

1. **Application to demolish and rebuild rear detached garage at 114 Stanley Avenue, a property designated under Part V of the *Ontario Heritage Act*, located on River Lane**

Demande visant à démolir et à reconstruire un garage isolé situé dans la ruelle River, à l'arrière de la propriété qui se trouve au 114, avenue Stanley et qui est désignée aux termes de la partie V de la *Loi sur le patrimoine de l'Ontario*

Committee Recommendations

That Council:

1. **Approve the application to demolish the existing detached garage and construct a new garage at 114 Stanley Avenue in the same location on River Lane according to plans submitted by Mario Poulin on October 20, 2020 conditional upon:**
 - a. **The Applicant salvaging historic materials including wood cladding, windows, doors, and structural beams prior to demolition and reuse wherever possible;**
2. **Delegate authority for minor design changes to the General Manager, Planning, Infrastructure and Economic Development Department; and**
3. **Issue the heritage permit with a two-year expiry date from the date of issuance.**

Recommandations du Comité

Que le Conseil :

1. **approuve la demande de démolition du garage isolé actuel et la demande de construction d'un nouveau garage au même endroit, dans la ruelle River, pour la propriété située au 114, avenue**

Stanley, conformément aux plans présentés par Mario Poulin, le 20 octobre 2020, sous réserve de la condition suivante :

- a. Avant la démolition, la personne présentant la demande doit récupérer des matériaux d'origine (p. ex. revêtement en bois, fenêtres, portes et poutres structurales) afin qu'ils soient réutilisés, si possible;**
- 2. délègue au directeur général de Planification, Infrastructure et Développement économique le pouvoir d'effectuer des modifications mineures de conception;**
- 3. délivre le permis en matière de patrimoine et de fixer sa date d'expiration à deux ans après la date de délivrance.**

Documentation/Documentation

1. Manager's report, Right of Way, Heritage and Urban Design Services, Planning, Infrastructure and Economic Development Department, dated November 25, 2020 (ACS2020-PIE-RHU-0028)

Rapport du Gestionnaire, Services des emprises, du patrimoine et du design urbain, Direction générale de la planification, de l'infrastructure et du développement économique, daté le 25 novembre 2020 (ACS2020-PIE-RHU-0028)

2. Extract of draft Minutes, Built Heritage Sub-Committee, December 8, 2020.

Extrait de l'ébauche du procès-verbal, Sous-comité du patrimoine bâti, le 8 décembre 2020.

**Built Heritage Sub-Committee
Report 18
January 27, 2021**

45

**Sous-comité du patrimoine bâti
Rapport 18
Le 27 janvier 2021**

**Report to
Rapport au:**

**Built Heritage Sub-Committee / Sous-comité du patrimoine bâti
December 8, 2020 / 8 décembre 2020**

**and Council / et au Conseil
January 27, 2021 / 27 janvier 2021**

**Submitted on November 25, 2020
Soumis le 25 novembre 2020**

**Submitted by
Soumis par:
Court Curry,
Manager / Gestionnaire,
Right of Way, Heritage and Urban Design Services / Services des emprises, du
patrimoine et du design urbain
Planning, Infrastructure and Economic Development Department / Direction
générale de la planification, de l'Infrastructure et du développement économique**

**Contact Person
Personne ressource:
Greg MacPherson, Junior Heritage Planner / Planificateur subalterne de la
conservation du patrimoine, Right of Way, Heritage and Urban Design / Services
des emprises, du patrimoine et du design urbain
613-580-2424, 23665, Greg.MacPherson@ottawa.ca**

Ward: RIDEAU-ROCKCLIFFE (13)

File Number: ACS2020-PIE-RHU-0028

**SUBJECT: Application to demolish and rebuild rear detached garage at 114
Stanley Avenue, a property designated under Part V of the *Ontario
Heritage Act*, located on River Lane**

**OBJET: Demande visant à démolir et à reconstruire un garage isolé situé
dans la ruelle River, à l'arrière de la propriété qui se trouve au 114,
avenue Stanley et qui est désignée aux termes de la partie V de la *Loi
sur le patrimoine de l'Ontario***

REPORT RECOMMENDATIONS

That the Built Heritage Sub-Committee recommend that Council:

- 1. Approve the application to demolish the existing detached garage and construct a new garage at 114 Stanley Avenue in the same location on River Lane according to plans submitted by Mario Poulin on October 20, 2020 conditional upon:**
 - a. The Applicant salvaging historic materials including wood cladding, windows, doors, and structural beams prior to demolition and reuse wherever possible;**
- 2. Delegate authority for minor design changes to the General Manager, Planning, Infrastructure and Economic Development Department; and**
- 3. Issue the heritage permit with a two-year expiry date from the date of issuance.**

RECOMMANDATIONS DU RAPPORT

Que le Sous-Comité du patrimoine bâti recommande au Conseil :

- 1. d'approuver la demande de démolition du garage isolé actuel et la demande de construction d'un nouveau garage au même endroit, dans la ruelle River, pour la propriété située au 114, avenue Stanley, conformément aux plans présentés par Mario Poulin, le 20 octobre 2020, sous réserve de la condition suivante :**
 - a. Avant la démolition, la personne présentant la demande doit récupérer des matériaux d'origine (p. ex. revêtement en bois, fenêtres, portes et poutres structurales) afin qu'ils soient réutilisés, si possible;**
- 2. de déléguer au directeur général de Planification, Infrastructure et Développement économique le pouvoir d'effectuer des modifications mineures de conception;**
- 3. de délivrer le permis en matière de patrimoine et de fixer sa date d'expiration à deux ans après la date de délivrance.**

BACKGROUND

The property at 114 Stanley Avenue includes a two-storey house constructed circa 1872, characterized by a medium pitched, front gable roof and simple rectangular plan (Document 1). The building is clad in clapboard and features decorative bargeboard along the gable, simple wood window and door surrounds, and a partial-width porch on the eastern elevation supported by chamfered posts. The property also contains a detached garage at the rear of the property on River Lane which is the subject of this application. The garage was likely constructed at the same time or shortly after the existing house. The detached garage is a one-and-one-half storey side gable structure clad with board and batten siding (see Document 2 and 3).

