the Cataraqui, [we walked to visit them]. After an hour's walk, ... [we went] down about a mile further in the Bush and there listen for the crowing of their roosters, ... [which] proclaimed where lay the hunters habitation. This erection consisted of a few slender poles drove into the ground on the fork end of which rested the corresponding transverse ones. On these slender rafters lay in a diagonal direction a lean-to-roof composed of long pieces of bark placed upwards so as to answer the purpose of a tile roof, receiving the rain and conducting it into a sort of trench... . This constituted the sleeping apartment appropriated entirely to the women and children... The establishment consisted of three men, four squaws and six children....

hand-written, coll. Queen's University; pages 95-108 are of particular interest, as they describe Indigenous Peoples in the Kingston area. Marks's farm is on the east side of the Great Cataraqui River north of Barriefield.

NORTH KING'S TOWN

1841
con't

p.96

p.98
by C.D. Shanly

The muscular frame of this son of the forest was loosely covered with a shirt open to the waist, which was tightly bound with a red sash, a pair of short trousers of coarse stuff, and mocasins [sic] compose his whole attire.

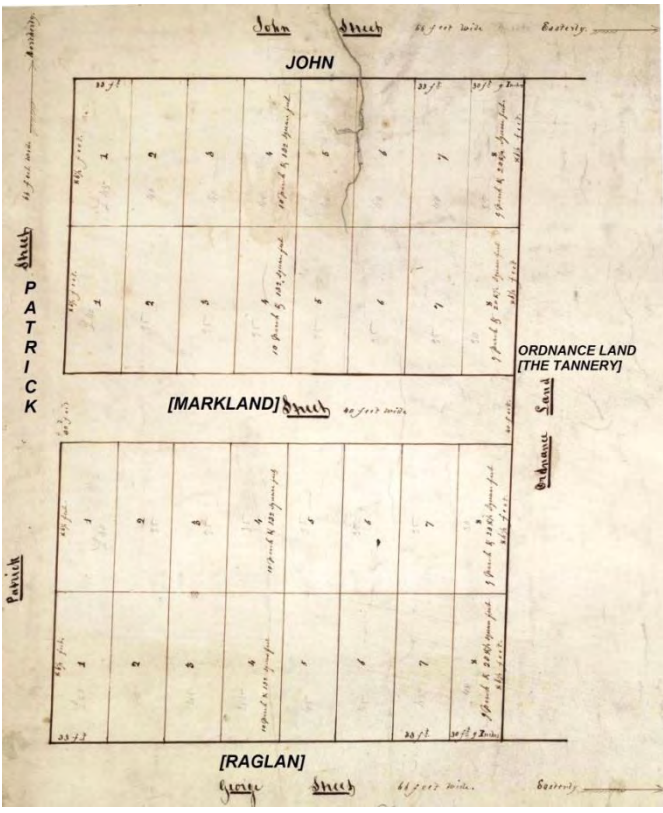
NORTH KING'S TOWN

1841
con'tp. 103
by C.D. Shanly

The youngest squaw had only been married within a few days. Her husband was absent on a hunting excursion to provide tomorrow's repast. She was only sixteen years of age. Nature had been very bountiful in bestowing on this young Creature great personal beauty. Her profile was of the most delicate Grecian model, with fine teeth, smooth forehead and pencilled eyebrows. Her skin, feet and hands, her complexion between dark orange and coffee colour of a soft and shining texture announced her at once to be the legitimate offspring of a pure Indian origin. Her down cast eyes were of the purest black and white, her hair



NORTH KING'S TOWN

1841 con't	<p>of the darkest jet, long and flowing down the waist, combined to give an additional charm to her delicate figure, which was only to be surpassed by her innate modesty and unsophisticated demeanour.”</p> <p>The visitors make note of what composed supper, namely, muskrats, wild ducks and a large pike cooked in a kettle over an open fire. The women recline on the green boughs forming the wigwam's floor and watch their children play.</p>	
1842	<p>Certain street names are changed: Brewery St becomes Rideau St, Garden to Bondhead (and eventually to Bagot), Cross to Ordnance, Grass & Quarry to Wellington, Ridge to Sydenham, etc.</p> <p style="text-align: center;">❁</p>  <p>“Sketch of the Plot of Building Lots, as surveyed by [William H. Kilburn] in September 1842, for the Honorable George H. Markland, Esquire, on the east side of Patrick Street, and extending from George [Raglan], to John Street....; situated and comprising part of the Farm Lot originally granted to the late Magdalene Ferguson on the west side of the Grand</p>	<p><i>Chronicle & Gazette</i>, 15 June 1842</p> <p>1842 LAC e002418600</p> <p>George St is now known as Raglan</p>

NORTH KING'S TOWN

1842
con't

River Cataraqui, formerly in the Township of Kingston; and upon the part of the said Farm lot conveyed by John and Magdalene Ferguson, deceased, to the late Charles Stuart Esquire, deceased, the Elder, and formerly Denominated Stuartsville in the said part of said Farm Lot."

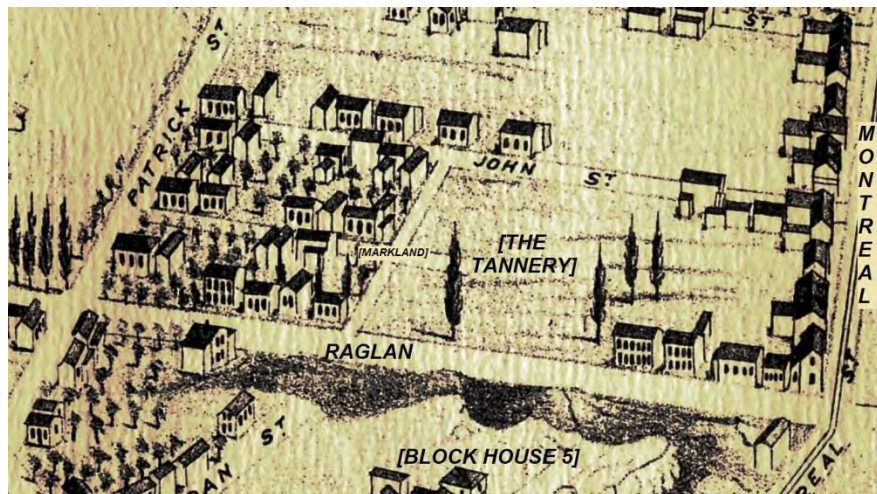
George H. Markland advertises 40 building lots "in the vicinity of No. 5 Block House being the vacant ground between what was formerly called the Tannery and Mr. Lamb's Garden." This is part of the increase in construction due to the increase in population during the capital years of 1841-1844.

By 1869, there are about 9 frame and one stone or brick houses in the subdivision and the centre street is named Markland.



23 Nov. 1842,
Chronicle & Gazette

1869
WO78-4680
sheet 3 plan 12




1875 Brosius
view

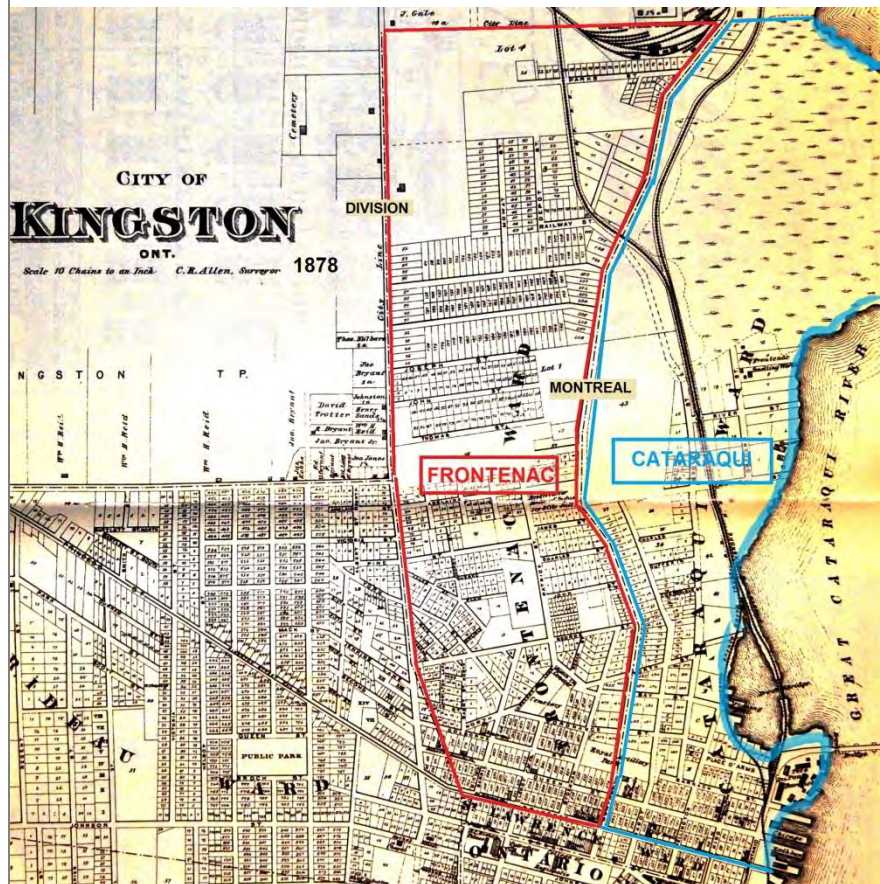
Markland's subdivision is a small portion nipped out of Charlesville.



NORTH KING'S TOWN

1842 con't	 <p><i>Bell Island by Moonlight</i> by C.D. Shanly</p>	LAC Mikan28374 15 c013868k
1843	John A. Macdonald (later Sir John and the first Prime Minister of Canada), a lawyer, is elected to the Town Council.	
1844	<p>City Hall is completed; architect George Browne.</p> <p>❖</p> <p>Kingston loses the status of capital of the United Province. And, with the departure of the Governor General to Montreal, the gentry loses the social life associated with his presence.</p>	
1846	<p>Recollected in 1886 concerning 1846: "The north and east end of the city, after passing Bay Street, was very sparsely settled. Between the city and the outer G.T.R. station, there were heavy pine woods, where Indians used to camp and trap muskrats at the edge of the marsh, while the squaws made baskets."</p> <p>❖</p> <p>Kingston's defences are improved because of fears raised during the Oregon Crisis results. The Market Battery and four Martello towers are built.</p> <p>❖</p> <p>Kingston is incorporated as a city. Frontenac Ward (Division to Montreal) and Cataraqui Ward (Montreal to the river shore) are created. For "Swamp Ward" see 1871.</p>	Quoted from a story published in the <i>Kingston Whig</i> 3 March 1906 in Agnes Machar, <i>The Story of Old Kingston</i> (Toronto: Musson, 1908), p. 272.

NORTH KING'S TOWN

1846
con'tMeacham's
county atlas
1878

The wards
include Queen
St and the
north side of
Princess St,
where there
was a large
population.





1847-
1848

Irish immigrants, fleeing the potato famine, arrive on the shores of Kingston only to die of typhus. They are buried by the hundreds in a mass grave near the Kingston General Hospital. Eventually, in 1894, the Angel of the Resurrection is raised to commemorate the burial site but is moved in 1966 to St Mary's Cemetery.




The statue is at
Kirkpatrick at
Kingscourt.

NORTH KING'S TOWN

1848	<p>St Mary's Cathedral, opened on Johnson Street in Gothic Revival style, is attended by Roman Catholics from the Study Area. It will be enlarged in 1889.</p>  <p></p> <p>The Kingston Gas Light Company is in business providing fuel for street and building lights. In 1849, the company sets about excavating streets to lay pipes. It is felt that "gas has become no longer a luxury but a necessity of life." It is better than oil, tallow and lard and much safer than camphene and produces "the cheapest and brightest light." The plant is on Queen St between King and Ontario.</p> 	<p>View of St Mary's by Henry Henderson pre alterations of 1889, Henderson Album, v.22.2 box 2-2 QUA</p> <p><i>Daily British News</i>, 11 May 1849</p> <p>1875 view (#8), Brosius</p>
1850	<p>McLean's Grove Subdivision</p> <p>One of the early settlers in North King's Town is Neil McLean (dies 1795), who is in Canada in 1776 on government service and, by 1783, is a leader in the Kingston community and a justice of the peace. By 1788, he has been granted 700 acres and, by 1793, an additional 2,000 acres. His daughter Harriet (1769-1826) obtains additional acreage. She marries Allan MacLean (1752-1847), a lawyer.</p> 	<p>The original McLean property in NKT is farm lot 1.</p> <p>Dictionary of Canadian Biography</p> <p>Approximate location of the McLean house between River and Cataraqui Streets on the west side of Rideau</p>

NORTH KING'S TOWN

<p>1850 con't</p>	<p>The McLean home (demolished by 1875) is "the Grove" on the west side of Rideau Street, originally named Grove Street. It is described in Neil McLean's will (he dies in 1795):</p> <p>...I give and bequeath to my affectionate wife Mary [Herchimer] McLean all my Household furniture and Cattle, my two Negroe Servants, Sussex and Kate, and all my other moveable property....And I further devise to my said Wife, the House and Farm at present in my occupation consisting of Lot Number One and half of Lot number two on the west side of the Great Cataraqui River, with all its appurtenances, and also the Island [Belle Island] lying in the said River opposite to the said Farm...for and during the term of her natural life; and at her decease, it is my Will that the said House and Lands described above shall go to my grandson, William McLean, son of my daughter Harriet and his heirs....</p>  <p>Isle au Pere is granted to Neil McLean and renamed McLean's Island. Known since at least 1850 as Belle Island, today it is joined to the mainland by a capped dump.</p> <p>By 1869, the island is being farmed (illustrated further below).</p>	<p>The house does not show on the 1875 Brosius view.</p> <p>A.F Hunter, "The Probated Wills of Men Prominent in the Public Affairs of Early Upper Canada." <i>Ontario History</i> 23 (1926): p. 329</p> <p>Many Loyalists brought slaves and servants with them. See also 1793 and 1834.</p> <p>1816 UK Hydrographic Office B718 50c</p>
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NORTH KING'S TOWN

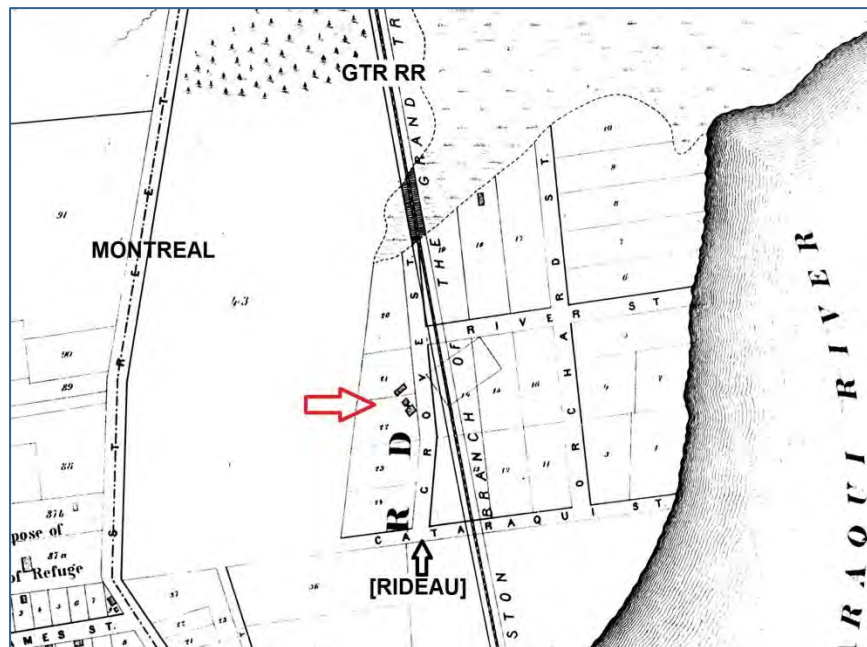
1850
con't1850
Gibbs map

In 1850, twenty-four building lots of one to two acres each in “McLean’s Grove” are up for auction in lot 1 along the shore. Today industrial buildings or the sites of demolished ones populate the Rideau, River, Orchard and Cataraqui Streets area but, in 1850, there are expectations of mixed uses by capitalists and mechanics. However, looking ahead to the 1865 Innis map, only one new building is in the subdivision, which is interrupted by the GTR tracks and, by the 1869 Ordnance plan, there are only partial gains in development with a number of ice houses throughout.

WAKE UP!
CAPITALISTS AND MECHANICS!
24 Building Lots
 WILL BE SOLD BY AUCTION, WITHOUT RESERVE.
On MONDAY, September 16,
AT TWELVE o'CLOCK, NOON,
 On the premises, all that valuable TRACT of LAND known as
MCLEAN'S GROVE
 situated on the banks of the Great Cataraqui River, being part of Lot No. 1, in
 the Township of Kingston, and now slightly laid out in
BUILDING ALLOTMENTS,
 containing from one to two acres each, and in strict union with the growth of the city, as regards continuation
 of Streets, &c. See Plan. Also, the
HOUSE,
 AND UPWARDS OF
FORTY ACRES OF ARABLE LAND,
 With Outhouses, formerly occupied by John McLean, Esq., situated on the
 banks of the Great Cataraqui River, being part of Lot No. 6, Townships of Kingston, and now slightly laid out in
 The advantages arising from the situation of the above lots, are great, as there are now arrangements making
 for the shortening of the Cataraqui River, the Mill Privileges, and the Government is now surveying the plot of land adjoining, with the intention of forming a city
 and greatly enhancing the value of property in that part of the city.
TERMS:
 One month's cash down, on approved notes or drafts, and the balance in four, six, and three years, with interest, secured by mortgage on the premises. An omnibus
 will start from the subscriber's Auction Rooms, at half-past 11 o'clock, on the day of sale, to convey intending
 purchasers.
 For Plan and further particulars apply to
H. BARTLEFF,
 Auctioneer, 100 St. John Street, Kingston.

1850
 Illustrated in J.
 Douglas
 Stewart and
 Ian Wilson,
*Heritage
 Kingston.*
 (Kingston:
 Agnes
 Etherington Art
 Centre, 1973):
 197
 The house and
 40 acres are in
 lot 6, outside of
 the Study Area.

NORTH KING'S TOWN

1850
con't1865
Innis map

As late as 1882, building lots are being offered for sale on Cataraqui, Orchard and Rideau Streets opposite the Cotton Mill. The ad's headline is, "A HOME FOR THE WORKINGMAN."

Daily British Whig, 12 April 1882



1869
WO78-4680
sheet 3 plan 12;
The blue arrow points to the McLean house and the red one to a farm on Belle Is.

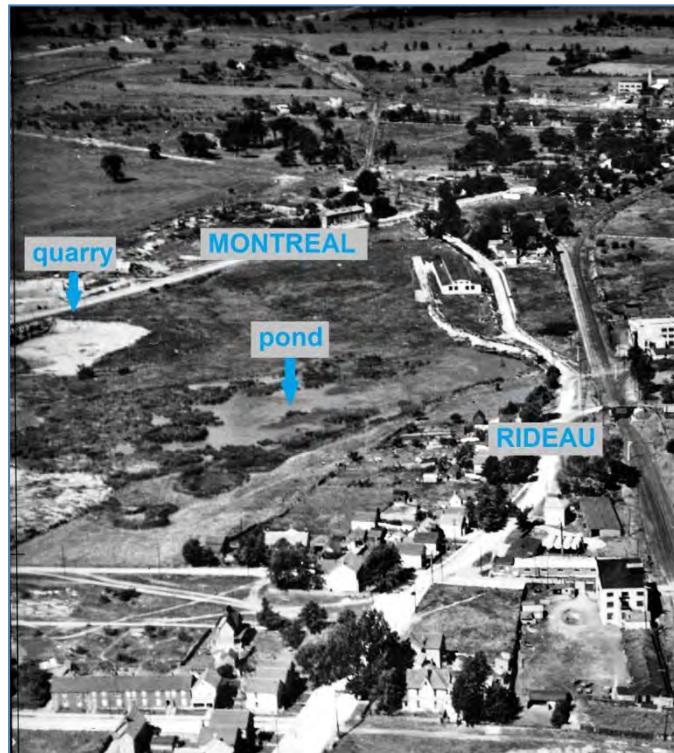
As late as 1908, the McLean house is remembered with admiration: "a tastefully laid out demesne called 'The Grove,' on the shore of the Cataraqui, near the present cotton mill, which contained one of the best gardens in the Province, an acre in extent, and filled with choice fruit trees, from which the generous owner was wont to regale his friends."

Agnes Machar, *The Story of Old Kingston* (Toronto: Musson, 1908): 95.

NORTH KING'S TOWN

1850
con't

The area roughly between the east side of Montreal and the back yards of houses fronting the west side of Rideau and from the north side of James to the south side of today's Russell appears to remain undeveloped. The reasons for this may include wanting to keep some open land as part of the Grove, McLean's home; using portions for farming or grazing; the development of quarries along Montreal Street; and its low lying nature which, on an map and photograph of 1924 shows a

1924
HA22-33

"water and marsh" are noted here in an undated map (after 1872) in LAC, city map 47

pond. Thus while subdivisions grow around it, the open area is available for parkland in the mid 20th century. It becomes "**Megaffin Stadium Baseball Park**" (denoted as such on the fire insurance plan of 1947). Eventually, Bagot Street is extended though the area and the **Katings (Catons) Soccer Fields** and **Optimist Baseball Field** are located on the east side of Bagot.



