



**Zoning By-law Amendment ZB02-25
Response to 1st Submission Comments, Revised January 27, 2026
For a 5-Storey, 10 Unit Residential Condominium Building
At 86 John Street**

The design for the proposed 5-storey residential condominium building at 86 John Street has been subject to two minor changes, since the public meeting in June of last year and receipt of the agency and public comments.

The number of units proposed for the building has been reduced from 11 to 10, the result of changing the ground floor unit into amenity space to be shared by all building residents. The other change is the flipping of the position of the main stair with the adjacent elevator. This change creates a recess over the entry vestibule that more effectively defines the building's massing into two segments that are no wider than the existing Hotel Carlyle. The recess also provides the opportunity to create two small balconies that can be shared by the flanking second and third floor units.

The reduction to 10 residential units will have the following effect on parking. For the residential condominium, the intent is to offer 1 parking space per residential unit, which is 0.25 spaces more than the current Zoning By-law requires. With respect to the Hotel Carlyle and Restaurant, the Traffic Brief and Parking Assessment survey and review that was carried out by Asurza Engineers recommended a peak demand of 12 parking spaces. The proposed site plan geometry shows a total of 32 parking spaces, resulting in a surplus of 10 spaces to be shared between the hotel and condominium, via a parking agreement.

Response to 1st Submission Public Agency Comments

Port Hope Planning Comments, email dated June 18, 2025

Comment 4) Regarding Downtown Port Hope Urban Design Guidelines

The John, Ontario, Queen Street Heritage Conservation District (JOQSHCD) heritage guidelines take precedence over the Downtown Port Hope Design Guidelines regarding **building height**, and state that new infill buildings in the heritage district are to be no less than 2 storeys and no more than 4 storeys in height. For this reason, the design of the proposed 5-storey building features a prominent 3-storey base that is the same height as the 3-storey Carlyle hotel. A 4-storey building would be far more imposing on the Augusta streetscape than a building with a 3-storey base and terraced 4th and 5th floors, particularly considering the depth of the 4th and 5th floor setbacks. The following text is a detailed explanation of why a 4-storey building was not considered. It is included in the Heritage Impact Assessment (HIA) report prepared by Archaeological Research Associates (ARA) Ltd., revised January 1, 2026, in section 11.3 on page 82:

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To be practical and financially viable, a 4-storey building would need to have solid massing rather than the proposed design with upper storeys that step back. To achieve the necessary net floor area required to create the larger sized apartment units that the client wishes to offer within the heritage district, a 4-storey structure would need to extend further to the north and west, reducing parking and resulting in a monolithic structure that would be more than twice the width of the Hotel building. A wider building would also significantly reduce the permitted window openings on the west facade of the proposed development, due to the limiting distance to the property line. This constraint would make it difficult to design apartments that comply with the building code with respect to window area requirements for bedrooms and living areas. Furthermore, as shown with the angular plane diagrams, the angular plane of a 4-storey building is on average more than 8 degrees steeper or more severe, in comparison to the proposed building with fourth and fifth floors that consecutively step back. While the Hotel Carlyle property would remain designated under Part IV and Part V, the Architect for the proposed development believes the legibility and readability of the existing Hotel would be negatively impacted by a wider, more prominent and monolithic 4-storey development fronting onto Augusta Street.

On this site, a new building with **massing** that is scaled to create appropriate and graduated transition to neighbouring built form would preclude any kind of development abutting the rear of the hotel greater than 2 storeys in height, since the rear of the hotel features a collection of later 1-storey additions. The existing additions are void of the heritage attributes of the hotel building, and one can easily imagine them being replaced at some point in the future with a more appropriate and complementary addition to the hotel, perhaps 3 or 4 storeys in height. A naturally gradual grade transition to the west, however, is provided by the natural topography that rises westward toward the adjacent hill. The hill is crowned with mature trees that are higher than the proposed building.

A series of comparison **angular plane** section diagrams and a written description of the results were prepared in response to the 1st Submission Planning Comments. To graphically illustrate the impact, the angular plane diagram is appended and is also included in Figure 16 on page 74 of the revised HIA report. The following text describing the results of the angular plane study is included in the HIA report as well:

Referring to the top 2 section diagrams, the angular plane of the 3-storey base of the west portion of the building is 44.3 degrees, while the angular plane of the east portion is 47.7 degrees. The center section of the building that divides the base into 2 sections was not considered, as it is a narrow portion. Its height can be reduced by switching the position of the exit stair with the elevator. This will be explored further during the detailed design stage.

