

REGION OF WATERLOO

# CULTURAL HERITAGE EVALUATION REPORT

1 WELLINGTON STREET

JUNE 23, 2020

FINAL





CULTURAL HERITAGE  
EVALUATION REPORT  
1 WELLINGTON STREET  
REGION OF WATERLOO

FINAL

PROJECT NO.: 161-07859-01.

DATE: JUNE 23, 2020

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# EXECUTIVE SUMMARY

WSP Canada Inc. was retained by the Region of Waterloo to complete a Cultural Heritage Evaluation Report for 1 Wellington Street in the City of Cambridge as part of the Transit Project Assessment (TPA) Process for Stage 2 of the proposed Cambridge Stage 2 ION Light Rail Transit (LRT).

The property at 1 Wellington Street two-storey brick commercial building with Italianate influences constructed between 1892 and 1904 in the City of Cambridge, Region of Waterloo. The structure on the subject property will be impacted by the proposed LRT infrastructure.

This report has been completed in partial fulfillment of the cultural heritage requirements of the Ministry of Heritage, Sport, Tourism and Culture Industries and the Ministry of the Environment, Conservation and Parks (MECP) under the TPA Process as defined in Ontario Regulation 231/08 Transit Projects and Metrolinx Undertakings (O. Reg. 231/08) under the *Environmental Assessment Act*. According to the TPA Process, an objection can be submitted to the MECP about a matter of provincial importance that relates to the natural environment or has cultural heritage value or interest. The MECP requires transit projects to make reasonable efforts to avoid, prevent, mitigate or protect matters of provincial importance.

The property located at 1 Wellington Street was identified in the Cultural Heritage Existing Conditions and Preliminary Impact Assessment Report: Stage 2 ION LRT from Kitchener to Cambridge (WSP, 2020) as being a directly impacted potential cultural heritage property. The Cultural Heritage Report was completed as part of the TPA Process for Stage 2 of the proposed rapid transit system.

The primary purpose of this report is to evaluate the property using Ontario Regulation 9/06 (O. Reg. 9/06) to determine if the property retains cultural heritage value or interest. Based on the results of research, site investigation, and application of the criteria in O. Reg. 9/06 it was determined that the property located at 1 Wellington Street has cultural heritage value or interest. As such, a Heritage Impact Assessment is recommended.

The completion of this report has resulted in the following recommendations:

- 1 The subject property at 1 Wellington Street was determined to have cultural heritage value or interest. Therefore, a Heritage Impact Assessment is required for this resource to identify appropriate mitigation measures.**





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# 1 INTRODUCTION

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## 1.1 OBJECTIVES

WSP Canada Inc. (WSP) was retained to complete a Cultural Heritage Evaluation Report (CHER) as part of the Transit Project Assessment (TPA) Process for Stage 2 of the proposed Cambridge Stage 2 ION Light Rail Transit (LRT) system to determine the cultural heritage value of the property at 1 Wellington Street in the City of Cambridge (Figure 1).

The purpose of this report is to fulfil the cultural heritage requirements of the Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI) and the Ministry of the Environment, Conservation and Parks (MECP) under the TPA Process as defined in Ontario Regulation 231/08 Transit Projects and Metrolinx Undertakings (O. Reg. 231/08) under the *Environmental Assessment Act* (EAA). Under the TPA Process, an objection can be submitted to the MECP about a matter of provincial importance that relates to the natural environment or has cultural heritage value or interest (CHVI). The MECP requires transit projects to make reasonable efforts to avoid, prevent, mitigate or protect matters of provincial importance.

The property located at 1 Wellington Street was identified in the Cultural Heritage Existing Conditions and Preliminary Impact Assessment Report: Stage 2 ION LRT from Kitchener to Cambridge (Cultural Heritage Report) (WSP, 2020) as being a directly impacted potential cultural heritage property. The Cultural Heritage Report was completed as part of the TPA Process for Stage 2 of the proposed rapid transit system.

The purpose of this report is to evaluate the property using Ontario Regulation 9/06 (O. Reg. 9/06) and evaluation criteria outlined by the City of Cambridge to determine if the property retains cultural heritage value or interest.

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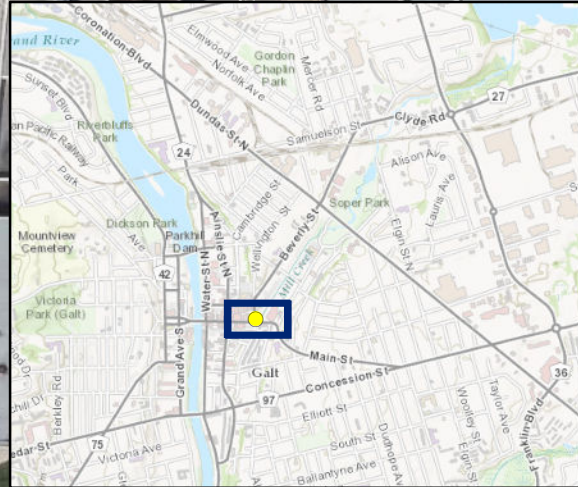
## 1.2 PROJECT DESCRIPTION

WSP was retained by the Region of Waterloo to conduct a Cultural Heritage Existing Conditions and Preliminary Impact Assessment as part of the TPA Process for Stage 2 of the proposed Cambridge Stage 2 ION LRT. The study area consists of the proposed preferred route for the Stage 2 ION LRT that falls within the municipal boundaries of the City of Kitchener and the City of Cambridge (Figure 1).

The Cultural Heritage Report was completed as a component of the Environmental Project Report (EPR) in support of the TPA Process, specifically addressing the cultural heritage component of the EPR. This CHER has been completed based on the recommendations of the Cultural Heritage Report and to fulfill the requirements of MHSTCI 2019 TPA Process Draft Guidance.

Stage 1 of the rapid transit project in the Region of Waterloo consisted of the completion of LRT infrastructure between Conestoga Mall in the City of Waterloo and Fairview Park Mall in the City of Kitchener (19 km), as well as bus rapid transit (BRT) between Fairview Park Mall in the City of Kitchener and Ainslie Street Terminal in the City of Cambridge (17 km). The TPA Process for Stage 1 was completed in 2012 and BRT service opened in late 2015. The LRT opened in June of 2019.

Stage 2 of the rapid transit project will consist of the replacement of the current BRT with LRT along a modified route alignment. Once finished, passengers will have the ability to travel between the Cities of Waterloo, Kitchener and Cambridge's urban centres.



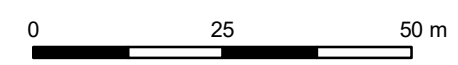
**LEGEND**

- Study Area
- Watercourse

TITLE:  
**FIGURE 1: PROJECT LOCATION**

PROJECT:  
**1 WELLINGTON STREET CHER**

SCALE: 1:1,000  
PROJECT NO: 161-07859-01  
DATE: MARCH 2020  
DRAWN BY: AST  
CLIENT: REGIONAL MUNICIPALITY OF WATERLOO  
CREDITS:



LAND INFORMATION ONTARIO

# 2 LEGISLATION AND POLICY CONTEXT

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## 2.1 PROVINCIAL AND MUNICIPAL CONTEXT AND POLICIES

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### 2.1.1 ENVIRONMENTAL ASSESSMENT ACT AND THE TRANSIT PROJECT ASSESSMENT PROCESS

The purpose of the EAA is “the betterment of the people of the whole or any part of Ontario by providing for the protection, conservation and wise management, in Ontario, of the environment” (EAA 2009, Part I-Section 2). The EAA defines environment broadly to include built environment and cultural environment. The EAA outlines a planning and decision-making process to ensure that potential environmental effects are considered before a project begins. The EAA applies to provincial ministries and agencies, municipalities, and other public bodies. Certain “classes” of projects can follow streamlined EA processes, such as the TPA Process, as defined in O. Reg. 231/08 under the EAA.

The TPA Process is a focused impact assessment process that includes consultation and engagement, an assessment of potential positive and negative effects, a recommendation of measures to mitigate negative effects, and documentation of the process. The proponent must complete the prescribed steps of the TPA Process within a pre-determined time limit.

Transit projects, including the construction of new stations and facilities as well as widening or expansion of linear components of the transit system, can directly or indirectly affect cultural heritage resources. The TPA Process identifies CHVI as a matter of provincial importance and ensures that steps must be taken to consider the effects to these resources. As such, part of the TPA Process is to identify and assess impacts to cultural heritage resources and provide mitigation recommendations.

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### 2.1.2 GUIDE TO ENVIRONMENTAL ASSESSMENT REQUIREMENTS FOR TRANSIT PROJECTS

The MECP’s *Guide to Environmental Assessment Requirements for Transit Projects* (Transit Guide) provides direction to proponents on how to meet the requirements of O. Reg 231/08. The Transit Guide encourages proponents to obtain information and input from appropriate government agency technical representatives before starting the TPA Process to assist in meeting the timelines specified in the regulation, including the submission of a draft EPR for review and comment prior to issuing a Notice of Commencement.

Among the pre-planning activities outlined in Section 4.1 of the Transit Guide, a proponent is advised to conduct studies to:

- identify existing baseline environmental conditions;
  - identify project-specific location or alignment (including construction staging, land requirements); and,
  - identify expected environmental impacts and proposed measures to mitigate potential negative impacts.
- 

### 2.1.3 ONTARIO HERITAGE ACT (2005)

The *Ontario Heritage Act* (OHA) gives municipalities and the provincial government powers to conserve Ontario’s cultural heritage, with a focus on protecting heritage properties and archaeological sites. The OHA grants the authority to municipalities and to the province to identify and designate properties of

CHVI, provide standards and guidelines for the preservation of heritage properties, and enhance protection of heritage conservation districts, marine heritage sites and archaeological resources.

The protection of heritage properties is achieved through designation, using Sections 33, 34 and 42 of the OHA that prohibit the owner of the property from altering, demolishing or removing a building or structure on the property unless an application to the council of the municipality is filed and written consent received to proceed with the alteration, demolition or removal. Properties can be designated individually (Part IV of the OHA) or as part of a larger group of properties, known as a Heritage Conservation District (HCD) (Part V of the OHA).

The OHA recommends municipalities maintain a Heritage Register with both designated properties and properties that have potential CHVI.

In the Region of Waterloo, Listed properties are those for which the Municipal Council has adopted a resolution for inclusion on the Register as a non-designated property. This makes Listed properties subject to Section 27 of the OHA. An owner of a Listed heritage property must provide the municipality with 60 days' notice of their intention to demolish buildings on the property.

Pursuant to the OHA, the Ontario Heritage Trust (OHT) was established as a trustee and steward of heritage resources in Ontario and has a broad, province-wide mandate to identify, protect, promote and conserve Ontario's heritage in all its forms. In this capacity, it is empowered to conserve provincially significant cultural and natural heritage, to interpret Ontario's history, to educate Ontarians of its importance in our society, and to celebrate the province's diversity.

