



**City of Kingston
Report to Heritage Properties Committee
Report Number HP-26-008**

To: Chair and Members of Heritage Properties Committee
From: Jennifer Campbell, Commissioner, Community Services
Resource Staff: Kevin Gibbs, Director, Heritage Services
Date of Meeting: May 20, 2026
Subject: Application for Ontario Heritage Act Approval
Address: 226-228 King Street East (P18-647)
File Number: P18-026-2026

Council Strategic Plan Alignment:

Theme: Corporate business

Goal: See above

Executive Summary:

The subject property at 226-228 King Street East is located on the northwest side of King Street East, midblock between Earl Street and William Street. It contains a two-storey limestone double-house, constructed in 1843. The property is designated individually under Part IV of the *Ontario Heritage Act* and as part of the Old Sydenham Heritage Conservation District under Part V of the Act.

An application for alteration under Section 42 of the *Ontario Heritage Act* (P18-026-2026) has been submitted to request approval to complete a restorative reinterpretation of the carriageway entrance. A detailed description of the proposed work, along with supporting photographs and design renderings, was submitted as part of this application.

This application was deemed complete on April 14, 2026. The *Ontario Heritage Act* provides a maximum of 90 days for Council to render a decision on an application to alter a heritage building under Section 42(4). This timeframe will expire on July 13, 2026.

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Upon review of all the submitted materials, as well as applicable policies and legislation, staff recommend approval of the proposed scope of work, subject to the conditions outlined herein.

Recommendation:

That Heritage Properties Committee supports Council's approval of the following:

That the application on the property at 226-228 King Street East, be approved in accordance with the details described in the application (P18-026-2026), which was deemed complete on April 14, 2026, with said alterations to include the removal of the existing concrete pad and wooden steps, installation of new limestone steps and a low sub-wall, installation of a wrought-iron gate and fence within the carriageway opening, installation of a period-appropriate hanging carriage light within the carriageway arch, retention and restoration of the existing wood doors and trim with like-for-like repairs as needed, and repainting of the restored wood elements in black; and

That the approval of the application be subject to the conditions outlined in Exhibit A to Report Number HP-26-008.

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Authorizing Signatures:

ORIGINAL SIGNED BY COMMISSIONER

Jennifer Campbell,
Commissioner, Community
Services

ORIGINAL SIGNED BY CHIEF ADMINISTRATIVE OFFICER

Lanie Hurdle, Chief
Administrative Officer

Consultation with the following Members of the Corporate Management Team:

Paige Agnew, Commissioner, Growth & Development Services	Not required
Neil Carbone, Commissioner, Corporate & Emergency Services	Not required
David Fell, President & CEO, Utilities Kingston	Not required
Desirée Kennedy, Chief Financial Officer & City Treasurer	Not required
Jenna Morley, City Solicitor	Not required
Ian Semple, Commissioner, Transportation & Infrastructure Services	Not required

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Options/Discussion:**Description of Application/Background**

The subject property, 226-228 King Street East, is located on the northwest side of King Street East, between Earl and William Street, in the Old Sydenham Heritage Conservation District (Exhibit B – Context Map and Site Photos). The property comprises the right half of a two-storey stone double house, six bays wide, flanked at each end by two-and-a-half-storey pavilions containing carriageways, built circa 1843 and divided along the common wall into two separate properties. The property is designated under Part IV and Part V of the *Ontario Heritage Act*.

The applicant is seeking heritage approval under Section 42 of the *Ontario Heritage Act* (File Number P18-026-2026) to complete a restorative reinterpretation of the carriageway entrance. The proposed work is intended to address deteriorating materials, balance the historic hierarchy of the façade and reinterpret the carriageway opening in a manner that is historically sympathetic.

The carriageway originally functioned as an open passage extending from King Street East to the rear of the property, similar to the carriageway on the left half of the double house. On the subject property, the carriageway has since been infilled and no longer operates as a through-passage.

The proposed work includes removing the existing concrete pad and wooden steps, installing new limestone steps and low sub wall, adding a wrought iron fence and gate within the carriageway opening, and retaining and restoring the recessed wood doors and trim within the carriageway opening with like-for-like repairs as needed. The restored wood elements will be painted black to enhance depth and create the visual impression of a through-passage carriageway.

A concept plan, which includes design renderings and a detailed project description, was submitted with the application and is attached as Exhibit C – Project Details.

Submission materials are available online through the Development and Services Hub (DASH) system at the following link, [DASH](#), using “Look-up a Specific Address.” If there are multiple addresses, search one address at a time. Submission materials may also be found by searching the file number.

This application was deemed complete on April 14, 2026. The *Ontario Heritage Act* provides a maximum of 90 days for Council to render a decision on an application to alter a heritage building under Section 42(4). This timeframe will expire on July 13, 2026.

Reasons for Designation/Cultural Heritage Value

The subject property was designated under Part IV of the *Ontario Heritage Act* in 1975 through By-Law Number 8497 and amended in 1976 by By-Law Number 8892. The property is also included in the Old Sydenham Heritage Conservation District created pursuant to Part V of the

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Ontario Heritage Act in 2015. The Property Inventory Evaluation rates the property as “significant” to the District. The “Reasons for Designation” include the following:

“this double residence of substantial scale is symmetrical throughout except for recent minor alterations. Its central two-storey portion of six bays houses the main entrances while the projecting pavilions are two and one-half storeys high and contain carriageways. ... The King Street façade is of regular coursed rough ashlar while the ends and the rear are in rubble limestone.”

The Designation By-Laws and Property Inventory have been included as Exhibit D.

Cultural Heritage Analysis

Staff visited the subject property on April 8, 2026.

The subject property is located within the ‘King Street Corridor Sub-Area’ of the Old Sydenham HCD on the northwest side of King Street East. Within the Old Sydenham Heritage Area HCD Plan, the ‘King Street Corridor Sub-Area’ is described as “a ceremonial entrance to the downtown” which contains “ornamental planting and major buildings” and has “an alignment that echoes the curve of the shoreline” (Section 2.3.1).

The list of heritage attributes in the HCD (section 2.2) and those of the ‘King Street Corridor’ sub-area (Section 2.3.1) include the “varied ages, styles and types of buildings, with both vernacular and architect-designed examples of over two centuries of architectural styles,” “views down streets to the lake, to the park and to downtown;” and the “closely packed buildings forming a strong street edge.” The subject property contributes to the attributes noted above, making it a culturally important part of the District.

