

REGION OF WATERLOO

# CULTURAL HERITAGE EVALUATION REPORT

333 AND 339 HIDDEN VALLEY ROAD

OCTOBER 05, 2020

FINAL





# CULTURAL HERITAGE EVALUATION REPORT

## 333 AND 339 HIDDEN VALLEY ROAD

REGION OF WATERLOO

FINAL

PROJECT NO.: 161-07859-01.

DATE: OCTOBER 05, 2020

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# EXECUTIVE SUMMARY

WSP Canada Inc. was retained to complete a Cultural Heritage Evaluation Report FOR 333 and 339 Hidden Valley Road in the City of Kitchener 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 333 and 339 Hidden Valley Road contains a two-storey side split dwelling clad in stone and vertical siding and a one-storey yellow-brick and horizontal sided dwelling, both constructed c.1965.

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 333 and 339 Hidden Valley Road was identified in the Cultural Heritage Existing Conditions and Preliminary Impact Assessment Report: Stage 2 ION LRT from Kitchener to Cambridge (February 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 at 333 and 339 Hidden Valley Road does not retain cultural heritage value or interest. Accordingly, no additional heritage assessments are required at this time.

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

- 1 The property at 333 and 339 Hidden Valley Road was determined not to have cultural heritage value or interest. Therefore, no additional heritage reporting is required at this time.**





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A HISTORICAL MAPPING

# 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 333 and 339 Hidden Valley Road in the City of Kitchener (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 333 and 339 Hidden Valley Road 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) to determine if the property retains cultural heritage value or interest.

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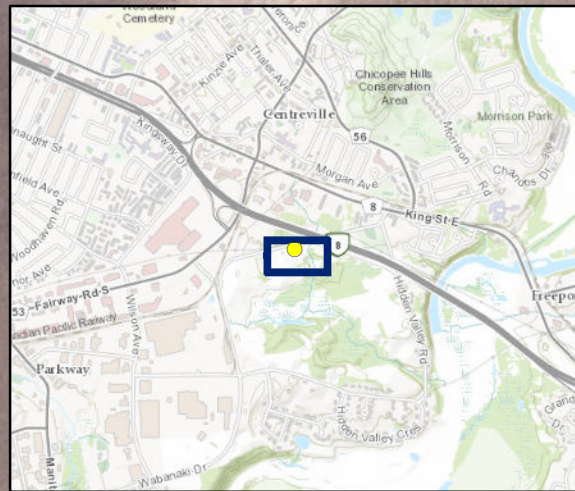
## 1.2 PROJECT DESCRIPTION

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 system. 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: <b>FIGURE 1: PROJECT LOCATION</b>	SCALE: 1:1,000	PROJECT NO: 161-07859-01	DATE: FEBRUARY 2020
	DRAWN BY: AST	CLIENT: REGIONAL MUNICIPALITY OF WATERLOO	
PROJECT: 333 HIDDEN VALLEY ROAD		CREDITS: LAND INFORMATION ONTARIO	
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# 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)
- 

#### 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.

---

### 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.”
- 

## 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 Regional Municipality of Waterloo and the City of Kitchener were 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
Leon Bensason Coordinator, Cultural Heritage Planning City of Kitchener  Leon.bensason@kitchener.ca	By email on March 9, 2020	March 13, 2020	Leon confirmed that 333 and 338 Hidden Valley Road are not included on the City of Kitchener’s Municipal Heritage Register and did not have any further information.
Bridget Coady Principal Planner, Cultural Heritage Region of Waterloo	By email on March 9, 2020	March 19, 2020	Bridget noted the construction date, the location adjacent to the Hidden Valley Road Cultural Heritage Landscape, and noted the property was part of the Walter Bean Trail, also a Cultural Heritage Landscape. Bridget also provided a link to the City of Kitchener’s Cultural Heritage Landscape Study.

### 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 the 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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### 3.1.2 *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. In 1800 Beasley began to sell land within the study area to immigrants of German descent from Pennsylvania.

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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## 3.2 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 WATERLOO

The Township of Waterloo was historically bounded on the north by the Township of Woolwich, on the east by the Townships of Guelph and Puslinch, on the south by the Township of Dumfries and on the west by the Township of Wilmot. The Township of Waterloo was part of Block 2 of the Haldimand Tract. The Haldimand Tract was land granted by Sir Frederick Haldimand on October 25, 1784, to the Six Nations in recognition of their support of the British during the American Revolution. Joseph Brant, representing the Six Nations, arranged for the sale of Block 2 of the tract to United Empire Loyalists, Richard Beasley and his partners James Wilson and Jean-Baptiste Rousseaux in 1796. When the transaction finalized in 1798 Beasley became solely responsible for the mortgage payments.

Due to the terms of the sale of the tract from the Six Nations to Beasley, the final deed was not transferred to Beasley until payment was made in full. As such, Block 2 could not be legally subdivided and sold to make payments for the initial land transfer (English and McLaughlin, 1983). Beasley did begin to sell lots, however, despite his inability to grant clear title. In 1800 Beasley sold almost 5571 ha to predominantly German Mennonites who did not realize that the mortgage prevented them from getting clear title to their lands (Bloomfield, 1995:21). This led to the almost complete halt of settlement in 1803 and 1804 (Bloomfield, 1995:21). Beasley and Brant realized the only solution was a bulk sale of the remaining portions of Block 2 to pay off the mortgage (Bloomfield, 1995: 22). Samuel Bricker who had immigrated to Block 2 in 1802 successfully convinced other German Mennonites in Pennsylvania to form the 'German Company' to purchase the remaining Block 2 lands. Lots were then drawn and distributed to families that contributed to the German Company according to the number of shares owned (Sprung, 1984:12). Due to the tract being sold as a block, the area was not addressed in the typical manner by the local of administration of Upper Canada, with surveys and basic services. As such, roads were informally laid out by the new settlers and lots were often oddly shaped.