The MHSTCI is charged under Section 2 of the OHA with the responsibility to determine policies, priorities and programs for the conservation, protection and preservation of the cultural heritage of Ontario and has published guidelines to assist in assessing cultural heritage resources as part of an environmental assessment. The following guidelines have informed the preparation of this Report:

- Guideline for Preparing the Cultural Heritage Resource Component of Environmental Assessments (1992)
- Guidelines on the Man-Made Heritage Component of Environmental Assessments (1981)
- The Ontario Heritage Toolkit (2006)
- MHSTCI Standards & Guidelines for Conservation of Provincial Heritage Properties (2010)
- Environmental Guide for Built Heritage and Cultural Heritage Landscapes (2007)

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#### 2.1.4 ONTARIO REGULATION 9/06

O. Reg. 9/06 outlines the criteria for determining CHVI under the OHA. This regulation was created to ensure a consistent approach to the designation of heritage properties under Ontario under the act. All designations under the OHA after 2006 must meet the minimum criteria outlined in the regulation.

A property may be designated under section 29 of the *Ontario Heritage Act* if it meets one or more of the following criteria for determining whether it is of cultural heritage value or interest:

1. The property has design value or physical value because it,
  - i is a rare, unique, representative or early example of a style, type, expression, material or construction method,
  - ii displays a high degree of craftsmanship or artistic merit, or
  - iii demonstrates a high degree of technical or scientific achievement.
2. The property has historical value or associative value because it,
  - i has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community,

- ii yields, or has the potential to yield, information that contributes to an understanding of a community or culture, or
  - iii demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.
3. The property has contextual value because it,
- i is important in defining, maintaining or supporting the character of an area,
  - ii is physically, functionally, visually or historically linked to its surroundings, or
  - iii is a landmark.

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### 2.1.5 THE PLANNING ACT AND PROVINCIAL POLICY STATEMENT

Additionally, the *Planning Act* (1990) and related *Provincial Policy Statement* (PPS) (2020) provide guidance for the assessment and evaluation of potential cultural heritage resources. Subsection 2.6 of the PPS, Cultural Heritage and Archaeological Resources, states that:

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

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### 2.1.6 MUNICIPAL OFFICIAL PLAN POLICIES

The Region of Waterloo’s *Official Plan* (2015), as approved with modifications by the Ontario Municipal Board on June 18, 2015, contains policies that support a regional transit system in Chapter 5, including policy 5.A.6 that states, “The Regional transit system will be improved on an on-going basis through the addition of rapid transit service and the preparation and implementation of the Transit Business Plan.” The Region of Waterloo’s *Official Plan* also contains policies that support the retention of significant cultural heritage resources such as policy 3.G.1 that states, “The Region and Area Municipalities will ensure that cultural heritage resources are conserved using the provisions of the Heritage Act, the Planning Act, the Environmental Assessment Act, the Cemeteries Act and the Municipal Act.”

The City of Kitchener’s *Official Plan: A Complete & Healthy Kitchener* (2014) is similarly supportive of rapid transit initiatives with policies such as policy 13.C.3.4 that states, “The City will work with the Region to support the planning and implementation of rapid transit service within the City along the established rapid transit route and at planned rapid transit station stops, as well as existing and future Express Bus and Local Bus networks.” Relevant cultural heritage policies include:

- 12.1.1. “To conserve the city’s cultural heritage resources through their identification, protection, use and/or management in such a way that their heritage values, attributes and integrity are retained.”
- 12.1.2. “To ensure that all development or redevelopment and site alteration is sensitive to and respects cultural heritage resources and that cultural heritage resources are conserved.”

Objective 2.2. j) of the City of Cambridge’s *Official Plan* (2018) encourages “the development of a range of existing and proposed corridors in this Plan to serve as key transportation linkages with areas both within and outside the city...One of the corridors will delineate the general alignment of the rapid transit system linking Cambridge with Kitchener and Waterloo...Stage 2 provides the opportunity for the BRT technology to be converted to light rapid transit (LRT) technology when funding is available and/or when warranted by ridership.” Policies encouraging the retention of cultural heritage resources are included in Chapter 4 including policy that the probable impact of road improvement and other public works projects on-site and abutting cultural heritage resources should be mitigated. Additionally, Policy 4.4.1 a) identifies criteria unique to the City of Cambridge for identifying CHVI of a property:

- a) A property shall be considered to have cultural heritage value or interest if the property has been designated by the Province to be of architectural or historical significance pursuant to the Ontario Heritage Act or, in the opinion of the City, satisfies at least two of the following criteria:
- i. it dates from an early period in the development of the city's communities;
  - ii. it is a representative example of the work of an outstanding local, national or international architect, engineer, builder, designer, landscape architect, interior designer, sculptor, or other artisan and is well preserved or may be rehabilitated;
  - iii. it is associated with a person who is recognized as having made an important contribution to the city's social, cultural, political, economic, technological or physical development or as having materially influenced the course of local, regional, provincial, national or international history;
  - iv. it is directly associated with an historic event which is recognized as having local, regional, provincial, national or international importance;
  - v. it is a representative example and illustration of the city's social, cultural, political, economic or technological development history;
  - vi. it is a representative example of a method of construction now rarely used;
  - vii. it is a representative example of its architectural style or period of building;
  - viii. it is a representative example of architectural design;
  - ix. it terminates a view or otherwise makes an important contribution to the urban composition or streetscape of which it forms a part;
  - x. it is generally recognized as an important landmark;
  - xi. it is a representative example of outstanding interior design; or
  - xii. it is an example of a rare or otherwise important feature of good urban design or streetscaping.

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### ***2.1.7 GRAND RIVER – CANADIAN HERITAGE RIVERS SYSTEM***

The Grand River and its major tributaries – the Conestogo, Eramosa, Nith and Speed rivers – were designated as a Canadian Heritage River under the Canadian Heritage Rivers System in 1994. The Canadian Heritage Rivers System is Canada's national river conservation program. It provides national recognition of outstanding Canadian rivers and encourages long term maintenance of these resources to conserve and protect their natural, cultural and recreational value. The designation itself does not impart any restrictions on use of the rivers but relies on existing by-laws, regulations and conservation authorities for conservation.

The Grand River watershed is protected by the Grand River Conservation Authority (GRCA) across 39 municipalities. The GRCA's mandate is to provide flood control, protect environmentally important areas, provide recreational opportunities and promote environmental stewardship.

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## **2.2 METHODOLOGY**

The recommendations of this CHER are based on an understanding of the physical values of the property, a documentation of its history through research, an analysis of its social and physical context, comparisons with similar properties and mapping.

This CHER is guided by key documents such as the Ontario Heritage Toolkit (MHSTCI, 2006) and the Guidelines for Preparing the Cultural Heritage Resource Component of Environmental Assessments (MHSTCI, 1992).

A CHER examines a property in its entirety, including its relationship to its surroundings, as well as its individual elements – engineering works, landscape etc. This report will include:

- A summary of the history of the immediate context informed by a review of archival sources and historical maps;
- A summary of the land-use history of the property including key transfers of land and milestones informed by Land Registry records and additional archival research into prominent owners of tenants such as tax assessments or City Directories;
- Thorough photographic documentation of the subject property and context;
- A written description of the existing conditions and immediate context;
- A discussion of consultation with local communities;
- A comparative analysis, using buildings of a similar age, style, typology, context and history to inform the evaluation of CHVI;
- An evaluation of whether the property satisfies criteria under O. Reg. 9/06;
- Discussion of the integrity of the property; and
- A draft statement of CHVI if appropriate.

## 2.3 CONSULTATION

The Region of Waterloo and the City of Cambridge was consulted as a part of this project for information regarding potential cultural heritage resources. Details regarding the scope and timing of this consultation have been provided in Table 1.

**Table 1 – Consultation Record**

CONTACT	CONTACT DETAILS	RESPONSE RECEIVED	RESPONSE
Shannon Noonan City of Cambridge NoonanS@cambridge.ca	By email on March 9, 2020	By email on April 24, 2020.	Shannon provided some research and contemporary photographs.
Bridget Coady Region of Waterloo BCoady@regionofwaterloo.ca	By email on March 9, 2020	By email on March 19, 2020.	No information available for 1 Wellington Street.

### 2.3.1 STAGE 2 ION PUBLIC CONSULTATION CENTRES

Public Consultation Centres (PCCs) for Stage 2 ION are being held throughout the preliminary stages of the project. PCCs often consist of multiple meetings and are used to present details about the project to the public and facilitate conversation, answer inquiries, and record suggestions the public may have about the project. PCC No. 1 was undertaken in November 2015 and included more than 100 community members who took part in two events providing their input on the alternative routes for this network.

PCC No. 2 was held between February – March 2017 and consisted of more than 350 residents attending three events to provide feedback on the preliminary preferred route. Many comments were received from the public at these events, including several suggested alternative routes.

PCC No. 3 was held from November 2017 – January 2018 at which time the Region presented localized route alternatives and refinements to the preliminary preferred route and a methodology for evaluating the routes. PCC No. 4 presented the evaluation results of the new localized route alternatives and refinements and the resulting Project Team Preliminary Proposed Route.

In June 2018, Region of Waterloo Council endorsed the Project Team Preliminary Proposed Route (Preferred Route) for the Stage 2 ION project, subject to further evaluation of the portion of the route between Shantz Hill Road and Eagle Street North at William Street. The Region has further considered local route and station location options between Hamilton Street and the Eagle Street Canadian Pacific Rail crossing. The evaluated refinements were presented to the public at PCC No. 4b in March 2019 along with the evaluation results, and the Project Team Preferred Refinement based on these results.

# 3 HISTORICAL CONTEXT

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## 3.1 LOCAL CONTEXT AND SETTLEMENT HISTORY

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### 3.1.1 *PHYSIOGRAPHIC CONTEXT*

The study area is in the Waterloo Hill physiographic region which is located within the centre of the Grand River Watershed. It occupies approximately 192,000 acres predominantly across the Region of Waterloo and extends into both Brant and Perth counties. The surface of this region is composed primarily of sandy hills and kames. The sandy soils of these hills and kames provide areas of good drainage and consist of grey-brown podzolic sands (Chapman and Putnam, 1984). The study area contains the Grand River, Speed River and Mill Creek of the Grand River Watershed. The Grand River is one of the oldest in Ontario; the present river and its valley began with the retreat of the Wisconsin ice approximately 12,000 before present (BP) (Heritage Resources Centre, 1989: 8). In the central basin which encompasses the study area, hummocky interlobate and recessional or retreat moraines provide evidence of the effects of ancient ice advance and retreat (Heritage Resources Centre, 1989: 8).

The study area lies in the Mixed-wood Plains Ecozone, within the Lake Simcoe-Rideau Ecoregion (Ecoregion 6E). Lake Simcoe-Ecoregion encompasses 6.4% of Ontario (6, 311, 957 ha) of Ontario. The climate is mild and moist, with a mean annual temperature range of 4.9 to 7.8 degrees Celsius. The land cover is/was predominantly cropland, pasture and abandoned fields. Forested areas include deciduous, coniferous and mixed forest types (Crins et al., 2009).