1924
fire insurance
plan – note
"pond" at top

NORTH KING'S TOWN

1850
con't

Cataraqui Cemetery is founded in 1850 well outside the boundaries of the city as a rural “reform cemetery” (a term suggesting the need to reform the inherent flaws in intramural burial such as overcrowding, denominational criteria, fear of contagion...) by 67 persons of various denominations. The

Cook Brothers
Youth Centre,
Megaffin Park,
Katings
(Catons)
Soccer Fields
and Optimist
Baseball Field;
photo 2018

Jennifer
McKendry,
Weep Not for

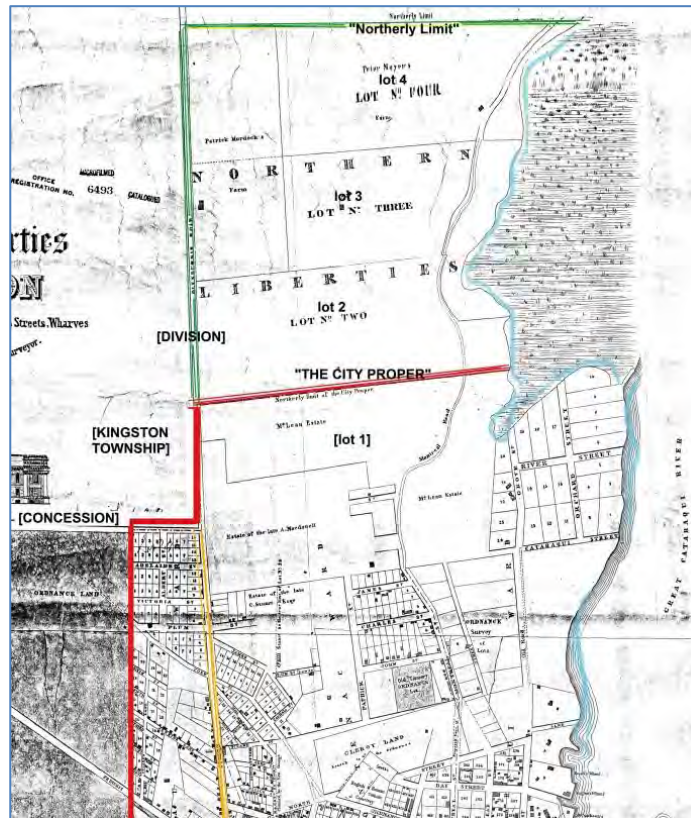
NORTH KING'S TOWN

1850
con't

purchase of about 70 acres guarantees much needed space for new burials in a non-denominational, incorporated, non-profit "garden" cemetery. This will be the burial place for residents in the Study Area, in addition to St Mary's Catholic Cemetery on Division Street after 1856. The Upper Burial Ground (McBurney Park) is not officially closed until 1864 but, by then, Cataraqui Cemetery is the last resting grounds for most Kingstonians.



Farm lot 24 (granted to the Stuart family), west of today's City Park, becomes part of the city of Kingston.



The city's new north **boundary** takes in in farm lots 2, 3 and 4. The west boundary north of Concession Street runs along Division. Originally, the city's north border was North Street and, in 1838, there was an expansion north to include Farm Lots A and 1.

Me: an Illustrated History of Cataraqui Cemetery (Kingston: 2000)

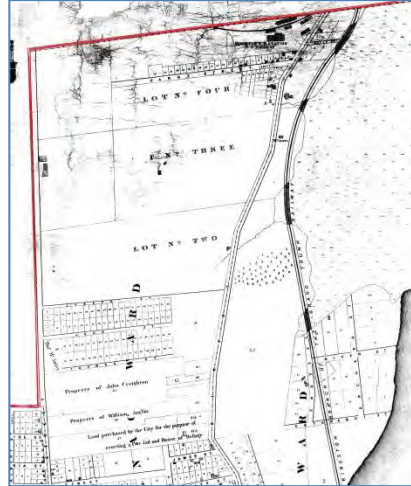
St Mary's is founded in 1852 with the first burials in 1856

Gibbs map of 1850
NMC C49293

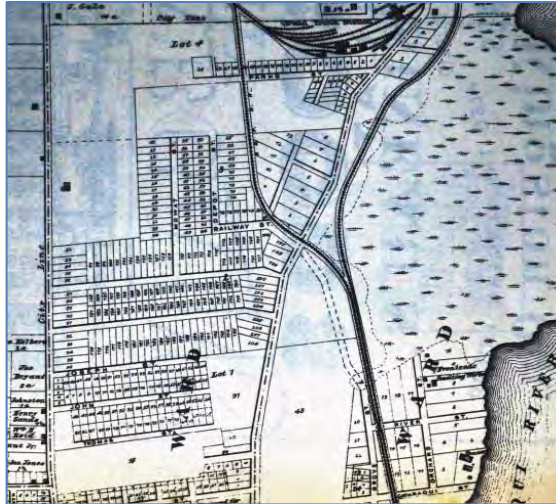
NORTH KING'S TOWN

1850
con't

The Northern Liberties are basically farmland. Once the railway appears in 1856, there is a strong interest in creating subdivisions. Today the north part of the Study Area is sometimes known as “**Old Industrial Area**” (towards the top of the map) but this is a later development. By the 1865 Innis and 1869 Ordnance maps, subdivisions – but not industry -- are appearing in some of the farms, even though the railway is well established. As far north as the 1875 Brosius view shows, there is still no industry on the farmlands but the Ford & Son tannery shows on Orchard Street.



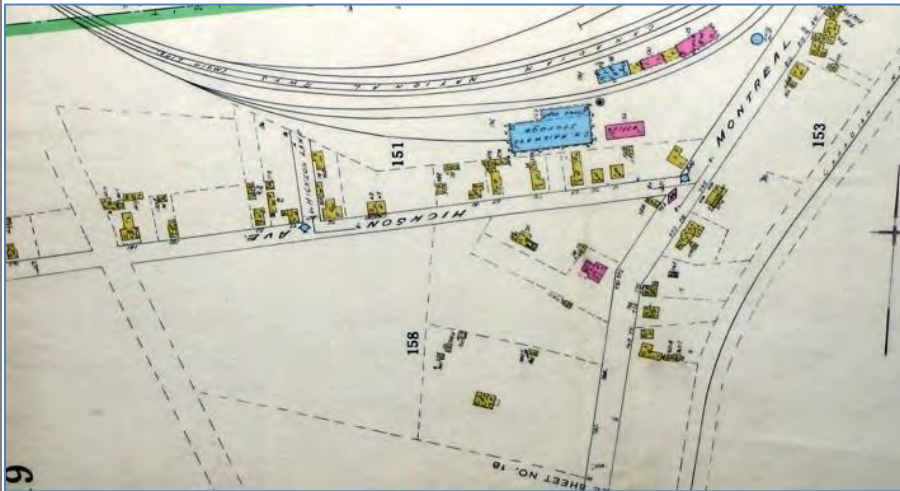
1865 Innis

1878 Meacham
atlas1890 Foster's
map & 1892
fire insurance
plan

NORTH KING'S TOWN

1850
con't

In the 1878 Meacham atlas (top, previous page), the northern farms still have no industrial use (excluding that associated directly with the railway station and tracks) but more and more subdivisions. The railway system has become more complex with the addition of tracks of the Kingston & Pembroke Railway, which has a car works by 1890 on the west side of Montreal Street north of Railway Street.



1908 (revised
to 1915) fire
insurance plan

By 1908-1915, there is industry north of the GTR loop – the Frontenac Floor & Wall Tile Co. and Reliance Moulding but the Hickson Avenue area is basically residential. The Kingston Brick & Tile Company with its complex of kilns and dry sheds is on the east side of Division Street at the end of Fraser Street.

By 1924, the Hickson Avenue area is still basically residential. I. Cohen & Co. has buildings for storing scrap iron on the west side of Montreal south of Railway Street.

In 1947, Hickson is still residential.

Fire insurance
plan

Fire insurance
plan

NORTH KING'S TOWN

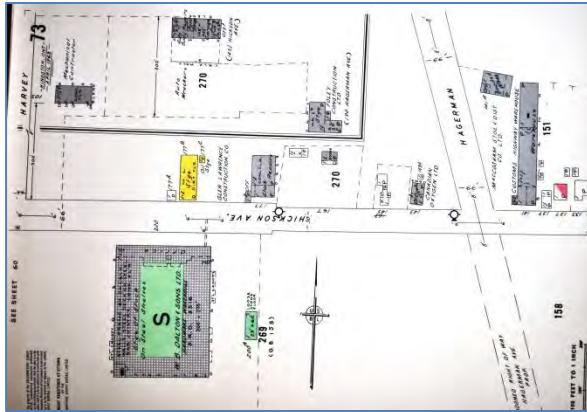
1850
con't

In 1953,
there are
still large
swatches
of open
land.

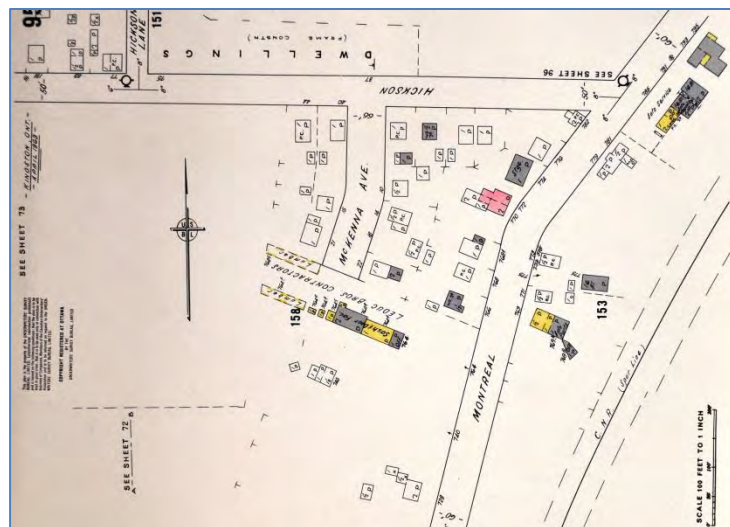


city website

But, by 1963,
industries have
appeared in the
Hickson area.



1963
fire insurance
plan

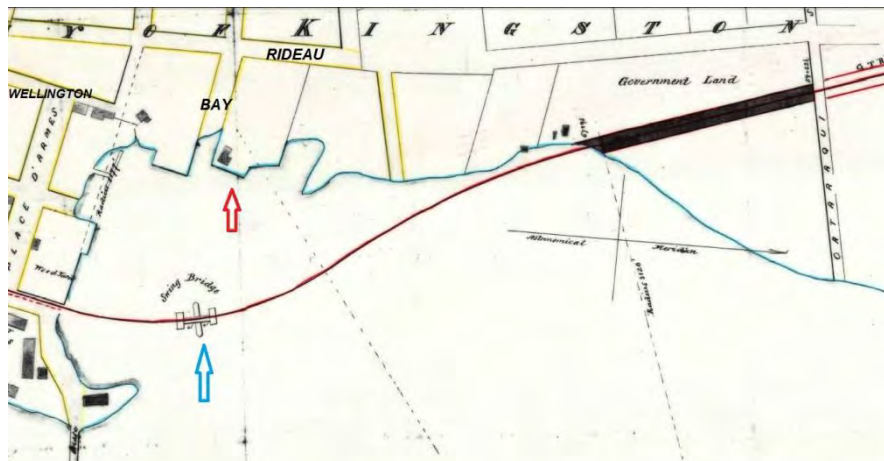


NORTH KING'S TOWN

1850
con't

1864 "W. Anglin" showing a building with an L-footprint and wharves
n0006230

It is difficult to pin down a date for the influence of the **Anglin family** in the Study Area – potentially as early as c1830 when Robert Anglin arrives in Kingston from Ireland. His sons W.B. and Samuel work a sawmill mid century, although later the company founding date is given as 1866. The address is usually noted as Wellington Street, north. But it is really on Bay Street along the shore. In the early 20th century, this part of the Great Cataragui River is known as Anglin's Bay. The company continues throughout most of the 20th century.



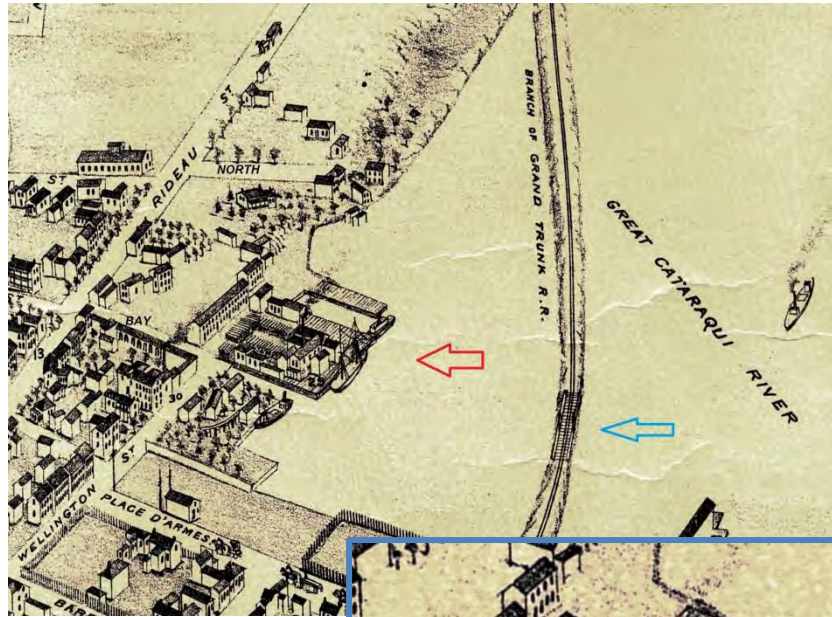
By 1860, the Grand Trunk Railway builds an embankment across the bay but a swing-bridge (blue arrow) permits access to the Anglin wharves (red arrow) by ship.

undated but between 1860 and 1865 (as the original back wing of city hall is in place)

LAC 61351
CLR ON

NORTH KING'S TOWN

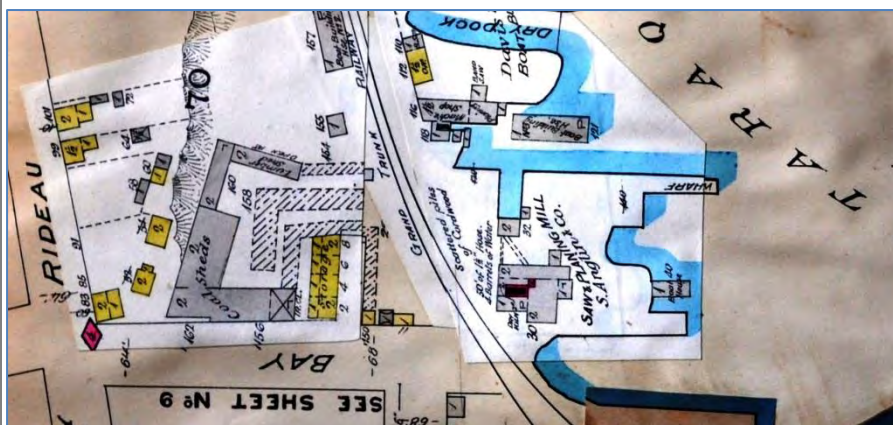
1850
con't



1875
Brosius view

A blue arrow
points to the
swing bridge.

Piles of wood are
shown.

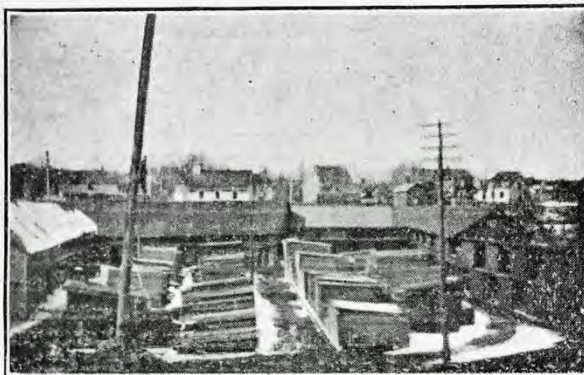


1892-1904 fire
insurance plan

Saw & Planing Mill S. Anglin & Co. is along the shore while on the other side of the train tracks the property to the west has coal sheds.

NORTH KING'S TOWN

1850
con't



Section of S. Anglin & Co's Lumber Yard.



1909
S. Anglin and
views of the
Anglin lumber
yard and
sawmill,
Special
Number *British
Whig*



S. Anglin & Co's Lumber Mill.



Coal sheds and carpentry factory

1924
HA22_32

NORTH KING'S TOWN

1850
con'tc1925
[Bill Anglin](#)
(accessed
2017)2017
city website



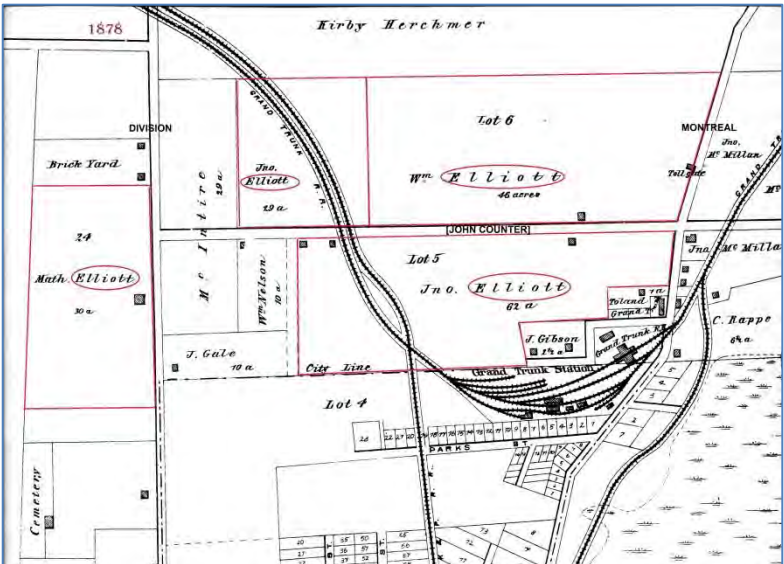
The site of the sawmill and wharves (red arrow) is now the Anglin parking lot on Wellington St. The coal sheds (blue arrow) are now the site of a condominium at 350 Wellington Street and row housing on Bay St. There has been considerable infill north of Place d'Armes.



The term "Charlesville" appears on a map. See also 1818.

1850
Vavasour,
NMC
14273k_a2

NORTH KING'S TOWN

by 1850	<p>A reservoir has been dug by 1850 on the north side of Colborne Street between Barrie and Main Streets. It has no super structure in the 1875 Brosius view of Kingston, as seems to be confirmed in the 1892 fire insurance plan. The latter is amended with a note "Dry Aug. 1904."</p>	<p>It does not seem to be on a map of 1842.</p>
		<p>Gibbs map NMC C49293</p>
1850s	<p>The site has been filled in by the 1908 fire insurance plan, which shows a stone church at 89 Colborne St (now the Next Church) and a double brick house at 91-93 Colborne.</p>	
1850s	<p>Brick begins to compete in popularity with stone as a building material and will eventually become the dominant material.</p>   <p>The Elliott family, Irish emigrants, dominate the land</p>	<p>J. McKendry, <i>Bricks in 19th-Century Architecture of the Kingston Area</i> (Kingston, 2017)</p> <p>1878 Meacham county atlas</p>

NORTH KING'S TOWN

1850s
con't

holdings in the north part of the Study Area and directly beyond by the late 19th century. They are farmers and butchers. Three stone houses associated with the family survive.



1869
WO78-4680
sheet 3 plan 8
showing 294
Elliott



294 Elliott
Avenue at
Harvey



Barn (demolished)
and dry-stone wall



Barn & stone
wall
photographed
1975 by
Jennifer
McKendry

NORTH KING'S TOWN

1850s
con't



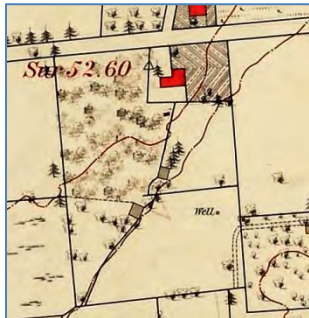
attributed to
William
Coverdale
1858; in the
1861 census,
Matthew Elliott
lives in a stone
house

858 Division Street,
Drover's Cottage



1869
WO78-4680
sheet 3 plan 7

below 730 John Counter St (ex-134 Elliott Ave)





1869
WO78-4680
sheet 3 plan 8



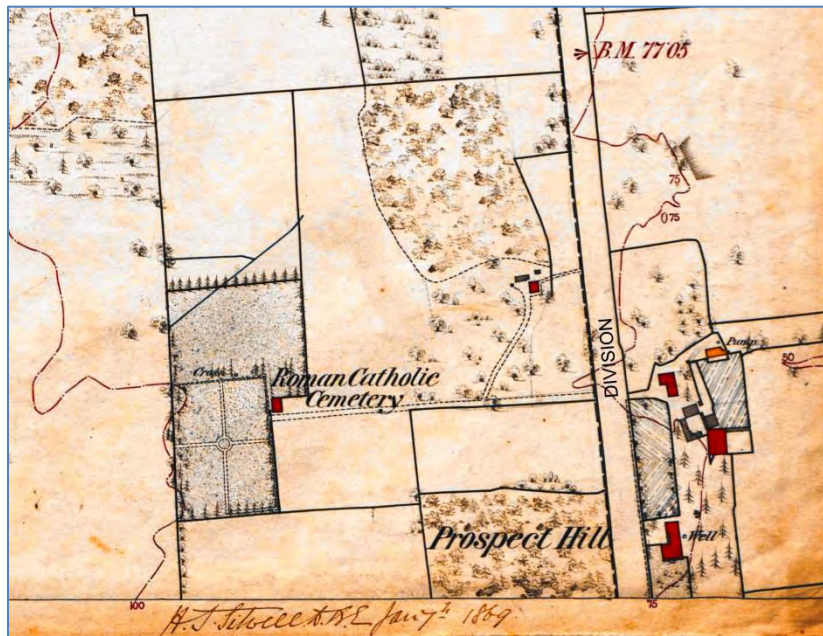
Undated
QUA V25_6-9-
25 (green
arrow = barn,
blue arrow =
house)

NORTH KING'S TOWN

1853	<p>Certain neighbourhood streets bear names from the Crimean War (1853-1856, between Russia and an alliance of Great Britain, France, Sardinia and Turkey in the Crimea, a peninsula of the Ukraine) such as Balaclava, Alma and Raglan. The battle over a Russian redan may be the inspiration for selecting the name of "Redan Street" in the first half of the 1860s. The Crimean War is important for Kingston as part of a loyal British colony and also results in the 9th Regiment arriving here from Balacava. In 1856, writer C.W. Cooper waxes triumphant about the outcome of the Crimean War:</p> <p><i>the bells of the city are ringing a boisterous peal, labour is suspended, shouts of joy arise from mustering crowds, flags are waving, and colours flying, and countless hearts are beating high in joyous exultation, for the stronghold of the tyrant is fallen! The arms of Britain and her allies are victorious -- SEBASTOPOL IS TAKEN!</i></p>	<p>"12 Redan Street Historical Overview" by Jennifer McKendry 2008 for the Cataraqui Archaeological Research Foundation</p> <p>C.W. Cooper, <i>Prize Essay, Frontenac, Lennox & Addington</i> (Kingston: Creighton, 1856): 19</p>
1855	<p>Locomotives are manufactured at Mississauga Point (Ontario Street at Gore) by James Morton.</p> <p style="text-align: center;">❖</p> <p>See 1818 for the 1855 auction & development plan of 50 building lots by Sir Charles Stuart in the area of Pine, Plum and Cherry Streets (part of Charlesville).</p> <p style="text-align: center;">❖</p>   <p style="text-align: center;">The Study Area</p>	<p>Detail of Whitefield's print of Kingston C-003208. St Mary's is on the left horizon. Fort Frontenac is on the shore in the middle.</p>

NORTH KING'S TOWN

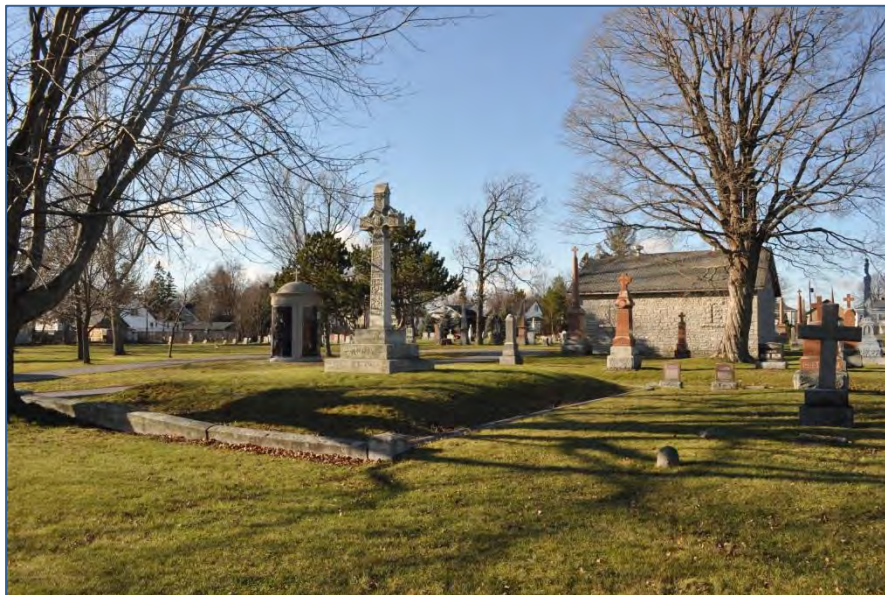
1856



1869 Ordnance
plan
WO78-4680
sheet 3 plan 7

1869 "Roman Catholic Cemetery" on the west side of Division

First burials at **St Mary's Catholic Cemetery** on Division Street.



