

# MEDICAL CLINIC BUILDING

## HERITAGE IMPACT ASSESSMENT

197 George Street North  
Peterborough, Ontario

**BRANCH**  
ARCHITECTURE

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Cover Image: East (street-facing) elevations by ASIDE Architects. (2019)

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# Executive Summary

The purpose of this scoped Heritage Impact Assessment (HIA) is to comment on the proposed new building at 197 George Street North as it relates to the cultural heritage of the adjacent heritage building at 175 George Street North (formerly known as the CPR station) and the neighbouring listed heritage property at 201 George Street North.

The proposed new building at 197 George Street North - the subject of this Minor Variance - includes for the construction of a two-storey medical clinic. The building faces George Street with a side wall along Dalhousie Street. It is served by a new surface parking lot to the rear (west) and south. The purpose of the minor variance was to reduce the setback of the building on the north (Dalhousie Street) lot line from 6.0m to 1.75m.

This review finds that the proposed building at 197 George Street North allows for the conservation of the heritage value and attributes of the adjacent heritage property - the former CPR Station. In addition, the design engages the established street wall, respects the adjacent and neighbouring cultural heritage, and provides a warm, welcoming medical clinic.

This review also suggests, as further street enhancements, additional landscaping along George Street to screen views to the parking lot and referencing the horizontal lines/rhythm of the Harness Building in the building design.



1. Location of 197 George Street North site shown above. (City of Peterborough Map, annotated by BA)
  - The subject property delineated with a red dashed line.
  - The Part IV heritage property to the south - the former CPR station - is identified with orange marker.
  - The listed heritage property at 201 George Street North - the Harness Building - is indicated with a blue dot.

# 1 Introduction

## 1.1 Project Framework

With regard to the proposed Medical Clinic building at 197 George Street North, King Wong engaged Branch Architecture as the Heritage Consultant. This scoped Heritage Impact Assessment (HIA) is being provided as a condition of the Minor Variance and serves to comment on the application as it relates to the cultural heritage value of the adjacent Part IV heritage property. This report has been prepared in response to the architectural drawings by Aside Architects dated 04/12/19 "Minor Variance".

Based on conversations with the City of Peterborough Heritage Coordinator, this report has been scoped to respond to include the following:

- Review of historical background information provided by the City (designation and background reports, easement agreement and listing record);
- Description of proposed development / site alteration;
- Impact analysis and consideration of mitigation measures, in particular as it relates to the new building's siting, massing and exterior materials; and,
- Conservation recommendations.

This HIA has been prepared with respect to the: Ministry of Tourism, Culture and Sport's *Ontario Heritage Tool Kit*; Parks Canada *Standards and Guidelines for the Conservation of Historic Places in Canada*; *Ontario Heritage Act*; *Provincial Policy Statement (2014)*; the City of Peterborough *Official Plan* and *Cultural Heritage Impact Statement Requirements* as well as other charters and guidelines that exemplify best practice.

## 1.2 Property Description

The subject property at 197 George Street North is located on the southwest corner of Dalhousie Street and George Street North.

## 1.3 Present Owner Contact

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## 1.4 Heritage Recognition

The property at 197 George Street North has no heritage status.

Directly south of the subject property is the former CPR station at 175 George Street North. It is designated under Part IV of the *Ontario Heritage Act* and has a heritage easement agreement with the Ontario Heritage Trust. See Appendix 1, Heritage Designation Brief.

To the north of the subject property is the Harness Factory at 201 George Street North. This property is listed on the municipal heritage register. See Appendix 2, Statement of Significance, Heritage Value.

## 1.5 Heritage Policy and Guidelines

### 1.5.1 City of Peterborough Official Plan (Consolidated March 31, 2019)

The City of Peterborough *Official Plan* allows for development where archaeological resources and built heritage are conserved. With respect to development adjacent to a heritage property:

*Section 2.4.9.2: Development and site alteration may be permitted on adjacent lands to protected heritage property where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved. Mitigation measures and/or alternative development approaches may be required in order to conserve the heritage attributes of the protected heritage property affected by the adjacent development or site alteration.*

### 1.5.2 Provincial Policy Statement, 2014

The *Provincial Policy Statement* (PPS) provides policy direction on matters of provincial interest related to land use planning and development. It “is intended to be read in its entirety and the relevant policies are to be applied to each situation” (Part III). Section 2.6 of the PPS titled “Cultural Heritage and Archaeology” provides specific direction concerning heritage sites.