The New Edinburgh Heritage Conservation District (HCD) was designated in 2001 and its Heritage Conservation Plan, written according to the requirements of the post-2005 *Ontario Heritage Act*, was approved in 2016. The New Edinburgh HCD is a significant example of a small 19th century village located within Ottawa. It is significant for its historical associations, architectural and contextual values. Laid out by Thomas MacKay, who lived at Rideau Hall and had established an industrial complex of mills at Rideau Falls, the village was settled by many of MacKay's workers. Incorporated in 1867, and annexed by the City of Ottawa in 1887, New Edinburgh was a self-sufficient community well into the 20th century. Primarily residential in character, the HCD features a wide range of building types in a variety of styles and types built in the 19th and 20th centuries.

This report has been prepared because the alteration of a property in an HCD designated under Part V of the *Ontario Heritage Act* requires the approval of City Council. The property at 114 Stanley Avenue is categorized as a 'contributing building' within the New Edinburgh Heritage Conservation District.

DISCUSSION

Project Description

The applicant proposes to demolish the existing detached garage on River Lane and reconstruct a new garage in the same location of nearly identical size and scale (see Document 3 and 4). As part of the new construction, a concrete foundation will be poured, and the existing garage's board and batten siding will be salvaged and reused on the new garage where possible, prioritizing the elevation facing River Lane. To permit these changes, the applicant has also applied for Minor Variances for relief from

the Accessory Uses, Buildings and Structures provisions of Section 55, and from the Heritage Overlay provisions of Section 60 of Zoning By-law 2008-250. Relief from Section 55 is required to permit an additional height of 5.79 metres related to the proposed dormer facing Stanley Avenue, greater than the maximum permitted height of 3.6 metres but less than the proposed 5.822 metre height of the finished garage. Relief from the Heritage Overlay is required to allow for minor changes to the dimensions of the garage so that it no longer encroaches on the neighbouring property, and to permit an increase in the garage's volume from 241.52 cubic metres to 262.33 cubic metres and floor area from 46.51 square metres to 52.58 square metres related to the proposed projecting entrance facing Stanley Avenue.

Recommendation 1:

The intent of this project is to demolish the existing detached garage on River Lane and construct a new detached garage nearly identical in scale and form, while also salvaging and reusing as much material from the existing garage as possible. While heritage staff do not generally support demolition of contributing buildings within the HCD, the applicant has provided a structural engineer's report which indicates that the existing garage is no longer structurally sound (see Document 7). The proposed garage will be constructed on top of a new concrete foundation, and the position of the proposed garage will be adjusted slightly southwest, so that it no longer encroaches on the neighbouring property. The proposed garage will have a side gable roof of the same pitch as the existing garage and will also be clad with board and batten siding.

Staff recommend as a condition of approval that as much of the existing materials including cladding, windows, doors and structural beams as possible be salvaged prior to demolition and reused on the new garage. The salvaged cladding will be reinstated, prioritizing the façade facing River Lane. Any new siding will match in material, profile and dimension and will be stained to match the original cladding. The River Lane frontage will include a carriage style double garage door in place of the existing steel garage door (see Document 5). The rear of the proposed garage, facing Stanley Avenue and the rear of the existing dwelling, will include a projecting bay on the first floor with a wooden door and two windows, as well as a central second storey dormer (see Document 6). The windows and door on the rear of the existing garage will be salvaged and reinstated on the same façade of the new garage where possible. The windows located on the east and west elevations of the existing garage will also be salvaged and reinstated if possible. Where reuse is not possible, replica windows and doors will be used.

Section 8.5.4 of the New Edinburgh HCD Plan contains guidelines regarding Garages and Accessory Buildings (see Document 8). Guideline 8.5.4.1 states that new garages should be simple in character, with a gable or flat roof design, wood or stucco cladding, and be designed and located to complement the surrounding HCD and associated dwelling. In addition, Guideline 8.5.4.2 states that new garages should respect the existing setback of adjacent buildings, be located on a rear lane, and should not be attached to existing buildings. The proposed detached garage conforms to these guidelines as it will be a side gable structure with wooden board and batten cladding, and its location and scale will match that of the site's existing historic garage. The proposed garage maintains the setback established by other garages on the north side of River Lane and is not attached to the dwelling or any other structure on the property.

Section 8.5.6 of the New Edinburgh HCD Plan contains guidelines regarding laneways. Guideline 8.5.6.1 states that new accessory buildings on lanes shall reflect the simple and modest character of other accessory buildings and garages within the HCD. The proposed garage conforms to this guideline as it retains the form and scale of the site's existing historic garage, and is complementary in form, scale, location, and material to other accessory buildings on River Lane.

The guidelines do not speak specifically to the demolition of accessory buildings and garages; however, Guideline 8.5.1.5, in reference to the demolition of a contributing building in the HCD, notes that the salvage and reuse of historic materials should be considered. As the HCD Plan considers laneways to be a heritage attribute of the HCD, the proposed salvage and reuse of the existing garage's board and batten cladding, windows, and doors conforms to the broader intent of the New Edinburgh HCD Plan.

City Council adopted the Parks Canada "Standards and Guidelines for the Conservation of Historic Places in Canada" in 2008. This document establishes a consistent set of conservation principles and guidelines for projects involving heritage resources.

Heritage staff consider this document when evaluating applications under the *Ontario Heritage Act*. The following Standards are applicable to this proposal:

Standard 1: a) Conserve the heritage value of an historic place;

Standard 10: b) where character defining elements are too severely deteriorated to repair...make the form, material and detailing of the new elements compatible with the character of the historic place.

Standard 11: a) Conserve the heritage value and character-defining-elements when creating any new additions to an historic place or any related new construction; b) make the new work physically and visually compatible with, subordinate to and distinguishable from the historic place.

The proposed demolition and reconstruction of the detached garage on River Lane does not impact the character defining features of the existing dwelling, the property's principal structure. While the existing garage will be demolished, through the salvage and reuse of its board and batten siding, windows, and door, some of its character defining elements are conserved and reincorporated into the new garage. As the proposed garage retains the form, scale, and materiality of the existing garage it is compatible with the character of the principal dwelling, the character of the River Lane laneway streetscape, and the character of the New Edinburgh HCD. The use of a new carriage style garage door and new board and batten siding on parts of the garage's cladding will result in a structure distinguishable from any adjacent historic garages, as well as the property's principal dwelling.

