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**Lorne Avenue Heritage Conservation District Study**  
**Department of Planning and Growth Management**  
**City of Ottawa**

## **Acknowledgements**

This study is based on a background report prepared by residents of Lorne Avenue and House Heritage consultant, Gillian Magnan. Members of the City of Ottawa Local Architectural Conservation Advisory Committee (LACAC) participated in the evaluation of the buildings in the study area. In particular, the volunteer efforts of the following people are acknowledged:

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## **1.0 Introduction**

In April of 2004 residents of Lorne Avenue submitted a request to the City to initiate a study of a portion of Lorne Avenue between Albert Street and Primrose Avenue, in order that the area be considered for designation as a heritage conservation district under Part V of the *Ontario Heritage Act*.

In January 2005, City Council passed a by-law allowing for the study of Lorne Avenue as a potential heritage conservation district and approving Terms of Reference for the study. This study has been carried out according to the Terms of Reference approved in January 2005. The Terms of Reference are included in Appendix 3.

## **1.1 Recommendations**

On the basis of the findings of the historical overview, the building inventory and input from the public, this report recommends that:

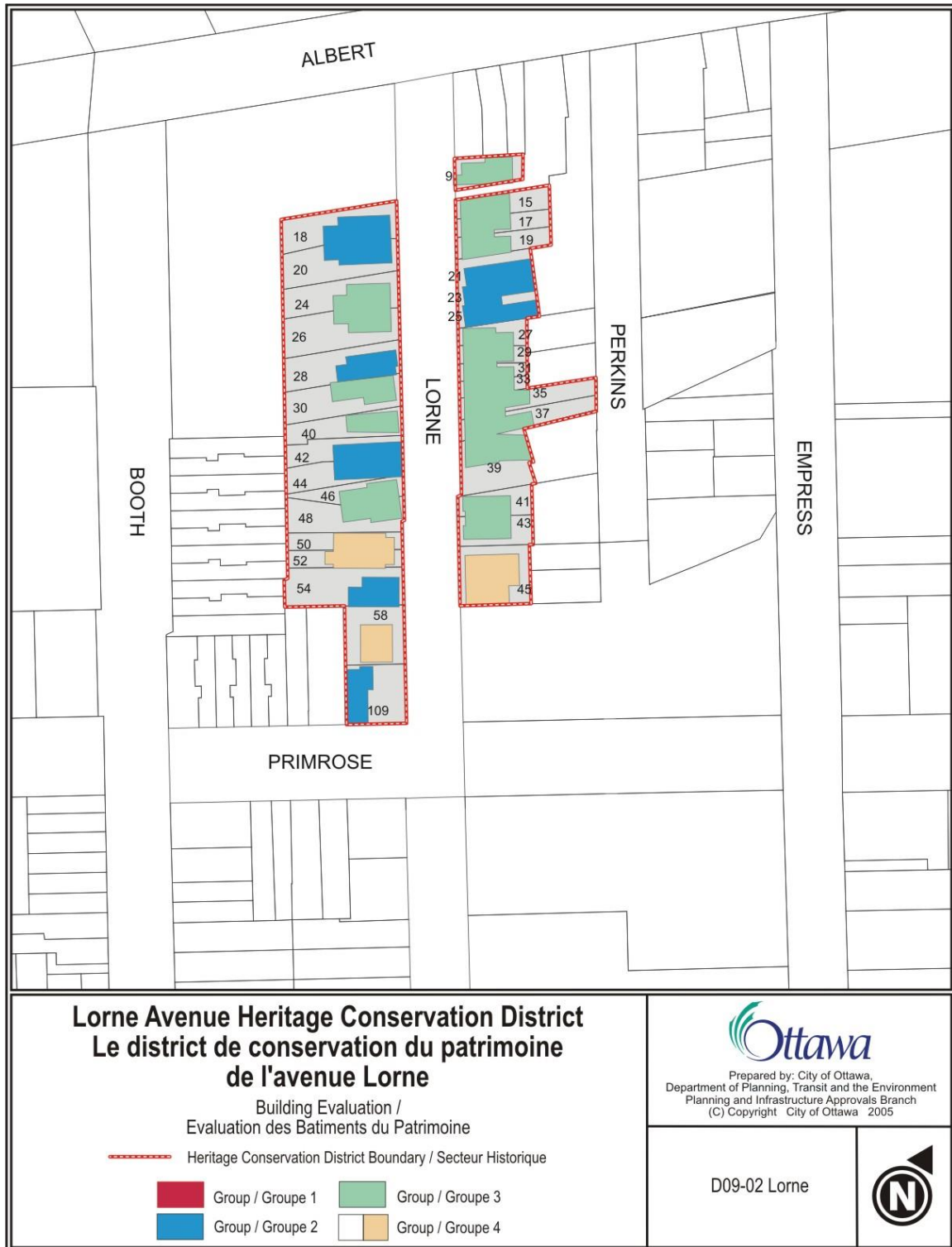
1. The study area be designated under Section 41 of the *Ontario Heritage Act* and the heritage conservation district plan be adopted by By-law to act as a guide to property owners, City staff, advisory committees and Council when making decisions regarding Section 42 of the *Ontario Heritage Act*;
2. The properties within the proposed heritage conservation district be listed on the City of Ottawa Register of properties of cultural heritage value or interest;
3. Following final approval of the designation, the zoning within the study area be amended to include a heritage overlay. (An explanation of heritage overlay zoning is included in Appendix 2.)

## **1.2 Objectives**

The objective of this study is to provide an overview of Lorne Avenue's history and architectural character. The study is intended to support the proposed designation of Lorne Avenue, between Albert Street and Primrose Avenue, as a heritage conservation district under Part V of the *Ontario Heritage Act*. The heritage conservation district plan contained in this study will provide the means to manage development in the study area if it is formally designated.

## **1.3 Study area**

The area identified to be studied is the length of Lorne Avenue between Albert Street and Primrose Avenue. This area, known locally as 'lower Lorne Avenue,' is at the bottom of Nanny Goat Hill, a steep escarpment that separates lower Lorne Avenue from upper Lorne Avenue to the south.



## **1.4 Study team**

This study is based on a background report prepared by residents of Lorne Avenue and House Heritage consultant, Gillian Magnan. That report included a history of the Lorne Avenue area, an architectural description of each building and a history of ownership of each of the buildings within the study area. Residents of Lorne Avenue, members of the Local Architectural Conservation Advisory Committee (LACAC) and heritage staff evaluated the buildings in the study area, scoring and assigning building categories. Heritage staff prepared this study, in consultation with residents of Lorne Avenue.

## **1.5 Study process and contents**

The study was prepared in three phases; historical and architectural analysis (Phase 1); heritage survey and evaluation (Phase 2); and the Heritage Conservation District Plan (Phase 3); as outlined below.

### *Phase 1*

The early history of this section of Lorne Avenue was examined in order to aid in the understanding of the forces that influenced the architectural evolution of the neighbourhood. The history of the area is described in Chapter 2 of this study.

### *Phase 2*

The history and architectural character of each building within the study area was evaluated according to the former City of Ottawa, City Council approved, "Handbook for Evaluating Heritage Buildings and Areas," in order to establish the contribution of each building to the study area. A Heritage Survey Form was prepared for each building within the study area. Appendix 1 of the study contains the Heritage Survey Forms.

### *Phase 3*

A heritage conservation district plan was prepared to manage change in the study area once the area is designated under the *Ontario Heritage Act*. The recommendations of the plan are based on the findings of the Phases 1 and 2 of the study. The plan includes the recommended boundaries for the heritage conservation district and the rationale for it; the heritage character statement; and policy statements, procedures and design guidelines for managing change in the district. Chapter 3 of the study contains the heritage conservation district plan.

## **1.6 Building evaluation methodology**

Each building was evaluated according to the City of Ottawa, "Handbook for Evaluating Heritage Buildings and Areas," by a committee consisting of City staff, residents of Lorne Avenue and members of LACAC. Each building was assigned a Category, ranging from 1 to 4, based on its historical, architectural and contextual significance. Category 1 buildings are the most significant and Category 4 buildings the least significant. Photocopies of the original forms are available from City of Ottawa heritage staff.

Category 1 buildings are significant heritage components of both the city at large and/or a heritage conservation district and are excellent candidates for individual designation. Category 2 buildings are integral heritage components of the district and collectively are responsible for the district's heritage character. Outside a heritage district, Category 2 buildings, though exhibiting heritage significance, are not as significant as Category 1 buildings and may not warrant individual designation. Category 3 buildings are important components of the district and contribute to the district's overall heritage identity. Outside a heritage district these buildings have limited significance. Category 4 buildings are of limited heritage value but are located within the boundaries of a heritage conservation district.<sup>1</sup>

The, "Handbook for Evaluating Heritage Buildings and Areas," recommends that the weighting given to the historical, architectural and contextual criteria be tailored to the particular character of the study area. The Lorne Avenue study area is an example of an early 20<sup>th</sup> century working class neighbourhood and the weighting of the criteria was adjusted to reflect the particular factors that influenced the development of Lorne Avenue. The following is a summary of how the scores for the buildings were calculated:

**History:** date of construction 30%, trends 30%, events 30%, persons 10%

These criteria evaluate the broad economic, social and cultural patterns characteristic of the city's history that are reflected by or associated with the building and/or its neighbourhood. The date of construction, trends and events criteria were given equal weighting because each are equally significant to the development of the area. The neighbourhood developed as a result of a historical trend that was important to the history of Ottawa, the development of the lumber industry. The buildings in the study area were constructed within a seven year period as a result of a significant historical event, the fire of 1900. The persons criterion was given a lower weighting because the study area is an example of a working class neighbourhood and the typical resident was not individually historically significant.