*Policy 2.6.3: Planning authorities shall not permit development and site alteration on adjacent lands<sup>1</sup> to protected heritage property<sup>2</sup> except where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved.*

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1 **Adjacent lands:** d) for the purpose of policy 2.6.3, those lands contiguous to a protected heritage property or as otherwise defined in the municipal official plan.

2 **Protected heritage property:** means property designated under Parts IV, V or VI of the Ontario Herit-



The subject property is located adjacent to the protected heritage property at 175 George Street North.

### 1.5.3 *Standards and Guidelines for the Conservation of Historic Places in Canada*

The Parks Canada *Standards and Guidelines* is intended to “achieve good conservation practice” and to establish “a pan-Canadian set of Standards and Guidelines [for] conserving Canada’s historic places” (2nd ed.). The *Standards and Guidelines* are based on a sequence of steps: understanding, planning, and intervening. This approach allows for informed decision making, heritage conservation planned with regard to other planning objectives, and interventions to realize long term, viable uses of heritage sites.

The *Standards and Guidelines* describes three approaches to conserving a heritage site:

*Preservation: The action or process of protecting, maintaining, and /or stabilizing the existing materials, form, and integrity of a historic place or of an individual component, while protecting its heritage value.*

*Rehabilitation: the action or process of making possible a continuing or compatible contemporary use of a historic place, or an individual component, while protecting its heritage value.*

*Restoration: The action or process of making possible a continuing or compatible contemporary use of a historic place or an individual component, while protecting its heritage value.*

### 1.5.4 *Eight Guiding Principles in the Conservation of Built Heritage Properties*

Originally developed in relation to the province’s 1980s Heritage Grant Program, these principles are now widely accepted guidance on best practice in heritage conservation in Ontario. The base principles call for consideration of the following: respect for documentary evidence; respect for original location; respect for historical material; respect for original fabric; respect for building’s history; reversibility; legibility; and maintenance.

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age Act; property subject to a heritage conservation easement under Parts II or IV of the *Ontario Heritage Act*; property identified by the Province and prescribed public bodies as provincial heritage property under the *Standards and Guidelines for Conservation of Provincial Heritage Properties*; property protected under federal legislation, and UNESCO World Heritage Sites.

# KEY VIEWS OF THE SUBJECT PROPERTY



2. West side of George Street North showing the former CPR Station (left), subject property (center) and Harness Building (right). (Oct. 2018, Google maps)



3. Looking north on George Street North, and showing primary view to the south facade of the former CPR Station. Subject property beyond. (Oct. 2018, Google maps)



4. Looking south on George Street North. From this perspective, views of the north (rear) elevation of the former CPR Stations will be obscured. Shown for reference are approximate heights of the adjacent Harness Building (height calculated based on the number of brick courses). (Oct. 2018, Google maps)

## 2 Conservation Strategy

The following conservation strategy has been prepared as a condition of the Minor Variance for the proposed new building. It presents a conservation approach that responds to the cultural heritage interests related to the building's siting adjacent to the adjacent Part IV heritage property at 175 George Street North and considers the neighbouring listed heritage property at 201 George Street North.

Further, as the owner is considering the addition of a third storey to the building, this review provide general comments on that possible change.

### 2.1 Proposed Development

The proposed development at 197 George Street North includes for the construction of a two-storey medical clinic. The primary elevation and main entrance faces George Street with a long (north) elevation framing the Dalhousie street edge. The building is served by a new surface parking lot to the rear (west) and south.

In keeping with heritage best practice, the new building is clearly legible as a contemporary building set into the established streetscape. The simple building form is animated with a mix of contemporary, yet visually compatible, materials and detailing that serve to add variety, depth and architecture interest.

The purpose of the minor variance is to reduce the setback of the building on the north (Dalhousie Street) lot line from 6.0m to 1.75m. This review finds this change will help define and engage the adjacent streetscapes.

