

REGION OF WATERLOO

CULTURAL HERITAGE EVALUATION REPORT

320 SHANTZ HILL ROAD

JUNE 23, 2020

FINAL





**CULTURAL HERITAGE
EVALUATION REPORT
320 SHANTZ HILL ROAD
REGION OF WATERLOO**

FINAL

PROJECT NO.: 161-07859-01.

DATE: JUNE 23, 2020

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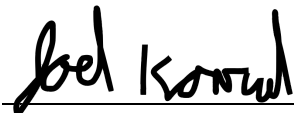


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June 23, 2020

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EXECUTIVE SUMMARY

WSP Canada Inc. was retained by the Region of Waterloo to complete a Cultural Heritage Evaluation Report for 320 Shantz Hill 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 320 Shantz Hill Road contains a one-and-a-half storey post-war vernacular residence with a front gable roof built in 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 320 Shantz Hill 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 320 Shantz Hill Road does not retain cultural heritage value or interest. Accordingly, no additional heritage assessments are required at this time.

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

- 1 The property at 320 Shantz Hill 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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1 INTRODUCTION

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 320 Shantz Hill 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 320 Shantz Hill 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 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.

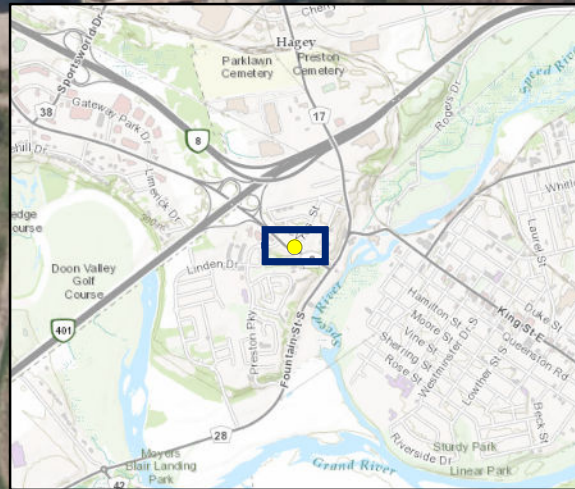
1.2 PROJECT DESCRIPTION

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


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

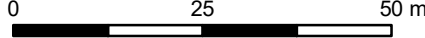
Stage 1 of the rapid transit project in the Region of Waterloo consisted of the completion of LRT infrastructure between Conestoga Mall in the City of Waterloo and Fairview Park Mall in the City of Kitchener (19 km), as well as bus rapid transit (BRT) between Fairview Park Mall in the City of Kitchener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

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



LEGEND

 Study Area

TITLE: FIGURE 1: PROJECT LOCATION	SCALE: 1:1,000	PROJECT NO: 161-07859-01	DATE: FEBRUARY 2020
PROJECT: 320 SHANTZ HILL ROAD CHER	DRAWN BY: AST	CLIENT: R.M. OF WATERLOO	
0  50 m		CREDITS: LAND INFORMATION ONTARIO	

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 research and contemporary photographs.
Bridget Coady Region of Waterloo BCoady@regionofwaterloo.ca	By email on March 9, 2020	By email on March 19, 2020.	Provided a construction date of 1954 for 320 Shantz Hill 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 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).

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 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 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).

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 Preston.

Preston

The Town of Preston was first settled by German speaking Mennonites from Pennsylvania in 1805 at the intersection of the Speed and Grand rivers in the southern portion of the Township of Waterloo. John Erb purchased part of Lot 4, Beasley's Broken Front Concession in 1805. Using the Speed River, Erb built a saw mill and flour mill built in 1806 and 1807 respectively (Janusas, 1988a:143). The flour mill continues to operate today as the Dover Flour Mill owned by Parrish & Heimbecker, Limited. The first store was opened by Daniel Snider in 1818.

The area became known as Preston in the 1830s when the land east of the Speed River was surveyed and a grid street layout was established. By 1836, Preston boasted of four stores, four taverns, one sawmill, one grist mill, four blacksmith shops, two wagon makers, one brewery, a distillery, two tailor shops, a saddler, a clockmaker and a number of carpenters and shoemakers (Janusas, 1988b: 143-149). By 1850 Preston had a population of 1100, two grist mills, two saw mills, two vinegar factories, a woolen factory, a chair factory, two distilleries, two tanneries, a starch factory, a pottery, three breweries, three schools, a court house, a town hall and two churches (ARA, 2016). It was incorporated into a village in 1852.

The intersection of King Street and Fountain Street became a central settlement area with three hotels built around this intersection. The first, located at the northeast corner of the intersection was built in the late 1840s and was originally called the North American, but eventually became known as the Kress Hotel (Mills, 2016). It was demolished in the 1990s. With the success of the North American, Robert Walder built a luxury resort and health spa originally called the Del Monte in c. 1890. When Walder sold the hotel in the early twentieth century it was renamed Preston Springs. Since the 1990s the hotel has stood vacant. The third hotel, construction date unknown, was the Sulphur Springs which burnt down in 1982.

The electric railway, an interurban streetcar, was first proposed in 1890 to connect Preston and Galt. It was not until 1894 that the railway was built and later it also connected Hespeler. It brought with it renewed population growth, such that in 1899 the population increased allowed Preston to be incorporated as a Town (City of Cambridge, n.d.).

