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**Item No. 9.1.2**  
**Heritage Advisory Committee**  
**October 8, 2024**

**TO:** Chair and Members of the Heritage Advisory Committee

**SUBMITTED BY:** Brad Anguish, Acting Chief Administrative Officer

**DATE:** September 19, 2024

**SUBJECT:** **HRTG-2023-01467: Substantial Alteration to the municipally registered heritage property at 1262 Bedford Highway, Bedford**

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**ORIGIN**

An application by Fathom, on behalf of the property owner, to substantially alter the municipally registered heritage property located at 1262 Bedford Highway, Bedford (PID 00435008; hereby the 'subject property').

**EXECUTIVE SUMMARY**

- The subject property at 1262 Bedford Highway, Bedford was registered as a municipal heritage property in 2021 and contains a circa 1855-58 Classical Vernacular style residence known as 'Honeycote'.
- Fathom, on behalf of the property owner, is proposing to relocate and rehabilitate Honeycote on the property for residential purposes and construct a 46.4m (152 ft) high residential building to the rear of the subject property. The two structures will be attached by a one-storey glass breezeway.
- Proposed substantial alterations of Honeycote include relocation of the house on the property with new foundation faced in local stone; demolition of a circa 1918 rear addition; and construction of a 46.4m (152 ft) high residential development to the rear.
- Staff believe that the proposed alterations to the registered heritage property at 1262 Bedford Highway are acceptable and ensure an active use for Honeycote. The character-defining elements of Honeycote will be retained and rehabilitated, and later modifications which are not considered to be character-defining will be removed.

## **RECOMMENDATION**

It is recommended that the Heritage Advisory Committee recommend that Regional Council approve the proposed substantial alteration to 1262 Bedford Highway, Bedford, which includes the rehabilitation and conservation of the circa 1855-58 Classical Vernacular style residence known as 'Honeycote'.

## **BACKGROUND**

The subject property at 1262 Bedford Highway (the 'subject property'), was added to the *Registry of Heritage Property for the Halifax Regional Municipality* in 2021. The registration recognized the heritage value of the a circa 1855-58 Classical Vernacular style residence known as 'Honeycote'.

Fathom, on behalf of the property owner, has applied to enter into a development agreement (HRM PLANAPP-2023-00942) for the subject property. The applicant proposes to relocate the registered heritage building at 1262 Bedford Highway within its current property and rehabilitate the building and construct a 46.4m (152 ft) high residential building (Attachment A). The alterations necessary to relocate and rehabilitate Honeycote and construct a 46.4m (152 ft) high semi-detached building are substantial and will require substantial alteration approval under the *Heritage Property Act*.

### **Existing Site Context**

The subject property is located on the south corner of the block bound by Rutledge Street to the northeast, Bedford Highway to the southeast, Meadowbrook Drive to the southwest and Pleasant Street to the northwest. The subject property is 1,147.35 s/m (12,350 s/f) with approximately 23.1m of frontage along Bedford Highway and 38.7m of frontage on Rutledge Street. The primary heritage resource on the site is the Classical Vernacular style building constructed circa 1855-58, known as 'Honeycote'. The surrounding neighbourhood comprises of residential, commercial and mixed-use buildings of various heights and ages.

### **HRM PLANAPP-2023-00991**

The applicant has applied to obtain a development agreement to redevelop the lands outlined on Map 1. The proposed development (see Attachments A through F) includes the following:

- Relocation and rehabilitation of the circa 1855-58 registered heritage building known as 'Honeycote' for residential use; and,
- Construction of a 46.4m (152 ft) high residential building to the rear of the subject property, containing approximately 27 residential units.

PLANAPP-2023-00991 will return to the Heritage Advisory Committee ('HAC') later for recommendation before North West Community Council considers the development agreement application.

### **Requested Substantial Alterations**

The applicant is proposing to make alterations to 1262 Bedford Highway to rehabilitate the structure for residential use and develop a residential 46.4m (152ft) building to the rear. The rehabilitation portion of the substantial alteration includes the replacement and repair as needed of existing wood windows with wood windows with true divided lights; and replacement of the front staircase with wood in keeping with the original design. The existing wood siding will be retained and replaced in-kind if needed.

An overview of the substantial alterations is contained in Attachment B, while a summary is provided below:

- Relocation of Honeycote and construction of a new foundation faced with local real stone;
- Demolition of a circa 1918 rear addition;
- Construction of a 46.4m (152 ft) high residential development to the rear.

The applicant's conservation work will be guided by the *Standards and Guidelines for Historic Places in Canada* ('Standards and Guidelines'), and historical photographs. Provisions in the heritage development

agreement will provide further detail on the type of maintenance work that should take place over time to maximise the long-term protection of the subject property's character-defining elements.

### **Substantial Alteration Legislation**

In accordance with Section 17 of the *Heritage Property Act* (HPA), a substantial alteration to a municipal heritage property requires Regional Council approval. The HPA defines a substantial alteration as “*any action that affects or alters the character-defining elements of a property*”. The character-defining elements of a property are defined as “*the materials, forms, location, spatial configurations, uses and cultural associations or meanings that contribute to heritage value and that must be sustained in order to preserve heritage value.*”

Heritage value is defined as “*the aesthetic, historic, scientific, cultural, social or spiritual importance or significance for past, present or future generations and embodied in character-defining materials, forms, locations, spatial configurations, uses and cultural associations or meanings.*” Therefore, a determination on the appropriateness of a substantial alteration lies in its effect on the subject property's unique heritage value and character defining elements.

### **Heritage Value & Character-Defining Elements**

To determine the appropriateness of a substantial alteration, a full understanding of the building's heritage value and character defining elements is required. As a point of reference, staff have prepared a heritage building summary which outlines the heritage value and character defining elements of 1262 Bedford Highway (Attachment C). This summary was created using the historic information contained in HRM's heritage property files and the applicant's heritage impact statement (Attachment B).

The *Standards and Guidelines* are used to perform an analysis of the appropriateness of a substantial alteration's impact on a property's heritage value and character defining elements. The Standards and Guidelines help to ensure that careful consideration is given to how the proposed alteration may affect the heritage values and character defining elements of the building. The applicant has provided an evaluation of the proposal against the Standards and Guidelines, as well as heritage staff (Attachments B and E).

### **Regulatory Context and Approval Process**

In addition to the substantial alteration, the applicant is also pursuing a development agreement, in accordance with Policy CH-7A of the Regional Plan. The applicant's development agreement application requires a public information meeting (held April 25, 2024) and approval from North West Community Council. If Community Council approves the development agreement application, the proposed development must meet the development agreement's conditions to receive a development permit.

If Regional Council refuses the requested substantial alteration to the heritage property, the owners may choose to apply to alter the heritage property three years from the date of the application, but not more than four years after the date of the application, in accordance with Section 18 of the *Heritage Property Act*. Should the substantial alteration plans be revised, a new substantial alteration application will be required, which will start a new three-year waiting period.

### **Non-Substantial Alterations**

The applicant will undertake several non-substantial alterations that are subject to staff approval during the permitting process and are not subject to consideration by HAC or Regional Council. The proposed non-substantial amendments are summarized below:

- Rehabilitation of the existing masonry chimneys;
- Replacement in-kind of existing windows with six-over-six wood windows;
- Replacement in-kind of existing wood shingle siding with wood shingle siding; and,
- Removal of the skylight on the southeast elevation.

In keeping with the Standards and Guidelines, the applicant intends to repair existing elements where possible and replace in-kind, if necessary. This work is routine maintenance and necessary to stabilize and

prepare the structure for a new active residential use. As such, staff suggest that the proposed non-substantial alterations are acceptable.

## **DISCUSSION**

The overarching term for protecting historic places in Canada is conservation, which is described by the *Standards and Guidelines for the Conservation of Historic Places in Canada* as “all actions or processes aimed at safeguarding the character-defining elements of an historic place to retain its heritage value and extend its physical life”. Conservation may specifically involve preservation, rehabilitation, restoration, or a combination of these actions. Applying the Standards and Guidelines to the development proposal requires an understanding of the approach to the project, and the character defining elements and heritage values for the subject property.

Rehabilitation involves the sensitive adaptation of an historic place providing a continuing or compatible contemporary use, while protecting heritage value. Rehabilitation can include the replacement of elements or components of the building with an accurate replica or a new design compatible with the style, era and character of the historic place. Rehabilitation projects can revitalize historical relationships and settings. Rehabilitation projects are evaluated using general Standards 1 through 9, and three additional Standards 10 through 12 which relate specifically to rehabilitation.

Restoration involves accurately revealing, recovering, or representing the state of an historic place or individual component as it appeared at a select period in its history, while protecting its heritage value. Restoration may include removing features which are not character-defining from other periods in its history and recreating missing features from the restoration period. Restoration must be based on clear evidence and detailed knowledge of the earlier forms and materials being recovered. In addition to the nine general Standards, two additional Standards (13 and 14) relate to restoration.

In this case, the proposed conservation uses mostly a rehabilitation approach. The applicant has completed an evaluation of the proposal using the *Standards and Guidelines*, which is summarized in Attachment B. Staff have also completed an evaluation which is summarized in Attachment E.

### **Substantial Alterations**

The proposed substantial alterations are necessary to complete rehabilitation efforts and permit the construction of a 46.4m (152 ft) residential development on the subject property (as per PLANAPP-2023-00942).

### **Honeycote**

The subject property's heritage value is intrinsically linked to Honeycote. The one-and-a-half storey, Classical Revival residence was constructed in 1855-58. The house has a good level of integrity with modest changes since its construction, including a circa 1918 addition to the rear and replacement of the windows and some doors.

Staff advise that the proposed removal of the rear addition is acceptable, under Standards 2 and 3, which seek to conserve changes that have become character-defining elements and adopting a minimal intervention approach, respectively. The addition is not an original feature and is not considered a character-defining element. All character-defining elements of Honeycote, such as the wood shingle cladding, brick chimneys, gable roof with classical return eaves, double hung six-over-six windows, two hipped dormers and enclosed porch with original side doors and wood pilasters will be rehabilitated and preserved (Attachment D).

The relocation will ensure that the heritage building continues to be prominent within the Bedford Highway streetscape. The new foundation will be faced with local stone to reflect the original rubblestone foundation, which is currently parged with concrete. The stone pillars and stone wall on the subject property, while not character-defining elements, will be retained (Attachment F). The white picket fence will also be reinstated



along the Bedford Highway entrance. Mature trees within the public right-of-way will require tree protection fencing during construction. For any trees that are damaged or cannot be retained, a compensation plan will be required as part of the development agreement process.

The applicant wishes to construct a new 46.4m (152 ft) high residential building to the rear of Honeycote. There will be minimal impacts to the registered heritage property in terms of its physical connection and setbacks, as the new building will be connected through a one-storey glass breezeway. This intervention could be removed in the future if needed without adversely impacting the heritage building, in accordance with Standard 12. The materials and massing have been designed to be compatible with and distinguishable to the historic structure, in accordance with Standard 11. The podium of the new construction adjacent to the breezeway will align with the cornice of the heritage building, providing a transition between the heritage building and the new construction. Non-combustible shingle siding has been implemented on the podium to reference the wood shingles on the heritage building. The upper floors will be clad in modern materials to distinguish the new construction from the heritage building. The windows of the new construction, on both the podium and upper storeys, will be six-over-six aluminium windows to complement the heritage building.

