Corporation of the City of Cambridge

Cambridge Municipal Heritage Advisory Committee Meeting Agenda

Meeting Number: 07-24

Date: April 20, 2024, at 7 p.m.

Location: Hybrid Meeting at City Hall and via Zoom

To increase delegate accessibility, this meeting will be livestreamed virtually. If you wish to appear as a delegate, you may register to appear as a delegation by visiting: https://forms.cambridge.ca/Delegation-Request-Form.

Members of the public wishing to speak at the Municipal Heritage Advisory Committee may complete the Delegation Request Form no later than 12:00 noon on the day prior to the meeting.

Please be advised that only one person can delegate at a time and additional people cannot be invited to join due to technical limitations. All written delegation submissions will form part of the public record.

This meeting will be livestreamed on the City of Cambridge’s YouTube page, which can be access via the following link: https://www.youtube.com/@CityOfCambridgeOn/streams.

Meeting Called to Order

Roll Call

Disclosure of Interest

Approval of Minutes

THAT the Minutes of the May 16, 2024 meeting of the Municipal Heritage Advisory Committee be considered for errors and omissions and be adopted.

Presentations:

Delegations:
Agenda Items:

1. **24-018 (MHAC) 4910 Townline Road, Heritage Impact Assessment and Documentation and Salvage Plan**

   THAT Report 24-018 4910 Townline Road, heritage Impact Assessment and Documentation and Salvage Plan be received;

   AND THAT the Municipal Heritage Advisory Committee endorse the recommendations outlined within the Heritage Impact Assessment, attached as Appendix A to this report;

   AND FURTHER THAT the Municipal Heritage Advisory Committee support the recommendations outlined within the Documentation and Salvage Plan, attached as Appendix B to this report, and recommend that Heritage Planning staff work with the applicant to ensure that salvaging recommendations are carried out.

2. **24-019 Recommendation to alter Old Mill Road Through Traffic Calming Measures**

   THAT Report 24-019 Recommendation to alter Old Mill Road Through Traffic Calming Measures be received;

   AND THAT the Municipal Heritage Advisory Committee (MHAC) accepts the Heritage Impact Assessment, prepared by Parslow Heritage Consultancy, Inc and dated July 2023;

   AND THAT the MHAC recommends that Council approve the alteration to Old Mill Road through the installation of posted speed signage, road markings and speed cushions to help calm traffic;

   AND FURTHER THAT the MHAC not endorse the closure of Old Mill Road for the reasons outlined in Report 24-019 (MHAC).

Other Business

   a) Chair’s Comments

   b) Council Report/Comments

   c) Staff/Senior Planner – Heritage Comments

Next Meeting:

Date & Time: July, 18, 2024, at 7 p.m.
Hybrid at City Hall and via Zoom
Close of Meeting

THAT the MHAC meeting does now adjourn at ______p.m.

Distribution:

Sue Brown, Nelson Cecilia, Michelle Goodridge, Councillor Corey Kimpson, Kimberly Livingstone, Rosemary Minella, Megan Oldfield, Nancy Woodman, Mark Melo, Christina Thompson.
Committee Members in Attendance: Nelson Cecilia, Susan Brown, Rosemary Minella, Megan Oldfield, Nancy Woodman, Christina Thompson, Mark Melo, Councillor Corey Kimpson, and Kimberly Livingstone in the role of Chair.

Regrets: Michelle Goodridge

Staff in Attendance: Laura Waldie, Senior Planner – Heritage, Jeremy Parsons, Senior Planner – Heritage, Melissa Lafleur, Recording Secretary and Maria Barrantes Barreto, Council Committee Services Coordinator.

Meeting Called to Order:

The meeting of the Municipal Heritage Advisory Committee was held virtually via Microsoft Zoom and live streamed to the City of Cambridge YouTube channel. Kimberly Livingstone, MHAC Chairperson, welcomed everyone present, and she advised those present that, in its advisory role, MHAC makes recommendations that then go to Council for a decision. The meeting was called to order at 7:02 p.m. and the meeting adjourned at 8:36 p.m.

Declarations of Interest: NIL

Approval of Minutes:

THAT the Minutes of the April 4, 2024 and April 28, 2024 meeting of the Municipal Heritage Advisory Committee be considered for errors and omissions and be adopted.

Moved By: Nelson Cecilia
Seconded By: Nancy Woodman

Presentations:

1. Scott MacDonald, Project Engineer from the City of Cambridge gave a presentation on the Black Bridge Road Bridge Heritage Permit Application. Scott was joined by Heidy Schopf & Matt Galloway of WSP.
Reports:

1. Report 24-011 (MHAC) Black Bridge Road Bridge Permit Application, Bridge Alterations

Jeremy Parsons, Senior Planner-Heritage provided an overview of the report.

Clarification was requested re: the “like for like” materials noted in Scott MacDonald’s presentation. Matt and Heidy from WSP clarified that the new materials will have the same look. A question was posed regarding the footings supporting the pedestrian crossing, “will they be added on or outside of the bridge deck?” Matt reviewed concept drawings with the committee. A discussion between the committee and WSP regarding the design of cycle railings took place to clarify the design and look plus how heritage and safety was incorporated into the design.

Moved By: Rosemary Minella
Seconded By: Nancy Woodman

THAT Report 24-014 (MHAC) Black Bridge Road Bridge Heritage Permit Application, Bridge Alterations be received; PP 009 pp 022

AND FURTHER THAT the Municipal Heritage Advisory Committee recommend that Council approve the Heritage Permit application for the proposed repairs and alterations for the conversion of the Black Bridge Road Bridge from a vehicular bridge to a pedestrian bridge as outlined in Report 24-014 (MHAC), with the list of alterations detailed in Appendix C, subject to the following conditions:

1) Following Council approval, any minor changes to the plans and elevations shall be submitted to the satisfaction of the Chief Planner or designate, prior to an application for a building permit and/or the commencement of any alterations; and

2) That the implementation of alterations, in accordance with this approval, shall be completed no later than two (2) years following Council approval. If the alterations are not completed by such a time, then this approval expires as of that date and no alterations shall be undertaken without a new approval issued by the City of Cambridge.

CARRIED
2. **Report 24-015 (MHAC) Request for Funding from the Designated heritage Property Grant Program**

Laura Waldie, Senior Planner-Heritage provided an overview of the report.

 Moved By: Susan Brown  
Seconded By Nelson Cecilia

**THAT** Report 24-015(MHAC) – Request for Funding from the Designated Heritage Property Grant Program – 27 Carolinian Lane - be received;

**AND THAT** the Municipal Heritage Advisory Committee recommend that the application for funding from the 2024 Operating Budget be approved by the Deputy City Manager of Community Development for the designated property municipally known as 27 Carolinian Lane to a maximum of $5,000 for the repair of two original wood windows and the replication of matching wood storm windows on the front façade of the dwelling as described in Report 24-015(MHAC);

**AND THAT** the work must be completed by November 1, 2024;

**AND FURTHER THAT** the grant is conditional on the inspection of the completed work to the satisfaction of heritage planning staff.

CARRIED

3. **Report 24-017 (MHAC) Request for a Sign Permit for 62 Dickson Street**

Laura Waldie, Senior Planner-Heritage provided an overview of the report and the proposal for the sign permit.

 Moved By: Nancy Woodman  
Seconded By: Megan Oldfield

**THAT** Report 24-017(MHAC) - Request for a Sign Permit for 62 Dickson Street – be received;

**AND FURTHER THAT** the Municipal Heritage Advisory Committee (MHAC) approve the request for a sign permit for the property known as the Cambridge Centre for the Arts, located at 62 Dickson Street, for an outdoor public art gallery display.

CARRIED
4. **Report 24-013 (MHAC) 171 Guelph Avenue (Forbes Estate) Heritage Conservation Easement**

Jeremy Parsons, Senior Planner-Heritage provided an overview of the report and the proposal for the easement.

Sue Brown posed a question regarding the securities that were deposited wanting to know whether they are based on 2022 or 2023 prices. Jeremy advised that he would follow up with the applicant and confirm. A motion was made to amend the original recommendation:

Moved By: Sue Brown  
Seconded By: Nelson Cecilia  

**AND THAT** staff reach out to the applicant and reconfirm project costs provided in 2023 to council to a forthcoming council meeting.

CARRIED

Moved by : Meg Oldfield  
Seconded by: Christina Thompson  

**THAT** Report 24-013 (MHAC) 171 Guelph Avenue (Forbes Estate) Heritage Conservation Easement Agreement be received;  

**AND THAT** staff reach out to the applicant and reconfirm project costs provided in 2023 to council to a forthcoming council meeting;  

**AND FURTHER THAT** the Municipal Heritage Advisory Committee recommend that Council approve the draft heritage conservation easement agreement, attached as Appendix A to this report.

CARRIED AS AMENDED

5. **Report 24-016 (MHAC) Request for Funding from the Designated Heritage Property Grant Program – 360 Clyde Road**

Laura Waldie, Senior Planner-Heritage provided an overview of the report.

Moved By: Nancy Woodman  
Seconded By: Meg Oldfield  

**THAT** Report 24-016(MHAC) – Request for Funding from the Designated Heritage Property Grant Program – 360 Clyde Road - be received;
AND THAT the Municipal Heritage Advisory Committee recommend that the application for funding from the 2024 Operating Budget be approved by the Deputy City Manager of Community Development for the designated property municipally known as 360 Clyde Road to a maximum of $5,000 for the repair of two limestone and granite chimneys on the dwelling as described in Report 24-016(MHAC).

AND THAT the work must be completed by November 1, 2024;

AND FURTHER THAT the grant is conditional on the inspection of the completed work to the satisfaction of heritage planning staff.

CARRIED

Other Business

The Chair welcomed the 2 new members to the committee. Councillor Kimpson provided comments on how happy she is to see the Grant Funding being utilized. Laura Waldie provided the committee with an overview new sponsored signage - Toyota Fieldhouse, for the field house building at 880 Linden Drive. Laura also provided a snapshot of the 2023 and 2024 usage of the Grant Funding of a Heritage Designated building and forecasted applications.

Next Meeting

Date & Time: June 20, 2024, 7:00 p.m.
Location: Hybrid, City Hall and via Zoom

Close of Meeting

Moved by: Meg Oldfield
Seconded by: Rosemary Minella

THAT the Municipal Heritage Advisory Committee meeting does now adjourn at 8:36 p.m.

CARRIED
To: Municipal Heritage Advisory Committee
Meeting Date: 6/20/2024
Report Title: 24-018 (MHAC) 4910 Townline Road, Heritage Impact Assessment and Documentation and Salvage Plan
Report Author: Jeremy Parsons, Senior Planner-Heritage
Department Approval: Joan Jylanne, Manager of Policy Planning
Department: Community Development
Division: Policy Planning
Report No.: 24-018 (MHAC)
File No.: LAC 8.137
Ward: Ward 2

RECOMMENDATION(S):
THAT Report 24-018 (MHAC) 4910 Townline Road, Heritage Impact Assessment and Documentation and Salvage Plan be received;

AND THAT the Municipal Heritage Advisory Committee endorse the recommendations outlined within the Heritage Impact Assessment, attached as Appendix A to this report;

AND FURTHER THAT the Municipal Heritage Advisory Committee support the recommendations outlined within the Documentation and Salvage Plan, attached as Appendix B to this report, and recommend that Heritage Planning staff work with the applicant to ensure that salvaging recommendations are carried out.

EXECUTIVE SUMMARY:
Purpose

This report has been prepared to consult with the Municipal Heritage Advisory Committee (MHAC) on a Heritage Impact Assessment and Documentation and Salvage Plan submitted in support of the demolition and removal of the dwelling located at 4910 Townline Road.

Key Findings

- The City of Cambridge intends to redevelop the property to be a public rest area with a parking lot, multi-use pathway and two new structures. The proposed work will result in the demolition of the existing dwelling at 4910 Townline Road.
- The subject property includes a mid-19th century vernacular residence and a small outbuilding.
The subject property is located within the Black Bridge Cultural Heritage Landscape (CHL), is adjacent to a listed, non-designated heritage property at 4860 Townline Road, and is adjacent to a property designated under Part IV of the Ontario Heritage Act at 4880 Townline Road.

The heritage evaluation outlined in the Heritage Impact Assessment (HIA) (attached as Appendix A), determined the property to meet two of nine criteria under Ontario Regulation 9/06.

The HIA identified the possibility of the dwelling to contain an early log cabin structure underneath the exterior cladding, however, a historic structure investigation (attached as Appendix C), determined that the dwelling did not contain a log construction substructure.

The preferred recommendation to document the structure and provide salvaging guidance is provided within the Documentation and Salvage Plan (attached as Appendix B).

Financial Implications

There are no financial implications to the City as a result of this proposal.

STRATEGIC ALIGNMENT:

☐ Strategic Action; or
☒ Core Service

Objective(s): Not Applicable

Strategic Action: Not Applicable

Program: Community Development

Core Service: Heritage Conservation

BACKGROUND:

The subject property is located at the intersection of Black Bridge Road and Townline Road (Figure 1), east of the Speed River. The property contains a one-and-a-half storey single-detached dwelling, a carport, and a one storey outbuilding on a well-treed lot. The frame dwelling is clad in vinyl siding and sits on a stone foundation that has been parged with concrete. MPAC data estimates the dwelling to have been built ca. 1890, however, the HIA estimates the dwelling to have been built ca. 1870. Both the carport and garage outbuilding are later 20th century additions with no identified cultural heritage value.

The property is located within the Black Bridge Cultural Heritage Landscape (CHL), formalized through Official Plan Amendment No. 15 and subject to the policies of Section 9 of the Official Plan. Section 9.2.3 of the Official Plan outlines that a Cultural
Heritage Impact Assessment (CHIA) is required for development proposals or other alterations that may impact attributes of the CHL. An HIA can also be required, as per Section 4.10 of the Official Plan when development is being proposed for lands adjacent to listed or designated properties.

Figure 1: Aerial image of the vicinity of subject property with the subject property indicated by a red arrow. Adjacent listed and designated properties are shown in green and red, respectively (City of Cambridge, 2024).

The subject property was included within several previous investigations including a Cultural Heritage Landscapes Background Report (2006), the Black Bridge Area Cultural Heritage Study (2013), the Black Bridge Cultural Heritage Landscape Technical Study (2016), and a separate HIA completed for the Municipal Class Environmental Assessment for Black Bridge Road and Townline Road (2017). Within the Black Bridge Area Cultural Heritage Study (2013), the subject property was identified as a “B Resource” that has cultural heritage value when evaluated against Ontario Regulation 9/06, however, does not directly relate to the themes of the area.
The redevelopment of the property is part of the detailed design of Black Bridge Road and Townline Road and includes a new bridge over the Speed River and updates to the historic steel truss bridge which is to be converted for pedestrian use.

EXISTING POLICY / BY-LAW(S):
City of Cambridge Official Plan (2018)

4.10 Cultural Heritage Impact Assessment

1. A Cultural Heritage Impact Assessment shall be required for a development proposal or Community Plan that includes or is adjacent to a designated property or cultural heritage landscape, or that includes a non-designated resource of cultural heritage value or interest listed on the Municipal Heritage Register. The potential impacts could be direct, such as demolishing or altering a structure on a designated property, or indirect such as changes to the streetscape of lands adjacent to a cultural heritage resource. A Cultural Heritage Impact Assessment may include the following elements:

   a) identification and evaluation of the cultural heritage resource;

   b) graphic and written inventory of the cultural heritage resource;

   c) assessment of the proposal’s impact on the cultural heritage resource;

   d) means to mitigate impacts, in accordance with the cultural heritage resources priorities established in Policy 4.2.1 of this Plan;

   e) alternatives to the proposal; and f) identification of and justification for the preferred option.

2. The City will determine the need for a Cultural Heritage Impact Assessment in consultation with the owner/applicant. The City will refer the completed Cultural Heritage Impact Assessment to MHAC when the development is major in nature or where the City believes there will be a detrimental impact to the cultural heritage resource.

3. A Cultural Heritage Impact Assessment shall be undertaken by a professional who is qualified to evaluate the cultural heritage resource under review.

4. Additional information may be required by the City, particularly depending on the nature and location of the proposal. The City shall make available any relevant information that it maintains, including archival records.

5. A completed Cultural Heritage Impact Assessment will first be submitted to the MHAC for review and the recommendation of MHAC will be forwarded to Council for consideration with the proposal. A Cultural Heritage Impact Assessment may be scoped or waived by either Council or MHAC.
6. The City will, and the Region is encouraged to, give consideration to the impact of modifications to Regional or City arterial and major collector roads and other road improvements in general, including re-alignment and road widening, on cultural heritage resources. Conservation of the cultural heritage resource, especially in relation to the character of streetscapes and major crossroads or intersections, shall be encouraged.

7. A Cultural Heritage Impact Assessment will be conducted in accordance to Council approved guidelines.

8. Where a Cultural Heritage Impact Assessment relates to a cultural heritage resource of Regional interest, the City will ensure a copy of the assessment is circulated to the Region for review. In this situation, the Cultural Heritage Impact Assessment submitted by the owner/applicant will be completed to the satisfaction of both the City and the Region.

9. Where a development application includes, or is adjacent to, a cultural heritage resource of Regional interest which is not listed on the City’s Register of Cultural Heritage Resources, the owner/applicant will be required to submit a Cultural Heritage Impact Assessment to the satisfaction of the Region.

9. **BLACK BRIDGE CULTURAL HERITAGE LANDSCAPE SITE SPECIFIC POLICY AREA**

1. Preamble:

The Black Bridge CHL is an area of cultural heritage significance in which the modifications resulting from human activities can be identified and are valued by the community. The Black Bridge CHL possesses cultural associations, as well as groupings of individual heritage features, such as the built structures, open spaces, archaeological sites and natural elements that together comprise a significant heritage form, distinctive from that of its constituent elements or parts. The CHL should be conserved in such a way that the area’s heritage values, attributes and integrity are retained, and the awareness, appreciation and enjoyment of the Black Bridge CHL should be promoted.

1.1 The following heritage themes provide a foundation for the Black Bridge Cultural Heritage Landscape:

   a. Settlement: Aboriginal and Early European;

   b. Community Development: Grist Mills and Saw Mills;

   c. Transportation: Road, River and Rail; and

   d. The Rivers and the Land.
2. Policies: In addition to the policies and permitted uses in this Plan, the lands designated as the Black Bridge Cultural Heritage Landscape (Black Bridge CHL) as identified on Schedule ‘A’, Figure 67 of this Plan, are subject to the following policies:

2.1 Conservation

The Black Bridge Cultural Heritage Landscape shall be conserved.

2.2 Education and Awareness

The community is encouraged to promote continued education, awareness and interpretation of the Black Bridge CHL, as detailed in the Management Strategy contained within the Black Bridge CHL Technical Study, and through undertakings such as a coordinated signage program for the area that interprets the themes and significant features, walking or cycling tours, interpretive brochures, and digital media, as appropriate.

2.3 Cultural Heritage Impact Assessment (CHIA)

A Cultural Heritage Impact Assessment shall be required for a development proposal on all properties within, or directly adjacent to, the Black Bridge CHL in order to ensure that development is context sensitive and mitigates impacts to Character Defining Attributes.

The Cultural Heritage Impact Assessment shall be undertaken in accordance with the requirements under Section 4.10 of this Plan.

Where a Cultural Heritage Impact Assessment has been undertaken in respect to a development proposal and where the development proposal has been reviewed by the Municipal Heritage Advisory Committee and approved by Council, a further Cultural Heritage Impact Assessment will not be required.

2.4 Infrastructure

“Infrastructure” development, upgrades and / or improvements shall be planned and designed in such a way as to minimize impacts and be sympathetic to the Black Bridge CHL’s Character Defining Attributes and to the broader context of the area.

2.5 Property Listing and Designation

Character Defining Attributes of the Black Bridge CHL located within the City of Cambridge shall be listed in the Municipal Register and property owners shall be encouraged to seek designation under the Part IV of the Ontario Heritage Act.

2.6 Amendments to Black Bridge CHL The Black Bridge CHL policies, Character Defining Attributes and/or boundary may need to be amended from time to time. Amendments shall be prepared by the City of Cambridge’s Planner – Heritage and
brought forward to MHAC for review. MHAC shall provide a recommendation in regards to the amendment for consideration and approval by Council. All amendments will be pursuant to the Planning Act.

ANALYSIS:

The proposed redevelopment of the subject property is part of a City-initiated project to reconfigure Black Bridge Road, Townline Road, construct a new vehicular bridge over the Speed River, and repurpose the historic steel truss bridge on Black Bridge Road. The subject property at 4910 Townline Road is intended to be redeveloped into a public rest area with a parking area, multi-use pathway, and include two new structures for public use. The redevelopment of this area will require the demolition of the ca. 1870 dwelling at 4910 Townline Road, given that it has a minimal setback to Townline Road and is sited close to the street.

The 19th century dwelling has been determined to contain minimal cultural heritage value and has seen substantial alterations. The HIA identified the property to meet two of nine criteria under Ontario Regulation 9/06 within design or physical value (as representative vernacular architecture) and historical or associative value (as being linked to the historic milling operations at 4860 Townline Road). Despite this, the dwelling maintains minimal architectural finishes, few interior elements, and is not noted to be unique or rare in style or features. The property’s associations with nearby milling operations are also secondary in nature.

Further, evaluations conducted as part of the historic structure investigation carried out in 2024 (Appendix C) determined that the dwelling does not contain a log cabin substructure. Therefore, the dwelling has been appropriately dated to the mid-to-late 19th century. As such, Heritage Planning staff support recommendation 3 within the HIA:

If the historic structure investigation determines that the Study Area does not retain a log house substructure, then the documentation, salvage, and reuse of building materials is recommended. These activities must take place prior to the demolition of the residence.

The Documentation and Salvage Report (Appendix B), outlines several items for consideration for salvaging prior to demolition. These include fieldstone foundation material, red brick masonry, hand hewn timber floor joists, and an interior wooden door and hardware. Heritage Planning staff are prepared to work with both City staff and salvage firms in order to ensure that material is appropriately salvaged intact and reused or repurposed on site, as part of the public open space and parking area. Salvaged materials are anticipated to be properly stored on site temporarily until redevelopment of the subject property occurs. Detailed design for the site layout will occur at a later date.
Finally, the subject property is located adjacent to a listed, non-designated property and a Part IV designated property. Despite this, the HIA did not identify any direct or indirect impacts to either of the adjacent properties as a result of the redevelopment of 4910 Townline Road.

FINANCIAL IMPACT:
There are no financial impacts to the City as a result of this proposal.

PUBLIC VALUE:
Transparency:
To ensure transparency, MHAC meeting agendas are posted on the City’s website.

PUBLIC INPUT:
Meetings of the MHAC are open to the public via the City’s YouTube channel.

INTERNAL / EXTERNAL CONSULTATION:
Heritage planning staff have liaised with staff from Engineering and Transportation Services in the writing of this report.

CONCLUSION:
For the reasons outlined in this report, Heritage Planning staff recommend that MHAC receive the HIA, Documentation and Salvage Plan, and engineering memo, included within the appendices, and endorse study recommendations, as outlined in this report.

REPORT IMPACTS:
Agreement: No
By-law: No
Budget Amendment: No
Policy: No

APPROVALS:
This report has been reviewed and approved for inclusion in the agenda by the respective Departmental Manager.

ATTACHMENTS:
1. 24-018 (MHAC) Appendix A: Heritage Impact Assessment
2. 24-018 (MHAC) Appendix B: Documentation and Salvage Plan
3. 24-018 (MHAC) Appendix C: Historic Structure Investigation Memo
CITY OF CAMBRIDGE

HERITAGE IMPACT ASSESSMENT:
4910 TOWNLINE ROAD, CITY OF CAMBRIDGE, REGIONAL MUNICIPALITY OF WATERLOO, ONTARIO
HERITAGE IMPACT ASSESSMENT
4910 TOWNLINE ROAD, CITY OF CAMBRIDGE, REGIONAL MUNICIPALITY OF WATERLOO, ONTARIO
CITY OF CAMBRIDGE

PROJECT NO.: IM21106003
DATE: MAY 3, 2024

WSP E&I Canada Limited
3450 Harvester Road
Burlington, ON, L7N 3W5
T: +1 905-335-2353
WSP.com

Effective September 21, 2022, Wood Environment & Infrastructure Solutions Canada Limited is now operating as WSP E&I Canada Limited. No other aspects of our legal entity, contractual terms or capabilities have changed in relation to this report submission.
EXECUTIVE SUMMARY

WSP was retained by the City of Cambridge to complete a Heritage Impact Assessment (HIA) for the property located at 4910 Townline Road, City of Cambridge, Ontario (the Study Area). The Study Area was historically located in Lot 13, Concession 4 (Beasley’s Lower Block), Waterloo Township, Waterloo County and includes a mid-19th century vernacular residence, outbuilding, and treelines. The Study Area falls within the Black Bridge Cultural Heritage Landscape (conserved through City of Cambridge OPA 15) and is adjacent to one listed heritage property (4860 Townline Road) and one property that is designated under Part IV of the Ontario Heritage Act (4880 Townline Road).

The City of Cambridge intends to redevelop the property to be a public rest area with a parking lot, multi-use pathway, and two new structures. The proposed work will result in the demolition of the existing residence in the Study Area. The redevelopment of the property is part of the detailed design of Blackbridge Road, Townline Road, and a new bridge structure over the Speed River. A Class Environmental Assessment (EA) was completed for the project in 2016.

The preparation of this HIA was guided by the City of Cambridge’s Official Plan, the Ministry of Citizenship and Multiculturalism (MCM) InfoSheet #5 of the Ontario Heritage Tool Kit, the MCM’s Heritage Property Evaluation: A Guide to Listing, Researching, and Evaluating Cultural Heritage Property in Ontario Communities (2006), the Standards & Guidelines for Conservation of Provincial Heritage Properties: Heritage Identification and Evaluation Process (MCM 2014), and the Standards and Guidelines for the Conservation of Historic Places in Canada (Canada’s Historic Places 2010).

WSP’s heritage evaluation determined that the Study Area has cultural heritage value or interest (CHVI) as it meets two criteria (1 and 4) of Ontario Regulation 559/22 (O. Reg. 559/22) of the Ontario Heritage Act. The Study Area’s CHVI is related to the potential for the residence to be a log house that is historically linked to the adjacent mill property at 4860 Townline Road.

WSP assessed the proposed work to identify potential direct and indirect impacts to the Study Area’s CHVI and heritage attributes. From the results of background research, information gathering, field documentation, and impact assessment, WSP determined that:

- The proposed work will result in a direct impact to the CHVI of the Study Area since the destruction of the residence is proposed.

Based on the above, WSP makes the following recommendations:

1. Conduct a historic structure investigation of the residence at the Study Area to determine whether any portions are log construction. The historic structure investigation should include removing sections of vinyl siding and interior trim, and inspection of the sills visible in the basement and attic spaces to identify the original building materials.

2. If the historic structure investigation determines that portions of the Study Area are log construction, relocation and rehabilitation of the residence is recommended. A Heritage Conservation Plan is recommended to outline how the heritage attributes of the residence will be conserved, protected, and enhanced during the relocation and rehabilitation program and into the future.

3. If the historic structure investigation determines that no portion of the Study Area is log construction, a Heritage Documentation Report should be completed and any salvageable building materials be
retained and re-used. The Heritage Documentation Report and salvage plan must be completed prior to initiating demolition of the residence.

4. This HIA must be submitted to heritage planning staff at the City of Cambridge and the MCM for review and comment.
PROJECT PERSONNEL

Project Manager: Felix Wong
Field Investigation: Heidy Schopf, MES, CAHP, Built Heritage and Cultural Landscape Team Lead
Report Preparation: Robert Pinchin, Cultural Heritage Technician
Graphics: Stephen LaBute, CAD Technician
Report Reviewers: Heidy Schopf, MES, CAHP
Henry Cary, PhD, CAHP, RPA

ACKNOWLEDGEMENTS

Karla Barboza, Heritage, Ministry of Tourism, Culture, and Sport
Laura Waldie, Senior Heritage Planner, City of Cambridge
Kevin Baksh, Ontario Heritage Trust
Tom Hetherington, President, Black Bridge Community Association
<table>
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<tr>
<th>Abbreviation</th>
<th>Description</th>
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<tr>
<td>CHRA</td>
<td>Cultural Heritage Resource Assessment</td>
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<td>CHER</td>
<td>Cultural Heritage Evaluation Report</td>
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<tr>
<td>CHSR</td>
<td>Cultural Heritage Screening Report</td>
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<tr>
<td>CHVI</td>
<td>Cultural Heritage Value or Interest</td>
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<tr>
<td>HIA</td>
<td>Heritage Impact Assessment</td>
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<tr>
<td>MCM</td>
<td>Ministry of Citizenship and Multiculturalism</td>
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<tr>
<td>OHA</td>
<td>Ontario Heritage Act</td>
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<td>PHP</td>
<td>Provincial Heritage Property</td>
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<td>PPS</td>
<td>Provincial Policy Statement</td>
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<tr>
<td>SCHV</td>
<td>Statement of Cultural Heritage Value</td>
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**GLOSSARY**

<table>
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<tr>
<th>Term</th>
<th>Definition</th>
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<td><strong>Adjacent lands</strong></td>
<td>Those lands contiguous to a protected heritage property or as otherwise defined in the municipal official plan (Government of Ontario 2020).</td>
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<td><strong>Built Heritage Resource:</strong></td>
<td>Means a building, structure, monument, installation or any manufactured or constructed part or remnant that contributes to a property’s cultural heritage value or interest as identified by a community, including an Indigenous community. Built heritage resources are located on property that may be designated under Parts IV or V of the <em>Ontario Heritage Act</em>, or that may be included on local, provincial, federal and/or international registers (Government of Ontario 2020).</td>
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<td><strong>Conserved:</strong></td>
<td>Means the identification, protection, management and use of built heritage resources, cultural heritage landscapes and archaeological resources in a manner that ensures their cultural heritage value or interest is retained. This may be achieved by the implementation of recommendations set out in a conservation plan, archaeological assessment, and/or heritage impact assessment that has been approved, accepted or adopted by the relevant planning authority and/or decision maker. Mitigative measures and/or alternative development approaches can be included in these plans and assessments (Government of Ontario 2020).</td>
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<td><strong>Cultural Heritage Landscape:</strong></td>
<td>Means a defined geographical area that may have been modified by human activity and is identified as having cultural heritage value or interest by a community, including an Indigenous community. The area may include features such as buildings, structures, spaces, views, archaeological sites or natural elements that are valued together for their interrelationship, meaning or association. Cultural heritage landscapes may be properties that have been determined to have cultural heritage value or interest under the <em>Ontario Heritage Act</em>, or have been included on federal and/or international registers, and/or protected through official plan, zoning by-law, or other land use planning mechanisms (Government of Ontario 2020).</td>
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<td><strong>Heritage Attributes:</strong></td>
<td>Means the principal features or elements that contribute to a protected heritage property’s cultural heritage value or interest, and may include the property’s built, constructed, or manufactured elements, as well as natural landforms, vegetation, water features, and its visual setting (e.g. significant views or vistas to or from a protected heritage property) (Government of Ontario 2020).</td>
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<td><strong>Protected Heritage Property:</strong></td>
<td>Means property designated under Parts IV, V or VI of the <em>Ontario Heritage Act</em>; property subject to a heritage conservation easement under Parts II or IV of the <em>Ontario Heritage Act</em>; property identified by the Province and prescribed public bodies as provincial heritage property under the <em>Standards and Guidelines for Conservation of Provincial Heritage Properties</em>; property protected under federal legislation, and UNESCO World Heritage Sites (Government of Ontario 2020).</td>
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Significant: In regard to cultural heritage and archaeology, resources that have been determined to have cultural heritage value or interest. Processes and criteria for determining cultural heritage value or interest are established by the Province under the authority of the Ontario Heritage Act (Government of Ontario 2020).
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APPENDICES

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1 INTRODUCTION

WSP was retained by the City of Cambridge to complete a HIA for the Study Area located at 4910 Townline Road, City of Cambridge, Ontario (Figure 1 and Figure 2). The Study Area was historically located in Lot 13, Concession 4 (Beasley’s Lower Block), Waterloo Township, Waterloo County and includes a mid-19th century vernacular residence, outbuilding, and treelines. The Study Area falls within the Black Bridge Cultural Heritage Landscape (conserved through City of Cambridge OPA 15) and is adjacent to one listed heritage property (4860 Townline Road) and one property that is designated under Part IV of the Ontario Heritage Act (4880 Townline Road).

The City of Cambridge intends to redevelop the property to be a public rest area with a parking lot, multi-use pathway, and two new structures. The proposed work will result in the demolition of the existing residence in the Study Area. The redevelopment of the property is part of the detailed design of Blackbridge Road, Townline Road, and a new bridge structure over the Speed River. A Class Environmental Assessment (EA) was completed for the project in 2016.

The preparation of this HIA was guided by the City of Cambridge’s Official Plan, the Ministry of Citizenship and Multiculturalism (MCM) InfoSheet #5 of the Ontario Heritage Tool Kit, the MCM’s Heritage Property Evaluation: A Guide to Listing, Researching, and Evaluating Cultural Heritage Property in Ontario Communities (2006), the Standards & Guidelines for Conservation of Provincial Heritage Properties: Heritage Identification and Evaluation Process (MCM 2014), and the Standards and Guidelines for the Conservation of Historic Places in Canada (Canada’s Historic Places 2010). Following these guidance documents, this HIA evaluated the Study Area for cultural heritage value or interest (CHVI) using the criteria prescribed under Ontario Regulation (O. Reg.) 569/22 of the Ontario Heritage Act and assessed the impacts of the proposed development on the Study Area’s CHVI and heritage attributes.

1.1 OBJECTIVES

The scope of work and objectives of this HIA included:

- Review previously completed cultural heritage studies to understand the land use history of the Study Area;
- Collect online data and send information requests to the City of Cambridge, Ontario Heritage Trust, and MCM;
- Determine if the Study Area meets the criteria for CHVI identified in O. Reg. 569/22;
- Conduct a field investigation to document existing conditions in the Study Area, including built heritage resources, cultural heritage landscape components, and heritage attributes;
- Assess the impact of the Project on the CHVI and heritage attributes of the Study Area;
- Consider alternatives to avoid or reduce the identified impacts; and,
- Recommend mitigation or conservation measures, where required.
Figure 1: Location of the Study Area

Glenchristie

Speed River

CONCESSION ROAD 4

STUDY AREA

BLACKBRIDGE ROAD

Baldwin Drive

MICHIGAN AVENUE

SCOTT ROAD

QUEEN STREET EAST

FISHER MILLS ROAD

GUELF PH AVENUE

STUDY AREA

Mill Pond

Corporation of the City of Cambridge
50 Dickson Street
Cambridge, Ontario, N1R 5W8

WSP
E&I Canada Limited
50 Vogell Road, Unit 3
Richmond Hill, Ontario, L4B 3K6
647-689-4958
Figure 2: Aerial Photograph Showing Location of the Study Area
METHODOLOGY

2.1 REGULATORY REQUIREMENTS

The requirements to consider cultural heritage under the Environmental Assessment process are found in the Provincial Policy Statement (PPS) (Government of Ontario 2020), Environmental Assessment Act (Government of Ontario 1990b), and the Ontario Heritage Act, R.S.O. 1990, c. O.18 (Government of Ontario 1990a).

2.1.1 ENVIRONMENTAL ASSESSMENT ACT

The requirements to consider cultural heritage under the Environmental Assessment (EA) process are found in the Environmental Assessment Act R.S.O. 1990, c. E.18 (EA Act) (Government of Ontario 1990b). The EA Act sets out planning and decision-making processes so that potential environmental effects are considered before a project begins (Government of Ontario 2019). The EA Act applies to provincial ministries and agencies, municipalities, and public bodies.

2.1.2 ONTARIO HERITAGE ACT

The Ontario Heritage Act, R.S.O. 1990, c. O.18, gives municipalities and the provincial government powers to protect heritage properties and archaeological sites (Government of Ontario 1990a). The Ontario Heritage Act includes two regulations for determining Cultural Heritage Value or Interest (CHVI): O. Reg. 569/22 and O. Reg. 10/06. O. Reg. 569/22 provides criteria to determine the CHVI of a property at a local level while O. Reg. 10/06 provides criteria to determine if a property has CHVI of provincial significance. For this study, O. Reg. 569/22 was used.

The criteria for determining CHVI under O. Reg. 569/22 are:

1. The property has design or physical value because it is a rare, unique, representative or early example of a style, type, expression, material or construction method,

2. The property has design or physical value because it displays a high degree of craftsmanship or artistic merit,

3. The property has design or physical value because it demonstrates a high degree of technical or scientific achievement,

4. The property has historical value or associative value because it has direct associations with a theme, event, belief, person, activity, organization, or institution that is significant to a community,

5. The property has historical value or associative value because it yields, or has the potential to yield, information that contributes to an understanding of a community or culture,

6. The property has historical value or associative value because it demonstrates or reflects the work or ideas of an architect, artist, builder, designer, or theorist who is significant to a community,

7. The property has contextual value because it is important in defining, maintaining, or supporting the character of an area,
The property has contextual value because it is physically, functionally, visually or historically linked to its surroundings, or

The property has contextual value because it is a landmark.

(Government of Ontario 2022a)

2.1.3 CITY OF CAMBRIDGE OFFICIAL PLAN

The development of the City of Cambridge is guided by the Cambridge Official Plan (Official Plan) (City of Cambridge 2018). The Official Plan contains policies for cultural heritage in Chapter 4, Cultural Heritage Resources (City of Cambridge 2018: 4.1 to 4.2 and 4.8.9). Policies relevant to this HIA include:

4.1 Objectives

g) support and require where feasible the identification, cataloguing, adaptive reuse, analysis and relocation of cultural heritage resources, and in some cases the preservation of sites containing these resources; and

h) promote the Grand River and its major tributaries, including the Speed River through Cambridge, as a nationally designated Canadian Heritage River.

4.2 Priorities for Cultural Heritage Resources

1. When development is proposed, the City will encourage the conservation of cultural heritage resources in the following order of preference:

   a) incorporation of cultural heritage resources and their surrounding context into development applications in a manner which does not conflict with the cultural heritage resource;

   b) promotion of the use of scale and design which blends harmoniously with existing cultural heritage resources when development occurs; and

   c) preservation and adaptive re-use of buildings of cultural heritage significance for compatible residential intensification and/or for other appropriate and compatible uses is encouraged.

2. Where the priority conservation actions of Policy 4.2.1 cannot be achieved, the City will implement the following measures in order of preference:

   a) promote the re-use of the resource, building, or building elements where a cultural heritage resource cannot be conserved intact;

   b) require, prior to approving a development application which would result in the destruction of a cultural heritage resource, that the proponent provide to the City architectural measured drawings, a land history, photographs and other available documentation of the cultural heritage resource in its surrounding context and, if feasible, relocate the cultural heritage resource; and

   c) promote the salvaging and reuse of building materials where a cultural heritage resource cannot be conserved intact to discourage construction materials from entering landfill sites and incorporation of building materials in the new development or redevelopment.
3. Cultural heritage resources will be preserved and enhanced, wherever possible. For these purposes, Council may:

   b) require the integration of cultural heritage resources into the design of draft plans of subdivision and other development;

   c) require the Committee of Adjustment to consider the implications of its decisions on cultural heritage resources and where feasible, provide for their protection;

   d) provide for any cultural heritage resource located within the public areas as established by this Plan to be restored, rehabilitated, used and maintained for any purpose compatible with the existing or proposed function of such public areas in a manner that is consistent with other policies in this Plan;

   f) undertake studies and formulate and implement heritage plans and programs, including consultation and cooperation with other local, Regional, Provincial and national heritage conservation agencies and organizations;

2.1.3.1 OFFICIAL PLAN AMENDMENT NO. 15: BLACK BRIDGE CULTURAL HERITAGE LANDSCAPE SITE SPECIFIC POLICY AREA

In 2012, the City of Cambridge amended the Cambridge Official Plan to include a site-specific policy concerning the lands in and around the Black Bridge Area to form the Black Bridge Cultural Heritage Landscape (City of Cambridge 2016). OPA No. 15 is contained in Section 4.8.9 of the Cambridge Official Plan and contains the following policies:

1. Preamble: The Black Bridge CHL is an area of cultural heritage significance in which the modifications resulting from human activities can be identified and are valued by the community. The Black Bridge CHL possesses cultural associations, as well as groupings of individual heritage features, such as the built structures, open spaces, archaeological sites and natural elements that together comprise a significant heritage form, distinctive from that of its constituent elements or parts. The CHL should be conserved in such a way that the area’s heritage values, attributes and integrity are retained, and the awareness, appreciation and enjoyment of the Black Bridge CHL should be promoted.

1.1 The following heritage themes provide a foundation for the Black Bridge Cultural Heritage Landscape:

   a) Settlement: Aboriginal and Early European;

   b) Community Development: Grist Mills and Saw Mills;

   c) Transportation: Road, River and Rail; and

   d) The Rivers and the Land.

1.2 The following are the key Character Defining Attributes of the Black Bridge CHL, as identified through the Black Bridge CHL Technical Study (January, 2016):

   a) The Mill, 4860 Townline Road, City of Cambridge;

   b) The Mill Races, located in City of Cambridge and Township of Puslinch;

   c) The Irish Creek Pond and Dam, Township of Puslinch;

   d) The Speed River Dam, Township of Puslinch;

   e) The Mill Manager’s House, 4880 Townline Road, City of Cambridge;
f) The Mill Boarding House, 4790 Townline Road, City of Cambridge;
g) The Black Bridge, Black Bridge Road at the Speed River, City of Cambridge;
h) 537 River Road, City of Cambridge;
i) The Roszell Farm; 6542 Roszell Road, Township of Puslinch
j) Crossroads Memorial Church and Brethren in Christ Cemetery, 4614 Wellington Road, Township of Puslinch;
k) The Speed River, and the Irish Creek their valleys and floodplains, City of Cambridge and Township of Puslinch;
l) Views of the Speed River valley, from Black Bridge Road, views of the Black Bridge along the road and across the valley, and views along Townline Road from Black Bridge Road to the hill top near River Road, City of Cambridge and Township of Puslinch; and
m) Views and viewsheds associated with these Character Defining Attributes, City of Cambridge and Township of Puslinch

2. Policies: In addition to the policies and permitted uses in this Plan, the lands designated as the Black Bridge Cultural Heritage Landscape (Black Bridge CHL) as identified on Figure 67 of this Plan, are subject to the following policies:

2.1 Conservation

The Black Bridge Cultural Heritage Landscape shall be conserved.

2.2 Education and Awareness

The community is encouraged to promote continued education, awareness and interpretation of the Black Bridge CHL, as detailed in the Management Strategy contained within the Black Bridge CHL Technical Study, and through undertakings such as a coordinated signage program for the area that interprets the themes and significant features, walking or cycling tours, interpretive brochures, and digital media, as appropriate.

2.3 Cultural Heritage Impact Assessment (CHIA)

A Cultural Heritage Impact Assessment shall be required for a development proposal on all properties within, or directly adjacent to, the Black Bridge CHL in order to ensure that development is context sensitive and mitigates impacts to Character Defining Attributes. The Cultural Heritage Impact Assessment shall be undertaken in accordance with the requirements under Section 4.10 of this Plan.

Where a Cultural Heritage Impact Assessment has been undertaken in respect to a development proposal and where the development proposal has been reviewed by the Municipal Heritage Advisory Committee and approved by Council, a further Cultural Heritage Impact Assessment will not be required.

2.4 Infrastructure

"Infrastructure" development, upgrades and/or improvements shall be planned and designed in such a way as to minimize impacts and be sympathetic to the Black Bridge CHL’s Character Defining Attributes and to the broader context of the area.

2.5 Property Listing and Designation
Character Defining Attributes of the Black Bridge CHL located within the City of Cambridge shall be listed in the Municipal Register and property owners shall be encouraged to seek designation under the Part IV of the Ontario Heritage Act.

2.6 Amendments to Black Bridge CHL

The Black Bridge CHL policies, Character Defining Attributes and/or boundary may need to be amended from time to time. Amendments shall be prepared by the City of Cambridge’s Planner-Heritage and brought forward to MHAC for review. MHAC shall provide a recommendation in regards to the amendment for consideration and approval by Council. All amendments will be pursuant to the Planning Act.

(City of Cambridge 2016b; City of Cambridge 2018)

The Study Area is contained within the Black Bridge Cultural Heritage Landscape but is not identified as a Character Defining Attribute.

2.1.4 GUIDANCE DOCUMENTS

The MCM is responsible for the administration of the Ontario Heritage Act and has developed checklists, information bulletins, standards and guidelines, and policies to support the conservation of Ontario’s cultural heritage resources, including built heritage resources, cultural heritage landscapes, and archaeological sites.

The MCM Heritage Property Evaluation: A Guide to Listing, Researching, and Evaluating Cultural Heritage Property in Ontario Communities gives guidance on researching and site analysis when completing a property specific heritage evaluation (Government of Ontario 2006). In addition, the MCM Heritage Identification & Evaluation Process guide gives detailed direction on the completion of O. Reg. 569/22 evaluations (Government of Ontario 2014). Both documents were used to guide the preparation of this HIA.

2.2 BACKGROUND REVIEW

Previous cultural heritage studies and inventories have been completed for the Study Area. A list of these documents is provided below and key findings are presented in Section 3.6.

- Cultural Heritage Landscapes Background Report (André Scheinman Heritage Preservation Consultant 2006)
- Black Bridge Area Cultural Heritage Study (City of Cambridge 2013)
- Black Bridge Cultural Heritage Landscape Technical Study (MMM Group 2016)
- Heritage Impact Assessment (MHBC 2017)

2.3 BACKGROUND RESEARCH

Background research was carried out during the preparation of this HIA to gain a thorough understanding of the historical context of the Study Area. Primary sources, secondary sources, and historical maps, and aerial photographs were consulted, as appropriate, to identify historical themes relevant to the Study Area. This included research regarding the physiography, survey and settlement, and 19th and 20th century land use of the Study Area, and a review of historical mapping, aerial photographs, and Google Earth imagery to identify changes within, and adjacent to, the Study Area.
The results of the background research are presented in Section 3.

2.4 INFORMATION GATHERING

Information gathering was carried out to gather information on the Study Area. For this HIA, the City of Cambridge, Ontario Heritage Trust, the MCM, The Waterloo Historical Society, and the Black Bridge Community Association were contacted via email to confirm the heritage status of the property and gather background information to inform the heritage evaluation.