NORTH KING'S TOWN

1856
con't



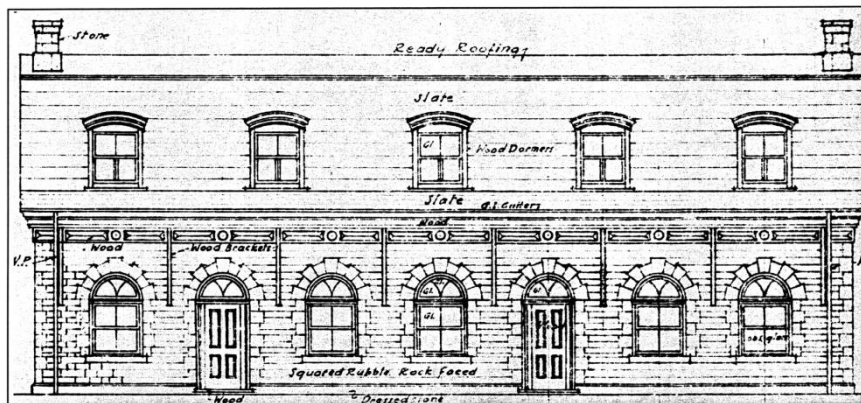
Kingston is connected with Montreal and Toronto via the **Grand Trunk Railway (GTR)**. The arrival of the railway is of great significance for the development of the Study Area, for example, the cluster of buildings near the Outer Station, as seen on the 1860 Walling map.

see also 1860



1994 photo
J. McKendry

Passenger station, GTR with a gambrel roof, which is unusual for 1856 in this region



Gordon
Smithson, *At
the Bend of the
Road Kingston*
(Kingston,
2000): 20

NORTH KING'S TOWN

1856
con't

c1960
V020 123
photo by R.
Hazelgrove
QUA



"Fire guts old train
station."

*Kingston Whig-
Standard*, 31
Oct. 1996



1996 photo by
J. McKendry
after the fire

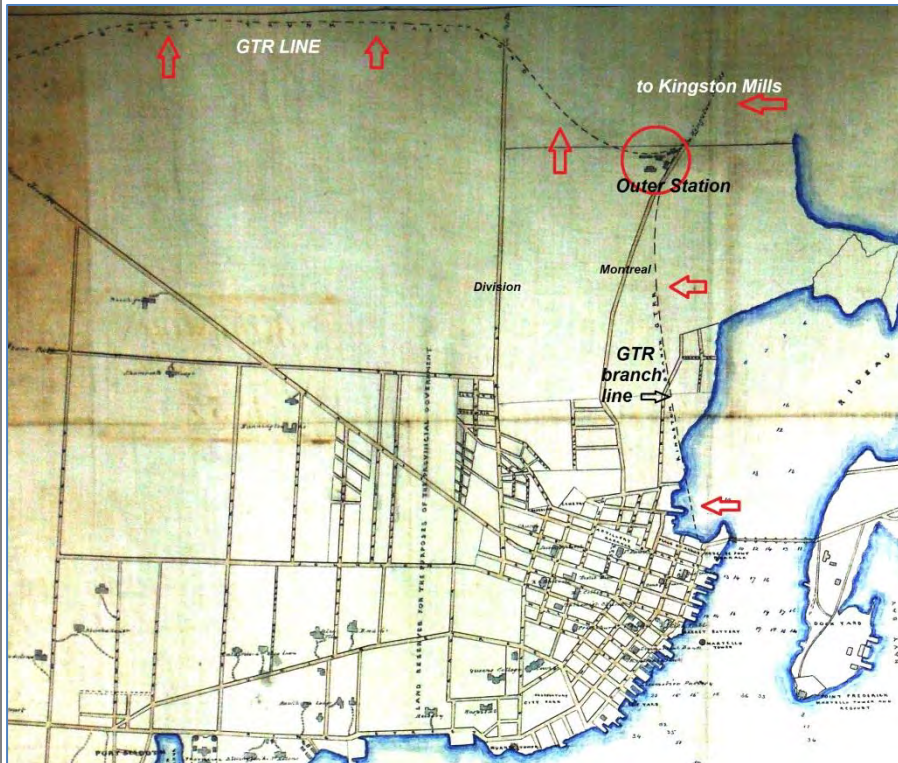


2011 with the
roof and
interior fittings
removed

NORTH KING'S TOWN

1856
con't

Passenger stations with round-arch openings, often bordered by emphatic stonework, are brand images for the GTR in Ontario, for example in Belleville, Port Hope and St Mary's.



1859
CO700-
CANADA103,
#2 (detail),
photo by John
Grenville in the
Archives of Gt
Britain

The problem in 1856 is that the GTR line runs far to the north of the city's downtown – much to the chagrin of the city planners. This is not necessarily a disadvantage to the Study Area, as transportation of goods and passengers along Montreal Street may generate revenue in hospitality and manufacturing, as well as refreshments sold during passenger stops by the train. However, in 1858, plans are being laid to run a branch line south to carry produce to the Johnson and Ontario Streets area. Due to the geography and amount of development as the line approaches North Street, it is decided to carry it on an embankment with a swing bridge in the Inner Harbour. It opens in 1860 for freight. It takes until 1885 before a passenger station is ready for business in downtown Kingston.

NORTH KING'S TOWN

1856
con't



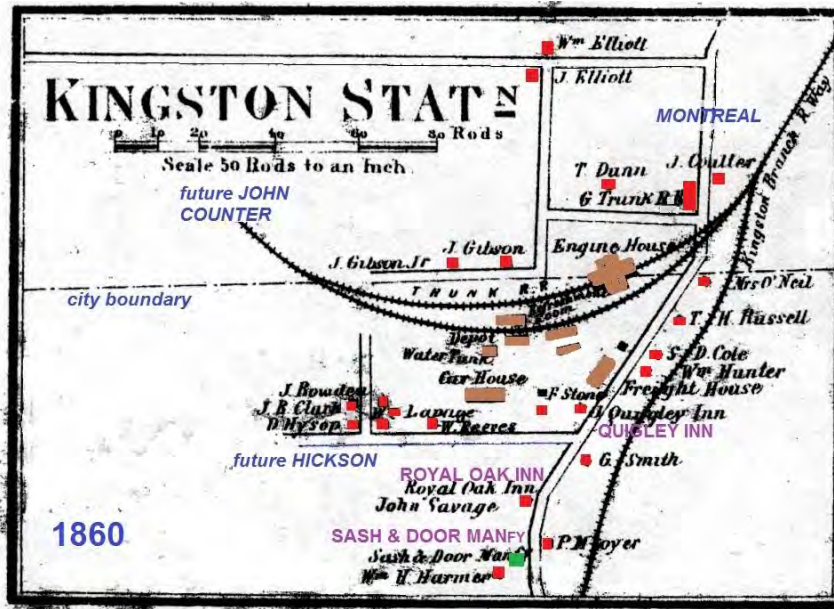
1873 ad

1875
The GTR line
running from the
Outer Station
(beyond the horizon)
south on an
embankment with a
swing bridge to
Place d'Armes and
along Ontario Street
towards Johnson.



1875
Brosius view

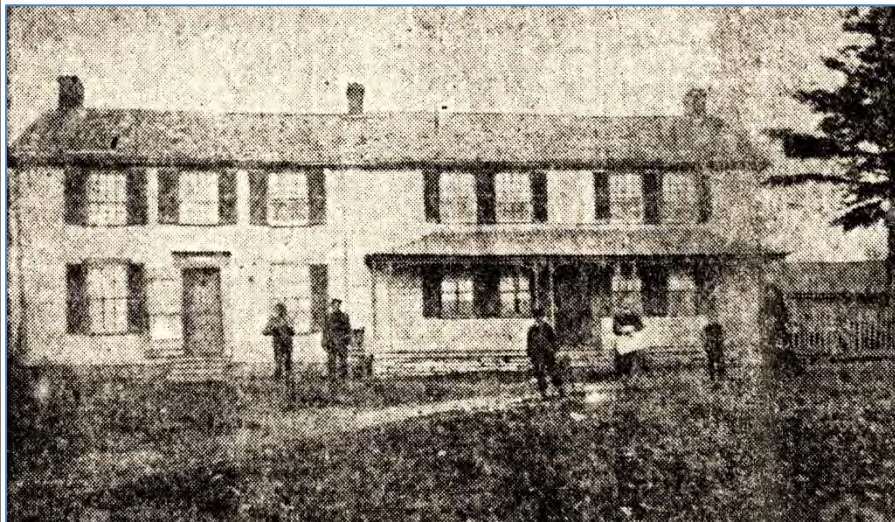
NORTH KING'S TOWN

1856
con't

A hamlet grows up around the **Outer Station** once the railway is established. By 1860, there are two inns (Quigley's and the Royal Oak operated by John Savage), one factory making sashes and doors and about 20 houses, including a stone row under the name of the GTR (Montreal & Cassidy). While the railway needs workers, they do not necessarily live in the immediate area. By 1865, there is a school very near the GTR depot (see the entry for 1872 for a replacement school) and, in 1863, a frame Methodist chapel (demolished) in Gothic Revival style is built at a cost of \$600 on lot 3 on the east side of Montreal Street.



1860
Walling wall
map
Methodist
Church known
as the Depot
Church, 695
Montreal
Street,
touched-up
photo,
Smithson, *At
the Bend in the
Road*, 63. Date
of 1863 & cost
in Special No.
British Whig,
Dec. 1886



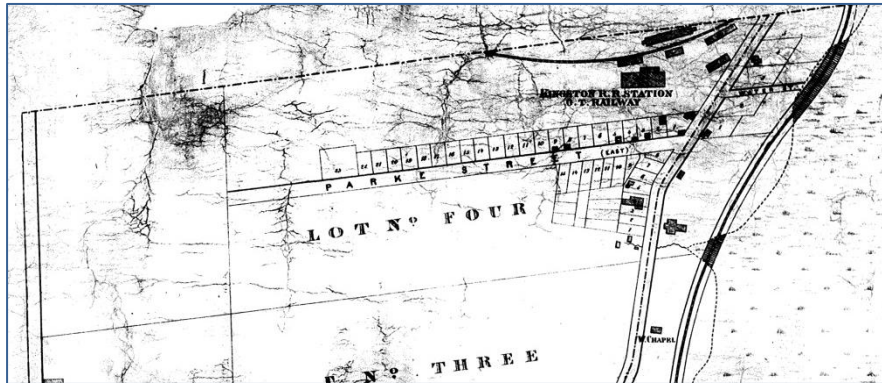
The Royal Oak
Inn -- clipping
of a story and
photo in the
*Kingston Whig-
Standard* in an
undated
scrapbook but
likely 1956-59,
priv. coll.
Dorothea
Druce, whose
mother was

NORTH KING'S TOWN

1856
con't

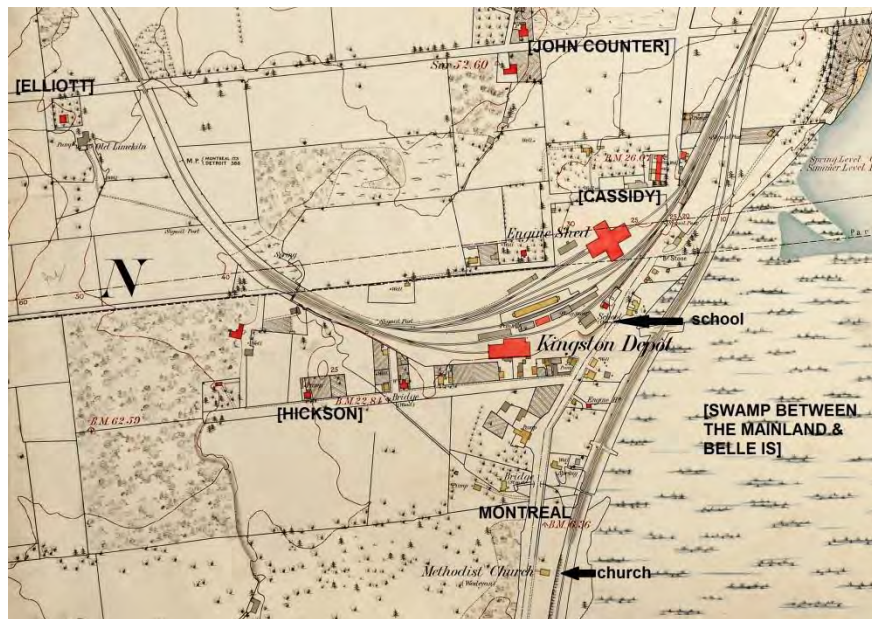
Montreal Street is a major route and the Royal Oak Inn predates the arrival of the railway but benefits from it. It is built of log and later covered in clapboard. Burnt in 1884, it is replaced by a brick house at 770 Montreal Street.

born in the
Royal Oak
Hotel, is being
interviewed.



1865
Innis map
1869
WO78-4680
sheet 3 plan 8

The 1865 map shows a line of 23 building lots with 8 buildings on the north side of Park Street (now Hickson) and a smaller number with no buildings on the south side running into and along the west side of Montreal Street (which has two buildings on the lots). Four years later there are about a dozen buildings on the north side of Hickson.



Kingston News,
30 June 1870

NORTH KING'S TOWN

1856
con't

In 1870, James Gibson paints a pleasant picture of his property, which he wants to sell. It is on today's Cassidy Street, at a time when it ran straight to the shore:

[It is] a beautiful and desirable property situated alongside north of the G.T.R. Station,...consisting of a good substantial Stone Dwelling, Barn, Stables, and other Outbuildings...and a good well of water. The land, about 3 acres, is in the highest state of cultivation, is laid out in Fruit, Flour [flower] and Vegetable gardens, consisting in part of 45 Apple, 86 Cherry, 12 Plum Trees, 77 Gooseberry Bushes and a great quantity of Black, White and Red Current Bushes, of the best kind and bearing fruit...and a Choice Collection of Shrubs, Ornamental Trees, Grapes and Flowers too numerous to mention. Also a Large Double Frame House, 4 Tenements, which rents for \$14 per month...The above property has several sites for buildings for Stores, Boarding Houses, &c., being so near the Railway, has two fronts and is immediately outside the limits of...the City....

1869
WO78-4680
sheet 3 plan 8

see 1888

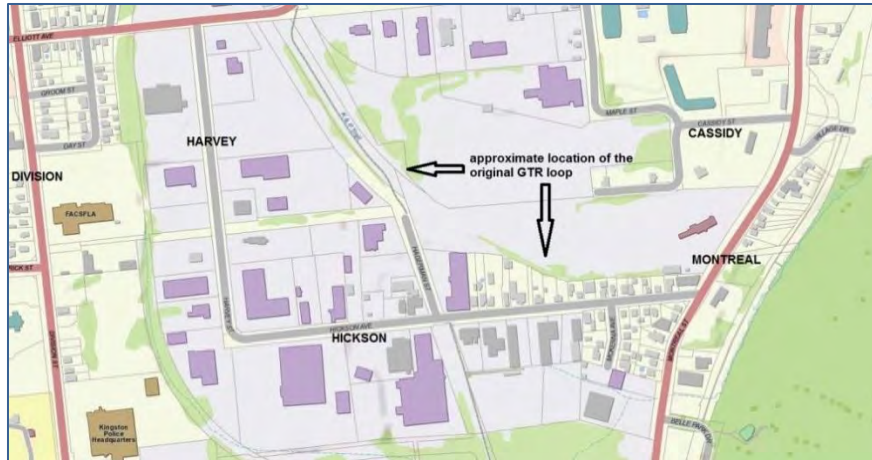
The 1908 and 1924 fire insurance plans show a brick **Roman Catholic School** on the east side of Montreal Street somewhat north of Rideau Street. This is perhaps the first St Patrick's school.

NORTH KING'S TOWN

1856
con't**1-3-5 Cassidy Street** fronting Montreal Street built 1855-6 for Grand Trunk Railway employees.

NORTH KING'S TOWN

1856
con't



Hickson &
Harvey today



Hickson Ave
from Hagerman
towards
Montreal



Hickson Ave
from Hagerman
towards Harvey



North side of
Hickson

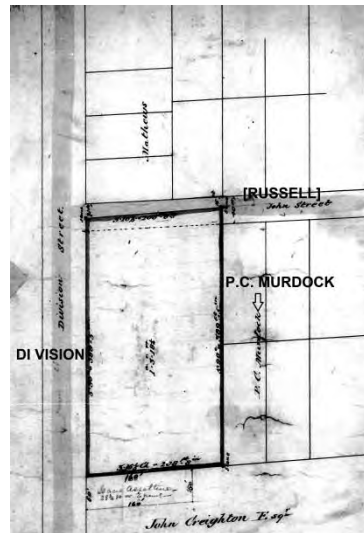
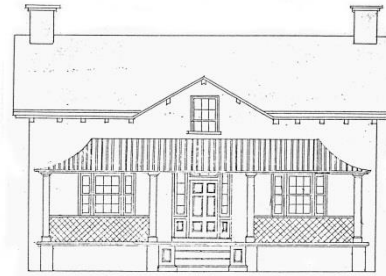
NORTH KING'S TOWN

1856
con't

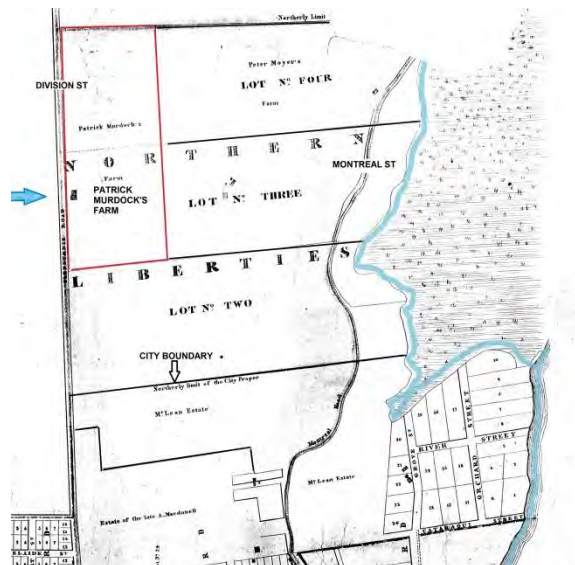


The Murdock Subdivisions

Perhaps spurred on by the arrival of the railway, Patrick Murdock, a butcher who has a farm on the east side of Division St on parts of farm lots 3 and 4 (but who acquires and disposes of even more land over the years), offers 100 building lots for sale in 1856. In fact he points out that it is within a few hundred yards of the Grand Trunk Railway Station. He claims the lots to be within the financial reach of "the mechanic and artizan [sic]" allowing them "to provide a home for himself and family."



In the meanwhile, he is living in a handsome stone house (demolished) designed in 1848 by William Coverdale and known as Prospect Hill on the east side of Division Street opposite the cemetery. He appears to move to near Prescott about 1853 but the Kingston property is still known under his name, even after he dies in 1862. As late as 1887, J.V. Murdock is offering to sell the farm consisting of 40 acres with its houses, barns and livestock. It is apparent, then that the subdivision of 1856 does not intrude into the 40-acre farm or else is not successful in attracting buyers. An undated plan in the LAC may be from the 1850s.



