REGION OF WATERLOO

CULTURAL HERITAGE EVALUATION REPORT

105 HESPELER ROAD

JUNE 23, 2020

fFINAL

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105 HESPELER ROAD

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 105 Hespeler Road 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 105 Hespeler Road contains a two-storey white stucco commercial with art moderne influences with attached one-storey stucco garage constructed between 1946 and 1954. All structures on the 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 105 Hespeler Road 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 105 Hespeler Road 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 105 Hespeler Road was determined to have cultural heritage value or interest. Therefore, a Heritage Impact Assessment is required for this resource to identify appropriate mitigation measures.**

PROJECT PERSONNEL

CLIENT

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Report Review	Joel Konrad
Administrative Support	Lyn Pederson Administrative Assistant – Document Control

APPENDICES

TABLES

FIGURES

1 INTRODUCTION

1.1 OBJECTIVES

WSP Canada Inc. (WSP) was retained by the Region of Waterloo 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 105 Hespeler Road 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 105 Hespeler 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) and evaluation criteria outlined by the City of Cambridge to determine if the property retains cultural heritage value or interest.

1.2 PROJECT DESCRIPTION

WSP was retained by the Region of Waterloo to conduct a Cultural Heritage Existing Conditions and Preliminary Impact Assessment Report 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.

Service Layer Credit Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

LEGEND

Study Area

TITLE: FIGURE 1: PROJECT LOCATION	SCALE: 1:1,000	PROJECT NO: 161-07859-01	DATE: MARCH 2020
	DRAWN BY: AST	CLIENT: REGIONAL MUNICIPALITY OF WATERLOO	
PROJECT: 105 HESPELER ROAD CHER		CREDITS: LAND INFORMATION ONTARIO	

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Document Path: C:\Users\Andrew.S.Turner\Projects\161-07859-01 Kitchener BRT\MapDocuments\105 Hespeler Road\Map 1 Study Area.mxd

2 LEGISLATION AND POLICY CONTEXT

2.1 PROVINCIAL AND MUNICIPAL CONTEXT AND POLICIES

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.

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."

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.

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.

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 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
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 105 Hespeler Road.

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

3.1 LOCAL CONTEXT AND SETTLEMENT HISTORY

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 Wisconsinan 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).

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.

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.

3.2 EURO-CANADIAN CONTEXT

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.

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.

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 Pennsylvanian, 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 the1830s 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).

3.3 LAND USE HISTORY: 105 HESPELER ROAD

Euro-canadian land use for 105 Hespeler Road, 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 10, Concession 12, in the former geographic Township of North Dumfries, now the City of Cambridge.

3.3.1 1861 – 1912

In 1861, no owner is indicated for Lot 10, Concession 12 in *Tremaine's Map of the County of Waterloo, Canada West* (Figure 2). Hespeler Road and Avenue Road are surveyed and intersect at the northwest corner of the lot. Additionally, the Guelph Branch of the Great Western Railway bisects the lot, south of the study area. However, no structures are shown within the 105 Hespeler Road property boundaries.

The 1881 Township of North Dumfries map within the *Illustrated Atlas of the County of Waterloo* indicates a church is located on the northern side of Avenue Road outside of the subject property boundaries (Figure 3).

The abstract index records prior to 1913 for Lot 10, Concession 12 were not available online from Onland. Additionally, due to the closures associated with the COVID-19 pandemic, the land registry records were not accessible in person at the time of this report submission. However, City Directories from 1912 were provided.

3.3.2 1913 – 1938

In 1913 the property was subdivided as part of Plan 225, the Manchester Survey, within the Township of North Dumfries (Appendix B). The property at 105 Hespeler Road is located within part of Lots 421 through 428 of Plan 225.

According to the abstract index, Stephen L Clark Trustee sold Lots 423, 424, 425, and 426 to Charles D. Campbell in 1913 (Instrument 8571) and Lots 421 and 422 were transferred from Thomas Faber to Stephen L. Clark in 1914 (Instrument 8732). The 1911 Census of Canada records that Stephen Clark (born 1874), a delivery agent, resided at 19 Oak Street, Galt, with his wife, Charlotte (born 1877), and daughters, Charlot R. (born 1899), Gretta (born 1901), and Doris (born 1906) (Schedule 1, District 131, Sub-District 4, City of Galt, Page 22).

In 1921, Stephen L. Clark granted Lot 428 to John W. Weldon (9913), who soon granted it to Bertram Rusling (Instrument 9953). The 1921 Census of Canada records Bertram Rusling (aged 38) as a clerk living with his wife, Ethel (aged 40), and children, Harry (aged 10), Edmund (aged 4), and Mabel (aged 2) (Schedule 1, District 137, Sub-district 2, North Dumfries, Page 8).

According to the abstract index, Stephen L. Clark and wife and Alexander Houghton and wife granted Lot 427 to Charles Larter in 1921 (Instrument 9901). The 1921 Census of Canada records Charles Larter (aged 61) as a teamster living at 76 Chalmer Street, Galt, with his wife, Sarah J. (aged 62), and daughter, Pearl (aged 34) (Schedule 1, District 131, Sub-District 4, City of Galt, Page 12).

The 1929 Fire Insurance Plan shows three structures constructed within the subject property boundaries (Figure 4). A one-and-a-half-storey wood dwelling with a shingle roof is located at 1 Avenue Road and a

one-and-a-half-storey iron clad shed with a tar and gravel or composite roof is located behind the dwelling at 1A Avenue Road. Additionally, a one-storey wood dwelling with a tar and gravel or composite roof is located in the northeast corner of the study area at 3 Avenue Road. The location of these structures would align with Lots 427 and 428 of Plan 225, owned by Charles Larter and Bertram Rusling, respectively.