The area's reputation for fertile and cheap lands within a predominantly German speaking community attracted non-Mennonite Germans during the early nineteenth century. Additionally, large numbers of Scottish, German and other European immigrants also came to Waterloo (Bloomfield, 1995: 45-50). The earliest settlement clusters were not necessarily the areas with the best soil due to the lack of formally laid roads, rather the earliest settlement clusters were around the forks of the Grand and Speed Rivers in the south and in the north along the road connecting John Erb's mills and Abraham Erb's mills which are now the urban cores of the cities of Cambridge and Waterloo, respectively (Bloomfield, 1995:61).

By 1846, the Township of Waterloo had a population of 4,424, and included 20 sawmills and eight gristmills (Smith, 1846:205). Early residential structures tended to be one to two storey log structures. Prior to 1850 log houses and shanties were exempt from taxes if they only had one fireplace and, as such, many were built in the Township. During the second half of the nineteenth century, large, often two storey stone dwellings became popular.

The creation of the Grand Trunk Railway, the Galt & Guelph Railway and the Preston & Berlin Railways in the 1850s brought additional prosperity. Wheat and barley were the primary exports, both becoming especially lucrative when the Crimean War (1853-1856) raised British demand for Canadian Wheat (Hayes, 1997:40).

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### 3.2.3 BERLIN/CITY OF KITCHENER

Originally known as Sand Hills and later as Mount Pleasant, the area was first settled in 1807 by German Mennonites Benjamin Eby and Joseph Snider. It later became known as Berlin due to its significant German immigrant population. In 1823 the "fathers of Kitchener's furniture industry" John Hoffman and Samuel Bowers partnered together to create the first Canadian furniture business (Waterloo Region

Record, 2014). Bowers later withdrew from the partnership and Hoffman's brother purchased his interest (City of Kitchener, 1954). The Hoffman brothers later went on to introduce the steam engine to local manufacturing, commencing Kitchener's strong industrial background.

Hoffman is credited with the creation of over 50 homes in what would become Berlin (City of Kitchener, 1954). David Miller opened the first mercantile business c.1825 and Henry B. Bowman opened the second in 1837. The 1830s brought further immigration from Germany, and the name of the settlement was changed to Berlin.

With a population of over 1000 in late 1853, Berlin was incorporated as a village. It was also during this decade that economic growth began to flourish with the introduction of the Grand Trunk Railway in 1856. With a population of 5000 in the 1880s, Parsell described Berlin as "among the most substantial and progressive towns in Ontario" (H. Parsell & Co. 1881:7).

Furniture making continued to be a predominant industry in the area. Hartman Krug and Dan Hibner received permission from Council in 1887 to erect a factory called the H. Krug Furniture Co. Ltd. Now known simply as Krug, the furniture company is one of the few surviving furniture companies in Kitchener and has garnered international recognition. Other early industrial endeavors in the area included tanning hides, shoemaking, button manufacturing and rubber manufacturing (City of Kitchener, 1954).

Berlin was incorporated as a City on June 10, 1912 with a population of 15,195. Soon after, Council set about to encourage further industrial businesses to settle in Berlin. The beginning of World War I (WWI) in 1914 slowed this growth. The onset of WWI brought significant changes to a city with so many German descendants. German instruction in school was banned and those with German sounding names often suffered discrimination. The biggest change brought about by WWI was the change in the city's name. In an effort to choose something "less Germanic" the name Kitchener was chosen (Moyer, 1979: 53-56).

Kitchener was an early adopter of the concept of city planning and, as a result, is one of Canada's most carefully planned communities. In 1920, Civil Engineer, W.H. Breithaup successfully advocated for a planning board and a city plan. In 1923, the planning board engaged noted planner T. A. Adams and his associate H. I. Seymour to complete a plan for the City. Their result was a comprehensive plan for the City of Kitchener completed in 1925. The plan included a complete layout and recommendations for areas of growth within Kitchener, including recommendations for development controls such as zoning by-laws (Moyer, 1979: 64).

Following World War II (WWII), the City of Kitchener grew significantly. As with most urban centres, Kitchener's downtown suffered in the 1960s through to the 1990s from the resurgence of suburban sprawl despite ongoing renewal efforts. More recent urban revitalization efforts such as the implementation of the Streetscape Master Plan published in 2007, appear to be garnering success.

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## 3.3 LAND USE HISTORY: 333 AND 339 HIDDEN VALLEY ROAD

The Euro-Canadian land use history for 333 and 339 Hidden Valley Road 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, Registrar's Compiled Plan 1523, formerly Part of Bechtel's Tract in the former geographic Township of Waterloo in the City of Kitchener.

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### 3.3.1 1793 – 1860

The Township of Waterloo, in which the City of Kitchener 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 5 February 1798, this land was parcelled out in six large blocks to specific purchasers.

Block 2 of the reserve was sold by Joseph Brant on behalf of the Six Nations, and acting as their legal attorney to John Baptise Rousseau, James Wilson and Richard Beasley comprising of 94,012 acres in 1797. In 1800 and 1804 James Wilson and John Baptise Rousseau deeded their portions of the block to Richard Beasley (WLRO 31 and 100). In 1804 Beasley became the sole owner of Block 2 having obtained a quit claim deed from Joseph Brant for the remaining 13,430 acres (WLRO 101).