The study area is also within the Great Lakes-St. Lawrence Forest Region. The deciduous trees characterizing this region include sugar maple, beech, red maple, yellow birch, basswood, white ash, large-toothed aspen, red and burr oak, white eastern hemlock, eastern white pine, white spruce and balsam fir are among the coniferous species (Rowe, 1972).

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## 3.2 EURO-CANADIAN CONTEXT

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### 3.2.1 *WATERLOO COUNTY*

In 1788 the Province of Quebec created the first districts to serve administrative needs at the local level – Hesse, Nassau, Mecklenburg and Lunenburg. The study area was in the Nassau District that included as far south as the current Fort Erie and Thunder Bay to the north. After the creation of Upper Canada in 1791, The Nassau District was renamed the Home District. By way of an Act of Parliament in 1798 the Home and Western Districts were realigned with a portion of these districts becoming London and Niagara Districts. The study area remained part of the Home District.

At the turn of the nineteenth century, Crown Land was granted to arriving settlers on conditions, such as the requirement to clear at least 2.02 ha of their lot and the adjacent road allowance as well as to build a house and shingle it within 18 months.

In 1816 the Home District was divided and the majority of what would become Waterloo County was reorganized into the Gore District (Pope, 1877:76). The first settlers of the Gore District were almost exclusively United Empire Loyalists (Pope, 1877: 76). Initially Halton County included the Townships of Beverley, Dumfries, Esquesing, Flamboro West and Flamboro East, Nassagaweya, Nelson and Trafalgar

(Pope, 1877:76) and was expanded to include the townships of Guelph, Puslinch, Nassagaweya, Esquesing, Eramosa, Erin and Garafraxa in 1822 (Cumming, 1971:2).

The District of Wellington was created in 1837/1838 and included the counties of Wellington, Waterloo, Grey and parts of Dufferin County (Archives of Ontario, 2011; Wellington County, n.d.). The United Counties of Waterloo, Wellington and Grey was formed in 1852, but only two years later Wellington County became its own entity and consisted of the Townships and Towns of Amarantha, Arthur, Eramosa, Erin, Guelph, Garafraxa, Maryborough, Nichol, Peel, Pilkington, and Puslinch (Wellington County, n.d.).

On February 1841 Wellington District became part of Canada West in the new United Province of Ontario. Only eight years later in 1849, the District system was eliminated. Wellington District was divided into Grey, Wellington, Perth and Waterloo Counties. Waterloo County included the Townships of Waterloo, Woolwich, Wilmot, Wellesley and North Dumfries. Waterloo County was dissolved in 1973 and replaced with the Region of Waterloo.

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### 3.2.2 TOWNSHIP OF NORTH DUMFRIES

Originally united and known simply as Dumfries, the township was split between Waterloo County and Brant County when the District system was eliminated in 1849 creating North and South Dumfries.

European settlement began in North Dumfries with Joseph Brant's sale of Block 1 of the Haldimand Tract to Philip Stedman on February 5, 1798. Stedman died shortly after and the land passed to his sister, Mrs. John Sparkman who sold it to Thomas Clarke of Stamford, Lincoln County. On July 3, 1816 Clarke sold Block 1 to William Dickson who named the area the Township of Dumfries (Smith, 1846:48)

At Dickson's request the Deputy Provincial Surveyor Adrian Marlett divided the township into lots. Absalom Shade arrived in 1816 and established a grist mill at the intersection of Mill Creek and the Grand River which was later to become the Town of Galt. By 1818 the population was 1673, and in the 1820s Dickson invited fellow Scotsmen to purchase land. Early Scottish families included the surnames Webster, Rankin, Wyllie and Dalgleish (Janusas, 1988a:31).

The larger settlement areas in the Township were the Towns of Ayr and Galt, and the smaller communities included the towns of Nithvale, Jedburgh, Wrigley's Corners, Branchton, Clyde, Riverview, Greenfield (formerly Greenfield Mills), Reidsville, Black Horse Corners, Roseville, Whistlebare and Orr's Lake (Janusas, 1988a:31).

The Town of Galt was amalgamated to form the City of Cambridge in 1973. In 1973, the Township of North Dumfries' current municipal limits were established.

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### 3.2.3 CITY OF CAMBRIDGE

The City of Cambridge was created in 1973 by the amalgamation of the Towns of Preston, Hespeler and Galt. The study area is located in the former Town of Galt.

#### **Galt**

In 1816, William Dickson, a lawyer from Niagara, purchased land along the Grand River from Thomas Clarke, naming the land Settlement of Dumfries after his birthplace in Dumfries, Scotland (Beers & Co., 1883: 433) He then hired Absalom Shade to develop the area, who in turn founded Shade's Mills. Shade and Dickson had met when Dickson was a prisoner of war during the War of 1812. Shade, a carpenter from Upstate New York, helped manage Dickson's escape from the Americans (Beers & Co., 1883: 434).

Absalom Shade repaired and opened the mill in 1816 and the community grew around it, reaching 163 people in 1817. By 1820 there were also three mills, a distillery and a blacksmith shop. The area was named Galt in 1827 after John Galt the Scottish novelist and Commissioner of the Canada Company (Mika & Mika, 1981).

Dickson commissioned John Telfer to recruit settlers from Scotland and the resulting influx in population during the 1830s was substantial. By 1851 the population had reached 2,213 (Janusas, 1988a:135-139). The arrival of the Galt & Guelph Railway in 1855, later taken over by the Great Western Railway brought additional industrial growth. Galt was incorporated as a Town in 1857, and in 1861 had a population of 3041, a population of 4737 in 1875 and a population of 5000 in 1880.

In 1908 a by-law was passed in favor of purchasing power from Ontario Hydro, ending the reliance on water power. This facilitated new roads and precipitated the automobile industry to locate away from railway lines and waterways (Janusas, 1988a:139-141). Galt was incorporated as a city in 1915 with a population of 11,852 (Bray, 2008).

In 1973 the City of Galt and Towns of Preston and Hespeler were amalgamated to form the City of Cambridge. Shortly after amalgamation many of the industrial buildings along the river in the former City of Galt were lost due to remediation efforts that followed the floods of 1974 (Bray, 2008).

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### 3.3 LAND USE HISTORY: 1 WELLINGTON STREET

Euro-canadian land use for 1 Wellington Street, Cambridge, was produced using census returns, land registry records, city directories, assessment and/or collector rolls, historical mapping, and other primary and secondary sources, where available. The following land use history was completed during the COVID-19 pandemic when local area archives were closed to the public. Accordingly, research was limited to online resources. This section has generally been divided into periods of property ownership, separated by significant changes in tenure. The subject property is located within part of Lot 1 East of the Grand River, Concession 11, in the former geographic Township of North Dumfries, now the City of Cambridge.

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#### 3.3.1 INDIGENOUS CONTEXT

Paleoindian period populations were the first to occupy what is now southern Ontario, moving into the region following the retreat of the Laurentide Ice Sheet approximately 11,000 years BP. The first Paleoindian period populations to occupy southern Ontario are referred to by archaeologists as Early Paleoindians (Ellis and Deller, 1990).

Early Paleoindian period groups are identified by their distinctive projectile point morphologies, exhibiting long grooves, or 'flutes', that likely functioned as a hafting mechanism (method of attaching the point to a wooden stick). These Early Paleoindian group projectile morphologies include Gainey (ca. 10,900 BP), Barnes (ca. 10,700), and Crowfield (ca. 10,500) (Ellis and Deller, 1990). By approximately 10,400 BP, Paleoindian projectile points transitioned to various unfluted varieties such as Holcombe (ca. 10,300 BP), Hi Lo (ca. 10,100 BP), and Unstemmed and Stemmed Lanceolate (ca. 10,400 to 9,500 BP). These morphologies were utilized by Late Paleoindian period groups (Ellis and Deller, 1990). Both Early and Late Paleoindian period populations were highly mobile, participating in the hunting of large game animals. Paleoindian period sites often functioned as small campsites where stone tool production and maintenance occurred (Ellis and Deller, 1990).

Climatic warming, approximately 8,000 BP, was accompanied by the arrival of the deciduous forest in southern Ontario. With this shift in flora came new faunal resources, resulting in a change in cultural adaptations in the region. This change is reflected in new tool-kits and associated subsistence strategies referred to archaeologically as the Archaic period. The Archaic period in southern Ontario is divided into three phases: the Early Archaic (ca. 10,000 to 8,000 BP), the Middle Archaic (ca. 8,000 to 4,500 BP), and the Late Archaic (ca. 4,500 to 2,800 BP) (Ellis et al., 1990).

The Archaic period is differentiated from earlier Paleoindian populations by a number of traits such as: 1) an increase in tool stone variation and reliance on local tool stone sources, 2) the emergence of notched and stemmed projectile point morphologies, 3) a reduction in extensively flaked tools, 4) the use of native copper, 5) the use of bone tools for hooks, gorges, and harpoons, 6) an increase in extensive trade

networks, and 7) the production of ground stone tools. Also noted is an increase in the recovery of large woodworking tools such as chisels, adzes (a tool similar to an axe with an arched blade, used for cutting or shaping large pieces of wood), and axes (Ellis et al., 1990). The Archaic period is also marked by population growth. Archaeological evidence suggests that by the end of the Middle Archaic period (ca. 4,500 BP) populations were steadily increasing in size (Ellis et al., 1990). Over the course of the Archaic period, populations began to rely on more localized hunting and gathering territories. By the end of the Archaic period, populations were utilizing more encampments that are seasonal. From spring to fall, the archaeological record shows populations were shifting their settlement patterns on a regular, seasonal basis. From spring to fall, settlements would exploit lakeshore/riverine locations where a broad-based subsistence strategy could be employed, while the late fall and winter months would be spent at interior sites where deer hunting was likely a primary focus with some wild edibles likely being collected (Ellis et al., 1990:114). The steady increase in population size and adoption of a localized seasonal subsistence strategy eventually evolved into what is termed the Woodland period.

The beginning of the Woodland period is identified by archaeologists by the emergence of ceramic technology for the manufacture of pottery. Similar to the Archaic period, the Woodland period is separated into three primary timeframes: the Early Woodland (approximately 2,800 to 2,000 BP), the Middle Woodland (approximately 2,000 to 1,200 BP), and the Late Woodland (approximately 1,200 to 350 BP) (Spence et al., 1990; Fox, 1990).

The Early Woodland period is represented in southern Ontario by two different cultural complexes: the Meadowood Complex (ca. 2,900 to 2,500 BP), and the Middlesex Complex (ca. 2,500 to 2,000 BP). During this period, the life ways of Early Woodland populations differed little from that of the Late Archaic with hunting and gathering representing the primary subsistence strategies. The pottery of this period is characterized by its relatively crude construction and lack of decorations. These early ceramics exhibit cord impressions, likely resulting from the techniques used during manufacture (Spence et al., 1990).

While evidence of both complexes are present, the Meadowood complex is more prominent within Southern Ontario, and consequently within the study area. It is characterised by Meadowood cache blades, Meadowood side notched points, trapezoidal gorgets and a marked preference for Onondaga chert (Spence et al., 1990).