The alterations to the historic building are appropriate and conserve the heritage value of the building and the HCD. Overall, the project meets the Guidelines in the New Edinburgh HCD Plan and the Standards and Guidelines for the Conservation of Historic Places in Canada.

Conclusion

Heritage staff have no objection to the proposed demolition and reconstruction of the detached garage. The new garage will preserve the form and scale of the existing detached garage and will be clad partially in historic materials which support and complement the historic character of the New Edinburgh HCD. Due to the proposed projecting entrance facing Stanley Avenue, the gross floor area of the new garage is approximately six square metres greater than that of the existing garage. This entrance, as well as a proposed second storey dormer, will not be visible from River Lane or Stanley Avenue, and will therefore not impact the character of the New Edinburgh HCD. Accordingly, the proposal supports the intent and conforms to the relevant guidelines of the New Edinburgh HCD Plan and meets the objectives of the Standards and Guidelines for the Conservation of Historic Places in Canada.

Recommendation 2:

The *Ontario Heritage Act* does not provide any timelines for the expiry of heritage permits. In this instance, a two-year expiry date, unless otherwise extended by Council, is recommended to ensure that the project is completed in a timely fashion.

Recommendation 3:

Minor changes to a building sometimes emerge during the working drawing phase. This recommendation is included to allow the General Manager of Planning, Infrastructure and Economic Development Department to approve these changes.

Provincial Policy Statement

Staff have reviewed this proposal and have determined that it is consistent with the 2020 Provincial Policy Statement.

RURAL IMPLICATIONS

There are no rural implications associated with this report.

CONSULTATION

Heritage Ottawa was notified of the application.

The New Edinburgh Community Alliance was notified of the application and are supportive of the application. Their full comments concerning the October 20, 2020 design can be found in Document 9.

Neighbours within 30 metres of the property were notified of this application and offered an opportunity to comment at the Built Heritage Sub-Committee meeting

COMMENTS BY THE WARD COUNCILLOR

The Ward Councillor is aware of the application related to this report.

LEGAL IMPLICATIONS

There are no legal impediments to the adoption of the recommendations in this report.

RISK MANAGEMENT IMPLICATIONS

There are no risk management implications associated with the recommendations in this report.

ASSET MANAGEMENT IMPLICATIONS

There are no asset management implications associated with the recommendations in this report

FINANCIAL IMPLICATIONS

There are no direct financial implications.

ACCESSIBILITY IMPACTS

There are no accessibility impacts associated with the recommendations of this report.

TERM OF COUNCIL PRIORITIES

This project addresses the following Term of Council Priority:

- Thriving Communities: Promote safety, cultural, social and physical well-being for our residents.

APPLICATION PROCESS TIMELINE STATUS

The statutory 90-day timeline for consideration of this application under the *Ontario Heritage Act* will expire on February 11, 2021.

Approval to alter this property under the *Ontario Heritage Act* must not be construed to meet the requirements for the issuance of a building permit.

SUPPORTING DOCUMENTATION

Document 1 Location Map

Document 2 Current Exterior Photographs

Document 3 Existing Conditions Drawings

Document 4 Proposed Plans and Elevations

Document 5 Proposed Renderings

Document 6 Proposed Site Plan

Document 7 Structural Engineering Report

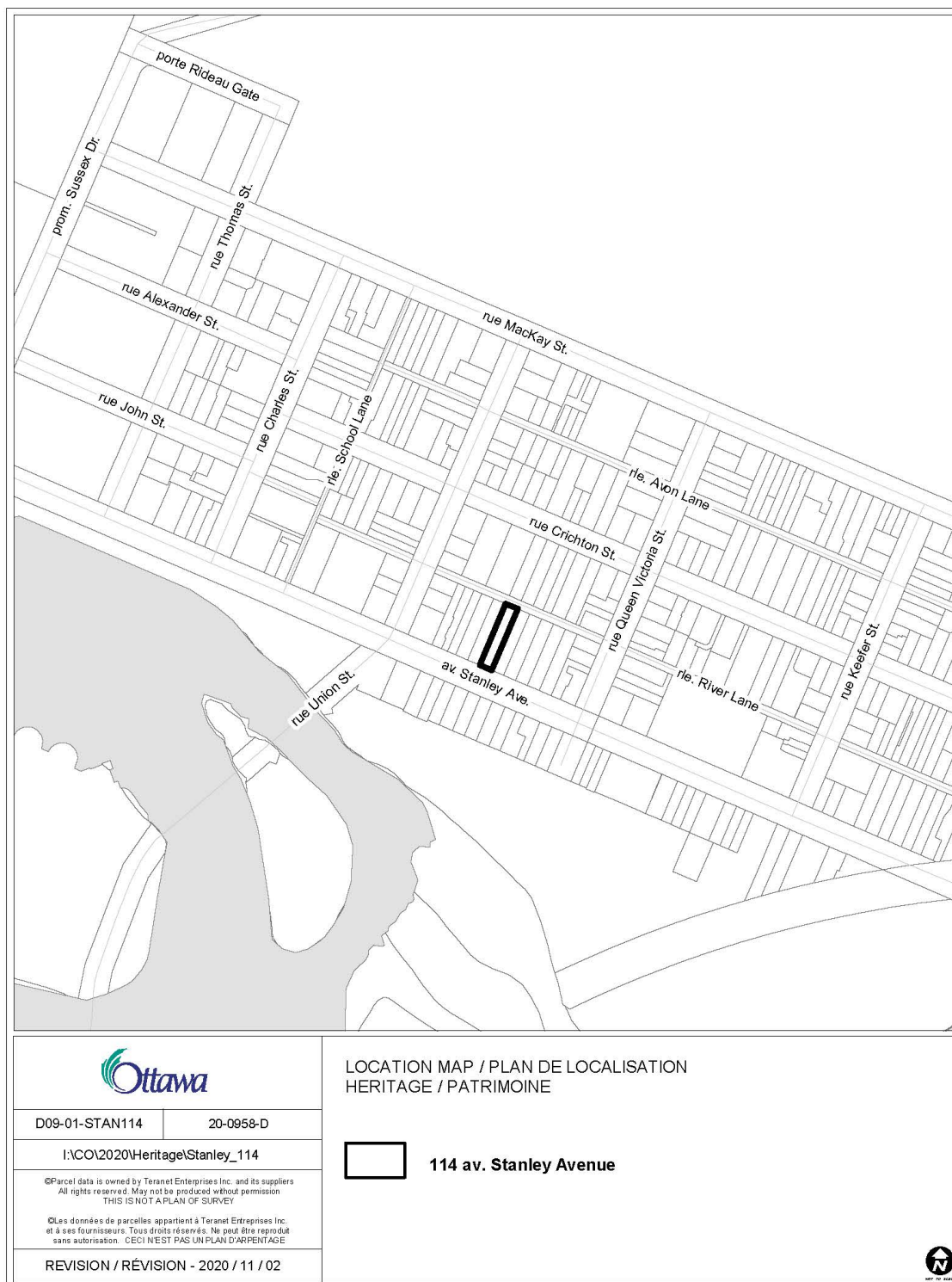
Document 8 New Edinburgh Heritage Conservation Plan Guidelines