The results of the information gathering activities are presented in Section 4.1.

2.5 FIELD INVESTIGATION

A field investigation of the Study Area was completed on November 14, 2022, to confirm the existing conditions of the Study Area and identify any cultural heritage attributes present. Photographic documentation of the Study Area and its spatial context was conducted.

The results of the field investigation are presented in Section 4.2 of this report.

2.6 CULTURAL HERITAGE EVALUATION

The scope of work for this HIA included an evaluation of the Study Area using the criteria prescribed in O. Reg. 569/22. The Study Area is contained within the Black Bridge Cultural Heritage Landscape but is not identified as a Character Defining Attribute. The Study Area is not listed on the City of Cambridge’s Heritage Register nor is it designated under Part IV of the Ontario Heritage Act.

The results of the heritage evaluation are presented in Section 5.

2.7 IMPACT ASSESSMENT

An impact assessment is required when a property with CHVI is anticipated to be directly or indirectly affected by a new development. InfoSheet#5 of Heritage Resources in the Land Use Planning Process: Cultural Heritage and Archaeology Policies of the Ontario Provincial Policy Statement (MCM 2006) provides guidance to assess the following direct and indirect impacts that may occur when development is proposed within, or adjacent to, a heritage property:

- **Direct Impacts**
  - Destruction of any, or part of any, significant heritage attributes or features
  - Alteration that is not sympathetic, or is incompatible, with the historic fabric and appearance

- **Indirect Impacts**
  - Shadows created that alter the appearance of a heritage attribute or change the viability of a natural feature or plantings, such as a garden
  - Isolation of a heritage attribute from its surrounding environment, context or significant relationship
o Direct or indirect obstruction of significant views or vistas within, from, or of built and natural features

o A change in land use such as rezoning a battlefield from open space to residential use, allowing new development or site alteration to fill in formerly open spaces

o Land disturbances such as a change in grade that alters soils and drainage patterns that adversely affect an archaeological resource.

### 2.8 MITIGATION MEASURES

When a property is found to have CHVI under O. Reg. 569/22 and impacts are identified to the heritage attributes of that property, mitigation measures are required. The mitigation options presented in Section 4.2 of the City of Cambridge Official Plan were considered, including:

- Option 1: Do Nothing
- Option 2: Adaptive Reuse In-Situ
- Option 3: Relocation and Rehabilitation
- Option 4: Documentation, Salvage, and Reuse of Building Materials

In addition, the mitigation measures presented in MCM InfoSheet#5 were considered. These are:

- Alternative development approaches
- Isolating development and site alteration from significant built and natural features and vistas
- Design guidelines that harmonize mass setback, setting, and materials
- Allowing only compatible infill and additions
- Reversible alterations
- Buffer zones, site plan control, and other planning mechanisms

In addition to the mitigation measures contained in InfoSheet#5, the general standards for preservation, rehabilitation, and restoration of the *Standards and Guidelines for the Conservation of Historic Places in Canada* were followed (S&G) (Canada’s Historic Places 2010:22). The S&Gs are widely accepted as the guiding document for heritage conservation in Canada. It contains general conservation standards and guidelines that are specific to cultural heritage resource types such as cultural heritage landscapes and buildings. Where applicable, guidelines from the S&Gs were used in this HIA to recommend mitigation measures that are specific to a resource type.
3. BACKGROUND RESEARCH

3.1 PHYSIOGRAPHY

The Study Area is situated in the Guelph Drumlin Field physiographic region of Ontario (Figure 1 to Figure 3) (Chapman and Putnam 1984:113). The Guelph Drumlin physiographic region spans an area of approximately 82,880 hectares (204,799 acres) and includes portions of greater Hamilton, Wellington County, and the Regional Municipalities of Waterloo and Halton. The till is pale brown in colour, loamy and calcareous and contains fragments of the underlying red shale (Chapman and Putnam 1984: 137). It is underlain by dolostones of the Amabel and Guelph Formations. The landform pattern consists of “drumlins fringed by gravel terraces and separated by swampy valleys” with flowing tributaries and “several gravel ridges or eskers cross the plain in the same general direction with meltwater spillways cutting through” (Chapman and Putnam 1984: 138). The Speed and Eramosa Rivers are two glacial spillways located within this physiographic region.

The dominant surface soil type within the Study Area is Farmington (OMAFRA 2006). This soil is characterized as coarse and medium textured soils overlying bedrock with good drainage and level topography.

According to the Ministry of Northern Development and Mines Map 2556 Quaternary Geology Southern Sheet map this immediate area includes glaciofluvial outwash deposits and Port Stanley Till deposits.

3.2 INDIGENOUS HISTORY

The cultural history of southern Ontario began approximately 11,000 years ago when the glaciers had melted, and the land was re-exposed. The land was quickly settled by bands of hunters and gatherers who are thought to have been large game hunters. This period is referred to as the Paleo-Indian Period and it is thought to have lasted until approximately 9,000 years ago.

After 9,500 years ago, there was a long period when the climate was variable and the bare lands left by the glaciers were becoming re-forested, resulting in patchier, more diverse ecozones. This period is referred to as the Archaic Period and it is thought to have lasted until 3,000 years ago as people were adapting to diverse environmental settings. The Archaic adaptation is generally thought to have centered on localized resources, often forest resources, and groups of people are thought to have been less mobile, an adaptation that continued to develop until the arrival of Europeans.

In southern Ontario, the Archaic Period is divided into the Early, Middle and Late Archaic. The Archaic Period is followed by the Woodland Period. The major technological change in the Early Woodland Period is the introduction of pottery. During this time, people are thought to have developed more community organization and the manufacture of clay pottery is thought to indicate less residential mobility. The Early Woodland Period transitioned into the Middle Woodland Period approximately 2,400 years ago. During the Middle Woodland Period in southern Ontario community and kin identity became more deeply entrenched, and more sedentary communities developed. By around 500 Common Era (CE), maize cultivation had been widely adopted in Ontario, marking the transition between the Middle Woodland and Late Woodland Periods.

The Late Woodland Period saw the development of recognizable Iroquoian and Anishnaabe cultures in southern Ontario, as well as intensified cultivation of crops such as corn, beans, squash, sunflower and tobacco. Greater sedentism led to increasing settlement populations and greater complexity of settlement organization. Village sites dating to this time are often found on terraces overlooking the floodplains of large rivers, though
settlements were also located near smaller watercourses. Iroquoian villages tended to be small, palisaded compounds with longhouses occupied by families. As the Late Woodland Period progressed, more intercommunity communication and integration became necessary to maintain the sedentary agricultural way of life. Later Iroquoian villages were larger and more heavily palisaded, and longhouses were larger also. Algonquian settlements tended to be less populous and temporary.

When French explorers, missionaries, and fur traders arrived in southern Ontario in the early 17th century, they met diverse communities across the Great Lakes region, such as the nations of the Iroquoian Wendat (Huron), Attawandaron (Neutral), Tionnontaté or Khionontateronon (Petun), and Haudenosaunee (Six Nations), and Anishnaabe Ojibwe, Odawa, Nipissing, and Algonquin. Contact with Europeans disrupted the traditional Indigenous political dynamics, allegiances, and ways of life at different times and to varying degrees throughout Ontario. By the mid-17th century, European disease and conflict had driven the Wendat, Attawandaron, Tionnontaté or Khionontateronon from their traditional territories and they were forces to relocate to other regions as way of survival for their Nations.

Indigenous lifeways adapted in complex and varied ways as European colonization intensified from the 18th century onwards, and after the British colonial regime gained control of Canada in 1763, Treaties were established between the Crown and Indigenous Nations for lands across Ontario. It is now recognized that the British —and later Canadian governments— and Indigenous Nations had different understandings of these treaties, but they remain legally binding agreements that “form the basis of the relationship between Indigenous and non-Indigenous people” (Government of Ontario 2021). Presently, there are ongoing land claims between Indigenous Nations and the Government of Canada related to differing perspectives on treaty lands and traditional territory in Ontario (Sault 2021; Six Nations of the Grand River 2022; Mississaugas of the Credit First Nation 2022; and Haudenosaunee Confederacy 2022). Indigenous perspectives on land rights and treaties from the Nations typically known to have inhabited and made use of the lands associated with the project throughout history include:

- Six Nations of the Grand River: Key Issues, Lands and Resources
- Mississaugas of the Credit First Nation: Treaty Lands & Territory
- Haudenosaunee Confederacy: Land Acquisition

The Study Area is located on land that was ceded in the Treaty 4 agreement between the British Crown and Indigenous Nations. Also known as the Crown Grant to the Six Nations or Haldimand Tract or the Simcoe Patent. The treaty was issued in 1793 (Government of Canada 2021). Treaty 4 granted a tract of land, often referred to as the Haldimand Tract, to the Six Nations in recognition of their support of the Crown during the American Revolution (Government of Canada 2021). This treaty was later issued to clarify a number of matters, including the extent of the land grant made to the Six Nations (Government of Canada 2021). Six Nations of the Grand River note that only 5% of the original treaty lands have been granted to Six Nations with an estimated 900,000 acres lost since 1784 (Six Nations 2022). At present, Six Nations has 29 land claims filed with the Office of Native Claims and only one land claim has been resolved to date (Six Nations 2022).

Presently, the City of Cambridge has developed the following land acknowledgement to recognize the traditional territory of Indigenous Nations who called, and still call, the land home before the arrival of settlers:

“The City of Cambridge acknowledges that we are situated upon the land traditionally used by the Haudenosaunee, Anishinaabe and Neutral People.

We also acknowledge the enduring presence and deep traditional knowledge and philosophies of the Indigenous People with whom we share this land today.” (City of Cambridge 2022)
3.3 TOWNSHIP SURVEY AND SETTLEMENT

The Study Area is historically located in Lot 13, Concession 4, Waterloo Township, Waterloo County. This area is also known as “Beasley’s Lower Block”, a large tract of land purchased in 1798 by Richard Beasley who then, subdivided and re-sold parcels of land to German immigrants.

Waterloo Township was once one of the largest townships in southwestern Ontario. Consisting of 94,012 acres, the lands had been purchased from Joseph Brant by Richard Beasley, John Baptiste Rousseaux, and James Wilson in 1796 (Hayes 1997:3). The Township was also one of the earliest settled townships. By 1800, more than 14,000 acres of land were sold to German Mennonites from Pennsylvania and surveyed by August Jones in 1805. In order to not interfere with previously established settlers, the new lots were laid out in an irregular manner (Moyer 1971). In 1817, Waterloo Township was named to commemorate the British victory over Napoleon at the Battle of Waterloo, fought near Waterloo, Belgium on 18 June 1815 (Mika & Mika 1983) and it was bordered to the north by the Township of Woolwich, to the east by the Townships of Guelph and Puslinch, to the south by the Township of Dumfries, and to the west by the Township of Wilmot (H. Parsells & Co. 1881).

Several roads were constructed throughout this area during the first quarter of the 19th century, including Bleams Road, which was constructed by Philip Bleam in the 1820s to link the Township of Wilmot and the Township of Waterloo to his business at German Mills near the Grand River (Bloomfield 1995: 74). By 1851 the Township population numbered 8,871 (H. Parsells & Co. 1881; Hayes 1997: 16).

3.3.1 SPEED RIVER, BLACK BRIDGE, AND HOLM’S MILL

The Study Area is located approximately 150 m east of the Speed River, a tributary of the Grand River. The Grand River is a Canadian Heritage River with known natural and cultural heritage significance (Canadian Heritage Rivers System 2023). Blackbridge Road, which crosses the Speed River in an east-west direction, is a historical transportation route that dates to the 19th century. The original Black Bridge structure was constructed in 1862 but was replaced in 1916 with the Pratt truss bridge that remains in place today (Heritage Resources Centre 2013: 10). Residential development began along Townline Road and Blackbridge Road in the 1860s and 1870s.

A significant historical property in the area is the mill that is located south of the Study Area at 4860 Townline Road. Known as Holm’s Mill, Niels Peterson Holm purchased the property in the 1830s and then constructed a sawmill in 1850 and a grist mill in 1856 (MMM Group 2016). The mills were constructed in this location due to the close proximity of the Speed River and the presence of two streams that ran through the property. The Study Area, 4910 Townline Road, was originally part of the mill property but was severed in 1972. While the residence within the Study Area is not depicted on historical mapping until 1962, historical documentary evidence and community input suggests that this structure was originally a log house that has been altered. A sketch from 1907 depicts the residence at 4910 Townline Road and notes that the property was occupied by Nathaniel Wildfong (Plate 1). The Wildfong family is noted as being a prominent pioneer family who contributed to shaping the local landscape and contributing to the establishment of the Village of Hespeler in the Black Bridge Cultural Heritage Landscape Technical Study prepared by MMM Group in 2013 (MMM Group 2016:12).

3.3.2 VILLAGE OF HESPELER

The Study Area is located approximately 2.5 km northeast of the Village of Hespeler. This area had been within lands granted to the Six Nations Iroquois in 1793 as part of Treaty 4, also known as the Haldimand Tract, in
recognition of their support of the British during the American War of Independence (Government of Ontario 2021. In 1798, a block of land known as Block 2 measuring over 90,000 acres was sold to Richard Beasley, who then began to sell the land in smaller parcels (City of Cambridge 2021).

One of these parcels was 515 acres sold to Abram Clemens, who had emigrated from Pennsylvania in 1818. In 1833, Joseph Oberholtzer acquired land across from the Clemens estate and he deeded some of it to his brother-in-law Michael Bergey. The Bergey family subsequently built a log house, sawmill, and a small foundry. The settlement that grew around this small industrial complex was originally known as Bergeytown, and by 1830 the population had reached 100; five years later the settlement was renamed New Hope (Rayburn 1997:156; City of Cambridge 2021).

Ten years later, New Hope had three sawmills, a tannery, a pail factory, two blacksmiths, two shoemakers and a tavern. German emigrant Jacob Hespeler moved to New Hope in 1845 and purchased the Clemens sawmill which he would replace in 1847. Hespeler operated a distillery and built a woolen mill—the first in the area—on the site of what would become the Forbes Textile Mill at 215 Queen Street West, within the current Study Area (Mika & Mika 1981). Hespeler became the community’s first postmaster in 1851 and in 1858 New Hope was renamed the Village of Hespeler in his honor (Mika & Mika 1981; City of Cambridge 2021). He was then appointed as the Village’s first Reeve.

By 1901 the Village was incorporated as a town and in 1958 the Great Western Railway was extended from Galt through Preston and Hespeler to Guelph. On 1 January 1973 the Town of Hespeler was amalgamated with Galt and Preston to form the new City of Cambridge. Prior to amalgamation the population of the Town of Hespeler was 6,300 (Mika & Mika 1981).

### 3.4 REVIEW OF HISTORICAL MAPPING

Table 1 summarizes the analysis of 19th and 20th century mapping available for the Study Area.

<table>
<thead>
<tr>
<th>YEAR</th>
<th>MAP TITLE</th>
<th>HISTORICAL FEATURES</th>
</tr>
</thead>
<tbody>
<tr>
<td>1861</td>
<td>Tremaine’s Map of the County of Waterloo, Canada West. (Tremaine 1861)</td>
<td>The Study Area is located on a parcel of land within Lot 13, Concession 4 that is owned by Peter Holm. A sawmill is located within the property. Two tributaries of the Speed River are shown running through the property.</td>
</tr>
<tr>
<td>1881</td>
<td>1881 Illustrated Historical Atlas of the County of Waterloo, Ontario. (H. Parsell and Co. 1881)</td>
<td>The Study Area is located on a parcel of land within Lot 13, Concession 4. No structures are depicted on this map and no property owner is attributed to the land. Tributary waterways of the Speed River are depicted on the property.</td>
</tr>
<tr>
<td>1916</td>
<td>1916 Topographic Map of Galt, Ontario Sheet (Department of Militia and Defence)</td>
<td>A structure is depicted intersecting with the southern boundary of the Study Area. A grist mill is depicted south of the Study Area.</td>
</tr>
<tr>
<td>1936</td>
<td>1936 Topographic Map of Galt, Ontario Sheet (Department of National Defence)</td>
<td>A structure is depicted intersecting with the southern boundary of the Study Area.</td>
</tr>
<tr>
<td>1954</td>
<td>Aerial Imagery (University of Waterloo)</td>
<td>A structure is visible in the Study Area.</td>
</tr>
<tr>
<td>1963</td>
<td>1963 Topographic Map of Galt, Ontario Sheet (Natural Resources Canada)</td>
<td>A structure is depicted within the Study Area that is most likely the current residence on the property.</td>
</tr>
</tbody>
</table>

### 3.5 PROPERTY HISTORY

The property history of 4910 Townline Road is closely associated with the history of the adjacent property at 4860 Townline Road. Land records suggest that until the 1970s, the Study Area was linked legally and
functionally with the milling operations at 4860 Townline Road. Both of these properties were historically part of Lot 13, Concession 4, Waterloo Township Waterloo Region. In 1829 and 1835, Niels Peterson Holm purchased two parcels of land in the area through which two waterways passed. Using these waterways for power, Holm constructed a sawmill in 1850 and a grist mill in 1856 (MMM Group 2016). In 1882, the mill was purchased by Lewis Krib, the architect of the original Black Bridge structure. Lewis Krib and his son, W. A. Krib, converted the mill from a stone to a roller mill while also incorporating steam power (MMM Group 2016). From W. A. Krib the mill ownership passed to the Coles family in 1907 and then to O. Zyrd in 1928.

A 1907 sketch of the mill property depicts a building in the same location as the current residence. This sketch identifies the building as “little house” and lists Nathaniel Wildfong as the occupant. The 1911 Ontario Census identifies that Wildfong lived in Waterloo Township at this time. Records indicate Wildfong was a Mennonite farmer by trade, born in Ontario with Dutch ancestry (Library and Archives Canada 1911).

Throughout the 20th Century the property was owned by various milling operations. In 1972 under the ownership of New-Life Mills Limited (formerly Knechtel Milling Limited) the property was subdivided, creating the parcel of land that currently composes the Study Area (Ontario Land Registry). In 1978 the Study Area property was sold by New-Life Mills Limited to The Papersmith Mill Limited. The Papersmith Mill produced handmade paper out of recycled materials for artistic purposes (Macleans 1979). In 1979, the Study Area property was sold by The Papersmith Mill to Schuchlein Co. Limited. In 1982, the parcel of land was sold by Dyson and June Dean to Robert Springall and Helen Demert and in 2006 the property was transferred solely to Robert Springall (Ontario Land Registry).

It must be noted that there is some discrepancy on the construction date of the residence. Historical mapping does not show a residence in the Study Area until 1963 (see Figure 3 to Figure 7). However, background
research and the 1907 sketch suggest that the residence was constructed in the 1870s. This earlier construction date is supported by the 1907 sketch (Plate 1).

Plate 1: 1907 Sketch showing the approximate location of the Study Area

### 3.6 PREVIOUS INVESTIGATIONS

#### 3.6.1 CULTURAL HERITAGE LANDSCAPES BACKGROUND REPORT (ANDRÉ SCHEINMAN HERITAGE PRESERVATION CONSULTANT 2006)

In 2006 Envision Consulting Group and Andre Scheinman Heritage Preservation Consultant was retained by the Region of Waterloo Community Services Division to complete a Cultural Heritage Landscape (CHL) Assessments for rural and urban areas to identify CHLs and help to help establish guidelines for identifying CHLs within the Region, identify known CHLs and make recommendations on developing a formal Regional process for addressing the conservation of cultural heritage landscape resources in the Region of Waterloo. A total of 25 candidate CHLs were identified in the region of Waterloo, including Black Bridge.
3.6.2 BLACK BRIDGE AREA CULTURAL HERITAGE STUDY (HERITAGE RESOURCES CENTRE 2013)

In 2013 the Heritage Resources Centre at the University of Waterloo was retained by the City of Cambridge to conduct a study of the Black Bridge Area as part of an Environmental Assessment. The study identified built heritage resources and cultural heritage landscapes within the Black Bridge Area and recommended further study for these resources. The study included a review of all properties within the Black Bridge, which were categorized into three groups:

- **Identified A resources** have proven cultural heritage value when evaluated against Ontario Regulation 9/06 [now O. Reg. 569/22], and are resources that directly relate to the identified themes of the area (see section 2.4). These are resources that are directly related to the Mill, the settlement of the area and transportation.

- **Identified B resources** have proven cultural heritage value when evaluated against Ontario Regulation 9/06 [now O. Reg. 569/22], however, they do not directly relate to the themes of the area.

- **Identified non-heritage resources** do not have immediately apparent cultural heritage value, but they are part of the landscape of the area. These include modern buildings, which, like the rest of the area, are generally one-to-two storeys and are found on large lots.

(Heritage Resources Centre 2013:16)

The Study Area is identified as a 'B Resource' with a vernacular house that was built in 1870 (Appendix A). Accordingly, the Study Area was previously identified as having the potential to meet the criteria of O. Reg. 569/22 but is not known to be directly related to the key themes of pioneer settlement, grist mills, sawmills, and transportation (Heritage Resources Centre 2013:15).

3.6.3 BLACK BRIDGE CULTURAL HERITAGE LANDSCAPE TECHNICAL STUDY (MMM GROUP 2016)

In 2016, MMM Group was retained by the City of Cambridge Council to complete the Black Bridge CHL Technical Study following the process outlined in Section D.II of the Region of Waterloo’s Regional Implementation Guideline for Cultural Heritage Landscape Conservation (2013) as a response to recommendations within the Black Bridge Area Cultural Heritage Study (Heritage Resource Centre 2013) to complete a CHL Technical Study and Official Plan Amendment (OPA) for the Black Bridge area. MMM Group identified four (4) heritage themes and fourteen character defining attributes associated within the Black Bridge Candidate CHL.

The Black Bridge Cultural Heritage Landscape Technical Study built on the results of the 2013 study prepared by the Heritage Resources Centre. Since the Study Area was not identified as a ‘A Resource’ in 2013, no heritage evaluation was completed for the Study Area and the property was not identified as a heritage attribute of the cultural heritage landscape.

3.6.4 HERITAGE IMPACT ASSESSMENT (MHBC 2017)

In 2017, MacNaughton Hermson Britton Clarkson Planning Limited (MHBC) was retained by BT Engineering to undertake a cultural heritage impact assessment as part of the Municipal Class Environmental Assessment for Black Bridge Road and Townline Road. The Study Area was located in the northeast part of the City of Cambridge and extended into the Township of Puslinch along the east side of Townline Road. The Study Area
included Black Bridge Road, Roszell Road, River Road and Townline Road. and was located northeast of the historic core of Hespeler. A total of 41 heritage resources were identified.

The HIA identified the Study Area as a cultural heritage feature in the vicinity of Black Bridge (MHBC 2017:4). The HIA appears to link the heritage significance of the Study Area to 4880 Townline Road (Mill Manager’s House).
Figure 3: 1861 Map of the County of Waterloo Showing the Location of the Study Area
Figure 4: 1881 Illustrated Historical Atlas Map of the County of Waterloo Showing the Location of the Study Area

Corporation of the City of Cambridge
50 Dickson Street
Cambridge, Ontario, N1R 5W6

WSP
E&I Canada Limited
50 Vogell Road, Unit 3
Richmond Hill, Ontario, L4B 3K6
647-689-4958
Figure 5: 1916 Topographic Map of Ontario, Galt Sheet Showing the Location of the Study Area
Figure 6: 1936 Topographic Map of Ontario, Galt Sheet Showing the Location of the Study Area
Figure 7: 1963 Topographic Map of Ontario, Galt Sheet showing the location of the study area.
4 EXISTING CONDITIONS

4.1 INFORMATION GATHERING

The City of Cambridge, Ontario Heritage Trust, the MCM, the Black Bridge Community Association, and the Waterloo Historical Society were consulted to gather information on the Study Area.

Laura Waldie, Senior Planner Heritage at the City of Cambridge reported that 4910 Townline Road was studied as part of the Black Bridge Cultural Heritage Landscape Technical Study prepared by MMM Group in 2016. Ms. Waldie recommended reviewing the 2016 study to gather information on the property. She further noted that the City of Cambridge did not have property-specific information on the Study Area.

Karla Barboza, Team Lead at the MCM, reported that there are no properties designated under the Ontario Heritage Act by the Minister within, or adjacent to, the Study Area.

Kevin Baksh from the Ontario Heritage Trust reported that the Trust does not have any conservation easements or Trust-owned properties within or adjacent to the Study Area.

Tom Hetherington, President, Black Bridge Community Association noted that the Study Area is a potential old log house. He stated the original structure was built in the 1870s and recent cladding had been applied to the exterior. He further noted that the City of Cambridge had recently purchased the property. Mr. Hetherington recommended reviewing the 2013 Black Bridge Area Cultural Heritage Study prepared by the Heritage Resource Centre.

At the time of this report, no reply has been received from the Waterloo Historical Society.

A review of available online resources determined that the Study Area falls within the Black Bridge Cultural Heritage Landscape, which contains site-specific Official Plan policies to conserve the cultural heritage resources in the vicinity of Blackbridge Road and Townline Road (City of Cambridge 2016). In addition, there are two known properties adjacent to the Study Area:

- 4860 Townline Road (Mill) (Listed on the City of Cambridge Heritage Register)
- 4880 Townline Road (Mill Manager’s House) (Designated under Part IV of the Ontario Heritage Act)

4.2 FIELD REVIEW

A field investigation of the Study Area was completed on November 14, 2022, by Heidy Schopf, Senior Cultural Heritage Specialist at WSP. The findings of the investigation are described below.

4.2.1 PROPERTY CONTEXT

The general character of the area surrounding the Study Area is low density residential properties with a mix of natural heritage areas. Approximately 600 m south of the Study Area is a recent suburban residential neighbourhood however the properties in the immediate vicinity of the Study Area spacious single-family dwellings that represent a wide variety of architectural styles and construction dates (Plate 5). The Study Area is located on the southwest corner of the intersection of Blackbridge Road and Townline Road. To the west of the property is the Speed River, a tributary of the Grand River which is a Canadian Heritage River (Canadian
Heritage Rivers 2023). Blackbridge road proceeds over the Speed River via the Black Bridge, a steel truss bridge constructed in 1916 (Plate 2). Black Bridge is designated under Part IV of the Ontario Heritage Act (City of Cambridge 2003). Adjacent to the Black Bridge a community canoe launch is located on the west bank of the Speed River. From the Black Bridge the historic community of Hespeler is located approximately 2.5 km downstream on the Speed River. Adjacent to the Study Area’s southern boundary is the Holm Mill, a three-storey stone mill constructed in 1856 (Plate 3).

The Study Area is located within the Black Bridge Cultural Heritage Landscape, an area that includes 12 properties, five of which are designated (City of Cambridge 2020). There are two known heritage properties adjacent to the Study Area: 4860 Townline Road and 4880 Townline Road (Plate 4; Figure 8).
4.2.2 LANDSCAPE

The Study Area located at 4910 Townline Road is composed of a trapezoidal plot of land approximately 0.25 ha large. The Study Area contains a residence, outbuilding, driveway, lawn, and treelines (Figure 9). The residence is located on the northeast corner of the property adjacent to the intersection of Blackbridge Road and Townline Road (Plate 6 and Plate 7). The east elevation (front façade) of the house faces Townline Road. A carport extends from the south wall of the house and covers a driveway that runs parallel to the southern elevation of the home and is accessed from Townline Road (Plate 8). There is ditching along the property’s edge adjacent to both roadways (Plate 9). The ditches are filled with loose fieldstone most likely to control surface water runoff and prevent erosion. In the southwest corner of the property there is an outbuilding constructed of concrete block (Plate 10). The outbuilding is most likely used as a garage and for storage. Trees line the western, southern, and eastern borders of the property (Plate 11).

Plate 6: North view of the Study Area showing the outbuilding (left) and residence (centre)

Plate 7: West view of the Study Area showing the residence (left) and Blackbridge Road (right)
Plate 8: Driveway and carport

Plate 9: Looking east along Blackbridge Road showing ditches

Plate 10: View of the outbuilding

Plate 11: Treeline along Townline Road
4.2.3 EXTERIOR

The residence located within the Study Area is a vernacular, one-and-a-half storey building clad in beige, vinyl siding. The structure has parged, stone foundations. The east elevation (front façade) exhibits a gable roof with simple projecting eaves and is clad in asphalt shingles (Plate 12). The west elevation possesses a sloping saltbox style roof (Plate 14). The front façade has a covered wood porch with shed-style roof, skylights, turned posts, and turned balusters (Plate 16). Wood stairs to access the porch are offset to the south. The front door is offset to the south with a pair of casement windows to the south of the door and three casement windows to the north (Plate 17). The south elevation of the residence has a symmetrical layout with two sash one-over-one windows on the second storey and two, two pane casement windows on the first storey (Plate 13). The west elevation has two single pane case windows. The north elevation has two sash one-over-one windows on the second storey and three single pane casement windows on the first story (Plate 15). The north elevation also has metal cladding over the location of a former chimney. A carport is located on the south elevation (Plate 18). It is covered in matching beige vinyl siding and possesses a shed style roof clad in aluminium. Stone steps lead downwards towards a basement access door located on the west elevation (Plate 19).

A summary of the architectural elements of the building exterior is presented in Table 2. In this table, the original, 1870s sections of the house are outlined in orange and new additions are outlined in green.
Plate 16: Front porch and stairway of residence

Plate 17: Front porch and front door

Plate 18: Interior view of carport

Plate 19: Door to basement on west elevation
### Table 2: Description of Exterior Building Elevations

<table>
<thead>
<tr>
<th>PHOTO</th>
<th>ELEVATION</th>
<th>DESCRIPTION</th>
</tr>
</thead>
</table>
| ![East Elevation Photo](image) | **East** | - One-and-a-half storeys  
- Original section of the 1870s house outlined in orange and recent carport addition outlined in green  
- Gable roof clad in asphalt shingles  
- Building elevation clad in beige, vinyl siding  
- Asymmetrical front façade with one a pair of casement windows on the left (south) and three casement windows on the right (north)  
- Windows have brown, vinyl shutters  
- Front door offset to the left (south)  
- Covered porch with shed-style roof with skylights, turned posts, and turned balusters (not original to house)  
- Porch stairs offset to the left (south) |
| ![South Elevation Photo](image) | **South** | - Gable end of the roof with simple, projecting eaves  
- Original section of the 1870s house outlined in orange and recent carport addition outlined in green  
- Building elevation clad in beige, vinyl siding  
- Porch located on the right (east) side of the south elevation  
- Car port located on the left (west) side of the south elevation. The car port is clad in vinyl siding with a shed-style roof that is clad in aluminum.  
- South elevation of the residence has a symmetrical layout with two, sash one-over-one windows on the second storey and two, two pane casement windows on the first storey  
- Building elevation clad in beige, vinyl siding  
- Parged foundations  
- Entrance to residence offset to the left (west) |
<table>
<thead>
<tr>
<th>PHOTO</th>
<th>ELEVATION</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td><strong>West</strong></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>- Rear of the residence</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- Original section of the 1870s house outlined in orange and recent carport addition outlined in green</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- One storey with saltbox roof</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- Clad in beige, vinyl siding</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- Parged foundations</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- Two, single pane casement windows offset to the right (north)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- Addition with attached carport located on the right (south)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- One basement entrance with original door and visible stone foundations</td>
</tr>
<tr>
<td></td>
<td><strong>North</strong></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>- One and a half storey residence</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- Original section of 1870s house outlined in orange</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- Gable end of the roof on the left (east) and saltbox roof on the right (west)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- Simple, projecting eaves</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- Building elevation clad in beige, vinyl siding</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- Parged foundations</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- Two, sash one-over-one windows on the second storey and three, single pane casement windows on the first storey</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- Metal cladding over former location of a chimney</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- Porch located on the left (east) side of the residence</td>
</tr>
</tbody>
</table>
4.2.4 INTERIOR

The residence within the Study Area includes a main floor, a second floor, and a basement. Floor plans of the residence are provided in Appendix B.

4.2.4.1 MAIN FLOOR

The main floor consists of three separate spaces that total approximately 980 sq ft. The three spaces include a living room, family room, and kitchen/dining room (Plate 20). The living room is the first space that is encountered when entering the residence from the main entrance on the east elevation (Plate 21 and Plate 22). The living room is a simple space with wood floors and four windows. All baseboards, trim, doors, and windows in the living room are recent/replaced. To the right (north) a family room is accessed through a doorway (Plate 23 and Plate 24). The family room has a closet and three windows. These two front rooms feature varnished wooden strip flooring and matching wooden window and door trim. In the living room, opposite the front door and abutting the family room wall is a stairwell to the basement. A stairwell to the second level runs above the basement stairwell and is accessed further into the living room (Plate 30).

The combined dining room and kitchen are located at the rear of the residence, beyond the stairwells to the basement and second floor (Plate 25, Plate 26, and Plate 27). The dining room has similar interior finishes to the living room and family room with all replaced floor, trim, and windows. A secondary exterior door to the south elevation is located on the west wall of the dining room (Plate 29). The kitchen includes new upper and lower wood cabinets with white laminate countertops (Plate 25). The walls in the kitchen are clad in new wood wainscoting with a natural finish (Plate 26). A bathroom is situated on the north side of the kitchen (Plate 28). All fixtures interior finishes in the bathroom are new/replaced.

The overall dimensions and arrangement of the house suggest that the structure may be a log house, which is one of the plainest, most utilitarian off all structure types in Ontario (McIlwraith 1999:72). In addition the relatively small footprint of the original section of the house (22 ft by 33 ft) is indicative of log construction since the size of the structure would have been limited by the length of available trees that could be cut into logs.
Plate 20: Floor Plan of the Main Floor of 4910 Townline Road
Plate 21: View of the Living Room looking towards the front door (centre) and Family Room (left)

Plate 22: View of the Living Room looking towards the Kitchen (centre) and entrance to the Basement (right)

Plate 23: View of the Family Room showing the door to the Living Room on the right

Plate 24: View of the Family Room
4.2.4.2 SECOND FLOOR

The second floor is composed of two rooms and a central landing totalling a footprint of approximately 345 sq ft. The second floor is considerably smaller than the first level due to the sloping saltbox style roof on the west side of the house. A central staircase reaches the second level at which point it turns into a central landing that separates the two bedrooms on this floor (Plate 32 and Plate 33). From this hallway, two bedrooms are situated opposite each other. The primary bedroom (Plate 34 and Plate 35) is located to the north of the landing and the secondary bedroom (Plate 36 and Plate 37) to the south. At the end of the landing, opposite the stairwell, there is a storage space in between the bedrooms. Each bedroom has two, one-over-one sash windows. The window trim is painted white to match the baseboards and each bedroom has carpeted flooring. Each room has access to small crawlspace closets. All interior finishes on the second floor are new/replaced.
Plate 31: Floor Plan of the Second Floor of 4910 Townline Road
Plate 32: View of the stairs between the Second Floor and Main Floor

Plate 33: Storage area between the Primary Bedroom and Secondary Bedroom

Plate 34: View of the Primary Bedroom with the second-floor landing shown on the right

Plate 35: View of the Primary Bedroom (second-floor landing on the right)
4.2.4.3 BASEMENT

The basement is accessed through a central wooden staircase on the main floor and is composed of two main spaces (Plate 39). The basement spans approximately 704 sq ft. The basement is unfinished revealing stone foundations with some sections of concrete block where repairs have been completed. The floor of the easternmost room is poured concrete (Plate 40) and the floor of the westernmost room is dirt (Plate 41). On the western wall a wooden door provides access to the exterior. Adjacent to the wooden door is a large platform made of fieldstones (Plate 42). In the basement ceiling can be seen the first level framing and flooring, which is split log beams or puncheons, some with the bark still intact (Plate 43). These beams support wide, rough-cut floorboards. The stone foundations, puncheons, and wide floorboards support a pre-1860 construction date for the residence.
Plate 38: Floor Plan of the Basement of 4910 Townline Road
Plate 39: View of the Basement 1 (east side of the house) showing the stairs to the Main Floor on the right

Plate 40: View of the Basement 1 (east side of the house)

Plate 41: View of the Basement 2 (west side of the house)

Plate 42: View of Basement 2 (west side of the house)
Plate 43: Unfinished beams in the basement with bark intact
5. HERITAGE EVALUATION

5.1 ONTARIO REGULATION 9/06

As described in Section 2.1.2, the criteria for determining CHVI of a property at a local level are prescribed in O. Reg. 569/22 of the Ontario Heritage Act. A property needs to meet one or more criterion to be considered for designation through municipal by-law enabled under Part IV of the Ontario Heritage Act.

5.2 CULTURAL HERITAGE EVALUATION OF THE STUDY AREA

The Study Area was evaluated using O. Reg. 569/22 to determine if it has CHVI. Table 4 provides a summary of the evaluation; with detailed evaluation provided in the following subsections.

Table 3: Evaluation of Cultural Heritage Value or Interest of the Study Area

<table>
<thead>
<tr>
<th>CRITERIA</th>
<th>OUTCOME</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 The property has design or physical value because it is a rare, unique, representative or early example of a style, type, expression, material or construction method.</td>
<td>✓</td>
</tr>
<tr>
<td>2 The property has design or physical value because it displays a high degree of craftsmanship or artistic merit.</td>
<td>x</td>
</tr>
<tr>
<td>3 The property has design or physical value because it demonstrates a high degree of technical or scientific achievement.</td>
<td>x</td>
</tr>
<tr>
<td>4 The property has historical value or associative value because it has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community.</td>
<td>✓</td>
</tr>
<tr>
<td>5 The property has historical value or associative value because it yields or has the potential to yield, information that contributes to an understanding of a community or culture</td>
<td>x</td>
</tr>
<tr>
<td>6 The property has historical value or associative value because it demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community</td>
<td>x</td>
</tr>
<tr>
<td>7 The property has contextual value because it is important in defining, maintaining or supporting the character of an area</td>
<td>x</td>
</tr>
<tr>
<td>8 The property has contextual value because it is physically, functionally, visually or historically linked to its surroundings</td>
<td>x</td>
</tr>
<tr>
<td>9 The property has contextual value because it is a landmark</td>
<td>x</td>
</tr>
</tbody>
</table>

5.2.1 DESIGN OR PHYSICAL VALUE

The Study Area includes a mid-19th century vernacular residence with simple architectural finishes. Overall, the building exterior and interior have been thoroughly updated and do not include original architectural finishes. The exception is the basement, where the original dirt floors, stone foundations, unfinished support
beams, and wide plank subfloors remain. While the majority of the residence is altered, the original architectural elements in the basement suggest that the residence was constructed in the 1870s. Community engagement with the Black Bridge Community Association has raised the possibility that this residence is a log house that has been altered to cover the original building exterior with vinyl siding. WSP finds that this is a possibility and that this residence may be a mid-19th century log house that has been extensively updated. The overall dimensions and design of the house support the conclusion that this structure may be a log house that dates to the 1870s. If this building retains log house structural elements under the vinyl siding, then this residence may be a rare example of log house construction method in the City of Cambridge.

The outbuilding on the property is constructed with modern concrete block and is not a notably rare, unique, or early example of any architectural style. Landscaping elements of the property include a tree line, grass lawn, and driveway, which are all typical for a residential property in the area. No elements of the Study Area display a high degree of craftsmanship. Neither the Study Area setting, spatial organization, nor built environment demonstrate a high degree of technical or scientific achievement.

Based on the above discussion, it is concluded that the Study Area located at 4910 Townline Road meets criterion 1 of O. Reg. 569/22 and has design/physical value related to the possibility that the residence is an altered log house that dates to the 1870s.

5.2.2 HISTORICAL/ASSOCIATED VALUE

The Study Area is historically associated with the Holm Mill, located at 4860 Townline Road, since it was part of the mill property until 1972 when it was severed as a separate parcel. The Holm Mill property was purchased by Niels Peterson Holm in the 1830s, who subsequently built a sawmill in 1850 and a grist mill in 1856. In 1882, the property was purchased by Lewis Krib who continued the mill operations on the property and commissioned Black Bridge, the current Pratt truss bridge that carries Blackbridge Road over the Speed River today. A 1907 sketch of the mill property identifies the Study Area residence as “little house” and lists Nathaniel Wildfong as the occupant. The Wildfong family is noted as being an important pioneer family in the area who contributed to the settlement of the area and helped to establish the Village of Hespeler. The modest, vernacular structure within the Study Area is historically associated with the Holm, Krib, and Wildfong families who are all noted as having a significant influence on the local settlement and milling operations in the Black Bridge area. It is likely that the residence within the Study Area was a secondary outbuilding or residence that was constructed on the mill property under the ownership of Niels Peterson Holm before it became a separate property in the 1970s.

Beyond the historical association with the Holm, Krieb, and Wildfong families, the Study Area is not known to have the potential to yield information that contributes to an understanding of a community or culture. Likewise, the Study Area is not known to demonstrate the work or ideas of an architect, artist, builder, designer, or theorist who is significant to a community. As a modest, vernacular structure, the residence was likely built out of necessity and does not reflect a significant design by a significant local figure.

Based on the above discussion, it is concluded that the Study Area meets criterion 4 of 569/22 and has historical/associative value for its connection to the Holm, Krib, and Wildfong families.

5.2.3 CONTEXTUAL VALUE

The Study Area, with mid-19th century residence, outbuilding, and treelines fits into its surroundings but is not crucial in defining, maintaining, or supporting the character of an area. The local area has been extensively studied, evaluated, and protected through previous studies and City of Cambridge OPA 15 (Black Bridge...
Heritage Impact Assessment for 4910 Townline Road

WSP E&I Canada Limited
Project No. IM21106003
City of Cambridge

Cultural Heritage Landscape). The Study Area has not been identified as heritage attribute of the Black Bridge Cultural Heritage Landscape. Accordingly, the Study Area is not known to be physically, functionally, or visually linked to the surrounding context. The relatively low massing of the residence reduces the likelihood that the Study Area is considered a landmark in the community. Based on the above discussion, it is concluded that the Study Area does not meet criteria 7-9 of O. Reg. 569/22 and does not have contextual value.

5.2.4 SUMMARY

Based on an evaluation of the Study Area against the criterion prescribed in O. Reg 569/22 it is concluded that the Study Area has potential physical value and historical/associative value.

5.3 STATEMENT OF CULTURAL HERITAGE VALUE OR INTEREST

5.3.1 DESCRIPTION OF THE PROPERTY

The residence within the Study Area is a one-and-a-half storey vernacular structure that was constructed in the 1870s. The residence is potentially a log house that has been altered on both the building exterior and interior. The residence is located on the southwest side of the intersection of Blackbridge Road and Townline Road.

5.3.2 PROPOSED STATEMENT OF CULTURAL HERITAGE VALUE OR INTEREST

The property within the Study Area has design value as a potentially rare example of a log house that dates to the 1870s. The residence is a mid-19th vernacular residence with simple architectural finishes. Overall, the building exterior and interior have been thoroughly updated and do not include original architectural finishes. The exception is the basement, where the original dirt floors, stone foundations, unfinished support beams, and wide plank subfloors remain. While the majority of the residence is altered, the original architectural elements in the basement suggest that the residence was constructed in the mid-19th century. Community engagement with the Black Bridge Community Association has raised the possibility that this residence is a log house that has been altered to cover the original building exterior. If this building retains log house structural elements under the vinyl siding, then this residence may be a rare example of log house construction method in the City of Cambridge.

The Study Area is historically associated with the Holm Mill, located at 4860 Townline Road, since it was part of the mill property until 1972 when it was severed as a separate parcel. The Holm Mill property was purchased by Niels Peterson Holm in the 1830s, who subsequently built a sawmill in 1850 and a grist mill in 1856. In 1882, the property was purchased by Lewis Krib who continued the mill operations on the property and commissioned Black Bridge, the current Pratt truss bridge that carries Blackbridge Road over the Speed River. A 1907 sketch of the mill property identifies the Study Area residence as “little house” and lists Nathaniel Wildfong as the occupant. The Wildfong family is noted as being an important pioneer family in the area who contributed to the settlement of the area and helped to establish the Village of Hespeler. The modest, vernacular structure within the Study Area is historically associated with the Holm, Krib, and Wildfong families who are all noted as having a significant influence on the local settlement and milling operations in the Black Bridge Community Association has raised the possibility that this residence is a log house that has been altered to cover the original building exterior. If this building retains log house structural elements under the vinyl siding, then this residence may be a rare example of log house construction method in the City of Cambridge.

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Bridge area. It is likely that the residence within the Study Area was a secondary outbuilding or residence that was constructed on the mill property under the ownership of Niels Peterson Holm before it became a separate property in the 1970s.

5.3.3 HERITAGE ATTRIBUTES

Heritage attributes that contribute to the CHVI of the property include:

- One-and-a half storey vernacular residence with saltbox roof
- Rectangular floor plan
- Potential for log house structural elements beneath the vinyl siding on the building exterior
- Original stone foundation and unfinished structural beams with bark
6.1 IMPACT ASSESSMENT

The MCM InfoSheet #5 gives guidance on how to complete impact assessments for cultural heritage resources in the land use planning process. This assessment considers two categories of impacts:

- **Direct Impact**: A permanent or irreversible negative affect on the CHVI of a property that results in the loss of a heritage attribute. Direct impacts include destruction or alteration.

- **Indirect Impact**: An impact that is the result of an activity on or near a cultural heritage resource that may adversely affect the CHVI and/or heritage attributes of a property. Indirect impacts include shadows, isolation, direct or indirect obstruction of significant views or vistas, a change in land use, or land disturbances.

It should be noted that land disturbances, as defined in MCM InfoSheet #5, apply to archaeological resources. An archaeological assessment is beyond the scope of this study since recommendations regarding archaeological resources must be made by a professional archaeologist licensed by the MCM.

6.1 DESCRIPTION OF THE PROPOSED WORK

WSP’s understanding is that the City of Cambridge intends to redevelop the Study Area as a public rest area that will be linked to the multi-use trail (MUT) to be installed along the south side of Blackbridge Road. The current design for the Study Area shows that the residence will be demolished and that a parking lot and MUT will be installed. Two new structures will be added to the Study Area.

The redevelopment of the property is part of the detailed design of Blackbridge Road, Townline Road, and a new bridge structure over the Speed River. A Class Environmental Assessment (EA) was completed for the project in 2016.

Drawings of the proposed work are presented in Appendix C.