**Architecture:** design 35%, style 35%, architectural integrity 20%, designer/builder 10%

These criteria are concerned with the visual aspects of the building. Design and style were given an equal, relatively high weighting of 35% because of the significance of these criteria to the character of the streetscape. The architectural integrity criterion evaluates the degree to which the building is intact and without alterations or additions of an insensitive or irreparable nature. This criterion was given a weighting of 20% in recognition of the general importance of architectural integrity in the evaluation of heritage buildings. The designer/builder criterion was given the lowest weighting, 10%, as it is the least relevant criterion to the evaluation of the architecture of Lorne Avenue. These modest buildings were constructed for the working class and were not architect designed.

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<sup>1</sup> *Handbook for Evaluating Heritage Buildings and Areas*. Planning and Development Department, Community Planning Branch, Heritage Section, City of Ottawa. 1989.

**Contextual:** design compatibility 50%, landmark and community context 50%

The design compatibility criterion evaluates buildings relative to surrounding heritage buildings. This criterion was given a weighting of 50% in recognition of the significance of the high degree of compatibility within this grouping of architecturally similar buildings. The community context criterion deals explicitly with the functional and symbolic role of buildings in the community, either in public use or in private use with public associations. This criterion has limited application as few buildings will have this role in a community. The landmark criterion is concerned with the prominence of heritage buildings and their ability to provide a point of reference in their community or in Ottawa. The preceding two criteria were combined and given a weighting of 50% in recognition of the fact these modest buildings have not had a public use or functioned in the community as landmarks.

**Overall score:** history 30%, architecture 30%, contextual 40%

The history and architecture categories were given equal weightings because a single historical event resulted in the construction of architecturally similar buildings on Lorne Avenue. The context category was given a rating of 40% in recognition of the importance of the building's environmental relationship with the surrounding streetscape character. The collective strength of these relationships combine to create the identity of the district.



## 1.7 Building evaluation results

The tables below summarize the number of buildings in each Category. The scoring ranges for the categories were established by identifying clusters of buildings with a similar range of scores.

	Score	Number of buildings	% of total
<b>Category 1</b>	86 - 100	0	0%
<b>Category 2</b>	69 - 85	6	31%
<b>Category 3</b>	60 - 68	10	53%
<b>Category 4</b>	0 - 59	3	16%

	Address	Year built	Category	Score
1.	9 Lorne Avenue	1902	3	64.4
2.	15 – 19 Lorne Avenue	1907	3	64.4
3.	21 – 25 Lorne Avenue	1904	2	73.4
4.	27 – 33 Lorne Avenue	1900	3	65.3
5.	35 – 37 Lorne Avenue	1900	3	66.2
6.	39 Lorne Avenue	1900	3	66.2
7.	41 – 43 Lorne Avenue	1906	3	64.4
8.	45 – 49 Lorne Avenue	2006	4	6.8
9.	18 – 20 Lorne Avenue	1902	2	69.8
10.	24 – 26 Lorne Avenue	1900	3	66.2
11.	28 Lorne Avenue	1903	2	69.8
12.	30 Lorne Avenue	1903	3	68.0
13.	40 Lorne Avenue	1900	3	66.2
14.	42 – 44 Lorne Avenue	1900	2	69.8
15.	46 – 48 Lorne Avenue	1901	3	64.4
16.	50 – 52 Lorne Avenue	1987	4	6.8
17.	54 Lorne Avenue	1902	2	69.8
18.	58 Lorne Avenue	1982	4	6.8
19.	109 Primrose Avenue	1901	2	69.8

## 1.8 Public participation

This study was a joint project of the Planning and Growth Management Department and Lorne Avenue residents. At the first public meeting, held on March 3, 2005, information about designation under the *Ontario Heritage Act* and about the study process were presented to the residents. The findings of the study, recommendations regarding the boundaries of the proposed district and the Heritage Conservation District Plan were presented at a second public meeting on June 22, 2006.

## **2.0 Historical overview**

In the years between 1840 and 1900, the LeBreton Flats area developed as an industrial centre and as a residential area for the mill and railway workers who were employed there. The fire of 1900 and the rapid rebuilding that followed the fire resulted in the construction of the architecturally homogeneous streetscape on Lorne Avenue. The area directly to the north of Lorne Avenue, the LeBreton Flats, was also destroyed by the fire and rapidly rebuilt. However, these buildings no longer exist as a result of their expropriation and demolition by the National Capital Commission in the early 1960s. Streetscapes to the south of Lorne Avenue that were not destroyed by the fire of 1900 have had infill development over the years, resulting in a more heterogeneous architectural streetscape character. Lorne Avenue presents a relatively well-preserved example of working class housing of the early 20<sup>th</sup> century period.

### **2.1 The settlement of the LeBreton Flats area**

The ownership of the LeBreton Flats area was the subject of early controversy. Robert Randall purchased land to the west and south of the Chaudiere Falls, a portion of which is now the LeBreton Flats area, in 1807. Randall was an American from Maryland who manufactured wrought iron in Upper Canada. Financial difficulties caused Randall to be imprisoned in Montreal throughout the War of 1812. Randall's financial difficulties continued and against his wishes, his land was advertised for sale by auction in 1820. John LeBreton's bid of £449 was accepted as the winning bid.<sup>2</sup> LeBreton was eventually recognized as the legal owner of the land.

Development on LeBreton's land proceeded slowly,

*The growth of Bytown in the 1840s finally brought renewed interest in the LeBreton property to the west of Bytown... Though LeBreton's title had been confirmed and his opponents were gone from the scene, the fate of the town had been sealed by the laying out of the Sparks property and the collapse of the Chaudiere Bridge in 1836. In the 1840s, however, a new bridge was built, new plans were drawn up, and the main roads leading to the bridge and west into Nepean began to develop as a westward extension of Upper Town.*<sup>3</sup>

When the Provincial Board of Works advertised tenders for a new bridge over the Ottawa River in the fall of 1842, LeBreton reacted quickly. Within a month he had a new survey drawn up and was advertising lots for sale.<sup>4</sup> Wellington and Albert Streets were extended onto his property from the edge of Sparks's land and LeBreton advertised lots on "the main street leading into Bytown, and within a quarter of a mile from the Episcopal

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<sup>2</sup> Blodwen Davies, *The Charm of Ottawa* (Toronto: McClelland, 1932), p.69-73.

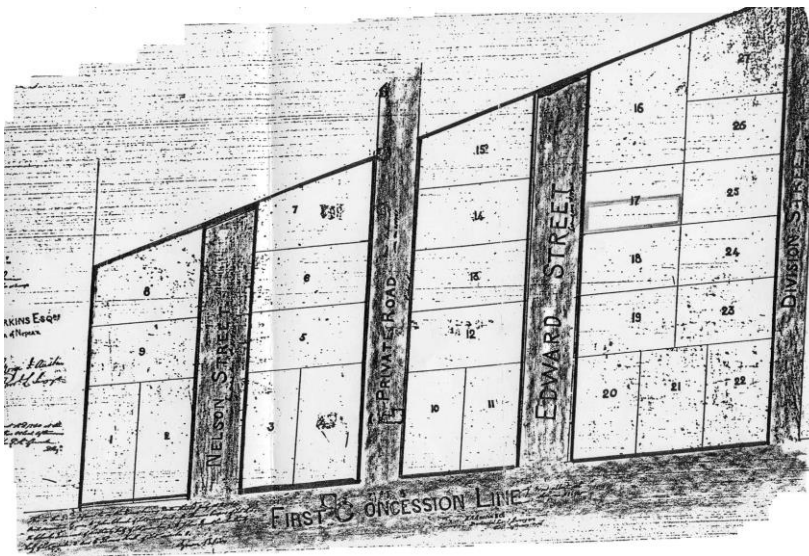
<sup>3</sup> Bruce C. Eliot, *The City Beyond: A History of Nepean, Birthplace of Canada's Capital* (Ottawa: City of Nepean), p. 96 – 101.

<sup>4</sup> *Ottawa Advocate*, December 6, 1842, page 3, col. 3.

Church," offering, "a number of valuable Lots, leading to and adjoining to the Union Bridges (contracts for the building of which are now advertised)."<sup>5</sup>

However, LeBreton postponed the auction and then in March 1842 decided to dispose of the lots by lottery. Tickets were to be sold for 15 pounds with each ticket securing a lot randomly selected. However, no sales were made until the full subdivision plan was approved by the District Council in August 1844, the month before the new Union Bridge was completed by contractor Sandy Christie. The Union Bridge reinstated the route to Hull and, as LeBreton had hoped, awakened public interest in real estate on the Flats.