Document 9 Comments from New Edinburgh Community Alliance

DISPOSITION

Office of the City Clerk, Council and Committee Services, to notify the property owner and the Ontario Heritage Trust (10 Adelaide Street East, 3rd Floor, Toronto, Ontario, M5C 1J3) of Council's decision.

Document 1 – Location Map



Document 2 – Current Exterior Photographs



View looking east towards subject structure, from River Lane



View looking west towards subject structure, from River Lane

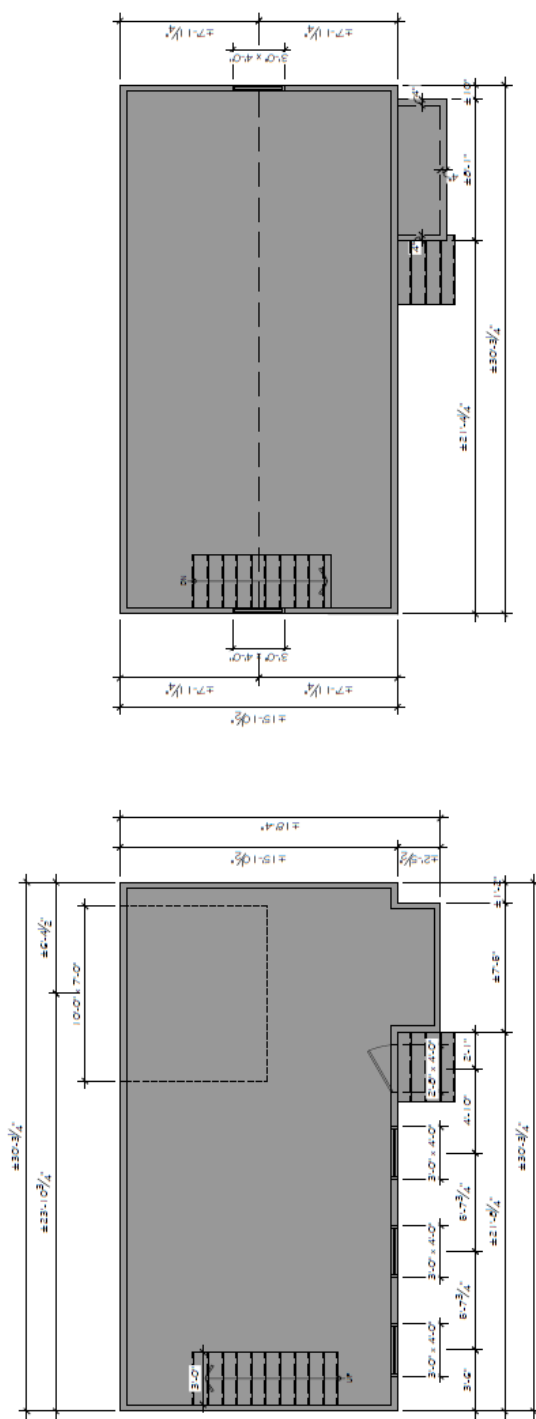


View looking south towards subject structure, from River Lane



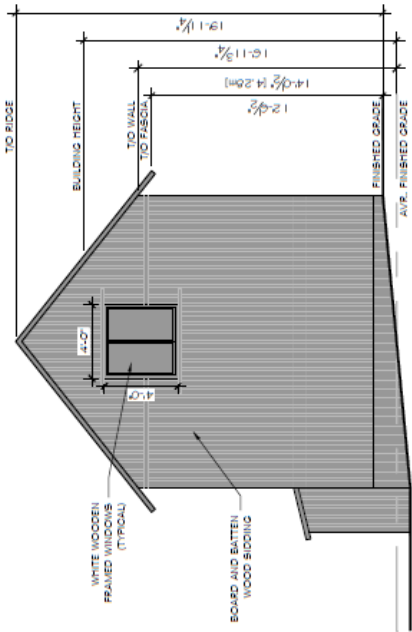
View looking south towards subject structure, from River Lane

Document 3 – Existing Conditions Drawings

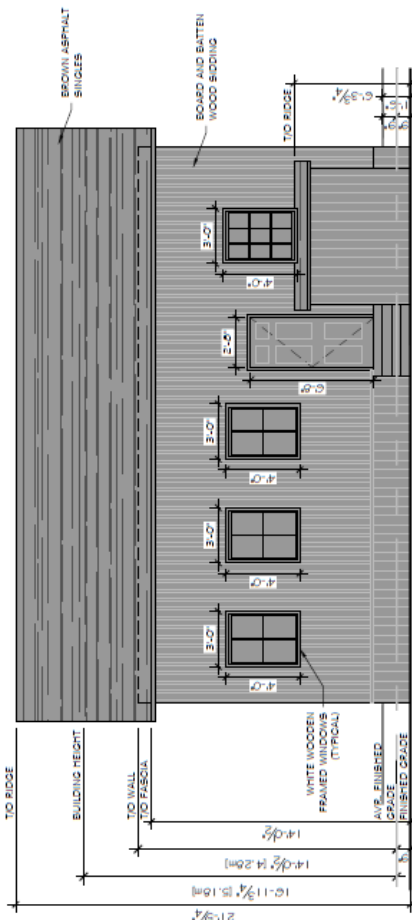


EXISTING MAIN FLOOR
3/8" = 1'-0"

