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CORPORATION OF THE
CITY OF KINGSTON

OFFICE OF THE

CITY HALL
KINGSTON, ONTARIO

Clerk-Comptroller.

Our Ref. No. 2-4.1

November 2nd, 1976.

Ontario Heritage Foundation,
6th floor, 77 Grenville Street,
Queen's Park,
Toronto, Ontario, M7A 1E8.

Attention: Mr. Stephen A. Otto, Chairman.

Dear Mr. Otto:

Preservation of Buildings of Historic or
Architectural Value or Interest

Pursuant to Section 29 of The Ontario Heritage Act, 1974,
I am enclosing herewith a copy of the following:

- ✓ 1. By-Law No. 8497, "A By-Law to Designate Certain Properties within the Municipality to be of Historic or Architectural Value or Interest"
- ✓ 2. By-Law No. 8892, "A By-Law to amend By-Law No. 8497, 'A By-Law to Designate Certain Properties within the Municipality to be of Historic or Architectural Value or Interest' (Expand Reasons for Designation)"
- ✓ 3. By-Law No. 8654, "A By-Law to Designate the Prince George Hotel to be of Historic or Architectural Value or Interest"
- ✓ 4. By-Law No. 8913, "A By-Law to Designate the Grand Trunk Railway Terrace and the Depot School Day Care Centre to be of Historic or Architectural Value or Interest".
5. Letter sent to all owners of designated buildings covered by by-laws Nos. 8497 and 8892. A similar letter was sent on October 21st, 1976, to the owners of the Prince George Hotel, the Grand Trunk Railway Terrace and the Depot School Day Care Centre.



Yours truly,

T. J. McKibbin,
Clerk-Comptroller.

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encls.

P.T.O

Ontario Heritage Foundation.

November 2nd, 1976.

P.S.: The four above-mentioned by-laws were registered on title, in the Registry Office for the Registry Division of Frontenac (No. 13), on October 13, 1976, under the following instrument numbers:

By-Law No. 8497 - instrument #282443
By-Law No. 8654 - instrument #282444
By-Law No. 8913 - instrument #282445
By-Law No. 8892 - instrument #282446.

Also enclosed is a copy of the notice which was published in the "Whig-Standard" on October 22nd and October 29th, 1976, and will be published for a third time on November 5th, 1976. In the advertisement of the by-law, we have used a synopsis, as authorized by Section 281(2) of The Municipal Act, 1970.

CITY CLERK

Report No. 75
Clause 2

BY-LAW NO. 8913

A BY-LAW TO DESIGNATE THE GRAND TRUNK RAILWAY TERRACE AND THE DEPOT SCHOOL DAY CARE CENTRE TO BE OF HISTORIC OR ARCHITECTURAL VALUE OR INTEREST

PASSED: September 13th, 1976.

WHEREAS Section 29 of The Ontario Heritage Act, 1974, provides that the Council of a municipality may, by by-law, designate a property within the municipality to be of historic or architectural value or interest;

AND WHEREAS notice of intention to designate the Grand Trunk Railway Terrace was served on the owner of the property and The Ontario Heritage Foundation on July 20th, 1976, and was published in the Whig-Standard on July 20th, 27 and August 3rd, 1976;

AND WHEREAS notice of intention to designate the Depot School Day Care Centre was served on the owner of the property and The Ontario Heritage Foundation on July 28th, 1976, and was published in the Whig-Standard on July 28th, August 4th and 11th, 1976;

AND WHEREAS no objections were received against the designation of the Grand Trunk Railway Terrace and the Depot School Day Care Centre as a result of the aforementioned notices;

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

1. That the following properties be and are hereby designated to be of historic or architectural value or interest:

(1) GRAND TRUNK RAILWAY TERRACE - 1-3-5 Cassidy Street

Built: c.1854

Description: All and singular that certain parcel or tract of land and premises situate, lying and being in the City of Kingston and County of Frontenac, and being more particularly described as Part of Lot 5 (sometimes referred to as Lot 7) in the Concession West of the Great Cataraqui River, as described in Instrument #272415.

Owner: St. Lawrence Youth Association

(1) GRAND TRUNK RAILWAY TERRACE - 1-3-5 Cassidy Street (cont'd)

Reason for Designation:



Significance: The Grand Trunk Railway bought the property for the railway line and Kingston station in 1854 just before construction began. Although the line in this area was finished that year, passengers to Montreal still took a stage-coach or carriage to Brockville until the official opening in 1856 of the railway between Montreal and Toronto. Kingston, as the half-way mark, was a major station where the trains stopped so that passengers could "refresh the inner man" at the new hotels near the station.

This terrace, just north of the tracks, was built by the Grand Trunk soon after the completion of the line in the Kingston area. Originally designed as seven dwellings, it was housing for railway employees and their families.

The Grand Trunk sold the terrace to an employee, Mr. Coté, in 1921. He converted the seven sections into a triplex and inserted a grand staircase in the larger centre section. In 1972, Mrs. Coté sold the property to E. Phipps-Walker who undertook extensive renovations.

This two-storey, nine-bay, hammer-dressed stone terrace has its facade broken up by a central three-bay projection. In the centre bay of this projection is an entranceway; directly above its square-headed transom is a large ashlar block with a central bevelled band, another ashlar block, corbelled over the first one and an entablature type portico, flat roofed, at the top, which is supported by large end consoles. It is entirely done in ashlar stone. In the bay above the entranceway is a blind window. In the flanking bays on the first storey are pairs of thin windows; the sash have two by four lights; in the second storey the sash have two by three. There are also windows immediately to either side of the door and the blind window; they have three by four on the first and three by three on the second.