Section 2.5 (Designation Goals and Objectives) of the District Plan speaks to the goals and objectives for the HCD, as well as conservation policies and guidelines for heritage resources, including Heritage Buildings, Landscapes and Streetscapes, and Land Use.

This application supports the goals as presented in the District Plan, specifically “Providing guidance for ongoing maintenance and change so that the heritage attributes of the district are retained, and wherever possible, enhanced” (2.5.1); “Fostering continuing use of heritage buildings” (2.5.2); and “Encouraging alterations and new infill that is compatible with the arrangement, scale, architectural style and materials that constitute the district’s heritage character.” (2.5.4).

Section 4.3 (Conservation of Heritage Buildings) of the District Plan establishes the policy framework for material conservation. This application is consistent with the policies under Section 4.3.2, which provides direction regarding the conservation and repair of masonry elements. The introduction of new limestone for the steps and low sub-wall is appropriate, as it is intended to closely match the existing limestone in material, colour and profile, thus maintaining material continuity with the historic structure. This approach aligns with the policy

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direction that replacement stone should be compatible with the original in both source and appearance.

In addition, the proposal prioritizes the retention and restoration of the existing wood elements within the carriageway opening (i.e. the recessed doors and trim). These elements are to be repaired on a like-for-like basis where required, rather than replaced. Overall, the proposed work conserves original materials while introducing complementary new elements that reinforce the heritage character of the building.

Section 5.0 of the District Plan includes direction on alterations and additions in general and more specifically related to managing changes to features such as roofs, windows, cladding and the design of additions on heritage and non-heritage buildings.

Section 5.0 of the District Plan directs one to consider five questions when designing and assessing impacts of a proposed alteration:

1. In what way will the proposed alterations affect the overall character of the streetscape of the District?
2. Could the alterations find ways to enhance the heritage character of the District?
3. What will the impacts to the property's heritage attributes be?
4. Can these impacts be minimized through design?
5. If this alteration were commonly applied throughout the District would the cumulative impact be acceptable?

Section 5.2.1 of the District Plan directs one to assess and understand the original appearance and style of the resource when designing new interventions to ensure compatibility with, and minimize impacts to, the contributing heritage value of the resource to the HCD. The District Plan further recommends that one should "find out as much as possible about the original appearance and style of the building in order to determine the best options for alteration that respects the property's heritage attributes." In this regard, the proposal demonstrates an understanding of the building's historical evolution, specifically, the original function of the carriageway as an open through-passage and its later infill.

The proposed alteration does not seek to reconstruct the carriageway as a functioning passage, but rather to reinterpret it in a manner that conveys the appearance of the original configuration while maintaining the existing function of the space. The design reinforces the visual rhythm typical of carriageways within the District through the restoration of the existing wood doors and trim, the introduction of a gate within the opening and the installation of a carriage-style light fixture consistent with the existing one at the principal entrance.

The restoration and repainting of the wood elements in a deep black, low-sheen finish further enhances the effect by creating an increased visual depth within the recessed opening, evoking the perception of a traditional through-passage carriageway without physically reconstructing it. This darker colour also reduces the visual prominence of the secondary entrance in the carriageway opening, ensuring that the principal entry door remains the dominant focal point of

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the façade, while reinforcing visual continuity with the adjoining unit where the original, black-painted carriageway remains intact.

This approach minimizes physical intervention while enhancing the legibility of the building's original form and function, thereby aligning with the intent of Section 5.2.1 that new work is informed by, and compatible with, the historic character of the resource.

Section 5.3.3 indicates that where cladding materials require replacement, new material should match the existing as closely as possible.

Within the carriageway opening, the recessed wood doors and trim, which function as cladding elements within this space, are proposed to be conserved and repaired. Where material deterioration requires replacement, new material will match the original as closely as possible.

This approach aligns with the policy direction to replace only those elements that are beyond repair, using materials that are compatible with the original, and prioritizes the retention of existing heritage fabric.

Section 7.0 of the District Plan provides guidance on public and private landscapes within the Heritage Conservation District, with an emphasis on retaining existing streetscape character and ensuring that landscape elements are compatible with the heritage attributes of the area. In particular, Section 7.2 identifies the importance of maintaining the established variety of private front yard treatments and recognizes fencing as a contributing streetscape element where historically appropriate. Section 7.5 further directs that where fencing is introduced on private property, it should be of high quality and constructed in materials such as wood, wrought or cast iron, or stone, while discouraging the use of visually incompatible materials.

The proposed installation of a wrought-iron gate and low fence within the carriageway opening is consistent with the intent of the District Plan. The use of painted black wrought iron reflects an appropriate material choice as identified in Section 7.5 and aligns with established streetscape character where iron fencing is a recurring and historically supported element. The simple vertical design, which compliments the wrought-iron railing at the main entrance, ensures it remains secondary to the masonry arch of the carriageway opening.

The introduction of the gate also reinforces the historical function of the carriageway as a controlled passage rather than a primary entrance. It establishes a consistent material language across the façade, complementing the existing ironwork at the main entrance and contributing to a cohesive and historically sympathetic treatment.

Standard 3 of Parks Canada's *Standards and Guidelines for the Conservation of Historic Places in Canada* promotes a minimal intervention approach, while Standard 4 recognizes historic places as physical records of their time and evolution. Standards 10 and 13 emphasize the repair of existing elements over replacement, with any necessary replacements done on a like-for-like basis. Standards 11 and 12 further direct that new work be physically and visually compatible with, subordinate to, and distinguishable from the historic place, and designed so that it may be removed in the future without impairing the building's integrity.

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The proposal aligns with these Standards through a conservation approach that prioritizes the retention and repair of existing wood elements within the carriageway opening, while introducing new features, including the limestone steps, sub wall, wrought iron gate and carriageway light fixture, in a manner that is materially and visually compatible with the heritage value of the structure and HCD. The design does not seek to reconstruct the carriageway as a through-passage but instead reinterprets the space in a manner that reflects its historical function while maintaining the building's current form and configuration.

Guiding Principle 1 of the Ministry of Citizenship and Multiculturalism's Eight Guiding Principles encourages respect for documentary evidence, ensuring that interventions are informed by an understanding of the historic place, while Guiding Principles 3 and 4 emphasize respect for historic material and original fabric through the retention and conservation of existing heritage elements. Guiding Principle 5 promotes respect for the building's history, recognizing heritage properties as layered resources that reflect change over time, and Guiding Principle 6 encourages reversibility, ensuring that new interventions can be removed without impacting the historic fabric.