Weekly British Whig, 10 Oct. 1856

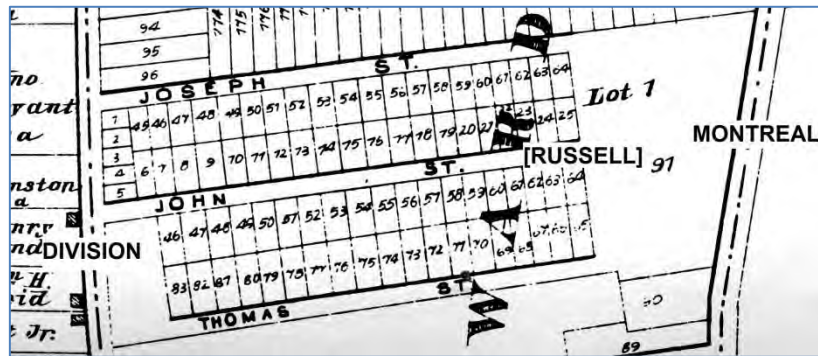
Murdock house:
Jennifer McKendry, "A Discussion of Kingston and Area's Historic Small Houses Known as 'The Ontario Cottage' Type" *Journal of the Society for the Study of Architecture in Canada*. Vol. 41 No. 2(2016): 65-81.

Death: *British Whig*, 22 Oct. 1862

Undated plan
NMC 3867

1850 Gibbs map

NORTH KING'S TOWN

1856
con't1878
Meacham atlas

In 1897, selected building lots "as shown on P.C. Murdock's plan, registered... 19th January, 1857" are for sale in a block bounded by John (today's Russell Street), Joseph and Division Streets. As well, there is another parcel of lots on both sides of Grove (now Rideau) Street. In 1887, lots on the north side of Thomas Street are also described as part of the Murdock holdings.

Auctions: *Daily British Whig*,
22 Jan. 1887 &
27 Oct. 1897

1857

Ellice St is opened and extended to Division.

By-law 99

1857-
1861

The Kingston Brewery, architect William Coverdale, is built at 308 Wellington Street.

McKendry,
With our Past before Us, 126-7

THE PUREST AND BEST

BAJUS' - BOTTLED - LAGER.

JAMES THOMPSON, King Street, and W. PIPE, Princess Street, Agents. Fully guaranteed. Nothing but hops and malts used. The best in the market. Fresh every day! For PORTER or A.L.H. bottled and in small kegs (recommended by physicians for its fine quality.) See Call or telephone to the Brewery, Wellington Street.

P. BAJUS, - - - - **Proprietor.**

P.S.—A few dozen of 1884 Old Ale Stock left. May 25th.

Daily British Whig,
27 May 1886

NORTH KING'S TOWN

1857-
1861
con't



the Kingston
Brewery



1858

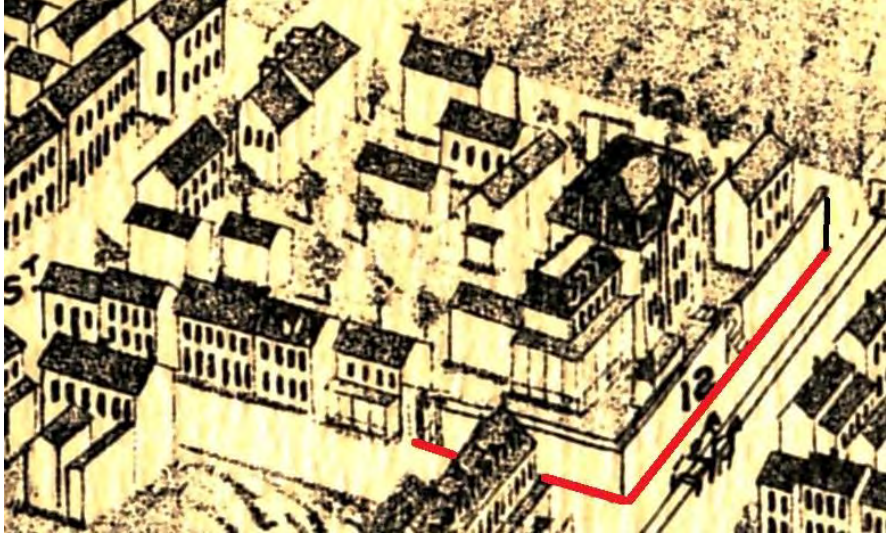




The Frontenac County Court House and Jail, designed by Edward Horsey, are finished on an elevated site in City Park; the court house dome is a simple hemisphere covered with tin until severely damaged in a fire of 1875, when it was rebuilt elevated on a ring of windows by the Power & Son firm. This is where residents of the Study Area would go to seek justice or be incarcerated if guilty.

McKendry,
*With our Past
before Us*, 141-
3

Photo pre fire
of 1875,
Queen's
University
Archives

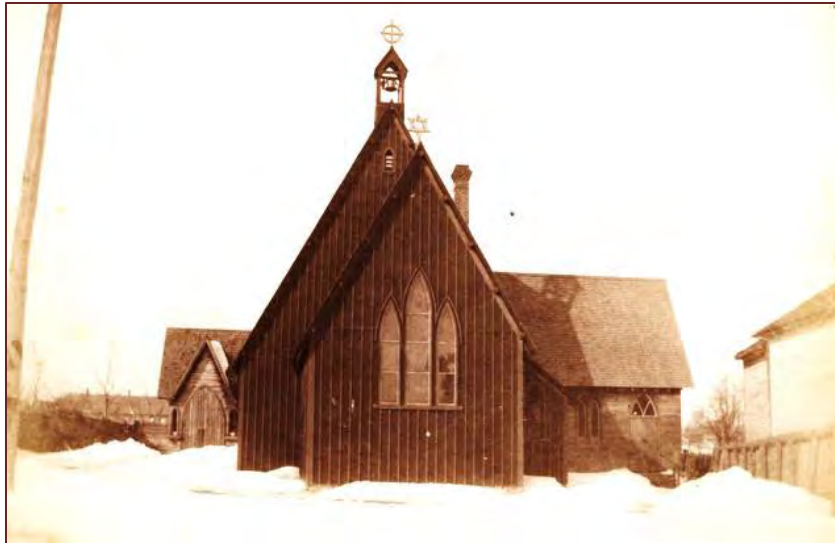
NORTH KING'S TOWN

1861	<p>Four sisters of the Sisters of Providence of Montreal arrive in Kingston and open a charitable institution in an existing building on Montreal Street at Ordnance. New buildings are constructed in 1871, 1891 and a wing in 1894. A chapel is added in 1897-98.</p>  <p>1875</p>  <p>Montreal Street today</p>  <p>Ordnance and North Streets are opened.</p>	<p>Flynn, <i>Built on a Rock</i>, 192-4</p> <p>see 1898</p> <p>Brosius bird's-eye view of Kingston 1875</p> <p>#12 is "Sisters' Female Academy, Catholic" fronting Montreal St.</p> <p>By-law 130</p>
1861-5	The American Civil War	

NORTH KING'S TOWN

c1864

A frame, board-and-batten mission church, **All Saints** (Anglican), is built on the west side of Division Street near York. Architect John Power. It is demolished in 1906 but the nave is saved to become the parish hall of St Luke's on Nelson Street. The nave/parish hall is demolished in 1956.



"All Saints' is the only church in the city absolutely free."



Ordinance St continues through and past Rideau to Wellington.

Anderson, *Anglican Churches*, 81-83. Special No. *British Whig*, 1886 (built c1864)

The architect named in, *Canadian Churchman* [Kingston], 29 Jan. 1868, 2 (as reported Dictionary Canadian Architects online)



Powell Album, QUA V131.1

Henderson booklet, c1888, coll. J. McKendry

Supplement to the *British Whig*, 1 Nov. 1900 (that is, one did not have to rent a pew)

By-law 145

NORTH KING'S TOWN

1864	On 11 July, the Upper Burial Grounds were officially closed by a municipal by-law. Cataraqui Cemetery has become the town's non-denominational burial ground. St Mary's Cemetery is the Catholic burial ground.	Now McBurney Park, see 1893.
1865	The City Hall's back wing, stretching to King Street East and surmounted by a tall cupola, burns and is replaced with a much shorter version by William Coverdale.	McKendry, <i>With our Past before Us</i> , 136
1867	John A. Macdonald becomes Prime Minister of the new country of Canada.	
1867-8	<p>Cataraqui School is built at 64-66 Rideau Street by architect John Power.</p>  	<p>Jennifer McKendry, "William Coverdale and the Architecture of Kingston from 1835 to 1865." 2 vols. Ph.D. thesis, University of Toronto, 1991. I: 245-7.</p> <p>F3-E8- Cataraqui School Powell Studio Album Queen's University Archives</p> <p>Photo 2018</p>

NORTH KING'S TOWN

1869






1869 Ordnance map with 4 plans pieced together WO78-4680 sheet 3 (plans 3, 11, 12 & 16)

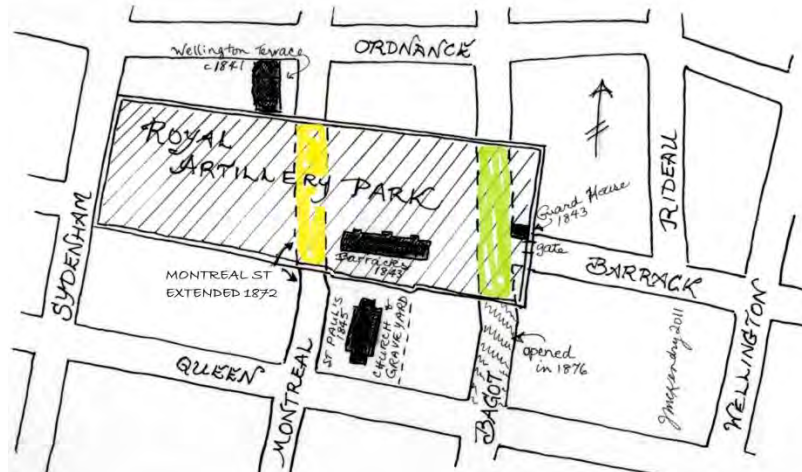
Illustrated on the next page: **Quarries** in blue and **lime kilns** in purple.

- Montreal and Raglan
- Corrigan between Montreal & the shore
- Cataraqui and James east of Montreal
- Patrick and Stephen

NORTH KING'S TOWN

<p>1869 con't</p>	
<p>1870</p>	<p>The withdrawal of British troops garrisoned in Kingston.</p>
<p>1871</p>	<p>“Swamp Ward” is a term dating back to at least 1871 in a letter-to-the-editor referring to Cataraqui Ward which, at that time, ran from Montreal Street (“the most torturous, dirty and ill-looking [road] in the city”) to the river shore (Frontenac Ward ran west of Montreal to Division). It was a logical if derogatory term given the amount of marshes in the ward. In 1884, “the Mashers of swamp ward” win a baseball game over the Dudes of Ontario Street. In 1901, Cataraqui Ward = “Swamp Ward” is specified in a story on elections.</p>
<p>1872</p>	<div data-bbox="321 1413 669 1518"> <p>Depot School is built at 610 Montreal Street by architect John Power.</p> </div> <div data-bbox="321 1556 678 1818">  </div> <div data-bbox="727 1413 1190 1871">  </div> <div data-bbox="1230 1413 1419 1528"> <p>McKendry, “William Coverdale.” I: 245-7</p> </div>

NORTH KING'S TOWN

1872
con'tdrawing by
Jennifer
McKendry
2011

Montreal Street is extended through Artillery Park in 1872 and **Bagot Street** in 1876, as the city strives to improve access to the downtown once Artillery Park is no longer of strategic importance to the military. Montreal Street is of particular value as a route along the west bank of the Great Cataraqui River leading to a crossover at Kingston Mills and then access to Pittsburgh Township, as well as the GTR Outer Station.

for the early
history of
Artillery Park,
see 1790s

c1873

**Ford's Tannery**

(#20) is on the north side of Cataraqui Street between Orchard Street and the shore from c1873 to c1895. In the late 19th century, there are other tanneries and a smelting works in the neighbourhood.



The Ford tannery burns in 1896 and the site is taken over by John McLeod's tannery (*British Whig*, 17 Nov. 1896).

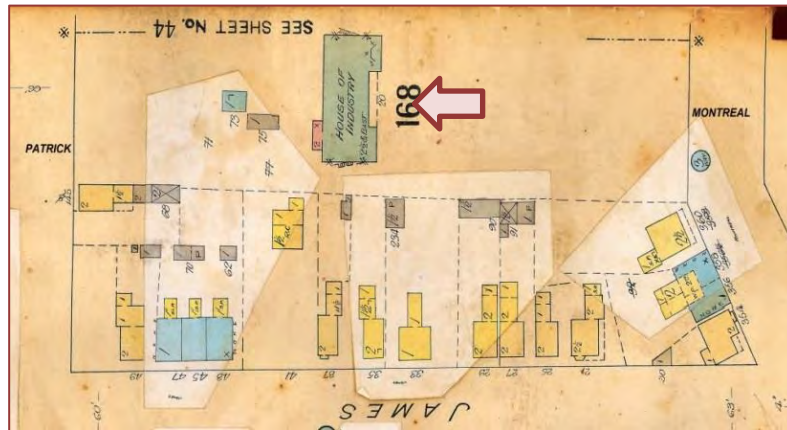
Directories 1873 & 1895; view of Ford's Tannery on the 1875 Brosius bird's-eye view

NORTH KING'S TOWN

1874



postcard
cancelled in
1908, coll. J.
McKendry



1908 fire
insurance plan

In 1873, the **House of Industry**, a stone building at 303-305 Earl Street, is put up for sale and the city purchases land between Montreal and Patrick Streets, north of James for a new site. This represents the origins of Rideaucrest (now located on Rideau Street). The Montreal Street site is now known as 362 Montreal, the Ontario Court of Justice and Housing and Social Services Department. Locating this institution here in the 1870s can be taken as either the city's confidence in the positive growth of the area or a desire to locate the less fortunate in a relatively isolated area. The stone building is characterized as a place of refuge for the destitute and provides forms of employment making articles for sale. A wing is added by William Snowden in 1886. See 1882 for a city pound behind the institution and mention of a latrine.

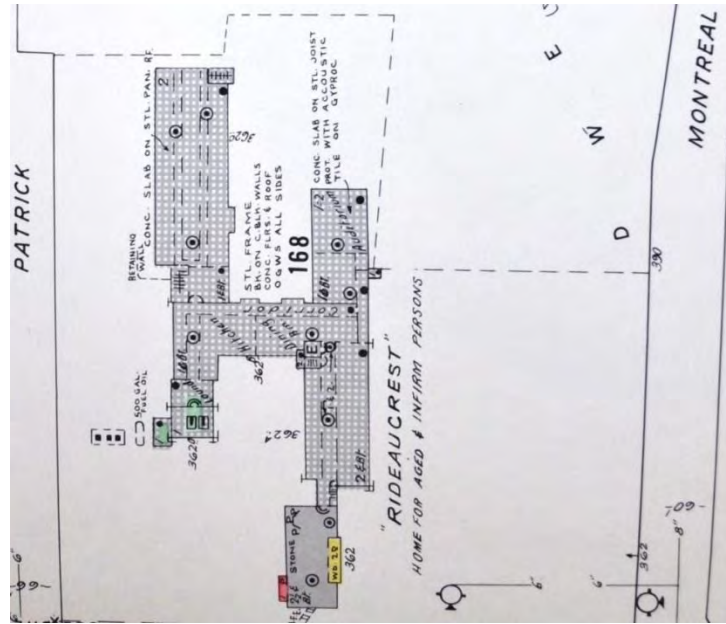
Eventually, it is known as the **Rideaucrest Home for the Aged**.

The fire insurance plan of 1963 shows the old building still in place but with a large complex of wings now added.

Although there were many building lots available, there were few buildings in the Montreal St area between James and the railway station (see Rowan & Moore map of 1877); wing: *Brit. Whig*, 27 March 1886; general history: Edwin E. Horsey. "1,200 Died of Plague Which Hit City in 1847. Scourge Swept Many Centres." *The Kingston Whig Standard*, 8 January 1949.

NORTH KING'S TOWN

1874
con't



Kingston Whig-
Standard, 8
Nov. 1962

1963 fire
insurance plan

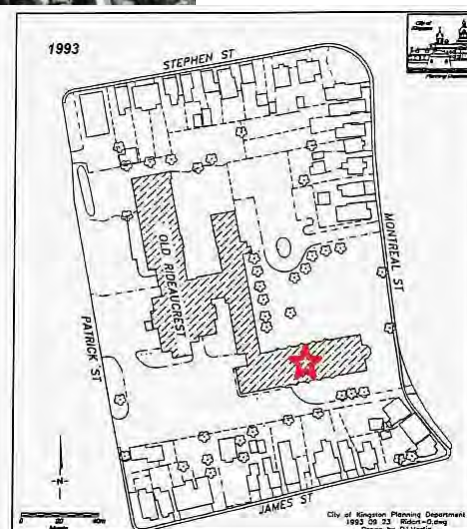
"Rideaucrest
Home for Aged
& Infirm
Persons"



By 1970 and
1978, aerials
show a new wing
(star) on the
south with the old
stone building
removed.

1978 city
website

The 1978 lay-out is still in
place in 1993



site plan
1993 City of
Kingston
planning dept.

NORTH KING'S TOWN

1874
con't



2017
Recent view

Today the main portion seen as early as 1970 still stands with design modifications.

1875



Brosius's bird's-eye view of Kingston is published in 1875.



NORTH KING'S TOWN

1875

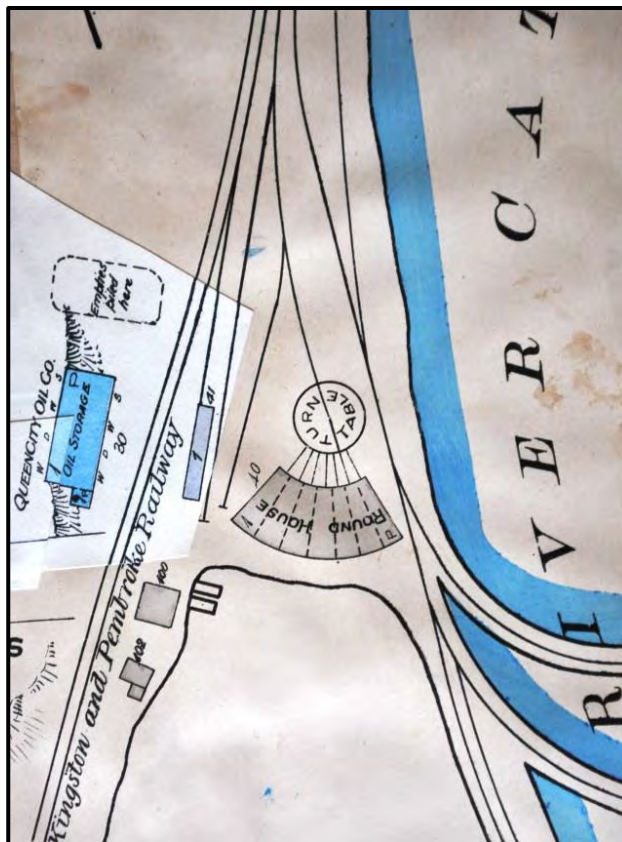


The **Kingston & Pembroke Railway** Company, chartered in 1871, opens the Kingston to Sharbot Lake section in 1875. The line at the Outer Station has to be co-ordinated with the existing GTR line, as well as on its route south to North Street, where a round house is built. Over time, the K & P line continues south and a passenger station is built in 1885 in the Market Battery opposite city hall. It stops running in 1957.

1892-1904 round house and turntable (circle) at the end of North St



above 1894



1874
K & P Railway lots on Place d'Armes at Ontario – it acquires lots on the south of Place d'Armes in the late 1870s.
LAC 62401
CLSR ON

also fondly known as the Kick & Push RR

Smithson, *At the Bend*, 64

Walter Lewis, "The Trials and Tribulations of the 'Kick and Push'." *Historic Kingston* 28 (1980): 94-111.

1892-1904 fire insurance plan p. 20, coll. J. McKendry

1894 timetable, Special Coll., Queen's U.

NORTH KING'S TOWN

1875
con't



1924
ha2232

The round
house is
marked with a
red star.

1955 view,
round house,
which is
demolished
c1978



(Smithson)




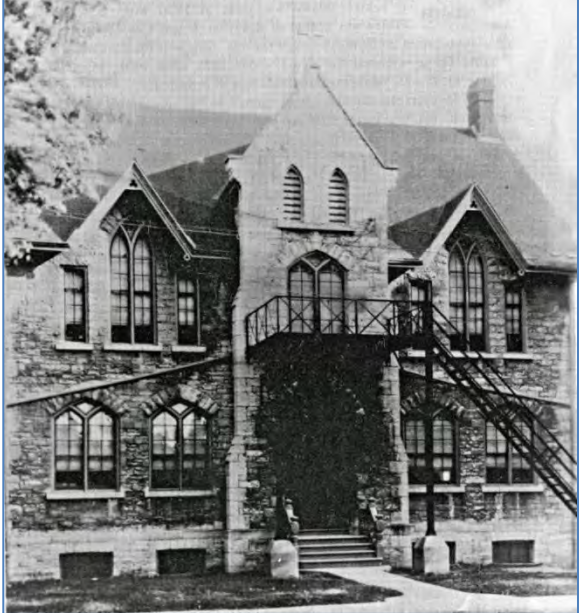


1901 view, Locomotive 1 at K & P
car works, west side of Montreal
St opposite Rideau St, as seen on
the 1892 fire insurance plan. The
complex burns on 12 September
1905.