### **Conclusion**

The proposed alterations to the registered heritage property at 1262 Bedford Highway are acceptable. The character-defining elements of Honeycote will be retained and rehabilitated, and if replacement is necessary, it will be in-kind. The new construction has been designed to ensure minimal impacts to the registered heritage property through its physical connection and could be removed in the future without adverse impacts to the heritage building. The design, form and materiality of the new building complements the existing heritage building while accommodating 27 additional residential units on the subject property.

### **FINANCIAL IMPLICATIONS**

The HRM costs associated with processing HRTG-2024-01426 can be accommodated within the approved 2024/25 operating budget for Cost Centre C340 – Culture, Heritage and Planning Information Services. HRM is not responsible for construction and renovation costs.

### **RISK CONSIDERATION**

No risk considerations were identified.

### **COMMUNITY ENGAGEMENT**

The community engagement process for a heritage registration is consistent with the intent of the HRM Community Engagement Strategy. The level of community engagement was information sharing achieved through public access to the required Heritage Advisory Committee meeting.

### **ENVIRONMENTAL IMPLICATIONS**

No environmental implications were identified.

## **ALTERNATIVES**

1. The Heritage Advisory Committee may recommend that Council approve the proposed substantial alteration with conditions and in so doing should provide reasons for the conditions based on applicable conservation standards.
2. The Heritage Advisory Committee may recommend that Regional Council refuse the proposed substantial alteration to 1262 Bedford Highway, Bedford. The Heritage Property Act does not include appeal provisions for decisions of Council regarding substantial alterations, however, if the substantial alteration application is refused, section 18(3) of the *Heritage Property Act* provides that the owners would be permitted to proceed with their proposal three years from the date of the application. This is not recommended as staff advise that the proposed substantial alteration be approved for reasons outlined in this report.

## **LEGISLATIVE AUTHORITY**

*Heritage Property Act*, R.S.N.S. 1989, c. 199

- 17 (1) Municipal heritage property shall not be substantially altered in exterior or public-building interior appearance or demolished without the approval of the municipality.
- (2) An application for permission to substantially alter the exterior or public-building interior appearance of or demolish municipal heritage property shall be made in writing to the municipality.
- (3) Upon receipt of the application, the municipality shall refer the application to the heritage advisory committee for its recommendation.
- (4) Within thirty days after the application is referred by the municipality, the heritage advisory committee shall submit a written report and recommendation to the municipality respecting the municipal heritage property.
- (5) The municipality may grant the application either with or without conditions or may refuse it.
- (6) The municipality shall advise the applicant of its determination.

By-law H-200, the *Heritage Property By-Law*

4. The Committee shall, within the time limits prescribed by Council or the Act, advise the Region respecting:
  - (c) applications to substantially alter the external appearance of or demolish a municipal heritage property.
12. Applications for alteration of a registered heritage property shall be evaluated in accordance with the Standards for the Conservation of Historic Places in Canada, 2nd Edition as set forth in Schedule 'B-1'. The Guidelines for the Conservation of Historic Places in Canada, 2nd Edition shall be used to interpret and apply the Standards.

**ATTACHMENTS**

Map 1                Location Map

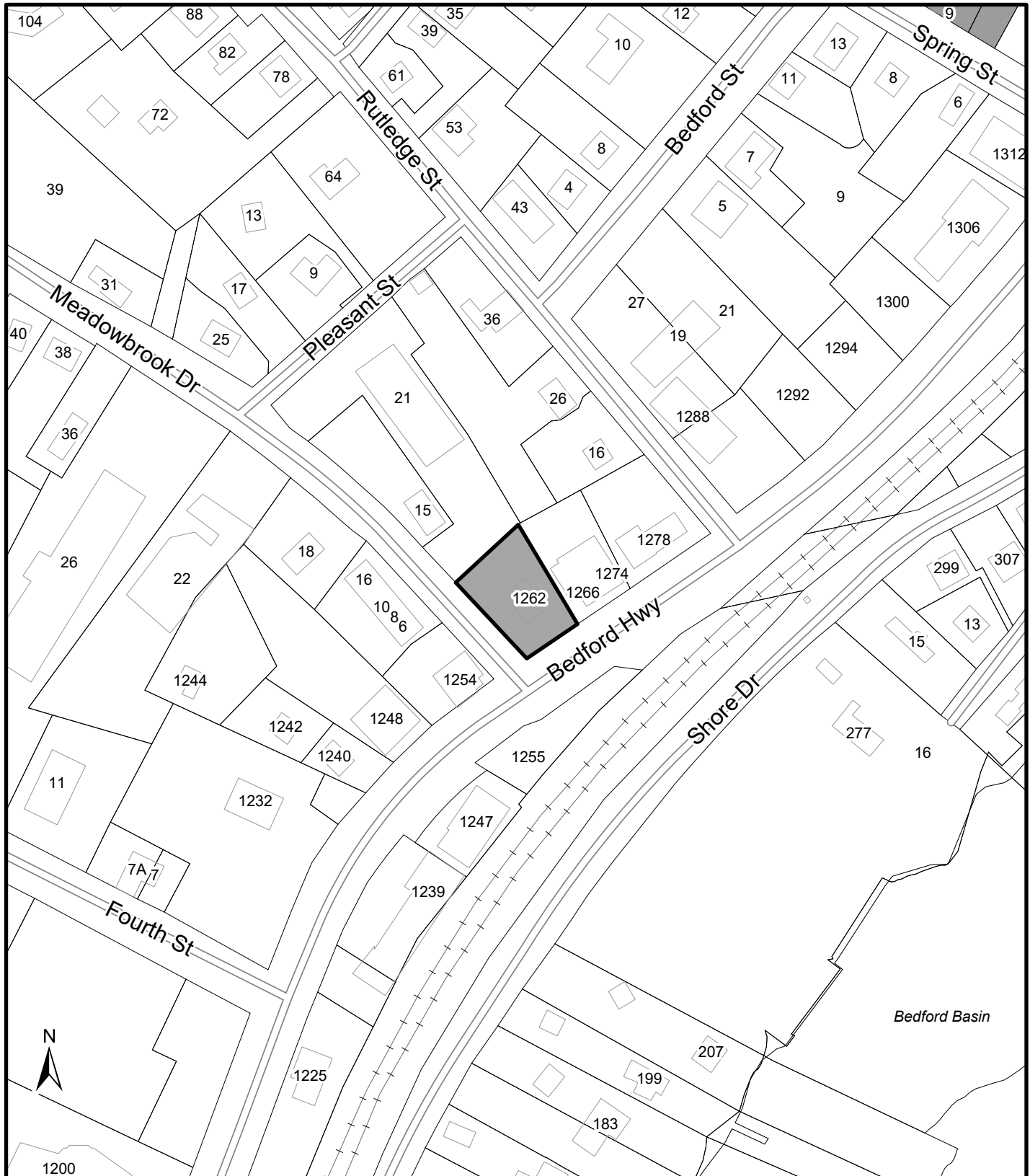
Attachment A    Design Rationale  
Attachment B    Heritage Impact Statement  
Attachment C    Heritage Building Summary  
Attachment D    Site Plan, Elevations and Renderings  
Attachment E    Staff Review of Standards and Guidelines  
Attachment F    Preliminary Landscape Plan

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A copy of this report can be obtained online at [halifax.ca](https://www.halifax.ca) or by contacting the Office of the Municipal Clerk at 902.490.4210.

Report Prepared by:        Elizabeth Cushing, Planner II, Heritage, 902.478.2586

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## Map 1 - Location Map

1262 Bedford Highway,  
Bedford

- Registered Heritage Property
- Subject Property



HRM does not guarantee the accuracy of any representation on this plan.



**PAUL SKERRY ARCHITECTS LIMITED**

5514 LIVINGSTONE PLACE HALIFAX N.S. B3K 2B9

October 6, 2023

Halifax Land Development & Subdivision

**Re: Case 1262 Bedford Hwy - Rationale for substantially altering heritage property**

To whom it may concern,

The proposed alterations seek to give new life to the Honeycote heritage property by blending the historic building into a higher density development. The financial realities of today make the Honeycote difficult to maintain on its own. Our design goal is to preserve our cultural heritage while also recognizing the need for increased density. Our proposal aims to balance these interests and ensure the property remains a vital and sustainable part of the community.

The proposed alterations have been planned to respect the historical significance of the property. We feel the 1920's addition is less important, and presents greater architectural challenges to accomplish the increased density goal. Key historical elements of the original house, such as the two single-stack brick chimneys and the classical returns at the eaves, will be carefully preserved. To improve the visibility and hierarchy of the Honeycote house, we plan to relocate the building closer to the Bedford highway. This strategy also allows an increase in separating the house with a high density addition. These changes not only ensure the property remains economically viable but also promotes sustainability by repurposing an existing structure rather than constructing a brand new one and losing a significant historical emblem of the local community.

As a design team we believe that the proposed building addition to the Honeycote property is in the best interest of preserving our cultural heritage while also ensuring the property's continued relevance and sustainability for future generations.

Regards,

Greg Johnston

Architect, NSAA



PAUL SKERRY ARCHITECTS LTD.

5514 LIVINGSTONE PLACE, HALIFAX, B3K 2B9

June 9, 2023

## **Design Rationale for a Multi-Residential Addition to Historic Property - 1262 Bedford Highway**

### **Background of 1262 Bedford Highway**

The house at 1262 Bedford Highway has a long and illustrious list of owners. Originally built between 1855 and 1858 by Judah Borden, the 1.5 Storey wooden frame structure had once belonged to some of Halifax and Bedford's most well-known families. The property, previously owned by the Mitchell Family, was sold to Borden in 1855. Borden is believed to have built the house, often referred to as Honeycote, sometime before he sold it to local merchant and politician, Benjamin Wier. Wier, a controversial figure for his position and actions during the American Civil War and scandals during his time in Nova Scotia's legislature, owned the property with Samuel Harvie until 1866. Weir sold the lot to Thomas Connolly, a well-respected religious figure who would later be named the Arch Bishop of Halifax. Connolly owned the property until 1870. Honeycote's next well known inhabitants were the DeWolf family, who bought the house in 1921. Harry G. DeWolf (Sr.) was a local shipping agent and sailing enthusiast. Harry (Sr.) deeded the house to his son, Harry G. DeWolf (Jr.) who was a decorated naval officer during World War II and later Vice Admiral of the Royal Canadian Navy. Today DeWolf park in Bedford is named in his honor. The DeWolf family owned the house until 1980.

Today the house remains mostly as it was originally designed. It remains 1.5 Storeys with a steep gable roof on the front and a shallow, salt-box styled roof to the rear. Two Scottish dormers are aligned symmetrically with the front windows. The house is a simple example of vernacular architecture of its era. Its rectangular shape and dual side wall hearths were common in its day. A skylight has been added to the front gable roof, yet it keeps the overall symmetry of the house, positioned central over the front entry. A rear addition was added to the house sometime before 1926. The rear addition seems to have added out of spatial necessity as there is no architectural significance or correlation to the existing building, apart from the same paint colour.