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### 3.3.2 1800-1921

In 1800, George Bechtel purchased 1285 ha (3150 a) of land from Beasley (WLRO). It became known as the Bechtel Tract and fronted onto the Grand River. Bechtel was born in Montgomery, Pennsylvania and was married to Elizabeth Morris and together they had seven daughters (Waterloo Regions Generations, 2020).

*Tremaine's Map of the County of Waterloo, Canada West* (1861) depicts that the subject property is within a portion of Bechtel's Tract owned by David Surarus with frontage on an unidentified road (Figure 2). The 1861 Census returns identify Surarus as a 37-year old farmer and his wife, Magdalene, as 32 years old with six children in the household (Personal Census, District No. One in the Township of Waterloo, Page 7).

The *Township of Waterloo from the Illustrated Atlas of the County of Waterloo* (H. Parsell & Co., 1881) identifies the land including the subject property belongs to Moses Wismer (Figure 3). The map also identifies the town hall located north of the subject property. The 1881 and 1891 Census returns identify Wismer as a Mennonite and farmer. With his wife Magdaline, they had seven children living with them (1891, Schedule 1, District No. 123, Pg. 61).

Wismer sold 20 acres of his land to Reinhard Boehmer in January 1888 (WLRO 10826). The 1881 Census returns identify Boehmer as a farmer, living with his wife Philipena and their daughter Angeline (Schedule 1, District No. 161, Pg. 45).

In May of 1890, Boehmer sold George Latsch 8.4 acres of his portion of Bechtel's Tract (WLRO 11706). The 1881 Census returns identify Latsch as a farmer living with his wife Cattie Latch and their three children (Schedule 1, District No. 161, Pg. 24).

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### 3.3.3 1922-1959

In April 1922 part of Bechtel's Tract along with other property owned by George Latsch was sold to Albert Einwechter (WLRO 24517 B). In 1931, Latsch sold more land to Einwechter (WLRO 24517 B) who took out a mortgage with the Agricultural Development Board for \$2300 (WLRO 29730). The 1921 Census returns identify Einwechter as a 56-year-old carpenter married to Dora Einwechter at that time (Schedule B, District No. 136, Sub-District No. 28, Pg. 9). Census returns from the 1931 enumeration are not currently available. The mortgage may have been defaulted as a quit claim deed in February 1934 transferred the land to the Agricultural Development Board (WLRO 30376).

The *Department of Militia and Defence 1923, Sheet 040P08 Ontario Council of University Libraries* depicts no building footprints on the subject property and demonstrates little change to the surrounding area (Figure 4).

In March 1939 the land was sold to Richard H. Kitchen (WLRO 32613). The 1945-1957 Canada, Voters Lists identify Kitchen as a farmer living on RR. No. 2 in Kitchener. A portion of the Township of Waterloo, including included the subject property, was annexed to the City of Kitchener by OMB Order in 1957 (WLRO 163561). The 1962 Canada, Voters List identifies Kitchen as retired and living with his wife Myrtle at 251 Hidden Valley Road.

The 1954 aerial imagery identifies some shadow on the property but is unclear whether these are buildings or simply trees (Figure 5).

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### 3.3.4 1960-1983

Kitchen sold the land to David R. Dattels and James K. Sims in December 1960 (WRLO 2154042). According to Municipal Property Assessment Corporation (MPAC) data, the two current dwellings on the subject property were constructed in 1965. The *Department of Energy, Mines and Resources, 1968 Sheet 040P08C, Ontario Council of University Libraries*, confirms there are two dwelling footprints on the subject property (Figure 7). The map also identifies the addition of Highway 8, resulting in a realignment of Hidden Valley Road and additional development including a shopping centre northwest of the subject property. The 1940, 1949, 1958 and 1963 Canada Voters List identifies Dattels as a stock broker residing at 279 Glasgow Street in Kitchener. David and his wife, Norma were instrumental in founding the Kitchener-Waterloo Art Gallery (Globe and Mail, 2016). In August 1956, David became a member of the Gallery's first Board of Directors (Kitchener-Waterloo Art Gallery, n.d.). No evidence has been found that Dattels or his wife, Norma, and their six children resided on the subject property in either of the existing dwellings. The 1940 Canada voter list identifies J.K. Sims as a barrister, but there is no evidence that Sims resided on the subject property either.

In 1972 executors of Dattels and Sims estate sold the property to 259969 Holdings Limited (WRLO 478286) who immediately sold it to Harold Freure Limited (WLRO 529293). In 1954 Harold Freure established the construction company that would become Freure Homes (Freure Homes, n.d.). It appears to be during Freure Homes' ownership when the land was further subdivided and the current lot configurations created.

In 1974, Harold Freure Limited sold the land to Major Holdings & Developments Limited (WLRO 643047). In January 1982 the Registrar's Compiled Plan 1523 was registered. MHK Property Limited obtained the property in March 1983 through a quit claim deed (WLRO 747609). The *Department of Energy, Mines and Resources, 1976, Sheet 04P08E, Ontario Council of University Libraries* identifies no change to the subject property and little to the surrounding area (Figure 8).

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### 3.3.5 1984-PRESENT

In 1984 the property was transferred to Karl Victor Klassen and Alan Thomas Rand (WRLO 793830). The property remained in the Klassen and Rand family and the current owners include Karl Victor Klassen and Alan Thomas Rand as well as Kimberley Klassen (WR583435).

# 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 site visits conducted on March 2, 2020 and March 21, 2020, by Lauren Walker, Cultural Heritage Specialist. Access to the interior of the property and the buildings was not provided.