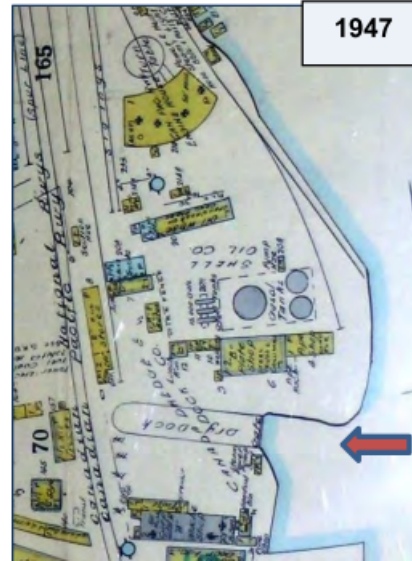
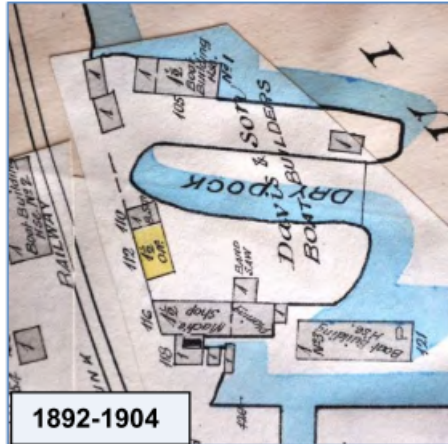
QUA

*Chesterville
Record*, 14
Sept. 1905

NORTH KING'S TOWN

<p>1876</p> <p>1876 con't</p>	<p>The social and economic hardships created by the withdrawal of the British Garrison in 1870 are softened by the opening of the Royal Military College on Point Frederick.</p>  <p>St John's Separate School, a stone building in Gothic Revival style designed by Power & Son, is built on the south side of John Street near Montreal. In 1932, it is replaced by a new St John's School at 25 Markland Street.</p>  <p>Out of the city's total population of 18,634, Cataraqui Ward has 2,482 and Frontenac Ward 2,844 for a total of 5,326.</p>	<p>Flynn, <i>At School in Kingston</i>, 67; Power & Son: <i>British Whig</i>, 22 Sept. 1876</p> <p>St John's school (Flynn)</p> <p>See p. 28 1908 fire insurance plan.</p> <p>population: <i>British Whig</i>, 1 June 1876. See 1846 for the Study Area wards. These wards include Queen & the north side of Princess, which pump up the numbers.</p>
<p>1877</p>	<p>The horse-drawn Kingston Street Railway begins operations and is electrified in 1893. See c1900 for its expansion into the Study Area.</p>  <p>Telephones come to Kingston</p>	<p>John Grenville, "Kingston's Bell Telephone Company: New Technology, New Building." <i>Historic Kingston</i> 63 (2015): 23-39.</p>
<p>1878</p>	<p>The Davis Dry Dock is claimed to be established in 1878 according to a story in 1909, but does not appear in the city directories until 1889.</p> <p>In 1909, work varies from building a steam barge for hauling coal to a steam pleasure craft. Their buildings occupy 6,000 feet of floor space at the foot of Bay Street.</p>  <p>CAPT. ROBT. DAVIS.</p>	<p>city directory for 1889-1890</p> <p><i>Special No. British Whig</i>, 1909</p>

NORTH KING'S TOWN

1878
con't

left 1892-1904
fire insurance
plan coll. J.
McKendry

right 1947 fire
insurance plan
(Canadian
Dredge & Dock
Co.)

1894: "Davis' ship yard is a busy scene just now. The steambarge *Freemason* and str.

Maud are employing a lot of men. Mr. Davis has enough outside work on hand to keep him going all winter. Forty or fifty men will be kept steadily employed here." and "The steambarge *Freemason* is undergoing repairs at Davis' dry-dock. A new boat is being made of her. She is being lengthened 10 feet; 2½ feet deeper in the hold and 2 feet more beam. When rebuilt, the barge will tow a consort and will run the Rideau Canal and cross to Oswego. Capt. Ira Folger is owner. R. Davis & Sons have the contract of repairing her." In 1928, the Davis Dry Dock transitions to Anglin and in 1933 to the Canadian Dredge & Dock Co. Ltd, which closes in 1986.

Weekly British Whig, 13 Dec. 1894

British Whig,
20 Oct. 1894



now MetalCraft
Marine,
established in
1987 at 347
Wellington St
close to
Kingston
Marina,
349 Wellington
St



Grove [today's Rideau] St is continued.

NORTH KING'S TOWN

1879	A lead smelter is opened on Orchard St.	
1880	<p>Residential neighbourhoods are often served by local grocery and provision stores, for example, W. Strainge's brick corner store at 145 Montreal and Bay Street, designed by Robert Gage in 1880. James McCulla takes over the store in 1896.</p> <div data-bbox="337 428 833 800" data-label="Image"> </div> <p>STORE OF JAMES McCULLA.</p> <div data-bbox="852 428 1193 1161" data-label="Image"> </div> <p>The attached row along Montreal St illustrates one of the many terraces popular for housing in the Study Area.</p> <div data-bbox="380 1211 1170 1698" data-label="Image"> </div> <p>On Montreal Street in 1909, there are 14 groceries, of which 9 are on corner locations. Other businesses include a barber shop, laundry, as well as a restaurant and bar at the Grand Trunk Railway Station.</p>	<p><i>Daily British Whig</i>, 8 June 1880; McKendry, <i>Bricks...Architecture</i>, 55</p> <p>McCulla photo: 1909 Special Number <i>Daily British Whig</i>, p. 9</p> <p>1892 fire insurance plan (pink = brick)</p> <p>See also the entry for 1927 for commercial outlets on Montreal and Rideau Streets.</p> <p>1908-1909 directory and 1909 Special Number <i>Daily British Whig</i></p>

NORTH KING'S TOWN

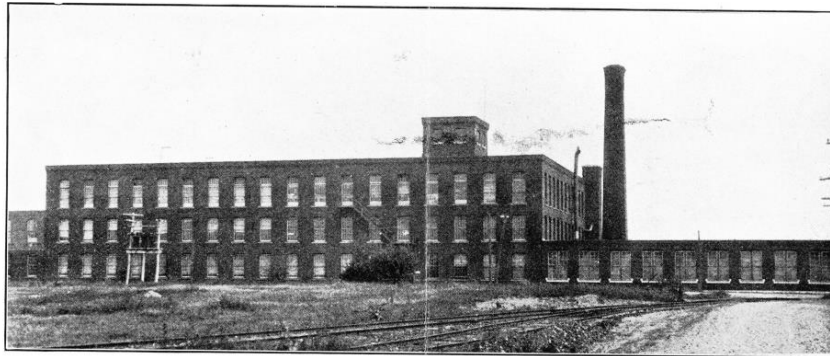
1880
con't

An example of a frame terrace, 226-232 Rideau St at Dufferin.



A stone row, 112-116 Ordnance Street.

1881



DOMINION TEXTILE COMPANY.



The Kingston Cotton Mill (now known as the **Woollen Mill** and in use for a variety of functions such as offices, a climbing room, newspaper, restaurant, etc.) is begun on Cataraqui Street next to the shore. It is known as well as the Dominion Textile Company and has been altered and added to over time. Along with the growing number of other industries in the Study Area, it creates many employment opportunities leading for a greater need for housing, schools, churches, etc.

photo *Kingston
& Its Vicinity*,
c1927


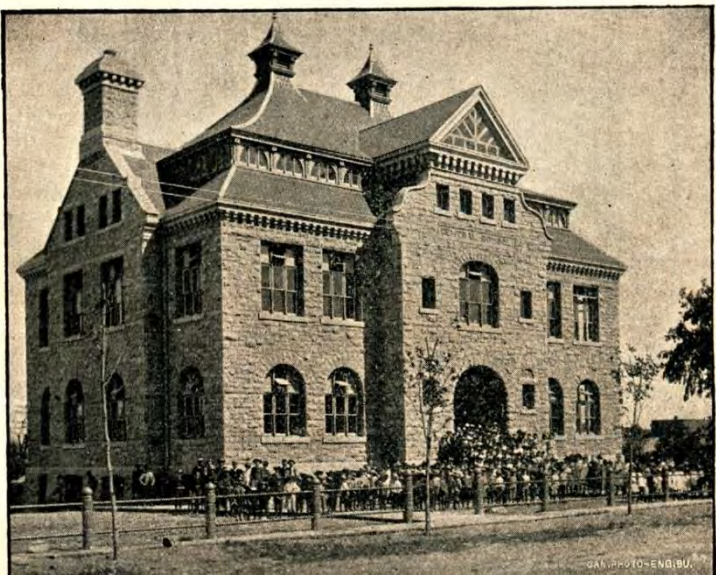
tender call, 20
May 1881

1881



NORTH KING'S TOWN

con't	 <p style="text-align: center;">the Woollen Mill</p>	See also 1993.
1882	<p>Stephen St is so named.</p>  <p>According to a by-law (section 622), cows, oxen, horses, swine, goats, sheep, geese and poultry are not allowed to run at large in the city except in the following area: commencing at the water's edge in line with Alfred St, then north to where it would be intersected by a continuation of York, then east along York to Picard (now Raglan) and following Picard to Montreal, and then north to the city limits, but at the risk of the owners if private property is damaged. However, stallions, bulls, boars, rams and he-goats cannot run at large anywhere in the city. For persons whose animals are in violation of the law (section 619), there is a city pound for the safe keeping of seized animals, until fines and other charges are paid, at the rear of the new House of Industry (see the entry for 1874). Board fences are mentioned, as well as a small building used as a latrine for the House of Industry.</p>	<p>By-law 94</p> <p><i>The Consolidated By-Laws of the City of Kingston with Appendix.</i> (Kingston, 1883): 182-3.</p>
1883	<p>The newspaper writes a long obituary for one of Kingston's most notable citizens, James Fountain, "coloured," who dies at age 99. Born in Virginia in April 1784, he was not a slave, as his mother was free but, at age 50, he became concerned that he would be sold when the plantation cotton warehouse, where he was the acting manager, was sold. He set off on foot, reaching and staying for a while in New York and then on to Canada. He married and worked as a cook on the lake and river ships, and then decided to make Kingston his home. His trade was that of a whitewasher. As an old man, he impressed one with his feats of strength that some young men would not have attempted. His spirits took a downward turn when his wife</p>	<p><i>British Whig</i>, 30 Aug. 1883</p>

NORTH KING'S TOWN

1883 con't	<p>Philis died in 1882 at age 84, "a kindly, benevolently inclined old lady," 15 years his younger. Described as a saintly man, James embraced the Baptist faith. His last hours were comforted by fellow Kingstonians, and the newspaper story ends with,</p> <p style="padding-left: 40px;">The sweet remembrance of the just Shall flourish when he sleeps in the dust.</p> <p>The Fountain family lived in 179 Sydenham Street.</p>	<p>Cataraqui cemetery records</p> <p>1883-4 directory</p>
1885	Picard St [today's Raglan] is continued from Montreal to Rideau.	By-law 152
1886	<p>Bondhead St is renamed Bagot St, which is extended in 1885.</p> <p style="text-align: center;">❖</p> <p>The cornerstone of Central School (demolished and replaced) is laid on Sydenham Street in August. The architect is Joseph Power of Power & Son. It is stone, about 59 x 79 ft and Romanesque Revival in style. As built (below), the attic is useable due to adding windows.</p> <div style="display: flex; justify-content: space-around; align-items: center;">  <div style="text-align: right;"> <p>Central School: <i>Special Number British Whig</i> Dec. 1886</p> <p><i>British Whig</i>, 3 Aug. 1886</p> </div> </div> <div style="text-align: center; margin-top: 20px;">  </div>	<p>By-laws 174 (renaming) & 112 (extending)</p> <p>Central School: <i>Special Number British Whig</i> Dec. 1886</p> <p><i>British Whig</i>, 3 Aug. 1886</p> <p>Special Number <i>British Whig</i> May 1895, coll. J. McKendry</p>
1887	Quebec St is continued to Division involving James St.	By-law 209
1888	Electricity is available in Kingston.	

NORTH KING'S TOWN

1888 con't	<p style="text-align: center;">❖</p> <p>A separate school named St Patrick's is opened at the Grand Trunk Depot but has a radically declining number of students in the early 20th century. It is eventually sold in 1928. In 1946 another school named St Patrick's is built on Patrick Street.</p> <p style="text-align: center;">❖</p> <p>Markland St is continued east with sidewalks to Montreal.</p>	<p>Flynn, <i>At School in Kingston</i>, 80-1. See 1867.</p> <p>By-law 233</p>
1889	<p>John St is renamed Russell St. Part of James Street is now Russell St. George and Picard Streets become Raglan St. Park St is renamed Hickson. James St between Carlisle and Quebec is changed to Chestnut. Upper Bagot becomes Main. Rideau & Allen changed to Rideau throughout. Prime St, between York & Quebec, so named.</p> <p style="text-align: center;">❖</p> <p>St Mary's (Roman Catholic) Cathedral of 1843 is greatly enlarged on the Johnson St facade by architect Joseph Connolly (1840-1904) in Gothic Revival style.</p> <p style="text-align: center;">❖</p> <p>Calvary Congregational Church, architect James Reid, is built in wood at 605 Bagot Street. It is an unusual and early example of the Stick Style.</p> <div style="text-align: center;">  </div> <div style="text-align: center;">  </div> <p style="text-align: right;">now known as Calvary United Church</p>	<p>By-law 331</p> <p>McKendry, <i>With our Past before Us</i>, 94-5</p> <p>The original exterior finish is no longer visible.</p>

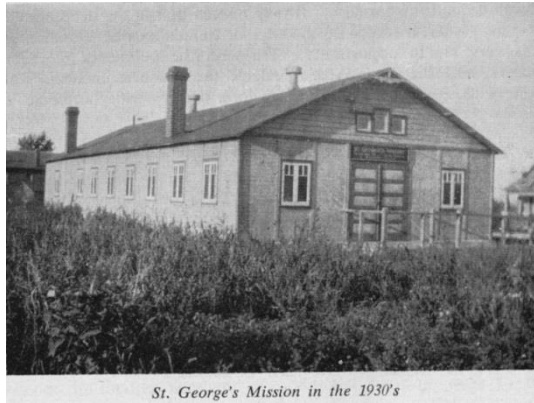
NORTH KING'S TOWN

1890

John A. Macdonald (who dies in 1891) lays the cornerstone of the **Kingston Dry Dock** on Ontario Street.



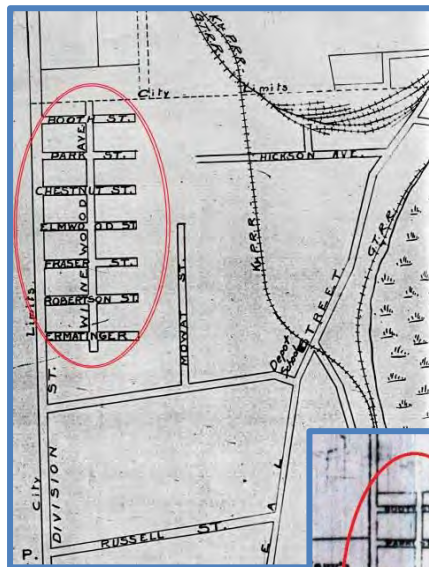
The **St George's Mission** is established in the Montreal and James Streets area to administer the religious needs of the families with working ties to the new textile mill. In 1927 a permanent site is acquired at Cowdy and Adelaide Streets.



St. George's Mission in the 1930's

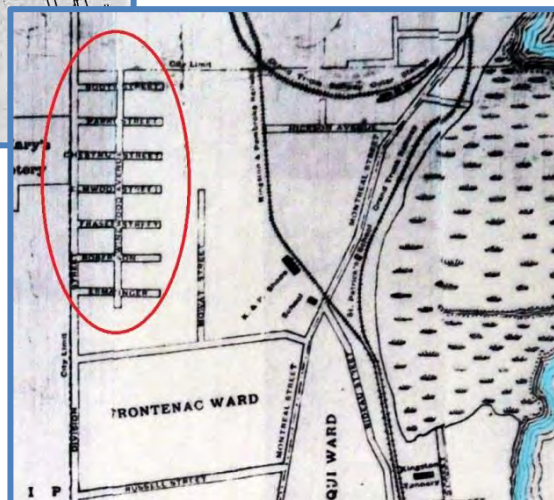
for the mill, see 1881

Anderson, *Anglican Churches*, 103



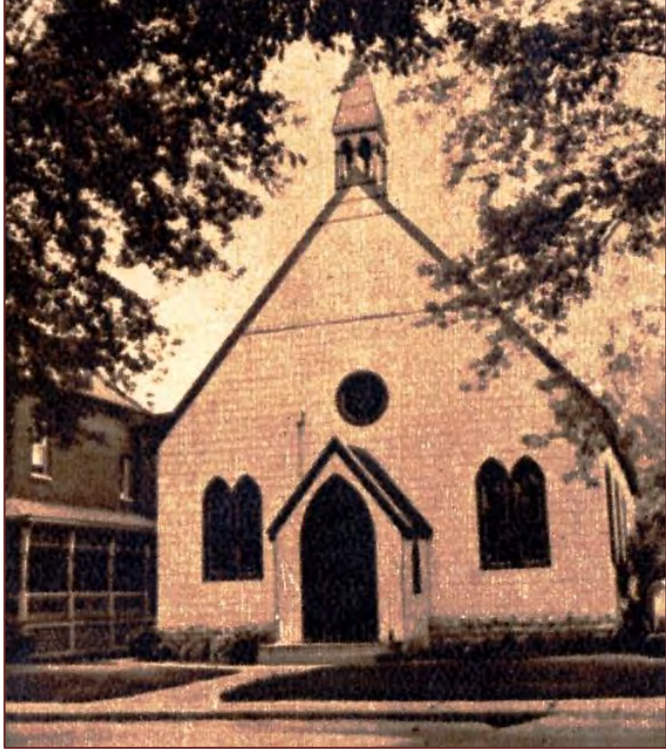


Some subdivisions don't make the grade! Seven cross-streets in a north-south central axis on the east side of Division Street do not materialize

1890
Foster's map


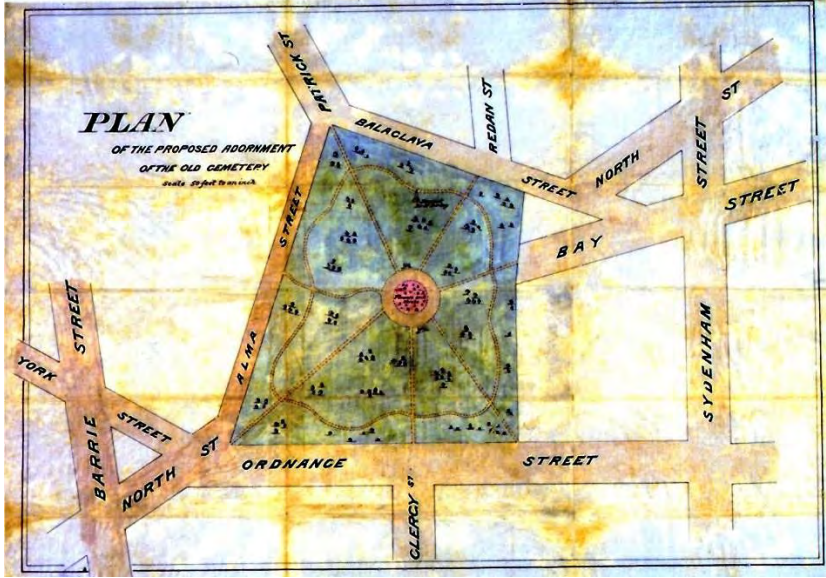



1903
Planning
Office, City Hall

NORTH KING'S TOWN

1891	<p>Pine Street Presbyterian Church is built in frame at 106 Pine Street. It becomes the Zion United Church in 1925. Today the site is occupied by a high-rise Zion Foundation Housing Complex (not-for-profit housing for seniors), which includes a church component.</p> 	<p>It appears for the first time in the 1891-2 directory and is on the 1892-1904 fire insurance plan, p. 19</p> <p><i>Kingston Whig-Standard</i>, 9 Jan. 1949</p>
1892	 <p>The Hotel Dieu opens in the old Regiopolis building on Sydenham Street. Residents in the Study Area use this hospital or the Kingston General Hospital.</p> 	<p>postcard cancelled 1910 coll. J. McKendry</p>

NORTH KING'S TOWN

1892 con't	<p>The new brick building of the Young Men's Christian Association (YMCA) opens at the corner of Princess & Barrie Streets, architects Arthur Ellis & J.B. Reid, Romanesque Revival Style, demolished c1960. Its facilities are no doubt used by many residents of the Study Area.</p>	 <p>Y.M.C.A. Building, Kingston</p>	<p>postcard cancelled 1908 coll. J. McKendry</p>
1893	<p>On 27 May, legal approval is granted to convert the old Upper Burial Grounds into "a public square," known then as Frontenac Park and, in the late 20th century, as McBurney Park – or more informally Skeleton Park.</p>	 	<p>1893 proposed plan McBurney Park Queen's University Archives</p> <p>1914 view of Frontenac Park, <i>Commercial & Industrial Edition, Kingston. Ont., p15</i></p>

NORTH KING'S TOWN

1893
con't

"From Trapper to Wearer" is the motto of **John McKay's wholesale and retail furrier** business which, in 1909, has a factory on Brock Street, a retail shop on Princess and a warehouse on the north side of Cataraqui Street east of the railway tracks. "McKay's store house" first appears in the city directories in 1893-94.

It is shown in the fire insurance plan of 1892-1904 as stone on the first floor and tin clad in the upper area. By 1908, it is attached to a concrete wing.

It is an unusual form with the entrances in the gable ends and huge expanses of roof.



Not extant;
demolished after a
fire in July 2021

Special
Number *British
Whig* 1909

1908 fire
insurance plan

It is still listed
as McKay's in
1939 but not in
1948.

Photo 2016

Photo 2012

NORTH KING'S TOWN

1896

Part of **North St** is closed and sold by the city. Three short streets extending south from **Adelaide** are closed and **Cherry, Cowdy** and **Catherine** are extended northerly (from Pine) to meet Adelaide. Today Cherry & Catherine do not meet Adelaide, which does not extend to Patrick. Part of Carlisle is closed and sold.



The cornerstone of **Frontenac School** (demolished and replaced) is laid on Cowdy Street. The architect is Arthur Ellis.



By-laws 549
(North) & 550.

By-law 578
(Carlisle)

*Daily British
Whig*, 13 June
1896

coll. School
Museum,
Barriefield

1902
Frontenac
School

NORTH KING'S TOWN

1897

In the summer of 1897, the **Queen City Oil Company** with its headquarters in Toronto is preparing to construct a stone two-storey shed, 40 x 80, in Kingston to the plans of architect William Newlands. Early the next year, barrelling of oil begins. It is located at **9 North St** next to the railway tracks.