The Middle Woodland period is differentiated from the Early Woodland period by changes in lithic tool morphologies (e.g. projectile points, expedient tools) and the increased elaboration of ceramic vessels (Spence et al., 1990). In southern Ontario, the Middle Woodland is observed in three different cultural complexes: the Point Peninsula Complex to the north and northeast of Lake Ontario, the Couture Complex near Lake St. Clair, and the Saugeen Complex throughout the remainder of southern Ontario. These groups can be identified by their use of either dentate or pseudo scalloped ceramic decorations. It is by the end of the Middle Woodland period that archaeological evidence begins to suggest the rudimentary use of maize (corn) horticulture (Warrick, 2000).

The Saugeen Complex lies in south-central Ontario, but is best known for material culture found along the east shores of Lake Huron. Vinette 2 ceramics are characterized by their thick walls, wide necks, coil construction, poorly defined shoulders and conoidal bases. Typically, the majority of the vessel is decorated with pseudo-scallop stamps or dentate impressions, with the latter occurring more frequently at later dates (Spence et al., 1990).

Early contact with European settlers at the end of the Late Woodland period resulted in an extensive change to the traditional lifestyles of most populations inhabiting southern Ontario. Trade with the Europeans lead to dependency on European goods and incited conflict between the Indigenous communities in southern Ontario (Warrick, 2000). Neutral Territory was situated between the Wendat (Huron) territory to the north, and the League of the Haudenosaunee (Five Nations Iroquois) to the south. Their unfortunate placement between these two territories resulted in their disbandment as a distinct nation when the Haudenosaunee began their campaign against the Wendat from 1649-1650. This disbandment was largely a product of intensification of the fur trade, resource scarcity, and European rivalries that carried out by their Indigenous trade partners.

The League of the Haudenosaunee continued their offensive northward to Anishinabek territory where they were faced with fierce opposition by the Mississauga and their allies (Six Nations of the Grand River, 2015). The Mississauga were able to drive the Haudenosaunee back south of Lake Ontario and inhabited the newly vacant territory including the Grand River area. After the American Revolutionary War, Haudenosaunee loyal to the British Crown lost their homes fighting against the newly established American republic. Land around the Grand River was granted to these loyalists through the Haldimand Treaty of 1784. In 1798 Col. Joseph Brant, acting for the Six Nations, sold 94, 012 acres known as Block No.2 to Richard Beasley, James Wilson, and Jean Baptiste Rosseaux.

Today the study area is located within the traditional territories of the Six Nations (Haudenosaunee), as well as the Mississauga's of the Credit, part of the Anishinaabe peoples, and is within lands included the Crown Grant to the Six Nations. These communities are represented today by Reserve 40, belonging to Six Nations of the Grand River and Reserve 40A, belonging to the Mississaugas of the Credit, both located in Brant County.

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### 3.3.2 1784 – 1811

The Township of Dumfries, in which the Town of Galt is situated, was originally part of the lands granted by the British Crown to the Iroquois or 'Six Nation Indians', properly named Haudenosaunee, after the American Revolutionary War (Young, 1880). After the American Revolution (1775–83), the Haudenosaunee lost much of their ancestral homeland in upper New York, an area now formally recognized as American territory. Mohawk leader Thayendanegea (Joseph Brant), and representatives of the Six Nations Confederacy pressured the Crown to provide them with a land grant in Canada to replace the territory that they had lost as a result of the war. Thayendanegea selected the valley of the Grand in 1784, and the governor of Québec, Frederick Haldimand, agreed to Thayendanegea's request and made arrangements for the land grant (Filice, 2016). Land around the Grand River was granted to these loyalists through the Haldimand Treaty of 1784.

From the start, the Haudenosaunee and the British Crown disagreed over the meaning of the Haldimand Proclamation and who held title to the Haldimand Tract (Filice, 2016). The Crown understood the Haldimand Proclamation as prohibiting the Haudenosaunee from leasing or selling the land to anyone but the Crown. In 1791 surveyor Augustus Jones completed a survey of the Haldimand Tract.

By 1796, the Haudenosaunee began selling and leasing land to settlers, despite the Crown's initial objections. Thayendanegea reached a compromise agreement with Simcoe's successor, Peter Russell, whereby the Haudenosaunee could sell and lease the land, so long as they offered it to the Crown first (Filice, 2016). Thayendanegea sold approximately 350,000 acres of land to the Crown, who then distributed it to private owners, according to arrangements made by Thayendanegea. On February 5, 1798, this land was parcelled out in six large blocks to specific purchasers.

On February 5, 1798, Col. Joseph Brant, acting for the Six Nations as their legal attorney, sold Block No. 1, comprising 94,305 acres which became known as the Township of Dumfries to Philip Stedman of the Niagara district for £8,841 (Young, 1880).

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### 3.3.3 1811 – 1861

Shortly after his purchase of Block No. 1, Phillip Stedman passed away and his sister, Susannah Stackman, inherited the property (Capron, 1866). In 1811 she sold the property to the Honourable Thomas Clarke, who was, in 1816, unable to continue payments. In 1816 the land was bought by Honourable William Dickson for £24,000 pounds.

William Dickson, who immigrated to Niagara from Dumfries, Scotland in 1792, intended to use the land and build a settlement community. He hired Absalom Shade, a carpenter from Upstate New York to help him establish the community, including surveying the land, building mills, and building bridges. (Waterloo Region Generations, n.d.). When Shade arrived in Dumfries Township he owned \$100 and a chest of

carpenter's tools. Shade was born c. 1793 in Wyoming County, Pennsylvania and trained as a carpenter in Buffalo, N.Y., until 1816. In that year he submitted a tender for the contract to build a court house and jail at Niagara-on-the-Lake, Upper Canada. Although Shade's tender was rejected, he impressed William Dickson, who was overseeing the tender as a member of the Legislative Council. He soon amassed a large fortune. Due to his friendship with Dickson, he enjoyed a monopoly over a wide spectrum of business activities (Waterloo Region Generations, n.d.). With Dickson's financial backing, Shade built up a large credit business at his store, where he charged a mark-up of 50 to 100 per cent on credit sales. When Dickson built the "Dumfries Mill" in 1818, Shade became its manager. In 1820 Shade built a distillery adjacent to this mill and operated both businesses. In payment for his services, William Dickson transferred a substantial amount of land to Absalom Shade, including the subject property.

Dickson's successful campaigns to recruit settlers in Scotland and the United States resulted in an influx of people to the area (Waterloo Region Generations, n.d.). As the population grew Shade's many businesses flourished. In 1824 he erected a large general store and grain handling depot on the banks of the Grand River. In 1827 when a post office was established at Shade's Mills, the village was renamed Galt. Shade became the postmaster and retained that position for 25 years.

As Shade's fortunes grew and his business interests broadened, he became associated with the Hamilton business community in the founding of the Gore Bank in 1835. In 1852, in company with his Hamilton associates, he became an incorporator and shareholder in the Galt and Guelph Railway. He was also an active promoter of both the Preston and Berlin Railway and the Berlin and Stratford Gravel Road Company (Waterloo Region Generations, n.d.).

During the rebellion of 1837 he acted on the local commission of the peace to examine suspected rebels and helped organize a detachment of militia for service on the Niagara frontier (Waterloo Region Generations, n.d.). After local government was organized in Dumfries Township in 1819, Shade frequently served as chairman of the township meetings, as well as holding such offices as pound keeper and assessor. In 1828 he was named a magistrate for Gore District and ably represented Dumfries' interests at the Gore District quarter sessions. When elective municipal government was established in 1841, Shade was elected a township councillor, and in 1852 was elected as the second reeve of the newly incorporated village of Galt. After his tenure as reeve he retired from public life and devoted his time to managing his estate and numerous local charities. He died in 1862 after a short illness.

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### 3.3.4 1861 – 1891

Lot 1 East of the Grand River, Concession 11 is located within the City of Galt in the 1861 *Tremaine's Map of the County of Waterloo, Canada West* (Figure 2). The subject property is located adjacent to the Guelph Branch of the Great Western Railway, with Mill creek shown intersecting the rail corridor. However, no structures are indicated within the subject property boundaries.

James Pollock's 1867 *Town of Galt, County of Waterloo* map depicts the subject property as owned by Walter Brydon with two structures located within the property boundaries (Figure 3). The eastern portion of the property contains a long rectangular structure adjacent to the rail corridor that connects to a structure located in the neighbouring property. The second rectangular structure fronts on Church Street (now Wellington Street). The 1861 Census of Canada records Walter Brydon (aged 31) as a wagon maker and blacksmith living in a one-storey frame dwelling with his wife Elizabeth (aged 25), and daughters Rosie (aged 6) and Marion (aged 3). Walter and Elizabeth were both born in Scotland and were United Presbyterian (Schedule 1, District 2, Town of Galt, Page 16). The 1864 Directory records Walter Brydon as a blacksmith located at Macadamised Road. The 1871 Census of Canada records Walter Brydon (aged 43) as a carriage maker living with his wife Elizabeth (aged 39), and children, Rosie (aged 14), Marion (Aged 12), Florence C. (aged 6), Mary E, (aged 3), and William E. (aged 4 months) (Schedule 1, District 31, Sub-District 1, Page 5).

According to the abstract index, William Yeaman deeded Lot 1 of Plan 615 to Elizabeth Brydon in 1872 (Instrument 2392). The 1864 Directory records William Yeaman as a gentleman at West Main Street and a second William Yeaman as a wagon-maker at Main Street. The 1871 Directory of Perth and Waterloo

Counties records William Yeaman working on the east side of Main Street (Page 238). Further, the 1871 Census of Canada records William Yeaman (aged 27), a carriage maker, living with his wife, Mary (aged 26), and daughter, Ada J. (aged 8) (Schedule 1, District 31, Sub-District 1, Page 54).

No owner is indicated on the 1881 Township of North Dumfries map within the *Illustrated Atlas of the County of Waterloo* (Figure 4). The 1885 Directory records Walter Brydon as a blacksmith located at Main Street and Macadamized Road.

A photograph from 1892 (Image 1) (McLaughlin, 1987) showing the view of Main Street from Centennial Park indicates that a two-storey, long rectangular building attached to a front gabled structure on the northern side, similar to the footprint shown in the 1867 map (Figure 3), is located along Mill Creek and the rail corridor. The building does not have a hipped roof or the same irregular footprint of the structure currently located within the subject property. The subject building was therefore constructed after 1892.



**Image 1: View west along Main street from Centennial Park, 1892 (McLaughlin, 1987).**

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### 3.3.5 1893 – 1914

According to the abstract index, Elizabeth Brydon (widow) sold Lot 1 to Selena Dietrich, wife of Jerome Dietrich, in 1899 (Instrument 11532). Jerome Dietrich arrived in Galt from New York State in 1873 and established a saw manufacturing business with partner Cosmos J. Shurley. In 1877, Dietrich invented the lance tooth cross cut saw. He later purchased full ownership of the company and served on both council and the hospital trust for Galt (Waterloo Regions Generation, n.d).