In the early 1850s, only a handful of labourers lived on the Flats, as the industrial potential of the falls at Chaudiere had not been extensively exploited. For a time the Flats satisfied the demand for lots near the mills.<sup>6</sup> The Flats were included within the limits of an independent Bytown in 1850, and five years later Bytown became the city of Ottawa. The announcement in 1857 that Ottawa was to be the capital of the Province of Canada brought the promise that the city's future would not depend entirely upon the unstable lumber trade. The arrival of the civil service late in 1857 initiated a prosperous economic period. By the autumn of 1865, rents in the city had doubled. Most of the civil servants chose to live centrally, on the Sparks, By, and Besserer Estates. A second push of growth came from the sawn lumber industry at the Chaudiere Falls, which expanded in the late 1860s to meet the demand for lumber in the cities of the northern United States. New lands were subdivided in the LeBreton Flats area to house lumbermen, railway workers and mill workers within walking distance of the Chaudiere Falls and nearby steam sawmills built along the rail line.



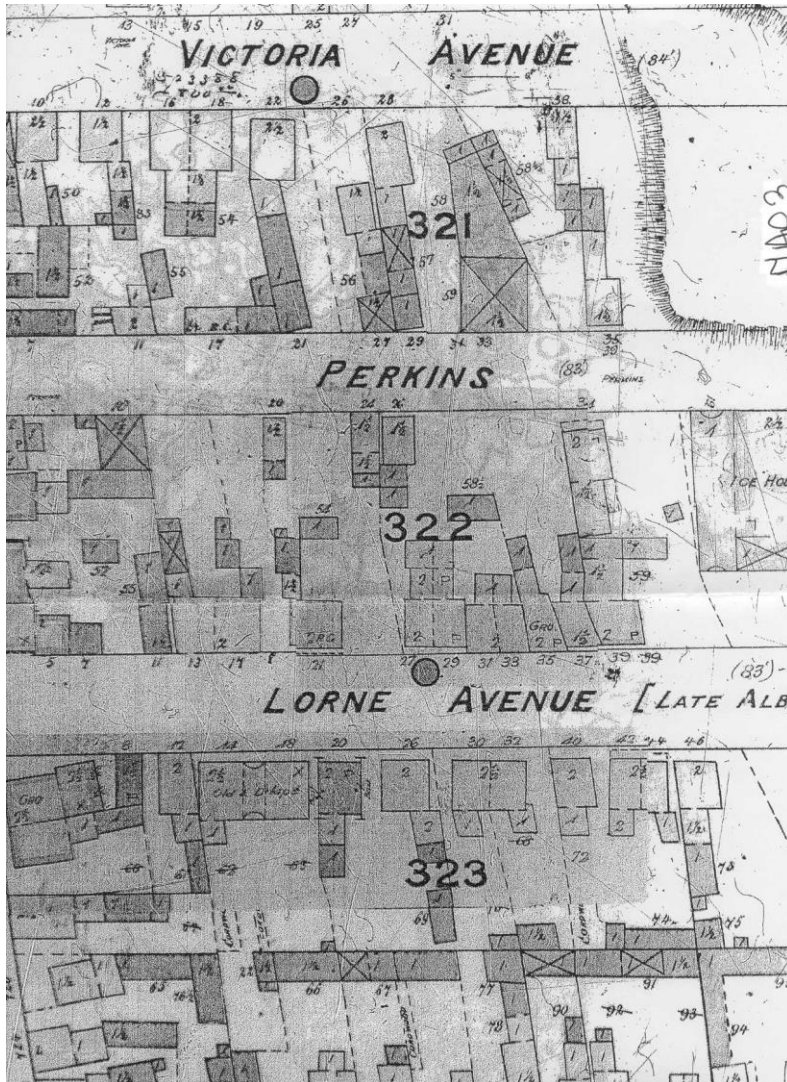
Plan 7, Perkin's Block, Registered August 6, 1860. At the time of this 1860 drawing Lorne Avenue was named Edward Street. First Concession Line is now Albert Street and Division Street is now Booth Street.

<sup>5</sup> *Bytown Gazette*, 15 December 1842, 3, cols. 2-3

<sup>6</sup> *Ottawa Tribute*, 18 August 1854, 2, col.5

In July 1860, George Austin, Provincial Land Surveyor, drew up a plan of subdivision on a parcel of land owned by Lyman Perkins and registered it on August 6, 1860 as Plan 7, otherwise known as the "Perkin's Block". The Perkin's Block is the current location of lower Lorne Avenue. Perkins had purchased the five acre block and about nine other pieces of property from John Le Breton for £ 237 10/- in May of 1846. Lyman Perkins was the proprietor of a successful foundry on Sparks Street, established in 1840.

In 1880 Lorne Avenue was named in honour of the Marquis of Lorne (1845-1914), the Governor-General of Canada from 1878 to 1883. Sir John George Edward Henry Douglas Sutherland Campbell, 9th Duke of Argyll, better known by his courtesy title, the Marquis of Lorne, was the husband of Her Royal Highness Princess Louise, Duchess of Argyll (1848-1939), the sixth child of Queen Victoria. Lorne Avenue has had two previous names. From the mid-1840s to 1860, Lorne Avenue was known as Edward Street. Between 1860 and 1880 it was known as Albert Avenue.



Plan 440/Ottawa/ 1888

In 1899 the City of Ottawa Directory listed the occupations of Lorne Avenue residents. The residents were mill workers, carpenters, dressmakers, grocers, an undertaker, and workers at a large ice-house which served the residents of the LeBreton Flats and Rochesterville. A significant portion of the residents worked at the Canadian Pacific Railroad rail yards located on the LeBreton Flats.

## **2.2 Fire swept**

The same search in the 1900 City Directory showed only two words for both the east and west sides of lower Lorne Avenue, “Fire Swept.” The fire that began on the morning of Thursday, April 26, 1900 spread quickly. Coverage in local newspapers read,

*The fire began innocently enough as a small blaze in the defective chimney of a house in Hull. It was not to remain small for long. A wind to the south was blowing in gusts up to thirty miles per hour and the flames spread quickly from the first roof to others. In the space of an hour several blocks were burning and it was clear most of the city would be destroyed. Hull had suffered from two serious fires in recent years but past experience was little help to the inhabitants who first hung sacred pictures outside their doors and finally, when all was lost, made their way to the river and safety in Ottawa.<sup>7</sup>*

News of the fire in Hull spread rapidly throughout the capital and from across the city there was a rush to the best point of observation on the bluffs westward from Parliament Hill.

*By half-past twelve the entire border of the cliff was packed black with people, in fact, thousands stood there for hours and watched the devouring elements destroying the homes of the poor people in Hull.<sup>8</sup>*

When the fire reached the river it was blown directly across the wooden bridge at Chaudiere Island. The flames were fuelled by the piles of lumber in the LeBreton Flats area. The fire continued to burn across more than 400 acres of the city's west end, finally burning out just north of Dow's Lake. That the fire did not spread east was considered almost a miracle, a chance determined by the direction of the wind. A group of citizens spent most of the day using buckets of water to prevent the flames from scaling the cliff at the north end of Cambridge and Concession Streets (now Bronson Avenue).<sup>9</sup>

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<sup>7</sup> *Ottawa Free Press*, April 26, 1900.

<sup>8</sup> *Ottawa Free Press*, April 26, 1900.

<sup>9</sup> *Ottawa Evening Journal*, April 27, 1900.



The buildings in the area to the left of the heavy line were burned. From the map, *The Ottawa – Hull Conflagration*, by Charles E. Goad, Civil Engineer, May 1900.

More than 8,000 people, 14 per cent of the Ottawa's population, were left homeless and forced to seek temporary shelter until new houses could be built.<sup>10</sup> The buildings in the burned district had, for the most part, been wooden structures, many with wood shingle roofs that caught fire quickly from sparks blowing overhead. The area near Wellington Street had contained several stone and brick veneer buildings but most of these were gutted by the fire as well.<sup>11</sup>

Lumber in the yards opposite Hull provided a vast amount of fuel for the spread of the fire. Early estimates were that 100 million feet of drying lumber were destroyed in the fire, its value more than \$3 million.<sup>12</sup> John R. Booth lost not only most of the lumber in five of his yards, but his home at the corner of Wellington and Preston Streets. When the flames reached Chaudiere Island, Booth concentrated on saving his sawmill. After a fire four years earlier a sprinkler system had been installed. Before the mill could catch fire the building was soaked with water inside and out. It was one of the few structures in the area that remained standing after the fire.<sup>13</sup> In all, close to 1,900 buildings were

<sup>10</sup> *New York Times*, April 26 and 27, 1900.

<sup>11</sup> *Ottawa Evening Journal*, April 27, 1900

<sup>12</sup> *Ottawa Evening Journal*, April 28, 1900.