### **Design Intention**

Our design intentions with 1262 Bedford Highway are to reposition but preserve the existing structure. We see the historic significance surrounding Honeycote and believe it is best to frame and highlight the structure while allowing the site to grow in density to suit the city's modern housing needs. We propose moving the existing house closer to the front street, Bedford Highway and centralizing it. In doing so we will bring more attention to the house and its architectural significance from the front street. We propose removing the un-characteristic 1920's rear addition and constructing a new addition that contrasts the existing building with modern materials. The new addition will serve as the main entrance to both the existing structure and the proposed seven storey structure designed behind Honeycote. The proposed new rear addition will provide separation between the two residential structures aiding the visual separation. We then propose to construct a seven storey multi-residential building which will pay homage to Honeycote through

selective and detailed material design. Using opaque materials and windows to symmetrically align the front face of Honeycote, we aim to further frame the historic house. This decision is aided by using transparent materials as voids (Figure 1). We attempt to achieve the same aligned symmetry and tribute on the side elevation along Meadowbrook Drive (Figure 2).

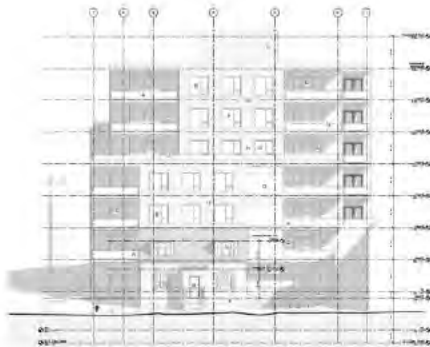


Figure 1 – Bedford Highway Elevation

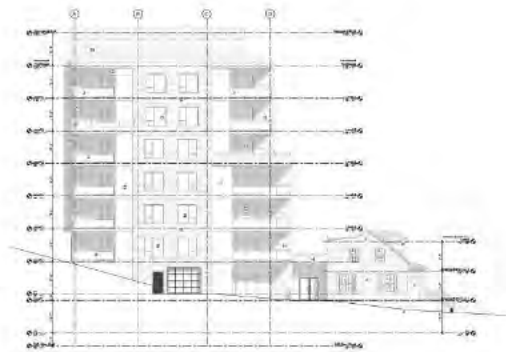


Figure 2 – Meadowbrook Dr. Elevation

We have designed the second building to step back after the fourth floor to further reduce the mass on the site and ensure Honeycote is not crowded. The second building depicts a modern design which is reflected in its floor plans. Efficient circulation nodes through both the corridors and the connection to Honeycote break the barriers of old and new while inside the structure. The spacious units in the new building, averaged at 1,038 sqft for the first four floor and 842 sqft for the top three floors, allow a variety of rental options in a historically single family residential neighbourhood. The new structure is designed with the most efficient building materials and techniques of our time and will appeal to people who have lived in the neighbourhood for most of their lives as well as new residents moving into the community, contributing to a revitalization of the community.

It is our intention to not take away from 1262 Bedford Highway, but to improve it with both a renewed appreciation for the history of Honeycote as well as a revitalized density on a site capable of such. We believe this design will both attract the new while showing appreciation for the old.

Regards

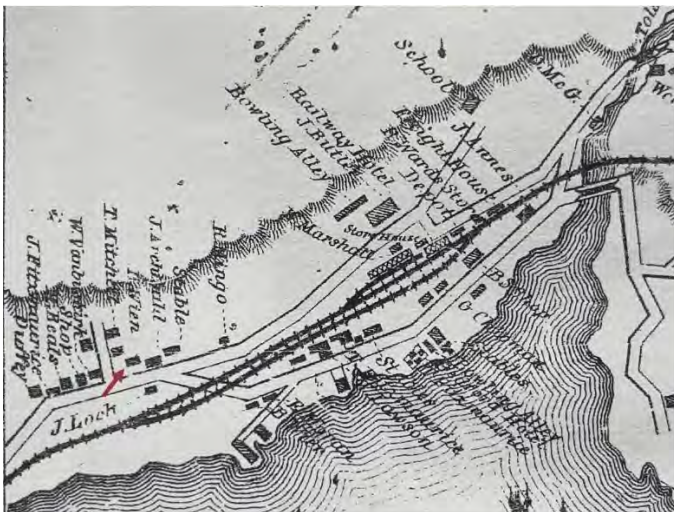


Paul F. Skerry  
Architect, NSAA



## Introduction

## Age



The property of 1262 Bedford Highway can be dated back to apart of the Mitchell family's 600-acre farmland, owned by Joseph J. Mitchell. In 1855 a portion of the large parcel was sold to Judah Borden. Research suggests that upon purchase the smaller lot was vacant. When the property was sold to Benjamin Wier and Samuel Harvie in 1858 record of a dwelling house was present on the lot. The house that exists today was hence built between 1855 and 1858. The nearly 170 year old home experienced a rear addition sometime before 1926.





Figure 2 – A 1926 Fire Insurance Map of Bedford showing the dwelling and its rear addition, with the property being identified by an arrow (Underwriters Survey Bureau Limited, 1926)

### **Historical or Architectural Importance**

1262 Bedford Highway was notably owned by the Mitchell family, one of the largest land owners in Bedford at the time. The family slowly subdivided their land into what is now seen as modern day Bedford. The property was purchased by Judah Borden from the Mitchell family in 1855. Judah Borden is believed to have built the house during his short ownership of the property from 1855 to 1858. The property was purchased in 1858 by merchant and politician Benjamin Wier and Samuel Harvie. Weir has a controversial role in history as a confederate supporter and ally during the American Civil War. A prominent member in Halifax society, Weir served in the Nova Scotia legislature, however was subject to scandal which inevitably contributed to Premier Joseph Howe's loss of government in 1864.

1262 Bedford Highway or "Honeycote", as it is sometimes referred to, was owned by Archbishop Thomas Connolly between 1866 and 1870. Connolly served as the priest at Saint Mary's Church in Halifax in 1845 and became the Archbishop of Halifax in 1858.

The DeWolf family of Bedford also has ties to this property. Henry ("Harry") George DeWolf purchased Honeycote in 1921. Harry G was president of T.A.S. DeWolf and Son Ltd. Harry had bought the property for his son, Henry DeWolf (Jr.), a decorated Canadian Naval Officer in World War II, and Vice Admiral of the Canadian Navy. The DeWolf family owned 1262 Bedford Highway until 1980.

### **Architectural Merit**

The 1.5 storey wooden-frame building, constructed in the classical and popular Nova Scotia vernacular style of the era, originally had a simple rectangular plan. A rear addition was added sometime before 1926. Vernacular features include symmetry, the sloped gable roof, the Scottish

gable dormers, central entrance, pilaster detailing and dual side hearths. The front of the house exhibits a traditional steep gable roof, whereas the rear portion of the building has a saltbox-like appearance. Wood shingle siding remains and although the windows and doors have been replaced they have been done so to resemble their predecessors with six over six hung windows on the front façade.



Figure 3 – Photo of Honeycote c. 1912

### *Architectural Integrity*

Based on historic photos (Figure 3), the dwelling's original appearance and classical features have been largely retained. Most of the original elements (chimneys, gable dormers, enclosed porch) still function at intended use.

The rear addition is a significant alteration done between 1918 and 1926. Other alterations include the replacement of windows and the addition of taller non-functional window shutters. New front stairs were added and new doors have replaced the original doors.

### **Relationship to Surrounding Area**

Although most of the previously surrounding structures of the Honeycote's same vintage have since been demolished, the property's connections through the DeWolf family remain a rich part of Bedford's narrative.

The home at 1262 Bedford Highway is one of the oldest remaining homes in Bedford. Some nearby streets such as Pleasant St. and Rutledge St. still feature historic homes, which, along with honeycote act to highlight the old vernacular building style in a neighbourhood of growing modern design.

## Proposed Alterations

### 1. Removal of Rear Addition

The first proposed alteration is the removal of the existing rear addition (Figure 4). The removal of this addition is critical to the expansion and increased density of the site. The presence of the addition will not allow the construction of the second structure as the two buildings would not meet the limiting distance requirements in the National Building Code.

The rear addition does not offer any historic significance as it was likely built in the 1920s and does not resemble the heritage values of the original structure, mainly symmetry. The removal of the rear addition will aid in highlighting the main structure, separating it from the proposed seven storey structure and further cementing it as a historic structure in Bedford.



Figure 4 – Side View of Rear Addition

2. Relocation of Honeycote.

The second proposed alteration to the building is lifting the structure and relocating it closer to the Bedford Highway. The designed move would reposition Honeycote more central on the site, and improve the building's street presence through its closer proximity to Bedford Highway. Moving the existing structure closer to the street will allow more space for the proposed new building on the site. This gives the design of the new building the opportunity to be positioned appropriately in relation to Honeycote not to crowd it and to pay homage to the building's symmetry.

3. New Structure

As part of the building's relocation, we will need to incorporate a new structural system that connects the existing building with the new design. This will involve removing the existing foundation, which is believed to be a masonry foundation. Incorporating a new foundation system will increase the energy efficiency of the house without taking away from the historic appearance.

4. New driveway on property

To access the underground parking garage of the new building we will enter at the lowest part of the site, the North-East corner on Bedford Highway. Entering at this location will be possible once the house is relocated. The parking garage allows the required amount of parking for the structure to be held on site and further separates the existing building from other structures, framing it at the center of the site improving its street presence.

5. Construction of new rear addition

Once the building has been repositioned on the site, a new rear addition connecting the existing building and the new structure is proposed. This addition is 29 feet wide by 10 feet long. This addition will act as the main entrance for both residential buildings. The addition is recessed on both sides from the existing building, ensuring it is hidden from the Bedford Highway. The material selection of this addition is proposed to be glazed window wall which will act as a strong contrast to the existing building, again, further framing its historic value.

6. Restoration of character defining elements

The exterior of Honeycote has been well maintained and slightly upgraded to improve efficiency while attempting to remain conjoint with the rest of the design. Relocating the building, removing the exiting rear addition, incorporating a new structural system will all require restoration to the existing building. Every effort to repair rather than replace architectural details will be made. However, where this is not possible the replacement of any aspects of the existing building will be done in effect to preserve its original appearance to the greatest extent possible inside an efficient building envelope. Key



character defining elements such as the two single-stack brick chimneys, including the clay chimney pot on the left chimney, classical returns at eaves and the interior door surround will all be protected and retained through the construction process by on-site monitoring during construction.

### Standards & Guidelines:

#### Standard 11: Conservation of Cultural Landscapes

Part A: Conserve the heritage value and character-defining elements when creating any new additions to an historic place or any related new construction

Materials	-The shingle pattern siding of the historic house will remain, however, the exterior skin will be required by the building code to be of non-combustible material due to the addition. Trim and other detail items will be maintained to represent the Honeycote's history.
Forms	<p>-We feel the real value in the Honeycote's history is its original form. The 1920's addition was not meant to stand out as the main architectural feature as it was built behind the main structure away from the streets.</p> <p>-Our plan is to document the entire existing building, and study the values that make this structure historically significant, then plan to remove the addition.</p> <p>-The main form is proposed to move closer to the street. This provides a greater visual of the building and street presence along the Bedford Highway.</p> <p>-The rear of the site consists of a seven-storey building setback away from the Honeycote.</p>
Uses	<p>-Originally used as a house, the Honeycote has recently been used as an office.</p> <p>-We plan to maintain the welcome feel of the Honeycote, and use the space as multi-functional amenity rooms.</p> <p>-the new addition will house the main entrance, elevators, utilities, parking, and residential units.</p>

Part B: Make the new work physically and visually compatible with, subordinate to, and distinguishable from the historic place.