According to the abstract index, Lots 423, 424, 425, and 426 were transferred from the County of Waterloo to the Township of North Dumfries through a Tax Deed in 1935 (Instrument 12137). The 1936 Department of Militia and Defence topographic map shows a structure within the property boundaries (Figure 5). In 1936, Sarah J. Larter (widow) granted Lot 427 to Sylvester and Elsie Burmaster for $800 (Instrument 122307). The 1935 Canada Voters List records Sylvester Burnmaster as a moulder living at 90 Ainslie Street South with his wife (Electoral District of Waterloo South, City of Galt, Division 16, Page 1).

In 1938, the Corporation of the County of Waterloo transferred Lots 421 and 422 to the Corporation of the Township of North Dumfries through a Tax Deed (Instrument 12570). In 1938, the Corporation of Township North Dumfries granted Lots 423 and 424 to Charles Betts (Instrument 12540) and Lots 425 and 426 to William Dunn (Instrument 1249). The 1940 Canada Voters List records William Dunn as a fixer living in Galt (Electoral District of Waterloo South, Rural Polling Division 2, Page 1). In 1939, Charles Betts granted Lots 423 and 424 to the Department of Highways (Instrument 12592).

According to the abstract index, Sylvester and Elsie Burmaster granted Lot 427 to Sarah Bradley for $1600 in 1942 (Instrument 13199) and Lot 428 was granted from Ethel Rusling (widow) to Lily Dunn in 1943 (Instrument 13309).

3.3.3 1945 – 1954

A structure is shown fronting on Avenue Road in the 1945 aerial (Figure 6). This structure does not align with the placement of the extant building on the subject building and is possibly the same structure shown in the 1929 Fire Insurance Plan (Figure 4). Additionally, an access road from Brooklyne Road travels diagonally across the southern half of the property to the approximate center.

According to the abstract index, Lily Dunn (widow) granted Lots 425 and 426 to Jerome J. and Hildabelle H. Grimm for $300 in 1946 (Instrument 14413). Additionally, in 1947, part of Lots 423 and 424 were granted from the Department of Highways to Hildabelle H. Grimm for $200 (Instrument 14697). The 1921 Census of Canada records that Jerome Grimm was born in 1919 to Frederick and Hilda Grimm, a German family living at 60 Bond Street in Galt. The census also indicates that Jerome had three older siblings, Ursala, Vincent, and Colette (Schedule 1, District 137, Waterloo South, City of Galt, Page 15). The 1949 Canada Voters List records Jerome Grimm as an auto mechanic residing with his wife at 51 Tait Street (Electoral District of Waterloo South, City of Galt, Division 29, Page 4).

According to the abstract index, in 1947, Lot 427 was granted from Sarah Bradley to Edward Smedley for $2000 (Instrument 14560), who soon granted it to John D. and Melba B. Murdock for $2800 (Instrument 14561). The 1949 Canada Voters List records John Murdock as a labourer living on Avenue Road with his wife Melba (Electoral District of Waterloo South, Rural Polling Division 61, Page 1)

In 1947, the Corporation of the Township of North Dumfries granted Lot 421 to Arthur Cherry (Instrument 14764) and Lot 422 to Allan Cherry (Instrument 14700). Lot 421 was granted from Arthur Cherry to Hanna E. Squire in 1947 (Instrument 14765). The 1949 Canada Voters List records Hanna Squire as a widow living on Brooklyn Road (Electoral District of Waterloo South, Rural Polling Division 61, Page 2).

Lot 422 was soon granted it to John A. and Elizabeth M. Kovacs for $1850 (Instrument 14701). The Kovacs transferred the lot to James and Florence Onley in 1948 (Instrument 15113). The lot was granted to William D. and Ruth I. Gillett for $5500 in 1949 (Instrument 15544) and to Guy A. and Pearl McEwen for $5800 in 1951 (Instrument 16403). The next year, the McEwens granted Lot 422 to John and Emma Barber for $6250 (Instrument 49630). The 1957 Canada Voters List records John Barber as retired and living at 6 Brooklyne Road (Electoral District of Waterloo South, City of Galt, Division 2, Page 2).

Lily Dunn sold Lot 428 to John Douglas Campbell in 1950 for $2100 (Instrument 15964) and John Campbell granted the lot to Arthur and Irene Davis in 1953 for $2500 (Instrument 51814).

The subject building is visible on the 1954 aerial with the portion of the property fronting on Hespeler Road appears to be cleared and possibly paved (Figure 7). Therefore, the subject building was constructed between 1946 and 1954. The subject building aligns with Lot 425, concluding that the structure was constructed under the ownership of Jerome and Hildabelle Grimm.

3.3.4 1955 – PRESENT

In 1957, Melba B. Murdock granted Lot 427 to Jerome and Hildabelle H. Grimm (Instrument 154934). The 1957 Canada Voters List records Jerome Grimm as a garage operator residing at 105-107 Hespeler Road with his wife, Hildabelle (Electoral District of Waterloo South, City of Galt, Division 2, Page 2).

According to the abstract index, Lot 421 was granted from Hanna E. Squire to Collette R. Grimm in 1957 (Instrument 151596) and Lot 422 was granted from John Barber granted to Hildabelle Grimm for $7000 in 1958 (Instrument 168943). The subject property's first appearance in the City Directory is in 1960, where the property is identified as the Grimm Brothers Garage until 1974.

In 1963, Jerome and Hildabelle Grimm leased part of Lots 423, 424, 425, 426, and 427 to the British-American Oil Company. The British-American Oil Company (known as B-A) was founded by Albert LeRoy Ellsworth of Welland, Ontario in 1906. Headquarters for the company were established in Toronto by 1916 and oil refineries were established throughout Canada as the company expanded. By 1968 B-A was amalgamated with its subsidiaries under Gulf Oil Canada Ltd (Curtis, 2000).