The subject property is located in the City of Kitchener, in the Region of Waterloo. The property includes two dwellings constructed c. 1965. The dwelling addressed as 333 Hidden Valley Road and located on the west side of the property is a two-storey side split dwelling clad in stone and vertical siding. In front of 333 Hidden Valley Road is a driveway with a concrete retaining wall and a grassed area with several deciduous trees. The dwelling addressed as 339 Hidden Valley Road is a one-storey dwelling clad in yellow brick with a gable roof. In front of 339 Hidden valley Road is a driveway lined on the east side with coniferous trees and a grassed area with several deciduous and coniferous trees and bushes.

The subject property is along the road identified as the Hidden Valley Road CHL and along the Walter Bean Trail CHL (Image 1-Image 2). Hidden Valley Road is a narrow unmarked two-lane road with minimal shoulders and no sidewalks. The subject property is one of few residential properties along Hidden Valley Road and is surrounded by agricultural fields and cluster of heavily treed areas. A hydro corridor traverses the north side of Hidden Valley Road, north of which is Highway 8.



**Image 1: View west from subject property along Hidden Valley Road**



**Image 2: View of the hydro corridor and towards Highway 8 on the north side of Hidden Valley Road**

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## 4.2 ARCHITECTURAL DESCRIPTION: 333 HIDDEN VALLEY ROAD

The west side of the subject property is addressed as 333 Hidden Valley Road and consists of a two-storey side-split dwelling with a concrete foundation, stone and vertical siding and a cross-hipped roof with a chimney.

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#### 4.2.1 FRONT (NORTH) ELEVATION

The front (north) elevation consists of a two-storey portion that includes an attached garage and a one-storey portion (Image 3-Image 4).

The east side of the front elevation is clad in vertical siding and includes a single car garage on the first storey and a door. The second storey is cantilevered over the garage and includes a row of square windows with vinyl casing. The west side of the front elevation is clad in vertical siding and stone, it includes the main front door with sidelights and a large vinyl window opening containing three rectangular windows.



**Image 3: View of front (north) elevation from the driveway**



**Image 4: View of front (north) elevation**

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#### 4.2.2 REAR (SOUTH) ELEVATION

The rear (south) elevation was not visible from the public right of way and access to the interior of the property was not permitted.

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#### 4.2.3 EAST SIDE ELEVATION

The east side elevation contains no window openings and is clad in horizontal siding (Image 5). The concrete foundation is also visible on the east side elevation, as well as a small shed roofed addition.



**Image 5: View of the east side elevation**

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#### **4.2.4 WEST SIDE ELEVATION**

The west side elevation is clad in stone (Image 6). A single rectangular vinyl window is located towards the rear of the dwelling on a recessed portion of the west side elevation.



**Image 6: View of the west side elevation**

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### **4.3 ARCHITECTURAL DESCRIPTION: 339 HIDDEN VALLEY ROAD**

The east side of the subject property is addressed as 339 Hidden Valley Road. It consists of a one-storey dwelling clad in yellow brick in a running bond pattern and horizontal siding, with a concrete foundation and a side gable roof.

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#### **4.3.1 FRONT (NORTH) ELEVATION**

The front (north) elevation consists of yellow-brick with an off-centre recessed front entrance and several rectangular window openings (Image 7-Image 9). The northeast corner is recessed and contains

the front door and a rectangular window opening containing two vinyl windows. The recessed portion is also clad in horizontal siding. To the west of the front door there two rectangular window openings with concrete sills containing two and three vinyl windows respectively from east to west.



**Image 7: View of front elevation, note recessed entrance**



**Image 8: View of west side of front elevation**

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#### **4.3.2 REAR (SOUTH) ELEVATION**

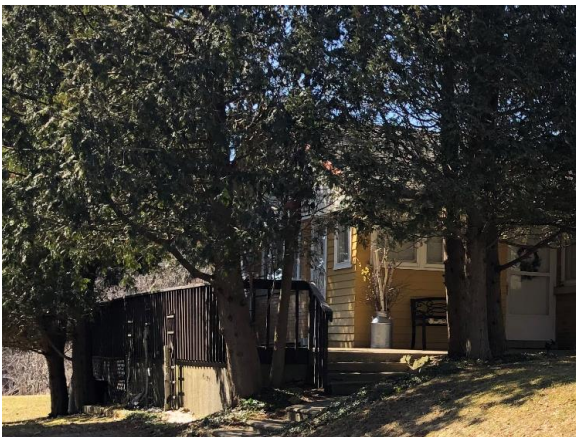
The rear (south) elevation was not visible from the public right of way and access to the interior of the property was not permitted.

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#### **4.3.3 EAST SIDE ELEVATION**

The east side elevation is largely obscured by coniferous trees (Image 9). The east side elevation is clad in both horizontal siding and yellow brick and the gable end is clad in vertical siding. This elevation also appears to include a door and two windows.

A porch on a concrete foundation accessed by a set of concrete stairs is located along this elevation as well.



**Image 9: View of the east elevation**

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#### 4.3.4 WEST SIDE ELEVATION

The west side elevation is clad in yellow brick; however, the gable end is clad in horizontal siding. This elevation demonstrates the dwelling's concrete foundation. Three rectangular window openings are also located on this elevation with concrete sills. The two window openings closest to the front elevation are contain single vinyl windows, the window closest to the rear elevation consists of four vinyl windows within the one opening.