The proposed carriageway intervention aligns with these principles through an approach that is informed by the documented evolution of the building from an original open carriage passage to its current infilled condition. The design prioritizes the retention and repair of existing wood doors and trim within the carriageway opening, conserving historic material and original fabric wherever possible, with replacement limited to deteriorated areas and completed on a like-for-like basis. Rather than restoring the carriageway to a single historic condition, the proposal acknowledges the building's layered history and reinterprets the space in a manner that acknowledges its original function while maintaining its current form. New elements, including the wrought iron gate, limestone steps and carriageway lighting, are designed as reversible interventions that can be removed in the future without impacting the integrity of the existing structure.

Overall, the proposed reinterpretation is a well-considered design that enhances the property and contributes positively to the streetscape. It provides greater visual cohesion between the two halves of the double house by referencing the existing through-carriageway on the adjoining unit. Staff are satisfied that the proposal will not adversely affect the heritage value or defining attributes of the property or the Heritage Conservation District.

Results of Impact Analysis

The proposed reinterpretation of the carriageway has been thoughtfully designed to conserve and enhance the heritage character of the dwelling and the District as a whole, while remaining compatible with its existing form and materials. The work is limited to the carriageway opening at the front of the building and is modest in scale. The intent to visually reference the through-carriageway, while maintaining the existing infilled condition, preserves the rhythm of this stone double house while also re-establishing a visual relationship to the original carriageway configuration.

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The proposal includes the conservation of the existing recessed wood doors and trim, including the removal of accumulated paint and repairing with like-for-like materials where necessary. Once repaired, the wood elements are to be finished in a deep black, low-sheen colour to enhance the perception of depth within the recessed opening, evoking the original carriageway condition without physically reconstructing it. This treatment reduces the visual prominence of the secondary entrance, allowing the principal entry door to remain the primary focal point of the façade, while also establishing visual continuity with the adjoining semi-detached unit, where the original, black-painted carriageway gate and opening remains intact.

The introduction of limestone steps, a low sub-wall, wrought iron gate and carriageway lighting is compatible in material and design and remains consistent with the material on the building. The reversible nature of the new elements ensures that no heritage attributes are permanently altered, removed or obscured.

Overall, the proposed work is sympathetic in scale, materials, detailing and character, is compatible with its heritage context and enhances the interpretation of the building's historic carriageway. It contributes positively to the streetscape and supports the broader conservation objectives of the District Plan by reinforcing the legibility of the building's historic function without altering its fundamental form. As such, the proposal is considered to have a positive heritage impact on the property and the Heritage Conservation District.

Heritage Planning staff support the application as it aligns with the goals and objectives of the District Plan and upholds the heritage conservation objectives set out within the City of Kingston's Official Plan, and the direction given by the Provincial Planning Statement, the Ontario Heritage Tool Kit, and Parks Canada's Standards and Guidelines for the Conservation of Historic Places in Canada.

Previous Approvals

P18-007-2008	Vine removal and repairing underlying damage, repointing, soffit and fascia repairs, eavestrough replacement, fence removal, chimney removal.
P18-023-2008	Window restoration.
P18-027-2009	Window and storm window replacement, repainting, railing installation, sidewalk and drainage modifications, rear entrance and shed reconstruction, and landscaping improvements.
P18-079-2010	Installation of flashing.
P18-094-2011	Replacement of front steps and installation of wrought iron railings.
P18-099-2020	Remove shed and construct a detached garage in rear yard.
P18-024-2023	Masonry repairs to front façade.

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Comments from Department and Agencies

The following internal departments have commented on this application and provided the following comments:

Building – Building permit not required. Seek out Electrical Safety Authority permit for the light at the entrance.

Engineering – No Development Engineering concerns with this application. It is noted that the property has certain size constraints. Should the applicant intend to store materials or equipment on lands not under their ownership proper approvals will be required. Additionally, if municipal property will be obstructed during construction, all required permits must be obtained from Transportation Services. Information regarding applicable permits may be acquired by contacting Transportation Services at transportation@cityofkingston.ca.

Forestry – An encroachment permit will likely be required to address staging and potential work area within the public sidewalk/road allowance. Tree preservation concerns surrounding staging and placement of materials within softscape. These can be addressed through encroachment permit. If encroachment permit is not needed, then a Tree Permit will be required to address city tree preservation (compaction, deterrence of staging) within the city owned boulevard. Tree Permit can be applied for through DASH. Guidelines for Tree Preservation and Protection have been uploaded to the Documents section of this application.

Kingston Hydro – At this time, Kingston Hydro does not have any concerns with the proposed work. Though this doesn't seem to be in the plans, if work around the service wire is required, please submit a service request for a disconnect/reconnect for worker safety at <https://utilitieskingston.com/Electricity/NewServices/ServiceRequest>. On Step 4 select the "Service Type" as other to get the disconnect reconnection option.

Planning – No concerns.

Utilities Kingston – Utilities Kingston has no issues or concerns with this application.

Consultation with Heritage Properties

The Heritage Properties Committee was consulted on this application through the DASH system.

Three members provided a written response to this application, expressing support for the proposal and commending its quality, clarity and positive impact to the building's façade, with no concerns raised.

The Committees' comments have been compiled and attached as Exhibit E.

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Conclusion

Staff recommends approval of the application File Number (P18-026-2026), subject to the conditions outlined in Exhibit A, as there are no objections from a built heritage perspective and no concerns have been raised by internal departments.

Existing Policy/By-Law

Ontario Heritage Act, R.S.O. 1990, C.O. 18 (Province of Ontario)

Ontario Heritage Tool Kit (Ministry of Citizenship and Multiculturalism)

Standards and Guidelines for the Conservation of Historic Places in Canada (Parks Canada)

City of Kingston Official Plan

Designation By-Law Number 8497

Designation By-Law Number 8892

City's Policy on Masonry Restoration in Heritage Buildings

Notice Provisions

Pursuant to Section 42(3) of the *Ontario Heritage Act (OHA)*, notice of receipt of a complete application has been served on the applicant.