According to the abstract index, Arthur and Irene Davis granted Lot 428 to Hildabelle H. Grimm in 1964 (Instrument 283924). The subject building is visible on the 1968 Department of Energy, Mines, and Resources topographic map with no additional buildings indicated within the property boundaries (Figure 8).

In 1973, Lot 421 was granted from Colette R. Grimm to Hildabelle Grimm (Instrument 521243). Hildabelle Hale Grimm granted Lot 422 to Jeffery John Grimm in 1981 (Instrument 606419), Lot 421 in 1982 (606500), Lots 423 and 424 in 1984 (632664). The remaining lots within the property, Lots 425, 426, 427 and 428, were transferred from Jerome and Hildabelle Grimm to Jeffery Grimm in November 1990 for $100,000 (Instrument 739352). In 2019, the property was transferred from Jeffery Grimm to 2694084 Ontario Inc (Instrument WR1207007).

4 EXISTING CONDITIONS

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 3, 2020, by Lauren Walker, Cultural Heritage Specialist. Access to the interior of the property and building was not provided.

The study area includes the property at 105 Hespeler Road located within the City of Cambridge, Region of Waterloo.

The subject property fronts onto Hespeler Road, stretching between Avenue Road and Brooklyne Avenue. The southern portion of the property contains a gas station that consists of a one-storey brick commercial building and gas pumps covered by a canopy (Image 1). The northern portion of the property contains a two-storey white stucco commercial building with art moderne influences and an attached one-storey garage and autobody shop constructed between 1946 and 1954. The remainder of the property is paved for vehicle access and parking.

The area surrounding the subject property is a mixture of commercial and residential properties. A cemetery is located along a large portion of the north side of Avenue Road (Image 2).

Image 1: View east toward the gas station on southern portion of the property.

Image 2: View west toward the cemetery on Avenue Road.

4.2 ARCHITECTURAL DESCRIPTION

The subject property contains a two-storey white stucco commercial building with art moderne influences constructed between 1946 and 1954. Various attached one-storey autobody shops and garages have been added to the original building. Art moderne architecture was present in both commercial and residential buildings between the 1930s and 1950s. Commercial art moderne buildings were designed in a plain, streamlined style with curved elements, and used materials such as chrome siding, vitrolite, and glass block.

4.2.1 FRONT ELEVATION

The front elevation consists of three components: a two-storey stucco commercial structure, a one-storey stucco garage, and a large one-story siding-clad addition.

The southern portion of the elevation includes the two-storey white stucco commercial structure which features an asymmetrical façade (Images 3 and 4). The first storey contains an entryway comprised of an aluminium-framed door with a large window, flanked by large square aluminum windows with black-painted concrete sills. The stucco at the sides of the openings for the door and windows is curved (Image 6). Adjacent to the entryway is a projecting, curved front display consisting of four large aluminum-framed windows (Image 4). This curved display and the entryway are each accented by black banding along the projecting rooflines.

The second storey features a centered rectangular white vinyl sash window with horizontal vinyl muntins and a black-painted concrete sill. A grouping of three shorter windows is located on either side of this central window. The windows are all white vinyl sash windows with white horizontal muntins, grey frames, and black-painted concrete sills (Image 5). The stucco at the sides of these window openings is curved.

A white-painted brick tower is located at the join between the two-storey commercial structure and the attached one-story stucco garage. The tower has black banding at the top and features a recently added black and white sign that reads “The Grimm Block” (Image 5).

The one-storey white stucco garage has a flat roof with black banding along the roofline (Image 7). This portion of the façade has a white garage door with six rectangular windows. The stucco along the sides of the opening for the garage door is curved, matching the curved elements of the two-storey structure. An aluminum door with a large window is located near the centre of this portion of the façade. A second white garage door with an opening with curved sides is located on the other side of the aluminum door and is partially obscured by a metal storage container.

The most northern portion of the front elevation includes a large rectangular addition clad in beige vertical siding (Image 8). The façade retains an off-centre aluminum door located adjacent to two large aluminum windows. The frame for a display sign is located above the door and runs the majority of the length of this addition.

Image 3: View east of front elevation.

Image 4: View northeast of front elevation.

Image 5: View of details on second storey of the front elevation.

Image 6: View of curved stucco on the window and door openings.

Image 7: View east of stucco garage attached to two-storey structure.

Image 8: View east of garage attached to front elevation.

4.2.2 EAST ELEVATION

The east elevation consists of two attached flat-roofed structures. The southern portion of the east elevation is situated on a gradual slope and consists of a one-storey white stucco elevation with black banding along the roofline and two small rectangular white vinyl sash windows with grey frames and black-painted concrete sills (Image 9). The northern portion of the east elevation is clad in beige vertical siding with an entryway consisting of two metal framed glass doors with a beige awning with brown asphalt shingles above. The entrance is flanked by rectangular windows, each with two vertical vinyl muntins. Two additional rectangular windows and a black metal door are present on the elevation (Image 10).

Image 9: View west of east elevation.

Image 10: View southwest of east elevation.

4.2.3 NORTH ELEVATION

The north elevation consists of two flat-roofed one-storey commercial garage additions clad in beige vertical siding. The eastern half of the elevation is slightly taller and contains black rectangular commercial signage and a central white garage door (Image 11). The western portion of the elevation contains two square white vinyl sliding windows. A dark brown metal door is located near the join of the western and eastern portions of the north elevation (Image 12). The second storey of the north elevation is largely obscured by the one-storey commercial garage additions, but it is clad in stucco and contains six rectangular window openings, above which appear to be fire shutters.

Image 11: View southwest of north elevation.

Image 12: View southeast of north elevation.

4.2.4 SOUTH ELEVATION

The south elevation consists of three components: a two-storey stucco structure, a small one-storey addition clad in vertical siding, and a larger one-story stucco addition.