### 2.2 Conservation Strategy Discussion

The intent of the Conservation Strategy is to ensure that the proposed new building maintains the cultural heritage value and identified heritage attributes of the adjacent heritage property - the former CPR station. It also acknowledges the neighbouring property on the City's Heritage Register

*Understanding:* Understanding of a historic place is an essential first step to good conservation practice, which is normally achieved through documentary and oral research and physical investigation[...] The information collected in this phase will be used throughout the conservation decision making process and should remain accessible.

*Planning:* Planning is the mechanism that links a comprehensive understanding of an historic place with interventions that respect its heritage value. Planning should consider all factors affecting the future of an historic place, including the needs of the owners and users, community interests and the potential environmental impacts, available resources and external constraints. The most effective planning and design approach is an integrated one that combines heritage conservation with other planning and project goals and engages all partners and stakeholders early in the process and throughout.

*Intervening:* If the use of a historic place is part of its heritage value, then that use should be retained. Otherwise, a use compatible with its heritage value should be found. A viable use — economic, social or symbolic — will better ensure the long-term survival of a historic place and lessen or prevent deterioration caused by environmental and human activities.

Source: *Standards and Guidelines* (2nd Ed, Chapter 1, The Conservation Decision Making Process)

and the general character of the commercial main street. This discussion addresses the interests of the Heritage Coordinator (siting, massing and exterior materials) as well as the potential negative impacts listed in the *Ontario Heritage Tool Kit*. When considering context, this review references the building form, character and patterns of George Street North's commercial main street and Dalhousie Street.<sup>1</sup>

### Siting - Building Placement & Orientation

The proposed new building is located at the northeast corner of the property and is oriented such that the short (front) facade of the building addresses the George Street North and the long wall faces Dalhousie Street. This is similar to the Harness Building on the north side of Dalhousie Street.

The narrow front facade follows the established fine-grained rhythm of this commercial main street. In general, the front facades allow for narrow storefronts at grade and 2-3 windows on each of the floors above. This is found in both single storefront buildings and commercial block buildings with multiple bays, each with a storefront below. This typology provides for a regular rhythm of store entrances and display windows that engages the pedestrian and animates the street.

Early design concepts for the medical clinic building considered orienting the wide face of the building along George Street North to continue the street wall. This approach was not pursued as it impacted the parking count and conflicts with the privacy desired for the new building uses. The final design includes for reception / waiting rooms with ample windows facing the more public George Street North, and exam rooms and office space with reduced glazing along the less exposed side and rear walls.

In terms of the building placement, anchoring the building at the front corner of the lot provides several benefits:

- This location provides a significant separation distance between the heritage building (former CPR station) and new building. This limits the potential of shadowing and visual impacts on the heritage property.
- The established street wall along George Street North is continued.
- The side wall along Dalhousie Street defines the street edge, and provides a built form that brings a physical and visual balance to side street.
- The building has the opportunity to have a strong corner presence. Architecturally this is articulated with unique corner treatments such as changes in cladding, corner glazing panels, and the wrap around parapet treatment shown in the drawings.

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<sup>1</sup> South of the CPR Station building, the character of George Street changes drastically. The length between the train tracks and Lake Street display a myriad of post-war interventions and surface parking lots.

- The surface parking is located to the rear of the property with an additional parking area south of the building. This approach significantly reduces the amount of surface parking along George Street North and the site plan indicates a planting bed adjacent to the street. The proposed parking layout also removes the access / drive along George Street, making the block more pedestrian friendly.

The proposed building placement is a great improvement on the existing site configuration which placed the building back from the street and included surface parking along the full street frontage.

In an effort to mitigate the visual impact of the parking lot along George Street North I suggest extending the planting bed the full length of the east (street) side of the parking lot. The landscaping here should include trees and plantings that will serve to screen views to the parking lot, enhance the setting of the new building, and improve the 'look and feel' of the street.

### Massing

The application provides for a 2-storey rectangular building with a flat roof.

In terms of height, this traditional commercial street displays a variety of building heights. Heights range from 2 to 5 storeys in height, with the majority at 2 and 3 stories. At some corner sites, the building is taller or displays a tower or turret treatment. When considering the height here, the Harness Building to the north may be used as an immediate reference. It displays a 3-storey corner building with a height of approx. 50ft that steps down to approx. 33ft. addition to the north.

A building of 2 or 3 stories here is appropriate given the height of the adjacent building, the established building heights along the George Street North, and the placement of the building at a corner.