6.2 ASSESSMENT OF POTENTIAL IMPACTS

An impact assessment to evaluate the potential impacts of the property is contained in Table 4. The impact assessment is based on the above understanding of the proposed work.

<table>
<thead>
<tr>
<th>IMPACT TYPE</th>
<th>DISCUSSION</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Direct Impacts</strong></td>
<td></td>
</tr>
<tr>
<td>Destruction of any, or part of any, significant heritage attributes or features.</td>
<td>The proposed work includes the demolition of the residence within the Study Area and redevelopment of the property as a public rest area with a parking lot, MUT, and two new structures. <strong>Mitigation measures are required.</strong></td>
</tr>
<tr>
<td>Alteration that is not sympathetic, or is incompatible, with the historic fabric and appearance.</td>
<td>The destruction of the residence is proposed. Accordingly, the direct impact anticipated to the Study Area is related to destruction, not alteration.</td>
</tr>
<tr>
<td><strong>Indirect Impacts</strong></td>
<td></td>
</tr>
<tr>
<td>Shadows created that alter the appearance of a heritage attribute or change the viability of a natural feature or plantings, such as a garden.</td>
<td>No natural features or plantings were identified as heritage attributes of the Study Area. No indirect impacts related to shadows are anticipated.</td>
</tr>
</tbody>
</table>
### Table of Potential Impacts

<table>
<thead>
<tr>
<th>IMPACT TYPE</th>
<th>DISCUSSION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Isolation of a heritage attribute from its surrounding environment context</td>
<td>No contextual relationships were identified as a heritage attribute of the property. No indirect impacts related to isolation are anticipated.</td>
</tr>
<tr>
<td>or a significant relationship.</td>
<td></td>
</tr>
<tr>
<td>Direct or indirect obstruction of significant views or vistas within, from,</td>
<td>No significant views were identified as heritage attributes of the Study Area. No indirect impacts related to views are anticipated.</td>
</tr>
<tr>
<td>or of built and natural features.</td>
<td></td>
</tr>
<tr>
<td>A change in land use such as rezoning a battlefield from open space to</td>
<td>The land use of the Study Area will be changed from private residential to a public rest area. The proposed demolition of the residence to oppose this</td>
</tr>
<tr>
<td>residential use, allowing new development or site alteration to fill in the</td>
<td>change in land use represents a direct impact to the property. Indirect impacts related to land use are anticipated.</td>
</tr>
<tr>
<td>formerly open spaces.</td>
<td></td>
</tr>
<tr>
<td>Land disturbances such as a change in grade that alters soils, and</td>
<td>While the proposed work includes the demolition of the residence and construction of a parking lot and MUT, no heritage attributes are at risk from</td>
</tr>
<tr>
<td>drainage patterns that adversely affect an archaeological resource.</td>
<td>land disturbance if standard construction practice mitigation measures are implemented.</td>
</tr>
</tbody>
</table>

### 6.3 SUMMARY OF POTENTIAL IMPACTS

The proposed work will involve the destruction of the residence within the Study Area and development of the property as a public rest area with a parking lot, MUT, and two new buildings. The demolition of the residence in the Study Area will have a direct, negative impact on the CHVI of the property. Section 8.0 provides recommendations on conservation and mitigation measures which should serve to mitigate the potential negative impacts of the proposed work.
7. CONSIDERATION OF ALTERNATIVES

Since the impact assessment has identified the potential for direct and indirect impacts to the CHVI and heritage attributes of the Study Area, alternatives have been considered, following Section 4.2(2) of the City of Cambridge’s Official Plan and MCM InfoSheet#5 of the Ontario Heritage Tool Kit. The following mitigation options were considered:

1. Option 1: Do Nothing
2. Option 2: Adaptive Reuse In-Situ
3. Option 3: Relocation and Rehabilitation
4. Option 4: Documentation, salvage, and re-use of building materials.

WSP notes, that the CHVI of the Study Area is contingent on the possibility that the residence is a log house that has been altered through exterior and interior renovations. A historic structure investigation is recommended to confirm the presence, or absence, of an original log house substructure. Mitigation Options 1-3 assume that a log house substructure is present. If the historic structure investigation determines that no original log house building element remain, then ‘Option 4: Documentation, Salvage, and Re-Use of Building Materials’ is judged to be an acceptable mitigation strategy for the Study Area.

7.1. OPTION 1: DO NOTHING

“Do Nothing” or preserve and maintain the heritage property by avoiding impacts to the heritage attributes.

Advantages: The approach adheres to the conservation principle of minimal intervention. This approach allows for the Study Area to retain its heritage attributes in situ and preserves the integrity and authenticity of the resource.

Disadvantages: The residence is highly altered on both the exterior and interior. Further, the residence has not been noted as a heritage attribute of the broader Black Bridge Cultural Heritage Landscape. Presently, extensive conservation work is required to restore the potential log house frame of the residence, which would require significant capital investment. This approach would negate the possibility of using the property to support the proposed MUT, which has been designed to serve a desired recreational purpose for the community.

This option is not feasible because:

- Capital investment required restore the residence. At a minimum, a historic structure investigation is needed to confirm the presence, or absence, of log house structural elements. As it currently stands, the residence is highly altered and exposure and restoration of the potential log house structure is required to effectively express the heritage attributes of the property.

- Challenges to long-term sustainability of the residence due to lack of development options.
7.2 OPTION 2: ADAPTIVE REUSE IN SITU

Rehabilitate and restore the residence for adaptive reuse in its current location.

Advantages: This approach would conserve the identified heritage attributes in their current location within the property.

Disadvantages: Conserving the heritage attributes in their current location would constrain the proposed alignment of Blackbridge Road and the MUT. The residence could no longer function in its current location due to spatial constraints posed by the proposed adjacent transportation routes. The spatial location of the residence was not identified as a heritage attribute of the Study Area. Adaptive re-use in-situ will constrain the proposed work while not conserving the heritage significance of the residence.

This option is not feasible because:

- The spatial configuration of the residence is not a heritage attribute of the property, therefore, the detrimental effects to the proposed work posed by this option is disproportionate to the heritage benefit gained.

7.3 OPTION 3: RELOCATION AND REHABILITATION

Relocate the residence to a new location within the property or to a sympathetic location at a new property. Rehabilitate it for adaptive reuse and restore log house architectural features, if extant.

Advantages: This approach would conserve the physical connection of the residence within the current land parcel. Relocating the residence within the property could potentially allow for a thoughtful integration of the potential log house into the recreational area while maintaining the historical connection with the property. Relocation to a sympathetic location at a new property could provide options for continued use of the building as a residence.

Disadvantages: Relocating the farmhouse is in opposition to MTCS Guiding Principle for “original location”. This principle states that buildings should not be moved “unless there is no other means to save them since any change in site diminishes heritage value considerably”. Relocation of the residence could result in total loss of CHVI if an accident occurs during the process or planning is insufficient.

This option is feasible because:

- Capital investment required restore the residence. At a minimum, a historic structure investigation is needed to confirm the presence, or absence, of log house structural elements. As it currently stands, the residence is highly altered and exposure and restoration of the potential log house structure is required to effectively express the heritage attributes of the property.

- If the historical structure investigation determines that the residence is a log house structure, then the relocation and adaptive reuse of the building would result in the restoration of the log house and would strengthen the overall historical character of the Black Bridge Cultural Heritage Landscape. This would result in an overall positive impact to the CHVI of the residence and to the broader historical context of the area.
7.4 OPTION 4: DOCUMENTATION, SALVAGE, AND RE-USE OF BUILDING MATERIALS

Under this option all the property’s heritage attributes would be documented through photographs, measured drawings, and written notes prior to demolition.

Advantages: Preservation by record is appropriate in cases where the structural or heritage integrity of the building is poor and it is prohibitively expensive or impractical to stabilize. It may also be an option when there is a large stock of other surviving or more representative examples. Through detailed investigations, the construction, architecture, and history of the property would become an example for comparative studies and inform both future heritage assessments and academic study of the area.

Disadvantages: Preservation by record is the least desirable conservation option. Through demolition, a tangible reminder of the mid-19th century would be lost, resulting in further attrition of heritage property building stock in the municipality and Ontario.

Overall feasibility: This was determined to be feasible option since:

- A historical structure investigation is required to determine whether the residence retains a log house substructure. If the investigation finds that no log house structural elements remain, then the CHVI of the residence will be diminished since few original building elements would remain. In this case, WSP finds that documentation, salvage, and re-use of building materials would be an appropriate mitigation strategy since the extensive capital investment required to relocate and rehabilitate the residence would be disproportionate to the heritage benefits gained.

- It preserves a record of the property’s heritage attributes in a manner scaled to their level of cultural heritage significance;

- Ensures the commercial viability of the property;

- Provides a detailed record of an 1870s vernacular residence for comparison when assessing other properties in the municipality, and potentially for academic study of local building styles, construction, and historic land use.

From this consideration of alternatives, WSP therefore recommends to:

- Conduct a historic structure investigation to determine the presence, or absence, of an original log house substructure. The historic structure investigation should consist of the strategic removal of vinyl siding and investigation of interior attic spaces to examine the original building materials beneath the new building finishes.

- If the historic structure investigation determines that the Study Area retains a log house substructure, then the relocation and rehabilitation of the residence is recommended. A Heritage Conservation Plan is required to outline how the heritage attributes of the residence will be conserved, protected, and enhanced during the relocation and rehabilitation program and into the future.

- If the historic structure investigation determines that the Study Area does not retain a log house substructure, then the documentation, salvage, and re-use of building materials is recommended. These activities must take place prior to the demolition of the residence.
8 RECOMMENDATIONS

WSP was retained by the City of Cambridge to complete a HIA for the Study Area located at 4910 Townline Road, City of Cambridge, Ontario. The Study Area was historically located in Lot 13, Concession 4 (Beasley’s Lower Block), Waterloo Township, Waterloo County and includes a mid-19th century vernacular residence, driveway, outbuilding, and treelines. The Study Area falls within the Black Bridge Cultural Heritage Landscape (conserved through City of Cambridge OPA 15) and is adjacent one listed heritage property (4860 Townline Road) and one property that is designated under Part IV of the Ontario Heritage Act (4880 Townline Road).

The City of Cambridge intends to redevelop the property to be a public rest area with a parking lot, multi-use pathway, and two new structures. The proposed work will result in the demolition of the existing residence in the Study Area. The redevelopment of the property is part of the detailed design of Blackbridge Road, Townline Road, and a new bridge structure over the Speed River. A Class Environmental Assessment (EA) was completed for the project in 2016.

The preparation of this HIA was guided by the City of Cambridge’s Official Plan, MCM InfoSheet #5 of the Ontario Heritage Tool Kit, the MCM’s Heritage Property Evaluation: A Guide to Listing, Researching, and Evaluating Cultural Heritage Property in Ontario Communities (2006), the Standards & Guidelines for Conservation of Provincial Heritage Properties: Heritage Identification and Evaluation Process (MCM 2014), and the Standards and Guidelines for the Conservation of Historic Places in Canada (Canada’s Historic Places 2010).

WSP’s heritage evaluation determined that the Study Area has CHVI as it meets two criteria (1 and 3) of Ontario Regulation 559/22 (O. Reg. 559/22) of the Ontario Heritage Act. The Study Area’s CHVI is related to the potential for the residence to be an altered log house that is historically linked to the adjacent mill property at 4860 Townline Road.

WSP assessed the proposed work to identify potential direct and indirect impacts to the Study Area’s CHVI and heritage attributes. From the results of background research, information gathering, field documentation, and impact assessment, WSP determined that:

- The proposed work will result in a direct impact to the CHVI of the Study Area since the destruction of this residence is proposed.

Based on the above, WSP makes the following recommendations:

1. Conduct a historic structure investigation of the residence at the Study Area to determine the presence, or absence, of an original log house substructure. The historic structure investigation should consist of the strategic removal of vinyl siding and investigation of interior attic spaces to examine the original building materials beneath the new building finishes.

2. If the historic structure investigation determines that the Study Area retains a log house substructure, then the relocation and rehabilitation of the residence is recommended. A Heritage Conservation Plan is required to outline how the heritage attributes of the residence will be conserved, protected, and enhanced during the relocation and rehabilitation program and into the future.

3. If the historic structure investigation determines that the Study Area does not retain a log house substructure, then the documentation, salvage, and re-use of building materials is recommended. These activities must take place prior to the demolition of the residence.
4. This HIA must be submitted to heritage planning staff at the City of Cambridge and the MCM for review and comment.
9. ASSESSOR QUALIFICATIONS

This report was prepared and reviewed by the undersigned, employees of WSP. WSP is one of North America’s leading engineering firms, with more than 50 years of experience in the earth and environmental consulting industry. The qualifications of the assessors involved in the preparation of this report are provided in Appendix D.
CLOSURE

This report was prepared for the exclusive use of the City of Cambridge and is intended to provide a Heritage Impact Assessment of the Study Area. The Study Area consists of an irregular parcel located at 4910 Townline Road, Cambridge, Ontario.

Any use which a third party makes of this report, or any reliance on or decisions to be made based on it, are the responsibility of the third party. Should additional parties require reliance on this report, written authorization from WSP will be required. With respect to third parties, WSP has no liability or responsibility for losses of any kind whatsoever, including direct or consequential financial effects on transactions or property values, or requirements for follow-up actions and costs.

The report is based on data and information collected during the cultural heritage assessment conducted by WSP. It is based solely a review of historical information, a property reconnaissance conducted on July 26, 2022 and data obtained by WSP as described in this report. Except as otherwise maybe specified, WSP disclaims any obligation to update this report for events taking place, or with respect to information that becomes available to WSP after the time during which WSP conducted the cultural heritage assessment. In evaluating the Study Area, WSP has relied in good faith on information provided by other individuals noted in this report. WSP has assumed that the information provided is factual and accurate. In addition, the findings in this report are based, to a large degree, upon information provided by the current owner/occupant. WSP accepts no responsibility for any deficiency, misstatement or inaccuracy contained in this report as a result of omissions, misinterpretations or fraudulent acts of persons interviewed or contacted.

WSP makes no other representations whatsoever, including those concerning the legal significance of its findings, or as to other legal matters touched on in this report, including, but not limited to, ownership of any property, or the application of any law to the facts set forth herein. With respect to regulatory compliance issues, regulatory statutes are subject to interpretation and change. Such interpretations and regulatory changes should be reviewed with legal counsel.

This report is also subject to the further Standard Limitations contained in Appendix D. We trust that the information presented in this report meets your current requirements. Should you have any questions, or concerns, please do not hesitate to contact the undersigned.
Respectfully Submitted,

WSP E&I Canada Limited

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Canadian Heritage Rivers System

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Department of National and Defence
1942 Topographic Map of Brampton Ontario Sheet. Available online: http://geo.scholarsportal.info/r/details/_uri@=HTDP63360K030M12_1942_UTMTIFF. Last accessed September 14, 2022

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Garvin, James L.

Government of Canada

Government of Ontario


Haudenosaunee Confederacy

Hayes Geoffrey
Julien, Donald M., Bernard, Tim, and Leah Morine Rosenmeier, with review by the Mi’kmawey Debert Elders’ Advisory Council

Library and Archives Canada

McIlwraith, Thomas

McNaughton Hermsen Britton Clarkson Planning Limited (MHBC)

Mika, Nick and Helma Mika

Ministry of Northern Development and Mines (MNDM)

Mississaugas of the Credit First Nation.

MMM Group

Moyer, Bill
1971 This Unique Heritage: The Story of Waterloo County. CHYM Radio: Kitchener.

Ontario Ministry of Agriculture, Food and Rural Affairs (OMAFRA)

Parsell, H. & Co.

Rayburn Alan

Sault, Margaret
Six Nations of the Grand River
2022  

Tremaine, G.R.
1861  
Appendix A: 4910 Townline Road Data Sheet
## Property Data Sheet for 4910 Townline Road (Heritage Resources Centre 2013)

<table>
<thead>
<tr>
<th>Property Name</th>
<th>n/a</th>
</tr>
</thead>
<tbody>
<tr>
<td>Street Address</td>
<td>4910 Townline Road</td>
</tr>
<tr>
<td>Rural Lot and Concession</td>
<td>Concession 4, Lot 13</td>
</tr>
<tr>
<td>Assessment Roll Number</td>
<td>300615002101500</td>
</tr>
<tr>
<td>Municipality</td>
<td>City of Cambridge</td>
</tr>
<tr>
<td>Regional Municipality</td>
<td>Region of Waterloo</td>
</tr>
<tr>
<td>Construction Date</td>
<td>1870</td>
</tr>
<tr>
<td>Building Type</td>
<td>Vernacular</td>
</tr>
</tbody>
</table>
| Cultural Heritage Value (brief description – about the design or physical value, historical or associative value and contextual value) | - One-and-a-half storey vernacular house  
- Broken-pitch saltbox roof  
- Concrete outbuilding in rear |

**Photo**

[Image of the property]

*Photo Date: March 2, 2013*
Appendix B: Floor Plans
Appendix C: Proposed Work
Appendix D: Assessor Qualifications
ASSESSOR QUALIFICATIONS

Heidy Schopf, MES, CAHP – Built Heritage and Cultural Landscape Team Lead - Ms. Schopf is a Senior Cultural Heritage Specialist at WSP and has worked in the field of Cultural Resource Management since 2007. She is a Professional Member of CAHP. She has worked on a wide variety of projects throughout Ontario, including cultural heritage resources assessments, heritage impact assessments, heritage documentation reports (photographic and 3D/LiDAR), cultural heritage evaluations, strategic conservation plans, HCD studies and plans, heritage feasibility studies, and archaeological assessments. Ms. Schopf has extensive experience applying local, Provincial, and Federal heritage guidelines and regulations to evaluate protected and potential cultural heritage properties. She is skilled at carrying out impact assessments and developing mitigation measures to conserve the heritage attributes of properties where changes are proposed. Ms. Schopf has completed hundreds of cultural heritage projects under a variety of processes, including: Environmental Assessment Act, Planning Act, Ontario Heritage Act, Transit Project Assessment Process, Renewable Energy Approval, and Ontario Energy Board.

Henry Cary, Ph.D., CAHP, RPA – Senior Cultural Heritage Specialist and Staff Archaeologist - Dr. Henry Cary has over 20 years of public and private-sector experience directing archaeological and cultural heritage projects in urban, rural, Arctic and Sub-Arctic environments in Canada as well as the Republic of South Africa, Italy, and France. His career has included positions as project archaeologist and cultural resource management specialist for Parks Canada's Fort Henry National Historic Site Conservation Program and Western Arctic Field Unit, Heritage Manager for the Town of Lunenburg UNESCO World Heritage Site, and senior-level archaeologist and cultural heritage specialist for CH2M and Golder Associates. He currently holds a Professional Archaeology Licence (P327) issued by the Ontario MCM, is MTO RAQs certified in Archaeology/Heritage and is a member of the Canadian Association of Heritage Professionals (CAHP) and Register of Professional Archaeologists (RPA). His education includes a B.A. in Prehistoric Archaeology and Anthropology from Wilfrid Laurier University, a MA in Historical Archaeology from Memorial University, and a Ph.D. in War Studies from the Royal Military College of Canada. Currently, Henry also holds academic positions as Adjunct Professor of Anthropology at Saint Mary's University and lecturer in Visual & Material Culture at Mount Allison University.

Robert Pinchin, B.A. Hons. - Cultural Heritage Technician – Mr. Pinchin holds a B.A. Honors Degree in Canadian History from McMaster University and is currently working towards a Graduate Certificate in GIS from Toronto Metropolitan University. Mr. Pinchin has experience working with cultural heritage preservation and assessing heritage reports from his time volunteering with the City of Hamilton Municipal Heritage Committee. He has experience conducting Environmental Assessments and authoring Cultural Heritage Resource Assessments and Heritage Impact Assessments. Mr. Pinchin has field experience as an archaeologist during which he conducted stage 1-4 excavations, identified and catalogued artifacts, and worked with GIS technologies to map units and site boundaries.
Appendix E: Limitations
Limitations

1. The work performed in the preparation of this report and the conclusions presented are subject to the following:
   a. The Standard Terms and Conditions which form a part of our Professional Services Contract;
   b. The Scope of Services;
   c. Time and Budgetary limitations as described in our Contract; and
   d. The Limitations stated herein.

2. No other warranties or representations, either expressed or implied, are made as to the professional services provided under the terms of our Contract, or the conclusions presented.

3. The conclusions presented in this report were based, in part, on visual observations of the Site and attendant structures. Our conclusions cannot and are not extended to include those portions of the Site or structures, which are not reasonably available, in WSP’s opinion, for direct observation.

4. The environmental conditions at the Site were assessed, within the limitations set out above, having due regard for applicable environmental regulations as of the date of the inspection. A review of compliance by past owners or occupants of the Site with any applicable local, provincial or federal bylaws, orders-in-council, legislative enactments and regulations was not performed.

5. The Site history research included obtaining information from third parties and employees or agents of the owner. No attempt has been made to verify the accuracy of any information provided, unless specifically noted in our report.

6. Where testing was performed, it was carried out in accordance with the terms of our contract providing for testing. Other substances, or different quantities of substances testing for, may be present on-site and may be revealed by different or other testing not provided for in our contract.

7. Because of the limitations referred to above, different environmental conditions from those stated in our report may exist. Should such different conditions be encountered, WSP must be notified in order that it may determine if modifications to the conclusions in the report are necessary.

8. The utilization of WSP’s services during the implementation of any remedial measures will allow WSP to observe compliance with the conclusions and recommendations contained in the report. WSP’s involvement will also allow for changes to be made as necessary to suit field conditions as they are encountered.

9. This report is for the sole use of the party to whom it is addressed unless expressly stated otherwise in the report or contract. Any use which any third party makes of the report, in whole or the part, or any reliance thereon or decisions made based on any information or conclusions in the report is the sole responsibility of such third party. WSP accepts no responsibility whatsoever for damages or loss of any nature or kind suffered by any such third party as a result of actions taken or not taken or decisions made in reliance on the report or anything set out therein.

10. This report is not to be given over to any third party for any purpose whatsoever without the written permission of WSP.

11. Provided that the report is still reliable, and less than 12 months old, WSP will issue a third-party reliance letter to parties that the client identifies in writing, upon payment of the then current fee for such letters. All third parties relying on WSP’s report, by such reliance agree to be bound by our proposal and WSP’s standard reliance letter. WSP’s standard reliance letter indicates that in no event shall WSP be liable for any damages, howsoever arising, relating to third-party reliance on WSP’s report. No reliance by any party is permitted without such agreement.
HERITAGE DOCUMENTATION REPORT AND SALVAGE PLAN
The original of this digital file will be kept by WSP for a period of not less than 10 years. As the digital file transmitted to the intended recipient is no longer under the control of WSP, its integrity cannot be assured. As such, WSP does not guarantee any modifications made to this digital file subsequent to its transmission to the intended recipient.

This limitations statement is considered an integral part of this report.
EXECUTIVE SUMMARY

WSP was retained by the City of Cambridge to complete a Heritage Documentation Report and Salvage Plan (HDRSP) for the property located at 4910 Townline Road, City of Cambridge, Ontario (the Study Area). The Study Area was historically located in Lot 13, Concession 4 (Beasley’s Lower Block), Waterloo Township, Waterloo County and includes a mid-19th century vernacular residence, outbuilding, and treelines. The Study Area falls within the Black Bridge Cultural Heritage Landscape (conserved through City of Cambridge OPA 15) and is adjacent to one listed heritage property (4860 Townline Road) and one property that is designated under Part IV of the Ontario Heritage Act (4880 Townline Road).

The City of Cambridge intends to redevelop the property to be a public rest area with a parking lot, multi-use pathway, and two new structures. The proposed work will result in the demolition of the existing residence in the Study Area. The redevelopment of the property is part of the detailed design of Blackbridge Road, Townline Road, and a new bridge structure over the Speed River. A Class Environmental Assessment (EA) was completed for the project in 2016.

The preparation of this HDRSP was guided by the City of Cambridge’s Official Plan, Cambridge’s Documentation and Salvage Plan Terms of Reference, and the Standards and Guidelines for the Conservation of Historic Places in Canada (Canada’s Historic Places 2010).

The Study Area will be impacted by the redevelopment of the Study Area as a public rest area. Accordingly, WSP makes the following recommendations:

1. The destination of salvaged materials outlined in Table 7 should be determined prior to the initiation of any salvage process.
2. Materials should only be salvaged if they are suitable for reuse in other buildings or projects, i.e. the material must be not irreparably damaged or infested.
3. Materials should be extracted in a way that ensures they will not be irreparably damaged.
4. The salvaged materials should be stored in a covered and secured location until they can be used or donated.
5. The chosen contractor should propose an approach for the labelling and storage of materials salvaged until they can be incorporated into the proposed rest station or donated to an architectural salvage.
6. Consideration should be given to the incorporation of salvaged materials, such as fieldstone and wood beams, into the proposed rest station.
7. Incorporation of salvaged materials into the proposed rest station should be accompanied by interpretation, (i.e. a plaque or other commemoration device), so residents and visitors can understand the provenance of the materials.
8. A copy of this report should be provided to City of Cambridge planning staff for review and once finalized, submitted to the Archives at Cambridge Public Library.
ABBREVIATIONS

<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>CHRA</td>
<td>Cultural Heritage Resource Assessment</td>
</tr>
<tr>
<td>CHER</td>
<td>Cultural Heritage Evaluation Report</td>
</tr>
<tr>
<td>CHSR</td>
<td>Cultural Heritage Screening Report</td>
</tr>
<tr>
<td>CHVI</td>
<td>Cultural Heritage Value or Interest</td>
</tr>
<tr>
<td>HIA</td>
<td>Heritage Impact Assessment</td>
</tr>
<tr>
<td>MCM</td>
<td>Ministry of Citizenship and Multiculturalism</td>
</tr>
<tr>
<td>OHA</td>
<td>Ontario Heritage Act</td>
</tr>
<tr>
<td>PHP</td>
<td>Provincial Heritage Property</td>
</tr>
<tr>
<td>PPS</td>
<td>Provincial Policy Statement</td>
</tr>
<tr>
<td>SCHV</td>
<td>Statement of Cultural Heritage Value</td>
</tr>
<tr>
<td>Glossary Term</td>
<td>Definition</td>
</tr>
<tr>
<td>------------------------------------</td>
<td>----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Adjacent lands</td>
<td>Those lands contiguous to a protected heritage property or as otherwise defined in the municipal official plan (Government of Ontario 2020).</td>
</tr>
<tr>
<td>Built Heritage Resource:</td>
<td>Means a building, structure, monument, installation or any manufactured or constructed part or remnant that contributes to a property’s cultural heritage value or interest as identified by a community, including an Indigenous community. Built heritage resources are located on property that may be designated under Parts IV or V of the <em>Ontario Heritage Act</em>, or that may be included on local, provincial, federal and/or international registers (Government of Ontario 2020).</td>
</tr>
<tr>
<td>Conserved:</td>
<td>Means the identification, protection, management and use of built heritage resources, cultural heritage landscapes and archaeological resources in a manner that ensures their cultural heritage value or interest is retained. This may be achieved by the implementation of recommendations set out in a conservation plan, archaeological assessment, and/or heritage impact assessment that has been approved, accepted or adopted by the relevant planning authority and/or decision maker. Mitigative measures and/or alternative development approaches can be included in these plans and assessments (Government of Ontario 2020).</td>
</tr>
<tr>
<td>Cultural Heritage Landscape:</td>
<td>Means a defined geographical area that may have been modified by human activity and is identified as having cultural heritage value or interest by a community, including an Indigenous community. The area may include features such as buildings, structures, spaces, views, archaeological sites or natural elements that are valued together for their interrelationship, meaning or association. Cultural heritage landscapes may be properties that have been determined to have cultural heritage value or interest under the <em>Ontario Heritage Act</em>, or have been included on federal and/or international registers, and/or protected through official plan, zoning by-law, or other land use planning mechanisms (Government of Ontario 2020).</td>
</tr>
<tr>
<td>Heritage Attributes:</td>
<td>Means the principal features or elements that contribute to a protected heritage property’s cultural heritage value or interest, and may include the property’s built, constructed, or manufactured elements, as well as natural landforms, vegetation, water features, and its visual setting (e.g. significant views or vistas to or from a protected heritage property) (Government of Ontario 2020).</td>
</tr>
<tr>
<td>Protected Heritage Property:</td>
<td>Means property designated under Parts IV, V or VI of the <em>Ontario Heritage Act</em>; property subject to a heritage conservation easement under Parts II or IV of the <em>Ontario Heritage Act</em>; property identified by the Province and prescribed public bodies as provincial heritage property under the <em>Standards and Guidelines for Conservation of Provincial Heritage Properties</em>; property protected under federal legislation, and UNESCO World Heritage Sites (Government of Ontario 2020).</td>
</tr>
</tbody>
</table>
Significant: In regard to cultural heritage and archaeology, resources that have been determined to have cultural heritage value or interest. Processes and criteria for determining cultural heritage value or interest are established by the Province under the authority of the *Ontario Heritage Act* (Government of Ontario 2020).
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INTRODUCTION

WSP was retained by the City of Cambridge to complete a Heritage Documentation Report and Salvage Plan (HDRSP) for the property located at 4910 Townline Road, City of Cambridge, Ontario (the Study Area).

The Study Area was historically located in Lot 13, Concession 4 (Beasley’s Lower Block), Waterloo Township, Waterloo County and includes a mid-19th century vernacular foundation with 20th century residence, outbuilding, and treelines. The Study Area falls within the Black Bridge Cultural Heritage Landscape (conserved through City of Cambridge OPA 15) and is adjacent to one listed heritage property (4860 Townline Road) and one property that is designated under Part IV of the Ontario Heritage Act (4880 Townline Road).

The City of Cambridge intends to redevelop the property to be a public rest area with a parking lot, multi-use pathway, and two new structures. The proposed work will result in the demolition of the existing residence in the Study Area. The redevelopment of the property is part of the detailed design of Blackbridge Road, Townline Road, and a new bridge structure over the Speed River.

A Class Environmental Assessment (EA) was completed for the project in 2016.

A Heritage Impact Assessment (HIA) was completed for the Study Area by WSP in 2023 which concluded that the Cultural Heritage Value or Interest (CHVI) of the Study Area was contingent on the possibility that the residence is a log house that has been altered through exterior and interior renovations (WSP 2023a). A subsequent Historic Structure Investigation was conducted by WSP in 2023 which concluded the Study Area does not possess a log cabin substructure (WSP 2023b).

Following this conclusion, it was recommended that recommendation 3 of the 2023 HIA be followed:

3. If the historic structure investigation determines that no portion of the Study Area is log construction, a Heritage Documentation Report should be completed and any salvageable building materials be retained and reused. The Heritage Documentation Report and Salvage Plan must be completed prior to initiating demolition of the residence.

The preparation of this HDRSP was guided by the City of Cambridge’s Official Plan, the City of Cambridge’s Documentation and Salvage Plan Terms of Reference, and the Standards and Guidelines for the Conservation of Historic Places in Canada (Canada’s Historic Places 2010).

The HDRSP follows guidance set out in the City of Cambridge’s Documentation and Salvage Plan Terms of Reference (City of Cambridge 2023) and provides:

- A written description of the context of the property, including adjacent properties and/or landscapes (Section 3)
- A written general description of the history of the study area as well as a detailed historical summary of property ownership and building(s) development (Section 4)
- A written description of the resource, both exterior and interior for a building (Section 6)
- Overall dimensional measurements of the exterior of a building or structure. Measured drawings will include dimensions for building footprint, height, window and door openings, and roof details (Section 6)
- If the interior of the resource contains significant heritage attributes, overall dimensional measurements for principal rooms (all floors) in the interior and any interior heritage attribute details to aid in the building description (Section 6)
- Representative photographs of the exterior (each elevation) of a building or structure (Section 6)
- Detailed photography of architectural heritage attributes or elements on the exterior and interior of a building (Section 6); photographic key plan, not to scale; and

The HDRSP was conducted by WSP, a consulting firm based in Canada.
• a site plan of the landscape showing all built heritage resources and any other character-defining elements, as needed, to graphically illustrate the site.
CONTEXT AND METHODOLOGY

REGULATORY REQUIREMENTS

There are several legal frameworks that need to be considered when assessing the cultural heritage values of a site. These include the Provincial Policy Statement (PPS), Environmental Assessment Act, and Ontario Heritage Act. Each of these acts provides specific guidance on how to evaluate and protect cultural heritage.

2.1 PROVINCIAL POLICY STATEMENT

The PPS provides policy direction on matters of provincial interest related to land use planning and development. Under the PPS, the conservation of cultural heritage is identified as a matter of provincial interest. Section 2.6 of the PPS gives direction on the consideration of cultural heritage and archaeology.

2.1.1 PROVINCIAL POLICY STATEMENT

2.6.1 Significant built heritage resources and significant cultural heritage landscapes shall be conserved.

2.6.3 Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property except where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved.

2.6.5 Planning authorities shall engage with Indigenous communities and consider their interests when identifying, protecting and managing cultural heritage and archaeological resources.

2.1.2 ENVIRONMENTAL ASSESSMENT ACT

The Environmental Assessment Act sets out planning and decision-making processes so that potential environmental effects are considered before a project begins. The EA Act applies to provincial ministries and agencies, municipalities, and public bodies.

2.1.3 ONTARIO HERITAGE ACT

The Ontario Heritage Act gives municipalities and the provincial government powers to protect heritage properties and archaeological sites. The Ontario Heritage Act includes two regulations for determining Cultural Heritage Value or Interest (CHVI): O. Reg. 9/06 and O. Reg. 10/06. O. Reg. 9/06 provides criteria to determine the CHVI of a property at a local level while O. Reg. 10/06 provides criteria to determine if a property has CHVI of provincial significance.

2.1.4 CITY OF CAMBRIDGE OFFICIAL PLAN

The City of Cambridge is guided by the Cambridge Official Plan. The Official Plan contains policies for cultural heritage in Chapter 4, Cultural Heritage Resources (City of Cambridge 2018: 4.1 to 4.2 and 4.8.9). Policies relevant to this HDRSP include:
4.1 Objectives

g) support and require where feasible the identification, cataloguing, adaptive reuse, analysis and relocation of cultural heritage resources, and in some cases the preservation of sites containing these resources; and

h) promote the Grand River and its major tributaries, including the Speed River through Cambridge, as a nationally designated Canadian Heritage River.

4.2 Priorities for Cultural Heritage Resources

1. When development is proposed, the City will encourage the conservation of cultural heritage resources in the following order of preference:

a) incorporation of cultural heritage resources and their surrounding context into development applications in a manner which does not conflict with the cultural heritage resource;

b) promotion of the use of scale and design which blends harmoniously with existing cultural heritage resources when development occurs;

c) preservation and adaptive reuse of buildings of cultural heritage significance for compatible residential intensification and/or for other appropriate and compatible uses is encouraged.

2. Where the priority conservation actions of Policy 4.2.1 cannot be achieved, the City will implement the following measures in order of preference:

a) promote the reuse of the resource, building, or building elements where a cultural heritage resource cannot be conserved intact;

b) require, prior to approving a development application which would result in the destruction of a cultural heritage resource, that the proponent provide to the City architectural measured drawings, a land history, photographs and other available documentation of the cultural heritage resource in its surrounding context and, if feasible, relocate the cultural heritage resource;

c) promote the salvaging and reuse of building materials where a cultural heritage resource cannot be conserved intact to discourage construction materials from entering landfill sites and incorporation of building materials in the new development or redevelopment.

3. Cultural heritage resources will be preserved and enhanced, wherever possible. For these purposes, Council may:

a) require the integration of cultural heritage resources into the design of draft plans of subdivision and other development;

b) require the Committee of Adjustment to consider the implications of its decisions on cultural heritage resources and where feasible, provide for their protection;

c) provide for any cultural heritage resource located within the public areas as established by this Plan to be restored, rehabilitated, used and maintained for any purpose compatible with the existing or proposed function of such public areas in a manner that is consistent with other policies in this Plan;

d) undertake studies and formulate and implement heritage plans and programs, including consultation and cooperation with other local, Regional, Provincial and national heritage conservation agencies and organizations;
2.1.4.1 OFFICIAL PLAN AMENDMENT NO. 15: BLACK BRIDGE CULTURAL HERITAGE LANDSCAPE SITE SPECIFIC POLICY AREA

In 2012, the City of Cambridge amended the Cambridge Official Plan to include a site-specific policy concerning the lands in and around the Black Bridge Area to form the Black Bridge Cultural Heritage Landscape (City of Cambridge 2016). OPA No. 15 is contained in Section 4.8.9 of the Cambridge Official Plan and contains the following policies:

1. Preamble:
The Black Bridge CHL is an area of cultural heritage significance in which the modifications resulting from human activities can be identified and are valued by the community. The Black Bridge CHL possesses cultural associations, as well as groupings of individual heritage features, such as the built structures, open spaces, archaeological sites and natural elements that together comprise a significant heritage form, distinctive from that of its constituent elements or parts. The CHL should be conserved in such a way that the area’s heritage values, attributes and integrity are retained, and the awareness, appreciation and enjoyment of the Black Bridge CHL should be promoted.

1.1 The following heritage themes provide a foundation for the Black Bridge Cultural Heritage Landscape:
   a) Settlement: Aboriginal and Early European;
   b) Community Development: Grist Mills and Saw Mills;
   c) Transportation: Road, River and Rail; and
   d) The Rivers and the Land.

1.2 The following are the key Character Defining Attributes of the Black Bridge CHL, as identified through the Black Bridge CHL Technical Study (January, 2016):
   a) The Mill, 4860 Townline Road, City of Cambridge;
   b) The Mill Races, located in City of Cambridge and Township of Puslinch;
   c) The Irish Creek Pond and Dam, Township of Puslinch;
   d) The Speed River Dam, Township of Puslinch;
   e) The Mill Manager's House, 4880 Townline Road, City of Cambridge;
   f) The Mill Boarding House, 4790 Townline Road, City of Cambridge;
   g) The Black Bridge, Black Bridge Road at the Speed River, City of Cambridge;
   h) 537 River Road, City of Cambridge;
   i) The Roszell Farm; 6542 Roszell Road, Township of Puslinch;
   j) Crossroads Memorial Church and Brethren in Christ Cemetery, 4614 Wellington Road, Township of Puslinch;
   k) The Speed River, and the Irish Creek their valleys and floodplains, City of Cambridge and Township of Puslinch;
   l) Views of the Speed River valley, from Black Bridge Road, views of the Black Bridge along the road and across the valley, and views along Townline Road from Black Bridge Road to the hill top near River Road, City of Cambridge and Township of Puslinch; and
   m) Views and viewsheds associated with these Character Defining Attributes, City of Cambridge and Township of Puslinch.
2. Policies:

In addition to the policies and permitted uses in this Plan, the lands designated as the Black Bridge Cultural Heritage Landscape (Black Bridge CHL) as identified on Figure 67 of this Plan, are subject to the following policies:

2.1 Conservation

The Black Bridge Cultural Heritage Landscape shall be conserved.

2.2 Education and Awareness

The community is encouraged to promote continued education, awareness and interpretation of the Black Bridge CHL, as detailed in the Management Strategy contained within the Black Bridge CHL Technical Study, and through undertakings such as a coordinated signage program for the area that interprets the themes and significant features, walking or cycling tours, interpretive brochures, and digital media, as appropriate.

2.3 Cultural Heritage Impact Assessment (CHIA)

A Cultural Heritage Impact Assessment shall be required for a development proposal on all properties within, or directly adjacent to, the Black Bridge CHL in order to ensure that development is context sensitive and mitigates impacts to Character Defining Attributes. The Cultural Heritage Impact Assessment shall be undertaken in accordance with the requirements under Section 4.10 of this Plan.

Where a Cultural Heritage Impact Assessment has been undertaken in respect to a development proposal and where the development proposal has been reviewed by the Municipal Heritage Advisory Committee and approved by Council, a further Cultural Heritage Impact Assessment will not be required.

2.4 Infrastructure

"Infrastructure" development, upgrades and/or improvements shall be planned and designed in such a way as to minimize impacts and be sympathetic to the Black Bridge CHL's Character Defining Attributes and the broader context of the area.

2.5 Property Listing and Designation

Character Defining Attributes of the Black Bridge CHL located within the City of Cambridge shall be listed in the Municipal Register and property owners shall be encouraged to seek designation under the Part IV of the Ontario Heritage Act.

2.6 Amendments to Black Bridge CHL

The Black Bridge CHL policies, Character Defining Attributes and/or boundary may need to be amended from time to time. Amendments shall be prepared by the City of Cambridge Planner - Heritage and brought forward to MHAC for review. MHAC shall provide a recommendation in regards to the amendment for consideration and approval by Council. All amendments will be pursuant to the Planning Act.

(City of Cambridge 2016, City of Cambridge 2018)

4910 Townline Road is contained within the Black Bridge Cultural Heritage Landscape but is not identified as a Character Defining Attribute.

2.1.5 GUIDANCE DOCUMENTS

The City of Cambridge has developed the Documentation and Salvage Plan Terms of Reference (City of Cambridge 2023) to inform consultant heritage specialists. The Terms of Reference state that the documentation of a cultural heritage resource should include:

- A written description of the context of the property, including adjacent properties and/or landscapes;
• A written general description of the history of the study area as well as a detailed historical summary of property ownership and building(s) development;

• A written description of the resource, both exterior and interior for a building, and if a bridge or engineering work, its structural design and materials;

• Overall dimensional measurements of the exterior of a building or structure. Measured drawings will include dimensions for building footprint, height, window and door openings, and roof details;

• If the interior of the resource contains significant heritage attributes, overall dimensional measurements for principal rooms (all floors) in the interior and any interior heritage attribute details to aid in the building description;

• Representative photographs of the exterior (each elevation) of a building or structure;

• Detailed photography of architectural heritage attributes or elements on the exterior and interior of a building;

• Photographs of the exterior and interior of the building or structure;

• A site plan.

The Terms of Reference state that the salvage plan should include, but not be limited to:

• A list of building elements to be considered for salvage such as:
  - Window sashes and panes;
  - Doors, interior and exterior;
  - Interior trim and wainscoting, baseboards, casings, corner base blocks, brackets, columns, crown, chair and picture rails;
  - Timber framing and beams;
  - Wooden exterior cladding (vertical and horizontal planks, logs);
  - Floorboards;
  - Exterior trim, columns, posts, finials, barge boards, corbels, eaves, brackets, dentil moldings and gingerbread;
  - Hardware;
  - Fireplaces/mantles;
  - Fences and gates;
  - Shutters;
  - Light fixtures;
  - Historic brick, slate, marble, granite;
  - Signage;
  - Railings, balusters, spindles, columns, posts; and
  - Tin ceiling tiles.

• The chosen contractor should propose specifications with instructions for the labelling, storage and reassembly of material in accordance with guidance taken from the Standards and Guidelines for the Conservation of Historic Places in Canada, Section 4: Guidelines for Materials.

• A requirement for expertise in cultural heritage resource removal; and

• The ultimate destination of salvaged materials.
**PROPERTY CONTEXT**

The Study Area is located on the southwest side of the intersection of Blackbridge Road and Townline Road in the City of Cambridge, Ontario. The principal structure within the Study Area is a one-and-a-half storey vernacular structure. Construction materials used in the building's foundation suggest the structure was originally a 19th century log cabin construction but the log cabin superstructure has since been removed and replaced with a 20th century wood framed superstructure. The 19th century foundations remain but the first and second storeys of the house date to the 20th century.

The Study Area falls within the Black Bridge Cultural Heritage Landscape (conserved through City of Cambridge OPA 15) and is adjacent to one listed heritage property (4860 Townline Road) and one property that is designated under Part IV of the Ontario Heritage Act (4880 Townline Road).

The general character of the area surrounding the Study Area is low density residential properties with a mix of natural heritage areas. Approximately 600 m south of the Study Area is a recent suburban residential neighbourhood however the properties in the immediate vicinity of the Study Area are spacious single-family dwellings that represent a wide variety of architectural styles and construction dates. Adjacent to the Study Area's southern boundary is the Holm Mill, a three-storey stone mill constructed in 1856. To the west of the Study Area is the Speed River, a tributary of the Grand River which is a Canadian Heritage River (Canadian Heritage Rivers 2023). Blackbridge Road is carried over the Speed River via the Black Bridge, a steel truss bridge constructed in 1916. Black Bridge is designated under Part IV of the Ontario Heritage Act (City of Cambridge 2003). From the Black Bridge the historic community of Hespeler is located approximately 2.5 km downstream on the Speed River.
HISTORICAL CONTEXT

INDIGENOUS HISTORY

The cultural history of southern Ontario began approximately 11,000 years ago when the glaciers had melted, and the land was re-exposed. The land was quickly settled by bands of hunters and gatherers who are thought to have been large game hunters. This period is referred to as the Paleo-Indian Period and it is thought to have lasted until approximately 9,000 years ago.

After 9,500 years ago, there was a long period when the climate was variable and the bare lands left by the glaciers were becoming re-forested, resulting in patchier, more diverse ecozones. This period is referred to as the Archaic Period and it is thought to have lasted until 3,000 years ago as people were adapting to diverse environmental settings. The Archaic adaptation is generally thought to have centered on localized resources, often forest resources, and groups of people are thought to have been less mobile, an adaptation that continued to develop until the arrival of Europeans.

In southern Ontario, the Archaic Period is divided into the Early, Middle and Late Archaic. The Archaic Period is followed by the Woodland Period. The major technological change in the Early Woodland Period is the introduction of pottery. During this time, people are thought to have developed more community organization and the manufacture of clay pottery is thought to indicate less residential mobility. The Early Woodland Period transitioned into the Middle Woodland Period approximately 2,400 years ago. During the Middle Woodland Period in southern Ontario community and kin identity became more deeply entrenched, and more sedentary communities developed. By around 500 Common Era (CE), maize cultivation had been widely adopted in Ontario, marking the transition between the Middle Woodland and Late Woodland Periods.

The Late Woodland Period saw the development of recognizable Iroquoian and Anishnaabe cultures in southern Ontario, as well as intensified cultivation of crops such as corn, beans, squash, sunflower and tobacco. Greater sedentism led to increasing settlement populations and greater complexity of settlement organization. Village sites dating to this time are often found on terraces overlooking the floodplains of large rivers, though settlements were also located near smaller watercourses. Iroquoian villages tended to be small, palisaded compounds with longhouses occupied by families. As the Late Woodland Period progressed, more intercommunity communication and integration became necessary to maintain the sedentary agricultural way of life. Later Iroquoian villages were larger and more heavily palisaded, and longhouses were larger also. Algonquian settlements tended to be less populous and temporary.