Physical compatibility with the Honeycote	-The addition's materials are meant to be a similar siding without the distinguished pattern.
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Visually compatibility with the Honeycote	<p>-The colour is designed to be more neutral, to make Honeycote stand out.</p> <p>-The goal is to maintain the look and feel of the Honeycote as its own building.</p>
Addition subordinate to Honeycote	-A single storey link is proposed between the buildings that is setback from Honeycote to maintain the Honeycote's hierarchy.

## Standard 12: Conservation of Archaeological Sites

Reversible Interventions	<p>-The seven story building is minimally connected to the Honeycote home by a single storey link. To maintain the exterior wall of the Honeycote house.</p> <p>-The ground floor level matches the Honeycote first level, creating minimal effects should the addition be removed at a later date.</p> <p>-The pass-thru connection from the link and Honeycote is planned to be located where an existing door connects to the 1920's addition.</p>
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## Implementation & Monitoring


To achieve the discussed alterations and overall design for this property a development agreement with the municipality is required. Pending the approvals of these agreements, the implementation of the conservation measures and monitoring will progress as follows, with the intentions of the developers to begin as soon as allowed:

- A detailed site inspection /assessment of the property and surrounding land to confirm and record the present condition.
- Pending all necessary permits, site work will begin immediately following.
- The rear addition of 1262 Bedford Highway will be removed under on-site supervision of from a project team member, ensuring all heritage aspects are protected.
- Excavation of the site will commence preparing for the new structural foundation and slab to be poured. To mitigate any impact towards the existing structure we shall implement shock-absorbing materials in temporary structures like scaffolding.
- Once the structure is set the existing house will be carefully relocated to its designed location. This will happen under close supervision from a project team member to ensure all heritage aspects are protected.

- The existing building will be secured to the new foundation and construction of the new addition will commence. We shall plan construction sequences to minimize heavy machinery and vibrations near existing structures during sensitive phases.
- Conduct baseline vibration assessments before construction to understand existing conditions.
- Implement real-time monitoring during construction to detect any unexpected spikes in vibration levels.
- Construction of the new building will commence.
- Buffer zones will be created between the construction site and existing buildings, using temporary barriers or empty spaces to absorb vibrations.
- A structural engineered report directing the removal process of the rear addition will be supplied and will be accompanied by on-site monitoring during construction.
- On-site presence and monitoring of Honeycote for vibration impacts during construction will be provided.
- We shall conduct post-construction evaluations to verify the effectiveness of mitigation measures and address any unexpected issues.
- Any effects to Honeycote caused by the construction of the new building will be mitigated (e.g. vibration during construction).

It is anticipated that the relocation and construction of the heritage components of the development will be completed within 12 months. Variances to the planned schedule may occur, pending any unforeseen results from the detailed site inspection. A finalized schedule will be provided to the municipality once available.

## Attachment C: Heritage Building Summary

1262 Bedford Highway, Bedford	
	<p><b>Character Defining Elements:</b></p> <ul style="list-style-type: none"><li>• Original 1.5 storey Classical Vernacular building with a symmetrical appearance;</li><li>• Two single-stack brick chimneys located just inside the end walls;</li><li>• Decorative clay chimney pot on left (southwest) chimney;</li><li>• Wood shingle siding;</li><li>• Gable roof with classical return eaves;</li><li>• Window fenestration with double hung six-over-six windows;</li><li>• Two hipped dormers with three coupled windows in sets of three; and</li><li>• Enclosed porch with hipped roof, original side doors, and pilasters with inverted fluting.</li></ul>
<p><b>Heritage Value:</b></p> <p>The property at 1262 Bedford Highway was added to the Registry of Heritage Properties for the Halifax Regional Municipality in 2021. 1262 Bedford Highway contains a one-and-a-half storey residence known as 'Honeycote'. Designed in the Classical Vernacular style between 1855 and 1858, the residence has a simple rectangular plan with classical influences such as the symmetry, central entrance, gable returns, and pilaster detailing. The property was formerly home to the DeWolf family, who had a longstanding presence in the Bedford area.</p> <p>The property has historical connections to the lands along Bedford Highway and Meadowbrook Drive as one of the oldest remaining homes in Bedford.</p>	



Attachment D - Site Plan, Elevations and Renderings

**PAUL SKERRY ASSOCIATES**  
5514 Livingstone Place  
Halifax, Nova Scotia B3K 2B9

**NOTES:**

- 1) THE CONTRACTOR IS RESPONSIBLE FOR CHECKING ALL ALL DIMENSIONS ON SITE & REPORTING ANY DISCREPANCY TO THE ARCHITECT BEFORE PROCEEDING.
- 2) DO NOT SCALE FROM DRAWINGS USED FIGURED DIMENSIONS.
- 3) DRAWING REPRESENTATIONS MAYBE IN VARIANCE W/ DETAILED SPECS. & SCHEDULES, IN WHICH CASE SPECS. & SCHEDULES OVERRIDE THE DRAWINGS.
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No.	Description	Date
1	Revised Massing	2023-03-24
2	Revised Massing For DA	2023-03-27
3	Revised Honeycote location, number of stories	2023-06-12
4	Developed Facade	2024-01-19
5	Revised Elevations	2024-06-19
6	Lowered streetwall	2024-08-25
7	Pilasters and front door updated	2024-09-13
		2024-09-18

Proposed Multi-Unit  
Residential Building  
1262 Bedford Highway  
Bedford, NS

Perspectives

Scale	
Date	2022-10-12
Drawn by	CB
Checked by	PS

A0

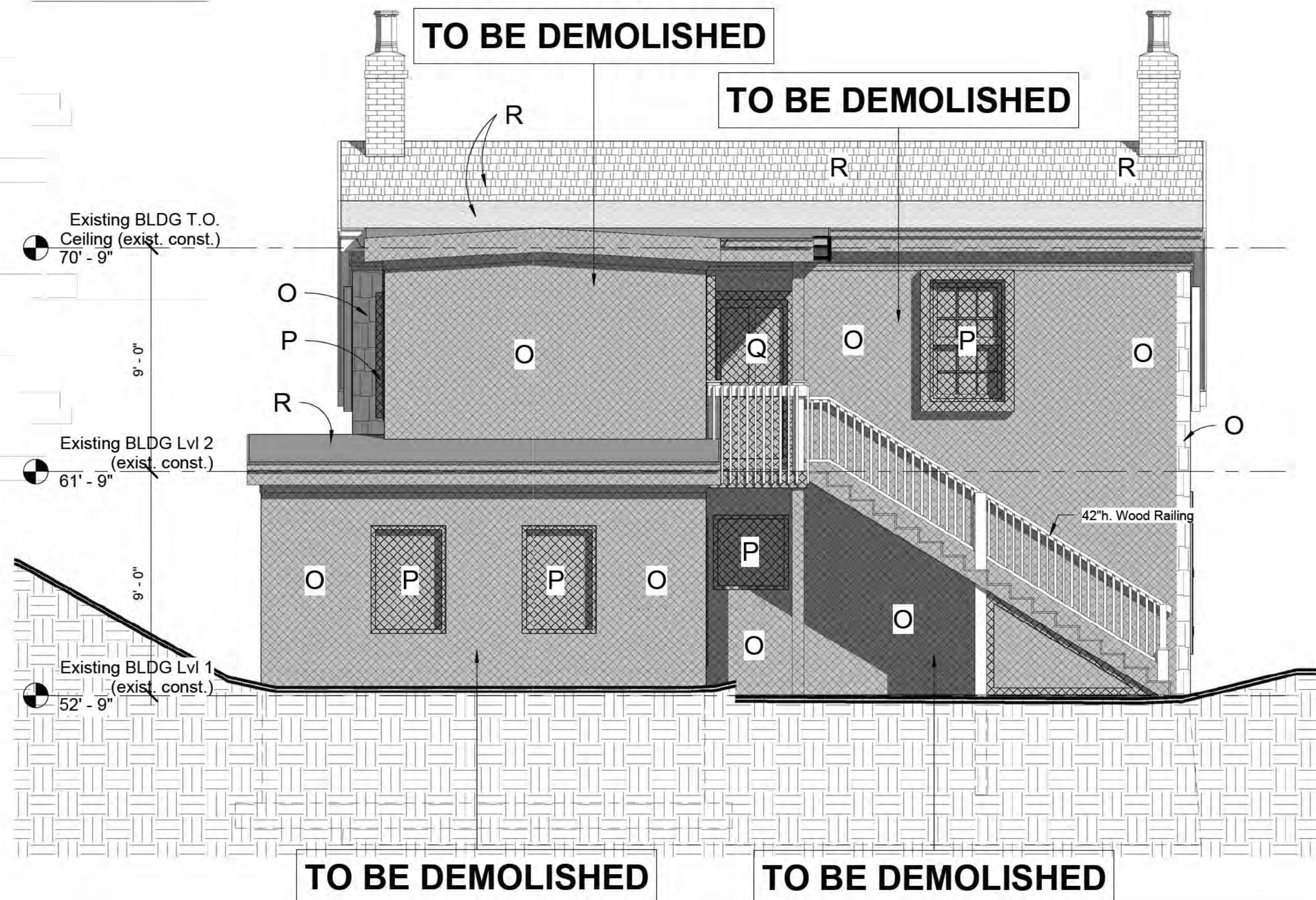
Project number	3168
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① Street Corner

② Straight on





① Honeycote - North (existing const.)  
1/4" = 1'-0"

### SKYLIGHT TO BE DEMOLISHED

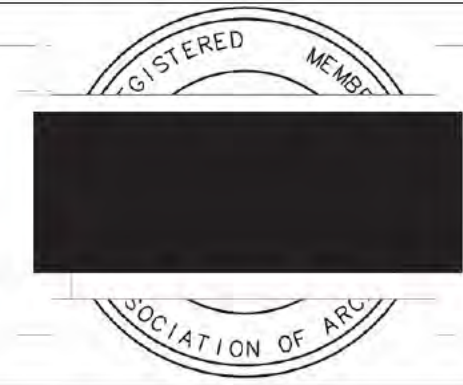


③ Honeycote - South (existing const.)  
1/4" = 1'-0"

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No.	Description	Date
1	Sheet Issued	2024-01-18
2	Removed Exist. Skylight	2024-06-19
3	Revised Honeycote's front porch side doors	2024-08-20
4	Wood Shingle on Honeycote	2024-09-05