<sup>13</sup> *Ottawa Citizen*, April 26, 1900.

destroyed by the fire. The loss totalled more than \$6 million, about half of which was covered by insurance.<sup>14</sup>

The escarpment known as Nanny Goat Hill prevented the southerly spread of the fire to upper Lorne Avenue. The following is an excerpt from a book written by Sister Paul-Emile of the Grey Nuns Convent, situated at the top of Nanny Goat Hill on upper Lorne Avenue,

*The Angelus tolls at the Dominican Church on Empress Avenue in Ottawa. Children leave school, and the nuns head for lunch to their convent sitting on the cliff overlooking the Lebreton Flats. Upon finishing their meal, the nuns become aware of a fiery western wind, sweeping smoke with it. Soon afterwards, flames rise high on the Hull side. The whole city is ablaze! In less than an hour, sparks and cinders are flying over the Ottawa River. It is the beginning of the destruction of the lower part of town, the Flats, which spans to the base of Primrose Hill. It seems as if the tip of the hill might give way. With great difficulty, measures are taken to stop the roofs of the houses from catching fire. The Father, who is Rector of the University of Ottawa, sends a squad of students to rescue the convent, which is located on the edge of the tip of the point. The nuns post pictures of Mother d'Youville on some of the windows and on the outside doors. Windows on the first floor warp from the heat but do not break. Throughout the afternoon, firefighters and students go to extraordinary efforts to stop the flames from burning the convent's roof and walls, as well as those of the neighbouring homes. By six o'clock, the wind has died down, and the danger has subsided. We start, once again, to breathe.*<sup>15</sup>

The immediate response was the provision of relief for working class families who, in many cases, had lost everything. The Marchioness, author of the weekly *Free Press* society notes, began her April 28 column by recognizing the relief role played by the wealthier citizens,

*Not social notes, surely? That portion of the community known as society and popularly supposed to put in its time going to, or giving dinners, luncheons or teas, riding, driving or playing golf, living in fact for the sole purpose of amusing itself, has ceased to exist in that sense since the fire broke out in Hull Thursday morning.*<sup>16</sup>

People inside and outside Ottawa began to write about the fire, the city, and especially the thousands of people made homeless by the disaster. How could the city avoid a repeat of the tragedy? How should Ottawa rebuild? And how should relief be distributed?<sup>17</sup> An editor at the *Ottawa Citizen* wrote that the, "buildings destroyed, while representing great loss, were generally speaking not of the most valuable class, a great

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<sup>14</sup> *Ottawa Evening Journal*, April 27, 1900.

<sup>15</sup> Paul-Emile, soeur. Translation by Anne Bilodeau. *Mere d'Youville chez ses filles d'Ottawa, les Soeurs grises de la Croix* (Ottawa, Maison Mere des Soeurs grises de la Croix, 1959).

<sup>16</sup> *Free Press* [Ottawa], April 28, 1900.

<sup>17</sup> John C. Walsh, "Modern Citizens for a Modern City," *Ottawa: Construire une capitale* (Ottawa: Presses de l'Universite d'Ottawa, 2001), p.169.

many being frail structures of very common design. Some of the buildings have stood there since the days when Ottawa was Bytown."<sup>18</sup> New working class housing stock was required to replace the buildings lost in the fire. Further, the future Ottawa, the *Citizen* editor argued in what became a debate with lumber baron J.R. Booth, should not include lumber mills.<sup>19</sup>

While Booth was vocal, he was not alone in blaming the wood houses that had been home to the working class for the spread of the fire. He argued that the burning of his lumber yards could have easily been contained were it not for the incendiary nature of the wood-shingled, poorly-constructed frame homes in the burnt district. Some commentators tried to point out the hypocrisy of the lumber baron's arguments, for it was Booth, Eddy and Bronson who leased many of these houses to their workers. Prime Minister Wilfrid Laurier told the House of Commons that the poor would have to accept their culpability and rebuild their homes with more expensive and more aesthetically pleasing brick and stone exterior.<sup>20</sup> As a journalist for the *London Times* commented, "The great fire at Chicago may almost be said to have been a blessing in disguise, by converting a wooden city into one of stone and steel, and it would not be unreasonable to expect similar change in Ottawa."<sup>21</sup>

When the Senate met on April 27, 1900 there was near unanimous agreement among its members that the lumberyards were a menace to the capital.<sup>22</sup> Senator Clemow described how from Parliament Hill he had watched the flames follow the fire trains of lumber across the city. "The city itself ought to take steps to protect its dwellings," said Senator Clemow.<sup>23</sup> At the Unitarian Congregation's service Reverend Walkly told his parishioners the city, "must not let the desire of a few to accumulate wealth destroy every right and consideration."<sup>24</sup> Ottawa's City Council was not prepared to respond with legislation, as the 24 alderman representing eight city wards were noted for the bickering and trading of insults that accompanied council meetings.<sup>25</sup>

Ten years earlier, in 1890, the City Council had approved By-law 1079 which established a comprehensive set of regulations regarding the construction of buildings for the prevention of fires.<sup>26</sup> The intent of the by-law was to protect the most valuable areas of the city from fire. The most developed streets downtown were enclosed in what was called Fire Limit A, the brick and stone district, "in which no new buildings or additions were to be constructed unless the same shall be built with main walls of brick, iron or stone and roofing of incombustible material."<sup>27</sup> Fire Limit A stretched west across the city from the area near Rideau Street, taking in Parliament Hill and most of Centretown

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<sup>18</sup> *Ottawa Citizen*, April 27, 1900.

<sup>19</sup> *Ottawa Citizen*, May 5, 1900.

<sup>20</sup> Debates of the House of Commons, May 22, 1900.

<sup>21</sup> *London Times*, April 28, 1900.

<sup>22</sup> *Ottawa Evening Journal*, April 28, 1900.

<sup>23</sup> *Ottawa Free Press*, April 28, 1900.

<sup>24</sup> *Ottawa Free Press*, April 28, 1900.

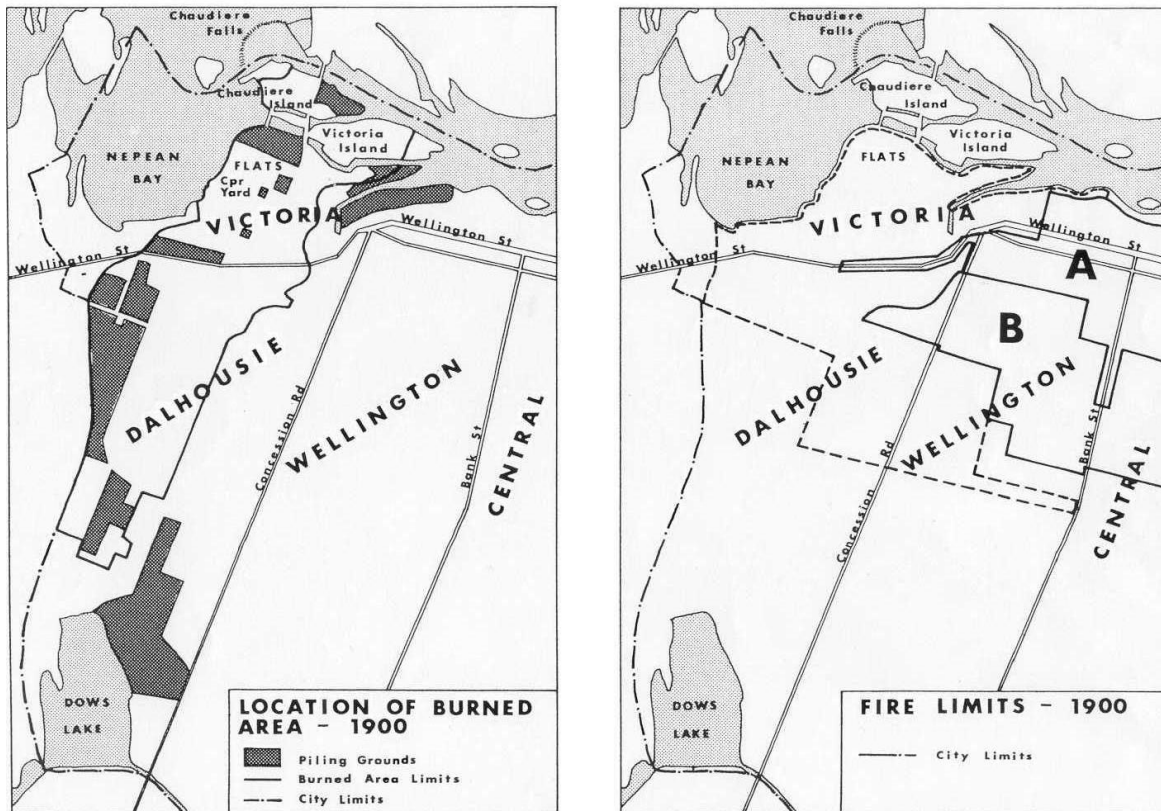
<sup>25</sup> *Ottawa Evening Journal* [Ottawa], January 2, 1900.

<sup>26</sup> By-law 1079, Revised By-laws of the City of Ottawa (1890), p.160.

<sup>27</sup> By-law 1079 (1890), p.160.



as far south as Maria Street (now Laurier Avenue). Further west a narrow arm of Fire Limit A extended on Wellington Street to Broad Street, encompassing some of the city's finest homes.<sup>28</sup> Just beyond Fire Limit A was Limit B, where regulations were less strenuous. Wooden buildings were allowed but they had to be clad in brick or iron, or plastered on the outside with at least two coats of mortar not less than half an inch in thickness.<sup>29</sup>



The location of burned areas and the limits of the fire of 1900.

With the exception of Wellington Street, however, the fire of 1900 swept through an area for which few or no regulations existed. The burnt district south of Wellington Street had only become part of the city when Rochesterville was annexed in 1889. In 1900 it was part of Dalhousie Ward. The lumber industry was based in Victoria Ward but large amounts of wood were stored in Dalhousie Ward, adjacent to worker housing.

The Fire and Light Committee of City Council met on April 30, 1900 to hear the recommendations of its chairman Alderman James White, a building contractor. He proposed that legislation be drawn up requiring lumbermen to move their wood beyond the city limits, however the suggestion was not acceptable to several other members of the Committee.<sup>30</sup>

<sup>28</sup> Courtney Bond, *City on the Ottawa* (Ottawa: Queen's Printer, 1965).

<sup>29</sup> By-law 1079 (1890), p.172.