Referring to the bottom 2 section diagrams, the angular plane of the existing Carlyle hotel is shown to be 48.9 degrees at its center point. A comparison section diagram is shown to illustrate the angular plane of a 4-storey building with no setbacks, which is 54.3 degrees. A 4-storey building with a 54.3 angular plane that is the same width as the proposed 5-storey building would be considerably more obtrusive to the existing streetscape.

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The angular plane diagrams of the proposed 5-storey building show how the 3-storey base and terraced setbacks of the 4th and 5th floors help to maintain a consistent streetscape with respect to the existing hotel and heavily treed lot to the west. This is in keeping with the commercial nature of Augusta Street, east of the Pine Street intersection, and an appropriate development for the southernmost boundary of the John, Ontario, Queen Street Heritage Conservation District (JOQSHCD).

Comment 5) Downtown Port Hope Urban Design Guidelines Relative to Architectural Details

With the further development of the plans for the new building, the design guidelines will be reviewed to ensure compliance with the architectural detailed design of the building. Compliance with the guidelines will be demonstrated on the drawings submitted with the application for a building permit.

Comment 6) Bicycle Parking Spaces are to Comply with the Zoning By-Law

Six short-term bicycle parking spaces are situated in a storage room that is accessed from the covered parking area. The room is located south of the Garbage & Recycling Room. Three additional bicycle parking spaces for visitors are located north of the garbage room. Refer to the revised partial ground floor plan appended to this letter. The two long-term bicycle-storage spaces that are required will be provided in the basement storage room. These revisions are required to comply with Section 5.9 Bicycle Parking Requirements of the Zoning By-law with respect to bicycle storage space and access.

Port Hope Fire and Emergency Services Comments, emailed June 24, 2025

Access into the building for fire-fighters is provided at the main pedestrian entrance on Augusta Street at the south side of the proposed building. A secondary entrance is provided on the north side of the building that is accessed from the covered parking area. Access for firetrucks to approach the rear of the building is via the John Street entrance, where the driveway aisle is 6.39 meters in width. Along the north side of this driveway, a row of parking spaces is arranged perpendicular to its length.

Port Hope Works & Engineering Comments, email dated June 12, 2025

Drafts of the servicing and grading plans, as well as the stormwater design brief, were prepared by Jewell Engineering and previously submitted to the Municipality for review and comment. They will be updated and formally resubmitted for review by the Works and Engineering Department with the drawings that are submitted with the application for a building permit.

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Northumberland County Comments, email dated July 4, 2025

The owners have confirmed that if the Zoning By-law Amendment is granted, an agreement concerning shared access and parking will be arranged and formalized with an easement, if required, prior to or in conjunction with the application for a building permit.

Archaeology

Archaeological Stage 1 and Stage 2 Assessments were completed in August of 2022 by ARA, with the determination that no further assessment should be required. A copy of the notice of entry into the Ontario Public Register of Archaeological Reports, dated August 23, 2022, is appended. It confirms that the reports were filed with the Ministry of Tourism, Culture and Sport and added to its registry.

Built Heritage

The Heritage Impact Assessment prepared by ARA that was submitted with the first submission has been peer reviewed, and the revised report addressing the peer reviewer's comments, dated January 7, 2026, is included with this 2nd submission. Note that Section 11.0 of the report discussing Alternative Development Options and Mitigative Measures has been expanded.

Environmental Site Assessment

Both Phase 1 and Phase 2 Environmental Site Assessments were completed by Cambium Inc. in accordance with Ontario Regulation 153/04. Some exceedances were identified in the soil samples taken, and remediation was completed in the summer of 2025. An application for a Record of Site Condition (RSC) was submitted by Cambium, and the RSC was granted and filed on December 4, 2025. The RSC can be viewed and downloaded from the Environmental Site Registry on-line map. A copy of the acknowledgement letter confirming that Record of Site Condition number B-403-6380750279 has been filed in the Environmental Site Registry is appended.

Source Water Protection

If a Section 59 Clearance Notice from the GRCA is required, confirming that the proposed development will not pose a significant threat to drinking water in the intake protection zone, it will be applied for prior to the application for a building permit.