When French explorers, missionaries, and fur traders arrived in southern Ontario in the early 17th century, they met diverse communities across the Great Lakes region, such as the nations of the Iroquoian Wendat (Huron), Attawandaron (Neutral), Tionnontaté or Khionontateronon (Petun), and Haudenosaunee (Six Nations), and Anishnaabe Ojibwe, Odawa, Nipissing, and Algonquin. Contact with Europeans disrupted the traditional Indigenous political dynamics, allegiances, and ways of life at different times and to varying degrees throughout Ontario. By the mid-17th century, European disease and conflict had driven the Wendat, Attawandaron, Tionnontaté or Khionontateronon from their traditional territories and they were forced to relocate to other regions as a way of survival for their Nations.

Indigenous lifeways adapted in complex and varied ways as European colonization intensified from the 18th century onwards, and after the British colonial regime gained control of Canada in 1763, Treaties were established between the Crown and Indigenous Nations for lands across Ontario. It is now recognized that the British—and later Canadian governments—and Indigenous Nations had different understandings of these treaties, but they remain legally binding agreements that “form the basis of the relationship between Indigenous and non-Indigenous people” (Government of Ontario 2021). Presently, there are ongoing land claims between Indigenous Nations and the Government of Canada related to differing perspectives on treaty lands and traditional territory in Ontario (Sault 2021; Six Nations of the Grand River 2022; Mississaugas of the Credit First Nation 2022; and Haudenosaunee Confederacy 2022). Indigenous perspectives on land rights and treaties from the Nations typically known to have inhabited and made use of the lands associated with the project throughout history include:
Six Nations of the Grand River:

Key Issues, Lands and Resources

Mississaugas of the Credit First Nation:

Treaty Lands & Territory

Haudenosaunee Confederacy:

Land Acquisition

The Study Area is located on land that was ceded in the Treaty 4 agreement between the British Crown and Indigenous Nations. Also known as the Crown Grant to the Six Nations or Haldimand Tract or the Simcoe Patent. The treaty was issued in 1793 (Government of Canada 2021). Treaty 4 granted a tract of land, often referred to as the Haldimand Tract, to the Six Nations in recognition of their support of the Crown during the American Revolution (Government of Canada 2021). This treaty was later issued to clarify a number of matters, including the extent of the land grant made to the Six Nations (Government of Canada 2021). Six Nations of the Grand River note that only 5% of the original treaty lands have been granted to Six Nations with an estimated 900,000 acres lost since 1784 (Six Nations 2022). At present, Six Nations has 29 land claims filed with the Office of Native Claims and only one land claim has been resolved to date (Six Nations 2022).

Presently, the City of Cambridge has developed the following land acknowledgement to recognize the traditional territory of Indigenous Nations who called, and still call, the land home before the arrival of settlers:

"The City of Cambridge acknowledges that we are situated upon the land traditionally used by the Haudenosaunee, Anishinaabe and Neutral People. We also acknowledge the enduring presence and deep traditional knowledge and philosophies of the Indigenous People with whom we share this land today."

(Township Survey and Settlement)

The area is also known as "Beasley’s Lower Block", a large tract of land purchased in 1798 by Richard Beasley and later subdivided and resold to German immigrants. Waterloo Township was once one of the largest townships in southwestern Ontario. Consisting of 94,012 acres, the lands had been purchased from Joseph Brant by Richard Beasley, John Baptiste Rousseaux, and James Wilson in 1796 (Hayes 1997:3). The Township was also one of the earliest settled townships. By 1800, more than 14,000 acres of land were sold to German Mennonites from Pennsylvania and surveyed by August Jones in 1805. To not interfere with previously established settlers, the new lots were laid out in an irregular manner (Moyer 1971). In 1817, Waterloo Township was named to commemorate the British victory over Napoleon at the Battle of Waterloo, fought near Waterloo, Belgium on 18 June 1815 (Mika & Mika 1983) and it was bordered to the north by the Township of Woolwich, to the east by the Townships of Guelph and Puslinch, to the south by the Township of Dumfries, and to the west by the Township of Wilmot (Parsells & Co. 1881).

Several roads were constructed throughout this area during the first quarter of the 19th century, including Bleams Road, which was constructed by Philip Bleam in the 1820s to link the Township of Wilmot and the Township of Waterloo to his business at German Mills near the Grand River (Bloomfield 1995: 74). By 1851 the Township population numbered 8,871 (Parsells & Co. 1881; Hayes 1997: 16).

SPEED RIVER, BLACK BRIDGE, AND HOLM’S MILL

The Study Area is located approximately 150 m east of the Speed River, a tributary of the Grand River. The Grand River is a Canadian Heritage River with known natural and cultural heritage significance (Canadian Heritage Rivers 2023). Blackbridge Road, which crosses the Speed River in an east-west direction, is a historical transportation route that dates to the 19th century. The original Black Bridge structure was 125 meters long (125 feet) and was located near the present-day site of Blackbridge Road (Watkins 2001). The bridge was eventually replaced by a new structure in 1964 (Watkins 2001). Blackbridge Road, which continues north from the bridge, provided access to the town of Cambridge. The Speed River was also an important waterway for transportation and trade (Watkins 2001).
constructed in 1862 but was replaced in 1916 with the Pratt truss bridge that remains in place today.

Residential development began along Townline Road and Blackbridge Road in the 1860s and 1870s. A significant historical property in the area is the mill that is located south of the Study Area at 4860 Townline Road. Known as Holm’s Mill, Niels Peterson Holm purchased the property in the 1830s and then constructed a sawmill in 1850 and a grist mill in 1856 (MMM Group 2016). The mills were constructed in this location due to the close proximity of the Speed River and the presence of two streams that ran through the property. The Study Area, 4910 Townline Road, was originally part of the mill property but was severed in 1972. While the residence within the Study Area is not depicted on historical mapping until 1962, historical documentary evidence and community input suggests that this structure was originally a log house that has been altered. A sketch from 1907 depicts the residence at 4910 Townline Road and notes that the property was occupied by Nathaniel Wildfong. The Wildfong family is noted as being a prominent pioneer family who contributed to the establishment of the Village of Hespeler in the Black Bridge Cultural Heritage Landscape Technical Study prepared by MMM Group in 2013 (MMM Group 2016:12).

4.4 VILLAGE OF HESP c ler

The Study Area is located approximately 2.5 km northeast of the Village of Hespeler. This area had been within lands granted to the Six Nations Iroquois in 1793 as part of Treaty 4, also known as the Haldimand Tract, in recognition of their support of the British during the American War of Independence (Government of Ontario 2021). In 1798, a block of land known as Block 2 measuring over 90,000 acres was sold to Richard Beasley, who then began to sell the land in smaller parcels (City of Cambridge 2021). One of these parcels was 515 acres sold to Abram Clemens, who had emigrated from Pennsylvania in 1818. In 1833, Joseph Oberholtzer acquired land across from the Clemens estate and he deeded some of it to his brother-in-law Michael Bergey. The Bergey family subsequently built a log house, sawmill, and a small foundry. The settlement that grew around this small industrial complex was originally known as Bergeytown, and by 1830 the population had reached 100; five years later the settlement was renamed New Hope (Rayburn 1997:156; City of Cambridge 2021). Ten years later, New Hope had three sawmills, a tannery, a pail factory, two blacksmiths, two shoemakers and a tavern. German emigrant Jacob Hespeler moved to New Hope in 1845 and purchased the Clemens sawmill which he would replace in 1847. Hespeler operated a distillery and built a woolen mill—the first in the area—on the site of what would become the Forbes Textile Mill at 215 Queen Street West, within the current Study Area (Mika & Mika 1981). Hespeler became the community’s first postmaster in 1851 and in 1858 New Hope was renamed the Village of Hespeler in his honor (Mika & Mika 1981; City of Cambridge 2021). He was then appointed as the Village’s first Reeve. By 1901 the Village was incorporated as a town and its first Reeve was elected. The Village of Hespeler became the Village of Hespeler in 1901. The Village of Hespeler in 1901. The Village of Hespeler in 1901. The Village of Hespeler in 1901. The Village of Hespeler in 1901. The Village of Hespeler in 1901.
A 1907 sketch of the mill property depicts a building in the same location as the current residence (Plate 1). This sketch identifies the building as “little house” and lists Nathaniel Wildfong as the occupant. The 1911 Ontario Census identifies that Wildfong lived in Waterloo Township at this time. Records indicate Wildfong was a Mennonite farmer by trade, born in Ontario with Dutch ancestry (Library and Archives Canada 1911).

Throughout the 20th Century the property was owned by various milling operations. In 1972 under the ownership of New-Life Mills Limited (formerly Knechtel Milling Limited) the property was subdivided, creating the parcel of land that currently composes the Study Area (Ontario Land Registry). In 1978 the Study Area property was sold by New-Life Mills Limited to The Papersmith Mill Limited. The Papersmith Mill produced handmade paper out of recycled materials for artistic purposes (Macleans 1979). In 1979, the Study Area property was sold by The Papersmith Mill to Schuchlein Co. Limited. In 1982, the parcel of land was sold by Dyson and June Dean to Robert Springall and Helen Demert and in 2006 the property was transferred solely to Robert Springall (Ontario Land Registry).

It must be noted that there is some discrepancy on the construction date of the residence. Historical mapping does not show a residence in the Study Area until 1963. However, background research and the 1907 sketch suggest that the residence was constructed in the 1870s. This earlier construction date is supported by the 1907 sketch.

Plate 1: 1907 Sketch showing the approximate location of the Study Area
STATEMENT OF CULTURAL HERITAGE VALUE OR INTEREST

The following Statement of Cultural Heritage Value or Interest (SCHVI) (Section 5.1) and list of heritage attributes (Section 5.2) has been reproduced from the 2023 HIA (WSP 2023a).

5.1 STATEMENT OF CULTURAL HERITAGE VALUE OR INTEREST

The property within the Study Area has design value as a potentially rare example of a log house that dates to the 1870s. The residence is a mid-19th century vernacular residence with simple architectural finishes. Overall, the building exterior and interior have been thoroughly updated and do not include original architectural finishes. The exception is the basement, where the original dirt floors, stone foundations, unfinished support beams, and wide plank subfloors remain. While the majority of the residence is altered, the original architectural elements in the basement suggest that the residence was constructed in the mid-19th century. Background research and community engagement suggests the residence was originally a log house that has been significantly altered.

The Study Area is historically associated with the Holm Mill, located at 4860 Townline Road, since it was part of the mill property until 1972 when it was severed as a separate parcel. The Holm Mill property was purchased by Niels Peterson Holm in the 1830s, who subsequently built a sawmill in 1850 and a grist mill in 1856. In 1882, the property was purchased by Lewis Krib who continued the mill operations on the property and commissioned Black Bridge, the current Pratt truss bridge that carries Black Bridge Road over the Speed River. A 1907 sketch of the mill property identifies the Study Area residence as “little house” and lists the residence as being occupied by the Wildfong family. The Wildfong family is noted as being an important pioneer family in the area who contributed to the settlement of the area and helped to establish the Village of Hespeler. The modest, vernacular structure within the Study Area is historically associated with the Holm, Krib, and Wildfong families who are all noted as having a significant influence on the local settlement and milling operations in the Black Bridge area. It is likely that the residence within the Study Area was a secondary outbuilding or residence that was constructed on the mill property under the ownership of Niels Peterson Holm before it became a separate property in the 1970s.

5.2 HERITAGE ATTRIBUTES

Heritage attributes that contribute to the CHVI of the property include:

• One-and-a-half storey vernacular residence with saltbox roof
• Rectangular floor plan
• Original stone foundation and unfinished structural beams with bark

Heritage attributes that contribute to the CHVI of the property include:

• Rectangular floor plan
• Original stone foundation and unfinished structural beams with bark

• Rectangular floor plan
• Original stone foundation and unfinished structural beams with bark

DOCUMENTATION OF THE SUBJECT PROPERTY

A site visit was conducted on March 13, 2024 by Robert Pinchin, Cultural Heritage Specialist with WSP, and access to the exterior and interior of the structure at 4910 Townline Road was provided. The presence of mold in the upper level of the structure prevented a thorough documentation of the second storey. However, as the main floor and second storey of the structure has been previously determined to be a 20th century construction and the main area of interest is the 19th century basement, there were no significant limitations to the on-site heritage investigation.

A digital twin (3D model) of 4910 Townline Road was created in 2023 by WSP and Elite Virtual Photography. Dollhouse views from the digital twin are presented in Appendix A.

6.1 CONTEXT

The Study Area located at 4910 Townline Road is composed of a trapezoidal plot of land approximately 0.25 ha large and contains a residence, outbuilding, driveway, lawn, and treelines. The residence is a vernacular, one-and-a-half storey building clad in vinyl siding and supported by a parged stone foundation. The structures foundation is most likely from the mid-late 19th century while the current residence is from the 20th century. A recent covered carport has been added to the south side of the residence.

The residence is located on the northeast corner of the property adjacent to the intersection of Blackbridge Road and Townline Road. For the purposes of this report, and unless otherwise stated, all measurements will be provided in inches and in a width by height format.

6.2 RESIDENCE

6.2.1 EXTERIOR

The east elevation (front façade) of the residence features an elevated wood porch that extends outwards from the structure (Plate 2). The porch features wood turned balusters and seven wood columns that support a shingled, overhanging roof that protrudes from the structures gable roof (Plate 4). The buildings front door (D-1) is flanked by two windows; W-1 (W-1), a pair of casement windows to the south and W-2, a set of three casement windows to the north (Plate 5). W-1 measures 46"x33", Door-1 (D-1) measures 34.5"x80", and W-2 measures 70"x46".

The north elevation has two sash one-over-one windows on the second storey (from east to west: W-3, W-4) and three single pane casement windows on the first storey (from east to west: W-5, W-6, W-7) (Plate 6). W-5, W-6, and W-7 all measure 27"x45". Measured distances (3rd dimension of the exterior) are as follows: W-3 46"x33", W-4 46"x33", D-1 34"x71", and W-2 70"x46".
The south elevation of the structure features four windows with two sash one-over-one windows on the second storey (from west to east: W-10, W-11) and two, two pane casement windows on the first storey (from west to east W-12, W-13) (Plate 11, Plate 12). Both W-12 and W-13 measure 46.5"x33.5". Measurements of W-10 and W-11 could not be gathered due to the inaccessibility of the second storey interior.

A car port addition is present on the south elevation. There are two windows on the addition underneath the car port: W-14 and W-15. W-14 measures 37"x26" and W-15 measures 43"x28.6

Plate 2: East (front) elevation of the residence From left to right: W-1, D-1, W-2.
Plate 3: Photo of W-1, D-1, and W-2

Plate 4: East elevation front porch

Plate 5: Photo of W-2

Plate 7. Close up of vinyl siding and W-6.
Plate 8: West elevation of the residence. From left to right: W-8 and W-9. Concrete steps lead below grade to a cellar door (D-2).

Plate 9: Coursed fieldstone and mortar retaining wall of the cellar stairwell.

Plate 10: Photo of D-2 (below grade cellar door)
Plate 11: South elevation of the structure including carport addition.

6.2.2 INTERIOR

6.2.2.1 MAIN FLOOR

The 4910 Townline Road interior is constructed of primarily new materials and WSP's 2023 Historic Structure Investigation determined the upper levels were constructed with 20th century framing techniques (WSP 2023b). Accordingly, no historical log cabin construction materials or techniques were identified on the first or second floors of the house.

The main floor consists of three separate spaces; a living room, family room, and kitchen/dining room (Plate 23). The living room is the first space that is encountered when entering the residence from the main entrance on the east elevation (Plate 14, Plate 15). A family room is located to the right (north) of the living room. In the living room, opposite the front door and abutting the family room wall is a doorway (D-3) to the basement (Plate 21). A stairwell to the second level runs above the basement stairwell and is accessed further into the living room.

A combined dining room and kitchen are located at the rear of the residence, beyond the stairwells to the basement and second floor (Plate 17, Plate 19, Plate 20). All spaces on the main floor feature similar design elements including varnished wooden strip flooring and matching wooden window and door trim.

Plate 13: Photo of the south elevation (inside the car port), showing W-15 and D-3 (boarded up)
Plate 14: Living room interior showing D-1 and W-1.
Plate 15: Living room interior. From left to right: W-12, and D-4
Plate 16: Photo of the family room showing W-2, D-6, and D-7 (closet doors)
Plate 17: Photo of the kitchen showing W-9, W-8, and D-5
Plate 18: Photo of the bathroom showing W-7
Plate 19: Dining area showing W-14, W-15, and D-8
Plate 20: Photo of opening between the kitchen and the living room
Plate 21: Photo of D-4, showing the door between the main floor and basement
Plate 22: Photo of the stairwell leading to the carport and D-3
6.2.2.2 SECOND FLOOR

The second floor is composed of two rooms and a central landing totalling a footprint of approximately 345 sq ft (Plate 28). The second floor is considerably smaller than the first level due to the sloping saltbox style roof on the west side of the house. A central staircase reaches the second level at which point it turns into a central landing that separates the two bedrooms on this floor. From this hallway, two bedrooms are situated on either side of the hallway (Plate 24, Plate 25). At the end of the landing, opposite the stairwell, there is a storage space in between the bedrooms. Each bedroom has two, one-over-one sash windows (Plate 26, Plate 27). The window trim is painted white to match the baseboards and each bedroom has carpeted flooring. Each room has access to small crawlspace closets. All interior finishes on the second floor are new/replaced.
Plate 24: Photo of the bedroom on the south side of the house showing W-10, D-12, and D-9.
Plate 25: Photo of primary bedroom on the north side of the house showing W-3, D-13, and D-10

Plate 26: Photo of W-3

Plate 27: Photo of ornate floor register in the primary bedroom (north side of house)
6.2.2.3 BASEMENT

The basement of 4910 Townline Road is composed of two separate rectangular blocks (Plate 34). Block 1 is located on the west side of the structure and Block 2 on the east. The exterior stairwell located on the west elevation of the structure leads into Block 1 (via D-2) and the interior stairwell that leads to the main floor (via D-3) is located within Block 2. A fieldstone wall, reinforced with concrete masonry units (CMUs) separates the two blocks and an opening within the fieldstone wall allows access between the two blocks. Based on the construction materials and methods observed, it is likely that both blocks were constructed in the late 19th century however Block 1 was constructed earlier than Block 2.

BLOCK 1

Block 1 is located on the west side of the structure and measures 21'5” along the east and west walls and 13'3” along the north and south walls. The walls within Block 1 are constructed primarily of coursed fieldstone and mortar with spots of remaining parging but also utilize brick and CMUs (Plate 20, Plate 21). The bricks and CMUs have been added to structurally reinforce the fieldstone (Plate 22). D-2 is located at the southwest corner of Block 1. The flooring within Block 1 is composed entirely of exposed dirt and slopes upwards towards the northeast corner of the space. The south wall of Block 1 features a coal chute (Plate 23). Along the west wall of Block 1, a table section protrudes from the wall (Plate 23). The table section is constructed of coursed fieldstone and mortar and extends 42” from the wall, runs 169” along the wall, and measures 40” high from its southeast corner. The table section has a poured concrete surface and also supports a square brick column that travels upwards to support a floor joist (Plate 25). D-2 is located in the southwestern corner of Block 1 and features a four-panel wood door with metal rim lock (Plate 26).

Within Block 1, a single hand-hewn timber floor joist can be observed (TFJ-1) while the rest of the floor joists within Block 1 are dimensional machine cut timbers (Plate 27). The approximate diameter of TFJ-1 is 8”. As concluded in WSP’s Historic Structure Investigation, the presence of a redundant half-lap joint indicates the hand-hewn timber was reclaimed from a previous structure (WSP 2023b). Sections of ceiling panelling within Block 1 have failed, revealing the first floor plank subflooring between the floor joists. The plank subflooring is all machine cut and each plank has a uniform width of 4.5”.
Plate 29: Block 1 dirt floor
Plate 30: Opening between Block 1 and Block 2
Plate 31: CMU structural supports in Block 1
Plate 32: Coal chute and brick elements within Block 1
Plate 33: Fieldstone table section along west wall of Block 1
Plate 34: Fieldstone table section
BLOCK 2

Block 2 is located on the west side of the structure and measures 22'8" along the east and west walls and 16'5" along the north and south walls. The walls within Block 2 are constructed primarily of coursed fieldstone and mortar with parging (Plate 28, Plate 29). CMUs have been added to support the opening between Block 1 and Block 2 (Plate 30). The flooring within Block 2 is poured and graded concrete.

A hot water tank, furnace, and associated utilities infrastructure are located within Block 2 that leads to the interior of the structure's main floor through D3 (Plate 31). A stairwell is located within Block 2 that leads to the interior of the structure's main floor through D-3. Unlike Block 1, which only has one hand hewn floor joist, every floor joist within Block 2 is a reclaimed hand hewn timber. There are seven hand hewn timber floor joists that span the width of Block 2 (Plate 32, Plate 33). From south to north they have been labelled TFJ-2 through TFJ-8 and they range in an approximate measured diameter between 9" and 11.5". Between the floor joists, the machine cut plank subflooring of the first floor can be observed. Each subfloor plank shared a uniform width of 17.5".

While both Block 1 and Block 2 share many similar construction materials, differences in construction methods indicate they were constructed at different times. Block 1 is smaller and consistent with the size of a typical 19th century log structure. Both blocks utilize hand hewn timber floor joists. However, the joists do not connect between the two blocks. Machine cut plank subflooring can be seen from both blocks but the width of the planks is different in each block. In Block 1 the planks share a uniform width of 4.5" while in Block 2 the planks share a uniform width of 17.5". Block 1 has an exposed earth floor while Block 2 has a poured concrete floor. Furthermore, the general extent of deterioration in Block 1 is greater than in Block 2, indicating it is slightly older.
Plate 37: Northwest corner of Block 2

Plate 38: Northeast corner of Block 2

Plate 39: Opening between Block 2 and Block 1

Plate 40: East wall of Block 2

Plate 41: Plank subflooring above TFJ-5

Plate 42: TFJ-8
Plate 43: Basement floorplan

ROOM
21'5" x 13'3"
6.53 m x 4.03 m

BASEMENT
22'8" x 16'5"
6.92 m x 5.00 m
SALVAGE OPPORTUNITIES

ARTIFACT CURATION AND REUSE

The City of Cambridge intends to redevelop the property to be a public rest area with a parking lot, multi-use pathway, and two new structures. The proposed work will result in the demolition of the existing residence in the Study Area. The redevelopment of the property is part of the detailed design of Blackbridge Road, Townline Road, and a new bridge structure over the Speed River. A Class Environmental Assessment (EA) was completed for the project in 2016. The existing structure will be demolished and materials from the basement will be salvaged.

Detailed documentation and salvage is often the preferred mitigation strategy when retention or relocation of a structure is neither feasible nor warranted. Documentation creates a public record for the structure and provides researchers and the public with a land use history, construction details and photographic record of the resource. The purpose of salvaging heritage building material is to preserve portions of features of buildings or structures that have historical, architectural, or cultural value and divert them from becoming landfill material. Sourcing materials for repair and replacement can be challenging, especially if the materials are from a historical source that no longer exists, such as a quarry, or a manufacturing facility that has closed (Parks Canada, 2010). As such, the careful salvage of these materials from one historic structure can represent an opportunity for the in-kind replacement of quality historical material on another. Some of these materials can also be incorporated into the new design if appropriate. If any materials are incorporated into the design, there should be an interpretive plaque to convey that these materials were reused from the previous building on-site.

7.1.1 SUGGESTED MATERIALS FOR SALVAGE

Table 7-1, below, outlines the materials suggested for salvage and reuse. These recommendations are based on the results of this HDRSP prepared by WSP for the subject property at 4910 Townline Road, Cambridge, Ontario, and the condition of material at the time of the site visit.
### Table 7-1: Salvageable Materials: 4910 Townline Road

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RECOMMENDATIONS

In accordance with the City of Cambridge’s Documentation and Salvage Plan Terms of Reference, this report provides an archival record of the subject property at 4910 Townline Road, Cambridge, Ontario. Opportunities for salvage and reuse include:

- **Basement Block 1**
  - Fieldstone foundation material
  - Red brick
  - Hand hewn timber floor joist (TFJ-1)
  - Four panel wood door and metal lock hardware (D-2)

- **Basement Block 2**
  - Fieldstone foundation material
  - Hand hewn timber floor joists (TFJ-2 to TFJ-8)

- **Exterior**
  - Fieldstone used for basement stairwell on west elevation

The following recommendations for the curation and/or reuse of salvaged materials are suggested based on the results of the HDRSP prepared by WSP:

1. Contract documentation should include information regarding the CHVI of the Study Area at 4910 Townline Road, specifically the List of Heritage Attributes.

2. The destination of salvaged materials outlined in Table 7 should be determined prior to the initiation of any salvage process.

3. Materials should only be salvaged if they are suitable for reuse in other buildings or projects, i.e. the material must be not irreparably damaged or infested.

4. Materials should be extracted in a way that ensures they will not be irreparably damaged.

5. The salvaged materials should be stored in a covered and secured location until they can be used or donated.

6. The chosen contractor should propose an approach for the labelling and storage of materials salvaged until they can be incorporated into the proposed rest station or donated to an architectural salvage.

7. Consideration should be given to the incorporation of salvaged materials, such as fieldstone and wood beams, into the proposed rest station.

8. Incorporation of salvaged materials into the proposed rest station should be accompanied by interpretation, (i.e. a plaque or other commemoration device), so residents and visitors can understand the provenance of the materials.

9. A copy of this report should be provided to City of Cambridge planning staff for review and once finalized, submitted to the Archives at Cambridge Public Library.
BIBLIOGRAPHY


Moyer, Bill 1971. This Unique Heritage: The Story of Waterloo County. CHYM Radio: Kitchener.


2023b. 4910 Townline Road Historic Structure Investigation Report on file with the author.
Appendix A: Dollhouse Views of 4910 Townline Road
Dollhouse View of 4910 Townline Road (front/east elevation)
<table>
<thead>
<tr>
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<tbody>
<tr>
<td>[Image of Dollhouse View]</td>
<td>Dollhouse view of 4910 Townline Road (north elevation)</td>
</tr>
<tr>
<td>Dollhouse View</td>
<td>Description</td>
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<tr>
<td>----------------</td>
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<tr>
<td>[Image of dollhouse view of 4910 Townline Road (west elevation)]</td>
<td></td>
</tr>
</tbody>
</table>
Dollhouse View of 4910 Townline Road (south elevation)
MEMO

TO: Felix Wong
FROM: Robert Pinchin, Cultural Heritage Specialist, WSP
Heidy Schopf, Cultural Heritage Team Lead, WSP

DATE: May 3, 2024
PROJECT NO.: IM21106003
SUBJECT: Historic Structure Investigation for 4910 Townline Road, City of Cambridge, Ontario

1 INTRODUCTION

WSP E&I Canada Limited (WSP) was retained by the City of Cambridge to conduct a Historic Structure Investigation (the Investigation) to determine the presence of log cabin on the property located at 4910 Townline Road, City of Cambridge, Ontario (the Study Area). The Study Area was historically located in Lot 13, Concession 4 (Beasley’s Lower Block), Waterloo Township, Waterloo County and includes a mid-20th century vernacular residence, outbuilding, and treelines. The Study Area falls within the Black Bridge Cultural Heritage Landscape (conserved through City of Cambridge OPA 15) and is adjacent to one listed heritage property (4860 Townline Road) and one property that is designated under Part IV of the Ontario Heritage Act (4880 Townline Road). A Heritage Impact Assessment (HIA) was completed for the Study Area by WSP in May 2023 that concluded the CHVI of the Study Area is contingent on the presence of a log cabin substructure within the main residence in the Study Area (WSP, 2023). The HIA recommended that a Historic Structure Investigation be conducted on the residence in the Study Area to determine the presence of a log cabin substructure.

The City of Cambridge intends to redevelop the property to be a public rest area with a parking lot, multi-use pathway, and two new structures. The proposed work will result in the demolition of the existing residence in the Study Area. The redevelopment of the property is part of the detailed design of Blackbridge Road, Townline Road, and a new bridge structure over the Speed River. A Class Environmental Assessment (EA) was completed for the project in 2016.

The approach and methodology used to complete the Investigation are provided in Section 2, the results of the Investigation are provided in Section 3, and recommendations are provided in Section 4.

2 METHODOLOGY

2.1 HISTORIC STRUCTURE INVESTIGATION

A field investigation of the Study Area was conducted on August 3, 2023, by Henry Cary, Senior Cultural Heritage Specialist at WSP and Robert Pinchin, Cultural Heritage Specialist at WSP. The purpose of the field investigation was to confirm the presence of a log cabin substructure within the residence in the Study Area. To achieve this, three areas were specifically investigated.

1. The exterior walls and foundation. Using hand tools, a small section of the existing vinyl siding was removed to determine the underlying construction materials. The exterior of the building foundation was inspected to determine the construction materials used.

2. The foundation interior, floor joists, and first floor subflooring. From the basement, the foundation interiors and structural elements of the first floor were visually inspected to determine the presence of a log cabin substructure.
3. An interior wall separating the kitchen and second floor stairwell. Using hand tools, surface material was removed to determine the structure’s construction method.

Due to the presence of mould and potentially hazardous air quality, the second story was unable to be thoroughly investigated.

3   HISTORIC STRUCTURE INVESTIGATION RESULTS

3.1   EXTERIOR WALLS AND FOUNDATION

From outside the residence, the exterior siding and foundation was inspected to determine the presence of a log cabin substructure. The residence is currently clad in clapboard style vinyl siding (Plate 1). Underneath the outer vinyl siding is a layer of insulating Styrofoam. Underneath the Styrofoam, the residence’s original clapboard wooden siding can be observed (Plate 2). The wooden siding is affixed with nails and has been painted yellow. The majority of the foundation has been parged with concrete but sections of spalling reveal the use of loose stacked fieldstones as the construction method (Plate 3). At the rear of the structure, a cellar stairwell runs adjacent to an exposed section of the stacked fieldstone foundation (Plate 4).
3.2 FOUNDATION INTERIOR AND FLOOR JOISTS

From the basement of the residence, the construction materials and methods were inspected to determine the presence of a log cabin substructure that utilized hand hewn timbers. The structural supports observed were mainly machine cut (Plate 5). In some sections, hand hewn timbers were observed. However, these timbers possessed redundant half lap joints suggesting they were reclaimed from a previous structure and are not original to the residence in the Study Area (Plate 6). Plank sub flooring was observed above the floor joists (Plate 5, Plate 7). The planks were determined to be machine cut as they shared a uniform width. The interior of the structure’s foundation was observed confirming a construction method of stacked fieldstone (Plate 8).
3.3 FIRST STOREY INTERIOR WALL

The east wall of the kitchen in the residence was inspected to determine the presence of a log cabin substructure. Using hand tools, sections of the wall were exposed in order to observe the construction materials and methods used. The outer layer of the wall is finished with painted drywall that had been applied over wall papered chipboard (Plate 11, Plate 12). Underneath the chipboard, the walls are constructed of lath
and plaster (Plate 10). The laths run horizontally and are affixed with nails to vertical studs. Plaster has been applied to the laths in order to fill the horizontal gaps (Plate 9).

4 ANALYSIS

Three separate areas of the residence within the Study Area were investigated to determine the presence of a log cabin substructure. The exterior vinyl siding was removed to reveal wood clapboard siding. No evidence of a log cabin substructure was found from the exterior. In the basement, a stacked fieldstone foundation could date to the mid-19th century and likely originally supported a log cabin, however, the use of mainly dimensional machine cut lumber for the floor joists and plank sub flooring indicates the absence of an extant log cabin substructure. Structural hand hewn timbers were observed in the basement, however, the presence of redundant half lap joints on these timbers indicates the wood is not original and was reclaimed from a
previous use. The interior of the walls were examined and the use of lath and plaster construction was visible throughout the house. As such, no evidence of a log cabin substructure could be found within the interior walls.

Based on the investigation and analysis, WSP has concluded that the current residence within the Study Area does not possess a log cabin substructure.

5 RECOMMENDATIONS

As the residence within the Study Area has been determined to not possess a log cabin substructure, WSP recommends that recommendation 3 of the HIA be followed:

3. If the historic structure investigation determines that no portion of the Study Area is log construction, a Heritage Documentation Report should be completed and any salvageable building materials be retained and re-used. The Heritage Documentation Report and salvage plan must be completed prior to initiating demolition of the residence.

Additionally, this memo must be submitted to heritage planning staff at the City of Cambridge for review and comment.

We trust that the information presented in this memo meets your current requirements. Should you have any questions, or concerns, please do not hesitate to contact the undersigned.

Respectfully Submitted,

WSP E&I Canada Limited

Prepared By:

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Reviewed By:

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6 REFERENCES

City of Cambridge

Government of Ontario

McNaughton Hermsen Britton Clarkson Planning Limited (MHBC)

MMM Group

WSP
2023 Heritage Impact Assessment: 4910 Townline Road, City of Cambridge, Regional Municipality of Waterloo, Ontario.
To: Municipal Heritage Advisory Committee
Meeting Date: 6/20/2024
Report Title: 24-019 (MHAC): Recommendation to Alter Old Mill Road Through Traffic Calming Measures
Report Author: Laura Waldie, Senior Planner-Heritage
Department Approval: Joan Jylanne, Manager of Policy Planning
Department: Community Development
Division: Policy Planning
Report No.: 24-019 (MHAC)
File No.: R01 02 02
Ward: Ward 1

RECOMMENDATION(S):
THAT 24-019 (MHAC): Recommendation to Alter Old Mill Road Through Traffic Calming Measures be received;

AND THAT the Municipal Heritage Advisory Committee (MHAC) accepts the Heritage Impact Assessment, prepared by Parslow Heritage Consultancy, Inc and dated July 2023;

AND THAT the MHAC recommends that Council approve the alteration to Old Mill Road through the installation of posted speed signage, road markings and speed cushions to help calm traffic;

AND FURTHER THAT the MHAC not endorse the closure of Old Mill Road for the reasons outlined in Report 24-019 (MHAC).

EXECUTIVE SUMMARY:
Purpose
This report presents the findings and recommendations of the Heritage Impact Assessment (HIA) conducted for the Old Mill Road Traffic Calming Assessment Study project. The objective is to obtain MHAC’s recommendation to Council for the approval for the preferred traffic control and calming solution to address resident concerns regarding increased traffic due to the new Amazon warehouse.

Key Findings
• The proposed work is for the implementation of traffic calming measures along Old Mill Road between Dickie Settlement Road and Blair Road. These measures include adding posted speed signage, road markings and speed cushions.
• The proposed work is intended to induce lower operating speeds, discourage cut-through traffic, and reflect the area’s identified heritage attributes.
• The proposed work will be limited to the existing municipal right of way and will not directly impact adjacent private properties.

Financial Implications

The estimated cost for implementing the initial traffic calming measures is $48,000. If Council decides to implement Option 1A after the reassessment, the additional cost would be $25,000, bringing the total cost to $73,000. This includes a 30% contingency and excludes HST.

STRATEGIC ALIGNMENT:

☐ Strategic Action
Objective(s): Not Applicable
Strategic Action: Not Applicable

☒ Core Service
Program: Community Development
Core Service: Heritage Conservation

BACKGROUND:

The City of Cambridge initiated the Old Mill Road Traffic Calming Assessment Study in response to resident concerns about increased traffic volumes and potential safety issues due to the construction of the Amazon warehouse located at 140 Old Mill Road. A Traffic Assessment Report was completed in September 2023, and a Public Information Centre (PIC) was held on November 30, 2023, to present the findings and a proposed traffic calming plan. Feedback from the PIC highlighted significant concerns about Amazon employees and trucks using Old Mill Road as a cut-through route despite the road being classified as a local roadway and not permitting trucks. Some residents supported closing Old Mill Road at Dickie Settlement Road (Figure 1) to restrict warehouse traffic. The closing of Old Mill Road at Dickie Settlement would mean placing a cul-de-sac at the entrance to Old Mill Road, thereby only providing access to Old Mill Road off Blair Road.

Because Old Mill Road is considered the heart of the Blair Village Heritage Conservation District (Blair Village HCD), a Heritage Impact Assessment (HIA) was
required to be produced and forwarded to the Municipal Heritage Advisory Committee (MHAC) for review. The HIA recommendations were also used when considering the unique heritage of the area in creating the Traffic Study Report.

Figure 1: View looking east from Dickie Settlement Road down Old Mill Road

ANALYSIS:

The Heritage Impact Assessment (HIA) was initiated to begin the first steps of the Traffic Study of Old Mill Road and was completed in July 2023. The HIA included the following recommendations with the City’s response to each:

1. Hedge rows and foliage be trimmed and maintained in accordance with the terms of the HCD in order to ensure signage is clearly visible.
   a. The City will continue to trim foliage and trees on City property within the Blair Village HCD

2. The terms of the Blair Village HCDP be consulted prior to planting or altering any plantings or foliage associated with Old Mill Road.
   a. The City, in consultation with the Senior Heritage Planner, will plant, when necessary, on City property native species foliage and trees recommended in the Blair Village HCD Plan

3. Residents of Old Mill Road be consulted prior to the development of a traffic calming plan, following the development of the traffic calming plan, and prior to the implementation of traffic calming measures.
a. A Public Information Centre (PIC) was held with area residents on November 30, 2023 where the results of the HIA and Traffic Study Report and proposed traffic calming plan were presented.

The traffic calming plan that the City is proposing for Old Mill Road between Dickie Settlement Road and Blair Road, includes posted speed signage, road markings and speed cushions to slow the traffic down.

Figure 2: Top view of a speed hump diagram from the Traffic Calming Plan, 2024.

These traffic calming options (Figure 2) were presented at the Public Information Centre on November 30, 2023 and are typically used as the approved method for deterring poor driver behaviour. These devices should be implemented and reviewed after one year time from installation to measure for effectiveness.

The HIA concludes, and Heritage Planning staff concur, that posted speed signage and speed cushions pose no impact to the rural landscape of the area. However, the installation of cobra head lights at the corner of Dickie Settlement and Old Mill Road are associated with urban streetscapes and may impact the properties located at 121, 122, 118 and 114 Old Mill Road through light pollution. The Ministry of Transportation of Ontario (MTO) recommended installing lighting at the corner of Dickie Settlement and Old Mill Road for traffic safety concerns during the application phase of the Amazon
warehouse project at 140 Old Mill Road. The project was approved by Council in 2023, which included installing the lighting.

The proposed addition of posted speed signage and speed humps would have little impact on the heritage attributes associated with the street and the larger HCD. There are no plans to widen Old Mill Road or to alter the vegetation associated with it, nor is there any plan to install curbs, gutters or sidewalks which is in keeping with the policies of the HCD Plan.

If upon analysis after a year that the traffic calming has been effective, no other actions would be required. If after a year the traffic calming proves ineffective, an escalation in traffic calming would be considered.

Based on the PIC feedback, three traffic control options were developed and evaluated, should additional measures be required beyond the proposed traffic calming. Two design alternatives were developed for Option 1 and Option 2 to explore different configurations and their impacts. All options were evaluated based on their effectiveness in reducing cut-through traffic, impact on intersection operations and resident travel times, traffic calming effects, and cost.

- **Option 1: Restrict southbound left-turn movements and eastbound through movements at Old Mill Road and Dickie Settlement Road:**
  - Alternative 1A: Restrict all the three eastbound movements (i.e., southbound left-turning, eastbound through, and northbound right-turn)
  - Alternative 1B: Restrict all the southbound left-turning, eastbound through movements.

- **Option 2: Convert Old Mill Road between Meadowcreek Lane and Dickie Settlement Road to one-way operation (westbound only):**
  - Alternative 2A Install a multi-use path (MUP) and convert the section of Old Mill Road to one-way.
  - Alternative 2B Install on-street parking and convert the section of Old Mill Road to one-way.

- **Option 3: Fully close Old Mill Road at Dickie Settlement Road, allowing access for emergency vehicles only.**

Option 1A was identified as the most effective solution for reducing cut-through traffic, it also has the greatest impact on resident travel times. Therefore, the preferred solution is to first implement the traffic calming measures identified in the initial assessment and reassess their effectiveness in one year.
Heritage Planning staff are not in favour of closing Old Mill Road at Dickie Settlement Road. Page 54 of the Blair Village HCD Plan states:

“Beginning as a wagon track into Sam Betzner Jr.'s land holdings, it was continued further west when Rev. Joseph Bowman acquired this land, later splitting into two forks, one curving south as the road to West Dumfries and the other west as the Dickie Settlement Road to New Dundee. Old Mill became a public road in the 1830s and is recorded in land transfers after 1846 as the road from Blair to the Carlisle Mill. Today it is one of the most beautiful and scenic village roads in Waterloo Region.” The pattern of permanent roads in the Blair area established in the early Mennonite period had its starting point at the spot known as Betzner's ford. It is believed this ford was located where the present concrete bridge crosses the Grand River at the foot of Fountain Street. Samuel Betzner Jr., the first of the Mennonites to take up land in the Blair area in the 1810s, turned south after crossing the river and then west into his farmstead on Beasley's Old Survey Lots 4 and 5. That track was the beginning of Blair's first roads which are now Blair Road to the south and Old Mill Road to the west.

Samuel Bowman and his family also arrived in Blair with Betzner and the other Pennsylvania Mennonites and took up land on Old Mill Road where the first sawmill was built and also the Carlisle Mill. Some of the village’s oldest residences, built by the Betzner and Bowman families, are also found on Old Mill Road, making it a historic streetscape vital to the creation of the core area of Blair Village.

For over two centuries, Old Mill Road was a major pioneer road through to Kitchener and beyond until the construction of the 401 cut off that access. Cutting off access again to Old Mill Road could reduce the cultural heritage value of its scenic pioneer road qualities. Closing Old Mill Road at Dickie Settlement Road would have a significant impact not only to local property owners who live in Blair Village, but it would also impact the ability to showcase the village as a tourist destination by limiting access to Old Mill Road. Numerous studies by the Heritage Resources Centre at the University of Waterloo on the impact of HCDs show that HCDs have a greater, more positive impact on tourism numbers than non-designated heritage areas. The United Nations Educational, Scientific and Cultural Organization (UNESCO) has also conducted research on tourism numbers to their World Heritage Sites. These studies also conclude that tourism in protected heritage areas increases yearly.

EXISTING POLICY / BY-LAW(S):

Ontario Heritage Act

Erection, demolition, etc.
42 (1) No owner of property situated in a heritage conservation district that has been
designated by a municipality under this Part shall do any of the following, unless the
owner obtains a permit from the municipality to do so:

1. Alter, or permit the alteration of, any part of the property, other than the interior of
any structure or building on the property.

2. Erect any building or structure on the property or permit the erection of such a
building or structure.

3. Demolish or remove, or permit the demolition or removal of, any attribute of the
property if the demolition or removal would affect a heritage attribute described in the
heritage conservation district plan that was adopted for the heritage conservation district
in a by-law registered under subsection 41 (10.1).

4. Demolish or remove a building or structure on the property or permit the demolition
or removal of a building or structure on the property. 2005, c. 6, s. 32 (1); 2019, c. 9,
Sched. 11, s. 19 (1); 2022, c. 21, Sched. 6, s. 7 (1).

Application for permit

(2.1) The owner of property situated in a designated heritage conservation district may
apply to the municipality for a permit to alter any part of the property other than the
interior of a building or structure on the property or to do anything referred to in
paragraph 2, 3 or 4 of subsection (1) in respect of the property. 2005, c. 6, s. 32 (1); 2019, c. 9,
Sched. 11, s. 19 (2).

Content of application

(2.2) An application under this section shall include such information as the council of
the municipality may require. 2005, c. 6, s. 32 (1).

Notice of receipt

(3) The council, upon receipt of an application under this section together with such
information as it may require under subsection (2.2), shall cause a notice of receipt to
be served on the applicant. 2002, c. 18, Sched. F, s. 2 (26); 2005, c. 6, s. 32 (2); 2022,
c. 21, Sched. 6, s. 7 (2).

Decision of council

(4) Within 90 days after the notice of receipt is served on the applicant under subsection
(3) or within such longer period as is agreed upon by the applicant and the council, the
council may give the applicant,
(a) the permit applied for;
(b) notice that the council is refusing the application for the permit; or
(c) the permit applied for, with terms and conditions attached. 2005, c. 6, s. 32 (3).

Consultation

(4.1) If the council of a municipality has established a municipal heritage committee under section 28, the council shall, before taking any action under subsection (4) with respect to an application to do anything referred to in paragraph 2, 3 or 4 of subsection (1) in respect of the property in a heritage conservation district, consult with its municipal heritage committee. 2005, c. 6, s. 32 (3); 2019, c. 9, Sched. 11, s. 19 (3).

Blair Village Heritage Conservation District Plan

7.4 Historic Streetscapes

Old Mill Road

Beginning as a wagon track into Sam Betzner Jr.’s land holdings, it was continued further west when Rev. Joseph Bowman acquired this land, later splitting into two forks, one curving south as the road to West Dumfries and the other west as the Dickie Settlement Road to New Dundee. Old Mill became a public road in the 1830s and is recorded in land transfers after 1846 as the road from Blair to the Carlisle Mill. Today it is one of the most beautiful and scenic village roads in Waterloo Region.

Goals:

- To maintain the narrow-paved width (21’) and shoulders (8’).
- Not to undertake road widening or installation of sidewalks, curbs, gutters and streetlights. To finish in tar and chip.
- To conserve and extend the hedgerows and street trees through management and annual pruning.
- To identify the road with historic style street signs. To carefully manage street trees and hedgerows with annual pruning.

FINANCIAL IMPACT:

The estimated cost for implementing the initial traffic calming measures is $48,000. If Option 1A is implemented after the reassessment, the additional cost would be $25,000, bringing the total cost to $73,000. This includes a 30% contingency and excludes HST.
PUBLIC VALUE:

Transparency:

To ensure transparency, MHAC meeting agendas are posted on the City’s website.

PUBLIC INPUT:

Meetings of the MHAC are open to the public via the City’s YouTube channel.

INTERNAL/EXTERNAL CONSULTATION:

Heritage planning staff liaised with Engineering staff on the proposal and the process of obtaining a Heritage Permit which included the submission of a Heritage Impact Assessment for MHAC’s review.