EXISTING LOFT
3/8" = 1'-0"



EXISTING RIGHT ELEVATION
3/4" = 1'-0"

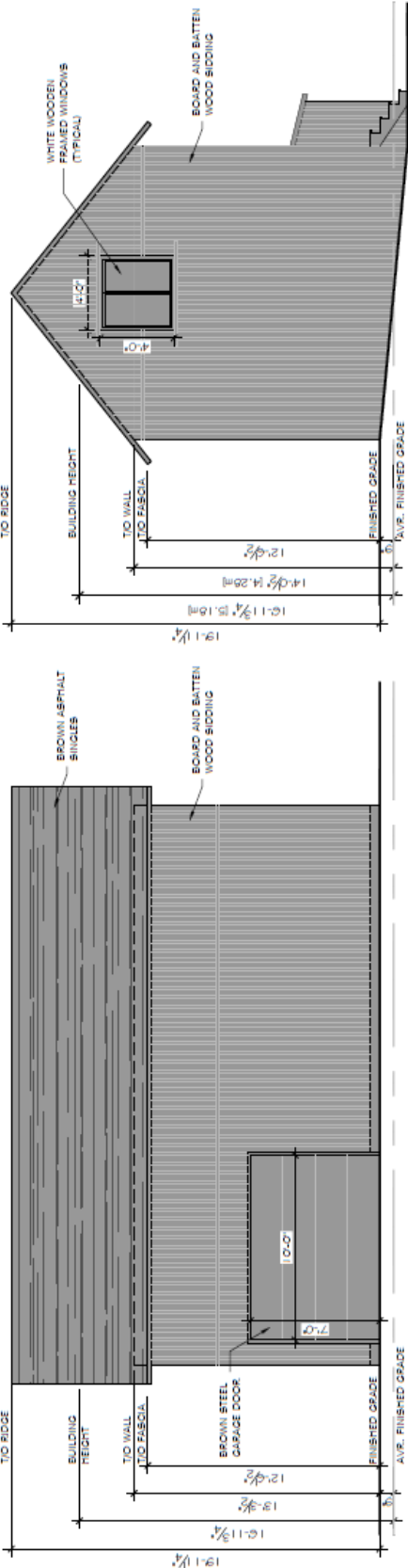


EXISTING REAR ELEVATION
3/4" = 1'-0"

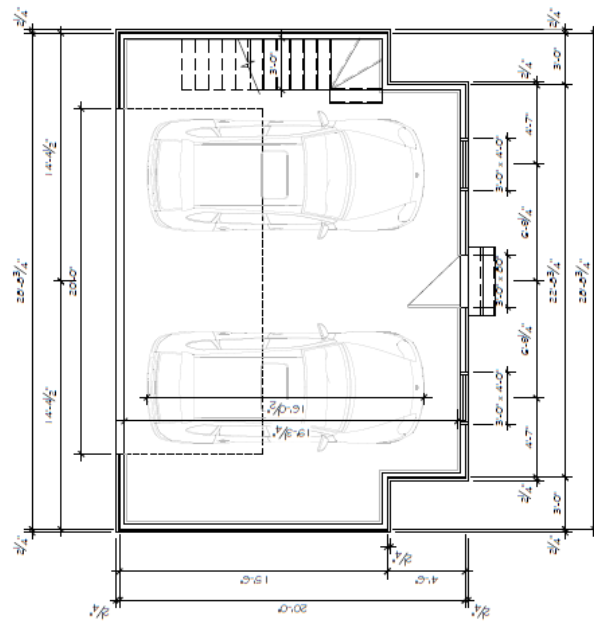
EXISTING GARAGE - ELEVATIONS
SCALE: 3/4" = 1'-0"
SEPTEMBER 24, 2020
PAGE 04 OF 10