Of note, given the strong and regular vertical lines of the Harness Building (found at the top of the foundation wall, window sills and arches, top of bays, and top of parapet), the new building design may benefit from carrying across a few of those datum lines as a way to knit in with the existing street wall. This could be applied to the base treatment of the building, the entrance canopy, and/or the horizontal feature that articulate the north-east corner of the roof parapet.

### Materials

The new building design incorporates a variety of materials to add depth and variety, especially to the street facades and corner. The following outlines that building materials as they are currently conceived.



- The base of the building (grade to ground floor) is to be clad in a stone veneer (Arriscraft or similar). It will display large stone units in keeping with a traditional coursing pattern.
- The exterior walls at the front facade (except at the second floor of the west bay) and wrapping around the north facade are clad in metal panel in a warm bronze finish. This enhances and defines the corner at Dalhousie Street and George Street North. The remaining walls are to be EIFS at the remaining walls faces.
- At the front facade:
  1. The main entrance is clearly defined by a wide front stair, an inset feature wall (stone veneer) and a generous metal faced canopy with a cedar soffit.
  2. The signage wall set into the new ramp is poured concrete (perhaps board formed) with stone inset and raised lettering.

The materials and their application serve to establish a clear building hierarchy, and present a varied and articulated front facade. See Appendix 3.

## 2.3 Impact Assessment

The following table assesses the proposed development in relation to potential negative impacts identified in the *Ontario Heritage Tool Kit*. This assessment focuses on the adjacent heritage building at 175 George Street North.

| Issue   | Assessment  |
|---|---|
| Destruction of any, or part of any, significant heritage attributes or features                 | The proposed development will not impact the heritage attributes of the former CPR station. The listed attributes are architectural features found on the building exterior and interior.   |
| Alteration that is not sympathetic, or is incompatible, with the historic fabric and appearance | <p>The placement of the building will have no visual impact on the historic fabric and appearance of the former CPR station building.</p> <p>The placement of the building serves to extend the historic commercial street wall on the west side of George Street North.</p> <p>The proposed building will be legible as a contemporary infill on the street.</p> |

|  |   |
|--|---|
| Shadows created that alter the appearance of a heritage attribute, or change the viability of a natural feature or plantings, such as a garden                 | While no shadow studies have been undertaken, there is a significant distance between the heritage building and the proposed 2- or 3-storey building. The shadows will not span the two parking lots between the structures.  |
| Isolation of a heritage attribute from its surrounding environment, context or a significant relationship  | The CPR station setting is not impacted.  |
| Direct or indirect obstruction of significant views or vistas within, from, or of built and natural features   | <p>While the designation by-law does not identify significant views, the primary view to the building is from George Street looking north across the train tracks to the south elevation. (See figure )</p> <p>The proposed building does not obstruct views to this facade, nor does it alter the building silhouette.</p> |
| A change in land use such as a battle-field from open space to residential use, allowing new development or site alteration to fill in the formerly open space | The existing use is compliant with the existing C.6 zoning.   |
| Land disturbances such as a change in grade that alters soils, and drainage patterns that adversely affect an archaeological resource                          | None known.   |
| Other  | None known.   |

### 3 Conclusion

This scoped Heritage Impact Assessment finds the proposed new building at 197 George Street North allows for the conservation of the heritage value and cultural resources of the adjacent heritage property - the former CPR Station. The proposed infill building engages the established streetwall, respects the adjacent and neighbouring cultural heritage, and provides a warm, welcoming medical clinic.

The suggestions included in this report regarding the provision of additional landscaping along George Street to screen views to the parking lot and referencing the horizontal lines of the Harness Building in the final building design, aim to enhance this historic commercial main street.