CONCLUSION:

For the reasons outlined in Report 24-019 (MHAC), Heritage Planning staff recommend that the MHAC recommend Council approve the alteration to Old Mill Road by implementing traffic calming measures such as posted speed signage, road markings and speed humps and that MHAC not endorse the closing of Old Mill Road.

REPORT IMPACTS:

Agreement: No
By-law: No
Budget Amendment: No
Policy: No

APPROVALS:

This report has been reviewed and approved for inclusion in the agenda by the respective Divisional Manager.

ATTACHMENTS:


2. 24-019 (MHAC) Appendix B: Traffic Calming Plan, 2024.
Heritage Impact Assessment, Traffic Calming of Old Mill Road, Blair Village, part of the City of Cambridge, Ontario

Project Number: 2023-0094

Report Type: Original

Report Date: July 13, 2023

Parslow Heritage Consultancy Inc.
883 St. Clair Ave. West, Toronto, ON, M6C 1C4

RV Anderson Associates Limited
4900 Palladium Way, Suite 200, Burlington ON, L7M 0W7
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Heritage Impact Assessment, Traffic Calming of Old Mill Road, Blair Village, part of the City of Cambridge, Ontario

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Appendices

Appendix A – Qualifications
Appendix B – Blair Village HCD Plan
Executive Summary

Parslow Heritage Consultancy, Inc. (PHC) was retained by R.V. Anderson Associates Limited (the Proponent) to undertake a Heritage Impact Assessment (HIA) as part of the Traffic Calming Assessment being undertaken by the City of Cambridge for Old Mill Road between Dickie Settlement Road and Blair Road. The Study Area is located within the Heritage Conservation District (HCD) of Blair Village, located in the City of Cambridge, Ontario.

The purpose of this assessment is to evaluate the proposed traffic calming measures in relation to the established conditions of the Blair Village HCD (City of Cambridge 1999) in accordance with Section 4.10 of the City of Cambridge Official Plan (City of Cambridge 2018).

A site visit was conducted on 20 June 2023 to document the Study Area and surrounding landscape. The Study Area follows the route of Old Mill Road between Dickie Settlement Road and Blair Road. The Study Area is approximately 1 km in length and is located within the Blair Village HCD. As a HCD, the Study Area is subject to heritage protection under Part V of the OHA. The Study Area is composed of a narrow winding road with narrow shoulders and no sidewalks or curbs. The full length of the Study Area is lined with mature trees forming a continuous canopy above the road. The Study Area is lined primarily with residential structures whose setbacks vary from immediately adjacent to deep set. A small number of commercial properties are located on Old Mill Road in the vicinity of its intersection with Blair Road. The Study Area is lined with multiple signs depicting no parking, no trucks, weight restrictions, narrow lanes, and 50km/h speed limit signage.

The potential traffic calming measures will not impact the landscape of the area as it applies to rolling land, plentiful trees, creeks and ponds, and the preservation of wildlife. The implementation of traffic calming measures has the potential to protect wildlife and promote safe habitat by reducing traffic interactions with area animals; the installation of street lights may pose an impact on nocturnal animal life.

It is the opinion of the author that traffic calming measures are necessary to protect the rural, heritage atmosphere of Old Mill Road between Dickie Settlement Road and Blair Road and any minor impacts on the existing atmosphere, streets or landscape should be accepted as the proposed measures are intended to safeguard and preserve the heritage integrity of the larger area. It is also the position of the author that without the implementation of active enforcement of the traffic calming measures, the proposed measures will be limited in their overall effectiveness. The following recommendations are made:

1. Hedge rows and foliage be trimmed and maintained in accordance with the terms of the HCD in order to ensure signage is clearly visible.
2. The terms of the Blair Village HCDP be consulted prior to planting or altering any plantings or foliage associated with Old Mill Road.
3. Residents of Old Mill Road be consulted prior to development of a traffic calming plan, following the development of the traffic calming plan, and prior to the implementation of traffic calming measures.

The Provincial Policy Statement (2020) notes that CHVI is identified for cultural heritage resources by communities. Thus, the system by which heritage is administered in Ontario places emphasis on the decision-making of local municipalities. It is hoped that the information presented in this report will be useful in municipal determinations as to the appropriate traffic calming measures to protect the identified heritage value of Old Mill Road between Dickie Settlement Road and Blair Road.
Heritage Impact Assessment, Traffic Calming of Old Mill Road, Blair Village, part of the City of Cambridge, Ontario

Project Personnel

Carla Parslow, Ph.D., CAHP
Christopher Lemon, B.Sc., Dip. Heritage, CAHP
Jamie Lemon, M.A.

Senior Cultural Resource Specialist
Lead Cultural Heritage Specialist
Project Manager

Acknowledgements

Rao Marthi

R.V. Anderson Associates Ltd.
**Project Context**

Parslow Heritage Consultancy, Inc. (PHC) was retained by R.V. Anderson Associates Limited (the Proponent) to undertake a Heritage Impact Assessment (HIA) as part of the Traffic Calming Assessment being undertaken by the City of Cambridge for Old Mill Road between Dickie Settlement Road and Blair Road. The Study Area is located within the Heritage Conservation District (HCD) of Blair Village, located in the City of Cambridge, Ontario.

The purpose of this assessment is to evaluate the proposed traffic calming measures in relation to the established conditions of the Blair Village HCD (City of Cambridge 1999) in accordance with Section 4.10 of the City of Cambridge Official Plan (City of Cambridge 2018).

A site visit was conducted on 20 June 2023 to document the Study Area and surrounding landscape. Documentation took the form of high-resolution photographs using a Nikon D5600 DSLR camera and the collection of field notes.

**Site Description and Context**

The Study Area is located between Dickie Settlement Road and Blair Road in the Heritage Blair Village HCD within the City of Cambridge. The portion of Old Mill Road being assessed can be characterized as a narrow and winding paved residential street. The street has significant forest canopy, winds and dips as it traverses between Dickie Settlement Road and Blair Road. The road contains one water crossing associated with the historic Carlisle Mill, now a private residence. Residential properties abut the road with varying setbacks, with structures varying between being immediately adjacent to road edge and deeply set back. The undulating nature of the road and winding path limits views and result in numerous blind driveway entrances. There are no sidewalks or curbs associated with the road, nor are there any streetlights. The combination of identified features all contribute to the heritage atmosphere of the road.

**Applicant Contact Information**

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eMail: rmarthi@rvanderson.com
FIGURE 1: LOCATION OF STUDY AREA ON AERIAL IMAGE
FIGURE 2: PROJECT AREA IN RELATION TO LIMITS OF BLAIR VILLAGE HCD (CITY OF CAMBRIDGE 1999)
Legislative and Policy Framework

The following assessment was undertaken in accordance with provincial and municipal legislation and policies designed to protect cultural heritage resources that may be affected by development. This HIA reviewed the Ontario Heritage Act (OHA), the Cambridge Official Plan (2018), and the policy framework of the Blair Village HCD.

Ontario Heritage Act

The OHA was enacted in 1990 and since that time has been revised and amended a total of 25 times, most recently on January 1, 2023. When it comes to heritage properties, the OHA prescribes the legal requirements of municipalities and the powers municipalities have to protect and administer heritage within their jurisdiction. The OHA also prescribes the criteria by which heritage value is assessed by way of O.Reg. 569/22. Under Section 27 of the OHA, the municipal clerk is required to keep a current register of properties of cultural heritage value or interested within the municipality, including properties Designated under Part IV, Section 29 of the OHA. Heritage protections within the OHA fall into the following categories:

► Listed Properties (Part IV, Section 27), minimal protection, usually candidates for Designation
► Designated Properties (Part IV, Section 29), protection under Municipal By-law
► Heritage Conservation Districts (Part V), protection under Municipal By-law

The Blair Village HCD is protected under Part V of the OHA.

Cambridge Official Plan


The community of Blair is a village in character, form and functions, protected from suburban development with strong policies to protect and enhance the natural environment and heritage features, and promote village design. New development must be assimilated into the village - not be an entity unto itself, nor engulf the village.

Blair will remain small and compact, walkable and self-contained with a central village core. The village core will promote the interaction of residents and become the centre of the community with a mix of residential, commercial and institutional land uses. Commercial uses will primarily provide convenience goods and services to the community residents and promote some tourism. Mixed uses within buildings will be encouraged. New residential development will evolve only through infilling.

In addition, the Blair Heritage Conservation District Plan (HCD) provides for the conservation and preservation of the significant heritage attributes of the community and ensures the protection of the remarkable heritage features in Blair. The HCD also provides for unique design criteria that define the guidelines for building form, materials and details to best reflect the existing Blair community architecture, landscapes and land uses.

The community of Blair will remain a village within the city, unspoiled by urban development and the pressures for suburbanization, yet vibrant with new and existing...
residential land uses and a traditional village core. Blair shall remain a harmonious village community.

Section 4.1 details the objectives of the Official Plan, as they relate to cultural heritage resources (City of Cambridge 2018:61):

a) support the conservation, restoration and prominence of the city’s built heritage as a key identifying feature of the community;

b) co-ordinate the City’s heritage interests with property owners, local business improvement areas and other special interests;

c) promote built heritage as a key component of the city’s local tourism and quality of life for existing and new residents;

d) support the designation of cultural heritage resources under the Ontario Heritage Act and the conservation of cultural heritage resources through the Planning Act, the Environmental Assessment Act, the Cemeteries Act and the Municipal Act;

e) maintain and support the rehabilitation of the Heritage Conservation Districts, located in the Galt City Centre, Blair Village and the City-owned lands in West Galt and to consider the establishment of additional districts;

f) actively make available or pursue funding opportunities to assist property owners in heritage conservation and restoration;

g) support and require where feasible the identification, cataloguing, adaptive reuse, analysis and relocation of cultural heritage resources, and in some cases the preservation of sites containing these resources; and

h) promote the Grand River and its major tributaries, including the Speed River through Cambridge, as a nationally designated Canadian Heritage River.

Section 4.7, Point 11 of the Official Plan states the following (City of Cambridge 2018:68):

Where a Heritage Conservation District is in effect, public works shall be carried out and by-laws passed only if they complement/enhance the objectives set out in the Heritage Conservation District Plan.

Section 4.10 of the Official Plan lists elements required in a HIA (City of Cambridge 2018:71):

A Cultural Heritage Impact Assessment shall be required for a development proposal or Community Plan that includes or is adjacent to a designated property or cultural heritage landscape, or that includes a non-designated resource of cultural heritage value or interest listed on the Municipal Heritage Register. The potential impacts could be direct, such as demolishing or altering a structure on a designated property, or indirect such as changes to the streetscape of lands adjacent to a cultural heritage resource. A Cultural Heritage Impact Assessment may include the following elements:

a) identification and evaluation of the cultural heritage resource;

b) graphic and written inventory of the cultural heritage resource;

c) assessment of the proposal’s impact on the cultural heritage resource;

d) means to mitigate impacts, in accordance with the cultural heritage resources priorities established in Policy 4.2.1 of this Plan;

e) alternatives to the proposal; and
1) identification of and justification for the preferred option.

Blair Village HCD

The Blair Village HCD Plan (Hill et al. 1999) was developed from the Blair Area Special Study completed in 1997 by the City of Cambridge. The goals of the HCD Plan include the following physical goals (Hill et al. 1999:4):

A primary objective of the Plan is to conserve and enhance the village character of Blair and to ensure compatible new development. This will be achieved through the following goals:

- Encouraging the conservation of historic buildings and landscapes.
- Blending new development with the historic and rural character of the area.
- Introducing features that will enhance the area, such as streetscape improvements to the village core.
- Achieving a cohesive, well designed and identifiable historic area.

Additionally, the following is detailed in the HCD Plan ((Hill et al. 1999:10):

Preserving the historic and rural character of the village is the main goal of the Plan. In interviews and questionnaires for the Blair Area Special Study, stakeholders consistently said that preserving the character of the village was the most important priority. In defining what this character was, residents offered many thoughts – narrow streets; historic buildings; variety; hedgerows and trees. They wanted this character preserved and extended into new development areas so that the village – old and new – appeared and felt as one. While character may appear to be highly elusive and indefinable, it is readily interpreted by carefully analyzing the parts that make up the village and their relationship one to another. Physically, they include buildings, streets and open space. Defining these character elements not only ensures their conservation, but provides a sound basis from which to design integrated new development.

Additional policies and guidelines within the HCD plan that related specifically to Old Mill Road are detailed below.
Old Mill Road

A general review of the history of Blair Village is provided in the Blair Village HCD Plan (Hill et al. 1999: Appendix, pages 2-7):

As per the HCD Plan for Blair Village, Old Mill Road is described as (Hill et al. 1999: Appendix, pages 28-29):

*Beginning as a wagon track into Sam Betzner Jr.’s land holdings, it was continued further west when Rev. Joseph Bowman acquired this land, later splitting into two forks, one curving south as the road to West Dumfries and the other west as the Dickie Settlement Road to New Dundee. Old Mill became a public road in the 1830s and is recorded in land transfers after 1846 as the road from Blair to the Carlisle Mill. With the advent of Highway 401, access from Old Mill Road to New Dundee was cut off and Dickie Settlement Road was extended north to intersect Fountain Street.*

The goals of the HCD Plan for Old Mill Road are as follows (Hill et al. 1999:54):

- To maintain the narrow paved width (21’) and shoulders (8’).
- Not to undertake road widening or installation of sidewalks, curbs, gutters and street lights. To finish in tar and chip.
- To conserve and extend the hedgerows and street trees through management and annual pruning.
- To identify the road with historic style street signs.
- To carefully manage street trees and hedgerows with annual pruning.

Character Defining Elements

As per the HCD Plan, the defining characteristics of Blair Village HCD have been identified as:

- Atmosphere
- Buildings
- Building Lots
- Streets
- Landscapes

Given the Study Area and the scope of the proposed undertaking, the character defining elements that are pertinent to this assessment are Atmosphere, Streets and Landscapes.

The HCD Plan breaks each of these elements into the following attributes

**Atmosphere**

- Rural
- Spacious
- Historic

**Streets**

- Short and narrow
Winding vertically and horizontally
Hedgerow edges
Treed canopies
No curbs, gutters, sidewalks or streetlights

Landscapes
Rolling land with abundance of trees
Creeks and ponds
Grand River
Birds and wildlife

Traffic Calming
The HCD Plan for Blair Village acknowledges the need for traffic calming measures to be integrated into the maintenance and improvements of the village and associated streetscapes. The HCD Plan identified that the preferred way to achieve traffic calming is through the narrowing of existing streets, resulting in a reduction of vehicle speed while maintaining the functionality of the roads. The HCD Plan identifies that narrowing and the perception of narrowing can be achieved in several ways and established a list of potential methods:

Street trees within the boulevard with the potential for a closed overhead tree canopy above the road
Buildings oriented close to the street
The construction of curbs and sidewalks to clearly delineate the boundary between pedestrian and vehicular movement
The provision of alternative surfaces materials at key intersection along the street
The construction of crosswalks that provide the right of way to pedestrians over vehicles
The provision of street lights that identify a built up area
The construction of landscape boulevards that provide a “soft” landscaped edge
Use of oversized speed limit signs
Existing Conditions

The Study Area follows the route of Old Mill Road between Dickie Settlement Road and Blair Road. The Study Area is approximately 1 km in length and is located within the Blair Village HCD. As a HCD, the Study Area is subject to heritage protection under Part V of the OHA. The Study Area is composed of a narrow winding road with narrow shoulders and no sidewalks or curbs. The full length of the Study Area is lined with mature trees forming a continuous canopy above the road. The Study Area is lined primarily with residential structures whose setbacks vary from immediately adjacent to deep set. A small number of commercial properties are located on Old Mill Road in the vicinity of its intersection with Blair Road. The Study Area is lined with multiple signs depicting no parking, no trucks, weight restrictions, narrow lanes, and 50km/h speed limit signage.

**Figure 3: Intersection of Old Mill Road and Dickie Settlement Road, looking east down Old Mill Road**
Heritage Impact Assessment, Traffic Calming of Old Mill Road, Blair Village, part of the City of Cambridge, Ontario

**Figure 4:** Intersection of Old Mill Road and Dickie Settlement Road, looking west from Old Mill Road

**Figure 5:** Existing signage and current condition of road surface and associated shoulders
Figure 6: Existing curve approaching narrow bridge with typical driveway road interaction

Figure 7: Bridge associated with creek crossing adjacent to mill remains, looking west down Old Mill Road
Heritage Impact Assessment, Traffic Calming of Old Mill Road, Blair Village, part of the City of Cambridge, Ontario

**Figure 8:** Mill remains associated with creek crossing, red arrow indicates brick chimney associated with site, looking east

**Figure 9:** Representative example of sight lines associated with Old Mill Road, looking west from Meadowcreek Lane
Heritage Impact Assessment, Traffic Calming of Old Mill Road, Blair Village, part of the City of Cambridge, Ontario

Figure 10: Intersection of Meadowcreek Lane with Old Mill Road, looking east

Figure 11: Intersection of Old Mill Road and Blair Road, looking west down Old Mill Road
Heritage Impact Assessment

Description of Proposed Development

The proposed work is for the implementation of traffic calming measures along Old Mill Road between Dickie Settlement Road and Blair Road. The proposed work is intended to induce lower operating speeds, discourage cut-through traffic, and reflect the areas identified heritage attributes. The proposed work will be limited to the existing municipal right of way and will not directly impact adjacent private properties.

The potential traffic calming measures will include a combined approach and may include a combination of the following measures:

- Speed cushion or speed humps at select locations
- Lane narrowing at select locations
- Modification of existing pavement markings at select locations
- Reduction of posted speed limit to 40km/h
- Installation of vehicle activated speed signage
- Installation of street lights at the intersection of Dickie Settlement Road and Old Mill Road
- Implement a southbound right-turn lane on Dickie Settlement Road at Old Mill Road and include a left turn bypass lane

Impact of Proposed Development

In order to evaluate the potential impacts of the proposed development to the CHVI of adjacent properties, the guidelines of the MCM’s Info Sheet #5 Heritage Impact Assessment and Conservation Plans, were reviewed (MCM 2006):

Destruction of any, or part of any significant heritage attributes or features:

- It is unlikely the potential traffic calming measures along Old Mill Road will result in the destruction of any significant heritage attributes or features

Alteration that is not sympathetic, or incompatible, with the historic fabric and appearance:

- Installation of street lights at the intersection of Old Mill Road and Dickie Settlement road could interfere with the intent of the HCD Plan and may result in impact via light pollution on the adjacent properties located at 121, 122, 118 and 114 Old Mill Road.

- Speed cushions could be considered an urban feature and are not in keeping with the rural character of the HCD.

Shadows created that alter the viability of a heritage attribute or an associated nature feature or plantings, such as a garden:

- Shadows resulting from proposed street light installation will need to be studied prior to implementation.

Isolation of a heritage attribute from its surrounding environment, context, or a significant relationship:
None of the potential traffic calming measures along Old Mill Road will result in the isolation of any significant heritage attributes or features.

Direct or indirect obstruction of significant views or vistas within, from, or of built and natural features:

- Potential traffic calming measures will not result in direct or indirect obstruction of any views or vistas associated with the Study Area or larger HCD.

A change in land use where the change may impact the property’s CHVI:

- A change in land use is not being proposed.

Land disturbances such as a change in grade that alters soils and drainage patterns that may adversely affect archaeological and/or cultural heritage resources:

- No land disturbances that would result in alterations to drainage patterns are being proposed.

- Prior to any ground disturbance the areas of impact should be assessed for cultural heritage resources by way of archaeological assessment in keeping with the terms of the Ontario Ministry of Citizenship and Multiculturalism (MCM).
Mitigation Options and Recommendations

In terms of the impact to identified character defining elements including atmosphere, street and landscapes, the potential traffic calming measures will have negligible impact on the heritage character of the Study Area.

The traffic calming measures pose no impact to the spacious atmosphere of the area but do have the potential to impact the historic and rural atmosphere of the area as the installation of street lights are inherently connected to urban, non-rural streetscapes. The proposed additions of speed sensitive signage and speed humps would have little potential to impact the attributes associated with the street and the larger HCD, but could be considered urban features not in keeping with the rural atmosphere. There are no plans to widen Old Mill Road or to alter the vegetation associated with it, nor is there any plan to install curbs, gutters or sidewalks. The plan to install street lights at the intersection with Dickie Settlement Road are in contrast to the aims of the HCD and pose the potential for the creation of light pollution which may adversely impact properties located at 121, 122, 118 and 114 Old Mill Road. The juxtaposition of HCD policies and public safety was previously noted in City of Cambridge Report 22-002(MHAC), as it relates to the industrial development immediately west of the Study Area:

Although page 55 of the HCD Plan states that for Old Mill Road the City “should not undertake road widening or installation of sidewalks, curbs, gutters and street lights”, street lights are necessary for public safety because of the increased vehicle and truck traffic that will be coming in and out of the proposed new development. Cobra head street lights were installed in the HCD when the Fountain Street roundabout was constructed. Engineering staff are proposing that the developer install cobra head lighting at the corner of Old Mill Road and Dickie Settlement Road.

The potential traffic calming measures will not impact the landscape of the area as it applies to rolling land, plentiful trees, creeks and ponds, and the preservation of wildlife. The implementation of traffic calming measures has the potential to protect wildlife and promote safe habitat by reducing traffic interactions with area animals; the installation of street lights may pose an impact on nocturnal animal life.

It is the opinion of the author that traffic calming measures are necessary to protect the rural, heritage atmosphere of Old Mill Road between Dickie Settlement Road and Blair Road and any minor impacts on the existing atmosphere, streets or landscape should be accepted as the proposed measures are intended to safeguard and preserve the heritage integrity of the larger area. It is also the position of the author that without the implementation of active enforcement of the traffic calming measures, the proposed measures will be limited in their overall effectiveness.

Recommendations

1. Hedge rows and foliage be trimmed and maintained in accordance with the terms of the HCD in order to ensure signage is clearly visible.
2. The terms of the Blair Village HCDP be consulted prior to planting or altering any plantings or foliage associated with Old Mill Road.
3. Residents of Old Mill Road be consulted prior to development of a traffic calming plan, following the development of the traffic calming plan, and prior to the implementation of traffic calming measures.
The *Provincial Policy Statement* (2020) notes that CHVI is identified for cultural heritage resources by communities. Thus, the system by which heritage is administered in Ontario places emphasis on the decision-making of local municipalities. It is hoped that the information presented in this report will be useful in municipal determinations as to the appropriate traffic calming measures to protect the identified heritage value of Old Mill Road between Dickie Settlement Road and Blair Road.
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2018 OFFICIAL PLAN. AVAILABLE ONLINE AT:

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HILL, NICHOLAS, CHRIS PIDGEON AND MARGARET GOODBODY
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PROVINCE OF ONTARIO

Appendix A

Qualifications
Senior Heritage Specialist – Carla Parslow, PhD, CAHP Member in Good Standing: Dr. Carla Parslow has over 20 years of experience in the cultural heritage resource management (CHRM) industry in Canada. As the President of PHC Inc., Dr. Parslow is responsible for the management of CHRM projects, as well as the technical review and quality assurance of all archaeological and cultural heritage projects completed by PHC. Throughout her career, Carla has managed both large and small offices of CHRM professionals and has mobilized both large (50+) and small (4+) teams of CHRM and Environmental projects offices throughout the province of Ontario. Dr. Parslow has served as either Project Manager or Project Director on hundreds of Archaeological and Cultural Heritage Assessments. Dr. Parslow is a professional member of the Canadian Association of Heritage Professionals (CAHP).

Dr. Parslow is responsible for the overall quality assurance.

Project Manager – Jamie Lemon, MA: Jamie Lemon is a Senior Archaeologist and Project Manager with PHC and is responsible for managing archaeological and heritage projects across Ontario. She is the primary or secondary author of numerous heritage and archaeological license reports and is proficient at artifact and archaeobotanical analysis. In addition, she is a former field technician and field director with experience on precontact Indigenous and historical Euro-Canadian sites. She has worked on archaeological and heritage projects for mining, land development, transportation, aggregates, and energy sectors. Jamie received a BA in Anthropology from the University of Waterloo in 2007, an MA from Trent University in 2014, and has been active in Cultural Resource Management in Ontario for 15 years. Jamie holds a valid professional license with the Ontario Ministry of Citizenship and Multiculturalism (MCM). Jamie regularly assists clients with navigating the life cycle of archaeological and heritage assessments as it relates to their Project, including interpretation of MCM Standards and Guidelines and engaging with Indigenous communities and other stakeholder groups.

Ms. Lemon is responsible for project management and client relations.

Heritage Specialist – Chris Lemon, B.Sc., Dip. CAHP Member in Good Standing: Chris Lemon is a Cultural Heritage Specialist and Licensed Archaeologist (R289) with 15 years’ experience. He received an Honours B.Sc. in Anthropology from the University of Toronto and has completed course work towards an M.A. from the University of Western Ontario. Mr. Lemon has a Diploma in Heritage Carpentry and Joinery and a Certificate in Heritage Planning from Algonquin College. During his career Mr. Lemon has participated in cultural heritage assessments across Ontario as both a Senior Field Director in archaeology and as a Built Heritage Practitioner. Chris’s previous experience includes representation on Joint Health and Safety Committees; he is dedicated to maintaining a safety-first focus on all job sites. Chris is a professional member of the Canadian Association of Heritage Professionals (CAHP).

Mr. Lemon is responsible for research, reporting and analysis.
Appendix B

Blair Village HCD Plan
BLAIR VILLAGE
A HERITAGE CONSERVATION DISTRICT PLAN
IN THE CITY CAMBRIDGE

FINAL REPORT
February 1999

Nicholas Hill - Heritage Consultant
Green Scheels Pidgeon Planning Consultants Ltd.
ACKNOWLEDGMENTS

The following are acknowledged for their valuable contribution to the preparation of the Blair Heritage Conservation District Plan:

STAKEHOLDERS IN THE COMMUNITY

LOCAL STEERING COMMITTEE

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CITY OF CAMBRIDGE STAFF

Rob Horne, Director of Policy Planning and Project Manager
Wendy Wright, Commissioner of Planning Services
Valerie Spring, LACAC Coordinator

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Nicholas Hill, Heritage Consultant
Chris Pidgeon, Green Scheels Pidgeon Planning Consultants
Margaret Goodbody, Heritage Research
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BLAIR
HERITAGE CONSERVATION
DISTRICT PLAN

SCHEDULE A
HERITAGE CONSERVATION DISTRICT

Legend

Heritage Conservation District Boundary

- Primary Area
- - Secondary Area
1. INTRODUCTION

In May of 1997, the City of Cambridge completed the Blair Area Special Study (BASS). The principle goal of the study was to determine a vision and land use plan for the area. One of the recommendations was to prepare a Heritage Conservation District Plan to "ensure that new development will be compatible and harmonious with the existing village heritage and character through detailed guidelines for building design, streetscapes, landscapes and scenic roads."


This document consists of the text and Schedule "A" of the Blair Area Heritage Conservation District Plan. The Plan was prepared under Part V of the Ontario Heritage Act, Heritage Conservation Districts. The purpose of the Plan is to conserve and enhance the historic and rural village character of Blair, and ensure compatible new development.

The resident community was actively involved in the preparation of the Plan. A steering committee, composed of a variety of stakeholders, was appointed by City Council to assist and advise the consultants retained by the City of Cambridge to undertake this work. Information newsletters were sent to property owners as part of the process, and public meetings and open houses were held during the preparation period. City staff and the consultants were also available to the public on an individual basis over the course of the study.

This report contains a variety of information, analysis and direction, including the goals of the Heritage Conservation District; the Heritage District boundary; conservation guidelines for the historic buildings, landscapes and streetscapes; design guidelines for new development; streetscape improvements for the core area; and implementation strategies. It has been written in a practical manner so that it can be readily understood and applied to the District.
2. THE VISION FOR BLAIR

A vision for the future of the Blair area evolved in the Blair Area Special Study. A detailed land use study was undertaken by the City of Cambridge, and was incorporated into the new City of Cambridge Official Plan as policy to be used in regulating land use. The Vision for Blair established the framework within which this Heritage Conservation District Plan was designed. The vision is as follows:

"The community of Blair will remain a village in character, form and function, protected from suburban development with strong policies to protect and enhance the natural environment and heritage features, and promote village design. New development must be assimilated into the village - not be an entity unto itself, nor engulf the village.

Blair will remain small and compact, walkable and self-contained with a central village core. The village core will promote the interaction of residents and become the centre of the community with a mix of residential, commercial and institutional land uses. Commercial uses will primarily provide convenience goods and service to the community residents and promote some tourism. Mixed uses within buildings will be encouraged. The development of a ‘village green’ at the historic intersection of Old Mill and Blair Roads will be encouraged to provide a central community focal point, where residents and visitors can interact in a compact, garden parkette setting.

The vision of the recommended land use plan anticipates the completion of the village community to a logical bio-physical boundary. The vision incorporates a range of housing types that will allow for integration of social and economic classes, and ages including young adults with children to senior citizens. New residential development will evolve through in-filling and subdivision of land as a logical extension of Blair south of the existing village to the municipal boundary, and this will constitute completion of the village to a logical boundary.

An integrated trail system will be developed, for passive recreational use, linking the Blair and Bechtel Creeks with the Grand River Blair Trail, the Langdon Hall property and historic railway lands. In addition to the expansion of the existing trail network in Blair, an active neighbourhood park will be developed to provide an opportunity for children and adults alike to pursue active recreation. This park will become a neighbourhood focal point for the entire Blair community.

Significant heritage attributes of the community will provide the impetus for the completion of a Heritage Conservation District Plan under the provision of the Ontario Heritage Act to ensure the protection of the remarkable heritage features in Blair. The heritage plan will also provide a design code that will define guidelines for building form, materials and details to best reflect the existing Blair community architecture, landscapes and land use. Diverse village streetscapes ranging from narrow streets to wider more open streetscapes with a diversity of lot sizes and housing types will be directed by this guideline.

Construction of the North-South Arterial Road around Blair would significantly reduce the volume and speed of traffic on Blair Road that currently bisects the village, creating the single most negative impact to the existing community. This reduction of through traffic will allow for the continued village core growth along Blair Road and promote Blair as a destination for its historic streetscape, views and access to the Grand River, natural environmental features and unique village attributes.

In all, the community of Blair will remain a village within the City, unspoiled by urban development and the pressures for suburbanization, yet vibrant with new and existing residential land uses and a traditional village core. Blair shall remain a harmonious village community."
3. GOALS

The Blair Area Heritage Conservation District Plan presents a unique opportunity for the community to conserve and enhance one of the most historic, rural and beautiful parts of the City of Cambridge. The goals for achieving the Plan include the following:

3.1 PHYSICAL GOALS
A primary objective of the Plan is to conserve and enhance the village character of Blair and to ensure compatible new development. This will be achieved through the following goals:

- Encouraging the conservation of historic buildings and landscapes.
- Blending new development with the historic and rural character of the area.
- Introducing features that will enhance the area, such as streetscape improvements to the village core.
- Achieving a cohesive, well designed and identifiable historic area.

3.2 SOCIAL GOALS
The community has been actively involved in promoting and achieving the preparation of this Heritage Conservation District Plan. A primary objective is to build on and continue this community involvement through the following goals:

- Working with the Cambridge Council through its Local Architectural Conservation Advisory Committee (LACAC).
- Establishing a Blair Heritage Committee to advocate the Plan.
- Fostering community support to conserve the historic and rural character.
- Enhancing community awareness of sound conservation practices.

3.3 ECONOMIC GOALS
The Blair Area will continue to grow and change. A primary objective is to ensure new development does not spoil or overwhelm the valued historic and rural character of the Area. The economic goals are:

- Guiding new development (including subdivisions, commercial and residential infill) to fit into and enhance the historic and rural character of the area.
- Conserving historic structures to sustain and build the economic base.
- Assisting the City of Cambridge in identifying and prioritizing capital expenditures.
- Identifying Blair as a community asset in the City of Cambridge.
4. HERITAGE PLAN DIRECTION

4.1 HISTORICAL OVERVIEW

The heritage of Blair is a combination of historic buildings, landscapes, and streetscapes. The actual number of very historic buildings is quite small - 27 out of a total of 122. They are some of the oldest in Waterloo Region and defining in their architectural presence. Most were built between 1817 and 1850 by Mennonite families who emigrated from Pennsylvania. They include houses, barns, mills, inns, a church, a school, and a store. Associated with them are a number of historic landscapes, including three mill ponds and the former wagon tracks and farm lanes, now public streets.

Following this golden age of early settlement, the village grew very little over the next 100 years. Only 18 buildings were added, mainly small but attractive houses in the Ontario Gothic and Ontario Cottage styles. The one exception is the magnificent Langdon Hall, built 1898-1901 by Eugene Langdon Wilks to the Classical Revival design of well-known Toronto architect Eden Smith. With the exception of a few outlying houses, the early and later historic buildings form a fairly compact grouping on Blair and Old Mill Roads.

The second major period of growth commenced in the 1960s and continues to the present, with the addition of 77 houses. These were built both in the old village and on new streets such as Highgrove Court, John Bricker Drive and Morningside Drive. Most are builder-designed in the prevailing style of the day - ranch, split-level and 2-storey traditional. Guiding further new development so that it better relates to the traditional village is a major purpose for this plan.

The significance and rarity of Blair's heritage is dependent on the survival of a small cluster of the earliest buildings in Waterloo Region with their early associated landscapes, lanes and roads. Also, the setting of the village on the Grand River and enclosed by the landscapes of the Blair and Bechtel Creeks provides a rich rural character. The whole is a wonderful heritage, largely authentic and unspoil'd.
4.2 DIRECTIONS

The Plan addresses four major directions:

- Conservation
- New Development
- Streetscape Improvements
- Implementation

Conservation of the historic buildings, landscapes and streetscapes of Blair is the first and most important step of the Plan. They define the historic and rural character of the village. Although reasonably well cared for and not under threat of loss, the Plan provides guidelines and policies for their proper conservation and continued protection.

The second direction of the Plan is to ensure that new development - residential subdivisions and infill, new building in the core and future commerce - complements the historic and rural character of the village. This is achieved by detailed guidelines for building design, street layout and landscaping to ensure new development is a contiguous part of the village. These guidelines apply to new development both within and outside the old village.

The third direction of the Heritage Plan is to propose streetscape improvements to the village core as defined in the City of Cambridge Official Plan on Blair Road. Centred on Lamb's Inn at 1679 Blair Road, this is a character defining area of the village and improvements should contribute to ensuring that the historic centre of the village is ultimately protected and enhanced. Improvements include traffic calming techniques, pedestrian sidewalks and amenity spaces, period street lights and landscaping.

The fourth direction of the Plan guides how it is implemented. Basically, the Plan is achieved in two ways - by voluntary conservation guidelines for minor building work and private landscapes, and by conservation policies for major work which includes new building, alterations and additions. Minor work and private landscaping do not require approval from the Cambridge LACAC. Major work and landscapes on municipal property do require application to and approval from the LACAC.

As a designated Heritage Conservation District, financial assistance is available to property owners to achieve good conservation through the City of Cambridge Heritage Conservation Fund. In addition, conservation advice is available through the City.
Legend

- Study Area Boundary

1, 2, 3 ... Areas of analysis
5. HERITAGE DISTRICT BOUNDARY

Establishing the boundary for the Heritage Conservation District in Blair was a key task. The boundary reflects:

- Including and protecting the old historic village.
- Including new development areas that could impact the character of the old village.

The merits of the different areas within the Study Area Boundary defined in the City of Cambridge Official Plan (see Map 1 - Heritage District Boundary) are as follows:

Area #1 The Old Village
The research into the historic settlement of Blair and its surviving historic buildings, landscapes and streetscapes established the old village centre as the most historic area in the village. It is deemed appropriate that this area be in the Heritage District.

Area #2 The Grand River
The Grand River area has a rich pre-European settlement history, dating back many hundreds of years as a Neutral Indian seasonal encampment and burial ground. Designated a Canadian Heritage River since 1994, it is deemed appropriate to be in the Heritage District.

Area #3 Langdon Hall
Built in 1898, Langdon Hall with its enclosing estate of rides, walks, forest and walled garden is a rare and remarkable heritage property rarely found elsewhere in Ontario. It has been superbly restored and is very well maintained. It is considered geographically discreet yet integral to the history of the Blair area, and is deemed appropriate to be included in the Heritage District.

Area #4 Morningside Drive
Morningside Drive was originally established in the early 1800s as a lane to Wismers' farm at the north end of the settlement and later as the road to Ferrier's Mill in Doon. When Highway 401 was constructed in 1961, Morningside was cut off and became a cul-de-sac. Subsequently, new houses have been built on the east side. The historic Eshelman farmhouse of c1860 is located on the west side. Morningside is one of the earliest established roads in the Study Area and is deemed appropriate to be included in the Heritage District.

Area #5 Highgrove Court
Highgrove Court is a partly developed residential cul-de-sac. It is to one side of the old village, separated from it by Blair Creek. While of no historic value, it forms part of the entry character to the village. It is deemed appropriate that, over time, it be seen and become one with the old village, primarily through an integrated landscape plan. Highgrove Court is therefore included within the Heritage District.
Area #6  Future Residential (BLI Lands)
Presently in agriculture, this area abuts the old village and is planned for new residences. It will impact the old village and policies within the Heritage Plan will ensure a harmonious blend with the existing historic village and rural character. It is deemed appropriate to include this new development area within the Heritage District.

Areas #7 & #8  Future Industrial Park
Designated for a future campus-style industrial park, areas #7 and #8 are presently in agriculture and well to the west side of the old village. These areas are significant in establishing the entry character of the village. Including these development areas in a secondary tier Heritage District will ensure appropriate landscaping, buffering and screen details to minimize the visual, sound, lighting and other negative impacts on the historic and rural character of Blair.

Area #9  Agriculture and Natural Environment
The southwest corner of the Blair Village Special District is in agriculture, with a number of old and new residences. It is separated by the Blair Creek and is not a contiguous part of the old village. Designation of these properties, where appropriate, should fall under Part IV of the Ontario Heritage Act (individual properties). The area is not deemed appropriate to include in the Heritage District.

Area #10
This area has historical and landscape value. A newer single detached residence is now present on this property, but it was the site of the stables for Langdon Hall and the Gran Allee entrance to the estate passes through. It is, therefore, deemed appropriate to include in the Heritage District.

The analysis suggests a primary and secondary tier Heritage District, of equal importance but slightly different in make-up. The primary tier includes established historic areas. The secondary tier is located at the periphery, having a secondary but direct impact on the historic village. Areas #1, #2 and #4 have high historical and architectural value and are included in the primary Heritage District. Areas #3 and #10 are historical, and to be further developed and are in the secondary tier. Areas #5 and #6 (BLI lands) are new development areas that directly impact on the historic village and are included in the primary Heritage District. Areas #7 and #8 have an impact on the entry and west side of the village and should be in the secondary tier with new development guidelines. Area #9 is excluded from the Heritage District, as it contains no historically or architecturally significant buildings, and is isolated and unconnected to the existing historic village.

The designating by-laws of four properties currently designated under Part IV of the Ontario Heritage Act are recommended to be repealed so that these properties may become part of the Heritage Conservation District. These properties are 256 Morningside, 1490 Blair Road, 1679 Blair Road and the Sheave Tower on Old Mill.
6. CHARACTER DEFINING ELEMENTS

Preserving the historic and rural character of the village is a main goal of the Plan. In interviews and questionnaires for the Blair Area Special Study, stakeholders consistently said that preserving the character of the village was the most important priority. In defining what this character was, residents offered many thoughts - narrow streets; historic buildings; variety; hedgerows and trees. They wanted this character preserved and extended into new development areas so the village - old and new - appeared and felt as one. While character may appear to be highly elusive and indefinable, it is readily interpreted by carefully analyzing the parts that make up the village and their relationship one to another. Physically, they include buildings, streets and open space. Defining these character elements not only ensures their conservation, but provides a sound basis from which to design integrated new development.

Review of stakeholders’ opinions and on-site analysis has determined that the key character defining elements of the village are as follows.

| ATMOSPHERE | Rural |
|            | Spacious |
|            | Historic |

| BUILDINGS | Close to the street |
|          | Variety of sizes, styles, setbacks |
|          | Mix of old and new |
|          | Mix of uses (church, house, store) |

| BUILDING LOTS | Spacious |
|              | Variety of sizes, shapes, frontages |

| STREETS | Short and narrow |
|         | Winding vertically and horizontally |
|         | Hedgerow edges |
|         | Treed canopies |
|         | No curbs, gutters, sidewalks or street lights |

| LANDSCAPES | Rolling land with abundance of trees |
|           | Creeks & ponds |
|           | Grand River |
|           | Birds & wildlife |
7. CONSERVATION

7.1 INTRODUCTION

A primary goal of the Plan is to conserve the historic and rural character of Blair. This is made up of the historic buildings and streetscapes, and the distinctive landscapes of the village which includes the street trees, hedgerows, old mill ponds, lanes and roads. Appropriate conservation and restoration will be achieved by using the Conservation Guidelines (voluntary) and mandatory Policies in this section of the Plan, together with technical and design assistance from the Cambridge LACAC and potential funding from the City, Waterloo Region and other sources. In general, conservation work falls into two categories - major and minor work.

FOR MINOR WORK

- LACAC approval is not required, although technical and design advice is available.
- Consult the voluntary Conservation Guidelines for advice on preserving the historic building character.
- Meet with the Blair Heritage Committee, a group of local residents who advocate the Plan.
- Enquire about conservation grants from the City.

FOR MAJOR WORK

- LACAC approval is required.
- The Conservation Policies are mandatory.
- Consult the Conservation Guidelines for advice on preserving the historic building character.
- Meet with the LACAC Coordinator for information and advice on the application and approval procedures.
- Enquire about conservation grants and loans from the City and other funding sources.

Minor work, maintenance and repairs means work that does not substantially change the historic appearance of the building and includes re-roofing, painting, eavestroughs, new siding, window replacement and door replacement. Major work includes both new building and work of a substantial scale on existing historic buildings, such as additions and alterations, that irreversibly change the building's historic fabric - for example altering window profiles and sizes or removing a decorative porch. Where there is a question as to whether work is minor or major, the LACAC Coordinator shall be consulted for clarification.
7.2 BUILDING

INTRODUCTION

There are 122 buildings in the Heritage District of which 27 are very historic and 18 are historic. (See Table 1 and Map 2 - Historic Buildings of Blair.) The very historic were built largely between 1817 and 1840 by early Mennonite settlers and include houses, barns, mills, a store, hotel, school and church. They are some of the oldest and finest buildings in the Region. The historic are later in date and more modest in size and style. They are mainly houses in the Ontario Gothic and Ontario Cottage styles. Together these two categories of historic buildings define the historic character of the village.

Of concern is their integrity. Many have been altered, added to and covered with siding. This has diminished their historic appearance and authenticity. Over time it is envisioned that, through the use of the Conservation Guidelines and Policies and funding assistance, many of these buildings can regain their originality and beauty.

GOALS

Very Historic Buildings

- To recognize these buildings as some of the oldest and most valuable historic buildings in the Heritage District and the Region.
- To give high priority to their conservation and restoration.
- To give high priority to funding restoration work.
- To encourage sound conservation practice.

Historic Buildings

- To recognize these as valuable buildings that contribute to the historic character of Blair.
- To encourage conservation and appropriate restoration.
- To make available modest funding assistance.

Assistance

- To provide design and technical restoration assistance through the Local Architectural Conservation Advisory Committee.

Guidelines

- To make the Conservation Guidelines widely and regularly available to all property owners in the village.
<table>
<thead>
<tr>
<th>HISTORIC BUILDINGS</th>
<th>Blair Heritage Conservation District</th>
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</thead>
<tbody>
<tr>
<td><strong>VERY HISTORIC</strong></td>
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</tr>
<tr>
<td>Joseph Wismer Log House</td>
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<tr>
<td>Jacob Bechtel House</td>
<td>1817</td>
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<tr>
<td>Henry Wismer House</td>
<td>c1827</td>
</tr>
<tr>
<td>Samuel B. Bowman House</td>
<td>1832</td>
</tr>
<tr>
<td>John Bechtel House</td>
<td>pre-1834</td>
</tr>
<tr>
<td>Ben. B. Bowman House</td>
<td>1843</td>
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<tr>
<td>John Renshaw House</td>
<td>1847</td>
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<td>Henry Bechtel House</td>
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<tr>
<td>Robert Buckler House</td>
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<td>William Tilt House</td>
<td>1855</td>
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<td>Moses Eschelman House</td>
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<td>Lamb's Inn</td>
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<td>Farmers' Inn</td>
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<td>Blair's Second School</td>
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<td>Regular Baptist Church</td>
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<tr>
<td>Vernacular house</td>
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<tr>
<td>Ontario Gothic style house</td>
<td>1912</td>
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<td>Ontario Gothic style house</td>
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<td>Church (Union Sunday School)</td>
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<td>Small Barn</td>
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LEGEND

Heritage Conservation District Boundary
- Primary Area
- Secondary Area

Historic

BLAIR
HERITAGE CONSERVATION
DISTRICT PLAN

MAP 2
HISTORIC BUILDINGS
MENNONITE GEORGIAN RESIDENCES
BUILDING STYLE & CONSERVATION GUIDELINE

Shown above is the John Bechtel Residence at 58 Fallbrook Lane. Constructed prior to 1834, it is a fine example of a substantial 2-storey Mennonite Georgian residence of plastered stone construction. These were the earliest residences built in Blair. The style is robust, plain, near symmetrical and well proportioned. Windows and doors are evenly centred horizontally and vertically and a full length verandah is along the front. The windows are double-hung sash. The glass panes were originally smaller and more numerous, sometimes 12 over 12. There are small loft windows at the gable ends. A low stone wall fronts the garden on the street line. The essential conservation approach to these early residences is to retain their rugged simplicity and not introduce features from later styles.

CONSERVATION GUIDELINES

The Guidelines are voluntary, but they provide assistance for historic conservation.