**Image 10: View of the west side elevation**

# 5 CULTURAL HERITAGE EVALUATION

## 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.

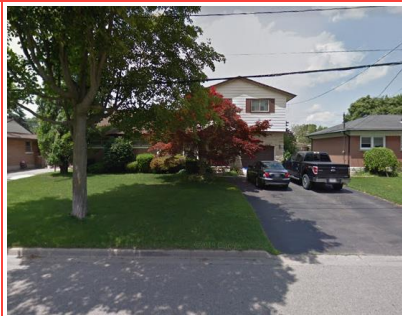
Comparative examples were drawn from Part IV and Part V designated properties along with Listed properties within the province of Ontario. Residential and buildings were selected from this data set with a preference for building of similar age, style, typology and material. It must be noted that there are few comparative examples with identified cultural heritage value from the same era as the dwellings on the subject property within the local context and, as such, the comparative examples reflect a variety of architectural styles and materials from across Ontario. Given this understanding, the results of this comparative analysis should be understood as a general representation of 1950s and 1960s residential architecture.

Seven 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).

Of these buildings, all were constructed between 1956 and 1969 and reflect undefined or modernist styles. All the dwellings display some use of brick, six of which only use brick as a cladding material and one which uses angel stone and vinyl/aluminum siding in addition to brick. Of the seven dwellings, three have a flat roof, two have cross gable roofs, one has an asymmetrical roof and one has a hipped roof. Six of the dwellings have attached garages and one has a detached garage. The window shapes on the dwellings are all rectangular but of different sizes and configurations.

This comparative analysis suggests that the two dwellings on the subject property do not display a defined architectural style, nor are their use of material or construction methods considered rare or unique. Furthermore, it does not appear that the dwellings on the subject property are representative examples of any particular style, material or construction method.

**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
42 Varadi Street, City of Brantford	Part IV Designation  *Note: 42 Varadi is recognized as having cultural heritage value for its association with Wayne Gretzky, not its architectural style.		1956	Angel stone; vinyl/aluminum siding, red-brick	No defined style; Side split; two-storey; rectangular window openings; cross-gable roof; attached garage; faux window shutters

ADDRESS	RECOGNITION	PHOTO	AGE	MATERIAL	STYLE
1044 Argyle Drive, Town of Oakville	Listed on the Municipal Heritage Register		1958	Painted brick	Modernist; one-storey; flat roofs; rectangular window openings; irregular window sizes and layout
18 Culham Drive, City of Cambridge	Listed on the Municipal Heritage Register		1962	Red brick	No defined style; cross-gable roof; one-storey; rectangular window openings, some with faux shutters; circular window opening; off-centre front door with sidelights
231 Herbert Street, City of Waterloo	Listed on the Municipal Heritage Register		1968	Buff brick	Modernist; one-storey with two-storey portion; flat roof; large rectangular windows and narrow rectangular windows;
82 Monsheen Drive, City of Vaughan	Notice of Intention to Designate		1958	Yellow and brown brick	Modernist; one-storey; flat roof; attached garage;
8 Beech Street, City of Markham	Part V (Markham Village HCD)		1968	Red brick	No defined style; one-storey; hipped roof; recessed front porch; attached garage; rectangular window openings with faux shutters

ADDRESS RECOGNITION PHOTO

AGE MATERIAL

STYLE

<p>16 Colborne Street, City of Markham</p>	<p>Part V (Thornhill HCD)</p>		<p>1965</p>	<p>Red and brown brick</p>	<p>Modernist; one- storey; asymmetrical gable roof;</p>
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## 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	N	The subject property retains two residential buildings constructed c.1965 and neither are representative examples of a particular style. While they both use cladding materials, and have several designed features found on other dwellings of the same era, neither are considered to be rare, unique, representative or early examples of a material or construction method. Therefore, the property does not meet this criterion.
	Displays a high degree of craftsmanship or artistic merit	N	The dwellings on the subject property are of a simple design with little ornamentation. As such, they do not display a high degree of craftsmanship or artistic merit.
	Demonstrates a high degree of technical or scientific achievement	N	Given the age of the dwellings on the subject property they are most likely of frame construction clad in brick and horizontal siding. They are not considered to display 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	N	The subject property has no direct association with a theme, event, belief, person, activity, organization nor institution that is considered significant to the community. Therefore, the property does not meet this criterion.
	Yields, or has the potential to yield, information that contributes to an understanding of a community or culture	N	The subject property is not considered to have the potential to yield any information about a particular community or culture. 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 buildings on the subject property are 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	N	The subject property is located along the roadscape within the Hidden Valley Road CHL and along the Walter Bean Trail CHL. The Hidden Valley CHL is recognized for its value as the only remnant of a historical streetscape and its rural scenic quality. The Walter Bean Trail CHL is recognized for its value that includes natural features and relationships, views that reflect the landscape character from historic photos, for its direct association with local business and community leader - Walter Bean, for its historical, physical, functional and/or visual link to surroundings, and for its community value (public stewardship, tourism, community recognized landmark, contribution to a sense of place, contribution to quality of life and as a planning initiative). The subject property is not considered to be important in defining, maintaining or supporting the character of the area. Furthermore, the dwellings are not identified as heritage attributes in the Hidden Valley Road CHL nor in the Walter Bean Trail CHL and are not considered to contribute to the identified value of these CHLs (see section 2.1.7). Therefore, the property does not meet this criterion.
	Is physically, functionally, visually or historically linked to its surroundings	N	The subject property is not historically associated with the Hidden Valley Road CHL, that originally provided passage between the neighbourhoods of Freeport and German Mills, nor the Walter Bean Trail which was created in memory of Walter Bean a local business and community leader who wanted to create a public hiking trail along the Grand River. Neither is it physically, functionally or visually linked to its surroundings. Therefore, the property does not meet this criterion.
	Is it a landmark	N	The buildings on the subject property have not been identified as landmarks. Therefore, the property does not meet this criterion.