<sup>30</sup> *Ottawa Citizen*, May 1, 1900.

The dilemma was that no halfway solution would work. The City Council might extend Fire Limit B and force the workers to construct better houses, but only if the piles of lumber were removed, otherwise, it would not be fair. In the meantime, the Committee decided no building permits would be issued in the burnt district unless the proposed structures conformed to the requirements for fire Limit A.<sup>31</sup> Houses rebuilt on Lorne Avenue in the first months after the fire conformed to these requirements.

Meanwhile, the press attacked the lumber interests and those who defended the storage of lumber in the city limits,

*What common sense is there in saying to a poor man "you shall not erect a wooden hut because it is dangerous to your neighbours," while we say to the lumberman, whether broker or miller, "put your lumber pile anywhere you like among your neighbours."<sup>32</sup>*

The City Council would not turn away the lumber interests, and the poor could not afford to build better houses. If restricting the storage of lumber within the city was unrealistic, it was equally unrealistic to expect the working class to build expensive houses. J.W. Patterson, labour columnist for the *Evening Journal* wrote,

*Extending the brick area simply means that a great majority of these people will have to move further out, only in time to be annexed to the city, shacks and all, and the way paved for another blaze on a large scale. Why not get designs of model workingmen's dwellings of a uniform kind and build them and let the workers buy or rent them in accordance with their means.<sup>33</sup>*

The construction of row houses was a practical solution to the problem of providing housing that was affordable for the working class. The brick-clad row house was fire-resistant, and the row house design provided for the construction of the largest house possible on the smallest amount of land.

### **2.3 Rebuilding after the fire of 1900**

Following the fire, the LeBreton Flats area was quickly rebuilt, adding primary and fabricated metal industries and their accompanying scrap yards, and by the 1920's, automotive vehicle service, storage and wrecking. About five-sixths of the rebuilt Flats were residential, mainly multiple family dwellings, either row housing or semi-detached with very narrow set backs and side yards. Residential, industrial and commercial activities were indiscriminately mixed, creating a lively working-class neighbourhood.

Many building owners rebuilt on the original building footprint. They were able to do so through the generous donations of thousands of people or through insurance payouts.

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<sup>31</sup> *Ottawa Evening Journal*, May 1, 1900.

<sup>32</sup> *Ottawa Evening Journal*, May 3, 1900.

<sup>33</sup> J.W.Patterson, "The Working Men and the Fire," *Ottawa Evening Journal*, May 5, 1900.

Eight building owners, O'Neill at 26 Lorne, McDonell at 40 Lorne, Burns at 42 Lorne, Kelly at 46 Lorne, Paradis at 58 Lorne, Claimont at 31 Lorne, Fewkes at 135 Lorne and Fletcher at 39 Lorne, were able to rebuild within the year. Other properties were quickly sold at very modest prices and new homes were constructed by a variety of contractors, builders and real estate developers to house workers employed on the Flats in the railway yards and mills. By the end of 1900, 485 dwellings had been constructed in the LeBreton Flats area.

On the first anniversary of the fire the *Ottawa Citizen* reviewed the reconstruction of factories, mills, businesses and homes. The multi-page feature of April 27, 1901 praised J.R. Booth and Ezra Eddy, men who had rebuilt their industries and saved Ottawa for the 'other' victims. The second year anniversary shed more light on the nature of the new residents of the Flats and Rochesterville,

*In the first year the song of the saw and the accompaniment of the hammer were heard from dawn to dark. Business and residential blocks soon graced the fire-swept streets of the two cities. Over 400 building permits were taken out in Ottawa alone in the twelve months following the memorable day. Protracted strikes and an all-round advance in the price of building material mitigated against a continuance of this activity in the second year. Few of the palatial residences in the fire district have been rebuilt, as the former occupants have made their choice of new homes in the other sections of the city.*

*According to Assessment Commissioner Pratt, however, the prospects of the Flats are anything but gloomy. The completion of the Inter-provincial Bridge, with the consequent diversion of traffic, was a hard blow to the west end following the fire. Now, however, industrial interests are receiving more attention and within the next years nearly all territory occupied by the palatial residences of the princes of industry will be built up with the homes the thrifty mechanic.*<sup>34</sup>

For the next sixty years the houses on lower Lorne Avenue were left mostly unchanged. Railway workers and waves of immigrants continued to choose the street for its convenient location and affordability.

On April 19, 1962, approximately 2,800 residents and property owners in the LeBreton Flats area received a notice that began, "This letter will advise you that on April 18, 1962, the National Capital Commission filed a notice of expropriation covering the property at [address]." Appraisers, solicitors, and finally demolition crews followed the notices. The last building was torn down at the end of 1965. Of the rebuilding that occurred after the fire of 1900, more than three-quarters of the houses were expropriated and demolished. The buildings that were demolished were similar in architectural style and design to the buildings on Lorne Avenue.

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<sup>34</sup> *Ottawa Citizen*, April, 27, 1902.



Examples of buildings that were expropriated and demolished in the LeBreton Flats area.

An Urban Renewal Study conducted by the Planning Department of the City of Ottawa in 1963 referred to Nanny Goat Hill as,

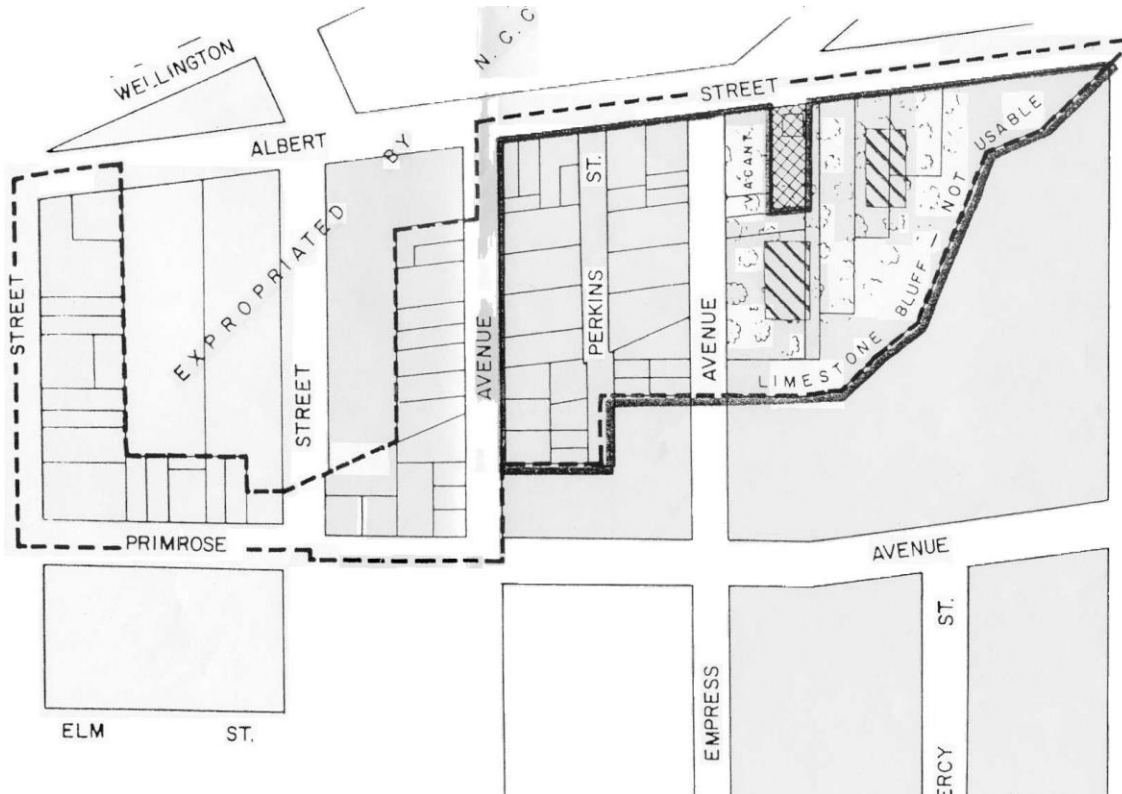
*The area located on a terrace between the lower LeBreton Flats to the north and a bluff rising about sixty feet above the terrace to the south. At the time of the 1959 survey, Nanny Goat Hill was a thirteen block, thirty-two acre, irregularly shaped site. The southern and eastern boundaries were formed by the steep bluff, and the northern boundary was primarily the Canadian National Railway tracks. The recent expropriation of the LeBreton Flats to create a federal government office complex has effectively reduced the study area to an eleven acre isolated pocket between this proposed government complex and the steep southern bluff.<sup>35</sup>*

The same Urban Renewal Study indicated that of all of the areas studied, Nanny Goat Hill contained one of the lowest numbers of poor dwellings and that 62% of the dwellings were in fair condition. Most interesting was the change in condition of housing stock,

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<sup>35</sup> City of Ottawa Planning Department, Urban Renewal Study, 1963.