STANLEY | PROPOSED GARAGE
JENNIFER TOBY
114 STANLEY AVENUE, OTTAWA, ONTARIO K1M 1N9





Document 4 – Proposed Plans and Elevations



PROPOSED GARAGE - 1ST FLOOR PLAN

SCALE: $\frac{1}{2}$ IN. = 1'-0"
 SEPTEMBER 21, 2020
 PAGE 06 OF 10

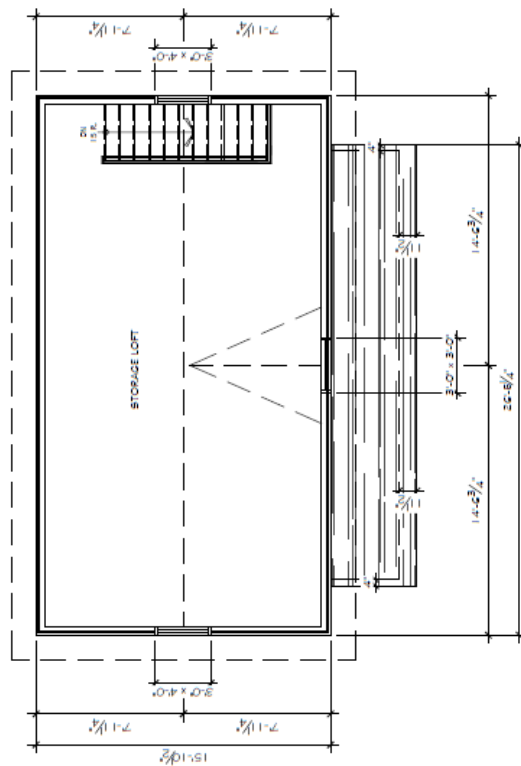
STANLEY | PROPOSED GARAGE

JENNIFER TOBY

114 STANLEY AVENUE, OTTAWA, ONTARIO K1M 1N9



DRAFTING
& DESIGN
00013



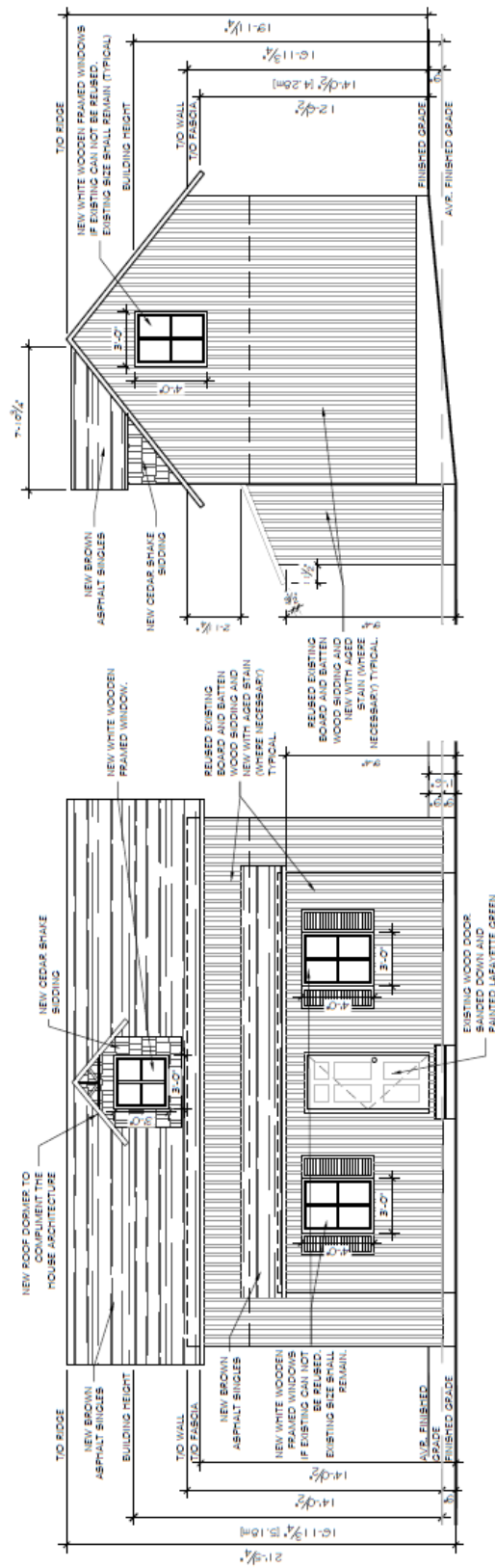
PROPOSED GARAGE - LOFT

SCALE: 1/8" = 1'-0"
SEPTEMBER 21, 2020
PAGE 07 OF 10

STANLEY | PROPOSED GARAGE
JENNIFER TOBY

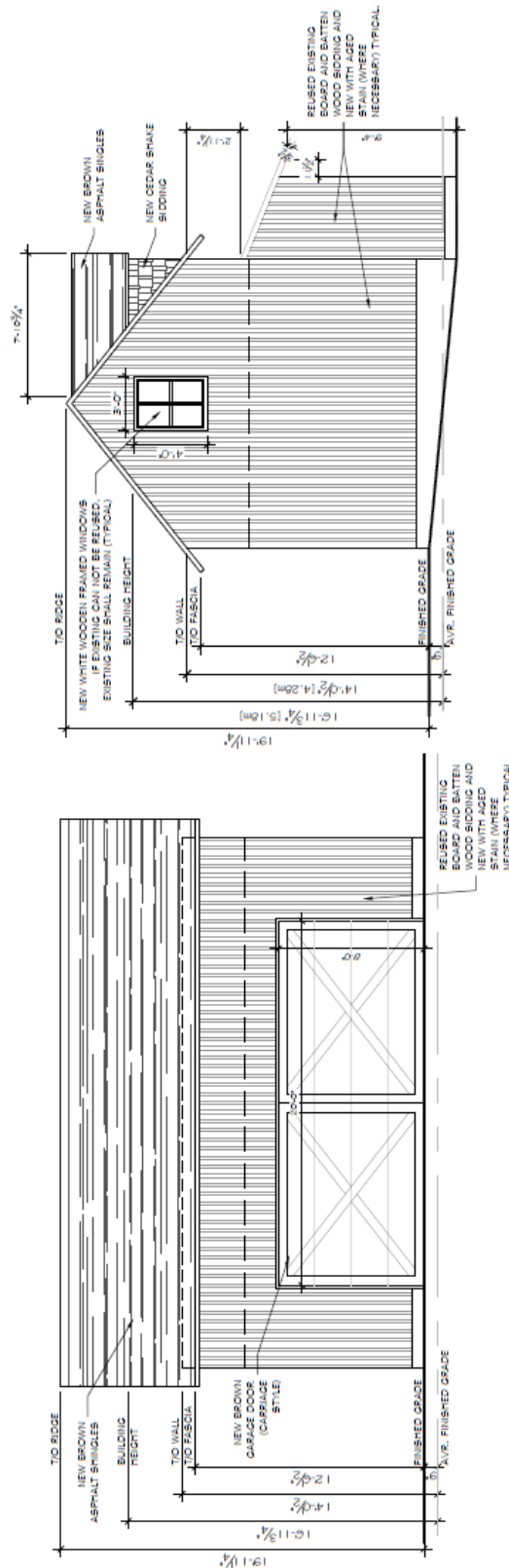
114 STANLEY AVENUE, OTTAWA, ONTARIO K1M 1H9





PROPOSED REAR ELEVATION
3/8" = 1'-0"

PROPOSED RIGHT ELEVATION
3/8" = 1'-0"