There was steady growth in Preston in the 1950s and 1960s with continued expansion of its industrial base and gradual residential expansion towards Galt and Hespeler. Despite public opposition, the Provincial government decided to amalgamate the Towns of Preston and Hespeler and City of Galt to form Cambridge in 1973 (City of Cambridge, n.d.).

3.3 LAND USE HISTORY: 320 SHANTZ HILL ROAD

Euro-canadian land use for 320 Shantz Hill 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 5 Broken Front Beasley Lower Block, in the former geographic Township of Waterloo, now the City of Cambridge.

3.3.1 1861 – 1911

The *Tremaine's Map of the County of Waterloo, Canada West*, 1861, (Figure 2), identifies Joseph Erb as the owner of Lot 5 Broken Front Beasley Lower Block. The Preston and Berlin rail corridor is located in the southern portion of Lot 5, however no structures are depicted within the current property boundaries. Additionally, no structures are identified within the property boundaries on the 1881 Township of Waterloo map within the *Illustrated Atlas of the County of Waterloo* (Figure 3).

The 1881 Census of Canada (Schedule 1, District 161, Waterloo South, County of Waterloo, Page 33) records Joseph J. Erb (aged 41) as a German Mennonite farmer living with his wife, Nancy (aged 41), daughters, Lena (aged 19) and Lydia (aged 15), and Barbara Swartz (aged 28).

According to the abstract index, Nancy and Joseph J. Erb sold part of the lot to William Stengel in 1901 for \$5200 (Folio 399, Page 6, Instrument 3955). The 1901 Census of Canada (Schedule 1, District 122, Waterloo South, County of Waterloo, Page 7) records William Stengel (aged 53) as a Mennonite farmer living in the Township of South Waterloo with wife Hannah (aged 52) and daughters: Bertina (aged 22), Minerva (aged 20), and Emma (aged 13). Two farm labourers, William Wiegand (aged 27) and Wesley Michael (aged 16), and one student, George Wiegand (aged 10), are also occupants of the household. The 1895 *Biographical History of Waterloo Township and Other Townships of the County* clarifies that Hannah Kolb (born April 27, 1848) married William Stengel on October 21, 1877, and that they reside on a farm near Preston Ontario (Eby, 1895).

3.3.2 1912-1950

According to the abstract index, William Stengel sold 245 acres to his daughter, Bertina Stengel, for \$1137 in 1912 (Folio 399, Page 8, Instrument 7470). In 1913, Bertina (aged 35) married a miller, Samuel J. Cherry (aged 70) (Registration of Marriage).

William Stengel sold 3 acres to James A. Cornell in 1916 for \$675 (Folio 399, Page 9, Instrument Illegible). James A. Cornell granted his property to William E. Burke in 1923 for \$1100 (Folio 399, Page 10, Instrument 11531).

No structures are indicated within the subject property boundaries in the 1929 Department of Militia and Defence topographic map (Figure 4). By 1936, the Department of Militia and Defence topographic map shows that Shantz Hill Road has been constructed (Figure 5).

In 1932, Bertina Cherry (widow) granted part of the lot to Wesley M. Stengel for \$600 (Folio 399, Page 13, Instrument Illegible). The 1935 Canada Voters List indicates Wesley Stengel as a machinist residing at 246 Fountain Street (Electoral District of Waterloo South, Town of Preston, Division 12, Page 2). In 1948, Wesley M. Stengel granted part of the lot to Charles Bucholtz for \$215 (Folio 399, Page 17, Instrument Illegible). In 1949, Charles Bucholtz granted his property to Mary E. Bucholtz for \$1 (Folio 399, Page 18, Instrument 19276). The 1940 Canada Voters List records Charles Bucholtz as a barber who lives in Blair with his wife (Electoral District of Waterloo South, Township of Waterloo South, Division 2, Page 2).

In 1950, the property owned by William E. Burke was granted to Harold J. Burke from Reginald B. Ware as administrator of William E. Burke, Harold J. and John F. Burke, and Marie C. Robertson (Folio 399, Page 19, Instrument 19664). The 1940 Canada Voters List records Harold Burke as a laborer residing at 1331 Hamilton Street, Preston, with his wife (Electoral District of Waterloo South, Town of Preston, Division 1, Page 2).

3.3.3 1951 – PRESENT

In 1951, Plan 731, a plan of subdivision of Lot 5, Broken Front was established (Appendix B). The property at 320 Shantz Hill Road falls into part of Lots 13 and 14 of this plan (128630). Plan 731 indicates that H. J. Beurke owns Lot 13 and M. E. Bucholtz owns Lot 14 (Appendix B).

In 1953, Mary E. Bucholtz granted Lot 14 to Gordon L. and Doris I. Price (21087). The 1953 Canada Voters List records Gordon L. Price as a railway worker who resides on the “New Highway” with his wife. No numerical address is assigned to the Price’s property in this Voter List (Electoral District of Waterloo South, Town of Preston, Division 53, Page 2). The Region of Waterloo has provided a construction date of 1954 for the residence at 320 Shantz Hill Road and the residence is present within the property boundaries in the 1955 aerial (Figure 6). The residence is located within the boundaries of Lot 14 and

therefore would have been constructed during Gordon L. and Doris I. Price's ownership. The 1956 City Directory confirms Gordon and Doris Price lived at the house at 320 Shantz Hill Road.