Accessibility Considerations

None

Financial Considerations

None

Contacts

Kevin Gibbs, Director, Heritage Services, 613-546-4291 extension 1354

Joel Konrad, Manager, Heritage Planning, Heritage Services, 613-546-4291 extension 3256

Niki Kensit, Intermediate Planner, Heritage Services, 613-546-4291 extension 3219

Other City of Kingston Staff Consulted

None

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Exhibits Attached:

- Exhibit A Conditions of Approval
- Exhibit B Context Map and Site Photos
- Exhibit C Project Details
- Exhibit D Designation By-Law and Property Inventory
- Exhibit E Correspondence Received from Heritage Properties Committee
- Exhibit F Final Comments from Kingston Heritage Properties Committee




Conditions of Approval

That the approval of the application be subject to the following conditions:

1. Details relating to design, dimensions, material(s), and finish of the proposed light fixture and the wrought-iron fence and gate shall be submitted to Heritage Services staff, prior to installation, for review and approval, to ensure it complements the heritage character and attributes of the property;
2. An Encroachment and/or Temporary Access Permit shall be obtained, where necessary;
3. A Tree Permit shall be obtained, if necessary;
4. If there is any work around the service line, the applicant shall complete a service request and submit to Kingston Hydro for a disconnect/reconnect of the service line;
5. The applicant shall obtain a permit from the Electrical Safety Authority, prior to installing the light fixture, as required;
6. All masonry works shall be completed in accordance with the City's Policy on Masonry Restoration in Heritage Buildings;
7. Any replacement masonry units shall be sourced to match, as close as possible, in colour, size and profile with the existing; and
8. Any minor deviations from the submitted plans, which meet the intent of this approval and do not further impact the heritage attributes of the property or District, shall be delegated to the Director of Heritage Services for review and approval.



City of Kingston
Neighbourhood Context
 Address: 226 King Street East
 File Number: P18-026-2026

-  Property Boundaries
-  Proposed Parcels
-  Subject Lands



Prepared By: neameron
 Prepared On: 2026-04-07

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Site Photos of 226 King Street East



Top Image: Southeast (front) façade of 224-226 King Street East.

Bottom Left Image: Southeast (front) façade of 226 King Street East.







View of the carriageway subject to this application.



Existing conditions of carriageway entrance. Concrete landing and wooden steps.





Existing conditions of doors and millwork.





Views of within the carriage arch.

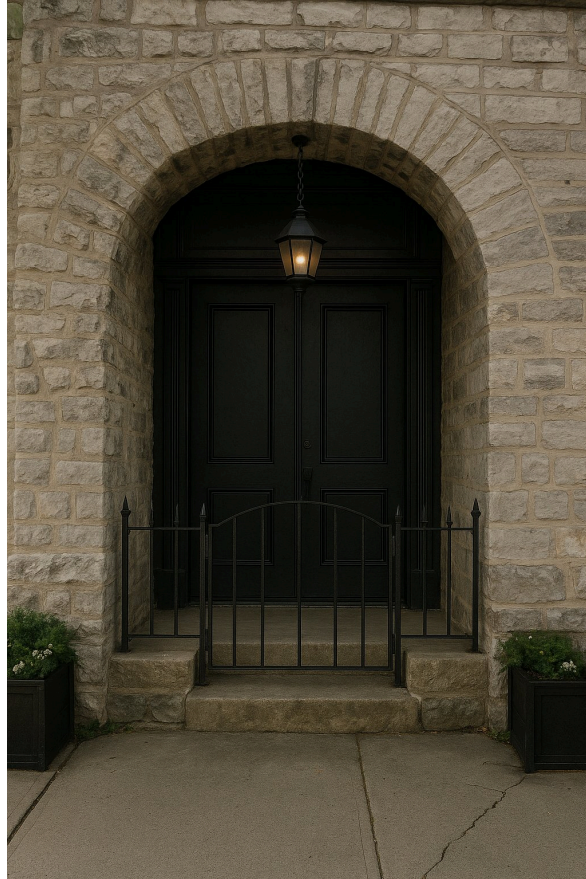


MUCKLESTON
HOUSE

KINGSTON
1843

Concept Plan

Façade Restoration — Former Carriageway Entrance
226 King Street East, Kingston, Ontario
Old Sydenham Heritage Conservation District
March 2026



Rendering: Proposed restoration of the carriageway bay — black-finished doors, wrought-iron gate, limestone steps, and carriage light. Artist's concept; subject to change.

1. Introduction & Heritage Context

This concept plan accompanies a heritage permit application for the restoration and reinterpretation of the former carriageway entrance on the primary façade of Muckleston House, a mid-nineteenth-century limestone semi-detached residence located at 226 King Street East. The property is designated under both Part IV (individual designation) and Part V (as part of the Old Sydenham Heritage Conservation District, established 2015) of the Ontario Heritage Act.

The District’s property inventory describes the building as “one of the few Kingston buildings showing Palladian influence,” noting that “its arches have a grace and rhythm seldom attained with rough ashlar.” The carriageway arches at each end of the façade are identified as defining architectural features. This application concerns the eastern carriageway bay.

The carriageway bay originally functioned as an open carriage passage extending from King Street through to the rear of the property. Around 1900, the passage was infilled to create a secondary entrance and additional interior living space. While this alteration has been functional, it introduced materials and forms that are not consistent with the original architectural composition of the façade.

The proposed work seeks to address material deterioration within the carriageway bay, reinforce the historic logic and hierarchy of the façade, and reinterpret the carriageway opening in a manner that is visually coherent, reversible, and historically sympathetic. No new architectural forms are introduced; the intervention instead recovers and reinforces the existing historic vocabulary of the building.



Full façade of Muckleston House, showing the infilled carriageway bay (right) contrasted with the intact original carriageway on the adjoining property (left).

2. Record of Recent Conservation Work

The present application is part of a phased programme of conservation work on the carriageway bay. The following phases have been completed:

Phase 1 — Masonry Repointing (2024)

In 2024, the limestone masonry of the carriageway bay was repointed using a traditional lime-based mortar (1:1:6 mix of white Portland cement, lime putty, and aggregate, as recommended by the City of Kingston’s Policy on Masonry Restoration in Heritage Buildings), colour-matched and tooled to the existing joints. This work was carried out with the generous support of a City of Kingston Heritage Grant and addressed mortar loss and water infiltration that had accelerated stone deterioration.

Phase 2 — Limestone Steps & Wrought-Iron Railing (2025)

In 2025, the deteriorated wooden stairs at the main entrance were replaced with new limestone steps and a wrought-iron railing, restoring material continuity with the limestone façade and establishing a precedent for the ironwork proposed in this application.



Phase 2 completed: new limestone steps and wrought-iron railing at the main entrance (2025).

Phase 3 — Carriageway Bay Restoration (Proposed)

This application constitutes Phase 3: the restoration and reinterpretation of the carriageway entrance itself. The proposed scope of work is detailed in the sections that follow.