Contract Record, vol. 8
30, p. 2, 26
Aug. 1897

Daily British Whig, 19 Jan.
1898

1892-1904 fire insurance plan



1924
ha22_32 detail

1924 the oil storage building on North St next to the train tracks



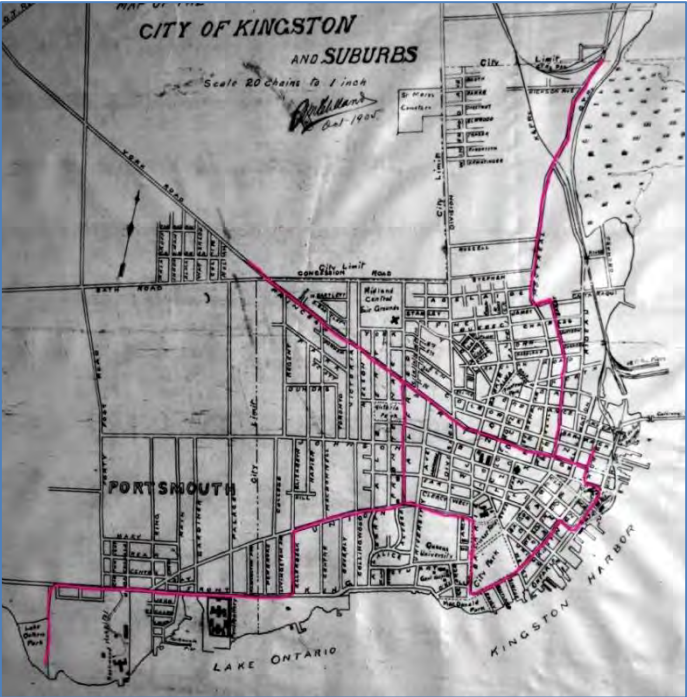


Queen City Oil Co.
Douglas R. Fluhrer Park is on the right.






Under renovation in 2023

photo 2017

NORTH KING'S TOWN

1898	<p>Consecration of the chapel of Our Lady of Sorrows (on Ordnance Street between Montreal and Sydenham) at the House of Providence on 21 November. Architect, Joseph Connolly of Toronto. See also 1861.</p>   <p>Barrie St is extended with sidewalks north to Quebec .</p>	<p><i>Daily British Whig</i>, 21 Nov. 1898</p> <p>By-law 666</p>
c1900		<p>The street railway began in 1877 and was electrified in 1893. Price of the tickets: <i>The Rockwood Review</i> v4 no3 1 May 1898</p> <p>1905 map by R. McClelland; routes of the street railway in red</p>

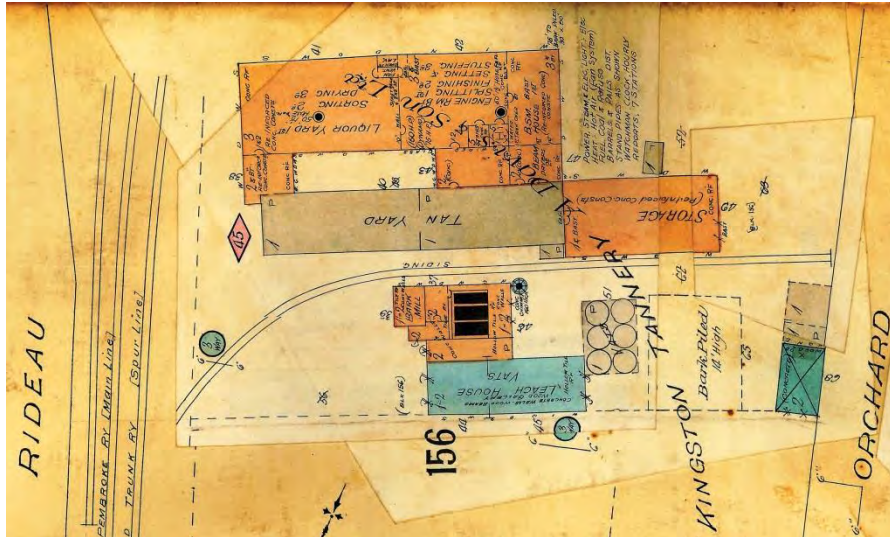
NORTH KING'S TOWN

c1900	<p>Around 1900, a branch of the electrified street railway is routed north on Bagot, west on James and north on Montreal to the Grand Trunk Railway Outer Station. One could buy 6 tickets for 25 cents. This provides a transportation system for workers and residents in the Study Area and no doubt encourages development of housing and industry.</p>	
1901	<p>Death of Queen Victoria who has reigned since 1837. Her son King Edward (born 1841) reigns until his death in 1910. Sentimental support in Kingston for the British monarchy is strong, as is evidenced in the names of streets and institutions (Queen's College, Queen St, Victoria St, Royal Military College, King St, Princess St)</p>  <p>The queen in 1900</p> <p></p> <p>A young lad named Babcock, while fishing in Anglin's bay, lands a muskellunge measuring 3'6" and weighing 26 pounds.</p> <p>Fishing from the shore and by canoe or boat has always been an important source of food and income.</p>  <p><i>British Whig</i>, 6 Sept. 1901</p> <p></p> <p>City population 17,961</p>	
1903	 <p>The Bailey Broom Company is in business at 305 Rideau Street at Cataraqui. Architect William Newlands designs the brick corner office. The wing on the left is an early example for Kingston of concrete construction.</p>	<p>There are drawings in QUA Newlands 1005</p> <p>Photo 2014</p> <p>Under renovation in 2019</p>

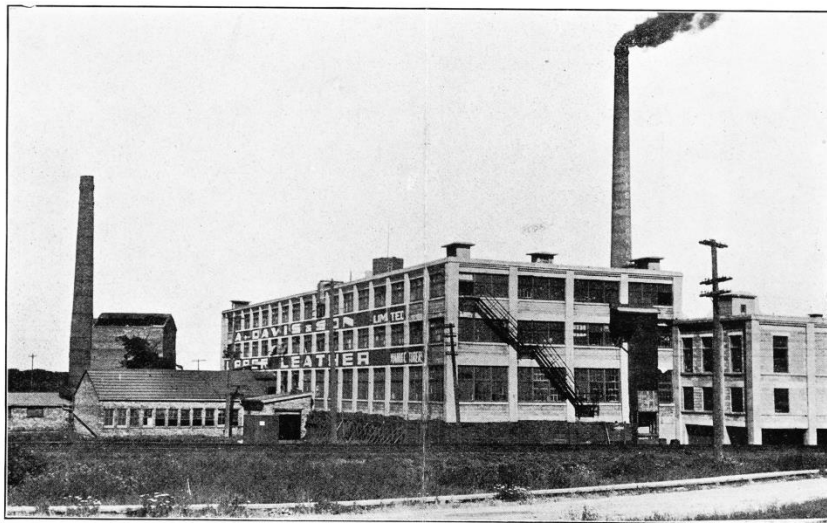
NORTH KING'S TOWN

1903
con't

There have been tanneries in the Rideau-Catarqui-Orchard area since at least 1873.



The **Kingston Tannery of A. Davis & Son Ltd** moves to Rideau Street from King, Ontario, where it was established in 1867. There is a complex of buildings (demolished), including a concrete leach house built in 1909. In that year, the business employs 50 to 60 men (80 to 125 by 1914) creating leather hides sold across Canada and the British Isles. The use of reinforced concrete as a building material is in tune with modern ideas in architecture. *The Contract Record* notes that it is the first reinforced concrete tannery building in Canada. It is 3 storeys and 62 x 212 ft with two wings.



The Davis tannery takes over the Carrington tannery, established in 1884.

1908-1915 fire insurance plan, p.29

The plant runs from Rideau to Orchard Street north of River, from which it is separated by other properties. Eventually, it has storage facilities on the east side of Orchard.

Special No. British Whig, 1909, back cover & 1914, p.9

The Contract Record, vol. 23 (1909).

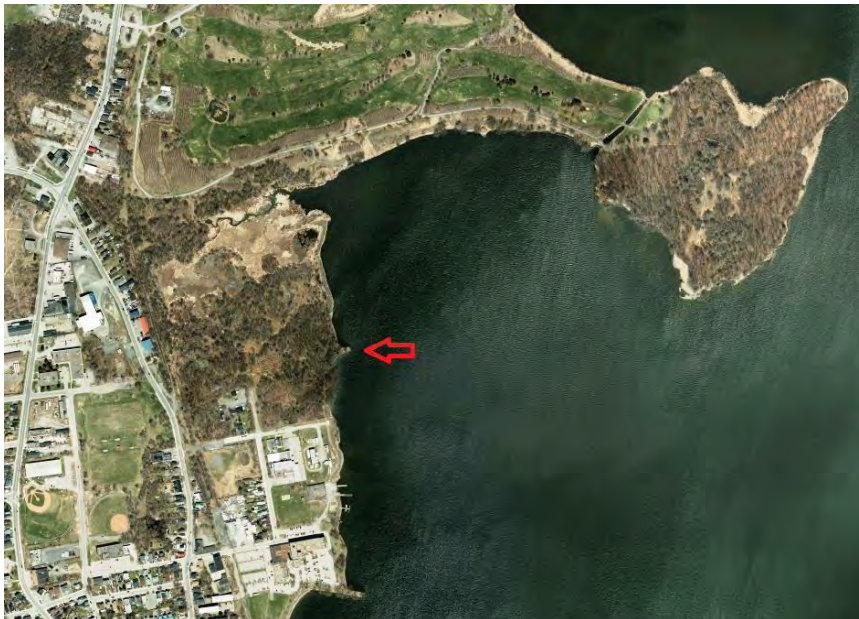
c1927 booklet on *Kingston and Vicinity*, coll. J. McKendry

NORTH KING'S TOWN

1903
con't1947
fire insurance
plan

The glowing descriptions from the first half of the 20th century do not include the toll that is being taken on the property through severe pollution, including that created by the American Smelting Company on the east side of Orchard St. The tannery closes in 1973 and the 35-acres, now stripped on buildings, remain undeveloped.

The smelting company is in this general location since at least 1878 (atlas).



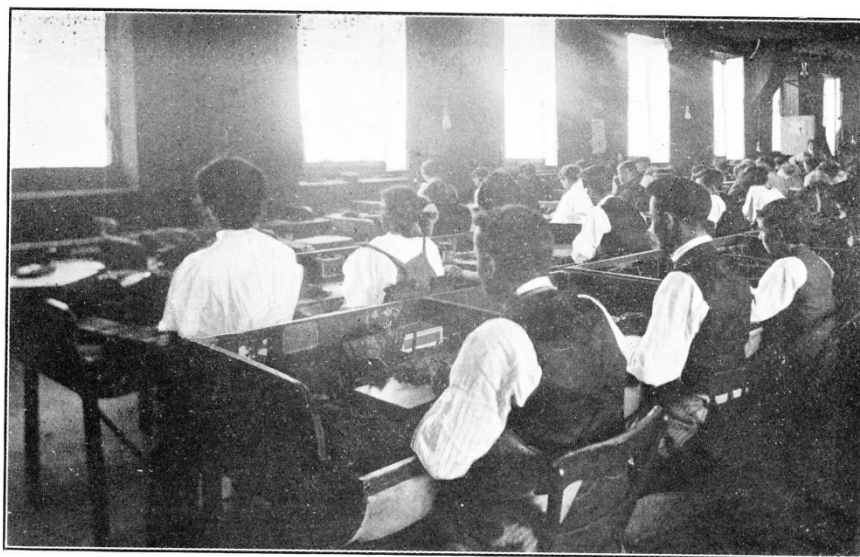
General area today of the tannery and smelting companies.

NORTH KING'S TOWN

1904	<p>George McGowan has been a cigar manufacturer in downtown Kingston since at least 1885 but, in 1904, moves production into a large vacant stone building on the north side of North Street at Rideau. It was built in the early 1870s and appears on the 1875 Brosius view (above right). In use for a variety of purposes, it survives until about 1970. McGowan is in occupation until about 1926, when it is taken over by auto wreckers. Next door on Rideau, by 1904, is a large, one-storey, brick building, described as McGowan's Row Leaf Tobacco Bonded Warehouse which, by 1924, is in use for "H. Rozen [sic] Rag Merchant." Hyman Rosen arrived in Kingston about 1911 at age 15 from Lithuania.</p> <p>McGowan's cigars include <i>La Flor de Frontenac</i>, <i>Duke of Cannaught</i>, <i>Milo</i>, <i>She</i>, <i>Bismark</i>, <i>Banker's Daughter</i>, <i>Le Clown</i>, <i>Sir Robert Peel</i> and – a sure seller – <i>Up To Date</i>. He employs over 100 in the factory in 1909 and seven travelling salesmen.</p>	<p>directories, 1892-1904 fire insurance plan</p> <p>aerial views 1965 and 1977</p> <p>fire insurance plans</p> <p>Stones Kingston by 1947 Rosen Coal and, in the yard, Kingston Scrap Metal Co.</p> <p>directories; <i>Special Industrial Number Daily British Whig</i> 1909</p> <p>coll. Jennifer McKendry</p>
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NORTH KING'S TOWN

1904
con't

*Special
Industrial
Number Daily
British Whig
1909*

INTERIOR VIEW, MCGOWAN CIGAR FACTORY.

*Up To Date, series
1897*



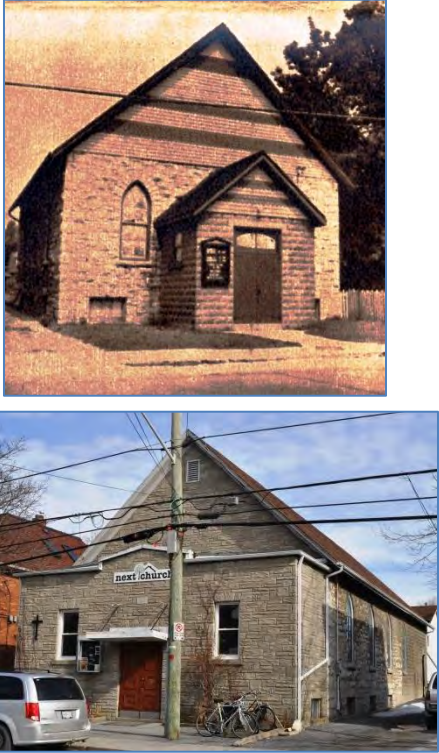
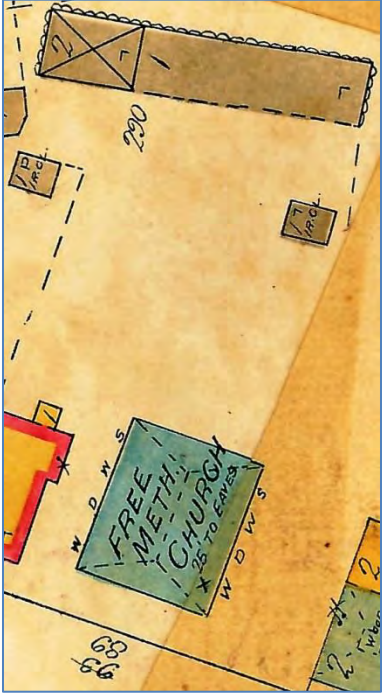
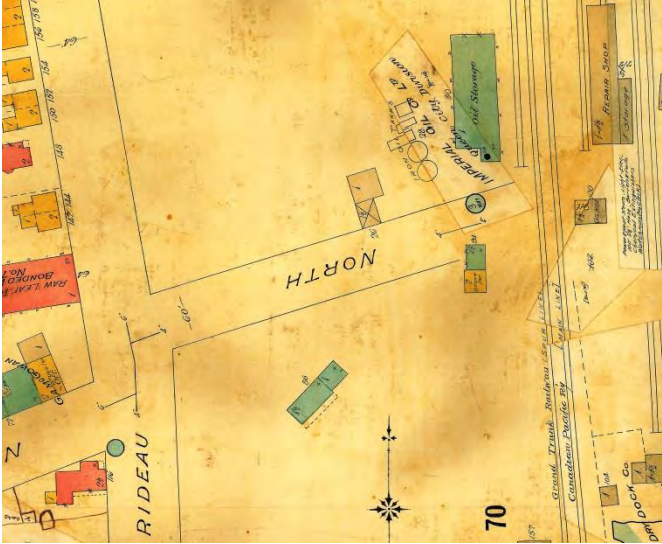
boxes holding
50 cigars

coll. Jennifer
McKendry



*Sir Robert Peel, series
1897*

NORTH KING'S TOWN

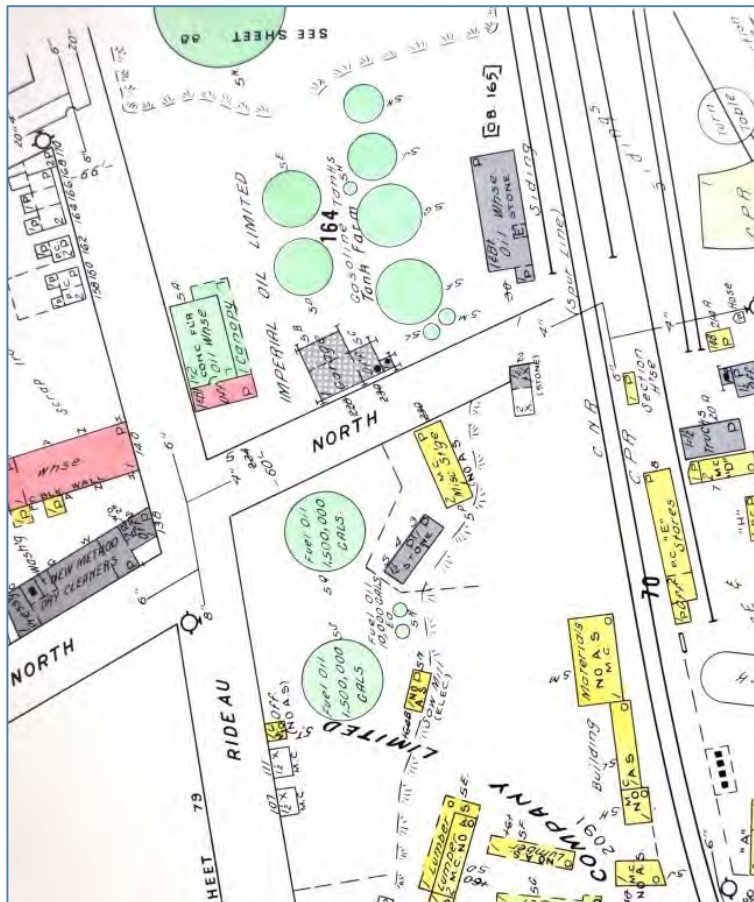
1907	<p>The stone Free Methodist Church is built in Gothic Revival Style at 89 Colborne Street on the site of a filled-in reservoir. Altered in 1949, it is now the Next Church. The front has been extended.</p>  	<p>datestone</p> <p>For the reservoir, see "by 1850."</p> <p><i>Kingston Whig-Standard</i>, 9 Jan. 1949</p> <p>1908 fire insurance plan</p>
1908	<p>As early as the 1908 (amended to 1915) fire insurance plan, oil tanks are appearing near the shore of the Great Cataraqui River. At first made of iron and then of steel, they increase in numbers, as coal gives way to oil as a source for heating in the 1950s and reigns supreme until the late 20th century.</p> 	<p>1908 fire insurance plan showing 9 North Street</p>

NORTH KING'S TOWN

1908
con't



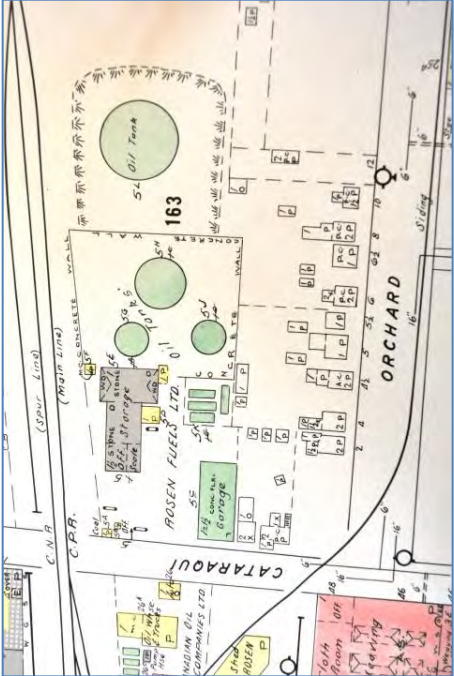

1924
9 North Street
HA22-32



1963
fire insurance
plan

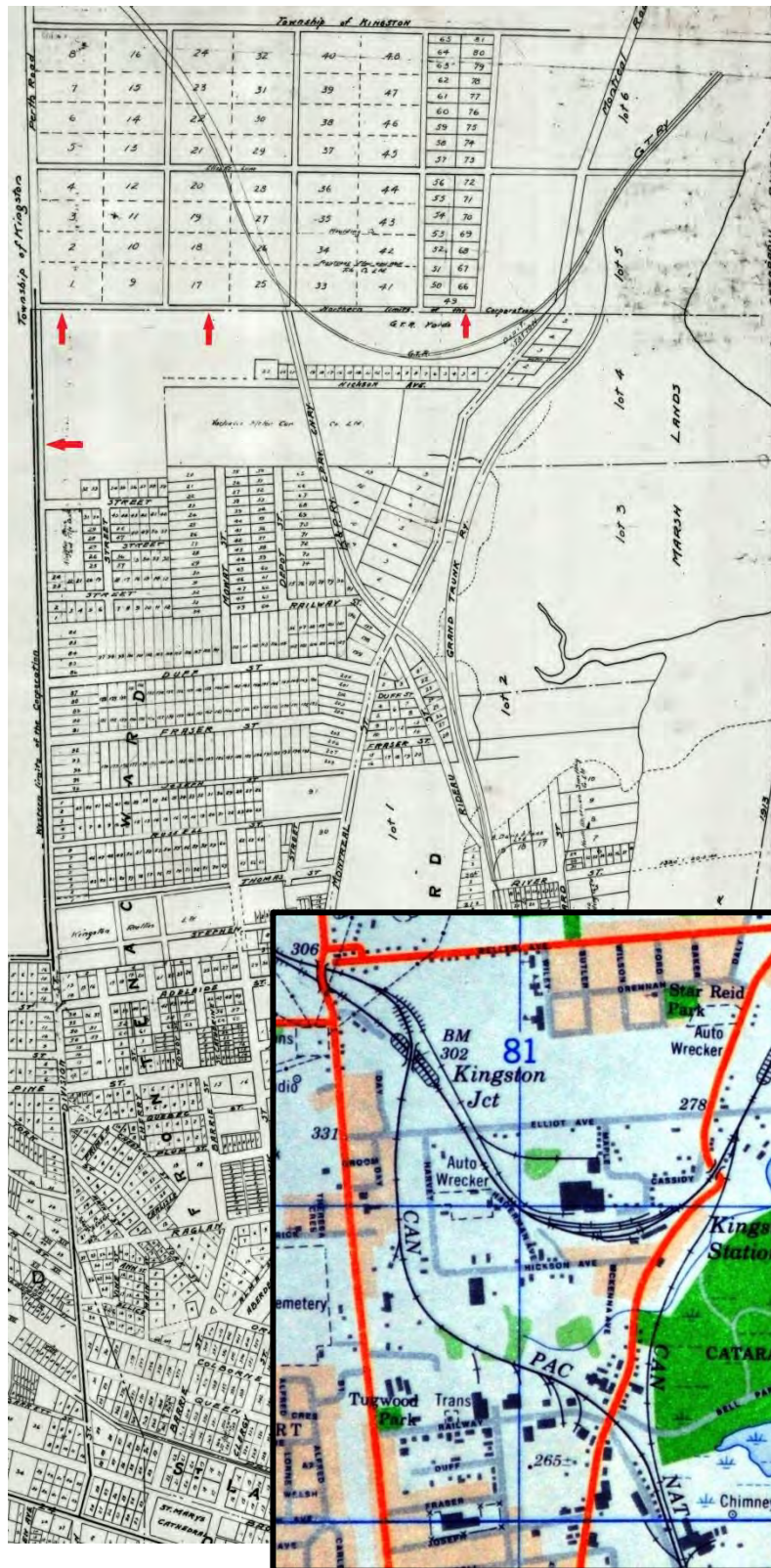
Tanks on both sides of North Street in 1963