In 1956, Lot 13 was transferred from Harold J. Burke to L. A. Bechtel Construction Limited (138509). In 1957, Gordon and Doris Price granted Lot 14 to Edward and Amy M. Parkinson (160052). The 1958 Canada Voters List indicates that four members of the Parkinson household, Edward, Amy, Bernard, and Edward Jr., lived at 320 New Highway (Shantz Hill Road) at that time. Edward's occupation is listed as a first aid attendant, with Bernard as a plater, and Edward Jr. as a fitter (Electoral District of Waterloo South, Town of Preston, Division 64, Page 2). The residence and driveway at 320 Shantz Hill Road are visible on the 1963 aerial (Figure 7) and the 1968 Department of Energy, Mines and Resources map indicates a gravel pit located near the northeastern edge of the subject property boundaries (Figure 8).

In 1971, Lot 14 was granted from Edward Parkinson to Nickol J. and Grace E. Dent (506281). Lot 14 was transferred from Nickol J. Dent to Ben-Tel Builders Limited in 1976 (547738). Part of Lot 13 was granted to Leonard A. Bechtel from L. A. Bechtel Constructed Limited in 1985 (628509).

Part of Lots 13 and 14 were transferred to Pauline B. Hodgkiss in April 1985 from Leonard A. Bechtel and Ben-Tel Builders Limited, respectively (639360 & 639361). The property was later transferred to Firmino L. and Maria S. Ferreira in October 1985 (646176). In 1987, the Ferreiras transferred the property to Joseph Charles and Jane Edith Coutts (655102). The Coutts then transferred the property to Joseph Cyril, Mary Christina, and Joseph Eugene Couckuyt for \$115,000 in 1990 (741151). In 1999, the property was transferred from Joseph Cyril and Mary Christina Couckuyt to Fernando Albert Martinez (1419593). There is a gap in the abstract index after this transfer with the next entry indicating that the property was transferred from Drew Evan Davidson to Susan Fay Tienhaara in 2019.

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 21, 2020 by Lauren Walker, Cultural Heritage Specialist. Access to the interior of the property and building was not provided.

The property at 320 Shantz Hill Road is located within the City of Cambridge in the Region of Waterloo. The study area consists of the legal property boundaries which contains mature trees and bushes, with the perimeter of the property outlined by a wooden fence. The subject property shares a paved driveway with the property to the west, which contains a one-storey residence (Image 1).

Shantz Hill Road travels generally east-west and is a four-lane arterial road that serves as a connection between the Cities of Kitchener and Cambridge. The road travels up a hill overlooking the Speed River Valley and contains sidewalks and one and one-and-a-half storey residences with mature vegetation on either side (Image 2).



Image 1: View west towards neighbouring residence



Image 2: View southwest toward Shantz Hill Road

4.2 ARCHITECTURAL DESCRIPTION

The subject property contains a one-and-a-half storey post-war vernacular residence with a front gable roof and concrete foundation. The original structure was built in 1954 (Region of Waterloo – MPAC), but two large shed dormers and a front addition with porch were likely added at a later date.

4.2.1 FRONT ELEVATION

The front elevation (Image 3) consists of one-and-a-half storey blue horizontal vinyl-sided façade with a front gable roof and a covered porch.

The façade is symmetrical with two white vinyl six-over-six windows flanking a central entranceway. The entranceway consists of a black nine panel door and a black mailbox is mounted beside the central entranceway. The covered porch extends the width of the front elevation and is constructed of untreated wood, with three central wooden stairs. Four wooden support pillars with spindle railings line the perimeter of the porch and are painted white. The roof covering the porch is a shallow gable with blue horizontal vinyl siding, a centered semi-circular white vent, and white vinyl soffit and fascia along the roofline.

The main front gable is visible above the porch roofline and has blue horizontal vinyl siding, a centered white vinyl rectangular window, and white vinyl soffit and fascia (Image 4). Additionally, the sides of two large shed dormers, one located on each of the north and south elevations, are visible on the front elevation. The dormers are clad in blue vertical siding and also have white vinyl soffit and fascia. The roofs are shingled with black asphalt shingles.



Image 3: View southeast at front elevation



Image 4: View east at front elevation

4.2.2 EAST ELEVATION

The east elevation consists of a one-and-a-half-storey façade clad in blue horizontal vinyl siding (Image 5). The concrete foundation contains two small rectangular white vinyl sliding windows. A rectangular white vinyl sliding window is located in the upper storey of the elevation (Image 6).



Image 5: View west toward rear elevation



Image 6: View at second storey window and roofline of rear elevation

4.2.3 NORTH ELEVATION

The north elevation (Image 7) is clad in blue horizontal vinyl siding on the first storey. Three white vinyl one-over-one windows are located on this storey with the outer two windows featuring white shutters. The window closest to the rear elevation of the structure is larger than the other two windows. The roof contains a large shed dormer clad in painted blue vertical wooden siding with two rectangular white vinyl sliding windows of different sizes. A red brick chimney is visible above the roofline of the shed dormer.