3. Existing Conditions

The former carriageway entrance is presently characterised by a mix of deteriorated and visually inconsistent materials that diminish the architectural clarity of the façade:

Concrete Landing Pad

The existing concrete landing is cracked, visually prominent, and inconsistent with the historic material palette of the building. Concrete is not an original or sympathetic material for a mid-nineteenth-century limestone structure.

Wooden Steps

The painted grey wooden steps are significantly weathered, exhibiting rot and structural fatigue. They are beyond economical repair.

Doors & Millwork

The doors and surrounding wood trim have been repeatedly painted over successive decades, resulting in a loss of crisp detail in moulding profiles, surface cracking and an uneven finish, and diminished architectural legibility.

Overall Composition

In its current state, the carriageway bay reads as a secondary, utilitarian entrance and wasted space rather than as part of a historically significant carriage passage. The deteriorated and inconsistent materials undermine the coherence of the façade and its contribution to the King Street East streetscape.



Carriageway bay — full view showing concrete pad, wooden steps, and infilled doors.



Left: cracked concrete landing pad. Right: deteriorated wooden step treads.



Left: paint cracking and buildup on door panel. Right: non-historic hardware and accumulated paint on door and pilaster.



Left: entablature and bracket cornice within the arch. Right: door surround and steps from the left side.

4. Proposed Work

The proposed intervention is a restorative reinterpretation of the carriageway, guided by the policies and guidelines of the Old Sydenham Heritage Conservation District Plan (2015). The work is consistent with the District Plan’s Guiding Principles (Section 3.1), in particular: Respect for Historic Material (repair and conserve rather than replace); Respect for Original Fabric (repair with like materials); Reversibility (alterations should allow a return to original conditions); and Maintenance (with continuous care, future repair will not be necessary). Each element is described below.

4.1 Limestone Subwall & Steps

- Removal of the existing concrete pad and deteriorated wooden steps.
- Installation of new limestone steps and a low subwall within the carriageway opening, designed to:
 - Match the existing façade limestone in tone, scale, coursing, and surface finish.
 - Reinforce material continuity across the carriageway bay.
 - Provide a durable, historically appropriate entry condition.

4.2 Wrought-Iron Gate & Fence

- Installation of a simple wrought-iron gate and low fence within the carriageway arch opening.
- The gate and fence are intended to:
 - Reference the original carriageway condition, in which a gate would have controlled passage.
 - Re-establish the opening as a passage rather than a competing primary entrance.
 - Remain visually lightweight and subordinate to the stone arch.

The proposed ironwork will complement the wrought-iron railing recently installed at the main entrance (Phase 2, 2025), establishing a consistent material vocabulary across the façade. It is also consistent with the District Plan’s guidelines for private landscaping (Section 7.5), which state that fencing “should be of high quality and constructed in wood (picket), iron (wrought or cast), or stone.” The King Street Corridor heritage attributes (Section 2.3.1) specifically identify “surviving examples of historic landscape features such as stone walls, iron fences, laneways” as character-defining elements. Wrought-iron fences are a characteristic feature of the immediate block along King Street East, including the property directly opposite — the J.S. Cartwright House at 221 King Street East, a designated heritage property protected by an Ontario Heritage Trust conservation easement.



Neighbourhood context: J.S. Cartwright House at 221 King Street East (left) and wrought-iron fencing on the immediate block (right).



Neighbourhood context: wrought-iron railings and decorative ironwork details on the same block.

4.3 Restoration of Wood Doors & Trim

In accordance with the District Plan’s conservation guidelines for decorative trim and details (Section 4.3.3), original elements will be retained and restored rather than replaced:

- Careful removal of accumulated paint layers to recover original moulding profiles.
- Repair and consolidation of original wood elements wherever feasible; replacement to match original species and profiles where necessary.
- Reinstatement of crisp architectural detailing, using original elements as templates for any replacement sections, as recommended by the District Plan.
- Retention of the doors in active use as a secondary entrance, preserving their functional role while restoring their architectural character.

4.4 Recessive Black Finish (Doors & Trim)

Following paint removal and restoration, the doors and trim will be repainted in a deep black, low-sheen finish. This treatment follows a well-established architectural convention of finishing recessed or secondary openings in dark tones to reinforce façade hierarchy:

- The black finish creates the visual impression of depth within the recessed opening, evoking the original through-passage carriageway without physically reconstructing it.
- It reduces the visual prominence of the secondary entrance, ensuring that the distinctive blue front door retains its primacy as the principal entry on the façade.
- It establishes visual continuity with the adjoining semi-detached property, where the original black-painted carriageway gate and passage have remained intact since

construction. Restoring a sympathetic black finish to this bay recovers the symmetry of the full façade as originally composed (see photos).

- It aligns with the long-standing architectural convention of painting recessed or secondary openings in dark tones to reinforce façade hierarchy.

4.5 Door Hardware

- Removal of existing non-historic or inappropriate hardware.
- Replacement with period-appropriate hardware consistent with the building's mid-nineteenth-century character.

4.6 Carriage Light

- Installation of a period-appropriate hanging carriage light within the carriageway arch.
- Mounted reversibly, on the exposed wooden ceiling of the alcove, with no visible wiring.
- The light is intended to animate the entrance after dark, contributing visual life and presence to a space that would otherwise read as inactive from the streetscape.

Before & After — Carriageway Restoration



Main entrance and carriageway: existing conditions (left) compared with proposed restoration (right). The blue front door retains its primacy; the carriageway reads as a passage rather than a competing entrance. Artist's concept; subject to change.



Full façade: existing conditions (left) compared with proposed restoration (right). The white-painted infill gives way to a recessive black finish, recovering the symmetry of the original composition. Artist's concept; subject to change.

5. Materials & Colour Specification

Limestone

- Natural limestone, selected to match the existing façade in colour, texture, and coursing.
- Sourced from a regional quarry producing stone compatible with Kingston's characteristic limestone palette.

Mortar

- Traditional lime-based mortar, as specified in the City of Kingston's Policy on Masonry Restoration in Heritage Buildings (Section 4.2): a 1:1:6 mix of white Portland cement, lime putty, and aggregate, appropriate for Kingston limestone. This mortar is softer and more flexible than modern Portland cement, allowing the masonry to accommodate seasonal movement without cracking the heritage stone.
- Colour-matched and tooled to existing joints, consistent with the approach used in the 2024 repointing (Phase 1).

Wood

- Original wood retained wherever feasible.
- Any replacement material to match original species and moulding profiles.

Paint

- Doors and trim: deep black, low-sheen finish.

Wrought Iron

- Painted wrought iron in black, to match the main-entrance railing (Phase 2) and the neighbouring carriageway gate.
- Simple vertical picket design with minimal ornamentation, subordinate to the stone arch.