Waste Management

The owner is aware that the proposed condominium building exceeds curb-side waste set-out limits, and that private waste collection will have to be arranged.

Ganaraska Regional Conservation Authority Comments, email dated June 19, 2025

The Ganaraska Regional Conservation Authority's (GRCA) comments following review of the first submission were with respect to stormwater management. Further review of stormwater management will take place with the application for a building permit.

Response to 1st Submission Public Comments

ACO Port Hope Comments

The primary concern expressed in the letter from the Architectural Conservancy Ontario, Port Hope, pertains to the divergence from the guidelines for new buildings in the JOQSHCD plan. It has been acknowledged that the proposed building deviates from the heritage guidelines that state that new buildings in the heritage district shall be no more than 4 storeys in height. The measures described in the HIA report explain how the design of the proposed building has mitigated this deviation with the 3-storey base and terraced upper floors that are set back. However, the proposed building does comply with the JOQSHCD guidelines in the following ways:

The selection of brick as the façade material for the 3-storey base of the proposed building complies with guideline (c). The colours of the brick have yet to be finalized. Consequently, the colours shown on the rendering are not yet representative of the final colour selection. The ACO recommendation to follow the guideline recommendation towards a complementary buff-coloured brick will be explored with actual brick samples.

Fenestration is of the punched opening type, and windows are arranged in horizontal rows and aligned vertically, in compliance with guideline (d).

Most importantly, the horizontal cornice and projecting eave of the Carlyle hotel is aligned with the third-storey cornice of the proposed building, in compliance with guideline (e).

The ACO letter refers to employing window proportions that could be made more appropriate to the heritage context, presumably of the hotel. However, the existing hotel building features a variety of not less than 4 different window proportions on its south façade, making this point somewhat irrelevant.

The ACO letter refers to the proposed building setting a precedent for 5-storey buildings within Port Hope's heritage districts. It should be noted that while not a 5-storey building, the 4-storey St. Lawrence block on Walton Street, with its grand cornice that overhangs the Walton Street sidewalk, has a vertical façade with no setbacks or terraced floors, and is comparable in overall height to the proposed condominium, with an overall height difference of approximately 30 inches, and with a visual angular plane that is significantly more severe.

Response to Members of the Public who Submitted Written Comments

The comments received from members of the public have been organized into the following list of concerns:

Building Height

While the proposed building would be the only 5-storey building in the JOQSHCD, the 3-storey base that matches the height of the Carlyle hotel, the rising grade to the west,

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and the stepped back 4th and 5th floors will minimize the perceived height. The renderings of the building are derived from 3D CAD modelling, and are not vertically compressed, as suggested by one member of the public. When calculating the height of a building, the mechanical penthouse, which is a small rooftop enclosure for mechanical HVAC equipment, is not included, as per Section 4.11 Height Exception of the Zoning By-law. The mechanical penthouse shown on the drawings can be moved further back from the front of the building, and this will be explored during the detailed design phase.

Parking

The site plan illustrates how the site can accommodate 32 parking spaces for both the existing hotel and proposed residential building. The traffic and parking study, based on a survey of usage and peak parking demand, estimated 21 parking spaces to be adequate for the existing hotel and proposed residential building, when 11 units were proposed. While this number does not meet the requirements of the Zoning By-law standards, the proposed shared parking agreement to be arranged between the hotel and residential building will provide flexibility that will help to mitigate the parking deficiency.

Servicing Adequacy

The existing service infrastructure is adequate for the increase in demand that would be imposed by the proposed building. The additional load for 10 residential units was reviewed by engineering consultants and the municipality. A servicing easement along the north boundary of the hotel property will accommodate storm and water connections to the infrastructure below John Street. Sanitary service will be provided by connecting to the existing infrastructure below Augusta Street. The connections described above were recommended by municipal staff, following their review of the preliminary servicing drawings prepared by Jewell Engineering.

Building Design

The design decisions made to create a building that will complement the Hotel Carlyle are described in detail in the HIA report, Section 9.0 Proposed Development, on pages 58 and 59. In summary, the intent is to create a building that is modern looking, progressive, and at the same time compatible and complementary to the adjacent hotel.