*During the 1959-1962 period, there was negligible change in the condition of the housing stock; no dwellings were improved and one unit deteriorated. This apparent stagnation in renovation activity and lack of new development may be attributed to expropriations in the adjacent Lebreton Flats area. This action and the possibility that this may become a redevelopment area, likely deterred home owners and developers from making investments in the Nanny Goat Hill area.<sup>36</sup>*



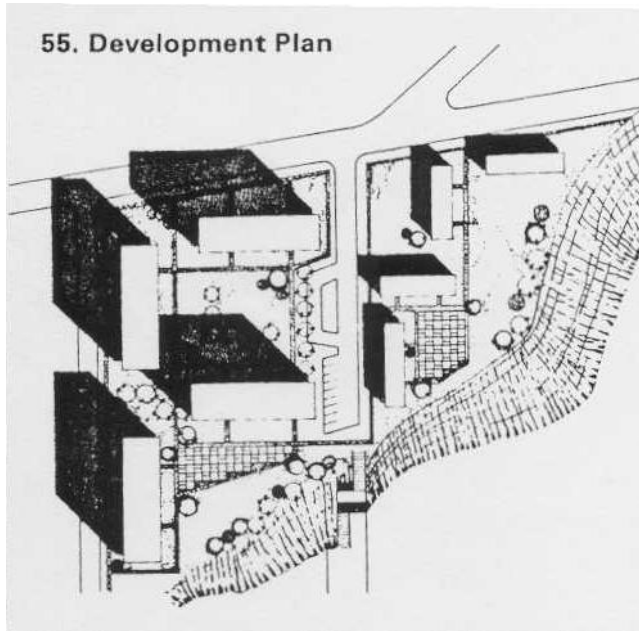
The area to the north of the dotted line was expropriated. Lorne Avenue is the street to the left of Perkins Street.

The Urban Renewal Study proposed significant changes for Lorne Avenue and the Nanny Goat Hill area. Its strategic location near two centres of activity led to a recommendation that the site be zoned for high density residential development. It was recommended that the land bounded by Lorne Avenue on the west, Albert Street on the north, and the steep bluff on the south and east, be redeveloped for a senior citizen's housing project and a high rise apartment complex with Empress Avenue separating the two projects.<sup>37</sup> The study recommended that efforts should be made to have the federal government extend its expropriation to include the entire area of Nanny Goat Hill and relate it to the government complex to be built to the north. A lack of funds, the multiple levels of government involved and the difficulties in planning that followed the expropriation of

<sup>36</sup> City of Ottawa Planning Department, Urban Renewal Study, 1963.

<sup>37</sup> City of Ottawa Planning Department, Urban Renewal Study, 1963.

the LeBreton Flats prevented a second wave of demolitions within the Urban Renewal Study area.



The proposed plan for the redevelopment of the lower Lorne Avenue area, from a 1963 City of Ottawa Urban Renewal Study. Lower Lorne Avenue is the street located on the far left of the diagram.

The expectation that future expropriations may result in the demolition of the buildings on lower Lorne Avenue discouraged redevelopment there for many years. The relatively high level of architectural integrity displayed by the buildings on Lorne Avenue is an unintended result of the expectation that these buildings would be expropriated. The lower Lorne Avenue streetscape remained unchanged until 1986 when a semi-detached was constructed at 50 – 52 Lorne Avenue. Another semi-detached was constructed at 58 Lorne Avenue in 1982. With the exception of the preceding developments, Lower Lorne Avenue has remained unchanged and it presents a homogeneous example of the type of housing that was built for the working class in the period between 1900 and 1907. Neighbouring streets, such as Perkins Street, Booth Street, upper Lorne Avenue and Primrose Avenue, have experienced infill development and renovations that have resulted in a heterogeneous streetscape with examples of various building styles from several periods before and after the fire of 1900.

### **3.0 Heritage Conservation District Plan**

#### **3.1 Objectives to be achieved through designation**

The objective of designation of lower Lorne Avenue is to conserve and enhance the historical and architectural character of this early 20<sup>th</sup> century, working class streetscape. Designation under Part V of the *Ontario Heritage Act* will establish a planning process that respects the history and architecture of Lorne Avenue.

Development in a heritage conservation district takes place by adding to existing buildings and/or by infilling vacant land. The design guidelines contained in this plan will provide the means to encourage development that is compatible with the character of the proposed district. The objectives of the design guidelines are to:

- Encourage infill construction and alterations that respect the architectural character and scale of buildings in the streetscape;
- Encourage infill construction to be of contemporary architectural expression, while respecting the architectural character and scale of buildings in the streetscape;
- Encourage the restoration of buildings;
- Prevent the demolition of heritage buildings identified in the district inventory;
- Discourage the removal or alteration of original architectural features;
- Encourage landscaping on private property that is consistent with the existing streetscape character.

#### **3.2 Current conditions**

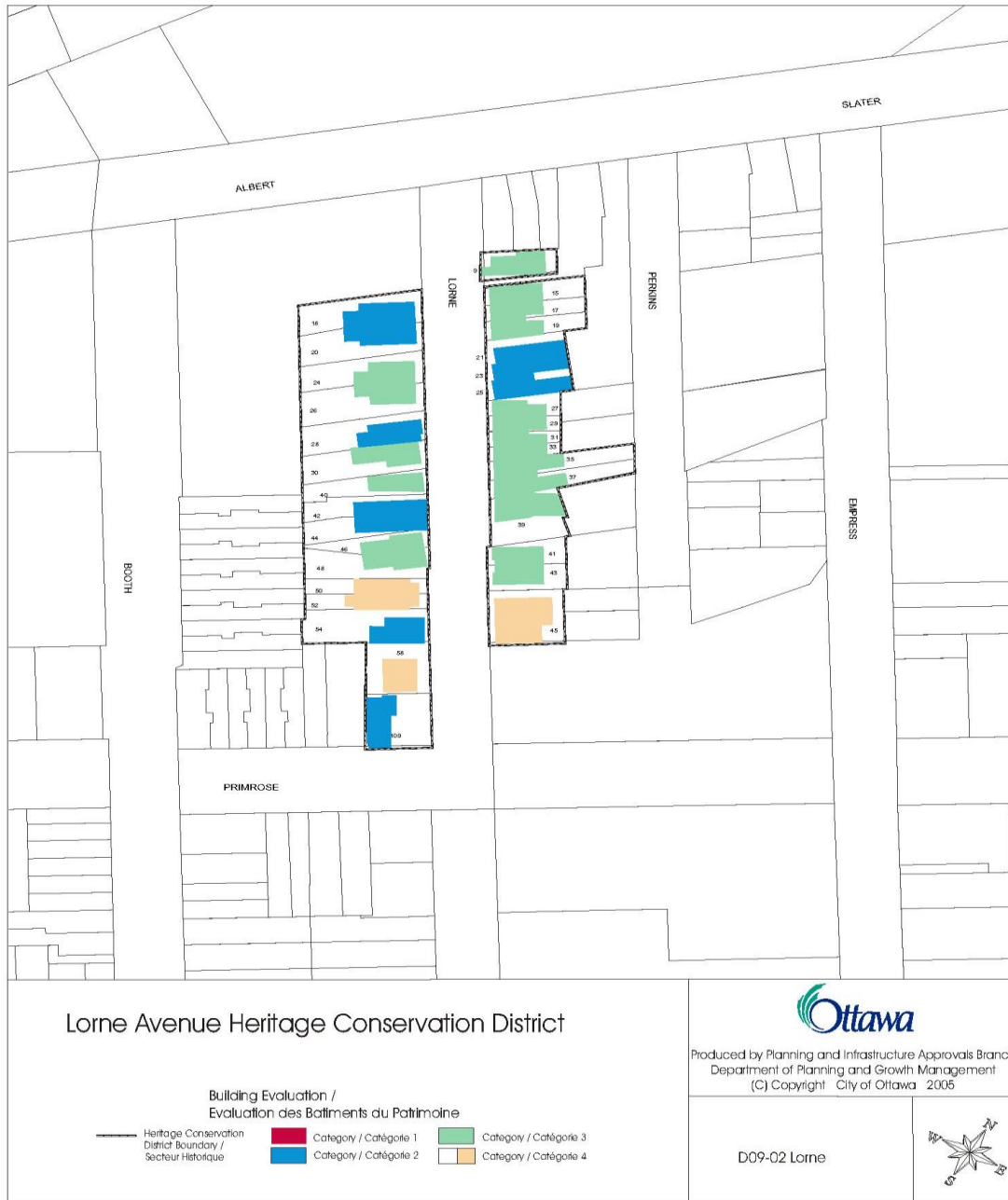
The portion of Lorne Avenue located between Albert Street and Primrose Avenue is known locally as ‘lower Lorne Avenue.’ A steep escarpment, Nanny Goat Hill, separates lower Lorne Avenue from upper Lorne Avenue to the south. For many years the expectation that buildings on lower Lorne Avenue might be expropriated discouraged redevelopment and lower Lorne Avenue remained relatively unchanged. Within the last fifteen years development pressure, in the form of infill development, has replaced the threat of expropriation. Residents of lower Lorne Avenue requested designation because they would like to prevent incompatible infill development. The goal of the residents is to conserve the historical and architectural character of lower Lorne Avenue.

#### **3.3 Proposed boundaries of the district**

The history of development and the architectural character of lower Lorne Avenue differ from that of adjacent streets. Lower Lorne Avenue is separated from upper Lorne Avenue by the escarpment, Nanny Goat Hill. The buildings on lower Lorne Avenue were destroyed fire on April 26, 1900, while the area to the south, upper Lorne Avenue, was protected from the fire by the escarpment. The result is that the lower Lorne Avenue streetscape is homogeneous in its architectural character because all of the buildings were

built in a similar style within a seven-year period. Upper Lorne Avenue is more heterogeneous in architectural character, containing buildings of varying architectural styles from various periods before and after the fire of 1900. The areas to the west and east, Booth and Perkins Streets respectively, are also heterogeneous in character, having had infill development in various architectural styles over the years. Buildings located on the LeBreton Flats, to the north of Lorne Avenue, were expropriated and demolished in the early 1960s. The LeBreton Flats have been vacant since that time. The proposed boundary is the dark outline around the properties.