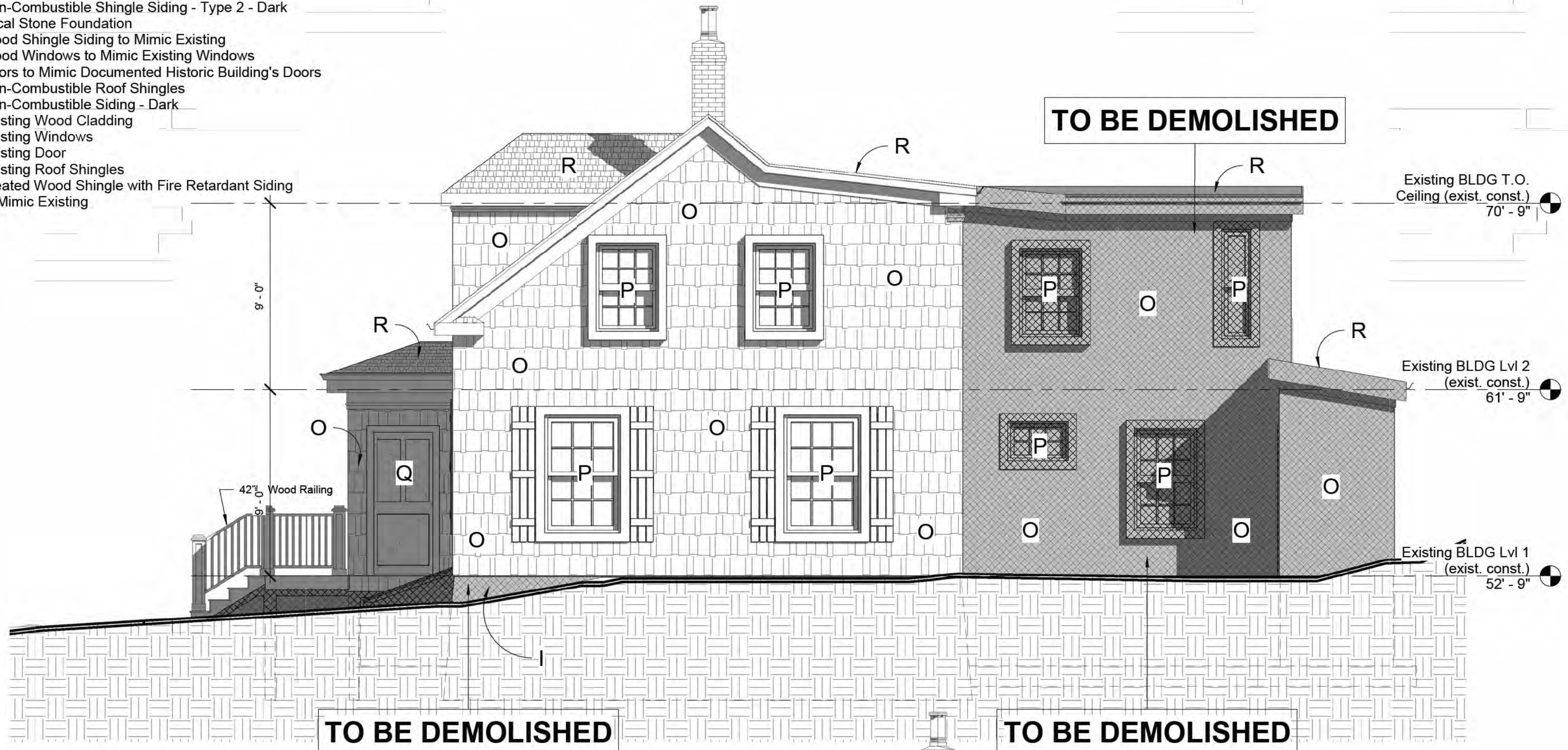
Paul Skerry Associates Ltd.  
**ARCHITECTS**  
5514 LIVINGSTONE PLACE  
HALIFAX N.S. B3K 2B9

### Honeycote Elevations (existing const.)

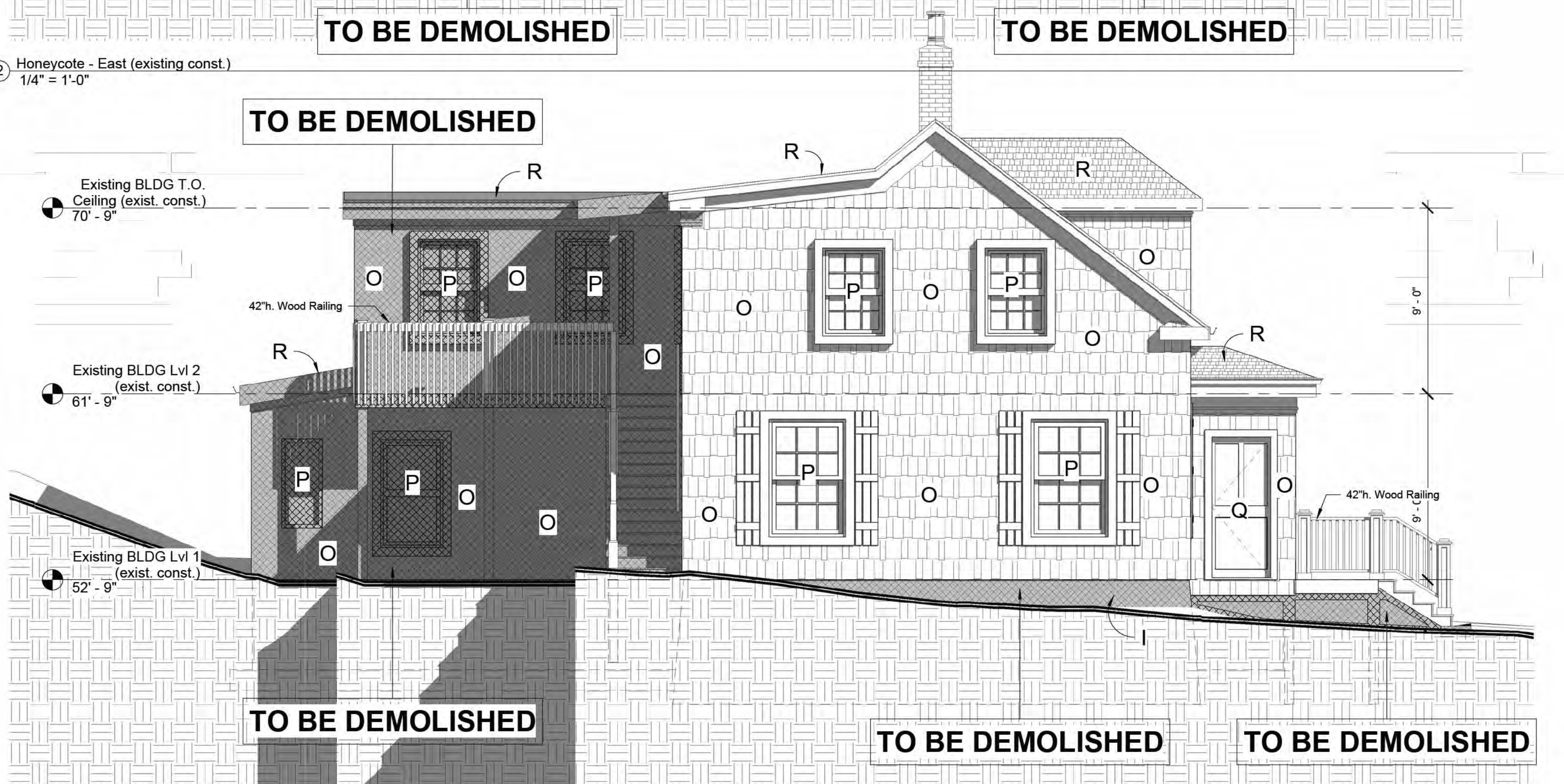
Proposed Multi-Unit Residential Building  
1262 Bedford Highway  
Bedford, NS

Drawn by	CB
Date	2022-10-12
Scale	1/4" = 1'-0"
Project number	3168
Checked by	PS
	<b>A4.0</b>

- Legend:
- A. Aluminum Railing 42"H.
  - B. Aluminum Door / Window
  - C. Non-Combustible Panel - Light
  - D. Aluminum Glazing System
  - E. Real Stone Cladding to mimic the local rubblestone foundation of the heritage building
  - F. Non-Combustible Panel Band - Wood Grain Pattern
  - G. Non-Combustible Shingle Siding - Type 1 - Light
  - H. Non-Combustible Shingle Siding - Type 2 - Dark
  - I. Local Stone Foundation
  - J. Wood Shingle Siding to Mimic Existing
  - K. Wood Windows to Mimic Existing Windows
  - L. Doors to Mimic Documented Historic Building's Doors
  - M. Non-Combustible Roof Shingles
  - N. Non-Combustible Siding - Dark
  - O. Existing Wood Cladding
  - P. Existing Windows
  - Q. Existing Door
  - R. Existing Roof Shingles
  - S. Treated Wood Shingle with Fire Retardant Siding to Mimic Existing



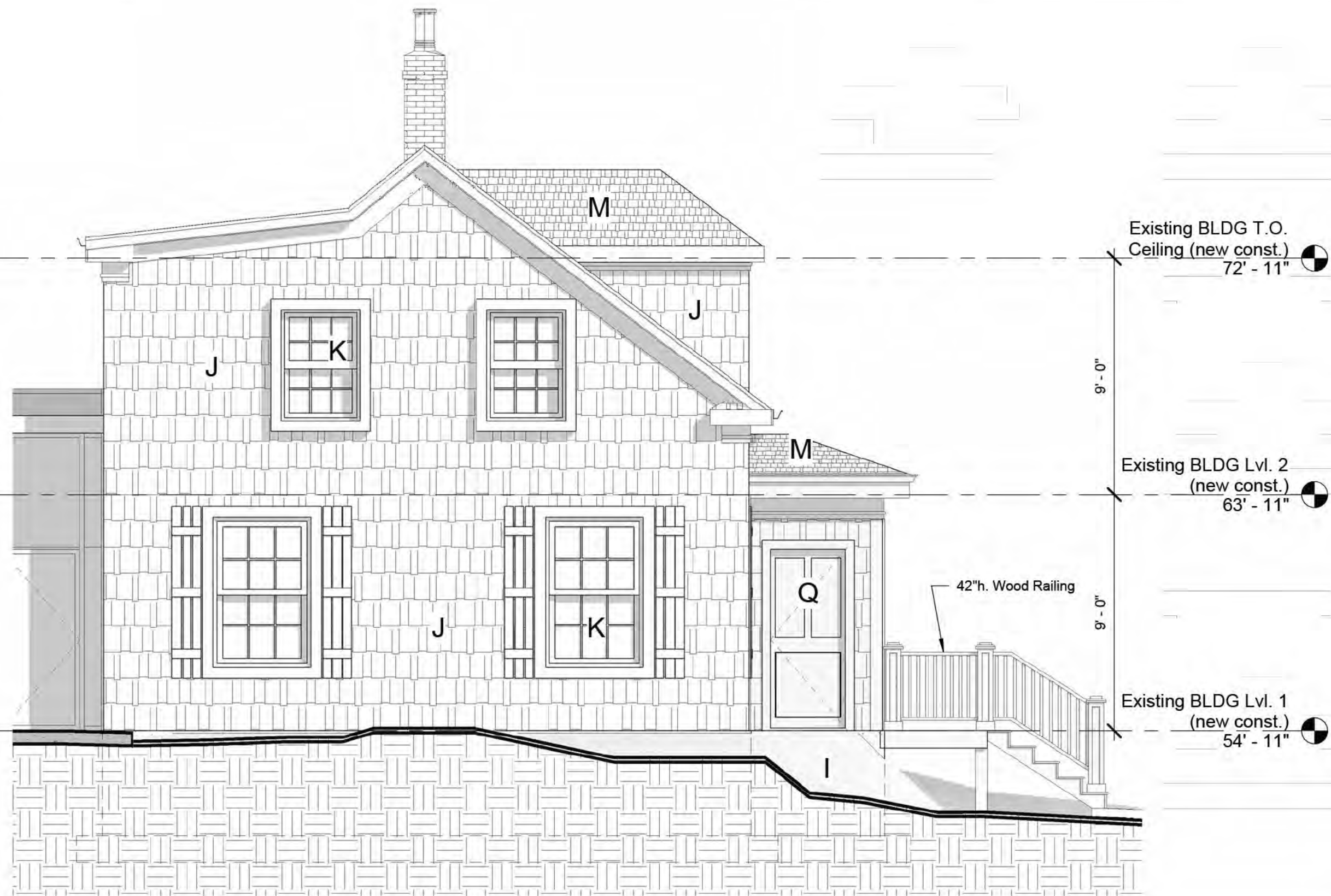
② Honeycote - East (existing const.)  
1/4" = 1'-0"