The western portion of the south elevation includes the two-storey white stucco commercial structure. The stucco is rounded at the corners where the elevation meets both the front and rear of the building. Additionally, the curved front display on the first storey of the front elevation transitions smoothly to the south elevation (Image 13). The first storey contains an aluminum-framed glass door with large aluminum storefront windows located adjacent to the door. This storey also contains a square window with a black painted concrete sill. A small stucco-clad addition/storage structure with a glass block window, black asphalt shingled roof, and metal door, is attached to the first storey of the elevation (Images 14 and 15).

The second storey has two groupings of three windows and one grouping of two. The stucco is curved at the side of the openings for all these window groupings. The windows are all white vinyl sash windows with white horizontal muntins, grey frames, and black-painted concrete sills (Image 15). Two white vinyl sash windows with white horizontal muntins and black-painted sills are located at the rear of the two-storey structure. Additionally, a small white vinyl sash window with a black painted concrete sill is located between the two larger windows (Image 14).

A small one-storey addition is attached to the rear of the two-storey building. It has a flat roof, beige vertical siding, two small white vinyl sliding windows and a black metal door (Image 14). Attached to this addition is a taller, one-storey white stucco addition (Image 16). The corners of this addition are at a 90-degree angle rather than curved like the two-storey structure. This portion of the elevation exhibits a small white vinyl sash window with a grey frame and black-painted concrete sill. Additionally, two large white vinyl windows with a sash opening are located on either side are located on this elevation.

Image 13: View looking northeast of curved corner where front and south elevations meet.

Image 14: View northwest of south and east elevation.

Image 15: View northwest of south elevation.

Image 16: View northwest of south elevation.

5 CULTURAL HERITAGE EVALUATION

5.1 COMPARATIVE ANALYSIS

A comparative analysis was undertaken to establish a baseline understanding of similar cultural heritage 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.

The City of Cambridge’s Municipal Heritage Register was reviewed for comparative examples; however, no properties with art moderne architectural influences were represented. Multiple Municipal Heritage Registers throughout Ontario were reviewed for Part IV, Part V, Listed or Inventoried properties for commercial buildings with a preference for buildings with a similar age, style, typology and material. Additionally, structures associated with automobiles (i.e. gas stations, service stations, or auto repair shops) were considered where possible. Four properties with heritage recognition were chosen from the Municipal Heritage Registers from the Cities of Kitchener, Port Colborne, and Ottawa, and the Heritage Inventory for the Municipality of Clarington. Additionally, two properties without heritage recognition (located within the cities of Toronto and Thunder Bay) were chosen to provide further examples of art moderne structures related to automobile service and repair.

A total of six comparable properties were identified. However, this sample does not represent all available properties, and is rather intended to be representative (Table 2).

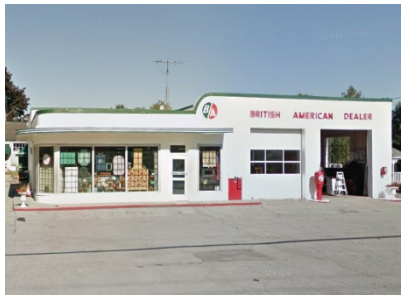
Five of the properties feature white stucco exteriors while one property, 15 Joseph Street in Kitchener, is clad in yellow and black vitrolite. All the properties have flat roofs and are constructed in the art moderne style, with the exception of the Shickluna Service Station in Port Colborne which is California Mission style.

Four of the properties feature curved components such as storefront windows, entryways, or roofline details. Contrasting banding accenting the roofline and other building components is located on five of the properties. The property at 1117 Davenport Road in Toronto features a stucco chimney which is similar in style and dimension to the brick tower visible on the subject property. Four of the properties were constructed before 105 Hespeler Road.

This comparative analysis suggests that the subject property is not an early example of the art moderne style, but that it displays multiple representative features including: a flat roof, stucco, banding in a contrasting colour, curved layout of storefront windows and curved elements. Additionally, this architectural style is not represented on the City of Cambridge’s Municipal Heritage Register which suggests that the subject property is a rare example of art moderne architecture within the City of Cambridge.

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
15 Joseph Street, Kitchener	Part V Designated – Kitchener Victoria Park HCD		Between 1930-1945 (Based on aerial imagery)	Vitrolite	Two-storey flat-roofed art moderne commercial building with front façade clad in yellow and black vitrolite, featuring aluminum windows and metal banding along roofline. Attached painted brick garage has black banding at roofline and a glass block window on the first storey.
293 King Street, Port Colborne	Part IV Designated on the Port Colborne Heritage Register		1925	Stucco	One-storey white stucco California Mission style automobile service station with large canopy, parapet wall, and red metal tiles. Known as the Shickluna Service Station.
369 Island Park Drive, Ottawa	Listed on the City of Ottawa Heritage Register		1938	Stucco	One-storey white stucco art moderne gas station with a curved form, flat roof, and large floor to ceiling windows.

ADDRESS	RECOGNITION	PHOTO	AGE	MATERIAL	STYLE
4532 Hwy 2, Newtonville	Located on the Clarington Heritage Inventory		1950s	Stucco	One-storey white stucco art modern service station. Flat roofline with green banding featuring a curved detail. Curved front display windows. “British American Dealer” sign in with lettering complimentary to the art moderne style and intact brand signage.
1117 Davenport Road, Toronto	No recognition		Constructed prior to 1947 (based on aerial imagery)	Stucco	One-storey white stucco commercial building with red banding along the roofline and above the entryway. The section of the building containing the entryway is curved with an attached stucco chimney. Possibly former British American service station.
441 Syndicate Avenue South, Thunder Bay	No recognition		1950s	Stucco	Two-storey white stucco commercial building with an L-shaped footprint with curved walls. The first storey features glass block windows and the second features sash windows accented with red sills.