The 1881 Census of Canada records Jerome Dietrich (aged 50), as a saw manufacturer living in a two-storey stone house with twelve bedrooms with his wife, Selina Dietrich (aged 43), and children, Gerty (aged 17), Selina (aged 15), Charles (aged 12), and Persie (aged 11). The census establishes that Jerome and Selina are from the United States (Schedule 1, District 123, Sub-District 6, Town of Galt, Page 152). The 1885 Directory confirms that Shurley & Dietrich are saw manufacturers who have operated the Maple Leaf Saw Works for 10 years and have 85 employees, producing saws, plastering

trowels, and straw knives. The Directory further clarifies that the business operates at the corner of Church and Malcom.

The 1885, revised 1904, Fire Insurance Plan shows a building footprint identical to the subject property (Figure 5). The subject property at 1 Wellington Street was therefore constructed between 1892 and 1904. This date range coincides with two owners – meaning the subject property was either constructed by Walter and Elizabeth Brydon or Jerome and Selena Dietrich.

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### 3.3.6 1915 – 1921

Vernon's 1915 Farmers and Business Directory for the Counties of Dufferin, Halton, Peel, Waterloo & Wellington records H. Raynor, a blacksmith, located at 1 Wellington Street; Louis Licht, a carriage painter, and George Felker, a carriage builder, at 3 Wellington Street; and Stewart & Stewart, implements, located at 5 Wellington Street, Galt. Additionally, the 1915 Directory records Shurley & Dietrich Company Ltd. at 17 Glebe, indicating that Dietrich was not operating his business in the subject building at that time.

The 1911 Census of Canada records Harry Raynor (aged 38) as a blacksmith living on Ainslie Street with his wife, Mary (aged 40), and sons, Ivan (aged 8) and Frederick (aged 12) (Schedule 1, District 131, Sub-District 4, Town of Galt, Page 14).

The 1911 Census of Canada records Louis Licht (aged 47) as a German painter living with his wife, Kaly (aged 43), and children, Earl (aged 20), Clarence (aged 19), Carrie (aged 16), Fred (aged 13), Harold (aged 11), and Margaret (aged 8). The census further records Earl as employed as a painter, Clarence as a draftsman at rubber s(illegible), and Carrie as an operator at a factory (Schedule 1, District 131, Sub-District 4, Town of Galt, Page 10).

A photo from an unknown date shows the subject building located at the corner of Wellington Street and Main Street, across from the Royal Hotel (Image 2) (McLaughlin, 1987). The subject building is a two-storey brick structure with a hip roof and brick chimney. The window openings on the second storey are spaced equally apart and feature sash two-over-two windows. Additionally, "Raynor" is faintly visible on the sign located below the window nearest the corner of the building.

The 1918 Directory records H. Raynor's blacksmith shop and George Felker, a carriage builder, are still located at 1 Wellington Street and 3 Wellington Street, respectively. However, Sauder & McLane, agents at Massey-Harris, are recorded at 5 Wellington Street at this time.



**Image 2: View of the Royal Hotel and the subject property located on the corner of Main Street (McLaughlin, 1987).**

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### 3.3.7 1922 – 1956

The 1922 Directory records Sam Lee, laundry, at 1 Wellington Street, John G. Cosens, a news agent located at 3 Wellington Street and residing at 40 West Main Street, and City Taxi and Baggage Service located at 5 Wellington Street.

The 1929 Fire Insurance Plan shows a two-storey brick structure with the addresses of 1, 3, and 5 Wellington Street located within the subject property boundaries (Figure 6). Two businesses are located within the building, with a Garage in the northern half and a Chinese Laundry in the southern half. Multiple windows are indicated on the northern wall and a board enclosure or open staircase is shown in the central portion of the structure. Additionally, the structure has a tar and gravel or composite roof. The footprint of the building aligns with the subject property in the present-day aerial imagery. East of the subject property is a single-track railroad for the GWR, and further east beyond Mill Creek are three pairs of CPR track sidings that end at Wellington Street. Additionally, part of the south and east elevations of the subject building are visible in a photograph from 1930 (Image 3) (Mill Creek Galt, 2012). The subject property is a two-storey brick structure with a hip roof and brick chimney. On the first storey of the south elevation, a large window with four panes is visible next to a door with a transom window. Sash windows are located on the second storey of the south and east elevations.



**Image 3: View along rail line looking north towards Mill Pond at Main Street, 1930 (Mill Creek Galt, 2012).**

The 1944 Directory records R. L. Donaldson Antiques at 1 Wellington Street, a Girl Guides Hall located at 3 Wellington Street, and Borthwick Brothers Agricultural Implements at 5 Wellington Street. The 1945 aerial shows the subject property located adjacent to Mill Creek and the rail corridor (Figure 7).

By 1954 the Directory records Jamieson's Television & Appliances at 1 Wellington Street. The 1955 aerial shows no changes to the subject property (Figure 8).

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### **3.3.8 1956 – PRESENT**

In 1967, the property was granted from the Waterloo Trust Savings Company as executor of Selena P. Dietrich to John C. Kirkham (Instrument 339264). The 1968 Directory records Kirkham Television & Appliances located at 1-5 Wellington Street. The entry specifies that the business sells ranges, refrigerators, washing machines, television and electrical appliances. The 1965 Canada Voters List records John C. Kirkham as a merchant living at 744 Elizabeth Street with his wife, Clare (Electoral District of Waterloo South, Town of Preston, Polling Division 80, Page 2). The 1975 topographic map does not reveal any additional information about the subject property (Figure 9).

In 2008, the property was transferred from John C. Kirkham to Jose Cabral and Tena Marie Chaves for \$425,000 (Instrument WR378322). Currently, City Appliances is the business operating at 1 Wellington Street. Joe and Tena Chaves have operated the business in Cambridge since 1980 (City Appliances, n.d.).

# 4 EXISTING CONDITIONS

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## 4.1 DESCRIPTION OF STUDY AREA AND LANDSCAPE CONTEXT

The following descriptions of the subject property are based on a site visit conducted on March 5, 2020, by Lauren Walker, Cultural Heritage Specialist. Access to the interior of the building was not provided.

The study area includes the property at 1 Wellington Street located in the City of Cambridge, Region of Waterloo. The subject property is located on the corner of Wellington Street and Main Street. Main Street contains multiple late-nineteenth and early-twentieth-century commercial buildings (Images 4-6). The former Royal Hotel is located on the corner of Main Street and Wellington Street, opposite the subject property (Image 4). Metal street lamps in a decorative style that compliment the era of the surrounding buildings are located along Main Street and Wellington Street. The former rail line is located east of the subject property boundaries and Centennial Park is located further east along Main Street.



**Image 4: View west of the corner of Main Street and Wellington Street.**



**Image 5: View east along main street towards Centennial Park.**



**Image 6: View south of Wellington Street.**



**Image 7: View north of Wellington Street.**

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## 4.2 ARCHITECTURAL DESCRIPTION

The subject property contains a two-storey brick commercial building with Italianate influences built between 1892 and 1904. The building features an irregular footprint and a hipped roof with a flat top. The irregular footprint due to the angled east elevation, conforms to the former railroad line.

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### 4.2.1 FRONT ELEVATION

The front elevation consists of a two-storey symmetrical façade (Image 8). The first storey is clad in grey painted wood horizontal siding and contains a central entranceway with an additional entryway with large storefront windows located on either side. The central entryway consists of two purple-painted wood panelled doors. The top half of each of the doors contains a window with white muntins (Image 10). The entryway on the north side of the front elevation consists of two black metal-framed glass doors inset between large storefront windows (Image 9). The entryway on the south side of the elevation is similarly inset between large storefront windows, but only contains one black metal framed glass door (Images 11 & 12). A black asphalt shingled roof on the first storey covers the entryways along the front elevation (Image 8).

The second storey consists of light grey painted brick with seven equally spaced window openings along the length of the façade (Image 8). The windows have grey painted concrete sills, slightly arched brick voussoirs, and white vinyl 1/1 windows (Images 12 & 13). Grey painted wood cornice brackets are located along the length of the roofline (Image 12).



**Image 8: View east of front elevation.**



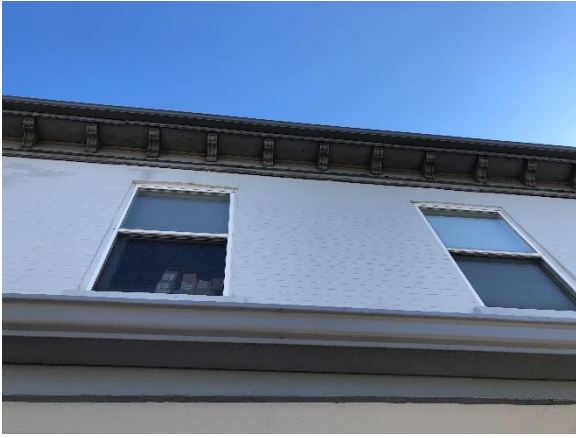
**Image 9: View southeast of storefront window details.**



**Image 10: View of central doorway.**



**Image 11: View of commercial entrance.**



**Image 12: View of details at the roofline.**



**Image 13: View of a second storey window.**

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## 4.2.2 EAST ELEVATION

The hipped roof and irregular footprint of the structure are visible on the east elevation.

The second storey consists of light grey painted brick with three window openings (Image 14). The window at the southern extent of the elevation has a grey painted concrete sill, brick voussoirs, and white vinyl 1/1 window (Image 17). The two window openings nearest the center of the elevation retain an intact wood window frame, each with a white vinyl 1/1 window placed within the frame (Image 15). A taller former opening is located on the northern extent of the east elevation. This opening has a wood sill and has been blocked by a sheet of wood that has been painted grey to match the rest of the exterior. Grey painted wood cornice brackets are located along the length of the roofline along the east elevation (Image 17).

The brick on the first storey is painted dark grey and a grey-painted metal door is located on the northern side of the east elevation. On the southern side of the elevation, a possible former entryway that has been closed off with brick is visible (Image 16).



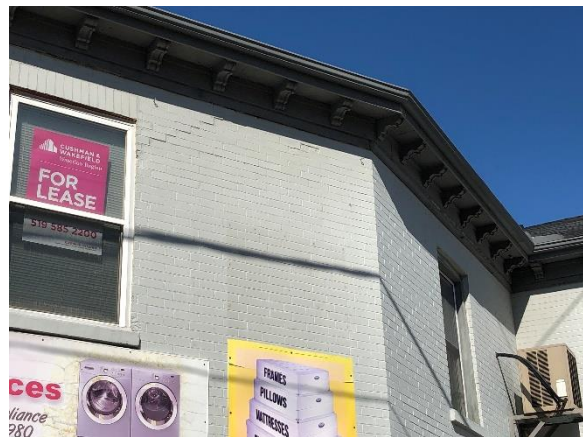
**Image 14: View west toward east elevation.**



**Image 15: View of second storey windows.**



**Image 16: View of former entryway.**



**Image 17: View of details along the roofline.**

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### 4.2.3 NORTH ELEVATION

The north elevation consists of a two-storey brick elevation. The first storey of the elevation is painted a dark grey and the second storey painted a light grey, with a purple band painted in-between to divide the two colours. The eastern half of the elevation has no window or door openings. There are no brackets present along the cornice on this half of the soffit (Image 18). Three window openings are present on the second storey with grey painted concrete sills, brick voussoirs, and white vinyl 1/1 windows. The western portion of the roofline features grey painted wood cornice brackets (Image 19).