Service Vehicles and Garbage Pick-up

Temporary visitors to the site, such as social workers, personal support workers, and trades people performing maintenance will be able to park on site, depending on the parking agreement and arrangement that is developed between the proposed residential building and the hotel. If spaces are not available, visitors will park in the surrounding neighbourhood, just as they have for visits to residents living in apartments on John, Walton or Queen Streets. Waste and recyclables will be stored in a temperature controlled indoor garbage room, and pick-up will be arranged with a private waste management company. Access to the site can be from John Street if there is not sufficient overhead clearance at the Augusta Street entrance for certain service vehicles.

Construction and ongoing PHAI Work

It is currently unknown if work by the PHAI might conflict with work to construct the proposed building. This is a logistical concern that would need to be organized and scheduled between the builder, municipality and PHAI to ensure minimum disruption to the neighbourhood.

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Impact of Construction Activity on Immediate Adjacent Properties

The construction of the proposed building will have a minimal impact on adjacent properties. The western boundary of the property will be retained with an engineered wall that will stabilize the existing slope. Fortunately, there are no mature trees on the site that will need to be removed. The parking area to the north will be graded to ensure water is directed into proposed catch basins that are connected to the existing stormwater infrastructure. The proposed building will abut the existing kitchen annex behind the hotel, and the design of the new foundation along the eastern boundary will ensure the existing kitchen annex structure is properly underpinned. The preliminary soils investigation suggests that the proximity to bedrock will eliminate any need for deep foundations, which will in turn reduce vibration during construction. The consulting team's structural engineer will work closely with the geotechnical consultant to ensure excavation activity, and the construction of foundations will pose no danger or damage to adjacent properties.

Affordable Housing is Needed, not Luxury Condominiums

It has been acknowledged that the intent here is not to create affordable housing. Currently, there is no clear definition of what constitutes affordable housing, apart from the fact that affordable housing projects are typically initiated by regional, provincial or federal government programs and require significant public funding to become a reality. This is a private development where the intent is to offer condominium living that features larger floor areas that are not currently available in either of the heritage conservation districts. Owners will have the ability to customize their housing unit to whatever level of comfort they desire or can afford.

The addition of residential housing in the downtown commercial core of all types will have a beneficial economic impact on local businesses and help to ensure Port Hope remains a vibrant town.

Sincerely,
PICCINI ARCHITECT

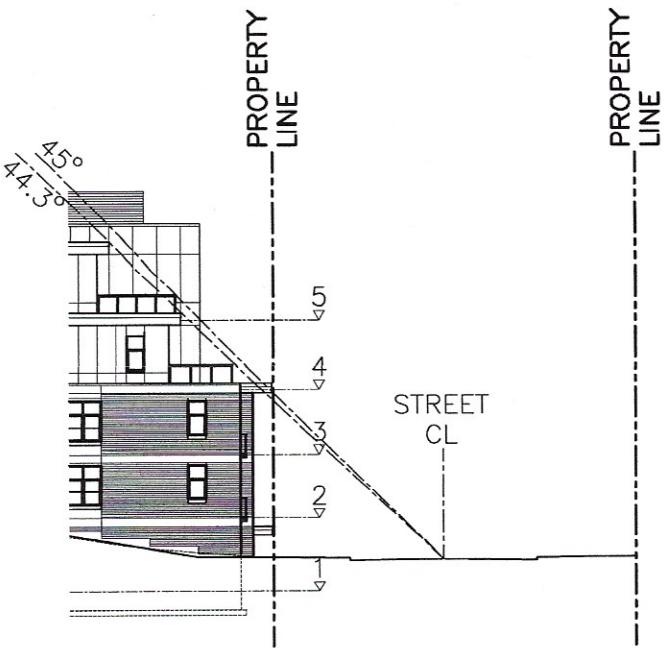


Reno Piccini
B.E.S., B.Arch., O.A.A.