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
Design/Physical Value	Is a rare, unique, representative or early example of a style, type, expression, material or construction method	Y	A two-storey, commercial building with art moderne features and an attached one-storey stucco garage constructed between 1946 and 1954 are located on the subject property. The original building retains features representative of the art moderne style such as curved elements, a flat roof, and contrasting banding. The subject building is also a rare example of the art moderne influence in commercial construction in the City of Cambridge. Therefore, the property meets this criterion.
	Displays a high degree of craftsmanship or artistic merit	N	The building exhibits elements of the art moderne architectural style, built utilizing 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.
Historical/ Associative Value	Has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community	N	While, the subject building was constructed by the Grimm family between 1946 and 1954, they are not considered significant to the community. Part of the property was leased to the British American Oil Company; however, this lease occurred in 1963, after the construction of the building. Additionally, no notable individuals, associations, institutions or themes are connected to the building. 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 building is not associated with any notable communities or cultures and is not known to potentially yield information regarding the community. 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.
Contextual Value	Is important in defining, maintaining or supporting the character of an area	N	While the building reflects mixed uses along Hespeler Road, it is not important in defining or maintaining this character. Therefore, the property does not meet this criterion.
	Is physically, functionally, visually or historically linked to its surroundings	N	The subject building is not physically, functionally, visually, or historically linked to the surrounding Hespeler Road, Brooklyne Road, or Avenue Road. Therefore, the property does not meet 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;	N	While the subject property is associated with the Grimm family, they are not recognized as having made an important contribution to the development of the City. Therefore, the property does not meet 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 two-storey commercial building is a representative and rare example of art moderne style elements in commercial construction within the City of Cambridge. Therefore, the property meets this criterion.
viii) it is a representative example of architectural design;	N	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;	N	While the building is consistent with the mixed-use character of Hespeler Road, it is not important in defining or maintaining this character. Therefore, the property does not meet 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	-	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 retains a two-storey stucco commercial building with art moderne influences and multiple attached one-storey garages/auto shops. The two-storey structure was constructed between 1946 and 1954. The one-story stucco garage and one-storey siding-clad garage located along the front elevation of the property were constructed by 1954. However, the construction dates for the multiple additions at the rear of the building are unknown. These additions do not have curved edges, or other design elements sympathetic to the art moderne influences of the original two-storey commercial structure. However, as these additions are located at the rear, the art moderne elements of the two-storey structure are still visible. The groupings of two and three windows on the second storey have likely been replaced but the inclusion of the horizontal muntins is consistent with the era and style of the building. Accordingly, the property generally 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, 105 Hespeler Road has cultural heritage value or interest. Accordingly, the following Statement of Cultural Heritage Value or Interest and list of Attributes has been prepared.

6.1 STATEMENT OF CULTURAL HERITAGE VALUE OR INTEREST

6.1.1 DESCRIPTION OF PROPERTY

The property at 105 Hespeler Road contains a two-storey white stucco commercial building with art moderne influences with attached one-storey stucco garage constructed between 1946 and 1954 in the City of Cambridge, Region of Waterloo.

6.1.2 STATEMENT OF CULTURAL HERITAGE VALUE OR INTEREST

Built between 1946 and 1954, the two-storey commercial structure located at 105 Hespeler Road was built by Jerome and Hildabelle Grimm. The Grimms purchased Lots 425 and 426 of Plan 225 in 1946 and later acquired the adjoining lots, extending the property boundaries between Avenue Road and Brooklyne Avenue.

Various one-storey additions have been added to the rear of the property, but the original two-storey stucco commercial structure with attached stucco garage retain its built character. The building displays features representative of the art moderne style and is a rare example of the art moderne features on a commercial building in the City of Cambridge. The two-storey building features a curved layout of storefront windows accented with black banding along the roofline, groupings of two and three sash windows with horizontal muntins, and curved stucco along the sides of openings for windows and doors.

A white painted brick tower that rises above the second storey seamlessly joins the two-storey original structure with the attached garage. The one-storey white stucco garage has a flat roof with black banding along the roofline and features curved stucco along the sides of the garage door openings, complementing the curved, art moderne elements of the two-storey structure.

6.1.3 DESCRIPTION OF HERITAGE ATTRIBUTES

The heritage attributes that reflect the cultural heritage value or interest of 105 Hespeler Road include:

- Two-storey stucco commercial structure:
  - Flat roof with banding along roofline;
  - Curved layout of storefront windows on first storey;
  - Brick tower with banding;
  - Curved stucco at sides of window and door openings;
  - Sash windows with horizontal muntins;
- One-storey stucco attached garage:
  - Flat roof with banding along roofline; and
  - Curved stucco at sides of garage door openings.

7 RECOMMENDATIONS

The subject property at 105 Hespeler Road contains a two-storey white stucco commercial building with art moderne influences with attached one-storey stucco garage constructed between 1946 and 1954.

Based on the results of research, site investigation, and application of the criteria in O. Reg. 9/06 it was determined that the 105 Hespeler Road 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 105 Hespeler Road 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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APPENDIX