- Retain the elegant simplicity and proportions of the exterior. Do not "fuss up" with decorative features. Simplicity is the key to the style.
- Conserve as many original features as possible, particularly old window sash with original glass.
- If replacing features, duplicate the size and style of the original, particularly fascia boards, verandah columns and shutters.
- When re-shingling the roof, consider cedar shingles. They are an authentic and historic material.
- Use historic paint colours. The original colours may be found by peeling away the paint layers to the first layer. This may have faded over time.
- For large work, consult the Alterations and Additions Policies. Approval is required from LACAC.
ONTARIO GOTHIC RESIDENCES
BUILDING STYLE & CONSERVATION GUIDELINE

Blair Heritage Plan

Shown above is the Jacob Hilborn house at 79 Old Mill Road, built in 1884. This is a good example of the Ontario Gothic style that was popular in the latter half of the 1800s. Construction was commonly wood frame with brick or wood siding. A distinguishing feature is the pointed front gable. The proportions were usually vertical, with a centre door and windows evenly distributed on the principle elevations. Windows would be double-hung sash with small panes before 1870 and larger after. Decorative features were few but important, such as elaborate gingerbread trim in the front roof gable and brackets under the soffits. The conservation approach to these mid-1800s residences is to retain their original wall finish, vertical proportions, symmetrical placement of windows and doors and decorative features which provide visual delight on an otherwise fairly plain facade.

CONSERVATION GUIDELINES

The Guidelines are voluntary, but they provide assistance for historic conservation.

- Retain and conserve the balanced and symmetrical proportions of the facade. If upgrading windows, ensure they match the style of the old.
- Retain and conserve the original wall finish. A popular local finish was ashlar plaster, scored to look like stone.
- When reshingling the roof, consider cedar shingles. These are an authentic and historic material.
- Retain and conserve decorative features such as gingerbread trim, finials and drops.
- Paint using period colours. These were generally few but rich and dark colours such as forest green and brown, and used in combination with lighter colours such as ivory. Original paint colours may have faded over time.
- For large work, consult the Alterations and Additions Policies. Approval is required from LACAC.
QUEEN ANNE REVIVAL RESIDENCE
BUILDING STYLE & CONSERVATION GUIDELINE

Shown above is the Angus McNally Residence at 1585 Blair Road, built in 1896. This is a good example of the Queen Anne style that was popular with wealthier clients in the late 1800s. It is a picturesque style, usually two storeys high with a variety of gables, towers, dormers, balconies, tall chimneys and verandas of different materials and details. Such decorative features were made possible at the time by new machinery to make them and pattern books from which to choose. Queen Anne houses have a dramatic and eye-catching appearance. Queen Anne is one of the harder styles to conserve as there is so much detail to maintain, but the results can provide much pride and delight. The conservation approach is to preserve the many different materials and decorative details and ensure alterations and additions match up to the original.

CONSERVATION GUIDELINES

The Guidelines are voluntary, but they provide assistance for historic conservation.
- Retain and conserve the many different decorative details. If replacing, duplicate the original.
- Retain and conserve the verandah with its decorative handrail, spindles and column caps.
- Use period paint colours. Vivid dark colours predominated, often in combinations of two and three to highlight the architectural decoration. Colours included blues, dark green and browns, maroons, reddish orange, bronze yellow and warm brown. Original paint colours may have faded over time.
- When reshingling the roof, consider cedar shingles. They are an authentic and historic material.
- Conserve the old window sash with its wavy glass.
- For large work, consult the Alterations and Additions Policies. Approval is required from LACAC.
ONTARIO COTTAGE RESIDENCES
BUILDING STYLE & CONSERVATION GUIDELINE

Shown above is an Ontario Cottage style residence at 1645 Blair Road, built in 1910. This is a good example of the small but attractive Ontario Cottage style residence that was popular from the 1800s on. Construction was commonly wood frame with a brick or wood siding. The houses were single-storey with a shallow-pitched cottage style roof, and windows were evenly placed on the principle elevations. As a humble dwelling, decorative features were few initially. However, a transom over the front door, possibly with stained glass, was popular. The roof soffits and fascias were painted wood in one of the traditional colours such as forest green or brown. Verandahs were sometimes added as means allowed. The conservation approach is to retain the charming character of these small residences by conserving their original appearance, exterior finishes and colours.

CONSERVATION GUIDELINES

The Guidelines are voluntary, but they provide assistance for historic conservation.

- Retain and conserve the balanced and symmetrical proportions of the facade. If adding or altering a window, ensure it complements the proportions of the original windows.
- Retain and conserve the original wall finish such as brick, stucco or wood clapboard. Avoid vinyl or metal siding.
- Retain and conserve decorative features such as the front entrance transom with its stained glass, painted wood soffits and soffit brackets.
- Paint using period colours. These were generally few but rich and dark colours, such as forest green, burgundy and brown. Second accent colours were sometimes used. Original paint colours may have faded over time.
- When reshingling the roof, consider cedar shingles. They are an authentic and historic material.
- For large work, consult the Alterations and Additions Policies. Approval is required from LACAC.
FEDERAL REVIVAL RESIDENCE
BUILDING STYLE & CONSERVATION GUIDELINE

Blair Heritage Plan

Shown above is the magnificent Langdon Hall, situated on the east side of the village and said to have been a great source of pride in the community when it was built for Eugene Langdon Wilks between 1898 and 1901. This impressive residence was designed by New York architect Edward Lee Young in the American Federal Revival style and was meant to be clad in clapboard in the manner of similar mansions overlooking the Hudson River. The project was carried out by Toronto architect Eden Smith who changed the material to red brick. The Federal style is distinguished by a semi-circular fanlight above the front door and windows aligned horizontally and vertically in symmetrical rows. On the main front facade there is a neoclassical style full-height entrance portico with pediment and the roof supported by ionic columns. Equally important as the building is the landscape setting, with an expansive forelawn which sets the house off admirably upon the approach up the driveway.

CONSERVATION GUIDELINES

The Guidelines are voluntary, but they provide assistance for heritage conservation.

- Retain and conserve the balanced and symmetrical proportions of the facade.
- Retain the original and historic exterior brick wall material.
- Conserve and maintain the original wood detailing and decoration, such as roof soffits, fascias and brackets.
- When re-shingling the roof, use the original roofing material or that complementary to the building style. Cedar shingle would be an option.
- Use historic paint colours. Original colours may be found by peeling away the paint layers to the first layer. This may have faded over time.
- For large work, consult the Additions and Alterations policies. Approval of LACAC is required.
Shown above is the historic Meadow Creek Manor at 28 Meadowcreek Lane. The style is vernacular, meaning it does not have a formal design but is a collection of different styles and additions, some old and some new. Other vernacular buildings were built all at one time but lack any defining style. Like Meadow Creek Manor, vernacular buildings often have a random but interesting appearance, revealing the local architectural designs of the day. In this example, the different parts are well integrated into a handsome building.

The conservation approach is to retain the essential architectural character, which includes the original appearance, exterior finishes and details.

CONSERVATION GUIDELINES

The Guidelines are voluntary, but they provide assistance for historic conservation.

- Conserve the original appearance of the building.
- Retain the original and historic exterior wall materials, such as brick, stucco or wood siding.
- Conserve and maintain the original wood detailing and decoration, such as roof soffits, fascias and brackets.
- When reshingling the roof, try to determine the original roofing material. On early buildings, cedar shingle was the authentic historic finish.
- Use historic paint colours. The original colours may be found by peeling away the paint layers to the first layer. This may have faded over time.
- For large work, consult the Additions and Alterations Policies. Approval from LACAC is required.
Shown above is the John Bechtel barn, built in three stages in the early 1800s and situated on the corner of Langdon Drive and Fallbrook Lane. The coach house was built first, shortly after the turn of the century. With massive lower stone walls and a large painted metal and wood upper storey, they are visually dramatic and handsome buildings. Barns are now a rare but valued historic building type in a village. This barn’s corner position shows it off particularly well. Like their counterparts the mills, the essential architectural character of a barn is its large undecorated and visually striking form. It is important to retain this bold minimalist character. New openings for windows are generally best large to match the scale of the facade. The essential conservation approach is to retain the large and bold scale of these building types.

CONSERVATION GUIDELINES

The Guidelines are voluntary, but they provide assistance for historic conservation.

- Retain the original and simple form and detail of the building.
- Conserve and restore the lower stone walls and upper wood or metal siding. Wood is preferred as it is more historic in appearance.
- Ensure exterior changes complement and enhance the scale and detail of the former barn. Do not insert small size windows that would be out of proportion.
- Use historic paint colours. While the finish was originally untreated barn board, over time barns have been painted or re-covered with metal. Solid primary colours such as red or green are appropriate.
- When reroofing, consider cedar shingles or metal. They are authentic and historic materials.
- For large work, consult the Additions and Alterations Policies. Approval from LACAC is required.
MILLS
BUILDING STYLE & CONSERVATION GUIDELINE
Blair Heritage Plan

Shown above is the former Henry Bechtel sawmill at 1740 Blair Road of 1854, later converted to a power generating station and now used as a residence. This is an excellent example of a former industrial building that has been converted to a new use, but that still retains its historic and original appearance. The architectural character is sturdy and unadorned, with stone walls, cedar shingle roof and symmetrically placed windows. A well-fitting board and batten addition is to one side. The entire roof has been re-shingled in cedar. The essential conservation approach for former industrial buildings - barns, mills and factories - is to retain their bold simplicity of shape and detail.

CONSERVATION GUIDELINES

The Guidelines are voluntary, but they provide assistance for historic conservation.
- Retain the original robust form and detail.
- Conserve the original window openings and their old sash, if still existing.
- If putting in new openings, blend their size, proportions and placement with the originals and use the same lintel, sill and sash details.
- When re-shingling the roof, consider cedar shingles. They give an authentic and historic look.
- Use historic paint colours. They were usually few and basic colours such as forest green, burgundy, brown and black. Original colours may have faded.
- Retain and conserve unusual but distinctive features such as old chimneys and mill race pipes.
- Conserve and restore lower stone walls and upper wood or metal siding. Wood is preferred as it is more historic in appearance.
- For large work, consult the Additions and Alterations Policies. Approval from LACAC is required.
INNS

BUILDING STYLE & CONSERVATION GUIDELINE

Blair Heritage Plan

Shown above is Lamb's Inn at 1679 Blair Road, built by John Lamb c1849. It is a good example of an old inn located in a prominent position in the centre of the village and having been added to and extended over its 150-year history. Of distinction is the full length 2-storey verandah that ties the different building phases and window/door placements together. When a building has evolved and grown over time, conservation should subtly show these changes, even if some elevations appear unbalanced. Changes are part of its history. Lamb's Inn is being beautifully restored inside and out, but in a way that conserves its rural charm, character and eccentricities. It sets an excellent example for the eventual restoration of the former Farmer's Inn, a little to the east on Blair Road and now an apartment building. The conservation approach is to preserve the historic and rural character of the building.

CONSERVATION GUIDELINES

The Guidelines are voluntary, but they provide assistance for historic conservation.

- Conserve and restore the original appearance of the inn.
- Retain the original and historic exterior wall materials such as brick, stucco or wood siding.
- Conserve and maintain the original wood detailing. If replacing, duplicate the original.
- When reshingling the roof, consider cedar shingles. They are an authentic and historic material.
- Use historic paint colours. The original colours may be found by peeling away the paint layers to the first layer. This may have faded over time.
- For large work, consult the Additions and Alterations Policies. Approval from LACAC is required.
CHURCHES
BUILDING STYLE & CONSERVATION GUIDELINE

Shown above is the Blair Community Church at 12 Old Mill Road, originally built in 1853 as the Regular Baptist Church. The style is simple and elegant with a gable-fronted central window flanked by two doorways. On the side elevation are three similar and evenly placed tall windows. The windows are distinctive, with their many small panes of early glass in wooden sash. Originally brick, the building was later stuccoed. The conservation approach to churches in the village is to retain the essential simplicity and repose of the building. Any alteration or addition should complement the original style.

CONSERVATION GUIDELINES

The Guidelines are voluntary, but they provide assistance for historic conservation.

- Retain the original and historic exterior wall materials, such as brick, stucco or wood siding. Vinyl and metal siding are strongly discouraged.

- Conserve and maintain the original wood detailing such as the roof soffits and fascias.

- When re-shingling the roof, consider cedar shingles. They are an authentic and historic material.

- Conserve the original windows and sash. Do not replace with new large sheets of glass. They destroy the heritage character of the windows and the building.

- Landscape the front of parking lots where they face the street. This will better set off the church and enhance the rural character of the streetscape.

- Use historic paint colours. The original colours may be found by peeling away the paint layers to the first layer. This may have faded over time.

- For large work, consult the Additions and Alterations Policies. Approval from LACAC is required.
Shown above is Miller's Store at 1660 Blair Road, built originally by John Lamb in 1856. This was Blair's second store and is located opposite Lamb's Inn. Adjoining it is the residence and tailor shop built by John Lamb in 1848. The store is a 2-storey brick Georgian style building with side-gabled roof and a symmetrical front consisting of centre entrance, side and upper windows. Like the earlier Mennonite Georgian residences, the style has an elegant simplicity. Country stores can be purpose-designed, with a traditional centre door and large side display windows. Other building types, such as a residence or barn, may have been changed and adapted to use as a store. The conservation approach should be to preserve the particular historic character of the building, with all its eccentricities and individuality.

CONSERVATION GUIDELINES

The Guidelines are voluntary, but they provide assistance for historic conservation.

- Conserve and restore the original appearance of the store.
- Use painted wood signs, located above the store front or hung over the front door. Illuminate with traditional goose-neck lights.
- Use canvas awnings, either fixed or retractable, over the store front. They are traditional and provide weather protection and visual colour.
- Retain original wood storefronts or windows. They provide character and uniqueness. Paint using period historic colours.
- Place flower boxes or hanging baskets in front of the store during the summer months. They provide a country touch.
- For large work, consult the Additions and Alterations Policies. Approval from LACAC is required.
Shown above is a former barn that has been altered to accommodate a retail store. It sits behind Miller's Store at 1660 Blair Road, and is a good example of the conversion of a historic building from an obsolete to a new use. The original barn shape has been preserved and painted wood siding, similar to what was there, has been used. There are new windows, with small panes of glass, and a centre door. The character and presence of the old barn is still present. The key objective of alterations is to conserve the historic character of the building and to ensure the original shape, proportions, height and window placements are preserved. Major building alterations require application to, and approval from, the LACAC for the City of Cambridge. Funding may be available to assist the historic restoration part of the work.

POLICIES

Style  • Alterations should conserve the character and key features of the historic building style. Refer to the Conservation Guidelines.

Walls  • Original exterior wall finishes should be conserved. When changed or renewed, finishes should complement the historic style of the building. Historic materials include stone, brick, stucco and wood. Vinyl and aluminum siding are strongly discouraged.

Windows  • New or enlarged windows should complement the style, proportion and placement of the original. When altered, they should appear integrated with the old.

Doors  • New door openings should complement the style, proportion and placement of the original.
Trim • Original painted wood soffits, fascias and details should be conserved. If adding, duplicate the original design.

Roof • Changes to the roof, such as the addition of dormers, should harmonize with the overall proportion of the historic building. Soffits and fascia lines should be continued and paint-finished. Vinyl cladding is strongly discouraged.

Decoration • Decorative features, such as porch posts and handrails, brackets and dentils should be conserved.

Porches • Alterations to porches should retain the style of the original posts, rail and spindles. Traditional painted wood porch floors are encouraged. Pressure treated timber is strongly discouraged.

Colour • Historic colours should be used. Refer to the Conservation Guidelines for the appropriate colours.

Guidelines • The Building Conservation Guidelines shall apply to alterations.

LACAC • The LACAC Coordinator should be consulted for advice and information on the approval process for building alterations.
Building Additions

Building Conservation Policy

Blair Heritage Plan

Shown above is an excellently designed new addition to the historic Bechtel Sawmill at 1740 Blair Road. The roof line, proportions and window style have been continued into the new wing. It is important that additions complement the architectural style of the building. They should blend in comfortably and inconspicuously and seem at one with the principle building. To achieve this requires first an identification of the building style (Ontario Gothic, Queen Anne...) and second an insightful analysis of what the predominant architectural characteristics of the building are - the height, roof lines, scale, window proportions, materials, textures and colours. To continue these characteristics will ensure a good fit between new and old. This does not mean to copy the historic style, but rather to create visual continuity. Building additions require application to, and approval from, the LACAC for the City of Cambridge.

Policies

Location

• Additions should be located to the rear or side of the existing historic building so as to maintain the original principle facade.

• Where additions are brought forward, they should not visually dominate or overpower the existing historic building.

Design

• A clear distinction between old and new is encouraged.

• Contemporary design for additions is acceptable when it is complementary in terms of scale, mass and texture to the existing or neighbouring historic building.

Height

• The height of additions should complement the predominant height of the original building.

Materials

• For additions, materials similar to the original building or typical of the area should be used, with an emphasis on brick, stone, stucco and wood.
Roofs

- Original historic roof shapes and details should be conserved.
- The roof of the addition should be similar or complementary to that of the existing historic building.
- New roof vents, skylights, satellite dishes and metal chimneys should be located in an inconspicuous manner.
- Cedar shingles are encouraged as a roof finish.

Chimneys

- Original historic chimneys should be conserved or rebuilt to match the original where feasible. With additions, masonry chimneys should be given priority over metal.
- Unused chimneys should be capped and conserved, not removed.

Walls

- Wall materials should continue the existing and be typical of those found in the historic building style.

Entrances

- New entrances to additions are encouraged to be located on secondary rather than principle facades.

Windows

- The appearance, placement and proportion of height to width of windows should be similar or complementary to the existing historic building style.
- Closing-in of existing windows should be avoided but, when unavoidable, windows should be made blind to retain an impression of their past presence.
- The window style should match the original (double-hung is traditional).

Verandahs

- New verandahs should be incorporated, whenever appropriate, to complement the existing building.
- Their detail should complement the original building.

Colours

- Paint colours should be appropriate to the historic style of the building. Refer to the Conservation Guidelines.

Guidelines

- The Building Conservation Guidelines shall apply to additions.

LACAC

- The LACAC Coordinator should be consulted for advice and information on the approval process for building alterations.
RESIDENTIAL INFILL

CONSERVATION POLICY

Blair Heritage Plan

Shown above is a new residence built at the corner of Meadowcreek Lane and Old Mill Road. It is a good example of a new house that fits in well with the old village. Although it is quite large, it does not appear overwhelming. The dormers give interest to the roof, there is a welcoming entrance portico, the garage is to one side and the materials used are painted wood. The landscaping is masterly. A naturalized hedgerow encloses the street sides with large maples on Meadowcreek. A country-style gate gives access to the driveway. Within, the landscape is an artful blend of the natural and the maintained. The result is a building and landscape that perfectly complements the rural character of the village. The conservation approach is to ensure that new residential infill is harmonious with the old village character. This will entail conserving as much of the prevailing landscape as possible, positioning the house in a manner complementary with its neighbours and designing the house so that it fits into the historic streetscape. Residential infill requires application to, and approval from, the LACAC for the City.

POLICIES

Trees • As many existing trees and hedgerows as possible should be retained.

Position • The house should be positioned to preserve the landscape special features and be complementary to neighbouring houses.

Hedgerow • If there is no hedgerow a new one should be planted.

Design • The design should have a simple and strong form and preferably be one and a half or two storeys like the earlier residences.

Verandah • A verandah on the front is encouraged. This animates and visually anchors the house to the site.
Garage  • The garage should be set back from the front, so the house and garden are shown off well.

Windows  • Windows and doors should be set evenly and symmetrically.

Colour  • Paint colours complementary to historic colours should be used.

Materials  • Building materials that blend in with the rural character of Blair, such as wood, stucco, brick and stone, should be used. Vinyl and aluminum siding are strongly discouraged.

Ornament  • Reproduction Victorian ornament such as brackets and mouldings should be avoided. They are not authentic.

Driveways  • Gravel finish driveways are encouraged. This is the rural tradition.

Landscape  • Refer to Landscape - Country Gardens Guidelines.

Fences  • Chain link and pressure treated fences are strongly discouraged. Picket, split rail, fieldstone, traditional wire and post and farm (equestrian) fences are encouraged.

LACAC  • The LACAC Coordinator should be consulted for advice and information on the approval process for Residential Infill.
BUILDING DEMOLITION

CONSERVATION POLICY

Blair Heritage Plan

Shown above is the former 4-storey Carlisle Mill which burned to the foundations and was replaced by the present single storey structure known as Blair Mills. Blair has lost few buildings over the past 196 years. Loss has been caused mainly by fire, including the Durham Mill in 1955, the Carlisle Mill in 1931 and the Bowman barn in 1962.

Demolition has rarely occurred. The rural tradition is to keep and reuse old buildings for other purposes rather than pull down. A good example of reuse is the former Bechtel Sawmill, which was later converted to a power generating station and is now a residence. Another example is the former Bechtel Tannery built circa 1830. It was later converted into an elegant residence. The intent of the Plan is to strongly discourage demolition of the remaining historic buildings in the village. Demolition requires application to, and approval from, the LACAC of the City of Cambridge.

POLICIES

Presumption • There shall be a presumption against demolition. Conservation of historic buildings in the District is a primary goal.

• Property owners are encouraged to work with existing buildings, altering, adding to and integrating them into new development rather than demolishing.

Moving • Where removal of an historic building is contemplated, moving the building onto a new site shall be considered.

Salvage • Where removal is not feasible, the careful salvage of key historic building features shall be undertaken so that they can be used again in the restoration of other similar style buildings.

Act • Where demolition is applied for, the procedures of the Ontario Heritage Act shall be followed.
7.3 LANDSCAPES

INTRODUCTION

In 1996, during preparation of the Blair Area Special Study, extensive research was undertaken to determine what stakeholders valued in Blair. A strong response was the rural character of the village with its tree-lined streets, hedgerows, spaciousness, nature and history. Residents felt keenly that the landscape of Blair was beautiful and special and deserved protection. Further, that the landscape character should be extended into new development areas so the village is seen as an integrated whole - not old separated from new. Wildlife was also highly valued by residents, for which landscapes provided habitat. The landscapes of Blair are the major source of its rural character. Background research has determined that many of the man-made landscapes - mill ponds and hedgerows - are very old. The four mill ponds were built in c1820 to c1830, while the hedgerows along lanes and streets were first established on wagon trails in the early 1800s. This section outlines the main landscape types in the village and the guidelines to conserve and manage them. The Ontario Heritage Act does not deal specifically with private landscapes. The Plan sets out voluntary guidelines to promote good landscape stewardship. In cases where properties are not owned by the City of Cambridge, such as the creation of new golf facilities adjacent to the Grand River, adherence to the provisions of this Plan, especially Section 7.3 (Landscapes) is strongly encouraged. In particular, the maintenance of views, vistas and the use of this Plan's recommended planting list provides an opportunity to vegetatively restore some of the highly cultivated areas adjacent to the Grand River. However, municipal property landscapes, particularly street trees and hedgerows, are afforded protection by the municipality adopting the Plan as policy. Changes to municipal landscapes require approval of LACAC in accordance with the landscape policies.

GOALS

HISTORY To conserve the historic landscapes. Examples = hedgerows, mill ponds, cemeteries.

CHARACTER To conserve and enhance the rural landscape character. Example = tree-lined streets, hedgerows.

DIVERSITY To conserve and enhance landscape diversity. Examples = wetlands, woodlots, creeks and hedgerows.

NATIVE SPECIES To encourage the use of native plant material to ensure the integrity and health of the local ecosystems. Examples = residential gardens, woodlots.

WILDLIFE HABITAT To preserve and enhance the natural habitat for wildlife. Examples = food-bearing shrubs.
Legend

Heritage Conservation District Boundary

Primary Area
Secondary Area
Hedgerow

MP Mill Pond

Rivers & Creeks
Natural Environment
C Cemetery
G Garden
RIVERS AND CREEKS
LANDSCAPE CONSERVATION GUIDELINE

INTRODUCTION
Blair is a village of water. To the east is the magnificent Grand River, shown above, designated a Canadian Heritage River in 1994. Enclosing the old village is the Blair Creek to the west and the Bechtel Creek to the east. With their rich natural environments, they contribute greatly to the rural character of the village. The Grand River is distinguished by a large valley with a well drained upland zone, a mid-level collection zone of hillside springs and a bottom conveyance zone of the river and seasonal floodplain. The creeks provide overland drainage in the upland zone. The most important conservation areas of rivers and creeks are the riparian edges which are one of nature’s richest inland ecosystems. They team with life, act as wildlife corridors and contain a rich diversity of vegetation adaptable to wet conditions during high water flow and dry conditions during base flow periods. It is an important substrate for numerous abiotic and biotic systems.

GOALS

- To conserve and manage the riparian ecosystems of the Grand River, Blair and Bechtel Creeks in their natural state.
- To protect native plants and prevent the infiltration of invasive exotic species.
- To integrate the Grand River, Blair and Bechtel Creeks into the richly diverse living landscape of the village as a whole.

LOCATION
The location of the rivers and creeks is shown on the Map 3 - Historic Landscapes.

CONSERVATION GUIDELINES
The Guidelines are voluntary, but they provide assistance for historic conservation.

The key conservation initiative is to protect and enhance the riparian edge. Maintenance and restoration, when required, is best undertaken in late summer. Strategies include natural regeneration, managed succession and plantation.
Natural Regeneration
Natural regeneration basically allows the river and the creeks to regenerate their own natural succession. It is important to protect the watercourses with a 10 m wide naturalized buffer. This acts as a transition zone between urban development and water courses for sediment filtration, wildlife habitat and bank stabilization.

Managed Succession
Managed succession accelerates restoration of the area by thinning and weeding to encourage the growth of desirable species, and by planting some pioneer and climax species.

Plantation
Plantation restoration is carried out on sites that have been stripped of vegetation by natural or human forces. Climax species are planted and maintenance is carried out over a five year period to check erosion, weed growth and habitat damage until an adequate canopy is achieved.

PLANTINGS

When new plants are introduced in the riparian edge of waterways as a means of restoration, it is important that they be native and appropriate to the ecological substrate. The following plants are native to the Blair area rivers and creeks and are suitable for maintenance and restoration:

<table>
<thead>
<tr>
<th>Bottomland (moist)</th>
<th>Riparian</th>
</tr>
</thead>
<tbody>
<tr>
<td>Slippery Elm</td>
<td>Slippery Elm</td>
</tr>
<tr>
<td>Green Ash</td>
<td>Nannyberry</td>
</tr>
<tr>
<td>Red Ash</td>
<td>Red Osier Dogwood</td>
</tr>
<tr>
<td>Black Ash</td>
<td>Common Alder</td>
</tr>
<tr>
<td>Silver Maple</td>
<td>Button Bush</td>
</tr>
<tr>
<td>Manitoba Maple</td>
<td>Black Willow</td>
</tr>
<tr>
<td>Red Maple</td>
<td>Peach-leaved Willow</td>
</tr>
<tr>
<td>White Elm</td>
<td></td>
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<tr>
<td>Yellow Birch</td>
<td></td>
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<tr>
<td>Eastern White Cedar</td>
<td></td>
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<tr>
<td>Hackberry</td>
<td>Hackberry</td>
</tr>
<tr>
<td>Speckled Elder</td>
<td>Witch Hazel</td>
</tr>
<tr>
<td>Balsam Poplar</td>
<td>Chokecherry</td>
</tr>
<tr>
<td>Eastern Hemlock</td>
<td>Sumac</td>
</tr>
<tr>
<td>Large-toothed Aspen</td>
<td>Viburnum</td>
</tr>
<tr>
<td>Ironwood</td>
<td>Dogwood</td>
</tr>
<tr>
<td>Striped Maple</td>
<td>Blue Beech</td>
</tr>
</tbody>
</table>

Herbaceous Plants

| Marsh Marigolds             |
| Skunk Cabbage               |
| Joe Pye Weed                |
MILL PONDS

LANDSCAPE CONSERVATION GUIDELINE

Blair Heritage Plan

INTRODUCTION

Once a source of water power, the four mill ponds in Blair - Durham, Sheave, Carlisle and Bechtel - are now beautiful landscape features and rich wildlife ecosystems in the village. They contribute greatly to the historic and rural character of Blair, and should be carefully conserved and managed by their owners with advice from the Grand River Conservation Authority. Shown above is the Bechtel Mill Pond.

Their values include the storage and purification of water before it gets into the Grand River and the provision of habitat for a wide variety of wildlife, aquatic life and plant material. They are rich in nutrients and teem with life. Fungi and bacteria are at work everywhere, breaking down dead plant and animal tissues and releasing nutrients, particularly during spring. This is one reason why they are so productive and attract a broad range of wildlife.

GOALS

• To conserve and manage the former mill ponds and their associated wetlands.
• To manage the mill ponds in a naturalized manner with native plant material.
• To protect the rich ecosystems associated with the mill ponds and ensure residential development does not have a negative impact.
• To integrate the mill ponds into the richly diverse landscape of the village.

LOCATION

The locations of the mill ponds is shown on the Map 3 - Historic Landscapes.

CONSERVATION GUIDELINES

The Guidelines are voluntary, but they provide assistance for historic conservation.

The conservation of the mill ponds should include the preservation of the existing ponds and the creation of new impoundments where appropriate.
Buffer  A 10 m wide grass buffer should be established around the mill pond to act as a transition zone between urban development (mainly residences) and the ponds. This provides a filter for the overland flow of chemicals and nutrients into the pond. The grass should be cut twice a year to encourage a dense cover to control invasive weeds.

Vegetation  Native wetland vegetation should be protected and encouraged to develop naturally. Where necessary, certain aspects of wetland vegetation should be accelerated, particularly for overhead canopy along the water's edge to lower the water temperature for aquatic life and to reduce algae growth.

Snags  Large, dead trees are important for wildlife in wetlands and should be left. They are used for nesting, perching and food.

As active ecosystems, the mill ponds are in a constant state of change. Maintenance may be required, including:

- Periodic dredging of certain portions of the ponds that are subject to sedimentation, to improve the water flow.
- Removal of exotic exploiter plants which can rapidly colonize a wetland to the detriment of native bio-diversity.

**PLANTINGS**

An important goal is to ensure the mill ponds are managed in a naturalized manner and with native plant material. Plants in the mill ponds fall under four main categories - marginal, emergent, submergent and floaters. Marginal plants grow at the water's edge and are adaptable to variable water levels. Emergent plants have their stems above the water's surface and their roots below. Submergent plants are rooted and grow entirely under water. Floating plants, with or without roots, float on the water's surface. The following is a partial list of recommended marginal and herbaceous plants.

<table>
<thead>
<tr>
<th>Marginal Plants</th>
<th>Herbaceous Plants</th>
</tr>
</thead>
<tbody>
<tr>
<td>Black Willow</td>
<td>Marsh Marigolds</td>
</tr>
<tr>
<td>Red Maple</td>
<td>Cattails</td>
</tr>
<tr>
<td>Silver Maple</td>
<td>Skunk Cabbage</td>
</tr>
<tr>
<td>Manitoba Maple</td>
<td>Blueflag Iris</td>
</tr>
<tr>
<td>Eastern White Cedar</td>
<td>Yellowflag Iris</td>
</tr>
<tr>
<td>Common Alder</td>
<td>Joe Pye Weed</td>
</tr>
<tr>
<td>Nannyberry</td>
<td></td>
</tr>
<tr>
<td>Gray Dogwood</td>
<td></td>
</tr>
<tr>
<td>Viburnum</td>
<td></td>
</tr>
<tr>
<td>Button Bush</td>
<td></td>
</tr>
<tr>
<td>Peach-leaved Willow</td>
<td></td>
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<tr>
<td>Green Ash</td>
<td></td>
</tr>
</tbody>
</table>
HEDGEROWS

LANDSCAPE CONSERVATION GUIDELINE

INTRODUCTION

Hedgerows are a beautiful landscape feature in Blair. Many of them are very old and were established along the early wagon tracks which subsequently became today’s lanes and roads. They contribute to the historic and rural character of the village as well as providing windbreaks, privacy, wildlife habitat and landscape beauty. Most importantly, they are now a rare remnant landscape feature in a village and should be conserved. Shown above is the hedgerow along Cemetery Lane (Ashton Street).

GOALS

- To create and retain and manage existing old hedgerows in the village.
- To infill old hedgerows where required to provide landscape continuity.
- To extend new hedgerows into new residential areas.
- To carefully maintain the hedgerows through annual pruning and management.
- To integrate the layout of hedgerows into the richly diverse living landscape of the village as a whole.
- To integrate isolated woodlots with new hedgerows.

LOCATION

The location of hedgerows is shown on the Map 3 - Historic Landscapes.

CONSERVATION GUIDELINES

The Guidelines are voluntary, but they provide assistance for historic conservation.

Existing Hedgerows
Where hedgerows exist, they should be maintained and rebuilt. Maintenance should consist mainly of removing dead or diseased branches and thinning overcrowded or mature stock. A 30% to 50% porous cover should be achieved for an effective windbreak. Quality trees should be selected for full growth. The lower mantel shrubs should be retained for windbreak and wildlife habitat. While
existing hedgerows self-seed, occasionally tree planting is required for rebuilding. Prevailing plant species should be continued.

**New Hedgerows**
New hedgerows should be extended in both the old village where they are absent and in new residential areas. They will provide visual continuity between old and new areas, enhance the rural character of the village and provide a network of wildlife corridors. Prevailing native species should be planted. Coniferous species could be white cedar and white pine and deciduous white and red oak, burr oak, black walnut and sugar maple. Native lower mantel shrubs such as hazelnut, viburnum and hawthorn, as well as lilac and apple, are also important to plant as wildlife habitats and corridors.

**PLANTINGS**

An important goal is to ensure the hedgerows are managed in a naturalized manner and comprise native plant material. The following is a partial list of recommended native species.

<table>
<thead>
<tr>
<th>Trees</th>
<th>Edge Shrubs &amp; Trees</th>
</tr>
</thead>
<tbody>
<tr>
<td>Beech</td>
<td>Viburnum</td>
</tr>
<tr>
<td>Red Oak</td>
<td>Hawthorn</td>
</tr>
<tr>
<td>Basswood</td>
<td>Hazelnut</td>
</tr>
<tr>
<td>Black Walnut</td>
<td>Gray Dogwood</td>
</tr>
<tr>
<td>Sugar Maple</td>
<td>Red Berried Elder</td>
</tr>
<tr>
<td>Butternut</td>
<td>Common Buckthorn</td>
</tr>
<tr>
<td>Shagbark Hickory</td>
<td>Blue Beech</td>
</tr>
<tr>
<td>Black Cherry</td>
<td>Sumac</td>
</tr>
<tr>
<td>White Ash</td>
<td>Apple</td>
</tr>
<tr>
<td>Red Pine</td>
<td>Red Osier Dogwood</td>
</tr>
<tr>
<td>Eastern White Pine</td>
<td>Lilac</td>
</tr>
<tr>
<td>American Elm</td>
<td>Hackberry</td>
</tr>
<tr>
<td></td>
<td>Ironwood</td>
</tr>
<tr>
<td></td>
<td>Serviceberry</td>
</tr>
</tbody>
</table>

Note: Common naturalized plants include lilacs and apples and are not considered invasive. In old hedgerows, a common species is now buckthorn, which has largely displaced the original hawthorn. While not native, it has become well established and near impossible to remove. In new hedgerows, hawthorn should be used.
TREES
LANDSCAPE CONSERVATION GUIDELINE
Blair Heritage Plan

INTRODUCTION

The rural character of Blair is, in large part, established by the abundance of trees, some old growth. The diverse ecology of the area - rivers, creeks, wetlands, uplands and lowlands - has nurtured a remarkable diversity of species. Deciduous trees include maple, beech, basswood, oak, shagbark hickory, butternut and walnut. Coniferous trees include red and white pine and cedar. They occur in small and large stands, hedgerows, creeks and river valleys, enclosing ponds and in residential gardens. Trees enhance the rural character of Blair, provide wildlife habitat, nourish and protect soils from wind and water erosion.

GOALS

• To catalogue and conserve significant trees in the village.
• To renew trees when required, particularly along roadsides.
• To plant a variety of native trees, appropriate to their habitat.
• To integrate the treescape into the richly diverse living landscape of the village.

LOCATION

Trees are located throughout the village.

CONSERVATION GUIDELINES

The Guidelines are voluntary, but they provide assistance for historic conservation.

The conservation of trees aims to provide the best conditions for growth, to encourage stand renewal and to improve the health, diversity and appearance of the landscape. There are three basic approaches - cleaning, thinning and stand improvement. Cleaning is done in young stands to regulate composition and favour valuable species. Thinning can remove up to 35% of the medium age (25 years) stand to allow the remaining quality trees more room and light to grow fuller and faster. Stand improvement harvests large
mature trees for sale and removes defective, crooked and leaning specimens and inferior species. A few large dead trees and snags are left for wildlife habitat.

TREE MANAGEMENT

Two tree management approaches are recommended for trees in Blair - selective cutting, and shelter wood cutting. A main difference between them is the degree of exposure of the forest floor to sunlight.

Selective Cutting
Selective cutting involves the cutting out of individual trees or small groups every 10 to 20 years. The visual impact is minimized and continuous regeneration occurs in the openings. Not more than 10% of the stand's volume is removed at any one time. Because of frequent cutting, however, particular care should be taken to minimize the damage to young trees.

Shelter Wood Cutting
Shelter wood cutting removes a stand in two or three cuts until a young stand is completely released. The approach is aesthetically pleasing as the woodlot is always present. It also promotes abundant regeneration of desirable species. As with selection cutting, however, care must be exercised so as not to damage young trees. The three cutting stages include a Preparatory Cutting which removes malformed, diseased and weak trees; a Second Cutting of 30-35% of the standing volume done several years later to encourage the development of seedlings; a Final Cutting five to ten years later when all merchantable trees are harvested.

PLANTINGS

The planting approach towards existing trees and woodlots is that they should be managed to be self-sustaining. As such, only occasionally will it be necessary to manually plant new species. New species should be native, appropriate to the site and planted in a naturalized manner. Recommended species include:

<table>
<thead>
<tr>
<th>Upland (well drained)</th>
<th>Lowland (imperfectly drained)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Shagbark Hickory</td>
<td>Basswood</td>
</tr>
<tr>
<td>Beech</td>
<td>Bur Oak</td>
</tr>
<tr>
<td>Red Oak &amp; White Oak</td>
<td>Silver Maple</td>
</tr>
<tr>
<td>Basswood</td>
<td>Red Maple</td>
</tr>
<tr>
<td>Black Walnut</td>
<td>Black Maple</td>
</tr>
<tr>
<td>Sugar Maple</td>
<td>Black Ash</td>
</tr>
<tr>
<td>Butternut</td>
<td>Green Ash</td>
</tr>
<tr>
<td>Black Cherry</td>
<td>Hackberry</td>
</tr>
<tr>
<td>Eastern White Pine</td>
<td>Eastern White Pine</td>
</tr>
<tr>
<td>Red Pine</td>
<td>Red Pine</td>
</tr>
<tr>
<td>Yellow Birch</td>
<td></td>
</tr>
<tr>
<td>Blue Beech</td>
<td></td>
</tr>
<tr>
<td>Serviceberry</td>
<td></td>
</tr>
</tbody>
</table>
NEW WOODLOTS

LANDSCAPE CONSERVATION GUIDELINE

Blair Heritage Plan

The low density and plentiful open space in the village provides space for the planting of new small woodlots. Such woodlots will provide wildlife habitat, strengthen the rural character of the village and protect soils from wind and water erosion. They frequently return a landscape to its best use with a beneficial impact on the area's ecology and appearance. New residential areas provide a good opportunity to plant new woodlots. The natural process of succession is from grasses to shrubs (dogwoods, sumac and hawthorn) to pioneer trees (birch, poplar, apple and cherry) to intermediate trees (ash and oak) to a climax forest (maple, beech). Reforestation can begin at any of these stages.

GOALS

- To introduce new woodlots into the existing village and new residential areas.
- To plant a variety of native trees.
- To integrate the new woodlots into the richly diverse living landscape of the village as a whole.

LOCATION

New woodlots can occur in all parts of the old and new village.

GUIDELINES

The Guidelines are voluntary, but they provide assistance for historic conservation.

The design of new woodlots should be appropriate for the particular soils, slope, moisture and exposure of the site. Species selection will be governed by what grows best in these varying conditions and include not only interior trees but edge shrubs and flowers important for wildlife and natural appearance. Selecting the stage of succession for the new woodlot will be governed by its purposes and also by the desired appearance. For wildlife habitat, early succession shrubs with their abundance of fruit will be appropriate. If an existing woodlot is being enlarged, intermediate and climax trees could be more appropriate to visually blend the old and new. A desirable approach is to create diversity of succession, appearance and species. This provides opportunity for ecological balance and meeting the diverse characteristics and opportunities of the site.
Natural Regeneration
This approach entails abandoning the land and letting natural succession commence through wind and bird-borne seeding. The first species to grow are those that can withstand the severe competition of the weeds and grasses, and usually include the hawthorns, cedars and dogwoods.

Managed Succession
This approach entails the planting of pioneer species such as poplars, paper birch, autumn olives, hawthorns and sumac, with intermediate and climax species planted five years later. The pioneer species are particularly beneficial in providing an early canopy that reduces weed competition for trees through shade and improving soil fertility. The site should be sown with a light grass cover in the fall and planted in the spring. Each tree should have a small mulch base to inhibit weed invasion. Selectively cut down large weeds for the first five years. Do not cut the grass. Plant native forest edge shrubs and sow wildflower seed. These will bring on an early seed source in the new plantation.

Climax Plantation
This approach entails the planting of climax species such as maple, beech and oak. An advantage is that a young woodlot appearance is immediately created. However, there is a higher cost for the stock. The site should be prepared and managed in the same manner as for a managed succession.

PLANTINGS

Plant stock will vary according to budget (the larger the stock the higher the cost); design intent (what effect is desired, when); and maintenance (smaller stock requires more initial maintenance). Most importantly, the future woodlot should complement the native plants in its particular area of the village. The stock can range from seed, seedlings and whips to nursery trees. With the exception of natural regeneration, all planting approaches entail pre-started stock.

<table>
<thead>
<tr>
<th>Natural regeneration</th>
<th>Lowland (imperfectly drained)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Eastern White Cedar</td>
<td>Sumac</td>
</tr>
<tr>
<td>Trembling Aspen</td>
<td>Apple</td>
</tr>
<tr>
<td>Common Alder</td>
<td>Lilac</td>
</tr>
<tr>
<td>Red Osier Dogwood</td>
<td>Basswood</td>
</tr>
<tr>
<td></td>
<td>Bur Oak</td>
</tr>
<tr>
<td></td>
<td>Eastern White Pine</td>
</tr>
<tr>
<td></td>
<td>Red Pine</td>
</tr>
<tr>
<td></td>
<td>Black Ash</td>
</tr>
<tr>
<td></td>
<td>Green Ash</td>
</tr>
<tr>
<td>Upland (well drained)</td>
<td>Beech</td>
</tr>
<tr>
<td>Shagbark Hickory</td>
<td>Red Pine</td>
</tr>
<tr>
<td>Butternut</td>
<td>Yellow Birch</td>
</tr>
<tr>
<td>Red Oak &amp; White Oak</td>
<td>Ironwood</td>
</tr>
<tr>
<td>Basswood</td>
<td>Butternut</td>
</tr>
<tr>
<td>Black Walnut</td>
<td>Black Cherry</td>
</tr>
<tr>
<td>Sugar Maple</td>
<td></td>
</tr>
<tr>
<td>Blue Beech</td>
<td></td>
</tr>
<tr>
<td>Eastern White Pine</td>
<td></td>
</tr>
</tbody>
</table>
STREET TREES
LANDSCAPE CONSERVATION GUIDELINE

Shown above are the trees on either side of Old Mill Road. With their leafy canopy extending over the lanes and roads, they are a distinctive feature and part of the rural village character. Many were planted in the late 1800s as the result of a law that required property owners to plant trees along their frontage. Their values include summer shade and winter shelter. However, many of the older trees are now in decline and disfigured through age and limb removal for overhead wires. The key conservation approach is to conserve healthy street trees, replace old and diseased trees, infill gaps and extend new trees along the streets of new development areas.

CONSERVATION GUIDELINES
The Guidelines are voluntary, but they provide assistance for historic conservation.

Inventory
An inventory of street trees should be carried out to determine their health and scope of replacement.

Existing Trees
Healthy existing trees should be conserved and maintained. Old and diseased trees should be removed.

New Trees
New street trees should replace those removed, infill gaps and extend into new residential areas. New trees should also be planted on streets in the old established parts of the village where they are lacking.

Species
Appropriate tree species are deciduous and include primarily sugar maple and red oak, along with burr oak, beech and white ash. Spacing should be approximately 10 m to create a continuous overhead canopy.

Pruning
Street trees should be carefully maintained through annual pruning and management.
MEADOWS & LAWNS
LANDSCAPE CONSERVATION GUIDELINE

Shown above is the horse paddock belonging to Meadow Creek Manor, with distant views of the countryside beyond. Most lots in the village are spacious and many have large areas maintained as manicured lawns, rather than left as meadows. Because the maintenance of lawns is environmentally damaging - motor cutting pollutes the air; watering uses up precious ground water; and herbicide sprays kill wildlife, particularly birds that feed their young with worms from the lawn in spring - it is advised that lawns should be reduced in size. The intent is to minimize the maintenance impact on the environment and to turn more lawn over to naturalized areas for wildlife. The following are some environmentally friendly guidelines for lawn maintenance.

CONSERVATION GUIDELINES
The Guidelines are voluntary, but they provide assistance for historic conservation.

- Reduce lawn area. Expand naturalized areas for wildlife.
- Avoid herbicide sprays. If absolutely necessary, use selective herbicides and selectively spot spray the largest and most obnoxious weeds.
- Use drought-resistant grasses. They require little watering and do not brown during dry spells.
- Cut grass to a minimum of 2" high. This reduces stress on the grass and shades bare patches to discourage weeds.
- Sow in a clover mix to cover 1/4 to 1/3 of the lawn area. Clover provides needed nitrogen to the lawn, adds colour and scent and out-competes weeds.
- Sow wild flowers into the lawn as was common in medieval times and known as "flowery medes." Low-growing flowers that co-exist with grass include English daisies, clover and chamomile.
- Sow small bulbs such as crocuses or scilla into the lawn for spring showing.
Shown above is the garden at 166 Morningside Drive. This is a very well designed residential garden. The lot is not overly large but the garden appears spacious by the way it has been divided up into a series of "rooms." At the front is the garage and car park, both screened by coniferous trees so that only the house is seen prominently and to advantage. Brick paths lead to the front and side entrances, edged with hedges and groundcover. Steps lead down to a paved sunken courtyard in the centre of which is a small pond. Being low and enclosed by a ground cover bank to the north creates a warm micro-climate where many sun-loving plants thrive. Vegetable and flower gardens extend down the south boundary. An old lilac hedgerow, running along one side of the vegetable garden, has been preserved. A lawn continues east to a bank affording magnificent views across the Grand River valley.