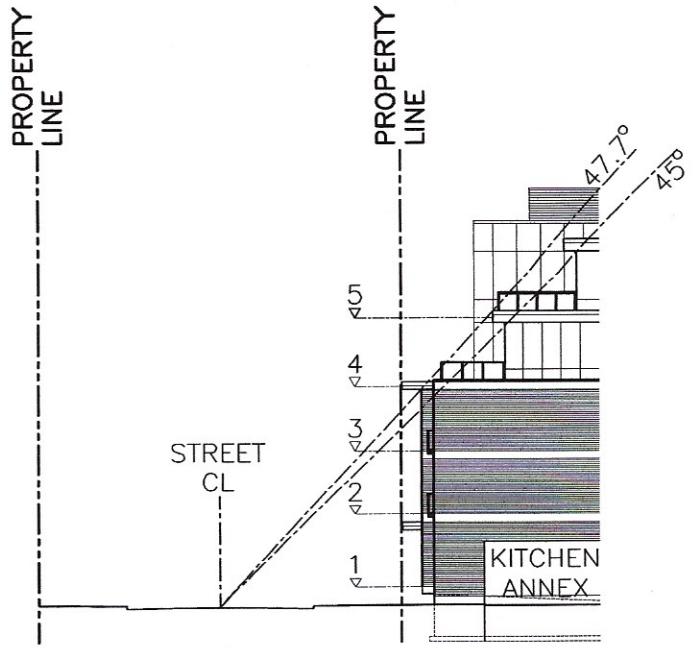
Appended: 45 Degree Angular Plane Diagrams.
Partial Ground Floor Plan.
MTCS Notice of Entry of Archaeological Stage 1 and 2 reports into
Ontario Public Register of Reports, Aug. 23, 2022.
MECP Notice of Filing of Record of Site Condition, Dec. 4, 2025.

Attachment: ARA Heritage Impact Assessment, revised Jan. 7, 2026.
ARA Comments on Letourneau Peer Review Memo, Nov. 19, 2025.

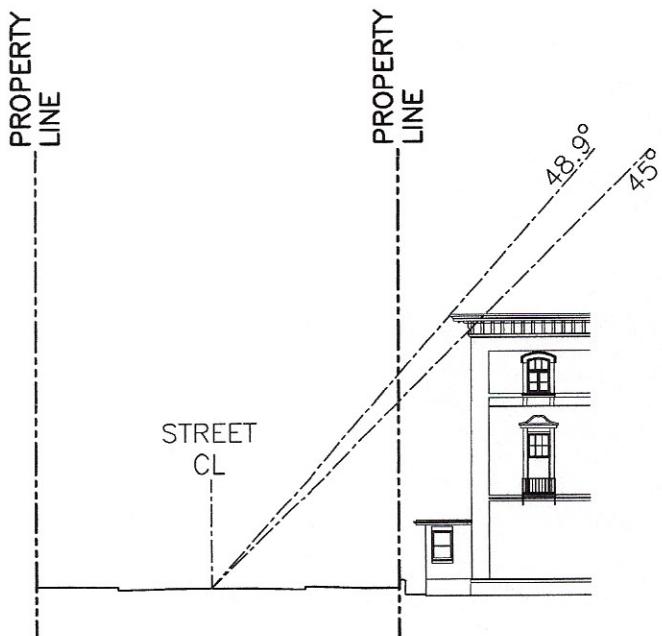
Cc: William & Ingrid Laurin, Asunder Trade & Capital.
Bob Clark, Clark Consulting.