A HISTORICAL MAPPING

LEGEND

Study Area

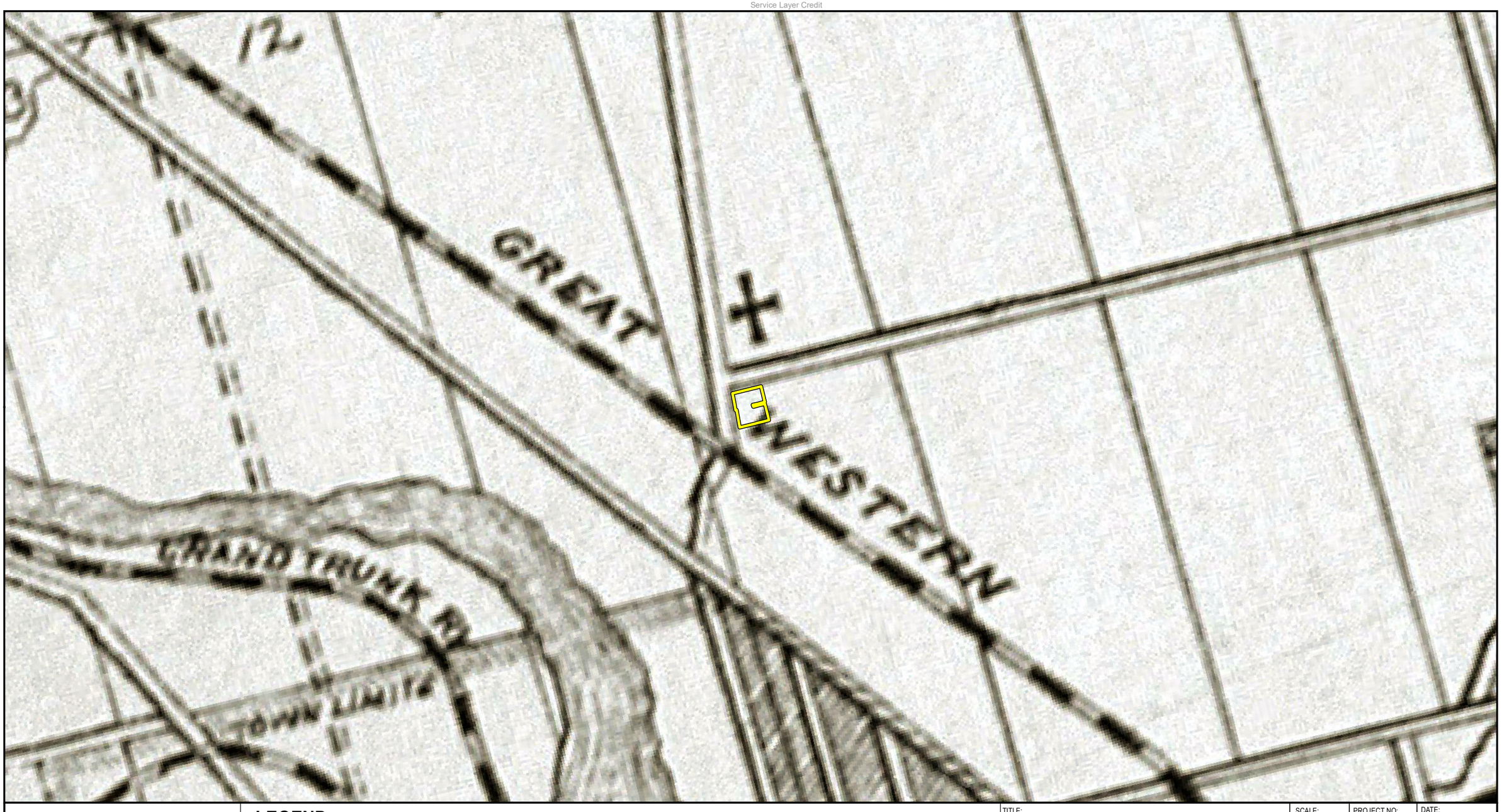
TITLE: FIGURE 2: 1861 HISTORICAL MAPPING	SCALE: 1:7,500	PROJECT NO: 161-07859-01
	DATE: FEBRUARY 2020	
	DRAWN BY: AST	CLIENT: REGIONAL MUNICIPALITY OF WATERLOO
PROJECT: 105 HESPELER ROAD CHER	CREDITS: TREMAINE'S MAP OF THE COUNTY OF WATERLOO, CANADA WEST (1861)	

0 200 400 m

N

Document Path: C:\Users\Andrew.S.Turner\Projects\161-07859-01 Kitchener BRT\MapDocuments\105 Hespeler Road\Map 2 Tremaine.mxd