## Appendix 1: Heritage Designation Brief - 175 George Street North

# **Heritage Designation Brief**



## **The C.P.R. Station**

**175 George Street North**

**Peterborough Architectural Conservation Advisory Committee**

January 2012

## HERITAGE DESIGNATION STATUS SHEET

|                                    |  |
|------------------------------------|--|
| Street Address:                    | 175 George Street North  |
| Roll Number:                       | 040040151000000  |
| PIN Number:                        | 281010017  |
| Short Legal Description:           | PT LOTS 1 & 2 N/WOLFE & S/<br>DALHOUSIE W/GEO 45R-7675 PTS 1-3 &<br>45R-8193 PT 7 TO 9 IRREG 0.65AC<br>93.52FR D |
| Owners' Mailing Address:           |  |
| Owners' Concurrence:               | Yes  |
| PACAC Application Review Date:     |  |
| On Site Evaluation Date:           |  |
| Evaluation Category:               | A  |
| Evaluators:                        | Andrew Nichols   |
| Heritage Type:                     | Built Structure  |
| Designation Type:                  | Ontario Heritage Act – Part IV   |
| Designation Brief Completion Date: | January 2012   |
| PACAC Application Approval Date:   |  |
| Designation Brief Completed by:    | Jennifer Patterson   |
| Submission Date:                   |  |
| Objections Noted:                  |  |
| Comments:                          |  |

*"The short statement of the reason for the designation, including a description of the heritage attributes along with all other components of the Heritage Designation Report constitute the "Reasons for the Designation" required under the Ontario Heritage Act. The Heritage Designation Report is available for viewing in the City Clerk's office during regular business hours."*

### **SHORT STATEMENT OF REASONS FOR HERITAGE DESIGNATION**

*Category A: The properties in this category are individually outstanding and have the broadest heritage significance in the City by virtue of architectural, historical, and environmental criteria along with overall integrity of design and construction. "Category A" properties generally hold provincial and/or national significance*

The Canadian Pacific Railway Station at 175 George Street North has excellent cultural heritage value for its association with the early development of the Canadian Pacific Railway (CPR) and the importance of railroads in the growth of commerce in Peterborough. The CPR established the Ontario and Quebec Railway as a means to link urban centres in Ontario and Quebec with the less populated western provinces. A section was routed through Peterborough and leased to the CPR. Design of the station began in 1883, and Peterborough's first railway station opened in 1884. It was constructed of buff brick in laid in Flemish Bond, a design which is somewhat rare in Peterborough. The structure was pointed with red mortar and had a slate roof (which has since been replaced with asphalt).

The CPR Station is the only remaining railway station in Peterborough, and according to a study conducted by the Ontario Ministry of Culture and Communications in 1989 it is the oldest CPR station still situated on its original site in Ontario. Until CP abandoned the station in 1990, it was the oldest surviving station in railway use in Canada. The station was one of four designed in 1883 by architect Thomas C. Sorby, one of the most prolific architects of the late 19<sup>th</sup> century. Sorby also designed stations in Toronto, Winnipeg and Quebec, along with several CPR hotels. Peterborough's station was considered one of the most attractive on the rail line at the time of its construction, and became a prototype for many other stations throughout the country.



The addition was constructed in 1919 to accommodate the washrooms and interior station offices. It was designed by engineer J.R Fairbairn who was born in Peterborough in 1873 and was Chief Engineer for CPR in Montreal at the time of

the addition's construction. J.R Fairbairn was a prominent engineer in Canada and held the titles of President of the Engineering Institute of Canada and Vice-President of the American Railway Engineering Association during his career.

The original details which remain in the CPR Station contribute to its architectural significance. Its buff brick exterior, laid in Flemish bond pattern pointed with red mortar is a unique feature and is somewhat unusual in CPR station design. The brick, wooden window surrounds and wooden shingles have all been restored along with the main structure of the interior. The CPR Station also features stained glass transom windows throughout, most of which are replicas of the originals, although a few have survived and were restored.

**ORIGINAL OWNER:** Ontario & Quebec Railway Company

**ARCHITECT:** Thomas Charles Sorby – J.R Fairbairn Engineer (1919 addition)

**DATE OF CONSTRUCTION:** c. 1883-84, 1919 addition

**BUILDER:** Ontario & Quebec Railway Company

#### **CONTEXT- SITE AND SETTING:**

The station is located along the railway line at the southwest corner of George and Dalhousie Street, at the edge of Peterborough's downtown. It is oriented toward to the train tracks which run parallel to the building. Peterborough's station provided an important link between Toronto

and Ottawa, and was at the centre of one of the few north-south rail lines to survive in the early development of the railway. The CPR Station is the only train station that remains in Peterborough.