NORTH KING'S TOWN

<p>1908 con't</p>	<p>Tanks on the north side of Cataraqui Street in 1963</p> <p>In addition, on the 1947 fire insurance plan, there are two steel tanks on the south side of Place d'Armes east of King but they disappear by 1963.</p> 	<p>1963 fire insurance plan</p>
<p>1910</p>	<p>An underpass for the railway line is built on Montreal Street (and removed in 1976).</p>	<p>Smithson, <i>At the Bend</i>, 181-3.</p>
<p>1911</p>	 <p>Macdonald School is built on Colborne Street at Division. It suffers a serious fire in 1940.</p>	<p>coll. School Museum, Barriefield</p> <p>2015 as Cogeco Cable, 170 Colborne St</p> <p><i>Kingston Whig- Standard</i>, 12 Oct. 1940</p>

NORTH KING'S TOWN

1914


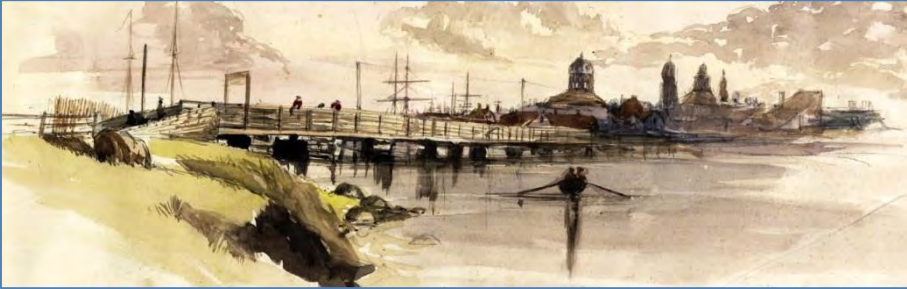


Comparing the subdivisions and streets as envisioned in 1914 (black & white plan) with the reality of what was actually built as late as 1970 (colour map showing the upper portion), it is clear far more was dreamed of than actually materialized

1914
LAC
61619 CLSR
ON
arrows point to city boundaries

1970
DND map




NORTH KING'S TOWN

1914 con't	<p>Regiopolis, a Catholic high school (demolished in 1977 and replaced) for boys, is built in stone on Russell Street between Division and Cowdy. The architect is William Newlands. Members of the Jesuit order are the teachers from 1931 to 1971. In 1926, a dormitory building is constructed. In 1967, the school for girls at Notre Dame Convent (Bagot and Johnson) combines with Regiopolis.</p> <p>See also 1977.</p> 	<p>Flynn, <i>Built on a Rock</i>, 210; Flynn, <i>At School in Kingston</i>, 27-33</p> <p>photo J. McKendry May 1977</p>
1914-1918	The First World War	
1917	<p>The LaSalle Causeway is opened with a new bascule bridge in connection with the planned construction of the Welland Ship Canal and to make Kingston the terminus of the Great Lakes. This reinforces the importance of the Inner Harbour and the growth of industry in the Study Area. Previously, there was a ferry from the early 19th century, then a toll wooden draw-bridge in 1829 and a swing-bridge in 1864.</p>  <p>1848 view of the draw bridge</p>	<p>John Grenville, "Across the Cataraqui River: A History of the Penny Bridge." <i>Historic Kingston</i> 43 (1995): 34-54.</p> <p>1848 Toronto Reference Library pictures-r-1215</p>




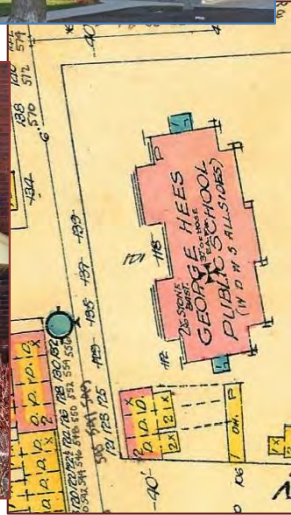

NORTH KING'S TOWN

<p>1917 con't</p>	<p>The introduction to "The LaSalle Causeway" by Jonathan Moore in 1999 sets the scene:</p> <p>Well before work began on the fourth Welland Canal in 1913, Kingston's City Council and Board of Trade were aware of the potential benefits that an enlarged canal could have on Kingston's economy. The large steamers operating in the upper Great Lakes, they expected, would eventually be coming down to Lake Ontario with grain via the enlarged Welland Canal. Kingston's political and business leaders therefore wished to secure for the City a role in the trans-shipment of that grain to smaller steamers and barges which operated along the upper St. Lawrence River. They envisioned changing the face of Kingston's under-utilized inner harbour by building trans-shipment facilities there capable of accommodating those upper-lake vessels. They were particularly mindful of the deficiencies and isolation of the inner harbour, not only out of bounds to deep-draught vessels because of its shallow depth, but also cut off by the Cataraqui Bridge with its diminutive swing span. The city's interest in improving the inner harbour was not solely to build grain trans-shipment facilities, but also to site there industrial facilities dependent upon marine transport, and to provide berths for wintering steam vessels. If the inner harbour was to become a more functional part of the harbour, it would require extensive dredging, and either the swing bridge would have to be enlarged, or the Cataraqui Bridge would have to be demolished and replaced by another bridge elsewhere. These objectives were vigorously pursued by the City Council and the Board of Trade in the years leading up to the First World War, and ultimately resulted in the construction of the LaSalle Causeway.</p> <p>As Moore points out, the grand inner harbour improvement scheme had stalled by 1919 with only the causeway to show for it. But the wintering of steamers on the north side of the causeway is realized.</p>	<p>Jonathan Moore, "The LaSalle Causeway." <i>Historic Kingston</i> 47 (1999): 30-63</p> <p>p. 30</p> <p>p.44</p> <p>See also Brian Osborne & Donald Swainson. <i>Kingston: Building on the Past for the Future</i> (Kingston: Quarry</p>
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NORTH KING'S TOWN

1917 con't	 	<p>Heritage Books, 2011): 222-246</p> <p>undated postcard showing the raised bridge, coll. J. McKendry</p> <p>bascule bridge</p>
1918	<p>12 Cataraqui Street is built in reinforced concrete for the Ordnance Dept., Third Military District. Later it is use for the National Grocers Company.</p> 	<p>directory 1918-1919</p>
1920	<p>Robert Meek Public School is built at 559 Bagot Street between Dufferin and Corrigan. It is expanded in the 1960s</p>	

NORTH KING'S TOWN

<p>1920 con't</p>	   	<p>and closed in 1995. In 1999, it is converted into the Boys and Girls Club.</p> <p>On the 1924 fire insurance plan, it is referred to as the George Hees Public School.</p>	<p>coll. School Museum, Barriefield</p> <p>Robert Meek was chair of the Public School Board in the 1890s.</p> <p><i>Kingston Whig-Standard</i>, 25 Jan. 1999</p> <p>re: George Hees -- This is likely a mistake, as George's dates are 1910-96 and his main connection to Kingston was as a student at RMC. His grandfather was George H. Hees, 1841-1916. But in the directory of 1922-3, it is Robert Meek School.</p>
<p>1924</p>	<p>Millard & Lumb Ltd welding opens on Place d'Armes (and closes in 1988, after which the building is repurposed).</p> 		<p><i>Kingston Whig-Standard</i>, 23 Dec. 1988</p> <p>photo J. McKendry 1980</p>

NORTH KING'S TOWN

1924
con't



1924
HA22-29
Montreal St is
on the diagonal
upper centre



The oil tanks
are on North St
right of centre
half way up

Fort Frontenac
is at the bottom
right.



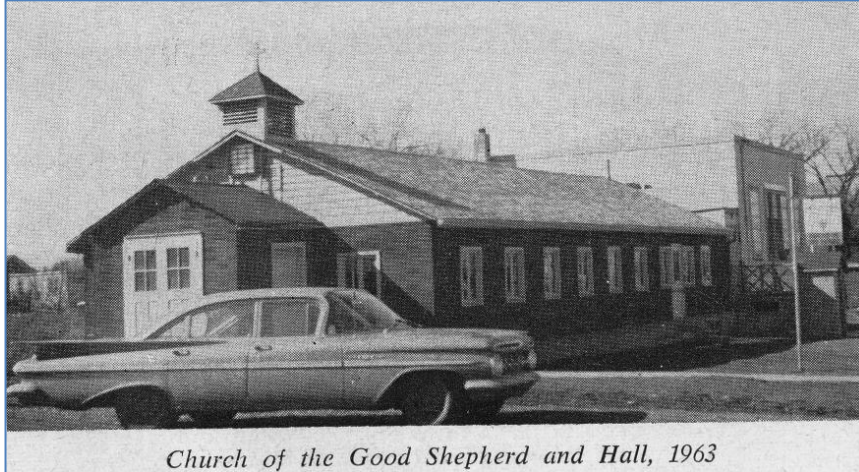
1924
HA22-33

The Woollen
Mill is on the
right

NORTH KING'S TOWN

1927

A building site is acquired in 1927 at Cowdy and Adelaide for the St George's Mission, established in 1890. This results in the first **Church of the Good Shepherd**. The church hall is a conversion in 1949 of a building moved from the site of the first Frontenac School.



Church of the Good Shepherd and Hall, 1963



The Church of the Good Shepherd (*left*) has been demolished.

Photo 2017



Commercial aspects. On **Montreal St**, there are 6 grocers, 3 butchers, 1 fish & chips shop, 1 Chinese laundry, 2 coal dealers, 1 ice shop, 1 barber, 1 dairy, 1 junk dealer, 3 factories (batteries, wood products, floor & wall tile) plus the CNR station and restaurant. On **Rideau St**, there are 1 Chinese laundry, 1 veterinary surgeon, 1 lumber yard, 1 oil storage facility, 1 plant (Coca Cola) and 1 wrecking yard (Rosen & Pollitt).

It is a mission of St George's Cathedral

Anderson, *Anglican Churches*, 103


photo 1963 in Anderson

Kingston Whig-Standard, 23 Feb. 2018. Habitat for Humanity Kingston Limestone Region is building a duplex at 46 Cowdy St. Other duplexes are planned for the Good Shepherd Legacy Project. The first one is opened 19 March 2018 (*Kingston Whig-Standard*, 21 March 2018)

Directory

See also entry for 1880.

NORTH KING'S TOWN

1929	The Great Depression	
1931	The city's population stands at 23,260.	
1932	<p>The cornerstone of St John's Separate School at 25 Markland Street is laid 22 May 1932. There are initially 334 pupils. In 1999, the Mulberry Waldorf School moves into the building.</p> 	<p>Flynn, <i>At School in Kingston</i>, 69-70</p> <p>See 1876 for the first St John's School on John St.</p>
1939-1945	<p>The Second World War.</p> <p>Due to the number of men now in the military, women gain work experience in factories during the war.</p>	
1941	<p>St John the Apostle (Roman Catholic) and rectory are built in stone on Patrick Street at Quebec.</p> <p>The church is remarkably conservative in style and building material.</p>	<p>The cornerstone is laid in early July 1941 (<i>Kingston Whig-Standard</i> 3 July 1941).</p>

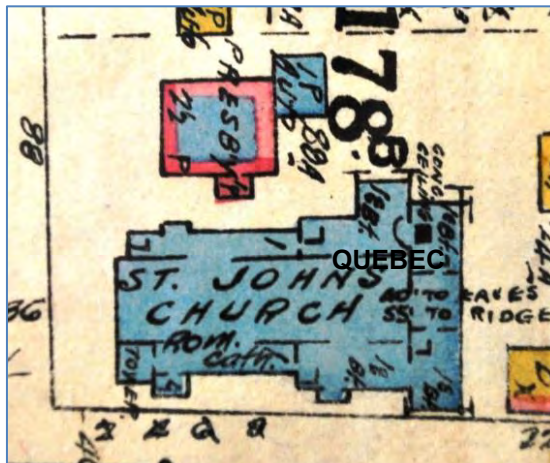
NORTH KING'S TOWN

1941
con't



St John the Apostle

PATRICK



1947 fire
insurance plan

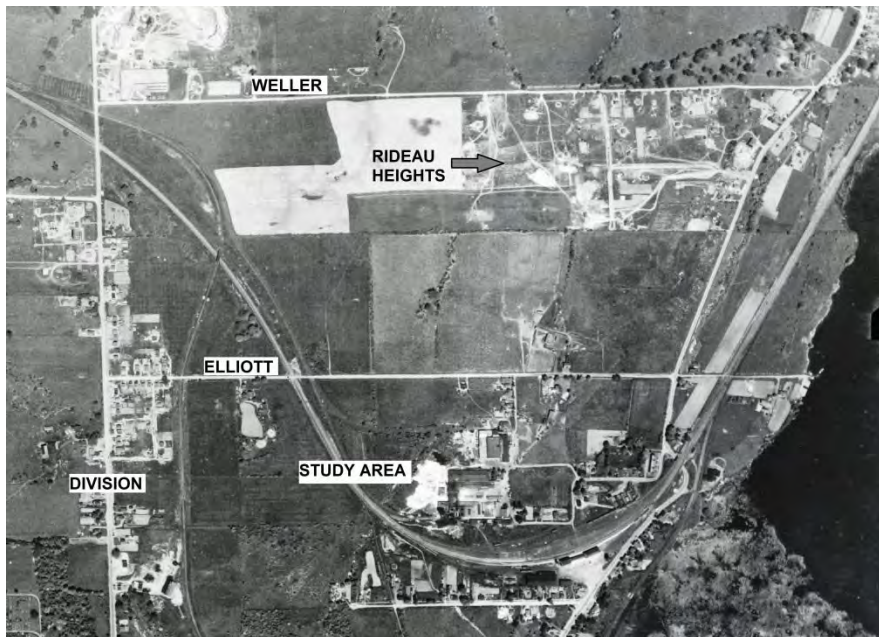
NORTH KING'S TOWN

1941
con't

88 Patrick St (rectory)

1944

Rideau Heights (to the north of the Study Area – see also map in the 1960 entry) is developed but does not become part of the city until 1952. In 1957, it is found that 68% of the 279 houses under examination are substandard.


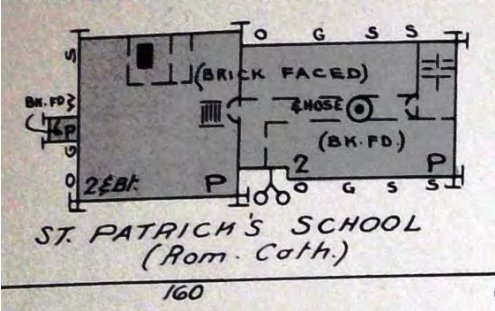



1948 (highway 401 has not yet been built – see 1954)

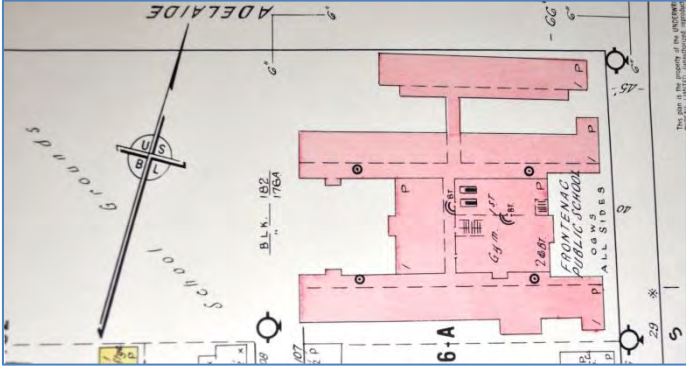


Simona Rasanu, "Rideau Heights Redevelopment in the 1960 A Planning Study of Kingston, Ontario [by G. Stephenson and G. Muirhead]." Student paper, Queen's University

1948
#A11466-19

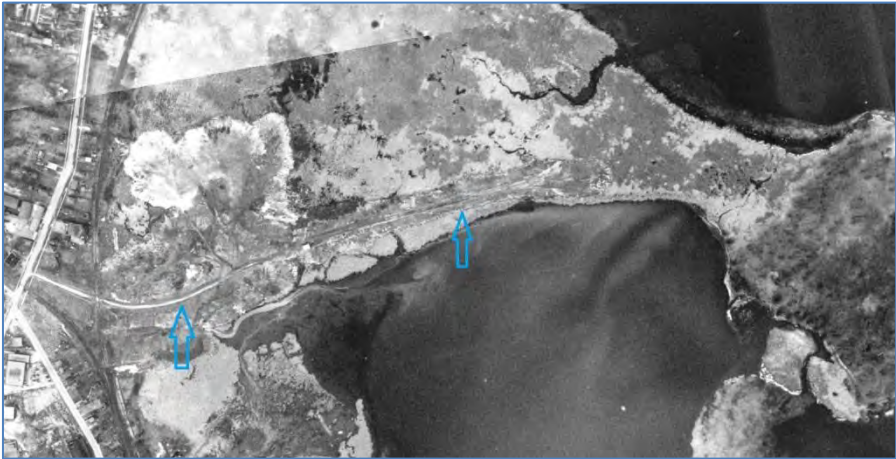

NORTH KING'S TOWN

1946	<p>The corner stone of St Patrick's Separate School on Patrick Street is laid on 7 August 1946. The new yellow brick-veneer building burns on 21 January 1947 but is rebuilt and ready for classes in September.</p>  	<p>Flynn, <i>At School in Kingston</i>, 81</p> <p>See 1888 for an earlier St Patrick's school</p> <p>It has expanded laterally from the original form.</p> <p>1963 fire insurance plan</p>
1948	 <p>The first Frontenac School of 1896 at Cowdy and Adelaide is thoroughly rebuilt.</p>	<p>datestone</p>

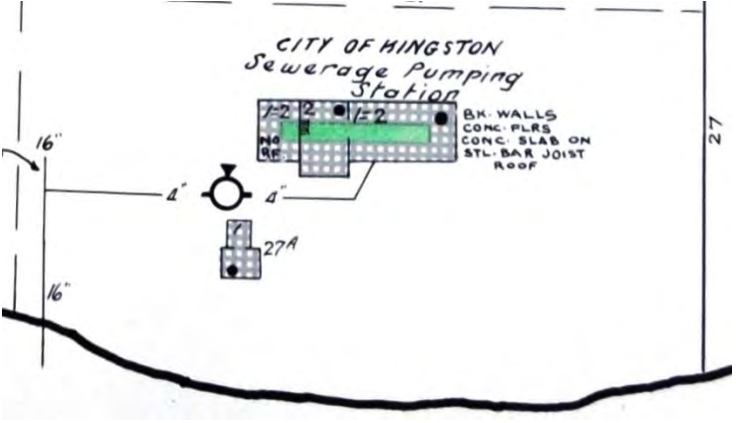



NORTH KING'S TOWN

<p>1948 con't</p>	 <p>Fire insurance plan of 1963, when there are 850 students (reduced to 530 by 1967) at Frontenac School.</p>	<p>Number of students: Gord Sly, <i>Kingston Whig-Standard</i>, 23 Aug. 2016.</p>
<p>1950s</p>	<p>Kingston annexes over 5,500 acres in Kingston Township, including Portsmouth Village and Rideau Heights in 1952. It is a time of prosperity and building activities including the development of suburbs. Population over 62,000.</p>   <p>The city is using the swamp between the mainland and Belle Island as a dump but, by the late 1950s, is having second thoughts – in particular because consideration is being given to</p>	<p>1955 showing the inroads of a lane and dump in the swamp between the mainland the Belle Island (city website)</p>