Service Layer Credit



LEGEND

Study Area

TITLE: FIGURE 3: 1881 HISTORICAL MAPPING

SCALE:	PROJECT NO:	DATE:
1:7,500	161-07859-01	FEBRUARY 2020

DRAWN BY:	CLIENT:
AST	REGIONAL MUNICIPALITY OF WATERLOO

PROJECT: 105 HESPELER ROAD CHER

0 200 400 m

N

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

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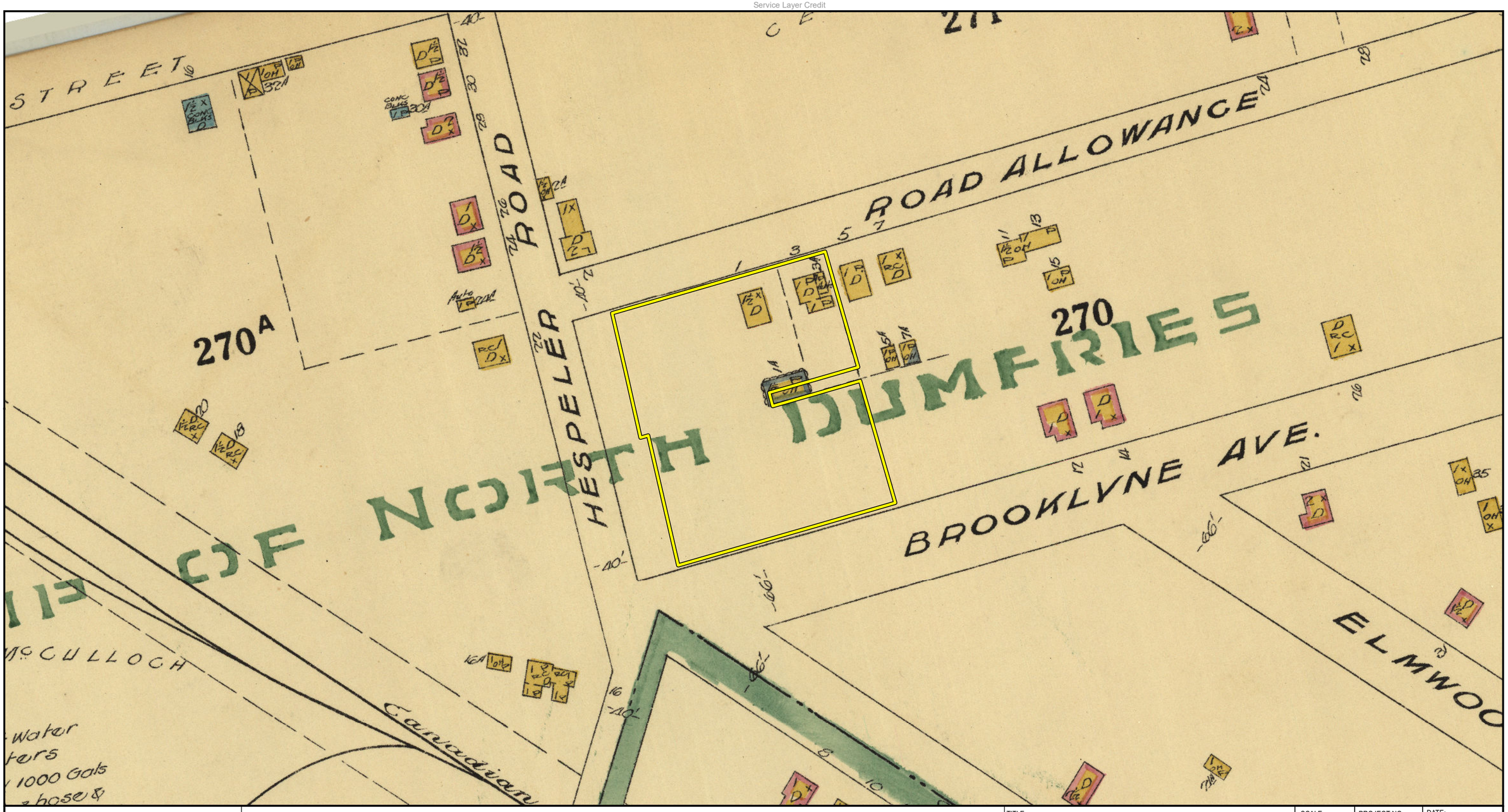

LEGEND

Study Area

TITLE: FIGURE 4: 1929 FIRE INSURANCE PLAN, GALT	SCALE: 1:1,000	PROJECT NO: 161-07859-01	DATE: MARCH 2020
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PROJECT: 105 HESPELER ROAD CHER	CREDITS: UNDERWRITERS SURVEY BUREAU LIMITED, SHEET 17, UNIVERSITY OF MCMASTER LIBRARY		

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LEGEND

Study Area

TITLE: FIGURE 5: 1936 TOPOGRAPHIC MAP, GALT

SCALE:	PROJECT NO:	DATE:
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DRAWN BY: AST	CLIENT: REGIONAL MUNICIPALITY OF WATERLOO	

PROJECT: 105 HESPELER ROAD CHER

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CREDITS: DEPARTMENT OF DEFENCE 1936, SHEET 040P08 ONTARIO COUNCIL OF UNIVERSITY LIBRARIES

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Service Layer Credit

LEGEND

ORNRoads

Study Area

TITLE: FIGURE 6: 1945 AERIAL IMAGERY

PROJECT: 105 HESPELER ROAD CHER

0 50 100 m

N

SCALE:	PROJECT NO:	DATE:
1:2,000	161-07859-01	MARCH 2020
DRAWN BY: AST	CLIENT: REGIONAL MUNICIPALITY OF WATERLOO	

CREDITS: DIGITAL HISTORICAL AIR PHOTOS OF KITCHENER-WATERLOO, 1945 PHOTO: IMC8, UNIVERSITY OF WATERLOO GEOSPATIAL INDEX

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Service Layer Credit

LEGEND

Study Area

TITLE: FIGURE 7: 1954 AERIAL IMAGERY

SCALE: 1:2,500

PROJECT NO: 161-07859-01

DATE: MARCH 2020

DRAWN BY: AST

CLIENT: REGIONAL MUNICIPALITY OF WATERLOO

PROJECT: 105 HESPELER ROAD CHER

0 70 140 m

N

CREDITS: 1954 AIR PHOTOS OF SOUTHERN ONTARIO, UNIVERSITY OF TORONTO LIBRARIES

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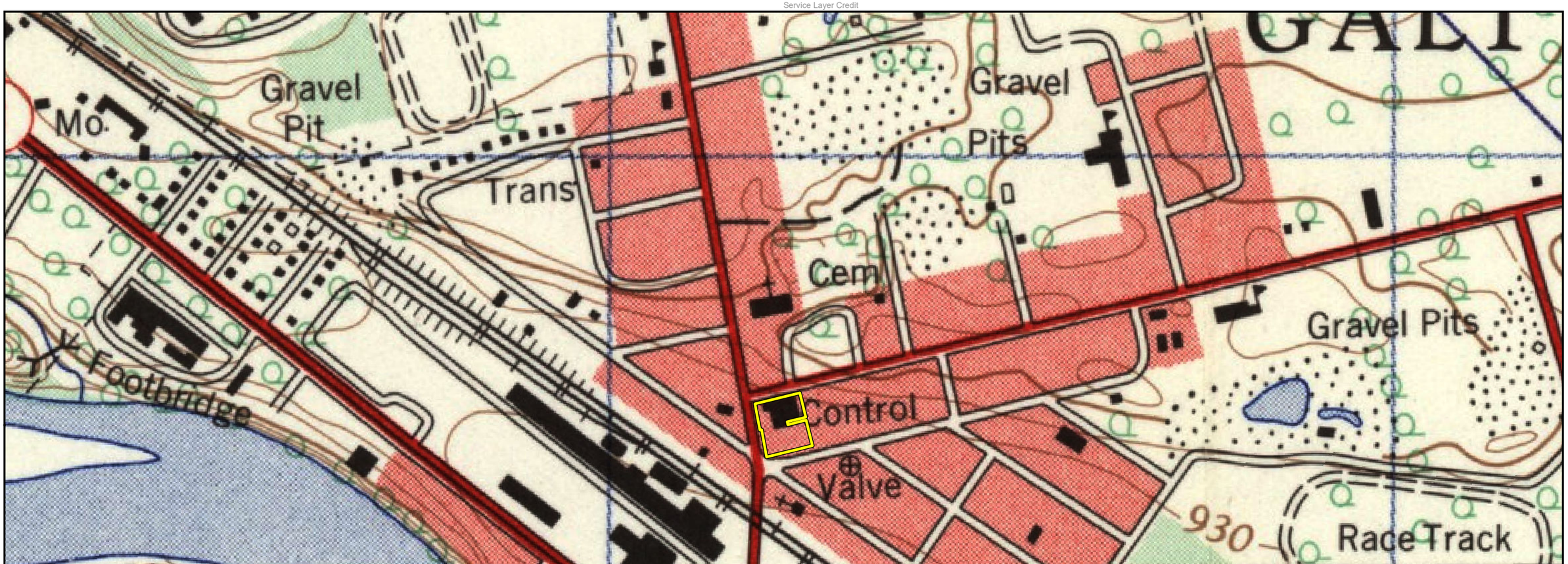