#### **SUMMARY OF HERITAGE ATTRIBUTES TO BE DESIGNATED**

The Reasons for Designation include the following heritage attributes and apply to all elevations and the roof including all facades, entrances, windows, chimneys, and trim, together with construction materials of wood, brick, stone,

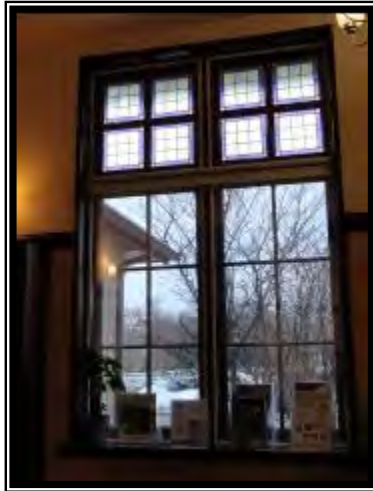
plaster parging, metal and glazing, their related building techniques and landscape features:

### **Exterior Elements:**

- One storey buff brick building, original 1884 & 1919 addition
- Solid buff brick walls (painted red at one time) laid in Flemish bond, tuck pointed with red mortar
- Low-hipped roof, accented by gabled pediments
- High cut stone foundation
- Decorative boxed cornices at eaves and gable ends
- Gables with decorative beam and four brackets across base
- Gables on the east, west and south elevations with bracketed wooden cornice, louvered vents and gable clad with fish-scale shingles
- Fenestration, window surrounds and openings including beveled stone lintels, stone sills on windows and door openings

### **Interior Elements:**


- Original (restored), and replicas of four paned transom window openings with stained glass
- Original interior woodwork including wainscoting, original ceiling height and mouldings, window trim
- Original plaster ceiling medallions