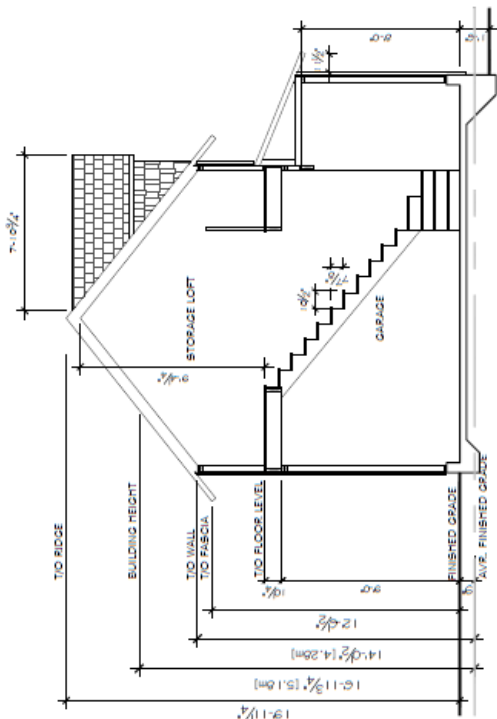
PROPOSED LEFT ELEVATION

PROPOSED FRONT ELEVATION

PROPOSED GARAGE - ELEVATIONS

STANLEY | PROPOSED GARAGE
JENNIFER TOBY
14 STANLEY AVENUE, OTTAWA, ONTARIO K1M 1N9

SCALE : $\frac{1}{4}$ " = 1'-0"
SEPTEMBER 21, 2020
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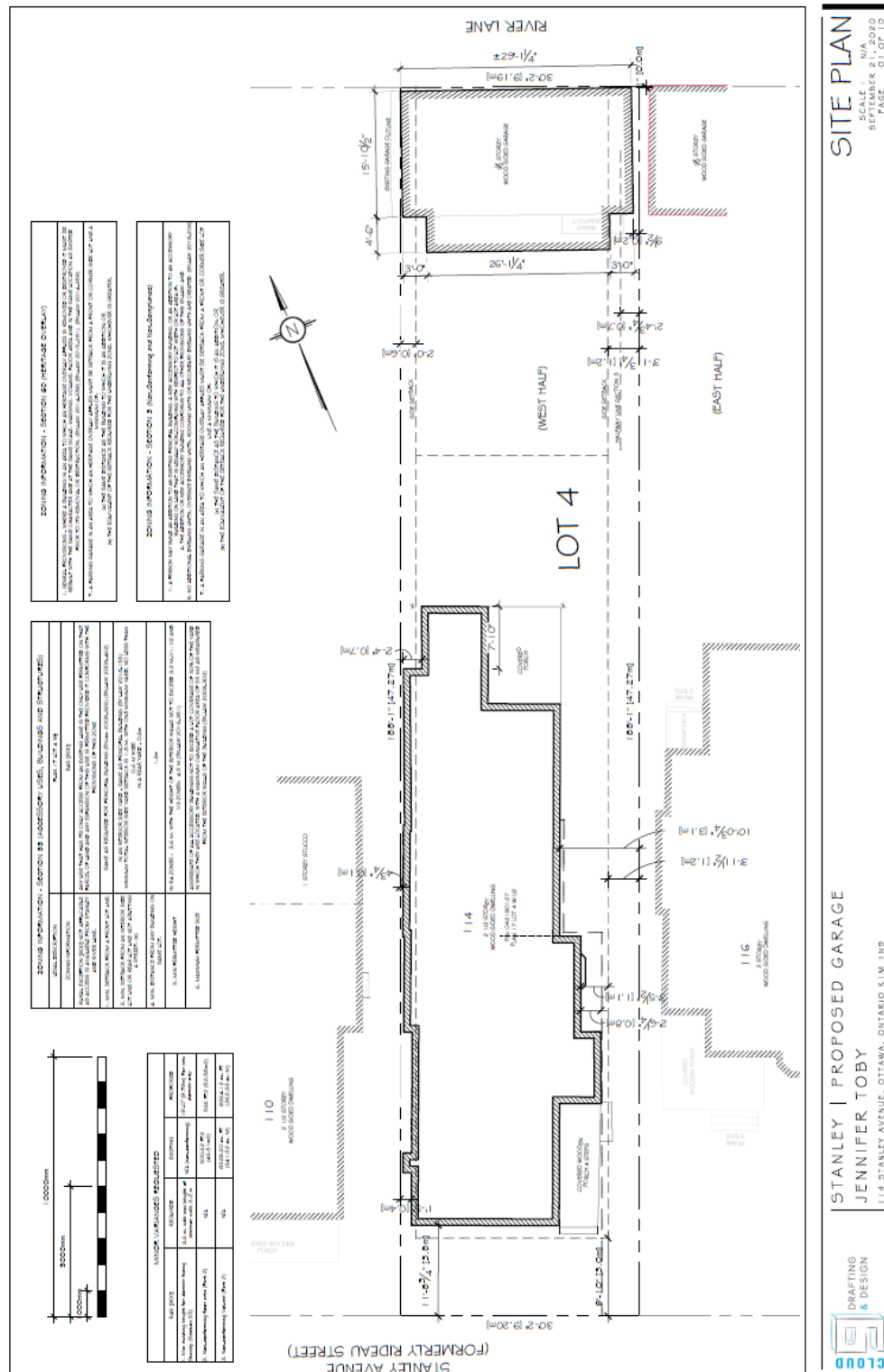
PROPOSED CROSS SECTION
3/4" = 1'-0"

Document 5 – Proposed Renderings





Document 6 – Proposed Site Plan



Document 8 – New Edinburgh Heritage Conservation Plan Guidelines

lots. Non-contributing buildings may also include more recent buildings that are sympathetic in scale or style to character of the HCD.

Notwithstanding the categories and explanation above, it is recognized that all existing building stock in the HCD is significant to the history of New Edinburgh and wherever possible, non-contributing buildings should be retained rather than replaced.

8.4 Management Guidelines

These guidelines are intended to ensure conservation of existing buildings and landscapes and to provide design guidelines for new buildings and additions to existing ones. The guidelines are arranged in sections:

- Guidelines for existing buildings (contributing and non-contributing) including guidelines for additions
- Guidelines for new construction
- Guidelines for landscape and public realm
- Guidelines for Laneways

8.5 Guidelines for Existing Buildings

These Guidelines are intended to assist property owners in the long-term conservation and enhancement of their buildings. It is the responsibility of individual property owners to manage properties in compliance with the Guidelines. This section includes all buildings in the HCD but is separated into guidelines for contributing and non-contributing buildings. The categorization of a property can be found on the map on page five or by contacting the City of Ottawa.

8.5.1 Demolition and Relocation

1. In accordance with the objectives of this Plan to make the retention of all buildings in the HCD a priority, the demolition of existing buildings (both contributing and non-contributing) in the HCD is strongly discouraged. Buildings should be retained and renovated wherever possible.
2. Demolition or relocation of contributing buildings will not be permitted except under extraordinary circumstances such as fire or natural disaster.