A join is visible between the parged concrete foundation on the main portion of the structure and the concrete block foundation on the western portion of the elevation (Image 8). This indicates that the front section of the structure is possibly an addition. Low wooden garden boxes run most of the length of this elevation.



Image 7: View west toward north side elevation



Image 8: View at foundation join on north side elevation

4.2.4 SOUTH ELEVATION

The south elevation (Image 9) is clad in blue horizontal vinyl siding on the first storey. This may have originally been the front elevation given its orientation to the street and central front door. A white six-over-six window and a white three-panel sliding window are located on the western portion of the first storey. A raised wooden deck is attached to a large section of this elevation. A set of wooden stairs located on both the western and eastern sections of the elevation allow access to the deck from the grassed yard (Images 10 and 11). A mature cedar tree is located adjacent to the deck (Image 12). A white door with a segmentally arched nine-panel window allows access to the deck from the residence. A white vinyl one-over-one window with white shutters is located on the eastern side of the elevation.

The roof contains a large shed dormer clad in painted blue vertical wooden siding that has a central rectangular white vinyl sliding window (Image 10).



Image 9: View northeast toward south side elevation



Image 10: View northwest toward south side elevation



Image 11: View towards the foundation on south side elevation



Image 12: Looking northeast at south side elevation



Image 13: View of door on south elevation and wooden deck

4.2.5 GARAGE

A garage is located on the northwest corner of the property and consists of a one-storey front gabled structure clad in peach-painted vertical wood siding with a black asphalt shingled roof. The façade has a white panelled single garage door on the left side and a white panelled door on the right side. Both door openings are outlined in painted blue wooden trim (Image 13). An extension is attached to the rear of the garage and is visible from the east elevation. This façade contains a square, blue-painted wooden window towards the rear of the structure and a square sliding window on the extension (Image 14).



Image 14: View northeast towards garage



Image 15: View northwest towards garage

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 Cities of Cambridge, Kitchener, and Waterloo. Post-war residences were selected from this data set, with a preference for buildings of similar age, style, typology and material.




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

Of these buildings, four are one-and-a-half-storey houses and one is one-storey, with two clad in horizontal siding, while three are clad in brick. The buildings are all post-war structures, constructed between 1950 and 1962. Two residences are Victory Homes, one is mid-century modern and the remaining two are of post-war vernacular design. The Victory House at 26 St. Clair Avenue has a symmetrical front façade while the other four properties all have off-centre entrances. Four have side gabled roofs, with one (222 Stanley Drive) featuring a very low-pitched roof.



This comparative analysis suggests that the subject property is not a rare, unique, representative or an early example of a post-war vernacular style in the Region of Waterloo.

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

ADDRESS

	<p>Part V Designated on the Kitchener Heritage Register – Civic Centre Neighbourhood HCD</p>		<p>1950</p>	<p>Yellow brick</p>	<p>One-and-a-half-storey yellow brick bungalow with side gable roof, brick chimney, and a large bow window on the front façade.</p>
<p>18 Culham Drive</p>	<p>Listed on the Cambridge Heritage Register</p>		<p>1962</p>	<p>Red Brick</p>	<p>One-and-a-half-storey red brick bungalow with off-centre entrance and two bay windows.</p>
<p>222 Stanley Drive</p>	<p>Part IV Designated on the Waterloo Heritage Register</p>		<p>1956</p>	<p>Grey Brick</p>	<p>One-storey mid-century modern residence with long grey bricks, low-pitched roof, and designed by Carl Graffunder.</p>

ADDRESS

	<p>Part V Designated on the Kitchener Heritage Register – St. Mary's HCD</p>		<p>Between 1945-1955 (Based on aerial photos)</p>	<p>Clapboard Siding</p>	<p>One-and-a-half-storey frame Victory House with horizontal clapboard siding, side gable roof, off-centre entrance, and brick chimney.</p>
<p>26 St. Clair Avenue</p>	<p>Part V Designated on the Kitchener Heritage Register – St. Mary's HCD</p>		<p>Between 1945-1955 (Based on aerial photos)</p>	<p>Clapboard Siding</p>	<p>One-and-a-half-storey frame Victory House with horizontal clapboard siding, symmetrical front façade, side gable roof, and rear extension.</p>

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	N	A one-and-a-half storey frame post-war vernacular residence constructed in 1954 is located on the subject property. Its material and architectural detailing is typical for its age and vernacular post-war style. Therefore, the property does not meet this criterion.
	Displays a high degree of craftsmanship or artistic merit	N	The building is a post-war vernacular residence that uses typical construction methods 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	The building itself was built in 1954 (MPAC). 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 notable communities or cultures and is not known to potentially yield information regarding its neighborhood community context. Therefore, the property does not meet this criterion.
	Demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community	N	The building is not associated with a known architect, artist, builder, designer or theorist, and therefore the property does not meet this criterion.