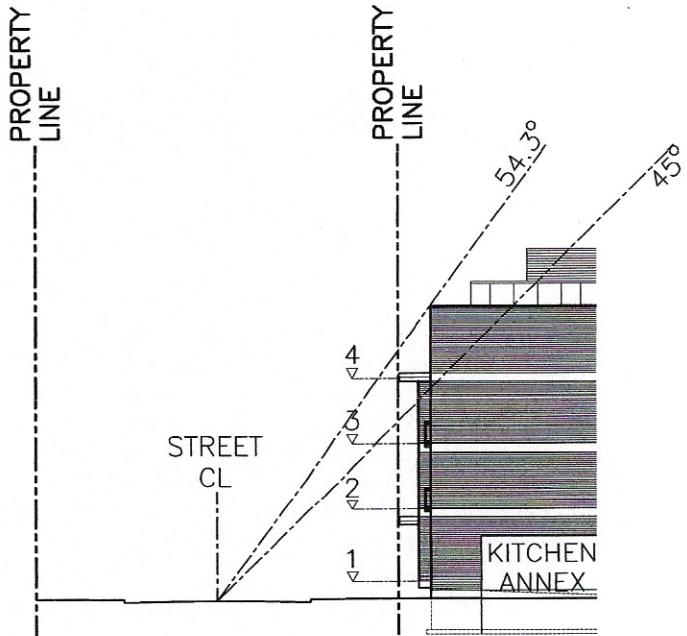
45 DEG. ANGULAR PLANE
AT EXTREME WEST SIDE
OF PROPOSED BUILDING



45 DEG. ANGULAR PLANE
AT EXTREME EAST SIDE
OF PROPOSED BUILDING



45 DEG. ANGULAR PLANE
AT CENTRE OF
CARLYLE SOUTH FACE



45 DEG. ANGULAR PLANE
COMPARISON FOR
4-STORY BUILDING AT
EXTREME EAST SIDE

18

16

COVERED
PARKING
FFE=88.35m

COVERED
ASPHALT
DRIVEWAY

RESIDENTIAL
GARBAGE &
RECYCLING
10-

88.52+

BICYCLE
STORAGE
10-

CURB
DEPRESSION

88.52+

AMENITY
SPACE
10-
FFE=87.99m
1,215 ft² NFA
(112.88 m²)

EXERCISE,
MEETING/PARTY
ROOM,
KITCHENETTE,
WASHROOM

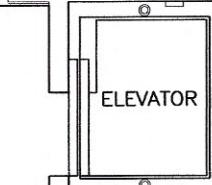


PAINTED
LINEWORK

88.35+

87.99+

UP



ELEVATOR

LOBBY
10-

UP

DN

EXIT STAIR
NO.1

VESTIBULE
10-

GROUND FLOOR
2,395 ft² GFA
(222.50 m²)

CO

Ministry of Tourism, Culture and Sport (MTCS)

Archaeology Program Unit
Programs and Services Branch
Heritage, Tourism and Culture Division
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Ministère du Tourisme, de la Culture et du Sport (MTCS)

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Aug 23, 2022

Paul Racher (P007)
Archaeological Research Associates Ltd.
219 - 900 Guelph Kitchener ON N2H 5Z6

RE: Entry into the Ontario Public Register of Archaeological Reports: Archaeological Assessment Report Entitled, "Stage 1 and 2 Archaeological Assessments, Commercial and Residential Addition, 86 John Street, Part 1, Plan 9R-1522, Municipality of Port Hope, Northumberland County, Part of Lot 6, Concession 1, Geographic Township of Hope, Former Durham County, Ontario", Dated Aug 22, 2022, Filed with MHSTCI Toronto Office on N/A, MHSTCI Project Information Form Number P007-1366-2022, MHSTCI File Number 0017424

Dear Mr. Racher:

The above-mentioned report, which has been submitted to this ministry as a condition of licensing in accordance with Part VI of the *Ontario Heritage Act*, R.S.O. 1990, c 0.18, has been entered into the Ontario Public Register of Archaeological Reports without technical review.¹

Please note that the ministry makes no representation or warranty as to the completeness, accuracy or quality of reports in the register.

Should you require further information, please do not hesitate to send your inquiry to Archaeology@Ontario.ca

cc. Archaeology Licensing Officer
Reno Piccini, PICCINI ARCHITECT
Theodhora Merepeza, City of Port Hope, Planning

¹In no way will the ministry be liable for any harm, damages, costs, expenses, losses, claims or actions that may result: (a) if the Report(s) or its recommendations are discovered to be inaccurate, incomplete, misleading or fraudulent; or (b) from the issuance of this letter. Further measures may need to be taken in the event that additional artifacts or archaeological sites are identified or the Report(s) is otherwise found to be inaccurate, incomplete, misleading or fraudulent.

**Ministry of the Environment,
Conservation and Parks**

Environmental Permissions
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**Ministère de l'Environnement, de
la Protection de la nature et des
Parcs**

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Téléc: 416-314-8452

12/04/2025

William Laurin
ASUNDER CARLYLE, INC.
86 John ST
Port Hope ON L1A 2Z2

Dear William Laurin:

Record of Site Condition Number B-403-6380750279 has been filed in the Environmental Site Registry for:
86 John Street
Port hope, Ontario
Canada
L1A 2Z2
(Peterborough District Office)

Pursuant to paragraph 3 of subsection 168.4(3.1) of the *Environmental Protection Act*, this is a written acknowledgment that Record of Site Condition (RSC) number B-403-6380750279 has been filed in the Environmental Site Registry on December 04, 2025.

An electronic copy of this RSC can be viewed and downloaded from the [Environmental Site Registry](#).

If you have any questions or require additional information, please contact Amber Brooks, Brownfields Filing and Review, at (437) 879-2126 or amber.brooks@ontario.ca.

Regards,



Amber Brooks
Director
Subsection 168.4(3), *Environmental Protection Act*