Carriage Light

- Black-finished metal fixture in a period-appropriate lantern style.

No artificial stone, modern veneer products, or synthetic cladding will be used in any element of this work.

6. Installation Methods & Conservation Approach

All work will conform to the policies of the Old Sydenham Heritage Conservation District Plan (Part B, Sections 4.3–4.4) and the City of Kingston’s Policy on Masonry Restoration in Heritage Buildings (2013). Specific methods:

- Minimal intervention: only those elements that have failed or are materially incompatible will be replaced (District Plan, Guiding Principle 3: Respect for Historic Material).
- Retention of original materials wherever possible, with repair preferred over replacement (District Plan, Guiding Principle 4: Respect for Original Fabric).
- Traditional lime-based mortar techniques for all new stonework, using a 1:1:6 mix as specified for Kingston limestone (Policy on Masonry Restoration in Heritage Buildings, Section 4.2).
- Careful, non-destructive paint removal (chemical or heat-assisted, not abrasive) to protect the wood substrate and recover original profiles (District Plan, Section 4.3.2: existing masonry shall not be sandblasted; Section 4.3.3: preserve and restore original trim).
- Reversible installation of new elements (gate, fence, carriage light) using mortar-joint fixings with non-corroding stainless steel fasteners, not anchored into stone units (Policy on Masonry Restoration in Heritage Buildings, Section 4.8).
- No structural alterations to the façade opening or the building envelope (District Plan, Guiding Principle 6: Reversibility).

7. Impact on Heritage Character

The proposed work directly advances the District Plan’s goals for Heritage Buildings (Section 2.5.2): to retain and conserve heritage buildings, to foster their continuing use, and to encourage “retention and restoration of original features” and “where feasible, to remove incompatible past alterations.” In accordance with Policy 2.6.2(a), all work will be undertaken in accordance with the policies and guidelines of the District Plan.

The proposed work will have a positive and restorative impact on the heritage character of Muckleston House and its contribution to the Old Sydenham Heritage Conservation District:

- Reintroducing material consistency with the limestone façade, replacing incompatible concrete and deteriorated wood with historically appropriate limestone and iron.
- Re-establishing the visual identity of the historic carriageway, making its original function legible without physically reconstructing the through-passage.
- Removing unsympathetic modern interventions that currently detract from the building’s architectural clarity.
- Restoring the compositional hierarchy of the façade, with the blue front door as the dominant entrance and the carriageway bay as a visually recessed secondary element.
- Recovering the visual symmetry of the full semi-detached façade, complementing the intact original carriageway on the adjoining property.
- Reinforcing the building’s contribution to the historic streetscape, including its relationship to the wrought-iron fences and limestone façades that characterise the immediate block and the neighbouring J.S. Cartwright House (221 King Street East).

Importantly, the proposal does not introduce new architectural forms or conjectural elements. It interprets and reinforces the existing historic logic of the building using materials, techniques, and design vocabulary consistent with its period and context.

DATE Aug 30, 1976

[Signature]

CITY SOLICITOR

Report No. 72
Clause 8

BY-LAW NO. 8497

A BY-LAW TO DESIGNATE CERTAIN PROPERTIES WITHIN THE MUNICIPALITY TO BE OF HISTORIC OR ARCHITECTURAL VALUE OR INTEREST

PASSED: July 28th, 1975.

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

AND WHEREAS notice of intention to designate certain properties within the municipality was served on the owners of the property and The Ontario Heritage Foundation on June 2nd, 1975, and was published in the Whig-Standard on June 2nd, 9th and 16th, 1975;

AND WHEREAS no objections were received against the designation of the said certain properties as a result of the aforementioned notices;

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

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

(1) CITY HALL - 216 Ontario Street

Built: 1842-44, rear wing rebuilt 1865-66, dome rebuilt 1909

Architects: 1841-43 George Browne
1844, 1866 William Coverdale
1909 Joseph Power

Description: All and singular that certain parcel or tract of land and premises situate, lying and being in the City of Kingston and County of Frontenac, and being more particularly described as Part Market Reserve, Original Survey, M1802 Patent.

Owner: The Corporation of the City of Kingston

Reason for Designation: This building is one of the finest nineteenth century municipal buildings in Ontario and is one of the great classic buildings of Canada. It was designated as being of national significance by the Historic Sites and Monuments Board of Canada in 1961.

(2) ST. GEORGE'S CATHEDRAL BLOCK

St. George's Cathedral, St. George's Church, City Hall, House, Caretaker's Cottage, Old Post Office, Customs House.

Reason for Designation: The differing limestone buildings render this block unique in the City of Kingston. The relationship of the building masses to each other and to the streets, provide an interesting progression of scale from the smallest residential building to St. George's Cathedral.

- 14 -

(33) 220-222 KING STREET EAST

Built: 1868

Description: All and singular that certain parcel or tract of land and premises situate, lying and being in the City of Kingston and County of Frontenac, and being more particularly described as Part of Lot 126, Original Survey, as described in Instrument #155419.

Owner: Margaret Phipps-Walker

Reason for Designation: The property on which this building stands was bought by J. Neill, a grocer, in 1866. This double brick house is a good example of a design popular in the nineteenth century when those who could not afford large houses built these comfortable two-family units, and rented one unit.

(34) 224-226 KING STREET EAST

(a) 224 King Street East

Built: 1843

Description: All and singular that certain parcel or tract of land and premises situate, lying and being in the City of Kingston and County of Frontenac, and being more particularly described as Part of Lots 126 and 135, Original Survey, as described in Instrument #59853.

Owner: Mrs. Eleanor G. Browne

(b) 226 King Street East

Built: 1843

Description: All and singular that certain parcel or tract of land and premises situate, lying and being in the City of Kingston and County of Frontenac, and being more particularly described as Part of Lots 126 and 135, Original Survey, as described in Instrument #99997.

Owner: Toivo Vaino and Elna Vaino

Reason for Designation: J. Watkins and S. Muckleston, merchants, were the original owners of this unusual stone terrace. This double house, on a substantial scale, is very handsome, its arches have a grace and rhythm seldom attained with rough ashlar.

(35) 232 KING STREET EAST

Built: c.1812

Description: All and singular that certain parcel or tract of land and premises situate, lying and being in the City of Kingston and County of Frontenac, and being more particularly described as Part of Lots 125 and 136, Original Survey, as described in Instrument #81127.