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## 5.3 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 retains two dwellings constructed c.1965. Neither dwelling appears to have been significantly altered. As such, the property has retained a high degree of integrity.

# 6 CONCLUSIONS

Based on the results of research, site investigation, and application of the criteria in O. Reg. 9/06, the property located at 333 and 339 Hidden Valley Road does not have cultural heritage value or interest. Accordingly, no Statement of Cultural Heritage Value or Interest and list of Attributes have been prepared.

# 7 RECOMMENDATIONS

The property at 333 and 339 Hidden Valley Road consists of two dwellings constructed c.1965. The dwelling known as 333 Hidden Valley Road is two-storey side split dwelling clad in stone and vertical siding. 339 Hidden Valley Road is a one-storey yellow brick and horizontal sided dwelling. Based on the results of research, site investigation, and application of the criteria in O. Reg. 9/06 it was determined that the property at 333 and 339 Hidden Valley Road does not retain cultural heritage value or interest. Accordingly, no additional heritage assessments are required at this time.

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

- 1 The property at 333 and 339 Hidden Valley Road was determined to not have cultural heritage value or interest. Therefore, no additional heritage assessments are required at this time.

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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: FEBRUARY 2020
	DRAWN BY: AST	CLIENT: REGIONAL MUNICIPALITY OF WATERLOO	
PROJECT: 333 HIDDEN VALLEY ROAD	CREDITS: TREMINE'S MAP OF THE COUNTY OF WATERLOO, CANADA WEST (1861)		
0 200 400 m			N



**LEGEND**

 Study Area

TITLE:

FIGURE 3: 1881 HISTORICAL MAPPING

SCALE:  
1:7,500

PROJECT NO:  
161-07859-01

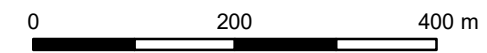
DATE:  
FEBRUARY 2020

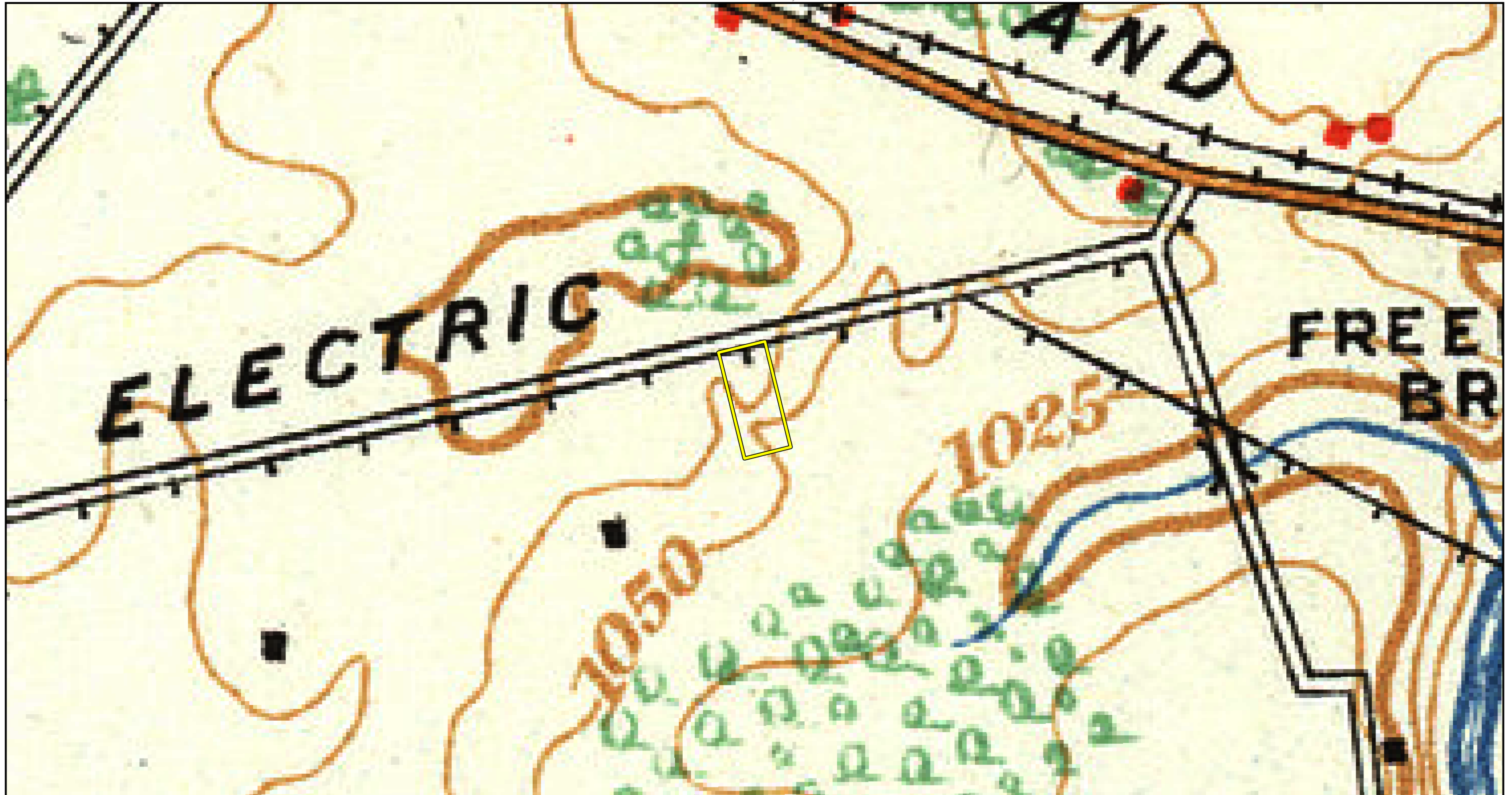
PROJECT:

333 HIDDEN VALLEY ROAD


CREDITS:

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





**LEGEND**

 Study Area

TITLE:  
FIGURE 4: 1923 TOPOGRAPHIC MAP, GALT

SCALE:  
1:5,000

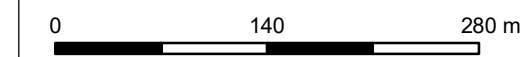
PROJECT NO:  
161-07859-01

DATE:  
FEBRUARY 2020

PROJECT:  
333 HIDDEN VALLEY ROAD

DRAWN BY:  
AST


CLIENT:  
REGIONAL  
MUNICIPALITY OF WATERLOO

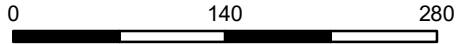



CREDITS:  
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ONTARIO COUNCIL OF UNIVERSITY  
LIBRARIES




**LEGEND**

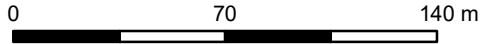

 Study Area

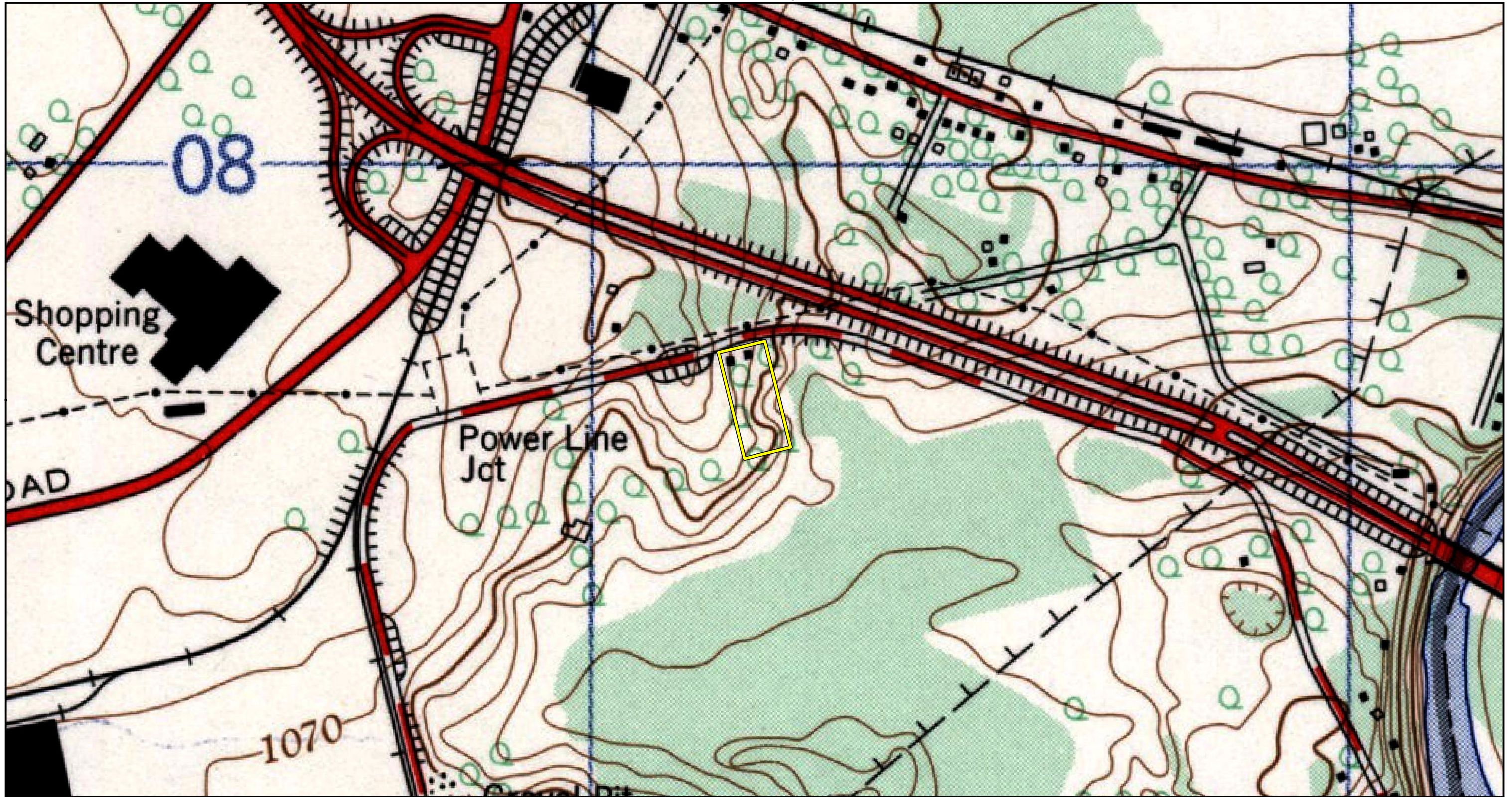
TITLE: FIGURE 5: 1938 TOPOGRAPHIC MAP, GALT	SCALE: 1:5,000	PROJECT NO: 161-07859-01	DATE: FEBRUARY 2020
	DRAWN BY: AST	CLIENT: REGIONAL MUNICIPALITY OF WATERLOO	
PROJECT: 333 and 339 Hidden Valley Road CHER		CREDITS: DEPARTMENT OF MILITIA AND DEFENCE 1938, SHEET 040P08 ONTARIO COUNCIL OF UNIVERSITY LIBRARIES	
			