### **3.4 A description of the cultural heritage value and heritage attributes of lower Lorne Avenue**

The description of the cultural heritage value and the heritage attributes of the study area is important because it defines what is to be conserved by the guidelines. The description also helps to promote an understanding of the heritage character of the lower Lorne Avenue streetscape and provides a means for evaluating the compatibility of a proposed development.

#### **3.4.1 Cultural heritage value or interest of lower Lorne Avenue**

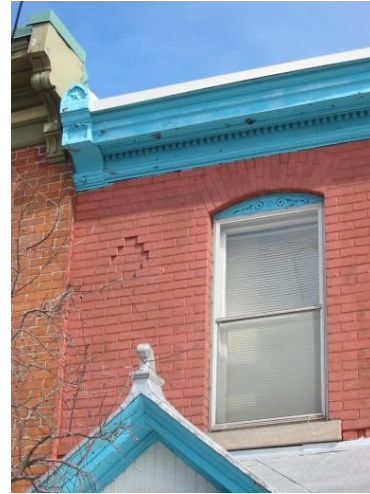
Lower Lorne Avenue (between Albert Street and Primrose Avenue) is a homogeneous, well-preserved streetscape, typical of the type of housing built in Ottawa for the working class from 1900 – 1907. The history of lower Lorne Avenue, located directly adjacent to the LeBreton Flats, is associated with the development of the LeBreton Flats as an industrial centre and as a residential area for the mill and railway workers who worked there. In the early 1850s, only a handful of labourers lived in the LeBreton Flats area. However, the sawn lumber industry expanded in the 1860s and new lands were subdivided to house workers within walking distance of the mills and railway yards located on the LeBreton Flats. The Perkins Block, the current location of lower Lorne Avenue, was surveyed and registered in 1860.

The fire of Thursday, April 26, 1900 is a pivotal event in the history of Ottawa. It destroyed 400 acres of the west end of Ottawa, including all of the buildings on lower Lorne Avenue. Within a short period of time following the fire the residential and industrial buildings in the LeBreton Flats area were rebuilt. The rapid rebuilding that followed the fire resulted in the construction of the architecturally homogeneous streetscape on lower Lorne Avenue. These modest, brick, two-storey row houses were an affordable solution to the problem of finding a housing form that could replace the wood frame buildings that were destroyed by the fire.

Areas adjacent to lower Lorne Avenue present streetscapes that have a different development history, being composed of buildings constructed before and after the fire of 1900. Streetscapes to the south of Lorne Avenue that were not destroyed by the fire have had infill development over the years, resulting in a more heterogeneous architectural streetscape character. Lorne Avenue's cultural heritage significance is enhanced by the fact that its character is representative of the type of streetscape that was eliminated when the LeBreton Flats community was levelled in the early 1960s, leaving lower Lorne Avenue as a significant working class streetscape to be conserved.

### 3.4.2 *Heritage attributes of lower Lorne Avenue*

The modest two-storey, singles and rowhouses on lower Lorne Avenue were built in the vernacular Italianate style between 1900 and 1907. These red brick buildings are generally uniform in appearance and display elements typical of the vernacular Italianate style including modest brick surface ornamentation such as corbeling and stringcourses. Other elements typical of the vernacular Italianate style include a shallow projecting bay on the front façade and a flat roof with building cornice of wood or pressed metal. Many of the buildings have some or all of the original cornice brackets. The building cornices are a unifying element in the streetscape. A continuous line of building cornices extends along the length of lower Lorne Avenue.



The window openings are generally rectangular, with voussoirs and masonry window sills. All of the buildings have a front porch with modest wood ornamentation. A shed roof with a decorative pediment detail is the most common porch roof form.

There is a vertical emphasis to the building massing, a result of the narrowness of the typical width of a single unit in a row, relative to the height of the building. All of the rows are broken into a series of narrow divisions, two bays wide. The front yard setback

is relatively uniform, with minor variations in the streetscape. The side yards setbacks are zero or are very narrow. Parking is usually at the side or rear of the property, accessed by a narrow driveway from the street or from Perkins Street.



Front yards display a layering of landscape elements including annuals, perennials, shrubs, climbing vines, small areas of lawn and small trees. The regularly spaced, small, flowering street trees in the shallow front yards provide shade and help to screen views into residences. The narrow street and lot dimensions were established by the survey completed in 1860. The narrow front and side yard setbacks are a result of the desire to construct the largest building possible on the narrow lots. The height of the buildings relative to the width of the street and the proximity of the front façade to the sidewalk establishes a particular relationship unique to Lorne Avenue; the narrow street and continuous wall of uniformly set back buildings produce a shallow tunnel effect. This, combined with the soft edge of layered landscaping in the front yards results in a streetscape that is pleasantly sheltered and pedestrian in scale.





### **3.5 Policy statements, procedures and design guidelines for managing change in the heritage conservation district**

Various policy documents at the provincial and municipal levels establish a framework for the conservation of heritage resources. These policies as well as the procedures for the approval of development applications in heritage conservation districts are explained in this section. The design guidelines contained in this section will provide the means for evaluating the compatibility of proposed developments with the heritage character of Lorne Avenue.

#### **3.5.1 General policies supporting the conservation of heritage resources**

With regard to cultural heritage resources, the *Provincial Policy Statement* states in Section 2.6.1 that a decision of a council of a municipality in respect of the exercise of any authority that affects a planning matter “shall be consistent with” the following, “Significant built heritage resources and significant cultural heritage landscapes shall be conserved.”<sup>38</sup>

The *Provincial Policy Statement* defines cultural heritage landscapes as, “a grouping(s) of individual heritage features such as structures, spaces, archaeological sites and natural elements, which together form a significant type of heritage form, distinctive from that of its constituent elements or parts.”<sup>39</sup> Significant cultural heritage resources are resources, “that are valued for the important contribution they make to our understanding of the history of a place, an event, or a people.”<sup>40</sup>

The *Provincial Policy Statement* defines conserved as, “the identification, protection, use and/or management of cultural heritage and archaeological resources in such a way that

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<sup>38</sup> Provincial Policy Statement, Ministry of Municipal Affairs and Housing, 2005, p. 21.

<sup>39</sup> Provincial Policy Statement, 2005, p. 29.

<sup>40</sup> Provincial Policy Statement, p. 36.

their heritage values, attributes and integrity are retained. This may be addressed through a conservation plan or heritage impact assessment.”<sup>41</sup>

The *Ontario Heritage Act* enables municipalities to designate heritage conservation districts. Section 41. (1) of the Act states,

Where there is in effect in a municipality an official plan that contains provisions relating to the establishment of heritage conservation districts, the council of the municipality may by by-law designate the municipality or any defined area or areas thereof as a heritage conservation district.

The City of Ottawa Official Plan provides a framework for the conservation of heritage resources within the city. The Lorne Avenue Heritage Conservation District Study was undertaken in accordance with Section 2.5.5.2 of the City of Ottawa Official Plan, that states:

Groups of buildings, cultural landscapes, and areas of the city will be designated as Heritage Conservation Districts under Part V of the *Ontario Heritage Act*.

### **3.5.2 Application to alter a heritage building**

The *Ontario Heritage Act* and the City of Ottawa require that all proposals for new construction or alteration to the exterior appearance of properties within a heritage conservation district must be approved by City Council, and a permit must be issued before any work may begin.

In order to initiate the application process, the applicant must complete a heritage permit application and submit it to heritage staff along with plans and material samples, if applicable. Staff review the application to determine if the alterations meets all City requirements, and a report will be prepared and sent to the Local Architectural Conservation Advisory Committee (LACAC), Planning and Environment Committee (PEC) and City Council. Council may approve the application with or without conditions, or refuse it. If Council approves the application, a Heritage Permit is issued. A Heritage Permit must be issued before a Building or Demolition Permit may be issued. In the case of alterations within a heritage conservation district, the applicant can appeal Council's decision to the Ontario Municipal Board.

Demolition of buildings within the proposed district is discouraged. Demolition of Category 4 buildings within the district may be considered subject to the replacement building being compatible with the heritage character of the streetscape. An application for demolition and for new construction under the *Ontario Heritage Act*, and a building permit for the construction of the new building are required before a demolition permit can be issued. Section 42 (2.1) of the *Ontario Heritage Act* states,

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<sup>41</sup> Provincial Policy Statement, p. 29.

*The owner of property situated in a designated heritage conservation district may apply to the municipality for a permit to alter any part of the property other than the interior of a building or structure on the property or to erect, demolish or remove a building or structure on the property.*

*The decision of the municipal council must be made within 90 days of the date of the notice of receipt of the application, or within such longer period of time as is agreed upon by the applicant and the council. The council may grant approval of the permit applied for, refuse the application for a permit, or grant approval of the permit subject to terms and conditions. If the council refuses the permit applied for or gives the permit with terms and conditions attached, the owner of the property may appeal to the Ontario Municipal Board.*

Other approvals or permits may be required:

- Zoning By-law Amendment or Minor Variance;
- Site Plan Control Approval - for certain residential developments, for certain changes in land use, and for any developments in certain zones;
- Building Permits - required for most construction;
- Review of Site Elements – required for new construction and some additions to existing buildings within a heritage conservation district.