Owner: Toivo Vaino and Elna Vaino

Reason for Designation: This simple stucco covered building is said to have been erected about 1812. Built by the Stuart family as a rental property, it remained in their possession until 1850.

APPROVED AS TO FORM

DATE Aug 16/76

[Signature]
CITY SOLICITOR

Report No. 84
Clause 1

BY-LAW NO. 8892

A BY-LAW TO AMEND BY-LAW NO. 8497, "A BY-LAW TO DESIGNATE CERTAIN PROPERTIES WITHIN THE MUNICIPALITY TO BE OF HISTORIC OR ARCHITECTURAL VALUE OR INTEREST" (EXPAND REASONS FOR DESIGNATION)

PASSED: August 16th, 1976.

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

1. By-Law No. 8497, "A By-Law to Designate Certain Properties Within the Municipality to be of Historic or Architectural Value or Interest", is hereby amended by expanding the reasons for designation as set forth on the attached Schedule "A".

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

GIVEN THREE READINGS AND FINALLY PASSED the 16th day of August, 1976.

[Signature]
CLERK-COMPTROLLER

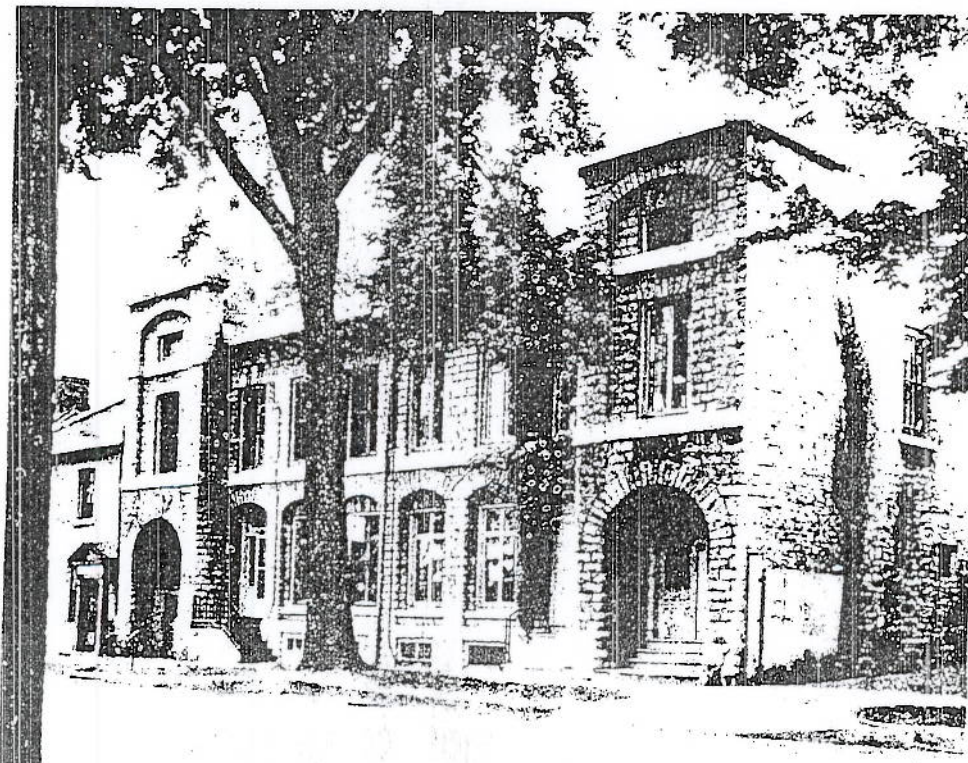
[Signature]
MAYOR

REASONS FOR DESIGNATION (cont'd)

(33) 220-222 KING STREET EAST (cont'd)

limestone at the rear is marked by stone quoins. The rear placement of doors and windows is identical to the front.

(34) 224-226 KING STREET EAST



Significance: This handsome double, two-storey stone dwelling with arched carriage-way at each end was built in anticipation of Kingston remaining the Capital of Canada. John Watkins and Samuel Muckleston, merchants, were the owners of this most important building in the streetscape, one of the few Kingston buildings showing Palladian influence. Its arches have a grace and rhythm seldom attained with rough ashlar. Although the doorways have been replaced, almost all the original windows have been retained. Their design helps to counteract a certain heaviness in the design of the building.

This double residence of substantial scale is symmetrical throughout except for recent minor alterations. Its central two-storey portion of six bays houses the main entrances while the projecting pavilions are two and one-half storeys high and contain carriage-ways. The high basement level of the central section has four rectangular windows with voussoirs while the bays abutting the pavilions contain the stairways leading up to the main entrances on the first floor. In the main

REASONS FOR DESIGNATION (cont'd)

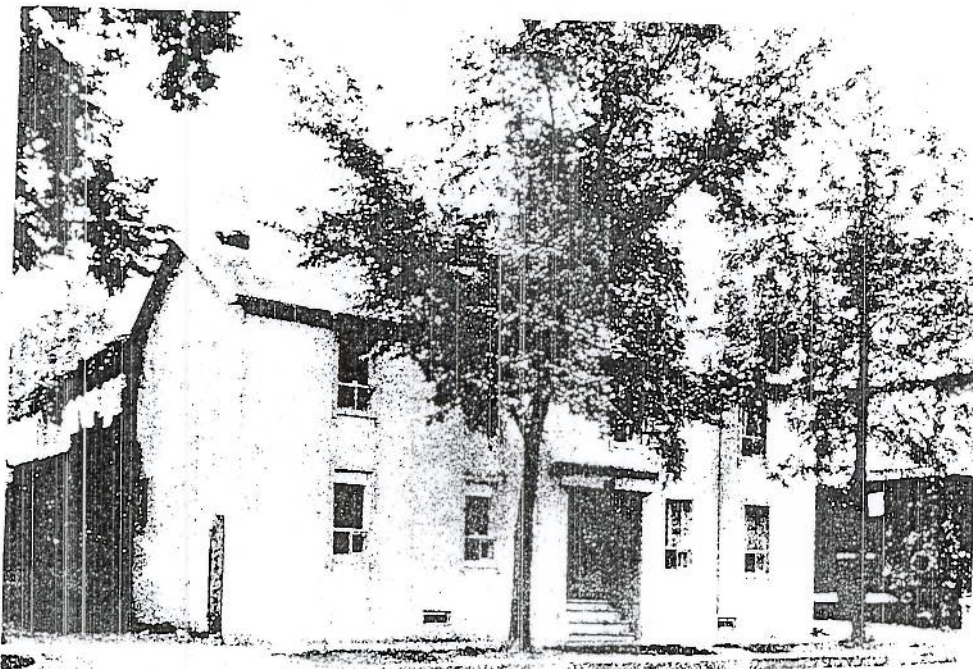
(34) 224-226 KING STREET EAST (cont'd)

floor all openings are recessed in a series of interlocking segmental arches while the carriage-ways have semicircular arches.