The success of this garden results from the way it has been shaped to take advantage of the sloping site to provide a series of delightful garden spaces for different purposes and plants. The house and garden meld together to create a harmonious whole. Over time, more emphasis on native plant material would be welcome.

GOALS

- To encourage country style gardens.
- To plant native plant species that provide continuity with the naturalized landscapes of the village.
- To locate non-native exotic plants around the residence and separated from native plants.
- To integrate residential gardens into the richly diverse living landscape of the village as a whole.

LOCATION

The location applies to existing and new residential gardens in the village.
CONSERVATION GUIDELINES
The Guidelines are voluntary, but they provide assistance for historic conservation,

A country garden should build on the intrinsic qualities of the surrounding rural landscape - qualities of simplicity, organic form and harmonious detail. Simplicity is all. Principles include:

- Allowing the site to suggest the design.
- Enhancing the rural village character.
- Using naturally occurring elements.
- Expressing the local ecology.
- Creating a quiet understated appearance.

These principles will give a garden in Blair coherence, durability and harmony with the surrounding rural landscape. Recommended design details are as follows:

**DESIGN DETAILS**

<table>
<thead>
<tr>
<th>General</th>
<th>Create a soft-edged country garden design. Avoid over designed, over built and assertive city style design.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Driveways</td>
<td>Gravel is the traditional rural finish. It is porous and textured. Asphalt paving and concrete pavers are city style finishes.</td>
</tr>
<tr>
<td>Entrance Gates</td>
<td>Wood posts and gates are traditional. Elaborate brick or stone piers are city style designs.</td>
</tr>
<tr>
<td>Boundary Hedges</td>
<td>Native species hedgerows are a rural tradition. For additional enclosure, a wire fence between wood fence posts can be added. Pressure treated timber fences or chain link fences are city style designs.</td>
</tr>
<tr>
<td>Lawns</td>
<td>Traditionally, rural lawns were quite small. Ground cover plantings may be used to reduce the size of the grassed area and therefore the need to use lawn maintenance chemicals.</td>
</tr>
<tr>
<td>Fences</td>
<td>Painted wood picket fences were traditional. Other appropriate styles include split rail and wire and post and fieldstone walls.</td>
</tr>
<tr>
<td>Flower Beds</td>
<td>Country garden flower borders are traditionally full of a few classic flowers. Invasive exotic species should be avoided.</td>
</tr>
<tr>
<td>Hard Surfaces</td>
<td>Traditional hard surfaces were flag stones. They blend with the natural and rural character. Concrete pavers and interlocking blocks are hard-edged city style.</td>
</tr>
<tr>
<td>Retaining Walls</td>
<td>Dry limestone walls are a traditional retaining wall approach. Small plants seed in the joints. Pre-manufactured concrete is hard-edged city style.</td>
</tr>
</tbody>
</table>
PLANTING FOR WILDLIFE
LANDSCAPE CONSERVATION GUIDELINE
Blair Heritage Plan

Wildlife is an integral part of the rural character of Blair. The diversity of natural environments - upland woods; lowland wetlands and rivers, creeks, ponds; and hedgerows - provide food and cover for a large variety of insect, bird and aquatic life. The presence of the Outdoor Education Centre next to Blair Creek is evidence that Blair is a significant wildlife habitat experienced and enjoyed by school children, visitors and residents alike. The intent is to approach the landscape of the village as a living whole and to protect and expand wildlife habitat throughout.

GOALS

- To conserve and manage existing wildlife habitat.
- To extend and connect new wildlife habitat with existing and new hedgerows, woodlots and ponds.
- To integrate wildlife habitat into the richly diverse living landscape of the village as a whole.

LOCATION

Wildlife habitats are found throughout the village.

CONSERVATION GUIDELINES
The Guidelines are voluntary, but they provide assistance for historic conservation.

The essential habitat requirements are food, water, shelter. These are accomplished by:
- A combination of open space and closed cover.
- A diversity of plant layers - grass, flowers, shrubs, small trees, large trees.
- Use of native plants - harder, longer-living and preferred by wildlife.
- Presence of decomposing as well as live plant material.
- Absence of chemical spraying, thus protecting organisms vital to the ecology.
PLANTINGS

There are many plant species that are valuable to wildlife for food and cover. Some are listed below. Plantings should be selected and placed, if possible, to achieve a dense low front of shrubs to a higher inner canopy of tall trees. Corridors of plantings are preferable to clumps, and should be connected to existing hedgerows or creek corridors. In this way the wildlife habitats throughout the village become one.

LARGE TREES

Trees are essential in a wildlife landscape. Conifers provide year-round cover and produce cones as a food source for small mammals and song birds. Deciduous trees provide summer cover, nesting sites and food such as nuts, berries and seeds.

<table>
<thead>
<tr>
<th>Species</th>
<th>Food Season</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>OAK (Quercus)</td>
<td>FW</td>
<td>food source for bluejays, woodpeckers, squirrels, chipmunks</td>
</tr>
<tr>
<td>WHITE BIRCH (N) (Betula papyrifera)</td>
<td>FW</td>
<td>catkins attract finches</td>
</tr>
<tr>
<td>HACKBERRY (N) (Celtis occidentalis)</td>
<td>FW</td>
<td>blue-black fruit attracts thrushes, other songbirds</td>
</tr>
<tr>
<td>WHITE CEDAR (N) (Thuja occidentalis)</td>
<td>F</td>
<td>good cover for song and gamebirds; food and cover for rabbits and hares</td>
</tr>
</tbody>
</table>

SMALL TREES

Many small trees are good for both songbirds and small mammals.

<table>
<thead>
<tr>
<th>Species</th>
<th>Food Season</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>HAWTHORN (Crataegus species)</td>
<td>FW</td>
<td>Excellent nesting sites. Food for 25 bird species. Browsed by rodents and deer.</td>
</tr>
<tr>
<td>PIN CHERRY (N) (Prunus pennsylvanica)</td>
<td>SumF</td>
<td>25 bird species feed on the berries. Small mammals eat bark and berries.</td>
</tr>
<tr>
<td>CHOKECHERRY (N) (Prunus virginiana)</td>
<td>F</td>
<td>70 bird species feed on the berries. Browsed by rabbits. Mammals eat bark.</td>
</tr>
<tr>
<td>STAGHORN SUMAC (Rhus typhina) (N)</td>
<td>FW</td>
<td>30 bird species eat fruit. Winter food for deer, rabbits.</td>
</tr>
<tr>
<td>NANNYBERRY (N) (Viburnum leniago)</td>
<td>FW</td>
<td>Many birds eat berries. Browsed by rabbits and deer.</td>
</tr>
</tbody>
</table>

SHRUBS

Serviceberry
Peach-leafed Willow
Grey Dogwood

Highbush Cranberry
Black Elderberry
Pincherry
BLAIR CEMETERY
LANDSCAPE CONSERVATION GUIDELINE

INTRODUCTION

Blair Cemetery is one of the most historic sites in Waterloo Region. The head stones serve as a catalogue of the history of settlement in Blair. The first burial in 1804, that of 8-year old John Bricker, is marked by a cairn (erected in 1970) in which is embedded an early sandstone marker. His parents, John and Nancy Bricker, are buried nearby. Among the early families represented are the Bechtels, Wismers and Bowmans. Somewhat later, John and Grace Lamb of Lamb's Inn were buried here as were members of the McNally family, owners of the woollen mill (originally the Durham Mill). A large tape top elm tree (Ulmus glabra pendula), at least 80 years old, grows in their midst. Since 1898, the cemetery has been owned and managed by a board of trustees.

CONSERVATION GUIDELINES
The Guidelines are voluntary, but they provide assistance for historic conservation.

- The grave stones should be carefully conserved and restored as required.
- Over time, the new concrete block shed in the centre of the cemetery should be replaced with an attractive stone structure with cedar shingle gabled roof and wood doors.
- Consideration should be given to repairing and raising the stone pillars at the foot of Ashton Street, with a metal arch and lettering "Blair Cemetery" affixed, to restore the original entrance feature.
- Consideration should be given to disguising the chainlink fence with a hedge planted on the outside.
BLAIR
HERITAGE CONSERVATION
DISTRICT PLAN

MAP 4
HISTORIC STREETSCAPES

Legend

Heritage Conservation District Boundary

- - - - Primary Area
- - - Secondary Area

Location Of Historic Streetscapes
7.4 HISTORIC STREETSCAPES

INTRODUCTION

The first human imprint on the Blair area was made by First Nations peoples as they travelled up the Grand River watershed. Where needed, trails were cut through the forest, and it was an Indian trail east of the Grand that European settlers followed on the last leg of their long trek from Pennsylvania.

The pattern of permanent roads in Blair was established by these early Mennonite settlers. Based on research, it seems likely that the first ford across the Grand River was located at the concrete bridge on Fountain Street. Samuel Betzner Jr., the first of the Mennonites to take up land in the Blair area, proceeded south from the ford and then west into his farmstead on Old Mill Road. That track was the beginning of Blair’s first streets - what are now Blair Road and Old Mill Road.

Joseph Wismer, like Samuel Betzner Jr., also arrived in 1800. He had chosen Lot No. 10 to the north of Betzner’s ford, and the wagon track made by the Wismers became Morningside Drive. When the Bechtel family arrived a few years later, they extended the track from the ford further south beyond the turn off to the Betzner farm in order to reach their allotted farmstead.

The pattern of traffic changed when a bridge was built across the Grand River south of the ford, circa 1835 - wagons came across in the middle of the village rather that at the north end. Bechtels' farm track now became a public road and by the 1840s it extended past the Bechtel farm to the south towards Galt. The Bechtels also owned land in North Dumfries - the wagon track to their land holdings there became the route of the present Langdon Drive.

A creek flowed through the Bechtel farm to the river, fed by springs far to the west. The water power generated when this creek was dammed permitted the building of the Durham Flour Mill on Blair Road, and also a tannery to the west circa 1830. In order to reach the tannery, another farm track was created over Bechtel land and this eventually became Fallbrook Lane. The creek which ran through the lands purchased by Samuel Betzner Jr., known later as Bowman Creek, was of equal importance. It too was dammed
and the water power put to use, in this case to run the settlement's first sawmill and later a grist mill, Carlisle Mill on Old Mill Road, both built by the Bowman family.

When Preston, Hespeler and Galt amalgamated to become the City of Cambridge in 1973, the present names were given to Blair's streets. Analysis reveals that many of the lanes and roads in Blair are very historic and date back to 1800 as farm lanes and wagon tracks. (See Map 4 - Historic Streetscapes.) They are an integral part of the historic and rural character of the village and should be managed in a manner that conserves and enhances their historic character. This entails maintaining their narrow widths, avoiding curbs, gutters and sidewalks and conserving and enhancing the edge hedgerows and trees.

The most recent trail is the Grand River Trail, established in 1982 on the former Grand Trunk Rail line of 1873-74. Used for recreational hiking, it follows the south side of the Grand River affording fine vistas across the countryside.

**GOALS**

**BLAIR ROAD**

Blair Road is one of the earliest roads in Blair, established as a wagon track leading southeast from the ford to the Bechtel farmstead. It was recorded as an existing traveled road by surveyors in a report of 1816 when they traversed the northern boundary of North Dumfries, and circa 1840 it was extended through the Bechtel farm towards Galt.

**Goals**
- To maintain the existing paved width (21'), shoulders and curving design
- To identify the road with historic style street signs.
- To prepare a landscape plan for the full length of the road that will provide a distinctive appearance of its historical roots.
- To undertake streetscape improvements in the village centre. (See Streetscape Improvement section.)
- To install street lights in the core area only.
- To carefully manage street trees and hedgerows with annual pruning.

**OLD MILL ROAD**

Beginning as a wagon track into Sam Betzner Jr.'s land holdings, it was continued further west when Rev. Joseph Bowman acquired this land, later splitting into two forks, one curving south as the road to West Dumfries and the other west as the Dickie Settlement Road to New Dundee. Old Mill became a public road in the 1830s and is recorded in land transfers after 1846 as the road from Blair to the Carlisle Mill. Today it is one of the most beautiful and scenic village roads in Waterloo Region.
Goals • To maintain the narrow paved width (21') and shoulders (8').
  • Not to undertake road widening or installation of sidewalks, curbs, gutters and street lights. To finish in tar and chip.
  • To conserve and extend the hedgerows and street trees through management and annual pruning.
  • To identify the road with historic style street signs.
  • To carefully manage street trees and hedgerows with annual pruning.

MORNINGSIDE DRIVE

Morningside is one of the very earliest routes in the village, originating in 1800 as a wagon track into Joseph Wismer's farm and later extended to Doon and known as the road to Ferrie's Mill or Mill Street.

Goals • To maintain the narrow paved width (20') and shoulders (8').
  • To improve the appearance of the drive so it becomes part of the old village. Improvements would include planting edge street trees and hedgerows. Street lights should not be installed. Use tar and chip.
  • To identify the drive with historic style street signs.

LANGDON DRIVE

Langdon Drive began as a farm lane heading south through the Bechtel farm to the family's land holdings in Township of North Dumfries. It eventually connected with other primitive roads and became a public road under the Township of Waterloo in 1830. It is still a beautiful, narrow rural road enclosed by a dense hedgerow.

Goals • To maintain the narrow paved width (17') and shoulders (7').
  • To conserve and enhance the edge trees and hedgerows through management and annual pruning.
  • Not to widen the Drive or install curbs, gutters and street lights. To finish in tar and chip.
  • To post a "No Truck" traffic sign.
  • To identify the drive with historic style street signs.

FALLBROOK LANE

Access to Bechtels' tannery was by a track which turned off the farm road (now Langdon Drive) that led to the family's land in North Dumfries. Over time, this track was extended and then turned back towards the river to meet the earthworks of the mill dam on Blair Road. Many years later the track connected with Blair Road and became a public street, Fallbrook Lane. It is one of the most beautiful small scenic roads in the village.
Goals • To maintain the narrow paved width (17') and shoulders (7').
  • To conserve and enhance the edge trees and hedgerows through management and annual pruning.
  • Not to widen the lane or install curbs, gutters. Use tar and chip.
  • To identify the lane with historical style street signs.

MEADOWCREEK LANE

Meadowcreek Lane is a later addition to the streets of Blair, appearing as Craig Street on the Allan and Geddes Survey of 1857 (former Benjamin B. Bowman farm). It is thought to have been in place by 1862 as a narrow gravel road. When the new school (present Blair Outdoor Education Centre) was built in 1959, Meadowcreek was extended further south across Old Mill Road. While relatively new compared with the other streets, it has an attractive rural character with fine views across a horse paddock at the west end.

Goals • To maintain the narrow paved width (16') and shoulders (2').
  • To conserve and enhance the edge trees and hedgerows through management and annual pruning.
  • Not to widen the lane or install curbs and gutters. Use tar and chip.
  • To identify the lane with historical style street signs.

ASHTON STREET OR CEMETERY LANE

Ashton Street probably originated in the early 1800s as a narrow lane from Old Mill Road to the cemetery. When the Allan and Geddes Survey was laid out in 1857, Ashton Street followed its course; the section north of Old Mill Road was never put through. In 1930, the Cemetery Board created a ceremonial entrance to the cemetery by erecting stone pillars and an ornamental archway at the Old Mill end of the lane. Frost undermined the structure, and at some point the arch was removed and the pillars reduced to their present form. Aston Street is a landscape gem - short and very narrow and enclosed by high banked hedgerows.

Goals • To maintain the narrow paved width (12') and shoulders (3').
  • To conserve and enhance the edge trees and hedgerows through management and annual pruning.
  • Not to widen the lane or install, curbs and gutters. Use tar and chip.
  • To re-erect the ceremonial entrance at Old Mill Road, with a metal archway inscribed "Blair Cemetery."
  • To identify the lane with historic style street signs.

MUNICIPAL SERVICES

All municipal service work that impacts on the character of the historic streetscapes shall be presented to LACAC for review and approval. In general, Hydro, Bell, Cable and gas lines should be buried so as to preserve and enhance existing and future trees and hedgerows.
8. NEW DEVELOPMENT

8.1 INTRODUCTION

A primary goal of the Plan is to ensure that new development is assimilated into the village and promotes the historic attributes and rural characteristics of the existing village. Traditional approaches of land use controls seem to produce buildings that often do not fit with the community. Character- and context-based regulations are most appropriate for inclusion in heritage conservation plans and design guidelines. These policies will provide flexibility, but ensure that the rural and historic characteristics of the village are carried through in new development.

New residential development is anticipated south of John Bricker Road between Blair and Bechtel Creeks, and on the west side of Morningside Drive. The design of these areas is of paramount importance to ensure compatibility and integration with the existing village.

Langdon Hall is an exemplary historic estate of national architectural and historic significance. The principle building and its associated historic landscapes are integral heritage attributes that are widely recognized in the village. Through the Blair Area Special Study, it was identified that new development may be pursued for the Langdon Hall, Thomson and Ministry of Transportation properties. Given the spectacular heritage features of this property, the lands have been incorporated into the Heritage Conservation District as a secondary area.

New business park development is ultimately anticipated at the interchange of Highway 401 and Fountain Street, to the west of the old village. These lands will have an impact at the entrance to the village, particularly visual, sound and lighting influences on the historic and rural character. Accordingly, these lands have been included in the Heritage Conservation District as a secondary area. Policies have been recommended to minimize those impacts, particularly to Morningside Drive, Old Mill Road, Fountain Street and Dickie Settlement Road.
NEW RESIDENTIAL SUBDIVISION
CONSERVATION POLICY

Blair Heritage Plan

Shown above is a new residence built at Ashton Street, immediately north of the Blair Cemetery. It is an excellent example of a new residential property that could typify a new home in a subdivision. The lot is non-suburban; square in shape and approximately +1000 m² (0.5 ac.) in area. The steep-pitched roof covered with cedar shingles is an authentic and historic design and material. The large verandah with symmetrical centre-hall entrance and windows is a classic and historic design. The detached garage, setback from the residence, sets off the attractiveness of the home. The landscaping is well balanced, and the curved gravel driveway is the rural tradition. The result is a new building and landscape that compliments the rural character of the village.

The fundamental design features for new residential subdivision to continue the historic village character are:

- narrow streets
- hedgerows and street trees
- variety of lot sizes, shapes and frontages
- rural street design
- traditional style buildings.

POLICIES

Streets

- Maximum recommended width of 12 metres (40 ft.) with a pavement width of 6 metres (20 ft.) and a shoulder width of 0.9 metres (3 ft.).
- Cul-de-sacs are strongly discouraged and streets should be short, and horizontally and vertically winding.
- To make it more in keeping with the character of the Village,
  consideration be given to retrofitting John Bricker Road to include
  narrowing the pavement and shoulder widths, removal of street
  lights, narrower ditches and the provision of traditional street trees
  and hedgerows.

  **Street Lights**
  - Are strongly discouraged as not being in the character of the
    village residential areas.

  **Curbs/Gutters**
  - Are strongly discouraged. Rural cross-section with narrow road-
    side ditches and no curb and gutter shall be designed.

  **Sidewalks**
  - Street trees should be planted at 8 to 12 metre centres (26 to 40 ft.)
    within the boulevard and close to the shoulder.
  - Hedgerows shall be planted to establish a "soft" landscaped edge to
    the street.
  - Species selected shall be native, generally of a shade tree variety
    and monocultures will be avoided.

  **Trees/Hedgerows**
  - Within a subdivision there should be a variety of lot sizes, shapes
    and frontages, with every third lot being of different, shape size
    and frontage than the two previous lots.

  **Building Lots**
  - The design of dwellings shall typically be of one and a half to two
    storeys like the earlier residences, with a simple and strong form.

  **Design**
  - A verandah on the front is encouraged. This animates and visually
    anchors the house to the street.

  **Verandah**
  - The garage shall be setback from the front (either recessed or
    detached), or if the garage is in the front of the principal dwelling,
    that the garage doors not face the street.

  **Garage**
  - Windows and doors should be set evenly and symmetrically.

  **Windows**
  - Building materials that blend in with the rural character of Blair,
    such as wood, stucco, brick and stone, should be used. Vinyl and
    aluminum siding are strongly discouraged.

  **Materials**
  - Colours complimentary to historic colours should be used.

  **Colour**
  - Refer to Landscape - Country Gardens Guidelines.

  **Landscape**
  - Chain-link and pressure treated fences are strongly discouraged.
    Picket, split-rail, fieldstone, tradition wire and post, and farm
    (equestrian) fences are encouraged.

  **Fencing**
Driveways

- Gravel finish driveways are encouraged. This is the rural tradition.

Utilities

- Bell, cable TV and hydro transformers and pedestals should be sited with regard to the visual impacts from the street.
- To the extent possible, above ground utilities should be located away from intersections and other views.
- Utilities are to be adequately screened in the form of architectural walls and/or plantings.

City Staff

- City staff should be consulted for advice and the approval process for New Residential Subdivision.
The magnificent Langdon Hall of the American Federal Revival design is an exceptional heritage property within the village of Blair. Located at the easterly periphery of the historic village, the principle country hotel building and associated mature landscapes are considered to be integrated and recognized heritage features in Blair. Entrance driveway winding through hedgerows and woods to an open meadow fronting the hall establishes the rural character for this country hotel. To the rear are formal gardens with a fenced kitchen garden to the south and an extensive conifer plantation beyond. Tree-lined grand allees and lanes traverse the estate. Of particular significance are the ancient poplars along the east Gran Allee. The forest is a unique mix of Carolinian deciduous species, notably the tulip and cucumber trees and sassafras. While the principle building is significant unto itself, the grounds of the property are equally important. Any new development through the expansion of the hotel or recreational uses, should be carefully planned and designed to conserve and promote this historic estate.

Policies

Design Brief  • As a part of the approval for additional land uses for Langdon Hall, Thomson and the Ministry of Transportation properties, a Design Brief shall be prepared illustrating how the principle historic buildings and landscapes are to be conserved, promoted and integrated into any new development plans. The brief should illustrate how views from particular vantage points of heritage features are to be or preserved or otherwise addressed, and should define materials to be used to complement the estate. Materials should include building structures, landscape features and furniture, lighting and parking materials.

LACAC  • The LACAC Coordinator should be consulted for advice and information on the approval process for Langdon Hall.
NEW BUSINESS PARK DEVELOPMENT  
CONSERVATION POLICY  

The ultimate new development of business park uses at the intersection of Fountain Street and Highway 401 will have a direct impact as the entrance to the Village of Blair. Particularly, existing residential uses on Morningside Drive, Old Mill Road and Highgrove Court could be impacted by visual, sound and noise emissions from the future business park land uses anticipated at the interchange. The lands should be developed in a campus-style setting with significant screening and buffering to the existing residences; a horizontal form of clustered buildings with a single principle entrance; quality building materials and naturalized landscaping. This prestige business park, with significant accessibility and visibility to Highway 401, should be developed as a high quality place of commerce at the north-west gateway to the City of Cambridge, with an integrated and common theme that promotes the historic and rural character of Blair.

POLICIES

Entrances

* A single principle entrance should be provided to the two quadrants of business park lands: one north of Fountain Street to align at the intersection of Dickie Settlement Road, and the other intersecting with Old Mill Road or extending west of Dickie Settlement Road. These entrances may be a public or private street with a maximum width of 20 metres (66 ft.), perhaps designed as a grand boulevard.
Landscape

Berms • A combination of berms and naturalized landscaping shall be designed and constructed on the west side of Morningside Drive, the north side of Fountain Street, the north side of Old Mill Road, and the west side of Dickie Settlement Road north of Old Mill Road to provide a solid visual screen between the future business park land uses and the existing residences. Berms and buffering shall be a minimum of 25 metres in depth. These buffers will be comprised of trees planted at 8 to 12 metre centres (26 to 40 ft.) and hedgerows of native species. Monocultures shall be avoided. Structural buffers such as walls or barriers are strongly discouraged.

Street Lights • If necessary, are to be decorative.

Sidewalks • Are permitted internal to the business park areas, but are discouraged along Fountain Street, Old Mill and Dickie Settlement Roads. A walkway connection to the village core may be appropriate.

Curbs • May be permitted, particularly to narrow the width of paved areas and maximize the extent of landscaped buffers at the principle entrances.

Buildings • Shall be located toward Highway 401 and away from Morningside, Fountain, Old Mill and Dickie Settlement roads. Buildings should have a maximum height of two storeys unless massing can be otherwise integrated into the landscape.

Materials • High quality contemporary design is encouraged with appropriate building materials and colours.

Parking/Loading • Parking should be well screened from views and be internal to the site. Where possible, screening should be provided through landscaped buffers and plantings, not structures (walls and barriers).

Landscaping • To meet the requirements of the Blair, Bechtel and Bauman Creeks Subwatershed Plan a maximum area of 65 per cent of individual business park blocks north of Fountain Street shall be pervious, and 75 percent to be pervious south of Fountain Street. The landscape buffers may be included in these calculations.
SWM Area  • Stormwater management areas for the two business park quadrants shall be designed and constructed in accordance with the City of Cambridge Stormwater Management Design Guidelines. Extensive naturalized vegetation shall be encouraged of native species to integrate these facilities with the rural landscapes of the Village of Blair.

Fencing  • Chain-link and pressure treated fences are strongly discouraged. “Living Fences” comprised of planting materials are considered to be more appropriate.

Signage  • Shall be located only at the principle entrances and along Highway 401, and should be of a high quality not exceeding 4.5 m (15 ft.) in height.

Utilities  • Bell, cable TV and hydro transformers and pedestals should be sited with regard to the visual impacts on the street.
• To the extent possible, above ground utilities should be located away from intersections and other views.
• Utilities are to be adequately screened in the form of architectural walls and/or plantings.

City Staff  • City Staff should be consulted for advice and information on the approval process for new business park development.
9. STREETSCAPE IMPROVEMENTS

9.1 INTRODUCTION

In addition to conservation, the Heritage Conservation District Plan will promote the historic and rural character of Blair through streetscape improvements throughout the Village. Many of these improvements are dealt with in other sections of the plan, such as the maintenance of hedgerows, and the construction of new hedgerows and street trees along existing village roads (e.g. Morningside Drive). The village core however warrants particular attention as the centre of the community, and the place of commerce. The village core contains many of the very historic buildings constructed by early Mennonite settlers between 1817 and 1850. The core also integrally relates to the Grand River and the multi-use community trail that will interlink Blair to other communities in the City of Cambridge and with the City of Kitchener.

Blair Road and its intersection with Old Mill Road should be promoted as a significant component of the Heritage District. Village core streetscape improvements are incorporated into the Heritage Conservation District Plan to promote the historic village characteristics. Equally and of utmost importance to residents during the preparation of the Blair Area Special Study, was the issue of traffic calming along Blair Road. Traffic speed, and not necessarily volume, was identified as the single-most significant negative impact on the quality of life for village residents. While the streetscape improvements contained in the Plan meet these two objectives, they are considered to be conceptual. Further refinement through detailed design analysis and public participation will be required. These conceptual improvements are not intended to commit municipalities to capital expenditures to implement the Plan. Funding sources will be required to be investigated.

9.2 VILLAGE CORE STREETSCAPE IMPROVEMENTS

The village core streetscape improvements have been incorporated into the Plan to address the dual objectives of promoting the Heritage District and dealing with traffic speed through calming techniques. The core is considered to be the most important component of the village in the context of what makes up a village.
Improvements have been incorporated to:

- promote the significant heritage features of the core
- enliven the use of the core and make it safe for pedestrians
- develop community focal points for village resident and visitor interaction
- link the north and south sides of Blair Road in the village
- integrate the community of Blair with other communities and
- promote new buildings to be developed in the character of the village.

Traffic calming techniques shall also be incorporated as a part of the streetscape improvements. Narrowing the street is the most simplistic approach to traffic calming through reducing the pavement width, adding on-street parking or adding a median. Blair Road is a Regional Road (No. 42) and currently serves as a major arterial carrying a considerable volume of traffic. Impediments to traffic flow are not likely to be acceptable to the road authority. The traffic calming techniques therefore should primarily deal with the reduction of speed and not functionality.

This can be accommodated through a “perception” of a narrower street, which may be nearly as effective as physically changing the street width. This perception can be accomplished through:

- street trees within the boulevard with the potential for a closed overhead tree canopy above the road
- buildings oriented close to the street
- the construction of curbs and sidewalks to clearly delineate the boundary between pedestrian and vehicular movements
- the provision of alternative surface materials at key intersections along the street
- the construction of crosswalks that provide the right-of-way to pedestrians over vehicles
- the provision of street lights that identify a built-up area and
- the construction of landscape boulevards that provide a “soft” landscaped edge.
POLICIES

Traffic Calming

- Oversized speed limit signs be erected at Meadowcreek Lane and Langdon Drive (40 kph) with notification that you are entering Blair Village.

Parking

- No parking provided on Blair Road, with the exception of three visitor spaces to be provided on the north side at the Blair Trail overlook, not to conflict with the private neighbouring driveway.
- Alternative road surfacing materials (e.g. stamped concrete) be used across Blair Road at Meadowcreek Lane, Fallbrook Lane and Langdon Drive to identify the entry to the village and promote traffic calming.
- Alternative road surface materials (e.g. stamped concrete) to be constructed at the historic intersection of Old Mill and Blair Roads to identify the centre of the village and promote traffic calming.
- Narrow the pavement width from Meadowcreek Lane to Farmers’ Inn (1635 Blair Road) through curb construction.
- Promote calming at Old Mill and Blair Roads, and Fountain and Blair through construction of tight curb radii.

Crosswalk

- Construct a crosswalk of alternative road surface material (e.g. stamped concrete) at the centre of the village to link the north and south sides of Blair Road. The design and location to be determined.

Street Lights

- Erect decorative street lights of an historic style at intersections to identify the village core and promote traffic calming.
- Style of lights should be of a pedestrian-scale, simple and decorative.

Walkways

- Alternative materials (e.g. stamped concrete or stone dust for secondary locations) should be constructed on Blair Road (south side) from Meadowcreek Lane to Farmers’ Inn (1635 Blair Road); on Blair Road (north side) from the William Tilt House (1688 Blair Road) to the Blair Trail lookout; and Old Mill Road (south side) to Ashton Street. Typical concrete sidewalks are strongly discouraged and are not in keeping with the rural village character.
- Walkways will define the limits of pedestrian movements, minimize conflicts with vehicular traffic, and promote the use of the core by residents.
- Will also provide linkages to the multi-use trail network (Blair Trail and Galt-Berlin Grand Trunk Trail), and community trail loop through the village (both on and off road).
- Street furniture, including benches and litter bins, will be added in strategic locations.

**Cycle Paths**
- Cyclists are encouraged to use the off-road trail system. On-road cycling lanes should be reviewed in consultation with the Region of Waterloo.

**Landscaping**
- Encourage the construction of contiguous landscaped boulevards to narrow and define driveway entrances and soften the edge of Blair Road.
- Landscaping should be comprised of low berms with shrubbery, street trees and some sod.
- Maximum driveway widths of 6 metres (20 ft.) shall be encouraged.

**Signage**
- Typical city street signs shall be replaced with decorative historic street signs.
- Commercial signs shall be simple and depict the character of the village. Painted wood signs are encouraged and may be located above store fronts or hung over the front door. Illuminate with traditional goose-neck lights.
- Portable signs are strongly discouraged.

**Civic Monument**
- The north-west corner of Blair and Old Mill Roads, should be demarcated with a civic monument identifying the historic Village of Blair.

**Buildings**
- Commercial, residential and mixed-use land uses are encouraged. Buildings should be typically freestanding.
- Height of new buildings should conform to the average height of buildings along the same side of the street (typically 1½ to 2 storeys).
- Setbacks of new buildings from the street line should conform to the average setback of buildings on the same side of the street.
- An infill facade should be composed of materials similar to original adjacent facades. Dissimilar materials are strongly discouraged.
- Refer to Residential Infill Conservation Policy to further preserve the character and integrity of the core through appropriate architecture and site planning.
Village Green
- Should be located at Blair Trail at the overlook of the Grand River of the former stone bridge abutment.
- Comprised of compact seating and gardens as a community focal point in a recreational setting.
- Should be passive, intimate, and promote interaction of residents and visitors. Design must address the issue of traffic noise from Blair Road, and ensure the privacy of the adjacent residence.

Utilities
- Bell, cable TV and hydro transformers and pedestals should be sited with regard to visual impacts on the street.
- If possible, overhead utilities should be buried from Meadowcreek to Fallbrook Lanes on Blair Road, and Ashton Street to Blair Road on Old Mill Road.
- Utilities are to be adequately screened in the form of architectural walls and/or plantings.
- To the extent possible, above ground utilities should be located away from intersections and other views.

City Staff
- City Staff should be consulted for advice and information on the streetscape improvements and the approval process for new uses in the village core.

IMPLEMENTATION

- The Streetscape Improvements Plan illustrates conceptual improvements to promote the heritage district and traffic calming in the Village core. A detailed design will be required to be undertaken with public participation to refine proposed improvements, establish priorities, and identify funding alternatives and cost-sharing opportunities. No commitment to undertake these works is in place at this time. Cambridge City Council and Regional approval will be required before any projects are implemented.
10. IMPLEMENTATION

The three main areas of implementation in the Plan are Conservation, New Development, and Streetscape Improvements.

CONSERVATION

KEY GROUPS & INDIVIDUALS
The key groups and individuals to implement the conservation of the historic buildings and landscapes in Blair are as follows:

LOCAL ARCHITECTURAL CONSERVATION ADVISORY COMMITTEE (LACAC)
The City of Cambridge LACAC will administer the Plan in accordance with the Ontario Heritage Act. Specifically, the LACAC will review major work in the Heritage Conservation District for approval, and recommend on grant applications. LACAC will also work with the Blair Heritage Committee and provide technical and design advice as required.

LACAC COORDINATOR
The LACAC Coordinator will provide coordination and assistance to the Blair Heritage Committee, the LACAC and historic property owners. The LACAC Coordinator will also ensure the Heritage Conservation Guidelines and Policies are regularly distributed to property owners as the need arises. These Guidelines are considered essential to heritage awareness and good conservation and must be made available.

THE BLAIR HERITAGE COMMITTEE
The Plan recommends that a Blair Heritage Committee be formed. This committee of up to three members should be comprised of local residents and business owners with an interest in heritage. Their role will be to promote the Plan and make residents and newcomers aware of the guidelines and policies. In all cases, the Committee should retain close relations with LACAC. Upon approval of the Plan, the procedures for setting up the committee should be determined.
MUNICIPAL/UTILITY WORKS REVIEW

Future municipal/utility works in the village carried out by the City of Cambridge, the Regional Municipality of Waterloo and utilities shall be presented to LACAC for review. The Blair Heritage Committee shall also be advised of the review process.

LACAC APPLICATION PROCESS

Major work on historic buildings requires approval from the LACAC. The LACAC Coordinator will be available to assist applicants. The typical steps for application are as follows:

Step 1 Confirm with the LACAC Coordinator whether the work is major or minor and therefore whether or not application needs to be made.
Step 2 Complete a Designated Heritage Property Alteration application form and submit to the LACAC Coordinator.
Step 3 The application is considered by the LACAC. The applicant is encouraged to attend the meeting.
Step 4 The applicant is informed of the LACAC recommendation and may stay at the meeting to hear first-hand how the application is dealt with.

FUNDING ASSISTANCE

The City of Cambridge Community Heritage Fund provides limited grants to property owners in the Blair Heritage Conservation District. Typically, a property is eligible for one matching grant a year of up to $3,000 to help towards renovation/restoration costs. Larger grants may be available for exceptional work. Inquiries and application should be made through the LACAC Coordinator. Application to other funding sources (regionally, provincially and federally) may also be facilitated through LACAC.

MONITORING THE PLAN

The Plan is not a static document, but one that should be continually monitored and improved through periodic changes. One aspect that requires particular attention is minor work, maintenance and repairs. This scope of work does not require review and approval by the LACAC. It depends on voluntary compliance with the Conservation Guidelines. Monitoring the outcome should be undertaken every three years. If there is an extensive loss of certain minor but historic features in the area, consideration may have to be given to including these in the scope of work requiring LACAC approval. General activity within the Heritage Conservation District shall be monitored by LACAC on behalf of Cambridge Council.
REFERENCES

The Robert Leggett Collection, held in the City of Cambridge Archives, was used as the basic source of information on the historic buildings of Blair.


--------- "The Trek of the Pennsylvanians to Canada in the Year 1805." WHS Annual Report 22 (1934).


Farm Ponds in Ontario. Publication 515. n. d.


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The Jacob Bectel House, 1817
second oldest house in the City of Cambridge

APPENDIX

The Appendix is not part of the Plan
but provides background information
and analysis for the Plan
1. HISTORIC SETTLEMENT

INTRODUCTION

Blair and area has a distinct rural character made up of a superb natural and a man-made heritage. The natural heritage includes the Blair and Bechtel Creeks flowing into the Grand River, with a rich associated bio-physical diversity. The man-made heritage includes aboriginal encampment sites in the Grand River valley, Mennonite settlement west and south of the Grand in the early 1800s and later Victorian and contemporary contributions. The area has developed and changed little for 150 years following the Early Mennonite settlement period, with the result that an original and unspoiled country atmosphere prevails in a relatively untouched and unspoiled early historic village.

The purpose of this section is to briefly trace the key settlement periods which may be divided into the Aboriginal, Early Mennonite, Late Mennonite, Victorian and the 20th Century.

SETTLEMENT PERIOD

Aboriginal Period
pre-1800

The Grand River valley was originally the territory of the Neutral Indians, so named by the French but known to their close relatives the Hurons as the Attawandaron. (1) Like the Hurons, the Neutrals were mainly an agricultural people. They settled in villages and moved on to new locations only when the surrounding farmland was exhausted. The Neutrals served as a useful buffer and trading intermediary between the Huron Nation to the north and the Six Nations Iroquois to the east. (2) However, this balance was disrupted in 1650 when the Six Nations defeated and displaced the Hurons and the Neutrals in order to gain direct access to the rich fur trade with the Algonquins further north. When the first European settlers arrived from Pennsylvania in 1800, six miles on either side of the Grand River from above the falls at Elora to Lake Erie had been ceded by the British to the Six Nations, their allies against the Americans in the War of Independence. (3)
The upper reaches of the Grand River were used regularly used by aboriginal peoples as seasonal campsites, one of which was located on the river flats below Cruickston Park Farm and just south of the Jacob Bechtel house in the Blair area. At the turn of the century, there was a large low mound, closer to the river than to the present Blair Road, and in this area had been located a native campsite and burial grounds. The owner of the farm from 1882-1912, James Barclay, knew the location of the burial grounds and directed his farmhands to avoid it when ploughing. According to his granddaughter, Mr. Barclay collected a great number of flint arrow heads, a tomahawk and a small oval grinding stone from this field by following his ploughman along the furrows. (4) Since the Neutrals are known to have traded in flint, it seems possible that there had been a Neutral village on this spot in earlier times. (5) Also, their practice of carrying the bones of their ancestors to be reburied at each new village site could explain the large burial mound. (6)

The non-natives in the area before 1800 were fur traders who built temporary shelters on the river bank. Of these, Nathaniel Dodge stayed on after the European pioneer settlers arrived, purchased land and became a permanent resident. (7) There is a family tradition among his descendants that he and his wife, Elizabeth Wismer, were buried at his request in the native burial ground, the only non-natives granted this honour. Dodge's property subsequently became part of the Cruickston Park holdings.

**Early Mennonite Period**

**1800-1840**

European settlement of the Blair area commenced in 1800 with the arrival of Mennonite families from Pennsylvania. Both Samuel Betzner Jr. and his father purchased land from Richard Beasley in 1800 and in 1802 Betzner Sr. sold 69 acres from his holdings in Lot 4 to John and Ann (Nancy) Bricker from Lancaster County, Pennsylvania, upon which land the village of Blair later developed. (9)

John and Ann Bricker are believed to have lived on this 69-acre parcel until about 1806 when it was sold and later divided into two lengthwise strips - the first severance in the community of Blair. It was on the westerly half of the strip that the first schoolhouse in Waterloo County was built, as well as a wagon works, a tavern, a store, a church and a tailor shop. The Brickers were also responsible indirectly for the creation of the first cemetery in Waterloo County. The first non-native burial inland from the Great Lakes
took place in 1804 when their 8-year old son died and was buried on the hill behind their farm house. (10)

Other enterprising Mennonite families arrived from Pennsylvania in the early 1800s, notably the Bechtels, who established a large and well equipped farmstead including a lime kiln to produce mortar. This enabled them to carry out a significant amount of stone building in the village, such as Jacob Bechtel's and other houses, a tannery, flour mill foundations, a saw mill and a store. The earliest settlers bought their land directly from Richard Beasley, who had obtained a large tract of land, known as Block No. 2, from the Indian Reserves. In 1805, the remainder of Block No. 2 was purchased outright by the German Company made up of Pennsylvania Mennonites. (11)

In 1816, the Reverend Joseph Bowman arrived from Pennsylvania and in 1817 purchased Samuel Betzner Jr.'s large landholding in the area of Old Mill Road. He constructed a dam and the first sawmill, taking advantage of the water power of the Bowman Creek and the great stands of pine on the property. (12) Joseph's son Benjamin B. Bowman donated land from his patrimony to build the church as well as the sites of the first and second schools. The sawmill, Durham Mill, and the Bechtel tannery made up Blair's industry in the 1830s. The building of a covered bridge across the Grand River (similar to the bridge at West Montrose) circa 1835 helped to open up the community to further development in the 1840s.

Late Mennonite Period
1841-1860

The Late Mennonite Period was distinguished by two significant events - the construction of the Carlisle Mill in 1846 (13), and the sale of Benjamin Bowman's farm in 1855. The construction of the Carlisle Mill on Old Mill Road represented a continuation of the energy and enterprise of the Early Mennonite Period. The Reverend Joseph Bowman's son Samuel B. Bowman built the flour and chopping mill to serve the needs of the growing community as other settlers arrived to take up farms and businesses in the area.

Pioneer settler Jacob Bechtel's son Henry built a stone sawmill at the north end of the village powered by raceways connecting with the Bechtel Creek. (14) In 1849, John Lamb purchased land from Benjamin B. Bowman and built Lamb's Inn in the centre of the village, and it became a stop on the stagecoach route from Galt to the Huron Road.
connecting Guelph and Goderich. (15) The Farmers' Inn, also built by John Lamb, incorporated the settlement's first store and gave Blair a second hotel, while the brick building he attached to his own house across the road became the second store. In addition to this commercial activity, a new school and a Baptist Church were built on Old Mill Road, the farm road through the Bowman property.

In 1855, Benjamin B. Bowman sold all of his remaining farm holdings to Charles Allan and James Geddes of Elora who proceeded to lay out a street plan and subdivision (Plan 580). The streets were accepted by the municipality but never built, the lane leading into Blair Cemetery being the only remnant of the new street layout that remains. This sale witnessed the opening up of Blair beyond the Mennonite community.

The Victorian Period
1861-1900

The Victorian Period may be described as the "age of rail" for Blair. During the 1860s Blair had felt the effects of a general recession which saw the closing of two mills and a store, but in 1873-74 the Grand Trunk Railway put a branch line through from Galt to Berlin, making Blair the depot for local farmers shipping and receiving goods. (16) Implements were delivered to George Tilt, the Massey Harris dealer, and the Carlisle Mill kept two teams of horses busy taking wagon loads of flour to the station and picking up western grain and corn from the United States. Farmers shipping stock brought them to a holding pen in the stock yards located nearby. When a new cable was needed for the Sheave Tower, or when a steam boiler was ordered by the owners, they were delivered by rail. In addition to freight service there were two trips a day for passengers.

Towards the end of the 19th century, Blair had changed from a predominantly Mennonite farming community to a mixed economy of industry, commerce and transportation. Both the old tannery building on Fallbrook Lane and the Bechtel sawmill on Blair Road had been converted to generating plants supplying power to Preston. Nevertheless, Blair remained a relatively small settlement with a population of only 175. By 1900, industry and growth were in the neighbouring towns of Galt, Preston and Hespeler. There was one remarkable addition to the area in this period, however, namely Langdon Hall built in 1898. This noble residence and estate is of national significance and is now open to the public as a hotel.
The 20th Century
1901-1998

The early 20th century period in Blair is characterized by consolidation and limited growth. While Galt, Preston and Hespeler experienced significant industrial, commercial and residential expansion, Blair was relatively dormant, although some of the older industries carried on for a time.

Joseph Hilborn, who had taken over the Carlisle Mill from his father Jacob Hilborn in 1903, modernized the operation by installing a steam engine and boiler, hence the brick chimney still on the site. The Hilborns, father and son, ran the business for 64 years and with new owners it continued to operate even after the disastrous fire of 1931. The McNally Woollen Mill had closed down in 1911 and the machinery sold off, but the building continued in use as an ice storage shed until it was destroyed by fire in 1955. The Grand Central Railway became part of Canadian National system in 1923 and played an important, though reduced, role for the community. In 1932 the passenger service was discontinued and eventually the line was closed down. The train station, which was located downstream from the bridge and on the east side of the tracks, was removed at and the Post Office moved to a private home.

By World War II, the resident population had increased slightly to 200, most of whom worked in Galt or Preston and whose social life was less centered on the village than it had been at earlier times. Between 1915 and 1949, 11 new houses were recorded in the village and another nine in the next decade. In 1954 the population of Blair was recorded as 300.

During the 1950s, a few new businesses appeared in Blair: the Poultry Process Plant, located at 5 Meadowcreek Lane, was opened in 1950 by Keith Boyd; an Egg Grading Station was set up in a wooden frame structure on the old school property at 20 Old Mill Road; and Bob Leggett's Blair Machine and Welding was established in a building he constructed on Old Mill Road in 1955.