Image 18: View of north elevation.



Image 19: View of north elevation.

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### 4.2.4 SOUTH ELEVATION

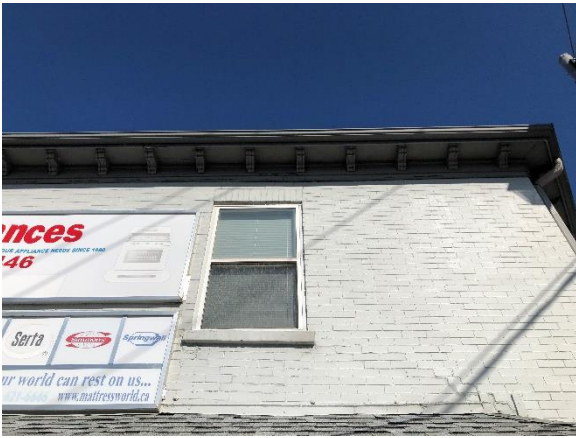
Large commercial windows run the majority of the length of the first storey of the south elevation (Image 20). Grey painted horizontal wood siding is located on either side of the large window opening (Image 21). Grey painted brick is visible under the bottom of the window opening (Image 23). A black asphalt shingled roof on the first storey covers the windows along the elevation (Image 20). The second storey consists of light grey painted brick with two window openings that contain grey painted concrete sills, brick voussoirs, and white vinyl 1/1 windows (Image 22).



Image 20: View north of the south elevation.



Image 21: View of siding and storefront window.



**Image 22: View of second storey of south elevation.**



**Image 23: View of first storey of south elevation.**

# 5 CULTURAL HERITAGE EVALUATION

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## 5.1 COMPARATIVE ANALYSIS

A comparative analysis was undertaken to establish a baseline understanding of similar cultural heritage designated properties in the city, and to determine if the property “is a rare, unique, representative or early example of a style, type, expression, material or construction method” as described in O. Reg. 9/06.

Comparative examples were drawn from Part IV and Part V designated properties along with Listed properties within the City of Cambridge and City of Kitchener. Commercial and industrial buildings with Italianate influences were selected from this data set, with a preference for buildings of similar age, style, typology and material.




Five comparable properties with cultural heritage status were identified. However, this sample does not represent all available properties, and is rather intended to be representative (Table 2).



The height of the buildings range between two to three-stories, with three constructed of brick, one of stucco, and one of granite. All five properties have flat roofs and feature decorative rooflines, with three buildings featuring cornice brackets. Three of the properties have round arched windows on the upper stories, and one building, 53-55 Queen Street, has segmentally arched windows. Of these buildings, three of the windows have brick voussoirs while one features decorative hood moulds.

The construction dates for the properties range between 1872 and 1892, indicating that the subject building at 1 Wellington Road is a late example of a commercial building with Italianate influences.

This comparative analysis suggests that the subject property is not a particularly early, rare, or representative example of a commercial Italianate building within the Region of Waterloo.

**Table 2 - Comparative analysis of Part IV or Part V properties of a similar age, style and/or typography**

ADDRESS	RECOGNITION	PHOTO	AGE	MATERIAL	STYLE
43, 45, 47 & 49 Main Street, Cambridge	Part V Designated – Main Street HCD		1878-1879	Brick	Three-storey brick commercial Italianate building with round arched windows with brick voussoirs and keystones. The James Young Building.
20 & 22 Main Street, Cambridge	Part IV Designated on the City of Cambridge Heritage Register		1872	Granite	Two-storey granite Italianate commercial building with round arched windows on second storey with decorative hood moulds. The Miller & Hugh Cant Buildings.
1 King Street East, Kitchener	Part IV Designated on the City of Kitchener Heritage Register		c. 1885	Brick	Three-storey red brick Italianate commercial building with an ornate flat roof and keystone bosses carved in anthemion design. Former Canadian Imperial Bank of Commerce.

ADDRESS	RECOGNITION	PHOTO	AGE	MATERIAL	STYLE
53-55 Queen Street South, Kitchener	Listed on the City of Kitchener Heritage Register		c. 1879	Stucco	Two-storey flat-roofed stucco commercial building with Italianate influences. Features a rectangular plan, brackets and dentils below the roofline, and segmentally arched windows with shutters and concrete sills.
63 Courtland Avenue East, Kitchener	Listed on the City of Kitchener Heritage Register		c. 1892	Brick	Two-storey red brick industrial building with Italianate influences. Features brickwork details along roofline and arched entryway. Associated with J. M. Schneider.

## 5.2 ONTARIO REGULATION 9/06 EVALUATION

O. Reg. 9/06 of the OHA provides criteria for determining whether a property has cultural heritage value or interest. If a property meets one or more of the criteria in O. Reg. 9/06, a property is eligible for designation under the OHA. Table 3 presents the evaluation of the subject property using O. Reg. 9/06.

**Table 3 – Ontario Regulation 9/06 Evaluation**

CATEGORY	CRITERIA	Y/N	COMMENTS
<b>Design/Physical Value</b>	Is a rare, unique, representative or early example of a style, type, expression, material or construction method	Y	The subject property contains a two-storey commercial building with Italianate influences constructed between 1892 and 1904. The subject building is a late example of a commercial building with Italianate influences and is not a rare or unique example of the style. However, elements of the building are representative of the Italianate style including the intact wood cornice brackets, the original window openings with brick voussoirs, and the hipped roof. Therefore, the property meets this criterion.
	Displays a high degree of craftsmanship or artistic merit	N	The building exhibits elements of the Italianate architectural style built utilizes skills and techniques typical of the era. Therefore, the property does not meet this criterion.
	Demonstrates a high degree of technical or scientific achievement	N	The building does not reflect a high degree of technical or scientific achievement. Therefore, the property does not meet this criterion.
<b>Historical/ Associative Value</b>	Has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community	Y	The subject property was constructed either during the ownership of the Brydon Family or the Dietrich Family. The Brydon Family operated a blacksmith shop and a carriage making business within Galt during the mid to late-1800s. The Dietrich Family was significant to the community as they operated the Maple Leaf Saw Works within Galt beginning in 1873. Jerome Dietrich also served on both council and the hospital trust for Galt. Therefore, the property meets this criterion.
	Yields, or has the potential to yield, information that contributes to an understanding of a community or culture	N	The building has not been associated with any notable communities or cultures and is not known to potentially yield information regarding its neighborhood community context. Therefore, the property does not meet this criterion.

	Demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community	N	The building is not associated with a known architect, artist, builder, designer or theorist, and therefore the property does not meet this criterion.
<b>Contextual Value</b>	Is important in defining, maintaining or supporting the character of an area	Y	The age, two-storey massing, and design elements representative of the Italianate style including, the intact wood cornice brackets, the window openings with brick voussoirs, and the hipped roof of the subject building supports the late-nineteenth and early-twentieth-century commercial character of Main Street and adds to the character of the intersection of Main Street and Wellington Street. Therefore, the property meets this criterion.
	Is physically, functionally, visually or historically linked to its surroundings	Y	The subject building is visually and historically linked to the late-nineteenth and early-twentieth-century commercial streetscape along Main Street as the building has functioned as a commercial structure since its construction. Furthermore, it is physically linked to its surroundings given its irregular footprint is a result of it conforming to the footprint of the former rail line. Therefore, the property meets this criterion.
	Is it a landmark	N	The building has not been identified as a landmark. No significant views into the property distinguish the building as a notable or distinct property. Therefore, the property does not meet this criterion.

## 5.3 EVALUATION UNDER THE CITY OF CAMBRIDGE'S CRITERIA

Under Section 4.4(1) of the City of Cambridge's *Official Plan*, the City has adopted specific evaluation criteria to determine if a property has cultural heritage value or interest. If a property satisfies at least two of the criteria it is considered to have cultural heritage value or interest. Table 4 identifies how the subject property is evaluated in accordance with the City's criteria.

**Table 4 – Evaluation under the City of Cambridge's Criteria for Cultural Heritage Value or Interest**

CRITERIA	Y/N	COMMENTS
i) it dates from an early period in the development of the city's communities;	N	Early development in Galt began in 1816 when Absalom Shade established a mill in the area. As such, the subject property does not date from an early period in the development of Galt. Therefore, the property does not meet this criterion.
ii) it is a representative example of the work of an outstanding local, national or international architect, engineer, builder, designer, landscape architect, interior designer, sculptor, or other artisan and is well preserved or may be rehabilitated;	N	The commercial building on the subject property is not associated with the design of any architect, builder or designer. Therefore, the property does not meet this criterion.
iii) it is associated with a person who is recognized as having made an important contribution to the city's social, cultural, political, economic, technological or physical development or as having materially influenced the course of local, regional, provincial, national or international history;	Y	The subject property was constructed either during the ownership of the Brydon Family or the Dietrich Family. The Dietrich Family was significant to the community as they operated the Maple Leaf Saw Works within Galt beginning in 1873. Jerome Dietrich also served on both council and the hospital trust for Galt. Therefore, the property meets this criterion.
iv) it is directly associated with an historic event which is recognized as having local, regional, provincial, national or international importance;	N	The subject property is not associated with any recognized historic event. Therefore, the property does not meet this criterion.
v) it is a representative example and illustration of the city's social, cultural, political, economic or technological development history;	N	The subject property is not known to represent any social, cultural, political, economic or technological development history. Therefore, the property does not meet this criterion.
vi) it is a representative example of a method of construction now rarely used;	N	The building on the subject property is not representative of a construction method. Therefore, the property does not meet this criterion.

vii) it is a representative example of its architectural style or period of building;	Y	The subject building is a late example of a commercial building with Italianate influences. However, elements of the building are representative of the Italianate style including the intact wood cornice brackets, the original window openings with brick voussoirs, and the hipped roof. Therefore, the property meets this criterion.
viii) it is a representative example of architectural design;	N	The commercial building on the subject property is not known to be of a specific architectural design. Therefore, the property does not meet this criterion.
ix) it terminates a view or otherwise makes an important contribution to the urban composition or streetscape of which it forms a part;	Y	The age and two-storey massing of the subject building supports the late-nineteenth and early-twentieth-century commercial character of Main Street and adds to the character of the intersection of Main Street and Wellington Street. Therefore, the property meets this criterion.
x) it is generally recognized as an important landmark;	N	The subject property is not known as a landmark. Therefore, the property does not meet this criterion.
xi) it is a representative example of outstanding interior design; or	Unknown	Access to the interior of the property was not provided. Therefore, it is unknown if the property meets this criterion.
xii) it is an example of a rare or otherwise important feature of good urban design or streetscaping.	N	The subject property is not considered a rare or important feature of good urban design or streetscaping. Therefore, the property does not meet this criterion.