The double casement windows of the first floor have transoms and off-centre glazing bars. A smooth ashlar string course serves as the sill for the second storey double casements in both the central and end sections of the building. From this string course in the end pavilions a central recessed area creates projecting corners which extend through the upper string course to meet in segmental arches. The pavilions are topped by smooth ashlar blocks to form plain parapets. The upper string course serves as sills for the small rectangular windows in the third storey of the end pavilions and forms a frieze for the central section. The eaves are supported by brackets and the gabled roof is divided by a stone fire wall.

The King Street facade is of regularly coursed rough ashlar while the ends and the rear are in rubble limestone. One side of the rear has been stuccoed. Both ends are without openings but the rear, which faces onto a large garden, has fenestration almost identical to the front.

(35) 232 KING STREET EAST



**224-226-228 KING
STREET EAST****Built: 1843****Rating: S (Part IV)**

“This handsome double, two-storey stone dwelling with arched carriage-way at each end was built in anticipation of Kingston remaining the Capital of Canada. John Watkins and Samuel Muckleston, merchants, were the owners of this most important building in the streetscape, one of the few Kingston buildings showing Palladian influence. Its arches have a grace and rhythm seldom attained with rough ashlar. Although the doorways have been replaced, almost all the original windows have been retained. Their design helps to counteract a certain heaviness in the design of the building.

“This double residence of substantial scale is symmetrical throughout except for recent minor alterations. Its central two-storey portion of six bays houses the main entrances while the projecting pavilions are two and one-half storeys high and contain carriage-ways. The high basement level of the central section has four rectangular windows with voussoirs while the bays abutting the pavilions contain the stairways leading up to the main entrances on the first floor. In the main floor all openings are recessed in a series of interlocking segmental arches while the carriageways have semicircular arches.

“The double casement windows of the first floor have transoms and off-centre glazing bars. A smooth ashlar string course serves as the sill for the second storey double casements in both the central and end sections of the building. From this string course in the end pavilions a central recessed area creates projecting corners which extend through the upper string course to meet in segmental arches. The pavilions are topped by smooth ashlar blocks to form plain parapets. The upper string course serves as sills for the small rectangular windows in the third storey of the end pavilions and forms a frieze for the central section. The eaves are supported by brackets and the gabled roof is divided by a stone fire wall.

Kingston Heritage Properties Committee

Summary of Input from Technical Review Process

P18-026-2026

Committee Member	Comments Enclosed	No Comments Provided	No Response Received
Councillor Glenn			X
Councillor Oosterhof			X
Jennifer Demitor			X
Gunnar Heissler			X
Alexander Legnini			X
Bob Mayo		X	
Peter Gower	X		
Ann Stevens	X		
Don Taylor	X		



where history and innovation thrive

Website: www.cityofkingston.ca

TTY: Dial 613-546-4889

Date:	April 09, 2026
Form:	Heritage Properties Committee Reviewer Form
Reviewer Name:	Ann Stevens
Application Type:	Heritage Permit
File Number:	P18-026-2026
Property Address:	226 KING ST E

Description of Proposal:

The subject property is located on the northwest side of King Street East and contains the eastern half of a semi-detached stone dwelling. The property is designated under both Parts IV and V of the Ontario Heritage Act and located in the Old Sydenham HCD. The applicant is seeking heritage approval to conduct a restorative reinterpretation of the carriageway entrance.

The scope of work includes removing the existing concrete pad and deteriorated wooden steps within the carriageway opening, installing new limestone steps and a low subwall, and installing a wrought iron fence and gate within the carriageway arch opening. The wood doors and trim in the carriage way will be retained, restored, repairing wood elements where feasible and replacing any elements on a like-for-like basis. The restored wood doors and trim will be painted black to create a visual impression of depth within the recessed opening to create the appearance of a through-passage carriageway.

A detailed description of the proposed work, along with supporting photographs and design renderings, has been uploaded to DASH as part of this application.

Comments for Consideration on the Application:

This proposal is extremely well-written and clearly explained. I applaud the owners for taking this on, it will be a welcome asset to the house, but also to the streetscape. It is exciting to see this building be returned to a more original public facade.

Recommended Conditions for the Application:

None.



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Website: www.cityofkingston.ca

TTY: Dial 613-546-4889

Date:	April 09, 2026
Form:	Heritage Properties Committee Reviewer Form
Reviewer Name:	Don Taylor
Application Type:	Heritage Permit
File Number:	P18-026-2026
Property Address:	226 KING ST E

Description of Proposal:

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A detailed description of the proposed work, along with supporting photographs and design renderings, has been uploaded to DASH as part of this application.

Comments for Consideration on the Application:

This is an excellent project to modify later alterations in order to re-create the appearance of the original façade. No concerns.

Recommended Conditions for the Application:

None.



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Website: www.cityofkingston.ca

TTY: Dial 613-546-4889

Date:	April 15, 2026
Form:	Heritage Properties Committee Reviewer Form
Reviewer Name:	Peter Gower
Application Type:	Heritage Permit
File Number:	P18-026-2026
Property Address:	226 KING ST E

Description of Proposal:

The subject property is located on the northwest side of King Street East and contains the eastern half of a semi-detached stone dwelling. The property is designated under both Parts IV and V of the Ontario Heritage Act and located in the Old Sydenham HCD. The applicant is seeking heritage approval to conduct a restorative reinterpretation of the carriageway entrance.

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A detailed description of the proposed work, along with supporting photographs and design renderings, has been uploaded to DASH as part of this application.

Comments for Consideration on the Application:

The applicant should be congratulated on the work proposed in this application, which will most certainly improve the look of the frontage, and ensure a longer lifetime for the building.

I have no concerns.

Recommended Conditions for the Application:

None.

Summary of Final Comments at the May 20, 2026, Heritage Properties Committee Meeting

Mr. Taylor commended the applicants for the detailed concept plan and the amount of thought done on the design. He suggested that the applicants work with their stonemason to find recycled stone which would match the exterior stonework better than fresh quarried stone. He added that extending the iron railings to the sidewalk would be desirable but only if possible.

Mr. Gower further commended the applicants for their work on the project and stated that the redeveloped carriageway would improve the exterior of the building.