In many ways, the 1960s marked the end of an era in Blair history - the railway tracks were lifted, the school was closed, and the village was absorbed by the Town of Preston, thereby eliminating the need for a post office. Blair was no longer an official address. The most significant event was the opening in 1960 of the 26 mile section of Highway
401 from Milton to Preston and the construction of the concrete highway bridge spanning the Grand River to carry the 401 on to Blair in 1961. (17)

With convenient access to Highway 401 and neighbouring cities, pressure to develop the remaining farm lands surrounding the village of Blair for urban use has increased. Clusters of new housing have been built on the edges of the old village: six new residences on Morningside Drive north of Fountain Street; seven in Highgrove Court off the Dickie Settlement Road south of Fountain Street; and a housing estate on John Bricker Drive, in the area south of Old Mill Road. In addition to the housing estates, new houses have been inserted between earlier buildings in the established areas of Blair.
2. INDIVIDUAL HISTORIC BUILDING ANALYSIS

INTRODUCTION

The individual historic building analysis has been undertaken to determine the relative historical and architectural significance of the historic buildings of Blair and their architectural integrity. Historical significance has been undertaken for the 27 very historic buildings only. It was determined that the 18 historic buildings were largely of modest scale with lesser historical significance. A scoring of High, Medium and Low was assigned in each category. Historical research came mainly from the Legget Collection in the City of Cambridge Archives, Waterloo Historical Society Annual Volumes and from LACAC reports. Architectural research came mainly from on-site analysis. The relative scores of the very historic and historic buildings are shown below.

27 VERY HISTORIC BUILDINGS

<table>
<thead>
<tr>
<th></th>
<th>High</th>
<th>Medium</th>
<th>Low</th>
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<tbody>
<tr>
<td>Historical Significance</td>
<td>23</td>
<td>4</td>
<td>-</td>
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<tr>
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<tr>
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18 HISTORIC BUILDINGS

<table>
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<th></th>
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<tr>
<td>Architectural Significance</td>
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<tr>
<td>Architectural Integrity</td>
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</table>

Interpretation of the scorings shows high values of historical and architectural significance for the 27 Very Historic buildings, but their architectural integrity has suffered from later incompatible changes and neglect. As to be expected, the architectural significance of the 18 Historic Buildings is largely in the medium scoring range. Again, their architectural integrity has suffered from later incompatible changes and neglect. The results indicate the need for well directed conservation over the next 25 years to restore the architectural heritage of many of the historic buildings of Blair.
### Table 1

**HISTORIC BUILDINGS**

Blair Heritage Conservation District

<table>
<thead>
<tr>
<th>VERY HISTORIC</th>
<th></th>
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<tbody>
<tr>
<td>Joseph Wismer Log House</td>
<td>c1800</td>
<td>256 Morningside Dr.</td>
</tr>
<tr>
<td>Jacob Bechtel House</td>
<td>1817</td>
<td>1490 Blair Road</td>
</tr>
<tr>
<td>Henry Wismer House</td>
<td>c1827</td>
<td>220 Morningside Dr.</td>
</tr>
<tr>
<td>Samuel B. Bowman House</td>
<td>1832</td>
<td>66 Old Mill Road</td>
</tr>
<tr>
<td>John Bechtel House</td>
<td>pre-1834</td>
<td>58 Fallowbrook Lane</td>
</tr>
<tr>
<td>Ben. B. Bowman House</td>
<td>1843</td>
<td>29 Old Mill Road</td>
</tr>
<tr>
<td>John Renshaw House</td>
<td>1847</td>
<td>1646 Blair Road</td>
</tr>
<tr>
<td>John Lamb House</td>
<td>1848</td>
<td>1656 Blair Road</td>
</tr>
<tr>
<td>Henry Bechtel House</td>
<td>1851</td>
<td>4 Old Mill Road</td>
</tr>
<tr>
<td>Robert Buckler House</td>
<td>c1851</td>
<td>8 Old Mill Road</td>
</tr>
<tr>
<td>William Titt House</td>
<td>1855</td>
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</tr>
<tr>
<td>Moses Eshelman House</td>
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<tr>
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<td>Meadow Creek Manor</td>
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<td>1896</td>
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<td>Langdon Hall</td>
<td>1898</td>
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<td>Bechtel Tannery</td>
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<td>Carlisle Mill</td>
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<td>Sheave Tower</td>
<td>1876</td>
<td>Old Mill Road</td>
</tr>
<tr>
<td>Jacob Bechtel Dairy</td>
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<tr>
<td>John Bechtel Barn</td>
<td>pre-1834</td>
<td>Fallowbrook Lane</td>
</tr>
<tr>
<td>Lamb's Inn</td>
<td>c1849</td>
<td>1679 Blair Road</td>
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<td>Farmers' Inn</td>
<td>c1861</td>
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<td>Regular Baptist Church</td>
<td>1853</td>
<td>12 Old Mill Road</td>
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<td>c1871</td>
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<td>1912</td>
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<td>61 Old Mill Road</td>
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<td>1910</td>
<td>57 Old Mill Road</td>
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<td>1908</td>
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<td>Ontario Cottage style house</td>
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<td>Small Barn</td>
<td>c1856</td>
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<tr>
<td>Ontario Gothic style house</td>
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<td>1680 Blair Road</td>
</tr>
<tr>
<td>Vernacular house</td>
<td>1913</td>
<td>23 Meadowcreek Lane</td>
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</table>
JOSEPH WISMER LOG HOUSE  c1800

Historical Significance: High
In 1800, Joseph Wismer established his 400-acre farmstead to the north of Blair village on the present Morningside Drive. This substantial log house is now recognized as the original homestead of the pioneer Wismer family, and one of the oldest houses in Blair.

Architectural Significance: High
Modern siding conceals a 1 & 1/2 storey log house in the Mennonite Georgian style, with low pitched roof and windows and doors symmetrically placed on the principle elevations. The sound condition of the logs indicates that they were protected by wood siding at an early date. There is a verandah on the front elevation and a 1-storey addition to the rear.

Architectural Integrity: Medium
The basic form, proportions, window and door openings are all surviving. It is encouraged that, in time, the aluminum siding be removed and painted wood clapboard be restored or re-installed.

JACOB BECHTEL HOUSE  1817

Historical Significance: High
A date stone JB/EB on the gable end marks this house as one of the oldest in Blair. Jacob Bechtel was among the first group of settlers to arrive and the Bechtel family acquired extensive land holdings in Blair and operated some of the first mills. In 1882, John Barclay of Guelph acquired the remaining farm of 134 acres from the estate of Jacob Bechtel's son Henry. Some 20 years later, Mr. Barclay sold off an 80-acre portion of the farm on the other side of Blair Road to Mr. Langdon Wilks, who built Langdon Hall.

Architectural Significance: High
The original 2-storey Mennonite Georgian style stone house of 1817 with side door and windows and full-length verandah are still present. A later brick addition projecting forward at the south end was added by Mr. Barclay in 1883, who then plastered and scored the front of the old house to match the new brickwork. Recent changes include new coloured metal roof and shed dormer window.

Architectural Integrity: Medium
The architectural integrity of this house has remained largely intact and it has been well maintained. When re-shingling the roof, consideration should be given to cedar shingle, which would have been the original finish.

HENRY WISMER HOUSE  1827

Historical Significance: High
When pioneer Jacob Wismer arrived in Blair in 1800 he already had a grown family, some of whom remained behind in Pennsylvania. His son Henry arrived somewhat later and Jacob severed off a 200-acre portion of the farm for him. Henry built this house in 1827.
Architectural Significance: Medium
This is an attractive, small 1&1/2 storey Georgian Mennonite house of orange brick with buff brick quoins. The windows are symmetrically placed. There is a substantial new addition to one side faced in board and batten.

Architectural Integrity: Medium
The original building has been very nicely conserved. Although the windows have been renewed and old chimneys removed, it still retains its historic character.

SAMUEL B. BOWMAN HOUSE 1832
66 Old Mill Road

Historical Significance: High
Cedarbrook Farm was built by Samuel B. Bowman on land from his father’s large holdings. The Rev. Joseph Bowman arrived from Pennsylvania in 1817, purchased this property and built the community’s first sawmill here. Samuel B. Bowman, in turn, founded the Carlisle (now Blair) Mill in 1846.

Architectural Significance: High
This is a magnificent 2&1/2 storey Georgian Mennonite residence with a number of later additions. Built on stone foundations, the exterior walls are of white pine timbers stacked one on top of another and no doubt cut from the great stands of pine on the property. The house was then sheathed in clapboard. The windows are 8/8 double hung sash, the roof cedar shingle and there is a verandah wrapping around the front and principle side elevation.

Architectural Integrity: High
This house is an example of excellent restoration of a very historic building in the village.

JOHN BECHTEL HOUSE pre-1834
58 Fallbrook Lane

Historical Significance: High
This is a very early house believed to have been built for John Bechtel who operated the nearby tannery and was registered as owner in 1837. The date stone (IB/SB 1834) may refer to Jacob Bechtel or to Isaac Bechtel, another member of the family. The house and farm remained with the Bechtels until 1856 when it was sold to the Bowman family.

Architectural Significance: High
This is a magnificent 2-storey Georgian Mennonite residence. The original appearance of the house has been preserved, with plaster walls, full-width front verandah, narrow front door and double-hung windows with shutters.

Architectural Integrity: High
A superb example of historic building conservation.

BENJAMIN B. BOWMAN HOUSE c1843
29 Old Mill Road

Historical Significance: High
This house is located on land purchased in 1817 by the Rev. Joseph Bowman from pioneer settler Samuel Betzner Jr. When Joseph’s son, Benjamin B. Bowman, acquired the property he took over and added to an existing house believed to have been built by Samuel Betzner Jr.
Architectural Significance: High
This is a 1 & 1/2 storey Georgian Mennonite style house with the classic placement of centre door and two flanking windows on the main elevation and matching windows on the side. There is a 1-storey rear wing. A later columned portico has been added to the front elevation and the house has been vinyl-sided.

Architectural Integrity: Medium
The architectural integrity is largely intact, particularly with the retention of the old window sash. Over time, it is recommended that the front portico and the concrete block chimney be removed and that the original wood clapboard be restored or renewed and the roof cedar shingled.

JOHN RENSHAW HOUSE  c1847  
1646 Blair Road

Historical Significance: High
Although built by William Henderson, this house is best known for its second owner of 1859, shoe and boot maker John Renshaw. From 1865 to 1931, members of the Renshaw family served as postmasters and railway station masters in this house, thus carrying out two very important functions of village life at this period.

Architectural Significance: High
This is an orange brick 1 & 1/2 storey Georgian Mennonite style house with a later board and batten addition. A substantial verandah extends along the front elevation, which faces away from the street. Many original features such as the wood trim, window frames and sash still survive. There is a bay window on the side elevation facing Blair Road.

Architectural Integrity: Medium
The historic character of the house has been well preserved. Some landscaping around the verandah apron would nicely frame the house.

JOHN LAMB HOUSE 1848  
1656 Blair Road

Historical Significance: High
John Lamb was an early and influential business man in the community. In 1848, on land subdivided by Benjamin Bowman in 1847, he built this small Georgian building as a residence and tailor shop. He then went on to build a store adjoining the tailor's shop, the Farmer's Inn across the road, incorporating two earlier buildings, and finally Lamb's Inn. John Lamb is buried in Blair Cemetery (d.1880).

Architectural Significance: High
This is a little architectural gem consisting of a very small 1 & 1/2 storey frame house. It is attached to the larger Miller's Store building of 1856. Originally clad in painted wood siding, the John Lamb House is now covered in metal siding. Of great value are the original 12/12 window sash, with small 6/6 in the gable end. It is also notable for its corner entrance, which may be a later alteration.

Architectural Integrity: Medium
The architectural integrity and historic character of the house are very much present. Over time, reinstating the original clapboard siding and cedar shingle roof would enhance this unique and beautiful little building.
HENRY BECHTEL HOUSE  c1851  4 Old Mill Road

Historical Significance: Medium
Henry Bechtel was a member of one of the earliest and most influential families in Blair. This house was built on part of a 35-acre strip purchased by Henry's father, Jacob Bechtel, in 1817. In addition to the house, which he owned from 1851 to 1859, in 1854 Henry built the Bechtel Sawmill across the road on the same parcel of land.

Architectural Significance: Medium
Similar in size to the house at 8 Old Mill Road, this is a small 1&1/2 storey dwelling. The plaster finish is of the period, although some decorative stone trim has been added around the door and windows.

Architectural Integrity: Medium
This building is close to its original historic appearance although the new door and sidelights and decorative stonework are not traditional. Consideration should be given to a cedar shingle roof.

ROBERT BUCKLER HOUSE  c1851  8 Old Mill Road

Historical Significance: Medium
This house is believed to have been built by Robert Buckler, on land severed from the Benjamin B. Bowman property in 1850. Benjamin B. Bowman repurchased the property in 1854 and retained ownership until 1875, even though he had sold off most of his extensive land holdings in 1855 when he moved to Michigan. Members of the Kinzie family operated Maple Leaf Dairy on this property around 1906.

Architectural Significance: Medium
This is a charming, small 1&1/2 storey early residence. The original wall finish was probably painted wood clapboard or plaster. More recently it has been bricked and a later style porch installed on the front.

Architectural Integrity: Low
Although very much changed over time, this is a very well kept property.

WILLIAM TILT HOUSE  c1854  1688 Blair Road

Historical Significance: High
William Tilt taught at Blair's first school and built his house on the site the school had occupied. In 1884 the property passed to his son, George Tilt, who was a drover and Massey-Harris farm implement dealer. Members of the family lived here until 1925. In 1958 the residence was converted to a retirement home.

Architectural Significance: High
This is a 2-storey Georgian Mennonite style house of orange Doon brick, with a verandah added along the front elevation in 1900. A large frame and vinyl clad addition has been added to the rear. Changes include new vinyl clad double-hung windows.

Architectural Integrity: Medium
The historic appearance of the building has been well preserved despite the large vinyl-clad addition to the rear. It is recommended that landscaping be introduced in front of the addition to soften its contrasting appearance.
MOSES ESHELMAN HOUSE  c1860  99 Morningside Drive

Historical Significance: High
The land where this house is located was one of Blair’s first farms, settled in 1800 by George Bechtel and deeded to his daughter and her husband, Samuel Eshelman in 1826. In 1860, the farm was passed on to their son, Moses Eshelman, who is believed to have built the present brick house.

Architectural Significance: High
This is a Georgian Mennonite 1&1/2 storey front-gabled house of orange brick with windows and doors symmetrically placed on the principle elevations. There is a 1-storey wing to the rear. A sunporch has been added to the front, later clad in random coursed stone, with a balcony above. The setting is particularly attractive with mature maples and Scot’s pines.

Architectural Integrity: Medium
The original building is basically intact with elegant 6/6 windows intact. The discordant feature is the sunporch on the front elevation, which is out of character with the original building. Removal or reworking of this feature to a more compatible design would do credit to the building. Re-roofing with cedar shingles is also encouraged.

JOSEPH BLASCHKE HOUSE  c1861  1725 Blair Road

Historical Significance: Medium
It is believed that the present house was built when Joseph Blaschke purchased the property in 1861, although the land had been owned previously by Henry Bechtel and then Nancy Stauffer. The Blaschkes operated an abattoir in the area of the present Limerick Road. The house remained in the family until 1899.

Architectural Significance: Medium
This is a 1 &1/2 storey residence on a raised bank foundation. The front portion has a centre doorway with flanking windows and a later cobblestone porch. A traditional multi-windowed sunporch has been added on the side elevation. Originally finished in wood clapboard or plaster, the house is now clad in metal siding.

Architectural Integrity: Low
The original historic building is basically intact but much added to. Restoring or reinstating the original finish of painted wood siding or plaster and the cedar shingle roof would greatly enhance the historic character of the house.

MEADOW CREEK MANOR  c1862/1871  28 Meadowcreek Lane

Historical Significance: High
The present residence is believed to have as its core a house built circa 1871 by Adam Keifhaber on foundations of an earlier house which burned down. The earlier house was built by Christian Krch, circa 1862. In 1930, Elliot and Henrietta Grasset added a large masonry wing to the west side. The present owners since 1974 added an east wing and later an additional section to the west.

Architectural Significance: High
This is a very handsome English country-style residence. The original structure dates back possibly to 1832 and various additions have been made, most substantially in the
1930s. Notwithstanding the changes made, a historic character has been preserved and enhanced. It is located on a large property which includes a small bank barn and paddocks.

**Architectural Integrity: High**
While lacking a predominant building style, the residence exudes great historic charm and the various additions have been sensitively handled.

**ANGUS MCNALLY House 1896**

**1585 Blair Road**

**Historical Significance: Medium**
The Angus McNally House was the fashionable residence of the second generation owner of the McNally Woollen Mill. It was built in 1896 on land severed from the Mill holdings. When the Durham Mill, owned by members of the Bechtel family, was taken over by creditors in 1867, John McNally and others acquired the building. The McNally family assumed sole ownership of the business in 1875.

**Architectural Significance: High**
This is a very attractive 2&1/2 storey brick residence and an excellent example of the Queen Anne Revival style, with its elaborate wood trim, multi-gabled roof and off-centre front porch. Also of note are the windows on the front bay - round-arched on the ground floor, square-headed with small panes above a single large sash at second floor level and a small paired window in the gable peak. The cream and green trim colours are very appropriate for the period.

**Architectural Integrity: High**
This is a very well conserved building.

**LANGDON HALL 1898-1901**

**1 Langdon Drive**

**Historical Significance: High**
Langdon Hall, situated east of the village, is said to have been a great source of pride in the community when it was built for Eugene Langdon Wilks, a descendent of the famous Astor family of New York City. The Langdon Hall estate was created from part of the adjoining Matthew Wilks property, Cruickston Park, augmented by 80 acres purchased from James Barclay, then owner of the old Jacob Bechtel farm. Langdon Hall is now a country hotel with extensive grounds and gardens.

**Architectural Significance: High**
This large and imposing red brick residence was designed by New York architect Edward Lee Young in the Federal Revival style, a building style which is rare in this part of Ontario. It is characterized by a large panelled front door with fanlight above, and by rows of symmetrically aligned windows on the main facade. There is a Neoclassical style full-height entrance portico on the front main facade.

**Architectural Integrity: High**
Langdon Hall has been superbly restored together with its landscape setting of forelawn, pleasure and kitchen gardens.
BECHTEL TANNERY  c1830

46 Fallbrook Lane

Historical Significance: High
The Bechtel Tannery is one of the earliest manufacturing sites in Waterloo Region and it is rare in Ontario to find a tannery of stone, rather than frame, construction. It is known that the Bechtel family had a lime kiln for their use in making mortar. The tannery was built around 1830 on land settled by the Bechtel family in 1802 and was operated by Jacob Bechtel's son, John Bechtel, until 1848. The Bechtel Creek was dammed to form a pond above the building and this supplied the motive power for the mill. The tannery was later used as a distillery, a power plant and a fish hatchery.

Architectural Significance: High
This early industrial building of two storeys in stone was later converted to a residence. The original window openings have been largely retained. Later changes have included roof dormers and a handsome front entrance porch. The landscaping with split rail fence, and Bechtel Creek and mill pond to the rear, provides a very attractive setting.

Architectural Integrity: High
This is an excellent example of adaptive reuse of an old industrial building, retaining its historic character.

CARLISLE MILL  1846

91 Old Mill Road

Historical Significance: High
The Carlisle Mill was built by Samuel B. Bowman, son of the Rev. Joseph Bowman who had acquired extensive land holdings in this part of Blair. It has been operating as a grist mill since 1846, originally using the water power of the Bowman (Blair) Creek dammed about three quarters of a mile upstream. The mill race emptied into a reservoir from which an enclosed flume supplied the water wheel that powered the mill machinery.

Architectural Significance: Medium
Following a fire in 1931, the former 4-storey wood frame mill was rebuilt as a single storey structure (Blair Mills) on the old foundations. A brick chimney survives from the post-water power period. The setting on the mill creek and opposite the Sheave Tower is particularly attractive.

Architectural Integrity: Low
Over time, to enhance its historic character it is encouraged that board and batten replace the metal siding and wood shingle replace the metal roof. Priority should be given to conserving the chimney, which is a valuable early industrial feature.

HENRY BECHTEL SAWMILL  1854

1740 Blair Road

Historical Significance: High
Blair's second sawmill was constructed by Henry Bechtel on part a 19-acres parcel he purchased in 1845 to build a dam and mill race for his grist mill located on Blair Road to the south (the Durham Mill). He made further use of this water power by building the sawmill in 1854. The Bechtel family's lime kiln supplied the mortar to construct the building and dam. In 1893, the sawmill building was converted to a power generating station by John Scherer. It became a residence in 1942.
Architectural Significance: High
Henry Bechtel's sawmill of 1854 is a fine example of an early industrial building, being of stone construction, 1-storey on the road side and 2-storeys on the river side. The building has been beautifully conserved as a residence with a board and batten addition that admirably complements the original and a cedar shingle roof.

Architectural Integrity: High
This building is a excellent example of adaptive reuse of an industrial building with an addition that preserves the original historic character.

SHEAVE TOWER  1876  Blair Road

Historical Significance: High
The Sheave Tower, constructed in 1876 by the owners of the Carlisle Mill, is the last regional survivor of a rare type of early hydro technology. Its purpose was to increase the power supplied to the mill machinery by Bowman Creek. The sheave was a wheel affixed to the top of the tower through which ran a cable to the mill across the road, transmitting an extra 15 HP generated by the turbine at the base of the tower. Later, a motor driven turbine was installed adjacent to the tower to generate the needed power, but this system was later abandoned.

Architectural Significance: High
This is a unique historic structure situated on the Blair Creek, beloved by artists and photographers.

Architectural Integrity: Low
Sheave Tower is in very poor state of repair and urgently needs restoration, including foundation stabilization and wood siding. This should be a priority restoration project in the Heritage District.

JACOB BECHTEL DAIRY  c1817  1476 Blair Road

Historical Significance: High
Presently a residence, this was originally an outbuilding known as "the long row." It was joined to the Jacob Bechtel house of 1817 by a frame structure which was removed by James Barclay in 1883 when the house was enlarged. Mr. Barclay's granddaughter recalled that "the long row" included a back kitchen, wood and coal storage, laundry and tile-floored milk cellar. Bechtel Creek flows under the building.

Architectural Significance: Medium
With the conversion of this 1-storey farm outbuilding to a residence, little remains of the original except the stone walls. There is a new addition to either side of the original structure, and a door and a picture window inserted facing the street.

Architectural Integrity: Medium
With their horizontal proportions, the old and new portions blend together well. It is recommended that consideration be given to a more harmonious paint colour to blend the new and old together, and to cedar shingling the roof.
JOHN BECHTEL BARN  pre-1834
Fallbrook Lane

Historical Significance: High
The massive beams supporting this structure confirm that it is very old, and may well have been built by the Bechtels in the early 1800s. It was recorded as present when this property was sold to Bowman family in 1856.

Architectural Significance: High
This impressive and very old barn occupies a prominent corner location. The historic complex includes a small stone and timber frame drive shed at the corner of Langdon Drive. Changes to the barn over its long history have included raising the structure slightly to provide a higher basement area and adding a small single-storey residential wing to one side. The barn has been well maintained.

Architectural Integrity: Medium
This is a remarkable, well preserved barn. Either the present painted metal siding and metal roof or new board and batten siding and cedar shingle roof are appropriate finishes. Any renovation should consider the heroic scale of the building.

LAMB'S INN  c1849
1679 Blair Road

Historical Significance: High
The front portion of the building dates from 1849 when John Lamb acquired the property, although it is believed that earlier structures may have been incorporated. It served as a stop for the Huron Road stagecoach. A succession of owners followed from 1856 but the building has never lost its hospitality function as a tavern or eatery.

Architectural Significance: High
Lamb's Inn is one of the most important and character defining buildings in the centre of the village of Blair, with its large size and its splendid recently restored 2-storey front verandah. The long rectangular front portion is the original inn building of five bays, but with later alterations to the openings.

Architectural Integrity: High
Recent restoration has restored the architectural integrity of Lamb's Inn and is a wonderful example of how restoration can revitalize the historic character and appeal of a building. Further restoration work is planned.

FARMER'S INN  c1861
1635 Blair Road

Historical Significance: High
In 1861 John Lamb purchased two small buildings, a house and Blair's first store, and joined them together to form the Farmer's Inn. This hostelry provided affordable accommodations for farmers traveling through Blair. The building later became multiple housing known as The Terrace.

Architectural Significance: Medium
This large and prominent 2-storey inn is now an apartment building. Formerly finished in plaster, it has been recently clad in light blue vinyl siding with new, smaller vinyl windows installed. Any decorative features that may have existed have been removed.
Architectural Integrity: Low
The architectural integrity and historic character of this building have largely been lost. As a large building and in a very prominent location in the village, this is very unfortunate. It is recommended that a detailed analysis be undertaken to restore this building with funding assistance from the City.

MILLER'S STORE  1856  1660 Blair Road

Historical Significance: High
Although Miller's Store was built by John Lamb adjoining his home and tailor shop, it is best known by the name of a much later shop keeper. The building straddles two adjoining lots which Lamb acquired from the Benjamin Bowman subdivision. This was Blair's second store - John Bechtel's store of 1844, located across the road, was later incorporated by Lamb into the Farmer's Inn.

Architectural Significance: High
This is a 2-storey orange brick Georgian style building with side-gabled roof, centre door and symmetrically placed side and upper windows. Originally, a verandah with bellicast roof extended along the front of the building.

Architectural Integrity: High
The building has been very well maintained and most of the original architectural features are intact. It is recommended that the original verandah be rebuilt, thereby strengthening the historic appearance of the front facade.

BLAIR'S SECOND SCHOOL  1854  20 Old Mill Road

Historical Significance: High
Now a residence, Blair's second school was constructed in 1854 on land donated by Benjamin B. Bowman. It served until 1872 when the School Section No. 1 trustees purchased the Regular Baptist Church from the Christadelphian Church, and the two institutions switched buildings. Later, the congregation sold the school building and it was converted to a private residence.

Architectural Significance: High
This is a charming old single storey stone building. The basic form has survived a number of later but sympathetic additions. The roof has recently been cedar shingled.

Architectural Integrity: Medium
The building has retained its historic character. It is recommended that the soffits and fascias be of painted wood to match the original.

REGULAR BAPTIST CHURCH  1853  12 Old Mill Road

Historical Significance: High
The Regular Baptist Church was built in 1853 on land made available to the Anabaptists by Benjamin B. Bowman. In 1872, the building was purchased by the trustees of School Section No. 1. It reverted to religious use in 1959 when a new school (present Outdoor Education Centre) was built. The church building became the home of the Blair Community Church.
Architectural Significance: High
This is a simple but elegant front-gabled building with a central 9/9 double-hung window flanked by two doorways. There are large 8/6 double-hung windows on the side elevations. This was one of several brick buildings, later plastered over in this case, which began to appear in the village towards the end of the Mennonite Period. The roof is asphalt shingle and a small porch has been added on the side elevation at the rear.

Architectural Integrity: High
The building is very much original in its historic appearance. It is encouraged that, in time, the roof be cedar shingled and the side entrance porch be re-designed to be more in keeping with the church. A landscape buffer to the car park would greatly improve the setting of the church.

166 MORNING SIDE DRIVE  built c1880

Architectural Significance: High
This is an 2-storey buff brick Ontario Gothic style house with windows and doors symmetrically placed on the principle elevations. There is a bay window on one side elevation. Windows are 8/8 at the first floor level and 6/6 above. A substantial and very well designed addition has been added to the rear, in matching brick with a link to the main house clad in board and batten. A free-standing garage, also clad in board and batten, is located to one side of the house. The original house was moved here from Doon in 1936 and located on land severed from the Wismer farm.

Architectural Integrity: High
This is a very well conserved house with a well-designed addition. Although some details are not of the period, the overall effect is complementary to the character of the house. A very good example of conservation and of adapting to modern needs.

229 OLD MILL ROAD  built c1871

Architectural Significance: Medium
This is a 1&1/2 storey Ontario Gothic style house with a full-width front verandah and a lean-to back addition. The windows and doors are placed symmetrically on the principle elevations, with a small dormer on the front roof. The finish is new painted board and batten. The verandah has been renewed.

Architectural Integrity: High
This house has been lovingly restored and, together with landscaping, looks very attractive. While some details are not original, the historic character has been retained.

201 OLD MILL ROAD  built 1884

Architectural Significance: Medium
This 1&1/2 storey Ontario Gothic style farm house has a plaster on brick finish. The original windows and doors are symmetrically placed on the principle elevations. Various additions are to the rear. The original front verandah has been closed in and there is a large wood-sided addition to the rear. The farm was originally settled by a branch of the Wismer family, the house was built by John Wismer and the property was acquired by Harry Kinzie in 1917.
Architectural Integrity: Low
The basic form and proportions of the house remain, but closing in the front verandah has diminished the historic character. It is encouraged that, over time, the verandah be redesigned more in keeping with the period.

140 OLD MILL ROAD  built 1892

Architectural Significance: Low
The main part of the house is 2-storey plaster on stone with a substantial one and one half storey addition to one side. The plaster finish has fallen into disrepair. This house is located on a portion of the John Wismer farm, severed in 1892 for David Wismer.

Architectural Integrity: Low
This house has lost much of its historic appearance. While preference is for restoration, demolition is also acceptable given its very dilapidated state of repair.

110 OLD MILL ROAD  built 1912

Architectural Significance: Medium
This is a 1&1/2 half storey Ontario Gothic style house, with a barn to one side, set on a rise of land above the Sheave Tower mill pond. There is a single storey addition to the rear. The wall finish is recent stucco. Some of the original window openings have been enlarged.

Architectural Integrity: Medium
Although altered from its original appearance, the historic character of the house has been retained.

79 OLD MILL ROAD  built 1884

Architectural Significance: Medium
This is an Ontario Gothic style 1 &1/2 storey residence with the classic front gable and symmetrically placed windows and doors. A later but attractive and well integrated porch with Doric columns was added on the street side. The window shutters are original. The house was built for miller Jacob Hilborn facing the Carlisle Mill. In 1905 it was taken over by his son Joseph, who carried on the business and lived in the house until 1921. Historic photographs show that the original finish was ashlar plaster, scored to imitate stone. The plaster is now painted over.

Architectural Integrity: Medium
This is a very attractive historic house in near original condition. It is encouraged that the appearance of the original ashlar plaster be restored and, in time, the roof cedar shingled.

71 OLD MILL ROAD  built 1917

Architectural Significance: Medium
This is a 1&1/2 storey textured concrete block vernacular style house with later side and rear additions. Although not very historic, it has a nice rural character that complements Old Mill Road. It is an example of a house style that was popular around 1920.
Architectural Integrity: Medium
This house has been well maintained, with a pleasing rear addition and country style front garden. Consideration could be given to building a porch to animate the front elevation.

67 OLD MILL ROAD  built 1872

Architectural Significance: High
Best known as the Union Sunday School, this building was constructed in 1872 as a meeting house for the New Mennonite Society and is presently owned by the Radha Krishna Mandir congregation. It is a single storey front-gabled church building with centre door and flanking side windows. A modern brick addition has been added to the rear. The building is now clad in vinyl siding.

Architectural Integrity: Low
Historic photographs show this building was originally finished in painted board and batten with a cedar shingle roof. Priority should be given to reinstating the original finishes to restore its historic appearance.

65 OLD MILL ROAD  built 1860

Architectural Significance: Medium
This is a small, colourful and charming side-gabled 1&1/2 storey vernacular house with a side bow window and front sun porch. It was owned from 1896 to 1941 by members of the Hilborn family who, at one time, operated the Carlisle Mill. Probably the original finish was painted clapboard; it is now aluminum siding.

Architectural Integrity: Medium
Although the original exterior finish is covered with metal siding, it has been successfully painted to give it a nice rural historic character. In time, restoring the original wood clapboard finish and cedar shingle roof would be a benefit.

61 OLD MILL ROAD  built 1896

Architectural Significance: Medium
This is a 1&1/2 storey Ontario Gothic style house built for the Hilborn family who owned the Carlisle Mill at this time. There is front gable and a porch facing Old Mill Road, with a symmetrical placement of doors and windows on the principle elevations. The finishes include metal siding and asphalt shingle.

Architectural Integrity: Low
Historic photographs indicate the original finish was ashlar plaster, scored to imitate stone, similar to that of 79 Old Mill Road. It is encouraged that the original finish be restored to revitalize the historic character of the house.

57 OLD MILL ROAD  built 1910

Architectural Significance: Medium
This is an attractive 2-storey vernacular house finished in plaster, with a porch on the side elevation. The front elevation has a centre door with windows to either side and above.
Architectural Integrity: Medium
The house is original and nicely kept, with the addition of decorative shutters and flower boxes. Consideration should be given to replacing the metal roof with cedar shingle.

1580 BLAIR ROAD  built 1928

Architectural Significance: Medium
This 1&1/2 storey residence with stone foundations was once a small bank barn. It has been successfully adapted to its new use and the old doorways in the stone foundations still remain. The house has wood siding with painted trim, soffits and fascias. A cobblestone chimney has been added to the front gable end.

Architectural Integrity: High
The historic character of the building has been well preserved. It is recommended that replacing the asphalt roof shingles with cedar would enhance this historic character.

1605 BLAIR ROAD  built 1908

Architectural Significance: Medium
This is a small 1&1/2 storey red brick residence with front gable and wrap-around porch and an attractive gingerbread in the gable. The property was part of McNally's mill lands.

Architectural Integrity: Medium
Various changes have been made, including the installation of a picture window at ground floor level and partial closing in of a front window on the second. It is recommended that the porch be painted in a period colour and a period style handrail be installed. This would add a needed decorative touch.

1627 BLAIR ROAD  built 1871

Architectural Significance: Medium
This quite old 1&1/2 storey row house has pleasing proportions. The original finishes would have been either plaster or painted wood clapboard with a cedar shingle roof. The building was recently clad in vinyl siding. Joseph Hilborn owned the house, 1915-42.

Architectural Integrity: Low
The row house has lost much of its historic character, primarily because of the light blue vinyl siding. Restoring and replacing the original wall finish and re-shingling the roof in cedar shingle would greatly enhance the historic appearance of this building.

1645 BLAIR ROAD  built 1910

Architectural Significance: Medium
This is a small but charming Ontario Cottage style residence with a hipped roof, centre door and double hung-windows on the principle elevations. There is a small decorative porch on the front.

Architectural Integrity: High
The building has been nicely conserved with many of its original features. It is encouraged that a cedar shingle roof be installed.
1660 BLAIR ROAD  built c1856

Architectural Significance: Medium
This small barn on the Miller Store property has been converted to a retail business. It is important as representing the type of small outbuilding found on most village properties in earlier times.

Architectural Integrity: Medium
The basic shape and barn character has been well maintained although window and door changes have been made. This is an example of successful adaptive re-use of a historic building.

1680 BLAIR ROAD  built 1884

Architectural Significance: Medium
This is a 1 & 1/2 storey Ontario Gothic style buff brick residence on land severed off the William Tilt property by George Tilt for his sister Ellen Little. There are a number of very well designed recent additions. The landscaping beautifully frames the building.

Architectural Integrity: High
This is a good example of a blend of old and new building.

23 MEADOWCREEK LANE  built c1913

Architectural Significance: Medium
This is a charming small 1&1/2 storey vernacular cottage with a full-width front verandah, central doorway and flanking 6/6 sash windows. It is well situated in the centre of a large treeed lot, once part of a farm on Old Mill Road which belonged to the Clemens family. The lot was bought by John Kenyon in 1913.

Architectural Integrity: Medium
This is a well conserved historic house. Consideration should be given when re-roofing to using cedar shingles and to re-siding with painted wood clapboard.
3. HISTORIC LANDSCAPES

The historic landscape quality of the Blair area is essentially informal and natural. It is a subtle blending of natural landscapes - river, creeks, wetlands and forests - and early man-made landscapes of utilitarian purpose - mill ponds and races and roadside trees and hedges. They are frequently indivisible, as former man-made landforms gently return to forest and roadside hedgerows regenerate with native plants. With the exception of the Langdon Hall estate, formal historic landscapes are limited to formal layouts for orchards and the occasional specimen tree in the cemetery or a front garden. To sustain the historic landscape ambiance of Blair, therefore, is to nurture a naturalized and informal appearance.

Representative Sites

#1 Grand River Corridor
Designated a Canadian Heritage River in 1994, the Grand River is a historic landscape of panoramic scale, with an extensive bottomland of cattails, sedges and grasses enclosed by willow, ash, red maple, cedar and basswood.

#2 Old Mill Road
Beginning as a wagon track in 1800, Old Mill Road continues to be a country road enclosed by an abundant hedgerow mainly of lilac, buckthorn and rose, with a mature sugar maple, ash and beech tree canopy.

#3 Sheave Tower Pond
The Sheave Tower mill pond is a bio-diverse landscape dominated by wetland meadows (formerly the mill pond) of aster, cattails, sedges, goldenrod and grasses, edged by stands of ash, slippery elm, red maple, cedar and basswood. Blair Creek tumbles over a falls at the Sheave Tower.

#4 Carlisle Mill Pond and Race
Constructed in 1846 on Bowman Creek, Carlisle Mill Pond and Race form an extensive historic landscape now used as an Outdoor Education Centre by the Waterloo County Board of Education. The race is approximately 800 metres long from dam to mill. The landscape is distinguished by dramatic changes of elevation allowing for a wide bio-diversity from upland maples, beech and black cherry through to moist bottom land poplar, aspen, black willow, cedar and ash. The stream is clear, cold and swift running.

#5 Cemetery Lane
Shown as Ashton Street in the Allan & Geddes Survey of 1857 and probably in place circa 1820, this narrow steeply inclined and bermed lane is edged with black locust with an understorey of lilac, ash and buckthorn. A pioneer regeneration of hack berry, sumac and Bramble is also prevalent.

#6 Durham Mill Pond
Constructed circa 1830 by Henry Bechtel for water power from Bechtel Creek for the Durham Mill on Blair Road, the pond is approximately four acres in area. The
Mill burned down in 1955, but the pond has been restored and maintained as a focal point in a residential estate. There is a significant amount of native vegetation and regeneration enclosing the pond, including dogwood, alder and sumac.

#7 Bechtel Tannery Pond
Constructed circa 1830 to derive power from the Bechtel Creek, the pond is approximately two acres in area. The race was rebuilt as a decorative feature by the Kirkwood family, who converted the tannery building to a residence, circa 1922. A rich riparian vegetation edge with a mix of tree species encloses the pond.

#8 Langdon Hall
The estate of Langdon Hall was laid out in 1898 in the Classical Revival style and comprises an entrance driveway winding through woods to an open meadow fronting the Hall. To the rear are formal pleasure gardens with a fenced kitchen garden to the south and an extensive conifer plantation beyond. Tree-lined grand allees and lanes traverse the estate. Of particular significance are the ancient poplars along the east Grand Allee. The forest is a unique mix of Carolinian deciduous species, notably the tulip and cucumber trees and sassafras.

#9 Cedarbrook Farm
The landscape of Cedarbrook, established in 1832, is a formal grassed open space set within a mature plantation of spruce, giving way to a regenerated understory of hack berry, ash, maple and beech and edging onto the bottom lands of Blair Creek.

#10 Glaser Farmstead
The property at 28 Meadow Creek Lane represents a small farm holding of the type that was common in the village in the 1800s. Against the backdrop of thick woods along Blair Creek to the north, there is a large house framed by mature trees, a paddock, the remnants of an old orchard and a small circa 1860 barn, all enclosed by old wire fencing and lilac hedgerows.

#11 Cemetery
The cemetery is included as an historic landscape both for its great age (192 years) and the ancient Camperdown elm in the centre, distinguished by the horizontal, twisting and pendulous shape of its branches.

#12 Langdon Drive
Langdon Drive, established prior to 1830, represents a wide variety of landscapes ranging from moist bottom lands with cedar thickets (to the south) to more fertile, drier land to the north dominated by red oak, white pine, sugar maple and beech. The hedgerows that edge the drive are naturally regenerating with an abundant seedling understory.
4. HISTORIC LANES & ROADS

The first imprint on the Blair area was made in the Aboriginal Period. When the First Nations peoples travelled up the Grand River watershed, the river itself was their main highway. Where needed, trails were cut through the forest, and it was an Indian trail east of the Grand that early European settlers followed on the last leg of their long trek from Pennsylvania. In fact, Indian trails formed part of their route once they left the settled areas of their former homeland. (18)

The pattern of permanent roads in the Blair area established in the Early Mennonite period had its starting point at the spot which came to be known as Betzner's ford. When the earliest settlers arrived opposite their chosen lots on the west side of the Grand, the challenge was to locate a crossing for their heavily loaded wagons. (19) Based on informed conjecture, it seems likely that the first ford was located where the present concrete bridge crosses the Grand River at the foot of Fountain Street. (20) Samuel Betzner Jr., the first of the Mennonites to take up land in the Blair area, turned south after crossing the river and then west into his farmstead on Beasley's Old Survey Lots 4 and 5. That track was the beginning of Blair's first roads - what are now Blair Road to the south and Old Mill Road to the west.

Joseph Wismer, like Samuel Betzner Jr., arrived in 1800. He had chosen Lot No. 10, to the north of Betzner's ford, and the wagon track the Wismers made to reach their land became Morningside Drive. When the Bechtel family arrived a few years later, they extended the track from the ford in the other direction - further south, beyond the Betzner farm, to reach Lot No. 3.

The pattern of traffic changed when a bridge was built across the Grand River south of the ford, circa 1835 - wagons came across in the middle of the village rather than at the north end. Bechtels' farm track now became a public road and by the 1840s it had been extended past the Bechtel farm, to the south towards Galt. The Bechtels also owned land in North Dumfries - the wagon track to their land holdings there became the route of the present Langdon Drive.

A creek flowed through the Bechtel farm to the river, fed by springs far to the west. The water power generated when this creek was dammed permitted the building of the Durham Flour Mill on Blair Road, and also a tannery to the west, both circa 1830. In
order to reach the tannery, another farm track was created over Bechtel land and this eventually became Fallbrook Lane. The creek which ran through the lands purchased by Samuel Betzner Jr., known later as Bowman Creek, was of equal importance. It too was dammed and the water power put to use, in this case to run the settlement's first sawmill, and later the Carlisle Mill, on Old Mill Road, both built by the Bowman family.

When Preston, Hespeler and Galt amalgamated to become the City of Cambridge in 1973, the present names were given to Blair's streets. In addition to the roads described above, long-term residents remember foot paths on private property that were used as "short-cuts" from one street to another. Many of these have disappeared as house lots became more formalized.

The most recent trail is the Grand River Trail, established in 1982 on the former Grand Trunk Rail line of 1873-74. Used for recreational hiking, it follows the south side of the Grand River affording fine vistas across the countryside.

Representative Sites

#1 Wagon Trail
The route which the early Mennonite settlers followed from Niagara to the Blair area brought them first to a fording place on the Speed River near the future site of Erb's Mill. From here they traversed the river flats to the Betzner ford.

#2 Betzner Ford
The Betzner ford is considered the first crossing place over the Grand River in the future Waterloo Township and is referred to in early Township by-laws. Before the construction of the covered bridge, circa 1835, this ford allowed the settlers access to their lands on the west side of the Grand.

#3 Blair Road
Blair Road began as a wagon track leading southeast from the ford to the Bechtel farmstead. It was recorded as an existing traveled road by surveyors in a report of 1816 when they traversed the northern boundary of North Dumfries (21), and circa 1840 it was extended through the Bechtel farm towards Galt. The course of the road was altered somewhat when it was rebuilt in 1963 further from the river and covering the railbed in the area south of the village.

#4 Old Mill Road
Beginning as a wagon track into Sam Betzner Jr.'s land holdings, it was continued further west when Rev. Joseph Bowman acquired Lot 6, later splitting into two forks, one curving south as the road to West Dumfries and the other west as the Dickie Settlement Road to New Dundee. Old Mill became a public road in the 1830s and is recorded in land transfers after 1846 as the road from Blair to the Carlisle Mill. With the advent of Highway 401, access from Old Mill to New
Dundee was cut off and Dickie Settlement Road was extended north to intersect Fountain Street.

#5 Morningside Drive
The track leading north from the ford to Wismers' farm was known as Mill Street or the road to Ferrie's Mill (Doon). When Highway 401 was put through in 1961, this road, like Old Mill Road, was cut off and became a dead end.

#6 Langdon Drive,
Langdon Drive began as a farm lane heading south through the Bechtel farm to the family's land holdings in the Township of North Dumfries. It eventually connected with other primitive roads and became a public road under the Township of Waterloo in the 1830s.

#7 Fallbrook Lane
Access to Bechtels' tannery was by a track leading off the farm road (Langdon Drive) to their land in North Dumfries. Over time, this track was extended and then turned back towards the river to meet the earthworks of the mill dam on Blair Road. Many years later, the tannery was converted to a residence and Fallbrook Lane connected with Blair Road.

#8 Meadow Creek Lane
Meadowcreek Lane runs west from Blair Road at the north end of the village and then turns south. It is a later addition to the streets of Blair, appearing as Craig Street on the Allan and Geddes Survey of 1857 (former Benjamin B. Bowman farm). It is thought to have been in place by 1862 as a narrow gravel road. When the new school (present Blair Outdoor Education Centre) was built in 1959, Meadow Creek was extended further south across Old Mill Road.

#9 Ashton Street or Cemetery Lane
It is not known when this lane from Old Mill Road south to Blair Cemetery came into use. When the Allan and Geddes Survey was laid out in 1857, Ashton Street followed its course; the northern section of Ashton Street was never put through. In 1930, the Cemetery Board created a ceremonial entrance to the cemetery by erecting stone pillars and an ornamental archway at the Old Mill end of the lane. Frost undermined the structure, and at some point the arch was removed and the pillars reduced to their present form. The lane was paved recently.

#10 Grand Trunk Railway
The prepared right of way for the rail line was turned over to the GTR by Conveyance Deed No. 5812 from the Town of Galt, registered in 1874. Although rail traffic through the village ceased many years ago, the railbed remained and in the 1980s the City of Cambridge made it into a hiking trail.
NOTES

The Robert Leggett Collection, held in the City of Cambridge Archives, was used as the basic source of information for this study. All land transfers referred to are documented by copies of Memorials and Deeds which form part of the Collection.


5. Breithaupt, p. 221.


8. Bricker, p. 81.


Preliminary Design Drawings - Traffic Calming Options

25m LANE NARROWING
(3.25m LANES WITH MOUNTABLE CURB AND GUTTER)
REDUCED RADIUS (6.0m)

Removed mountable curb and gutter from design
Preliminary Design Drawings - Traffic Calming Options (Contd.)
Removed mountable curb and gutter from design
Typical Speed Cushion Design