LEGEND

Study Area

TITLE:
FIGURE 8: 1968 TOPOGRAPHIC MAP, CAMBRIDGE-PRESTON

PROJECT:
105 HESPELER ROAD CHER

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N

SCALE:	PROJECT NO:	DATE:
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CREDITS:
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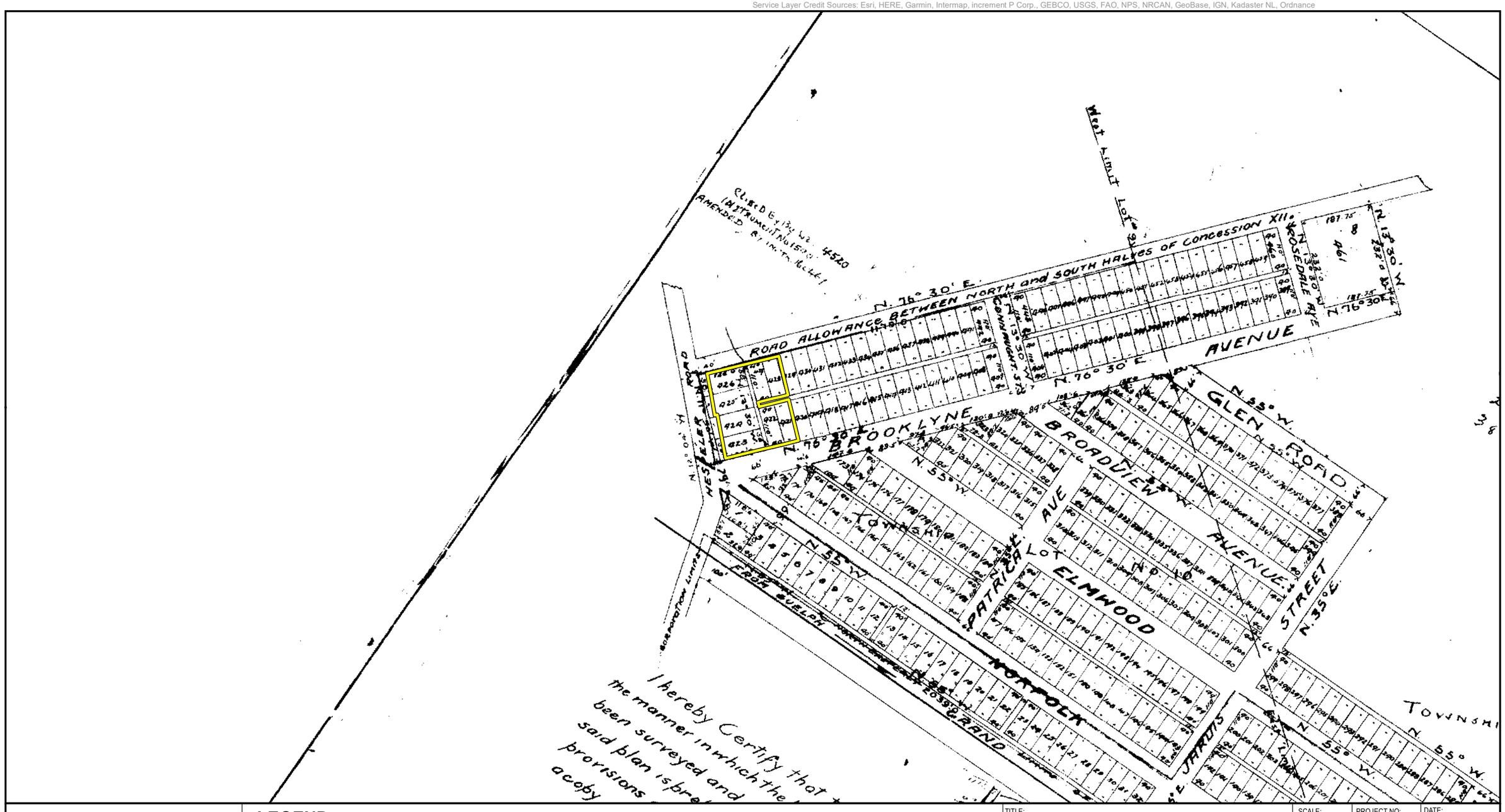
APPENDIX

B PLAN 225



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Study Area

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0 75 150 m

N

Document Path: C:\Users\Andrew.S.Turner\Projects\161-07859-01 Kitchener BRT\MapDocuments\105 Hespeler Road\Appendix Development Plan.mxd