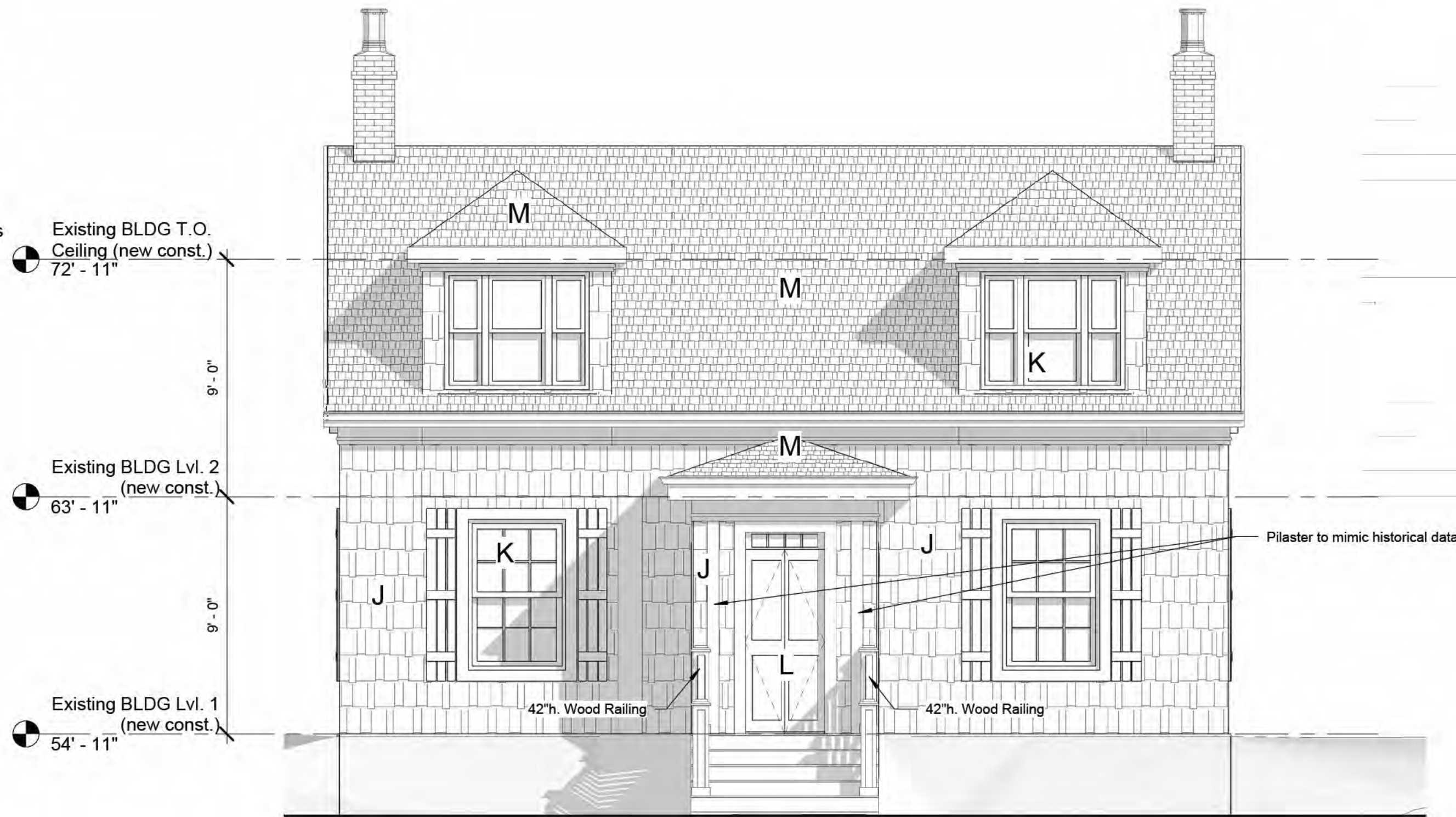
④ Honeycote - West (existing const.)  
1/4" = 1'-0"



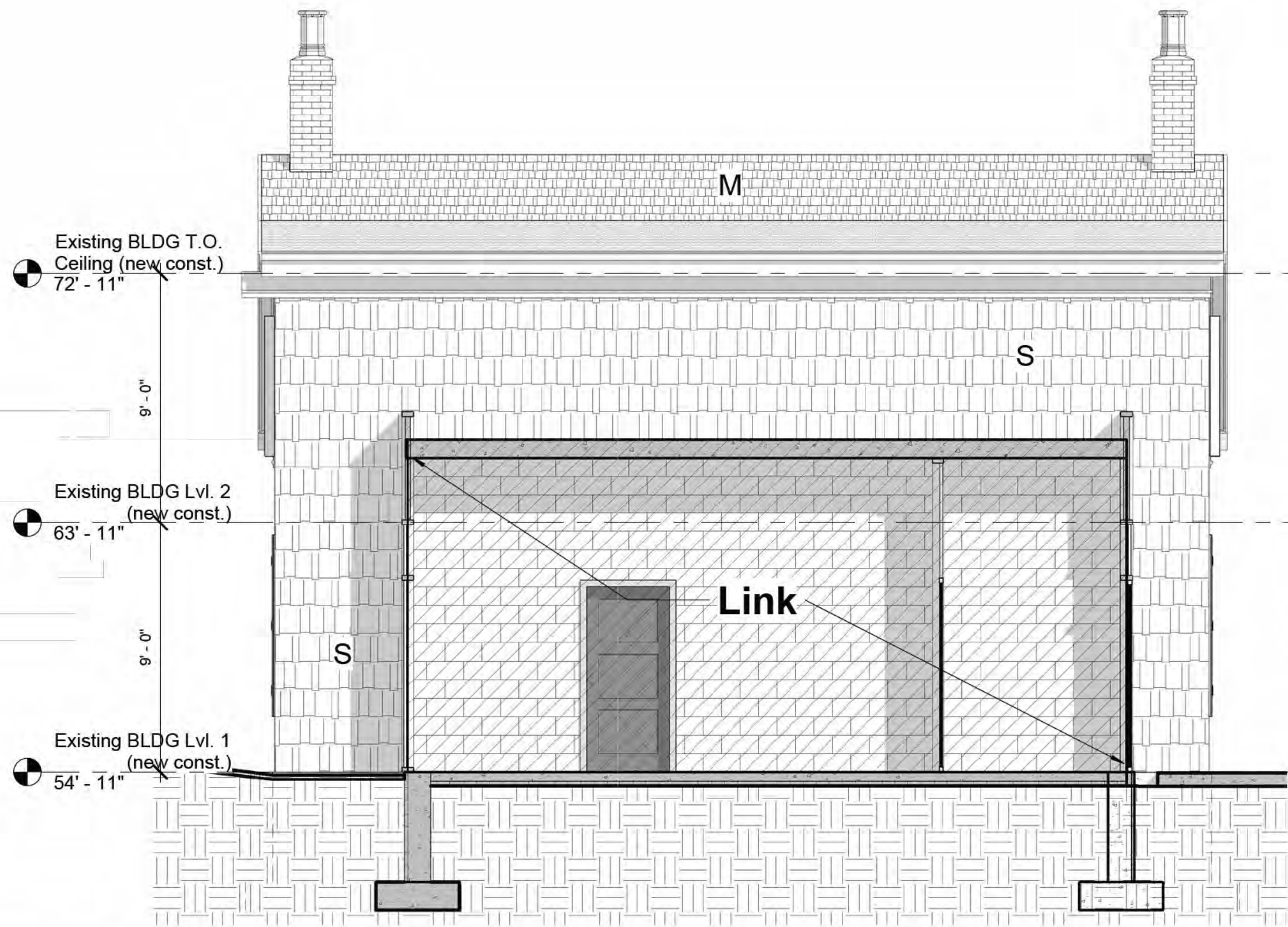
① Honeycote - West (new const.)  
1/4" = 1'-0"