## 5.4 DISCUSSION OF INTEGRITY

According to the Ontario Heritage Toolkit, Heritage Property Evaluation (MHSTCI, 2006), “*Integrity is a question of whether the surviving physical features (heritage attributes) continue to represent or support the cultural heritage value or interest of the property.*” The following discussion of integrity was prepared to consider the ability of the property to represent and retain its cultural heritage value over time. It does not consider the structural integrity of the building, or the overall condition of the building. Access to the interior of the building was not available, and observations have been made from the public right-of-way. Structural integrity, should it be identified as a concern, should be determined by a qualified heritage engineer, building scientist, or architect.

The subject property contains a two-storey brick commercial building with Italianate influences constructed between 1892 and 1904. The building likely retains its original two-storey massing and no additions appear have altered the footprint of the building. The large storefront windows and roof along the first storey were added sometime after 1930. Additionally, the brick chimney visible in the 1930 photo is no longer present. On the second storey, the original wood windows appear to have been replaced by vinyl windows. However, the wood cornice brackets located along the roofline are intact. Accordingly, the property retains the integrity of its original built character.

# 6 CONCLUSIONS

Based on the results of research, site investigation, and application of the criteria in O. Reg. 9/06, 1 Wellington Street does have cultural heritage value or interest. Accordingly, the following Statement of Cultural Heritage Value or Interest and list of Attributes has been prepared.

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## 6.1 STATEMENT OF CULTURAL HERITAGE VALUE OR INTEREST

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### 6.1.1 DESCRIPTION OF PROPERTY

The property at 1 Wellington Street contains a two-storey brick commercial building with Italianate influences constructed between 1892 and 1904 in the City of Cambridge, Region of Waterloo. The subject property is located on the corner of Main Street and Wellington Street.

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### 6.1.2 STATEMENT OF CULTURAL HERITAGE VALUE OR INTEREST

Built between 1892 and 1904, the two-storey brick commercial building with Italianate influences was constructed during the ownership of either Walter and Elizabeth Brydon or Jerome and Selena Dietrich.

Walter Brydon was a blacksmith and carriage maker operating in Galt during the mid to late-1800s. His business was prominently located on the corner of Main Street and Wellington Street within the subject property boundaries. In 1899, Walter's wife, Elizabeth Brydon, sold the subject property to Selena Dietrich.

Selena Dietrich and her husband, Jerome, moved to Galt from New York State in 1873. Jerome Dietrich was significant to the community as he and his partner Cosmos J. Shurley established the Maple Leaf Saw Works in Galt. In 1877, Dietrich invented the lance tooth cross cut saw. By 1885, the Maple Leaf Saw Works had been in operation for 10 years, had 85 employees, and produced saws, plastering trowels, and straw knives. Dietrich later purchased full ownership of the company. He was further involved in the community as he served on both town council and the hospital trust for Galt. In 1899, Selena Dietrich purchased the subject property from Elizabeth Brydon. No records were found to suggest that the Dietrich family operated their business in the subject building. However, by 1915 various local businesses were operating in the building including: a blacksmith shop owned by Harry Raynor and a carriage building and painting business operated by George Felker and Louis Licht.

The property at 1 Wellington Street contains a two-storey commercial building with Italianate influences that features an irregular footprint, a hipped roof, and a symmetrical front façade. On the second storey, the original window openings with brick voussoirs have been retained and the decorative wood cornice brackets located along the roofline are intact.

The building at 1 Wellington Street is historically linked to the commercial streetscape along Main Street as it has functioned as a commercial building since its construction. Its prominent corner location at the intersection of Main Street and Wellington Street allows for a visual connection between the subject property and the remainder of Main Street. The views along Main Street, both to and from the building, contributes to the visual continuity of the two- to three-storey commercial structures found along the streetscape. Furthermore, the building at 1 Wellington Street is physically linked to its surroundings given its irregular shape was a result of its proximity to the former rail line that passed east of the property. Additionally, the age and two-storey massing of the subject building supports the commercial character of Main Street, extending the streetscape towards the former rail line and Mill Creek. Further, the Italianate

elements of 1 Wellington Street including the intact wood cornice brackets, original window openings with brick voussoirs, and the hipped roof, add to the late-nineteenth and early-twentieth-century commercial fabric of Main Street.

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### *6.1.3 LIST OF HERITAGE ATTRIBUTES*

The heritage attributes that reflect the cultural heritage value or interest of 1 Wellington Street include:

- Two-storey massing;
- Wood cornice brackets;
- Irregular footprint;
- Hipped roof;
- Window openings along second storey with brick voussoirs; and,
- Location at the intersection of Wellington Street and Main Street.

# 7 RECOMMENDATIONS

The property at 1 Wellington Street contains a two-storey brick commercial building with Italianate influences constructed between 1892 and 1904 in the City of Cambridge, Region of Waterloo.

Based on the results of research, site investigation, and application of the criteria in O. Reg. 9/06 it was determined that 1 Wellington Street has cultural heritage value or interest. As such, a Heritage Impact Assessment is recommended.

The completion of this study has resulted in the following recommendations:

- 1 The subject property at 1 Wellington Street was determined to have cultural heritage value or interest. Therefore, a Heritage Impact Assessment is required for this resource to identify appropriate mitigation measures.

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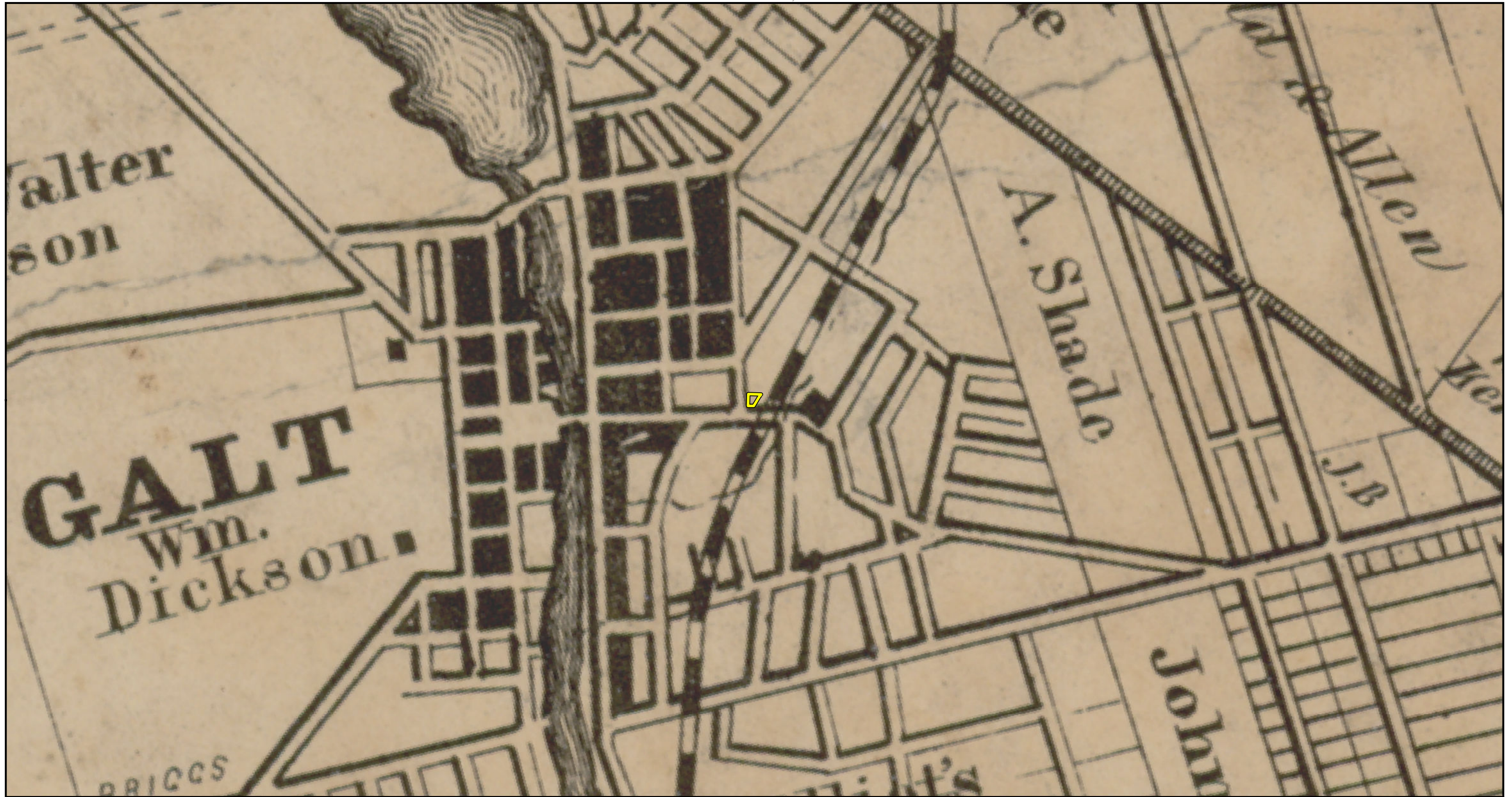
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# APPENDIX

## A HISTORICAL MAPPING





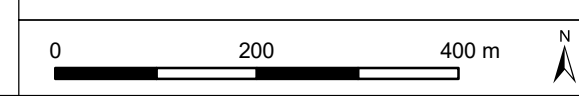
**LEGEND**

 Study Area

TITLE:  
FIGURE 2: 1861 HISTORICAL MAPPING

SCALE: 1:7,500	PROJECT NO: 161-07859-01	DATE: MARCH 2020
DRAWN BY: AST	CLIENT: REGIONAL MUNICIPALITY OF WATERLOO	


PROJECT:  
1 WELLINGTON STREET CHER

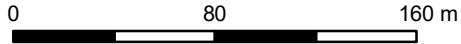



CREDITS:  
TREMINE'S MAP OF THE COUNTY OF WATERLOO, CANADA WEST (1861)




**LEGEND**

 Study Area

TITLE: <b>FIGURE 4: 1867 HISTORICAL MAPPING</b>	SCALE: 1:3,000	PROJECT NO: 161-07859-01	DATE: APRIL 2020
	DRAWN BY: AST	CLIENT: REGIONAL MUNICIPALITY OF WATERLOO	
PROJECT:  <b>1 WELLINGTON STREET CHER</b>	CREDITS: TOWN OF GALT, COUNTY OF WATERLOO (JAMES POLLOCK, 1867) UNIVERSITY OF WATERLOO GEOSPATIAL CENTRE		
			



**LEGEND**

 Study Area

TITLE:

FIGURE 4: 1881 HISTORICAL MAPPING

SCALE:  
1:7,500

PROJECT NO:  
161-07859-01

DATE:  
MARCH 2020

DRAWN BY:  
AST

CLIENT: REGIONAL  
MUNICIPALITY OF WATERLOO

PROJECT:

1 WELLINGTON STREET CHER

CREDITS:


TOWNSHIP OF NORTH DUMFRIES  
FROM THE ILLUSTRATED ATLAS  
OF THE COUNTY OF WATERLOO  
(H. PARSELL & CO., 1881)