### **3.5.3 Alterations that do not require an application to alter under the Ontario Heritage Act**

The following is a list of the types of work that do not require a heritage permit:

- interior alterations;
- painting/paint colour;
- on – going building maintenance such as repointing, a new roof and foundation repairs;
- repair, using the same materials, of existing features including roofs, exterior cladding, cornices, brackets, columns, balustrades, porches and steps, entrances, windows, foundations and decorative wood, metal or stone;
- minor alterations to the rear of the building;
- landscaping.

### **3.5.4 Heritage grants**

Heritage grants are available to assist owners of heritage buildings designated under Part V of the *Ontario Heritage Act* with restoration work. Grants are approved subject to the availability of funding, which is approved by Ottawa City Council as part of the overall

City budget each year. Grants are for projects that involve the restoration of building elements to their original condition or material. Examples of eligible projects include:

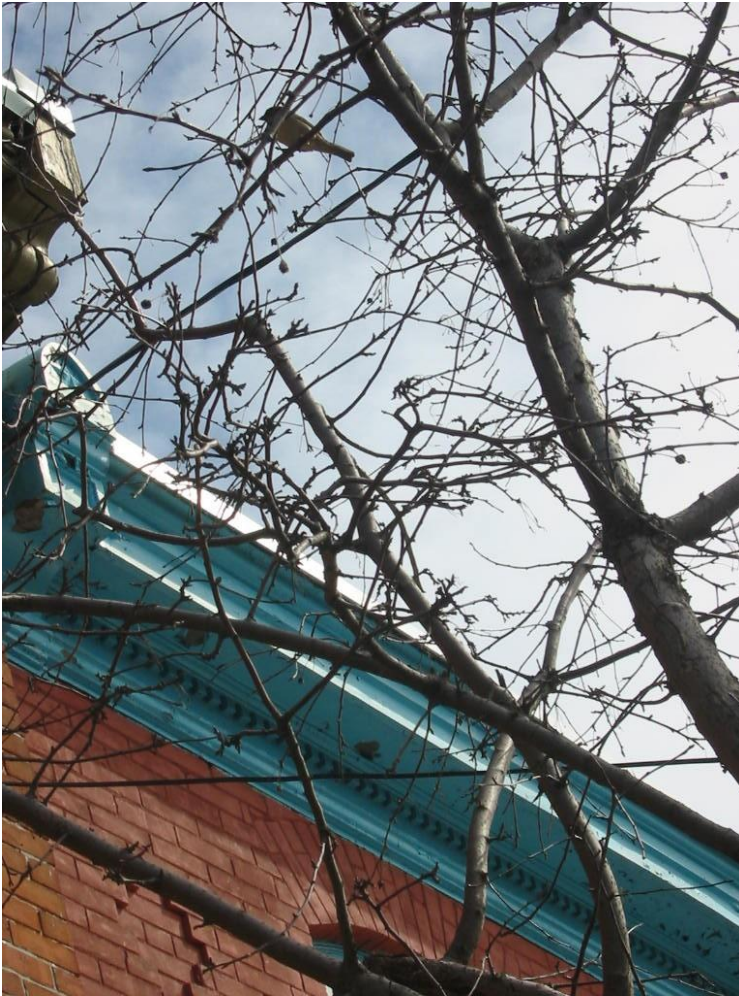
- conservation of existing exterior elements, such as deteriorated original windows, gingerbread trim or decorative metal work;
- repointing mortar joints in masonry surfaces;
- restoration of missing features based on documentary evidence, such as reinstating a blocked-in window, rebuilding an interesting chimney stack or re-roofing with the original material;
- custom restoration work, such as replicating porch columns or trim, or building new windows to replace originals that are beyond repair.





### **3.5.5 Design guidelines**

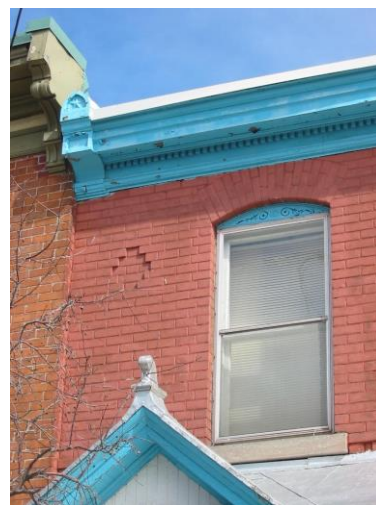
These design guidelines will be used to evaluate the compatibility of a proposed development with the heritage character of the streetscape as defined in the description of cultural heritage value and heritage attributes. The objective of the design guidelines is to conserve the heritage character of individual properties and the district as a whole. The guidelines, as they relate to infill construction, encourage the use of contemporary approaches to architectural design that are compatible with the historic character of the streetscape.



### 3.5.5.1 Conservation of existing building fabric

Conservation is the general term used to describe the retention and safeguarding of heritage buildings and areas. The term is used to describe the broad range of processes associated with the identification, protection, maintenance, revitalization and management of heritage properties. Conservation may involve the preservation, restoration, renovation, rehabilitation, and/or adaptive re-use of heritage buildings.

a) Cleaning and repointing brick - The extensive use of brick cladding is a unifying element in the Lorne Avenue streetscape. Cleaning of brick should be approached with caution. Heritage staff are available for consultation regarding non-abrasive cleaning methods. Test patches should be made in unobtrusive locations to first ensure the effectiveness of the cleaning method. Repointing of brick should be undertaken in consultation with heritage staff to ensure that lime-rich mortars similar to the original mortar are used;



b) Conservation and repair of cornices and cornice brackets - The continuous line of building cornices is a unifying element in the Lorne Avenue streetscape. The conservation and repair of cornices and cornice brackets is encouraged. Repair is



preferable to replacement. Where replacement is necessary, the replacement cornice or bracket should be the same design and material as the original;

c) Conservation and repair of original wood doors and windows – Retention of original doors and windows is encouraged. Increased energy efficiency can be achieved through the use of weather stripping or the installation of wood storm windows. If a window or door has to be replaced, the new window or door should match the size, shape and muntin profile of the original. When no documentary evidence regarding the design of the original exists, the design of original windows or doors from neighbouring buildings can be used as a model. A replacement door or window should not falsely evoke a particular era;



d) Conservation and repair of porches - Retention of original porch elements is encouraged. Regular maintenance is critical to the preservation of decorative woodwork. Sources of water penetration should be identified and removed, and paint cover maintained. Replacement decorative wood elements should be based on documentary evidence such as remaining decorative elements and historical photographs. Where no

original material exists, the design of a replacement porch should replicate existing early porches in the streetscape. In general, the typical porch has a shed roof with a pediment. There is precedent for a porch with a flat roof and classically-inspired decoration. Ghost marks may provide an indication of where a porch roof was once located on the building.

### **3.5.5.2 Infill – additions**

- a) Height - additions to the rear; additions may be up to two storeys in height, but must be lower than the original building and set back from the sides of the original building;
- b) Roof and building cornice - The continuous line of flat roofs and building cornices is a unifying element in the streetscape. The use of a flat roof, a building cornice and/or cornice brackets is encouraged;



- c) The architectural expression of an addition may be of its own time. The design of the addition should, however, be sympathetic to the massing and finishes of the original building;
- d) Legibility - Additions should be distinguishable from the original building. There should be a differentiation between old and new;
- e) Windows - Window openings with voussoirs or rectangular window openings are encouraged. Double or single hung windows are encouraged.

### **3.5.5.3 Infill – new construction**

- a) The architectural expression of new construction may be of its own time. The massing, finishes, use of decoration, and rhythm of divisions of buildings should make reference to typical patterns in the streetscape;



b) Maintaining vertical emphasis - The width of each single or unit within a row should be less than the height. Each single or unit within a row should be two bays wide;

c) Roof and building cornice - A flat roof is encouraged. A building cornice with or without brackets is encouraged. The flat roof and cornice are a unifying element in the streetscape and the design of new buildings should continue this pattern;



d) Building height - A building height of two-storeys is encouraged. The two-storey height of the buildings is a unifying element in the streetscape;

e) Shallow projecting bays - While a flat façade is common in the streetscape, there is precedent for shallow projecting bays. Shallow projecting bays are encouraged;



f) Cladding – Brick cladding is a unifying element in the streetscape. Brick cladding is encouraged;

g) Windows - Window openings with voussoirs or rectangular window openings are encouraged. Double or single hung windows are encouraged. A transom window over the front door is typical in the streetscape and is encouraged;

- h) Surface decoration - Modest surface decoration, such as a stringcourse, is encouraged;
- i) Porches - Porches with shed roofs and wood decoration are encouraged;
- j) Building setback – Small variations in building setback from the front property line occur in the streetscape. Maintaining this uniform front yard setback is encouraged;
- k) Legibility – New construction should be distinguishable from existing buildings. There should be a clear differentiation between old and new.

#### **3.5.5.4 Streetscape**

- a) Landscaping in front yards should include a combination of the following: small trees, small shrubs, perennials, climbing vines, small areas of lawn. Hard surfaces should be kept to a minimum;
- b) Parking should be located at the rear of the property or within narrow driveways to the side of the lot. Underground parking is not encouraged. Parking in the front yard is not permitted.