## Appendix 2: Heritage Listing Record - 201 George Street North

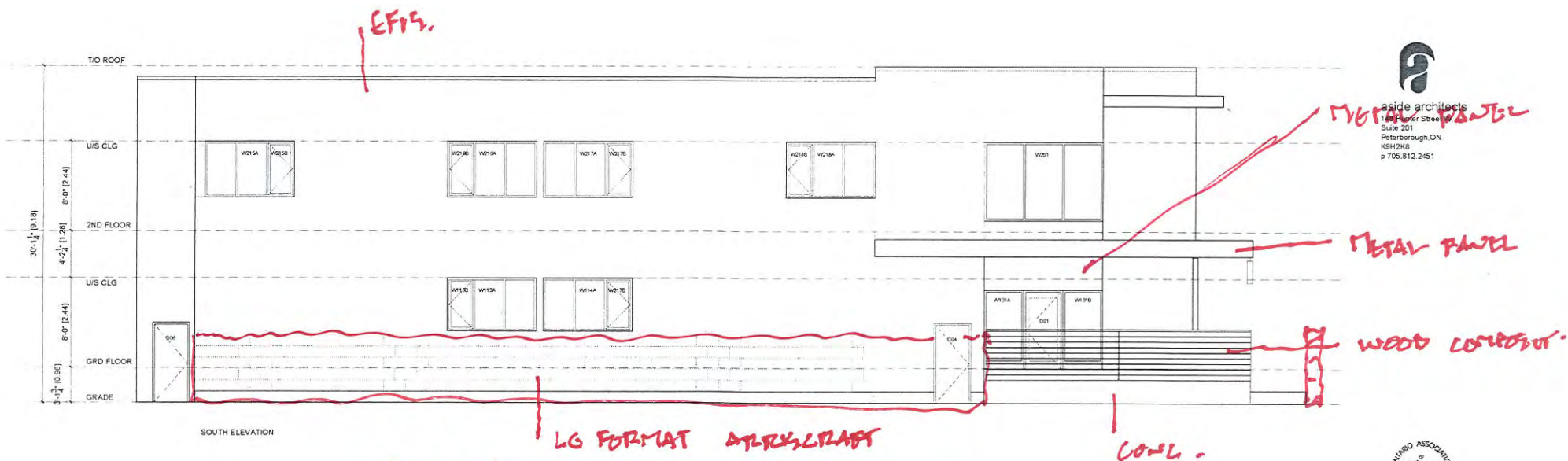
### LISTED HERITAGE PROPERTIES IN THE CITY OF PETERBOROUGH, ONTARIO

Updated March 2019 - Heritage Preservation Office

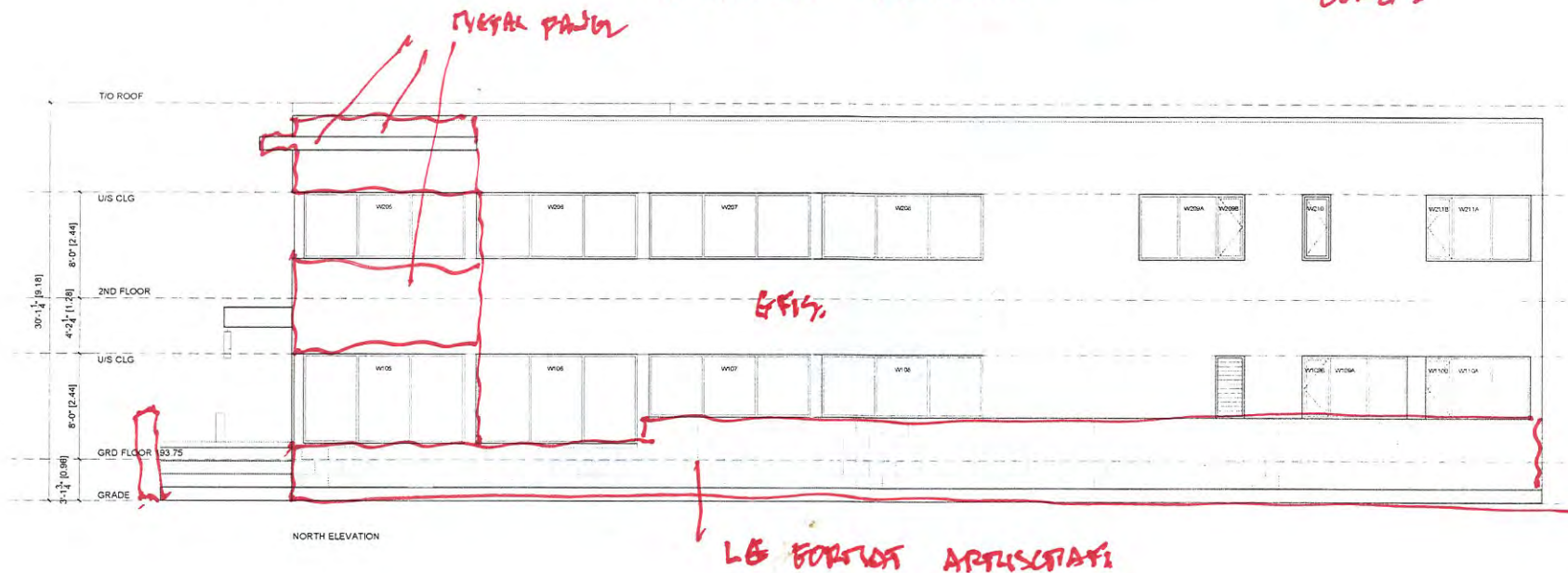
| Name, Address  | Statement of Significance<br>Heritage Value  | Photograph  |
|--|--|---|
| <b>201 George Street<br/>North – The Harness<br/>Factory</b> | <p>201 George Street North was constructed between 1897 and 1898 for harness manufacturer B.F. Ackerman. When completed, it was the largest harness manufacturer in Canada until at least 1914 and the company also operated a branch in Regina. It is an excellent example of late-nineteenth century industrial architecture and one of a limited number of examples remaining from Peterborough's early industrial history.</p> <p>Heritage attributes: Three-storey red brick construction; windows set between pilasters; decorative brickwork; rusticated foundation; central entrance on George Street; fenestration; construction to the lot lines; views of the property from George Street and Dalhousie Street.</p> |  |

Appendix 3: Architectural drawings by Aside Architects dated 04/12/19  
"Minor Variance" - Elevations with materials noted





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| revision | description             |
|----------|-------------------------|
| 1        | 04/12/18 MINOR VARIANCE |
| 2        |                         |
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SCALE 1/4"=1'-0"

ELEVATIONS

MEDICAL CLINIC  
 197 George St.,  
 Peterborough, On

a 2.1



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| revision | description             |
|----------|-------------------------|
| 1        | 04/12/15 MINOR VARIANCE |
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SCALE 1/4"=1'-0"

ELEVATIONS

MEDICAL CLINIC  
197 George St.,  
Peterborough, On

a 2.2