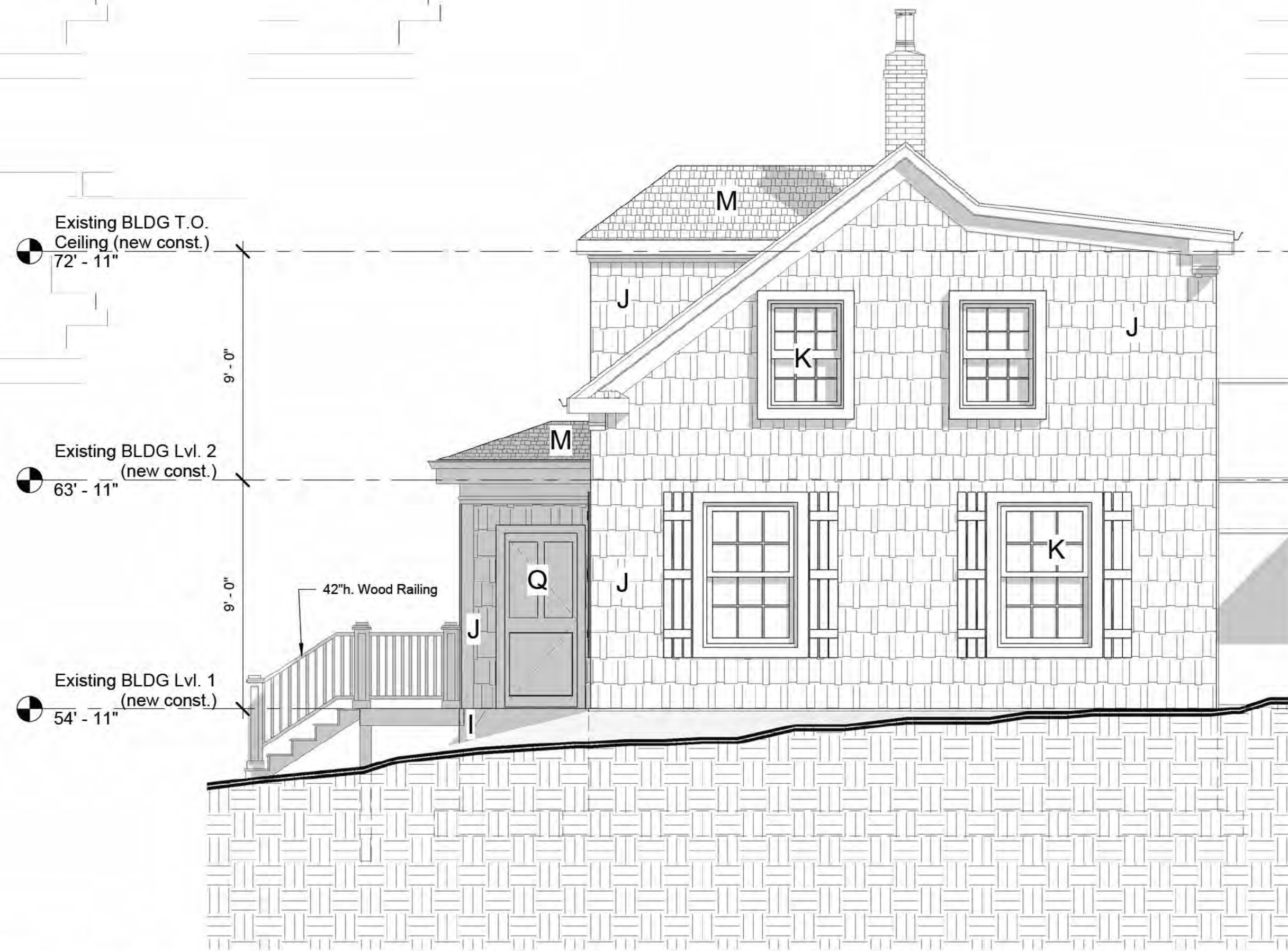
② Honeycote - South (new const.)  
1/4" = 1'-0"



④ Honeycote - North (new const.)  
1/4" = 1'-0"



③ Honeycote - East (new const.)  
1/4" = 1'-0"



- Legend:
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  - B. Aluminum Door / Window
  - C. Non-Combustible Panel - Light
  - D. Aluminum Glazing System
  - E. Real Stone Cladding to mimic the local rubblestone foundation of the heritage building
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  - J. Wood Shingle Siding to Mimic Existing
  - K. Wood Windows to Mimic Existing Windows
  - L. Doors to Mimic Documented Historic Building's Doors
  - M. Non-Combustible Roof Shingles
  - N. Non-Combustible Siding - Dark
  - O. Existing Wood Cladding
  - P. Existing Windows
  - Q. Existing Door
  - R. Existing Roof Shingles
  - S. Treated Wood Shingle with Fire Retardant Siding to Mimic Existing

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No.	Description	Date
1	Sheet Renumber/Renamed	2024-01-18
2	Developed Facade	2024-06-19
3	Revised Elevations	2024-06-25
4	Revised Honeycote's front porch side doors	2024-08-20
5	Wood Shingle on Honeycote	2024-09-05
6	Revised Door & added pilasters	2024-09-13
7	Pilasters and front door updated	2024-09-18

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#### Honeycote Elevations (new const.)

Proposed Multi-Unit Residential Building  
1262 Bedford Highway  
Bedford, NS

Drawn by	CB
Date	2022-10-12
Scale	1/4" = 1'-0"
Project number	3168
Checked by	PS
	<b>A4.1</b>



- Legend:
- A. Aluminum Railing 42"H.
  - B. Aluminum Door / Window
  - C. Non-Combustible Panel - Light
  - D. Aluminum Glazing System
  - E. Real Stone Cladding to mimic the local rubblestone foundation of the heritage building
  - F. Non-Combustible Panel Band - Wood Grain Pattern
  - G. Non-Combustible Shingle Siding - Type 1 - Light
  - H. Non-Combustible Shingle Siding - Type 2 - Dark
  - I. Local Stone Foundation
  - J. Wood Shingle Siding to Mimic Existing
  - K. Wood Windows to Mimic Existing Windows
  - L. Doors to Mimic Documented Historic Building's Doors.
  - M. Non-Combustible Roof Shingles
  - N. Non-Combustible Siding - Dark
  - O. Existing Wood Cladding
  - P. Existing Windows
  - Q. Existing Door
  - R. Existing Roof Shingles
  - S. Treated Wood Shingle with Fire Retardant Siding to Mimic Existing



① Tower - South - Bedford Hwy  
3/16" = 1'-0"

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HALIFAX N.S. B3K 2B9

**PAUL SKERRY ASSOCIATES**  
5514 Livingstone Place  
Halifax, Nova Scotia B3K 2B9

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No.	Description	Date
	Issued for Heritage Development Agreement	2022/10/12
1	Chng. plan to 7th Floor	24OCT/ 22
2	Revised plans per meeting with HRM For DA	2022-12-21
	Sheet Renumber/Renamed	2023-06-12
3	Revised Honeycote location, number of stories	2024-01-18
4	Developed Facade	2024-01-19
5	Revised Elevations	2024-06-19
6	Wood Shingle on Honeycote	2024-06-25
7	Lowered streetwall	2024-09-05

Proposed Multi-Unit  
Residential Building  
1262 Bedford Highway  
Bedford, NS

South Elevation  
(tower)

Scale 3/16" = 1'-0"  
Date 2022-10-12  
Drawn by CB  
Checked by PS

**A4.2**

Project number 3168

2024-09-18 1:42:53 PM





- Legend:
- A. Aluminum Railing 42"H.
  - B. Aluminum Door / Window
  - C. Non-Combustible Panel - Light
  - D. Aluminum Glazing System
  - E. Real Stone Cladding to mimic the local rubblestone foundation of the heritage building
  - F. Non-Combustible Panel Band - Wood Grain Pattern
  - G. Non-Combustible Shingle Siding - Type 1 - Light
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  - L. Doors to Mimic Documented Historic Building's Doors
  - M. Non-Combustible Roof Shingles
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  - O. Existing Wood Cladding
  - P. Existing Windows
  - Q. Existing Door
  - R. Existing Roof Shingles
  - S. Treated Wood Shingle with Fire Retardant Siding to Mimic Existing

**PAUL SKERRY ASSOCIATES**  
5514 Livingstone Place  
Halifax, Nova Scotia B3K 2B9

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1	Chng. plan to 7th Floor	24OCT/22
2	Revised plans per meeting with HRM For DA	2022-12-21 2023-06-12
	Sheet Renumber/Renamed	2024-01-18
3	Revised Honeycote location, number of stories	2024-01-19
4	Developed Facade	2024-06-19
5	Revised Elevations	2024-06-25
6	Revised Honeycote's front porch side doors	2024-08-20
7	Wood Shingle on Honeycote	2024-09-05
8	Lowered streetwall	2024-09-13

**Proposed Multi-Unit Residential Building**  
1262 Bedford Highway  
Bedford, NS

**West Elevation**

Scale 3/16" = 1'-0"  
Date 2022-10-12  
Drawn by CB  
Checked by PS

**A4.3**

Project number 3168



- Legend:
- A. Aluminum Railing 42"H.
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  - G. Non-Combustible Shingle Siding - Type 1 - Light
  - H. Non-Combustible Shingle Siding - Type 2 - Dark
  - I. Local Stone Foundation
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  - K. Wood Windows to Mimic Existing Windows
  - L. Doors to Mimic Documented Historic Building's Doors
  - M. Non-Combustible Roof Shingles
  - N. Non-Combustible Siding - Dark
  - O. Existing Wood Cladding
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  - Q. Existing Door
  - R. Existing Roof Shingles
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	Sheet Renumber/Renamed	2023-06-12
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4	Developed Facade	2024-01-19
5	Revised Elevations	2024-06-19
6	Revised Honeycote's front porch side doors	2024-06-25
7	Wood Shingle on Honeycote	2024-08-20
8	Lowered streetwall	2024-09-05
		2024-09-13

Proposed Multi-Unit  
Residential Building  
1262 Bedford Highway  
Bedford, NS

**East Elevation (tower)**

Scale	3/16" = 1'-0"
Date	2022-10-12
Drawn by	CB
Checked by	PS

**A4.4**

Project number	3168
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6

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[illegible]

Proposed Multi-Unit  
Residential Building  
1262 Bedford Highway  
Bedford, NS

Site Plan (existing  
const.)

Scale	1" = 10'-0"
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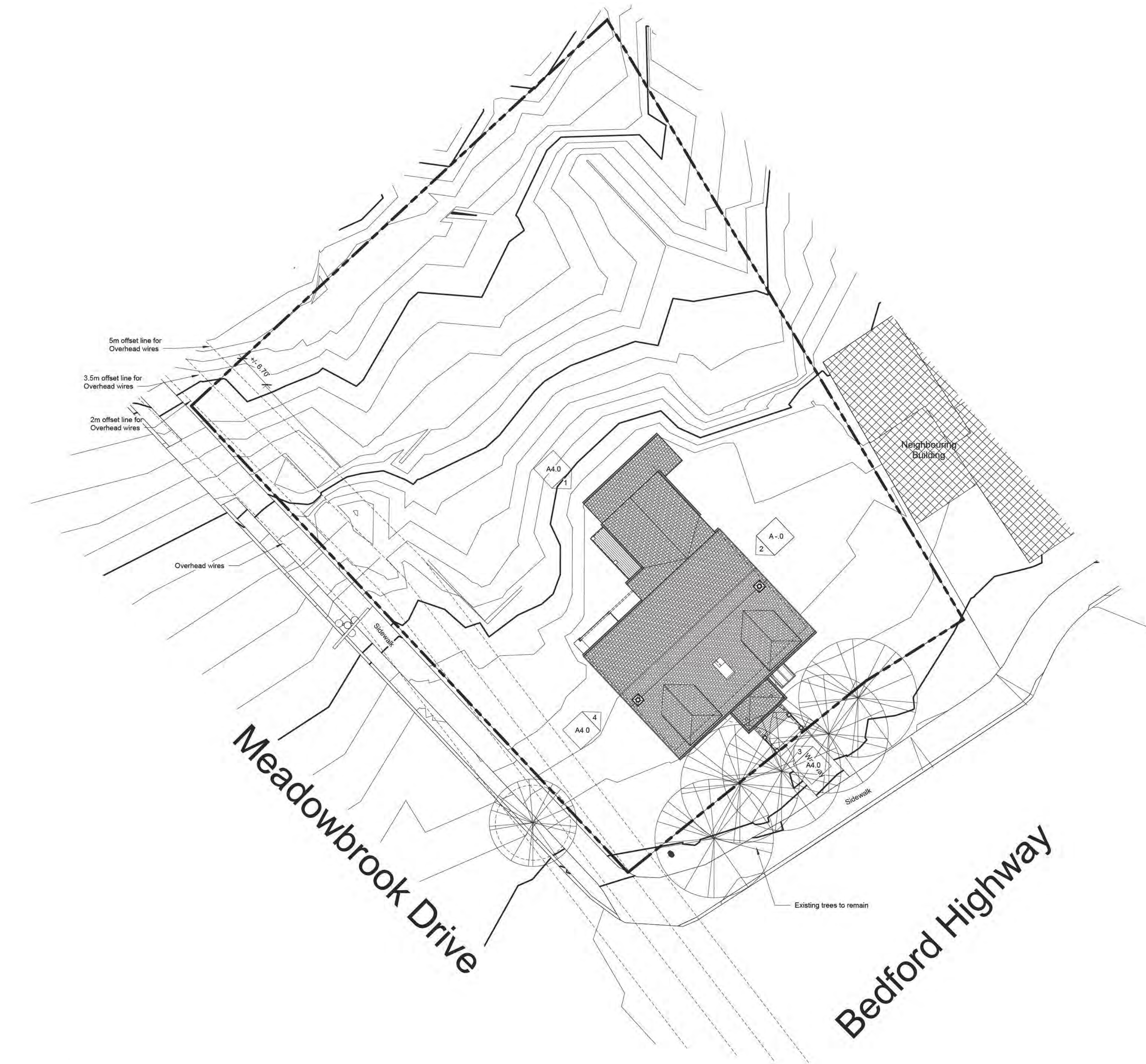
Date	2022-10-12
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Drawn by	CB
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Checked by	PS
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## A1.0