3. Demolition applications for contributing buildings shall be accompanied by a rationale that sets out the reasons that the retention of the building is not possible. A report by a structural engineer with expertise in heritage buildings may be required.
4. In the rare instance that the demolition of a contributing building is permitted, the proposed replacement building will be permitted only where the siting, form, materials and detailing are consistent with and sympathetic to the character of the HCD and meet the guidelines for new construction in Section 9.5.4.
5. In the rare instance that a contributing building is demolished, heritage staff may require that the building be recorded (photos or plans) and the information be deposited at the City of Ottawa Archives. In addition, consideration should be given to salvaging historic materials as the building is demolished.
6. While acknowledging that the retention of buildings in the HCD is an objective of this Plan, applications to demolish non-contributing buildings in the HCD may be considered. Any application to demolish a non-contributing building in the HCD shall be accompanied by plans for the proposed replacement building.
7. Any application to demolish a non-contributing building will be reviewed, with consideration of the existing building's contribution to the streetscape, and the appropriateness of the proposed redevelopment. New construction will be approved only where the siting, form, and materials are consistent with and sympathetic to the character of the HCD and meet the guidelines for new construction in Section 9.5.4.

8.5.2 Conservation and Maintenance

One of the objectives of this Plan is to promote the conservation of historic buildings in the HCD. The guidelines below are intended to implement that objective by providing clear guidance to property owners about appropriate methods of conservation and restoration of various building elements. This section does not apply to non-contributing buildings.

12. Parking, garages and driveway access shall be consistent with the character of the heritage conservation district. Integrated garages, below grade garages and reverse sloped driveways are not consistent with the historic character of New Edinburgh.
13. Rooftop terraces are not typical in the HCD however, terraces on the top storey may be permitted if they are set back from the roof edge and not visible from the street at the grade of the house.

Garages and Accessory Buildings

1. New garages and accessory buildings shall be designed and located to complement the heritage character of the HCD and the design of the associated building. In general, new garages should be simple in character with a gable or flat roof and wood or stucco cladding.
2. New carports should be of wood construction and open in character.
3. New garages should not be attached to existing buildings and should generally be located off the rear lane and will respect the setback of adjacent buildings.



Figure 17: This small garage on River Lane is modestly scaled and in keeping with the character of the neighbourhood.

8.5.5 Guidelines for Landscape and Public Realm

The New Edinburgh HCD is bounded by two large green spaces, the grounds of Rideau Hall and Stanley Park, along the Rideau River. These spaces, combined with the front and rear yards and laneways, contribute to the rich green character that is integral to the sense of place in New Edinburgh. These guidelines are intended to protect that character.

1. Front yards in the HCD are generally characterized by a mix of soft landscaping including natural lawns, flower beds, trees and shrubs. This character should be reflected in all landscape alterations. Use of artificial turf in gardens is out of character and will not be permitted.
2. Rear yards generally include a mix of lawns and flower beds with mature trees that contribute to the green character of the laneways. This character shall be retained and protected.

8.5.6 Guidelines for Laneways

The narrow, green character of New Edinburgh's lanes, River Lane, Avon Lane and School Lane, is integral to maintaining the character of the HCD. The lanes are a heritage attribute in the HCD that make an important contribution to the cultural heritage landscape. The lanes are characterized by rich vegetation, narrow roads without sidewalks (except for Avon Lane between Queen Victoria and Union Streets) and a mix of houses and outbuildings including sheds, car ports and garages. While incremental infill has occurred on the lanes beginning in the early 20th century, the historic character of the lanes has the potential to be compromised by new development.

The following guidelines are intended to protect the character of the lanes.

1. The simple green character of the lanes shall be retained. Additions to buildings that back onto the lane shall have regard for the green character of the lanes.
2. New residential development on the lanes may be appropriate where an existing building has been demolished. Replacement buildings shall protect and enhance the green character of lanes and the modest scale of the houses and accessory buildings on the lane.
3. New accessory buildings on the lanes shall reflect the simple, modest character of the historic garages and outbuildings found in the HCD.



Figure 19: The house located at 3-5 Avon Lane was constructed in 1874 and is an early example of the development along the lanes. It is located close to the street and is compatible with the scale of Avon Lane.



Figure 20: This small garage on River Lane is typical of the small scale wooden garages and former carriage houses found throughout the HCD.

4. While new lots are created either by the subdivision or severance process under the *Planning Act*, the policy framework for decisions on lot severance on New Edinburgh's lanes is provided by the Official Plan, the Zoning By-law, and the guideline below:
5. The remaining through lots from MacKay, Stanley and Crichton Streets are an important heritage attribute in the HCD. The severance of these lots to create new lots on the lanes will not be permitted.

9.0 Implementation and Review

9.1 Heritage Permit Process

All properties located within the boundaries of the HCD are designated and regulated under Part V of the *Ontario Heritage Act* regardless of age, type or style. All exterior alterations require the approval of the City of Ottawa.

All Heritage Permit applications will be reviewed using the Guidelines and Policies in this Plan.

Property owners who wish to alter their building should consult with staff in the Heritage Section about their project prior to submitting an application. Staff will advise the property owner if a heritage permit is required for their project. The following are minor alterations that do not require a heritage permit under the *Ontario Heritage Act*:

- Interior alterations;
- insulating, weather stripping, caulking
- painting/paint colour (not including masonry surfaces);
- paving or repaving an existing driveway;
- regular on-going building maintenance such as repointing and foundation repairs using appropriate methods; and
- planting, gardening and minor landscaping that is in character with the streetscape.

For all other types of work, a heritage permit is required. Depending on the scale of the project, approval may be delegated to staff. If the project is large (such as demolition, new construction or a significant addition) the property owner will require the approval of

Document 9 – Comments from New Edinburgh Community Alliance

Sent: November 04, 2020 10:10 AM

To: MacPherson, Greg

Subject: Re: Heritage Application - 114 Stanley Avenue

Good morning Greg,

Thank you for forwarding the material on the renovation/reconstruction of the garage structure behind 114 Stanley Avenue.

The Heritage and Development Committee of the New Edinburgh Community Alliance supports this project and the owners' commitment to replicating both the form and style of the original structure. Also, we endorse the choice of the barn-like doors for the garage openings which is more appropriate and a great improvement over the initial proposal.

Gail McEachern

Chair, Heritage & Development Committee

New Edinburgh Community Alliance