Contextual Value	Is important in defining, maintaining or supporting the character of an area	N	While the building is consistent with the residential character of Shantz Hill 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 Shantz Hill 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 Preston began in the 1805 when John Erb established a sawmill and flour mill near the Speed River. As such, the subject property does not date from an early period in the development of Preston. 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 residence 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 Gordon and Doris Price, 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 is of a post-war vernacular construction, typical for its era, and does 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;	N	The dwelling does not appear to demonstrate a specific architectural style and is of post-war vernacular design. Therefore, the property does not meet this criterion
viii) it is a representative example of architectural design;	N	The building on the subject property is not known to be of a specific architectural design. Therefore, the property does not meet this criterion.
ix) it terminates a view or otherwise makes an important contribution to the urban composition or streetscape of which it forms a part;	N	While the building is consistent with the residential character of Shantz Hill 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 one-and-a-half storey post-war vernacular residence. The original structure constructed in 1954 appears to have been altered through the inclusion of two large shed dormers on the upper storey. Further, the front portion of the structure includes an addition and a porch that was likely added after 1954. This addition obscures the original front gabled façade. Accordingly, the property does not retain the general 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, the property at 320 Shantz Hill Road does not retain 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 320 Shantz Hill Road consists of a one-and-a-half storey post-war vernacular residence with a front gable roof built in 1954. Based on the results of research, site investigation, and application of the criteria in O. Reg. 9/06 it was determined that 320 Shantz Hill 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 320 Shantz Hill 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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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

PROJECT:
320 SHANTZ HILL ROAD CHER

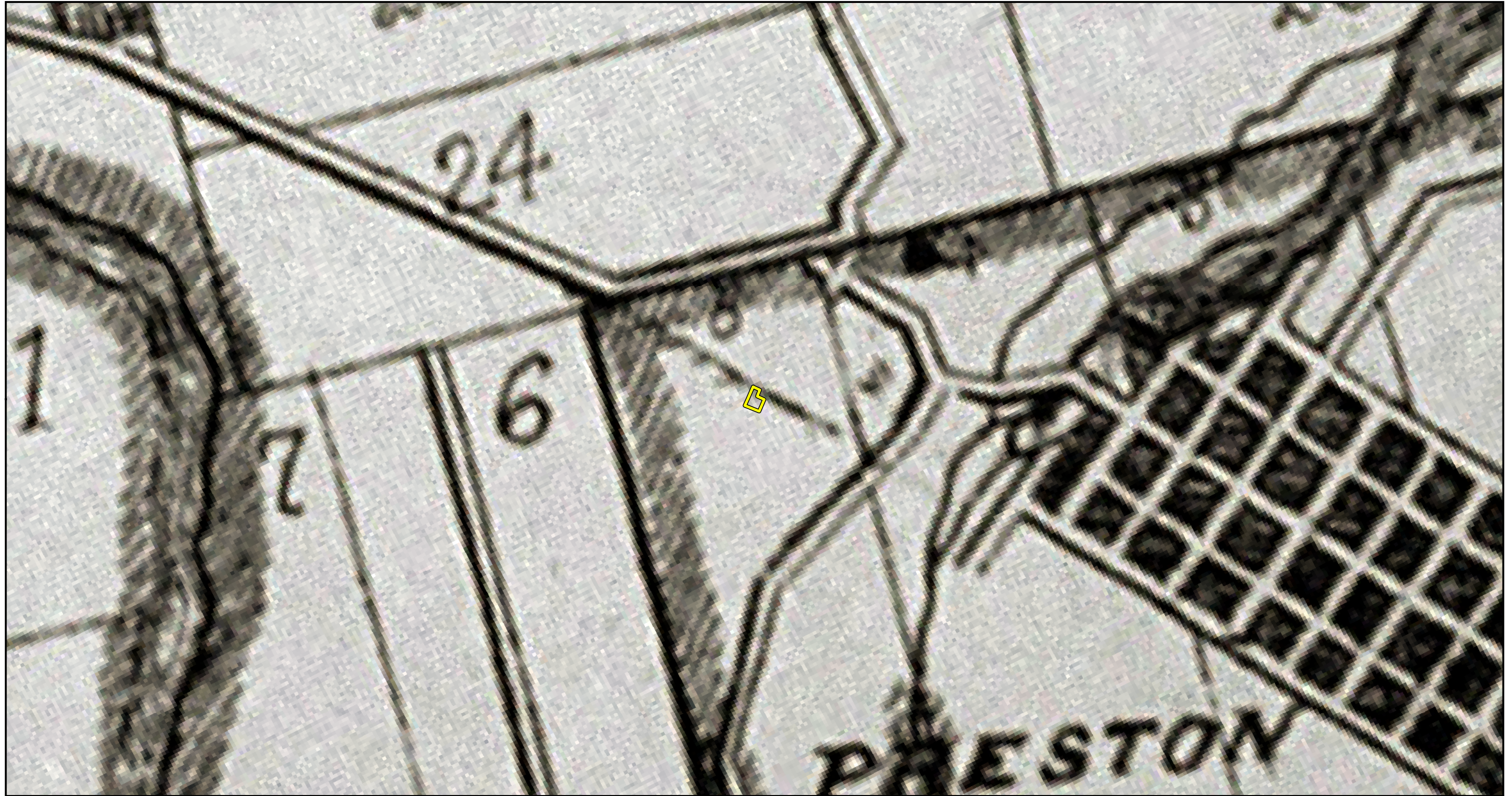
DRAWN BY:
AST

CLIENT:
R.M. OF WATERLOO


0 205 410 m



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



LEGEND

 Study Area

TITLE:

FIGURE 3: 1881 HISTORICAL MAPPING

SCALE:
1:7,500

PROJECT NO:
161-07859-01

DATE:
FEBRUARY 2020

DRAWN BY:
AST

CLIENT:
R.M. OF WATERLOO

PROJECT:

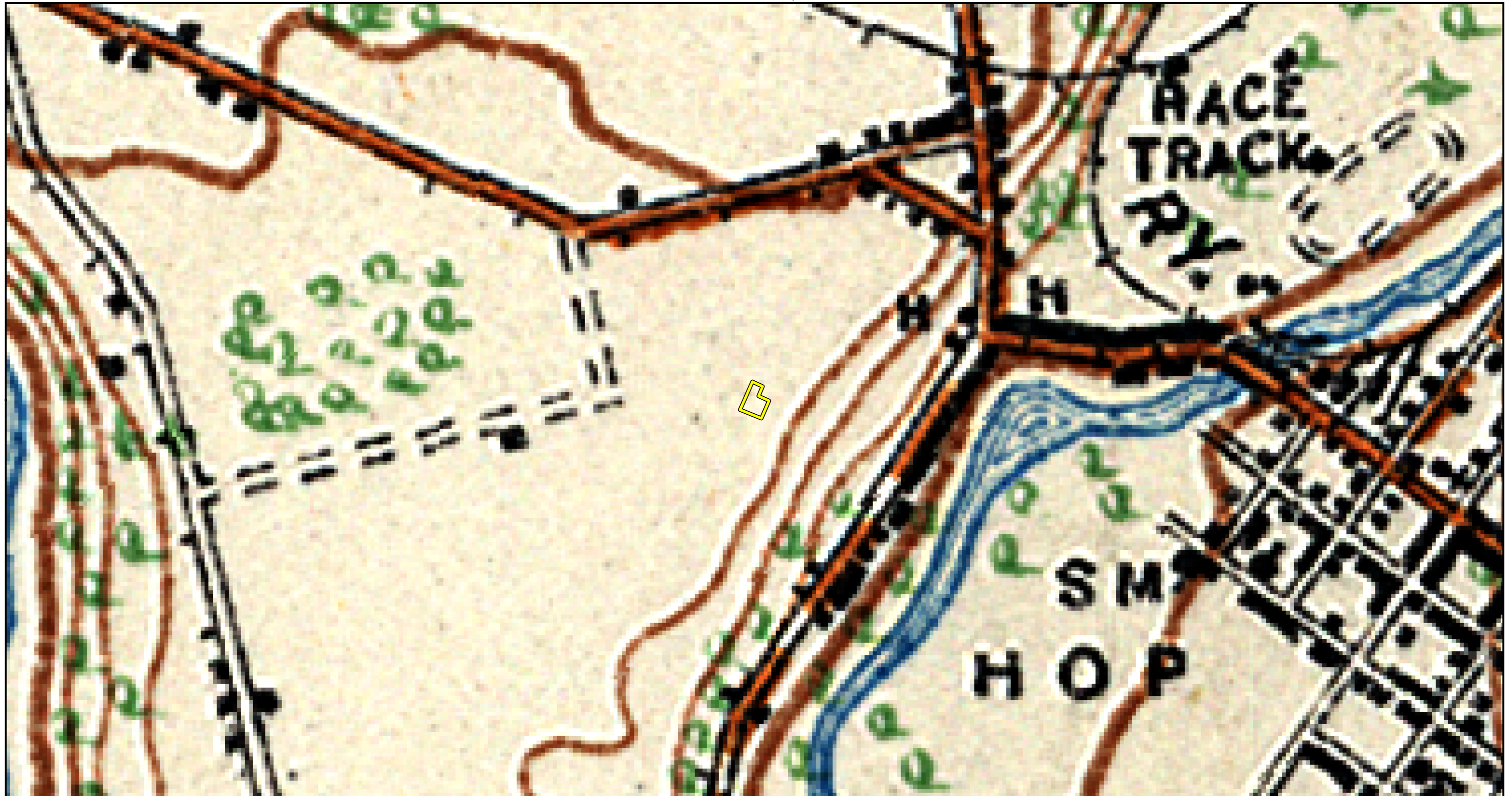
320 SHANTZ HILL ROAD CHER

CREDITS:


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

0 200 400 m






LEGEND

 Study Area

TITLE: FIGURE 4: 1929 TOPOGRAPHIC MAP, GALT	SCALE: 1:5,000	PROJECT NO: 161-07859-01	DATE: FEBRUARY 2020
	DRAWN BY: AST	CLIENT: R.M. OF WATERLOO	
PROJECT: 320 SHANTZ HILL ROAD CHER		CREDITS: DEPARTMENT OF DEFENCE 1929, SHEET 040P08 ONTARIO COUNCIL OF UNIVERSITY LIBRARIES	
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LEGEND