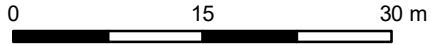

0 200 400 m

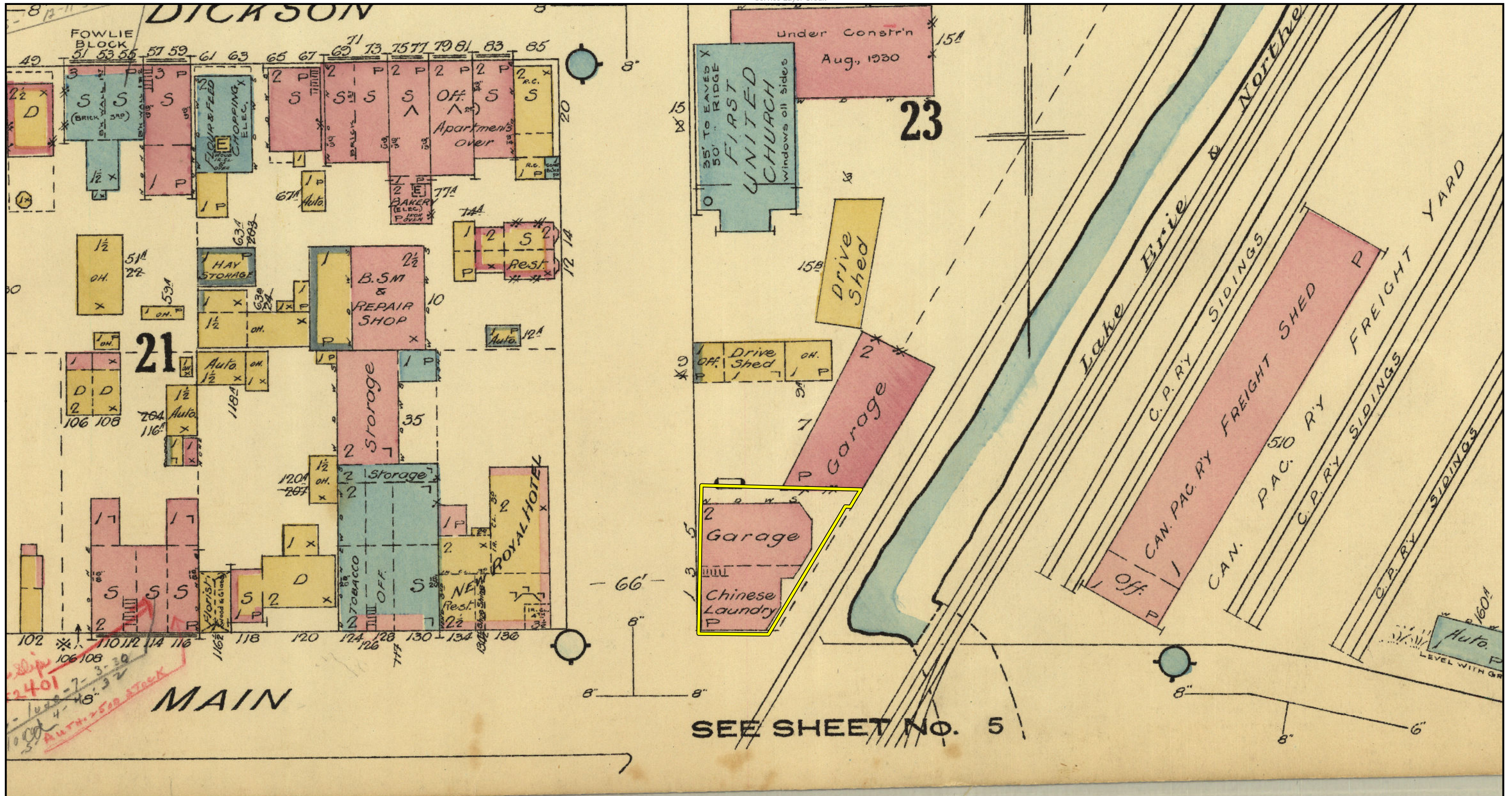




**LEGEND**

 Study Area

TITLE: FIGURE 5: 1885 REVISED 1904 FIRE INSURANCE PLAN, GALT	SCALE: 1:600	PROJECT NO: 161-07859-01	DATE: MARCH 2020
	DRAWN BY: AST	CLIENT: REGIONAL MUNICIPALITY OF WATERLOO	
PROJECT: 1 WELLINGTON STREET CHER		CREDITS: UNDERWRITERS SURVEY BUREAU LIMITED, RETRIEVED FROM MILLCREEKGALT.CA	
			




**LEGEND**  
 Study Area

**SEE SHEET NO. 5**

TITLE: FIGURE 6: 1929 FIRE INSURANCE PLAN, GALT	SCALE: 1:600	PROJECT NO: 161-07859-01	DATE: MARCH 2020
DRAWN BY: AST	CLIENT: REGIONAL MUNICIPALITY OF WATERLOO		
PROJECT: 1 WELLINGTON STREET CHER	CREDITS: DEPARTMENT OF MILITIA AND DEFENCE 1938, SHEET 040P08 ONTARIO COUNCIL OF UNIVERSITY LIBRARIES		
0 15 30 m		N	




**LEGEND**

 Study Area

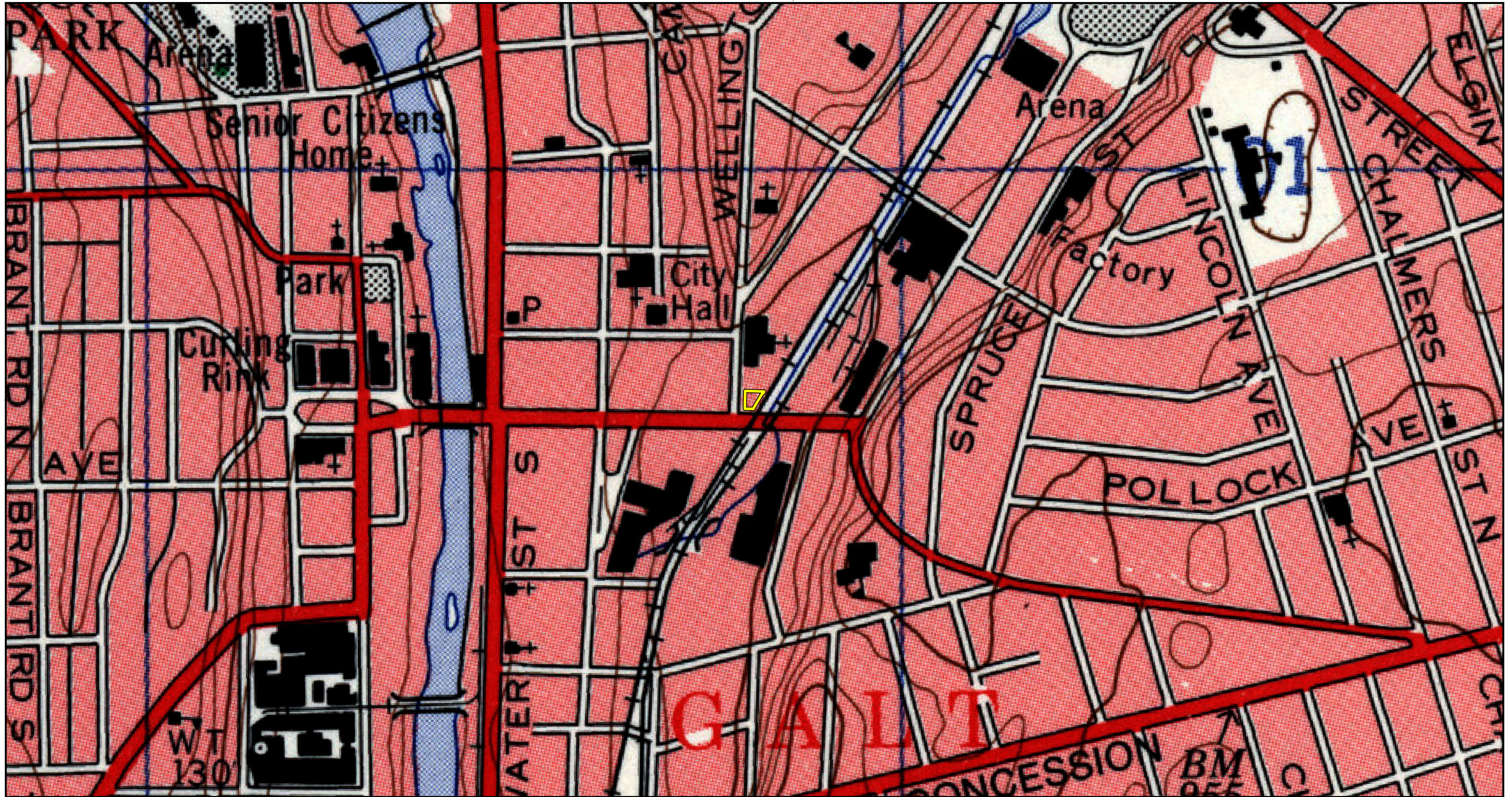
TITLE: FIGURE 7: 1945 AERIAL IMAGERY	SCALE: 1:2,000	PROJECT NO: 161-07859-01	DATE: MARCH 2020
	DRAWN BY: AST	CLIENT: REGIONAL MUNICIPALITY OF WATERLOO	
PROJECT: 1 WELLINGTON STREET CHER	CREDITS: DIGITAL HISTORICAL AIR PHOTOS OF KITCHENER-WATERLOO, 1945 PHOTO: IMC8, UNIVERSITY OF WATERLOO GEOSPATIAL INDEX		
0 55 110 m		N	




**LEGEND**

 Study Area

TITLE:	SCALE: 1:5,000	PROJECT NO: 161-07859-01	DATE: MARCH 2020
FIGURE 8: 1955 AERIAL IMAGERY	DRAWN BY: AST	CLIENT: REGIONAL MUNICIPALITY OF WATERLOO	
PROJECT:	CREDITS:		
1 WELLINGTON STREET CHER	DIGITAL HISTORICAL AIR PHOTOS OF KITCHENER-WATERLOO, 1955 PHOTO: IMC8, UNIVERSITY OF WATERLOO GEOSPATIAL INDEX		
0 140 280 m		N	



**LEGEND**

 Study Area

TITLE:  
FIGURE 9: 1975 TOPOGRAPHIC MAP, GALT

SCALE:  
1:5,000

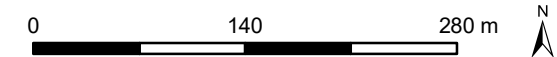
PROJECT NO:  
161-07859-01

DATE:  
MARCH 2020

PROJECT:  
1 WELLINGTON STREET CHER

DRAWN BY:  
AST

CLIENT:  
REGIONAL  
MUNICIPALITY OF WATERLOO



CREDITS:  
DEPARTMENT OF ENERGY, MINES  
AND RESOURCES, 1975, SHEET  
040P08C, ONTARIO COUNCIL OF  
UNIVERSITY LIBRARIES