**LEGEND**

 Study Area

TITLE: FIGURE 6: 1954 AERIAL IMAGERY	SCALE: 1:2,500	PROJECT NO: 161-07859-01	DATE: FEBRUARY 2020
	DRAWN BY: AST	CLIENT: REGIONAL MUNICIPALITY OF WATERLOO	
PROJECT: 333 HIDDEN VALLEY ROAD	CREDITS: 1954 AIR PHOTOS OF SOUTHERN ONTARIO, UNIVERSITY OF TORONTO LIBRARIES		
 			



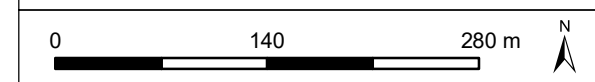
**LEGEND**  
 Study Area

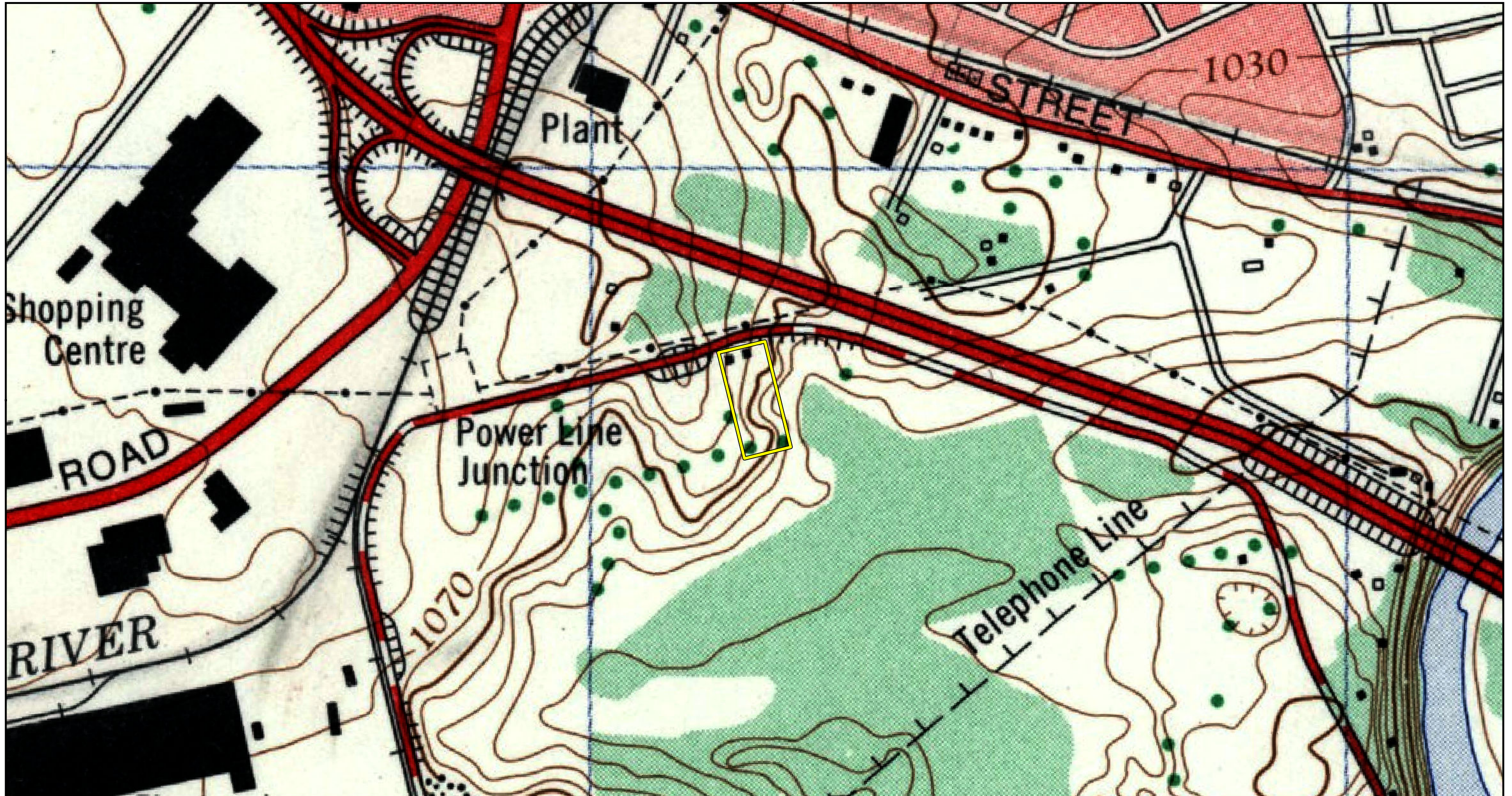
TITLE:  
 FIGURE 7: 1968 TOPOGRAPHIC MAP,  
 KITCHENER EAST

SCALE: 1:5,000	PROJECT NO: 161-07859-01	DATE: FEBRUARY 2020
DRAWN BY: AST	CLIENT: REGIONAL MUNICIPALITY OF WATERLOO	


PROJECT:  
 333 HIDDEN VALLEY ROAD

CREDITS:  
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 AND RESOURCES, 1968, SHEET  
 040P08C, ONTARIO COUNCIL OF  
 UNIVERSITY LIBRARIES





**LEGEND**

 Study Area

TITLE:  
FIGURE 8: 1976 TOPOGRAPHIC MAP,  
KITCHENER EAST

SCALE:  
1:5,000

PROJECT NO:  
161-07859-01

DATE:  
FEBRUARY 2020

DRAWN BY:  
AST

CLIENT:  
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