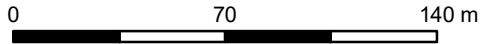

 Study Area

TITLE: FIGURE 5: 1936 TOPOGRAPHIC MAP, GALT	SCALE: 1:5,000	PROJECT NO: 161-07859-01	DATE: FEBRUARY 2020
	DRAWN BY: AST	CLIENT: R.M. OF WATERLOO	
PROJECT: 320 SHANTZ HILL ROAD CHER		CREDITS: DEPARTMENT OF DEFENCE 1936, SHEET 040P08 ONTARIO COUNCIL OF UNIVERSITY LIBRARIES	
0 140 280 m		N	




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: R.M. OF WATERLOO	
PROJECT: 320 SHANTZ HILL ROAD CHER	CREDITS: 1954 AIR PHOTOS OF SOUTHERN ONTARIO, UNIVERSITY OF TORONTO LIBRARIES		
0  70 140 m		N 	



LEGEND

 Study Area

TITLE:

FIGURE 7: 1963 AERIAL IMAGERY

PROJECT:

320 SHANTZ HILL ROAD CHER

SCALE:
1:2,500

PROJECT NO:
161-07859-01

DATE:
FEBRUARY 2020

DRAWN BY:
AST

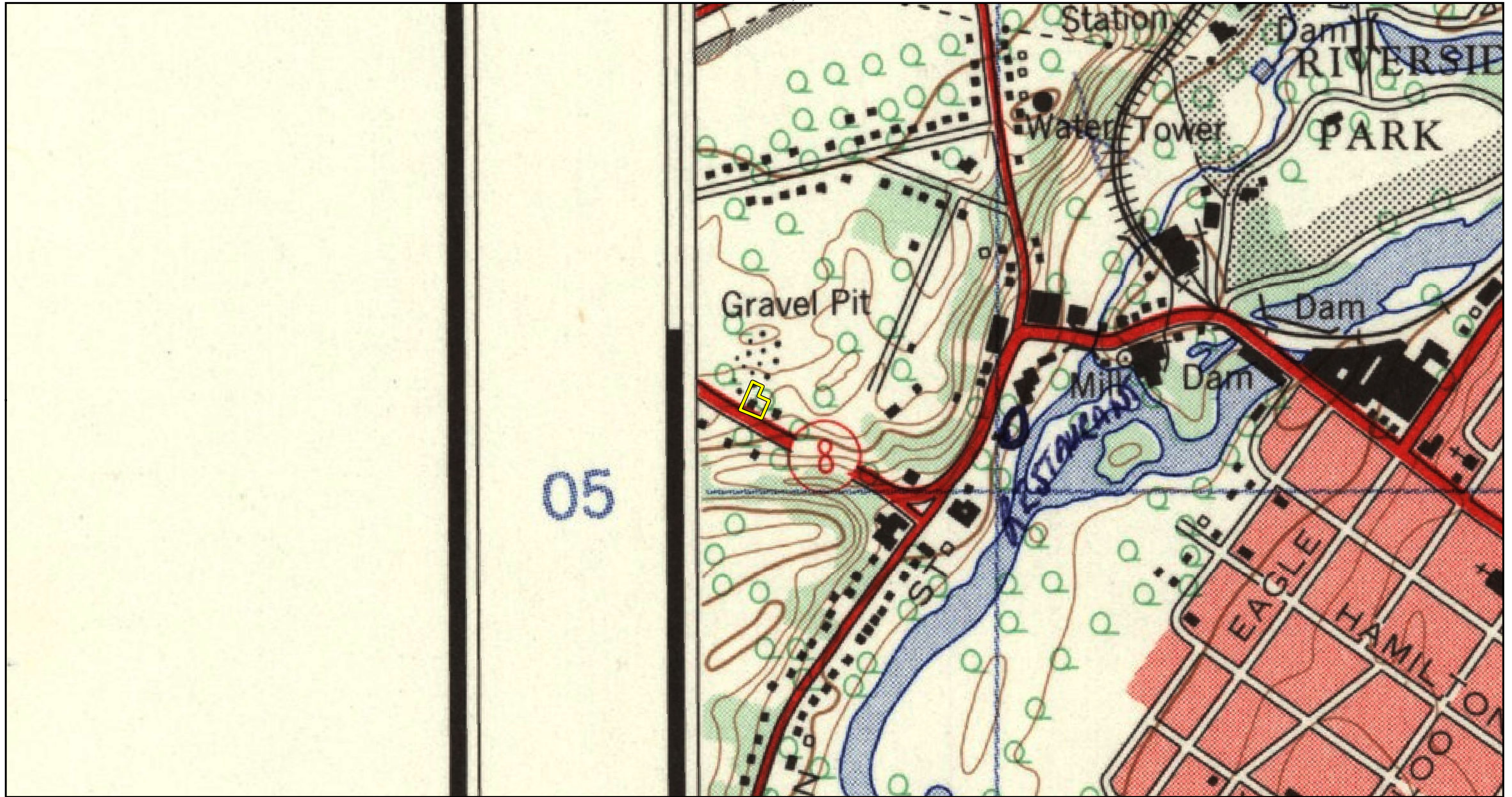
CLIENT:
R.M. OF WATERLOO

CREDITS:


DIGITAL HISTORICAL AIR PHOTOS
OF KITCHENER-WATERLOO,
1963 PHOTO: IMD16, UNIVERSITY
OF WATERLOO GEOSPATIAL CENTRE

0 70 140 m





LEGEND

 Study Area

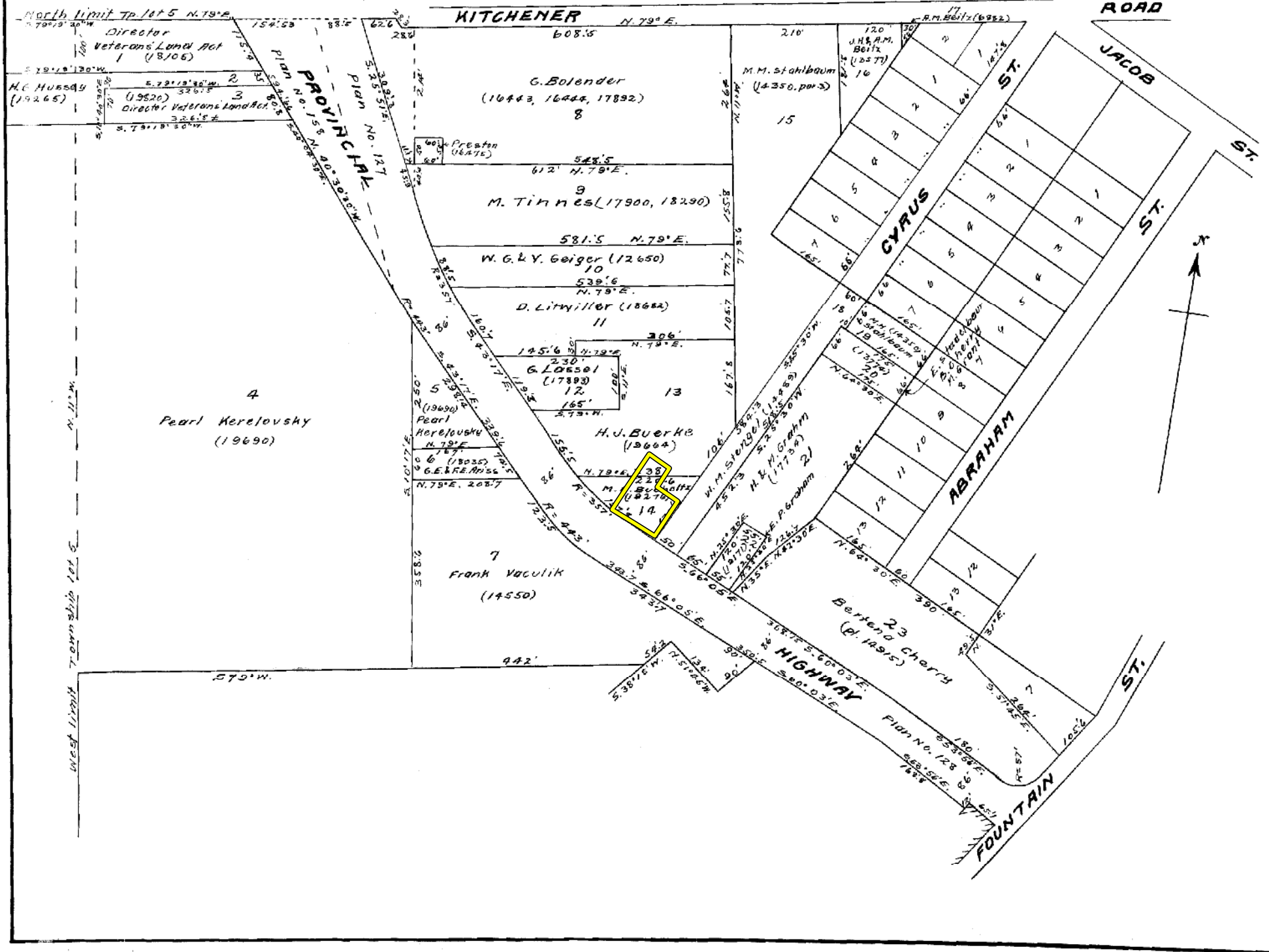
TITLE: FIGURE 8: 1968 TOPOGRAPHIC MAP, KITCHENER EAST	SCALE: 1:5,000	PROJECT NO: 161-07859-01	DATE: FEBRUARY 2020
	DRAWN BY: AST	CLIENT: R.M. OF WATERLOO	
PROJECT: 320 SHANTZ HILL ROAD CHER		CREDITS: DEPARTMENT OF ENERGY, MINES AND RESOURCES, 1968, SHEET 040P08C, ONTARIO COUNCIL OF UNIVERSITY LIBRARIES	
0 140 280 m		N	

APPENDIX

B PLAN 731



H.R. [Signature]



LEGEND

Study Area

TITLE: DEVELOPMENT PLAN (1951)

SCALE: 1:3,000 PROJECT NO: 161-07859-01 DATE: JUNE 2020

PROJECT: 320 SHANTZ HILL ROAD CHER

DRAWN BY: AST CLIENT: R.M. OF WATERLOO

CREDITS: PLAN OF THE SUBDIVISIONS OF PART TOWNSHIP LOT 5 PRESTON (1951)