(1) GRAND TRUNK RAILWAY TERRACE - 1-3-5 Cassidy Street (cont'd)

Reason for Designation: (cont'd)

There are gable end parapets on this central section with heavily moulded ashlar corbel stones and circle corbelled stone end chimneys.

In the flanking sections the extreme inner bay has a door, the central bay a pair of windows and the extreme outer bay has one window, although it appears to have originally been a door. The second storey is blank except for a pair of windows in the central bay. The sash have three by three lights on the second storey and three by four on the first.

All the corners of the facade have quoining and all the window surrounds are quoined; all the lintels are bevelled with ashlar band borders. The windows that are in pairs are separated by a single vertical block of stone. The base course has an ashlar band border at the top and all the courses below it are projected. On either flanking gable end is a corbelled stone chimney, smaller than the two central ones. There is an ashlar sill course around the entire building. The end walls are blank.

There are three doors in the rear wall, all recessed and a slightly irregular pattern of fenestration. There are eight windows on the second and nine on the first; of these latter three appear to have been intended for doors since the quoined surrounds continue below the sill right to the base course. All of the window surrounds are the same as those on the facade.

There are three modern windows on the second storey which lead onto metal fire escapes, the others on that storey have three by three lights; the ones on the first have three by four lights.

This plain stone terrace is somewhat dignified by the central projection - a common feature for late Georgian terraces - and the embellished entranceway that includes Greek Revival consoles.

The facade's well-balanced arrangement of fenestration and doors has been left untouched throughout the years.

(2) DEPOT SCHOOL DAY CARE CENTRE - 610 Montreal Street

Built: 1872-73

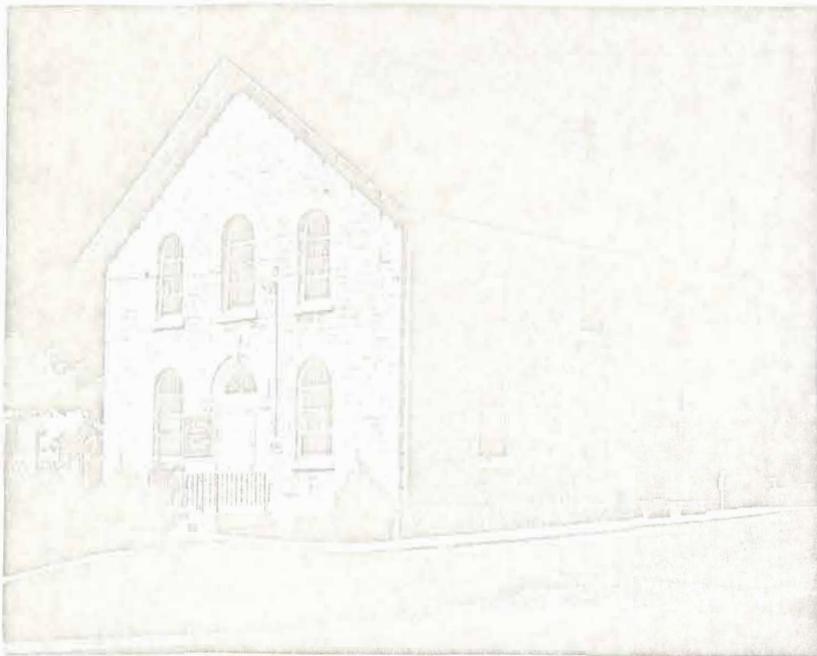
Architect: John Power

Description: All and singular that certain parcel or tract of land and premises situate, lying and being in the City of Kingston and County of Frontenac, and being more particularly described as Lot 198, Registered Plan C-22, as described in Instrument #196423.

Owner: The Corporation of the City of Kingston

(2) DEPOT SCHOOL DAY CARE CENTRE - 610 Montreal Street (cont'd)

Reason for Designation:



Significance: From the time the Grand Trunk Railway came to Kingston (1854) the inhabitants of the Kingston station area petitioned the Kingston Public School Board for a school. One finally opened in an empty freight shed in 1864 with fifty students and one teacher. Conditions were not ideal and repeated requests resulted in this small school being erected in 1872-73.

The property was obtained from John Frazer and John Duff and the Board requested John Power to submit plans. He did so in the summer of 1872 and construction began under Isaac Newlands, mason. Plans were slightly changed in the spring of 1873 before the upper storey was completed to include an apartment for a caretaker.

Miss Harriet Keys was the first teacher when the school opened in August, 1873, with a salary of \$200. per annum. Then known as Frontenac School, its name was changed to the Depot School after 1896 when the present Frontenac School was built. The City of Kingston obtained the property in 1970 from the Frontenac County School Board and now operates a Day Care Centre here.

This two-storey, three bay, hammer-dressed stone building with flush quoining has a central six-panelled door whose transom is decorated with an ashlar hood mould with key-stone and label-stops.

The transom and all the windows on the facade are round-headed; all the windows in the building appear to have their original sash.

The north and south walls are both regularly fenestrated with twelve paned double-hung sashes; the central window on the first storey of the north wall is blocked; the west bay of this same wall contains a doorway.

(2) DEPOT SCHOOL DAY CARE CENTRE - 610 Montreal Street (cont'd)

Reason for Designation: (cont'd)

The west wall is covered by a two-storey, shallow, gabled concrete addition.

The roof has its gable end over the facade and there is a brick chimney at the west end.

This vernacular styled building has the traditional Georgian plan facade, adapted to a gable end wall - after the Gothic Revival fashion - with a strong presence of Italianate windows.

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

GIVEN THREE READINGS AND FINALLY PASSED the 13th day of September,
1976.



DEPUTY CITY CLERK



MAYOR