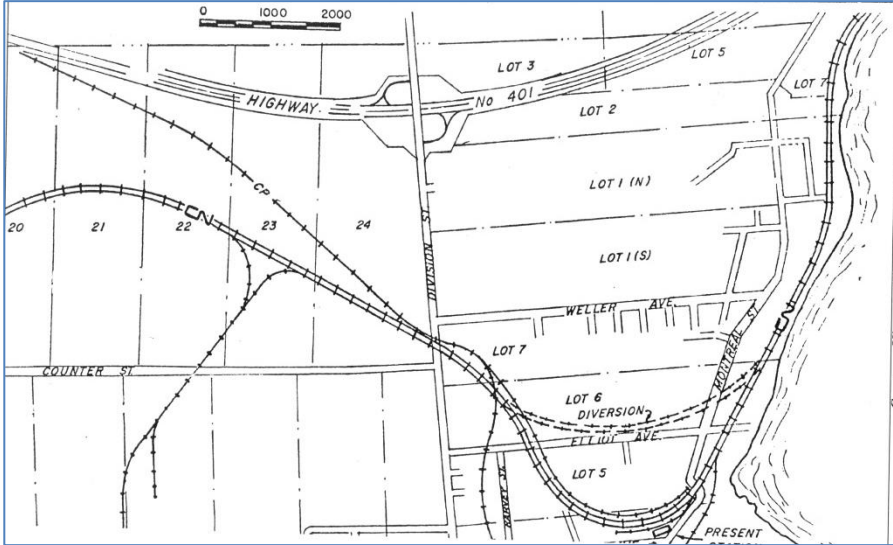

NORTH KING'S TOWN

1950s	<p>turning the island into a park. One alderman thinks it will make a “dandy park,” while another points out that there is a terrible smell in the vicinity – and asking future park visitors to hold their noses is hardly desirable. A narrow strip of land, about 100 yards long, is eventually to be the approach to the island and, therefore, should not have garbage spread on it. But in 1970, lessons apparently not learned, there is a scheme by the city to build a ski hill from garbage.</p>  <p>See 1974 for the golf course opening and 2017 for it closing.</p> <p>It is estimated that, by the time the dump is closed, there are 2.9 million tonnes of garbage that sit about three metres high just below a soil cover. Over time into the early 21st century, a toxic soup leaches from the dump into the Great Cataraqui River. Legal issues involving the city as a polluter occur from 1999 to 2004.</p>	<p><i>Kingston Whig-Standard</i>, 20 Oct. 1959 & 3 Feb. 1970</p> <p>1957 showing the lane extended beyond the extent shown in 1955 (city website)</p> <p><i>Kingston Whig-Standard</i>, 12 June 2000 and 13 May 2004</p>
1954	<p>It is hoped that the Montreal Street overpass on the new highway 401 will be ready in the spring of 1955.</p>	<p><i>Kingston Whig-Standard</i>, 6 Nov. 1954</p>
1956	<p>Letter service to Rideau Heights (north of the Study Area) is delayed pending improvements in the streets. See also 1944.</p>  <p>Consideration is given by the city to buying a parcel of land as part of a plan build a bridge across the Great Cataraqui River and Belle Island “in a bid to do away with the LaSalle Causeway.” But the department of highways responds that it has no plans for such a bridge, given that it is going ahead with highway 401, which will provide a second crossing of the Rideau. Today a third crossing is being planned.</p>	<p><i>Kingston Whig-Standard</i>, 29 Oct. 1956</p> <p><i>Kingston Whig-Standard</i>, 6 Jan. 1956</p> <p>See also 2017</p>






NORTH KING'S TOWN

1957	  <p>The River Street Pumping Station is built next to the shore.</p>	1963 fire insurance plan
1959	<p>The St Lawrence Seaway is opened.</p>  <p>Work is progressing on constructing highway 401.</p>	<i>Kingston Whig-Standard</i> , 3 June 1959
1960	<p>The new highway 401 and Rideau Heights</p> 	<p>aerials taken in 1960 and published as a topographical map in 1965 as "Gananoque 31 C"</p> <p>(the Study Area is in the bottom left quarter)</p>

NORTH KING'S TOWN

1960s	<p>An era of enthusiasm in the city for high-rise development such as the Holiday Inn in 1967.</p> <p style="text-align: center;"></p> <p>Industries are making headway in the Hickson Avenue area. See the entry for 1850 for the development of the “Old Industrial Area” in the north part of the Study Area.</p>	
1971	<p>The first of seven volumes listing buildings of architectural or historic significance for potential heritage protection is published by the city. About 9 buildings from the Study Area are included in volume 2, published in 1973.</p>	
1972	 <p>The loop of the railway line is diverted north permitting a realignment of John Counter Street and Elliott Avenue.</p> 	<p><i>Kingston Whig-Standard</i>, 13 Dec. 1972</p> <p>2015 city website</p> <p>The original railway loop can still be seen (arrows).</p>
1973	<p>The city's Tercentennial creates widespread interest in the past and yet the Frontenac County jail and jail walls plus</p>	

NORTH KING'S TOWN

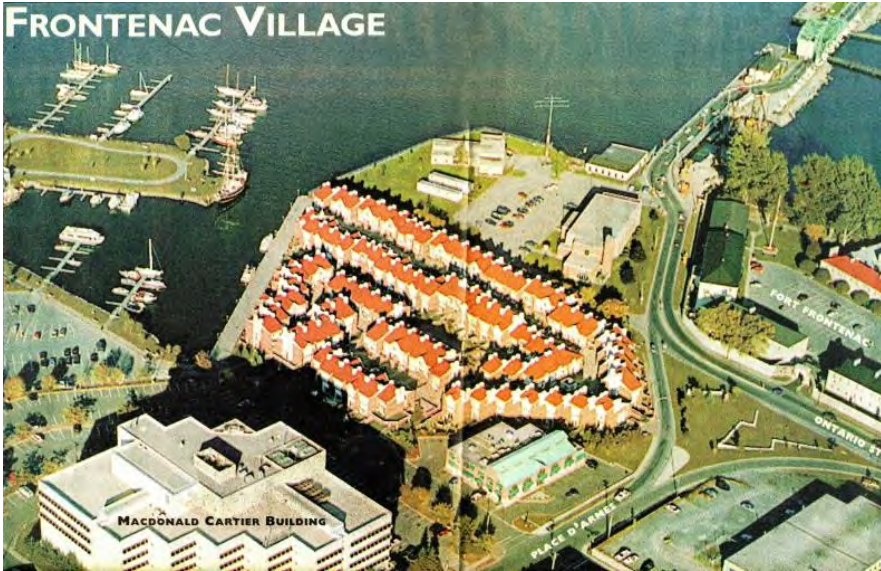

1973 con't	<p>certain other heritage buildings are demolished in 1973 and '74.</p> <p style="text-align: center;"></p> <p>The Davis Tannery closes. See 1903.</p>	
1974	<p>Belle Park Fairways golf course, designed by Richard H. (Dick) Green, opens on what was once the city's dump (see the 1950s) and before that a swamp. It closes in 2017.</p> <div data-bbox="326 514 1185 907" data-label="Image">  </div> <div data-bbox="326 947 1185 1274" data-label="Image">  </div> <p style="text-align: center;"></p> <div data-bbox="475 1377 1213 1866" data-label="Image">  </div> <p>View in 2015 from the Montreal St over-pass</p>	<p>2004 city website</p> <p>2017</p>

NORTH KING'S TOWN

1974 con't	A new CN passenger station is opened on John Counter Street north of Princess. Plans include a traffic overpass on Montreal Street	Smithson, <i>At the Bend</i> , 107. See 1856 for the early history of the railway in the Study Area.
1976	The Sailing Olympics are held at the Portsmouth Olympic Harbour.	
1977	<p>Regiopolis, a Catholic high school built in 1912-14, is demolished and a new school, Regiopolis Notre Dame, 130 Russell Street at Cowdy, is opened in September 1977. Additions are constructed in 1993 and 2004.</p> <ul style="list-style-type: none"> ➤ architects in 1977: Dominik Thompson Mallette Architects & Engineers Inc. ➤ architects in 1993: Carruthers Shaw and Partners Ltd and Wilson Janusz LeRoux Inc. Associated Architects ➤ architects in 2004: The Ventin Group Ltd 	<p>Plans to combine Regiopolis and Notre Dame (Convent school) are under consideration as early as 1965 (<i>Kingston Whig-Standard</i>, 6 Jan. 1966)</p> <p>plaque information courtesy of Pat Murphy</p> <p>facing Cowdy Street</p> <p>see <i>Kingston Whig-Standard</i>, 3 April 1977 for an architectural drawing</p> <p>facing Division Street</p>
1979	The new club house for the Kingston Rowing Club is under construction on Orchard Street.	

NORTH KING'S TOWN

1980s	The railway system once reaching into the city's downtown core is being removed to clear, for example, the site for the OHIP building on Place d'Armes and Wellington. An aerial view of 1977 shows the railway system, while one in 1990 shows it gone.	
1981	 <p>The Macdonald-Cartier Building (also known as the OHIP building) is under construction on Place d'Armes at Wellington St. Architects Consortium.</p>	Jennifer McKendry, <i>Modern Architecture in the Kingston Area: A Survey of 20th-Century Buildings</i> . (Kingston, 2014): 54.
1983	In the city and adjoining townships there is a population of 108,502 (51% of this is in the city itself).	
1984	<p>The bicentennial of the Loyalist settlement.</p>   <p>Frontenac Village, Place d'Armes</p>	

<p>1984 con't</p>	 <p>Frontenac Village with 88 townhouse condominiums</p> <p>As early as 1978, Minto Construction proposed development of this 22-acre site.</p>	<p><i>Kingston Whig-Standard</i>, 15 Oct. 1994</p> <p><i>Kingston Whig-Standard</i>, 15 Sept. 1978</p>
<p>1987</p>	 <p>The Lines House, a frame house dating from the late 18th century, is moved from its original site on Ontario Street at Earl Streets but is burnt once installed on its new site on North Street (for a picture, see the entry for 1790s).</p>	<p>photo J. McKendry1987</p>
<p>1988</p>	<p>Millard & Lumb Ltd closes on Place d'Armes. See also 1924.</p>	<p><i>Kingston Whig-Standard</i>, 23 Dec. 1988</p>

NORTH KING'S TOWN

1989

Mayor Helen Cooper announces the naming of a portion of the Inner Harbour as **Douglas R. Fluhrer Park**, after the city's Commissioner of Parks and Recreation.

Personal communication from Mark Fluhrer



Photo 2017

9 North St (on left) is under renovation in 2023






The land along the shore of the Great Cataraqui River becomes a green space with the imprint of the railway route still visible. The area (as of 2018) is subject to intense controversy as part of a future potential extension of Wellington Street. Turtles, ducks and herons are found along the shore.

NORTH KING'S TOWN

<p>1989 con't</p>	<div data-bbox="310 203 722 745" data-label="Image"> </div> <p data-bbox="743 275 1201 489">In November 2002, a Celtic cross carved of light grey granite is placed in the park to commemorate the Irish workers, who built the Rideau Canal 1826-1832.</p> <div data-bbox="639 718 1190 1087" data-label="Image"> </div> <p data-bbox="310 821 574 961">The K & P Trail is celebrated in 2017 with a plaque and bench</p>	<p data-bbox="1230 474 1414 594"><i>Kingston Whig-Standard</i>, 10 Oct., 20 Nov. & 22 Nov. 2002</p> <p data-bbox="1230 835 1401 926">See also 2014 for a report on the park</p> <p data-bbox="1230 1024 1414 1115"><i>Kingston Whig-Standard</i>, 11 June 2017</p>
<p>1993</p>	<p data-bbox="310 1163 1195 1304">Renovations on the Woollen Mill, Cataraqui Street, are begun by H.R. Doornekamp Construction Ltd. In 1996, the Kingston Whig-Standard newspaper makes plans to move their offices from King Street to the mill.</p> <div data-bbox="735 1314 776 1356" data-label="Image"> </div> <div data-bbox="313 1373 1187 1898" data-label="Image"> </div>	<p data-bbox="1230 1194 1401 1222">See also 1881</p> <p data-bbox="1230 1608 1390 1787">rear and side view with Rideaucrest Tower at 205 Rideau St in the distance</p>

NORTH KING'S TOWN

1993 con't	<p>Rideaucrest, a municipal home for seniors, is built at 175 Rideau St. Architect H.M. Sardinha in joint venture with NORR.</p> <p>See also 1874 for the House of Industry and the first Rideaucrest.</p>		<p>See 1996 for the Brant sculpture</p>
1996	<p>A bust of Molly Brant is unveiled in the courtyard of Rideaucrest by the Kingston Historical Society. The sculptor is John Boxtel.</p>  	<p>The features are imaginary, as there are no images of her surviving from her life time.</p> <p>Her house was more or less at this location (she was buried in the graveyard at St Paul's).</p>	
1998	<p>The City of Kingston, Kingston Township and Pittsburgh Township are amalgamated with a population of 110,000.</p>		

NORTH KING'S TOWN

2000



Ground breaking ceremony for the Leeuwarden Condominium at **350 Wellington** Street, architect Alexander Wilson.

Kingston Whig-Standard, 24 June 2000, p. 6



2003



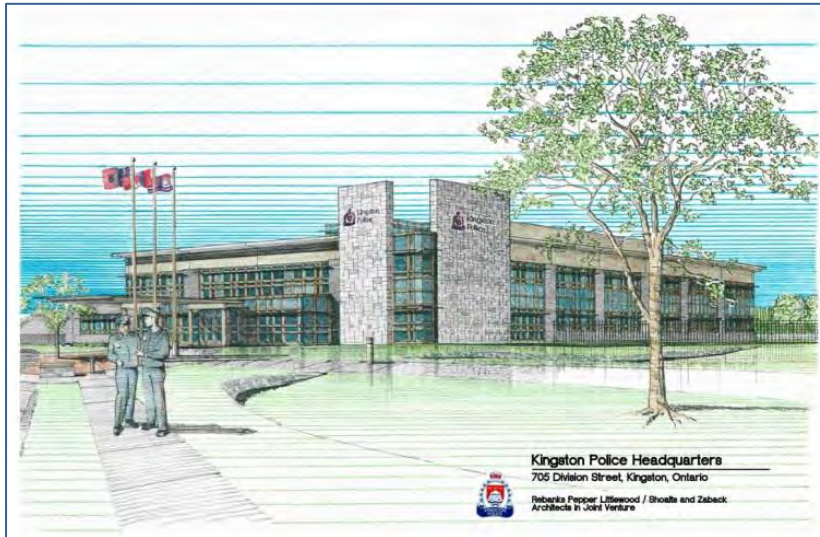
Plaque unveiling for Fort Frontenac, Place d'Armes and Ontario St, 12 July 2003 (replacing a plaque dating from 1956)

Rebuilt part walls of the French Fort Frontenac on the left

NORTH KING'S TOWN

2003 con't	<p style="text-align: center;">FORT FRONTENAC</p> <p>Count Frontenac erected a fort here in 1673 with La Salle as Commandant. It was partially destroyed in 1758. In 1783 Major Ross built barracks (later called Tete De Pont) on the site. The original name was restored to the building opposite in 1938.</p>	plaque text
2006	<p>Remediation of a brownfield, 14-acre property between Montreal Street and the shore and between the railway tracks and John Counter Street is begun. By autumn 2011, about two dozen townhouses are complete in River Park.</p>  	<p><i>Kingston Whig-Standard</i>, 3 Sept. 2011</p> <p>city website</p>
2007	<p>A new police headquarters for the City of Kingston at 705 Division Street, planned in 2005, opens in October 2007. Architects Rebanka Pepper Littlewood / Shoalts and Zaback, Architects in Joint Venture. Incorporating conventional security considerations with “green” building design, it successfully expresses a commitment to environmental stewardship by meeting the requirements of LEED Gold. The design team followed four guiding principles: Reduce, Reuse, Recycle, and Rethink.</p>	<p>McKendry Chronology</p>

NORTH KING'S TOWN

2007
con'tPolice
headquarters

The **Rideau Canal**, which is part of the Great Cataraqui River as it approaches Lake Ontario, is now part of a World Heritage Site:

The Rideau Canal, a monumental early 19th-century construction covering 202 km of the Rideau and Cataraqui rivers from Ottawa south to Kingston Harbour on Lake Ontario, was built primarily for strategic military purposes at a time when Great Britain and the United States vied for control of the region. The site, one of the first canals to be designed specifically for steam-powered vessels, also features an ensemble of fortifications. It is the best-preserved example of a slackwater canal in North America, demonstrating the use of this European technology on a large scale. It is the only canal dating from the great North American canal-building era of the early 19th century to remain operational along its original line with most of its structures intact.

see also 1832

[Rideau Canal](#)

NORTH KING'S TOWN

2007
con't

Rogers K-Rock Centre, Brisbon Brook Beynon Architects

Located just outside of the Study Area's south boundary on Tragically Hip Way and Ontario Streets.



Kingston Whig-Standard, 20 Feb. 2007

2008





25 May 2008 unveiling the bilingual **plaque for McBurney Park** – text below:


NORTH KING'S TOWN

2008 con't	<p style="text-align: center;">SKELETON PARK THE UPPER BURIAL GROUNDS</p> <p>A Garrison Burying Ground existed here by 1816 but, three years later, became a burial ground for Anglicans and Catholics. Known by 1825 as the Common or Upper Burial Grounds, it was expanded to four acres to accommodate a section for Presbyterians. Most Kingston families buried their dead here but, by the 1850s, it was at capacity. The city's dead were being buried in a new non-denominational cemetery at Cataraqui and in St Mary's Catholic Cemetery, Kingston. Closed in 1864 and increasingly neglected, the old burying grounds became a public disgrace and, in 1893, were converted into a city park. Many remains and markers were removed to St Mary's and Cataraqui cemeteries, but the Barclay monument of 1826 was left in place. Landscaped with trees and walkways, it was named Frontenac and now McBurney Park, but its informal name, Skeleton Park, is still in use.</p> <p style="text-align: center;">Erected by the Kingston Historical Society in 2008 with the assistance of the City of Kingston and the Ontario Heritage Trust</p>	
2011	<p>The Friends of Kingston Inner Harbour, a community association, becomes active. Edward and Mary Farrar design a walking tour, "Inner Harbour Heritage" starting in 2012.</p>	Friends of Kingston Inner Harbour
c2012	 <p>The Family & Children's Services of Frontenac, Lennox & Addington opens in October 2012 at 817 Division Street. Shoalts & Zaback Architects.</p> 	

NORTH KING'S TOWN

c2012 con't	 <p>The city's Public Works building photographed in 2013 at 701 Division Street. Architects, J.L. Richards.</p>	
2014	 <p>The recreational facilities of Artillery Park at 382 Bagot Street are renovated by Shoalts & Zaback Architects. See 1790s for the early history of the park.</p>   <p>On the Wall Street Art Festival is organized in Douglas R. Fluhrer Park by the Friends of Kingston Inner Harbour.</p>  <p>"Development of a High Level Vision for Douglas R. Fluhrer Park" May 2014 by tocher heyblom design inc.</p>	<p>April 2015 murals painted on the retaining wall</p> <p>available on city website</p>
2016	<p>"Life and Labour in the Inner Harbour." An app walking tour is organized by Laura Murray for the City of Kingston.</p>  <p>The demolition of Queen Elizabeth Collegiate and Vocational Institute on Kirkparick Street west of Division</p>	<p>For further information, visit Swamp Ward History</p>

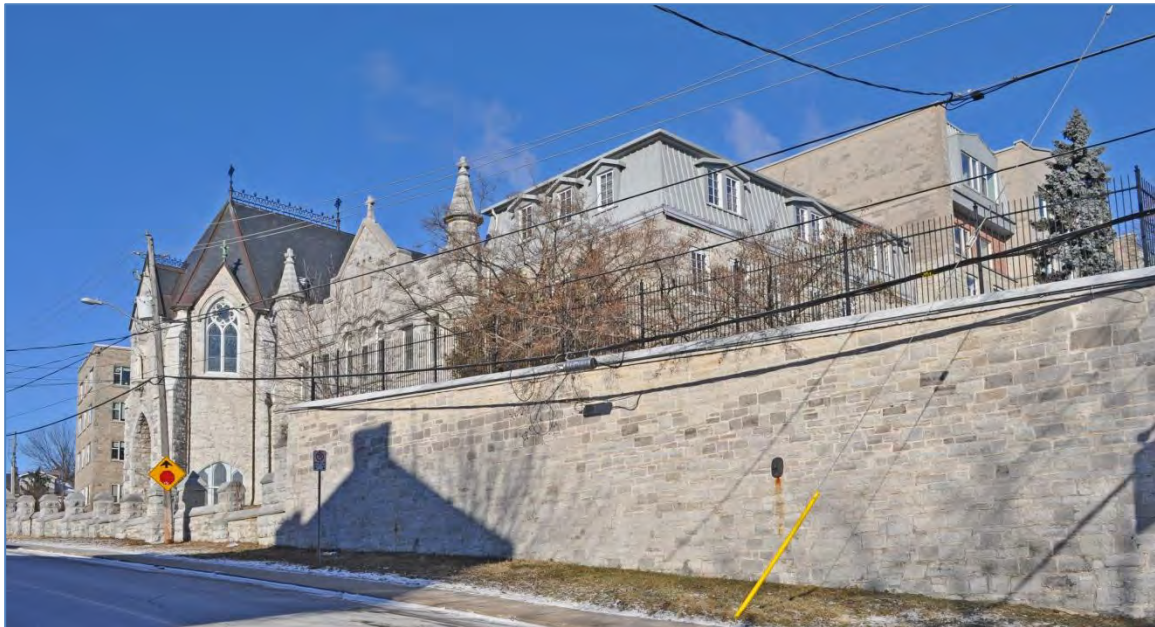
NORTH KING'S TOWN

<p>2016 con't</p>	<p>necessitates a shuffling of where elementary and high school students attend classes.</p> 	<p>QECVI</p>
<p>2017</p>	<p>Belle Park Fairways golf course closes. See 1974.</p>   <p>The controversial, and expensive, plan to build another bridge across the Cataraqui River has been on the city's radar for decades.</p> <p>Rendering of the proposed third crossing</p>	<p><i>Kingston Whig-Standard</i>, 23 Dec. 2017; federal funding is announced 22 Feb. 2018.</p> <p>Gore Rd to John Counter Blvd.</p>
<p>Views c2017 south of North Street, the town's original north border</p>		
		<p>Ellice Street towards Vine & Main</p>

NORTH KING'S TOWN



Colborne Street from Sydenham towards Clergy



Ordinance Street towards Sydenham from Montreal



Chapel of Our Lady of Sorrows

NORTH KING'S TOWN



Wellington Terrace, Montreal at Ordnance, and the Armouries



Wellington Street

NORTH KING'S TOWN



Clergy Street from Ordnance towards Colborne and Princess



Bay Street towards Montreal and the river

NORTH KING'S TOWN



Rideau Street towards Barrack (on the left)



26 Rideau Street

NORTH KING'S TOWN



Kingston Marina



View from 350 Wellington Street towards St Mary's Cathedral (right of centre on the horizon)

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Montreal at Ordnance, Sisters of Providence

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