Project number	3168
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① Site (exist. const.)  
1" = 10'-0"



Parking  
P1: 10

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 **ARCHITECTS**  
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 HALIFAX N.S. B3K 2B9

**PAUL SKERRY ASSOCIATES**  
5514 Livingstone Place  
Halifax, Nova Scotia B3K 2B9

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3168 - Property Area
Area
11330 ft <sup>2</sup>

[illegible]

Proposed Multi-Unit  
Residential Building  
1262 Bedford Highway  
Bedford, NS

Site Plan (new const.)

Scale	1" = 10'-0"
Date	2022-10-12
Drawn by	CB
Checked by	PS

## A1.1

Project number	3168
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① Site (new const.)  
1" = 10'-0"

GRAPHIC SCALE

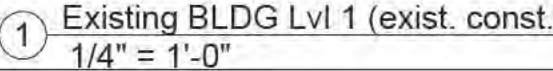


0 10 20 30 40

Plan North      True North

2024-09-13 3:05:05 PM





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**ARCHITECTS**  
 5514 LIVINGSTONE PLACE  
 HALIFAX N.S. B3K 2B9

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[illegible]

Proposed Multi-Unit  
Residential Building  
1262 Bedford Highway  
Bedford, NS

First Floor (existing  
const.)

Scale	1/4" = 1'-0"
Date	2022-10-12
Drawn by	CE
Checked by	PS

## A3.0

Project number	3168
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2024-09-13 3:05:05 PM



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 **ARCHITECTS**  
 5514 LIVINGSTONE PLACE  
 HALIFAX N.S. B3K 2B9

\_\_\_\_\_

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Proposed Multi-Unit  
Residential Building  
1262 Bedford Highway  
Bedford, NS

Scale	1/4" = 1'-0"
Date	2022-10-12
Drawn by	CB
Checked by	PS

Project number	3168
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2024-09-13 3:05:06 PM



## ATTACHMENT E:

### Standards & Guidelines Heritage Staff Evaluation: 1262 Bedford Highway, Bedford

Conservation is the primary aim of the Standards and Guidelines and is defined as ‘*all actions or processes that are aimed at safeguarding the character-defining elements of an historic place so as to retain its heritage value and extend its physical life. This may involve **Preservation, Rehabilitation, Restoration**, or a combination of these actions or processes.*’

**Note:** The Standards are structured to inform the type of project or approach being taken.

- Preservation projects apply Standards 1 through 9;
- Rehabilitation projects apply Standards 1 through 9, and Standards 10 through 12;
- Restoration projects apply Standards 1 through 9, Standards 10 through 12, and Standards 13 and 14.

Like the Standards, the base Guidelines apply to the approach being taken, and additional Guidelines may apply if the project includes rehabilitation and restoration. The Guidelines should be consulted only when the element to be intervened upon has been identified as a character defining element. The Guidelines should not be used in isolation. There may be heritage value in the relationships between cultural landscapes, archaeological sites, buildings, or engineering works. These values should not be compromised when undertaking a project on individual character defining elements of an historic place.

<b>TREATMENT: PRESERVATION</b>			
<i>Preservation is the action or process of protecting, maintaining, and/or stabilizing the existing materials, form, and integrity of an historic place, or of an individual component, while protecting the heritage value.</i>			
<b>STANDARDS 1-10</b>	<b>Complies</b>	<b>N/A</b>	<b>Discussion</b>
1. Conserve the <i>heritage value</i> of an <i>historic place</i> . Do not remove, replace or substantially alter its intact or repairable <i>character-defining elements</i> . Do not move a part of an historic place if its current location is a character-defining element.	<b>Yes</b>		All character-defining elements of Honeycote will be retained, such as the one-and-a-half storey massing, wood shingle siding, gable roof with classical return eaves and hipped dormers. The applicant intends to repair existing elements where possible and replace in-kind, when necessary, with the aid of physical and photographic evidence. Honeycote will be relocated within its current property, continuing its prominence and visibility from the public right-of-way while providing for an active use of the structure. The foundation will be faced with real local stone to not detract from the historical appearance.
2. Conserve changes to historic places that, over time, have become <i>character-defining elements</i> in their own right.	<b>Yes</b>		The rear addition is not considered a character-defining element of Honeycote and its removal will not detract from the heritage value.
3. Conserve <i>heritage value</i> by adopting an approach calling for <i>minimal intervention</i> .	<b>Yes</b>		The character defining elements of Honeycote will be retained and rehabilitated. Although the removal of the rear addition is proposed, it is not considered a character-defining element. Honeycote will be stabilized during the removal of the addition. The new construction will be attached to Honeycote

			through a one-storey glass breezeway. Relocation is necessary to assist in ensuring the active use of the property. A structural engineer will be required to be on-site during relocation efforts.
4. Recognize each <i>historic place</i> as a physical record of its time, place and use. Do not create a false sense of historical development by adding elements from other historic places or other properties, or by combining features of the property that never coexisted.	<b>Yes</b>		The rehabilitation and preservation of Honeycote will be based on historic photographs and physical evidence and will follow the <i>Standards and Guidelines</i> . No elements from other historic places or a combination of features that never coexisted are proposed.
5. Find a use for an <i>historic place</i> that requires minimal or no change to its <i>character-defining elements</i> .	<b>Yes</b>		Honeycote will be rehabilitated for an active residential use, with all character-defining elements retained. Although not character-defining elements, the stone walls and pillars and white picket fence will be relocated within the property. Tree protection plans will be required for the trees within the public right-of-way along Bedford Highway.
6. Protect and, if necessary, stabilize an <i>historic place</i> until any subsequent <i>intervention</i> is undertaken. Protect and preserve archaeological resources in place. Where there is potential for disturbing archaeological resources, take mitigation measures to limit damage and loss of information.	<b>Yes</b>		Temporary closures will be added during the construction period to protect Honeycote. A structural engineer will be required to be present during relocation efforts and excavation for the new construction and underground parking.  Archaeological resources will be addressed at the point of site intervention with permit applications. The provincial government will be notified of the site intervention and process any necessary applications in accordance with the <i>Special Places Protection Act</i> .
7. Evaluate the existing condition of <i>character-defining elements</i> to determine the appropriate <i>intervention</i> needed. Use the gentlest means possible for any intervention. Respect <i>heritage value</i> when undertaking an intervention.	<b>Yes</b>		All character defining elements will be rehabilitated and repaired if necessary. When a character defining element is sufficiently deteriorated, it will be replaced in-kind, in a manner consistent with the historic place and based on documentary evidence.
8. Maintain <i>character-defining elements</i> on an ongoing basis. Repair character-defining elements by reinforcing their materials using recognized conservation methods. Replace in kind any extensively deteriorated or missing parts of character-defining elements, where there are surviving <i>prototypes</i> .	<b>Yes</b>		The building will be maintained on a regular basis under the proposed development agreement (PLANAPP-2023-00942) if approved. The retention and maintenance of the heritage building is a condition of the proposed development.
9. Make any <i>intervention</i> needed to preserve <i>character-defining elements</i> physically and visually compatible with the <i>historic place</i> and	<b>Yes</b>		All character defining elements will be preserved and rehabilitated. All

identifiable on close inspection. Document interventions for future reference.			interventions will be documented through this application and subsequent permits.
<b>TREATMENT: RESTORATION</b>			
<i>Rehabilitation is the action or process of making possible a continuing or compatible contemporary use of an historic place, or an individual component, while protecting its heritage value.</i>			
<b>STANDARDS 10-12</b>	<b>Complies</b>	<b>N/A</b>	<b>Discussion</b>
10. Repair rather than replace <i>character-defining elements</i> . Where character-defining elements are too severely deteriorated to repair, and where sufficient physical evidence exists, replace them with new elements that match the forms, materials and detailing of sound versions of the same elements. Where there is insufficient physical evidence, make the form, material and detailing of the new elements compatible with the character of the <i>historic place</i> .	<b>Yes</b>		Character defining elements will be repaired, if necessary. Where a character-defining element is sufficiently deteriorated, it will be replaced in-kind, matching the form, material and detailing of the original element. This will be largely informed by photographic and physical evidence.
11. Conserve <i>heritage values</i> and <i>character-defining elements</i> when creating new additions to an <i>historic place</i> or any related new construction. Make new work physically and visually compatible with, subordinate to and distinguishable from the historic place.	<b>Yes</b>		New construction will not displace character defining elements. The new work is visually and physically compatible through its street wall height, materiality and setbacks. The height of the podium closest to Honeycote aligns with the cornice of the heritage building which serves as a transition between the two structures. Non-combustible wood siding will clad the podium to be compatible with the heritage building, while modern materials will be used in the upper storeys to provide distinguishability.
12. Create any new additions or related new construction so that the essential form and integrity of an <i>historic place</i> will not be impaired if the new work is removed in the future.	<b>Yes</b>		The new construction could be removed in the future as it is minimally attached to Honeycote by a one-storey glass breezeway.
<b>TREATMENT: RESTORATION</b>			
<i>Restoration is the action or process of accurately revealing, recovering or representing the state of a historic place or of an individual component, as it appeared at a particular period in its history, while protecting its heritage value.</i>			
<b>STANDARDS 13-14</b>	<b>Complies</b>	<b>N/A</b>	<b>Discussion</b>
13. Repair rather than replace character-defining elements from the restoration period. Where character-defining elements are too severely deteriorated to repair and where sufficient physical evidence exists, replace them with new elements that match the forms, materials and detailing of sound versions of the same elements.	<b>Yes</b>		All character defining elements will be rehabilitated and repaired, if necessary. Where character defining elements are deteriorated or were previously lost, sufficient physical and photographic evidence exists to create or replace in-kind.

14. Replace missing features from the restoration period with new features whose forms, materials and detailing are based on sufficient physical, documentary and/or oral evidence.	<b>Yes</b>		All rehabilitation efforts are based on physical or historical documentation. Rehabilitation of all existing character-defining elements are proposed.
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Attachment F: Preliminary Landscape Plan

