

**CULTURAL HERITAGE RESOURCE ASSESSMENT:  
BUILT HERITAGE RESOURCES AND CULTURAL HERITAGE LANDSCAPES**

**PREFERRED SOLUTIONS HERITAGE IMPACT REPORT**

**NORTH CAMBRIDGE BUSINESS PARK  
CITY OF CAMBRIDGE, ONTARIO**

**ORIGINAL REPORT**

Prepared for:

**Associated Engineering (Kitchener)**  
508 Riverbend Drive, Suite 302  
Kitchener, Ontario N2K 3S2  
Canada

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**EXECUTIVE SUMMARY**

Archaeological Services Inc (ASI) was contracted by Associated Engineering (Kitchener) to conduct a Cultural Heritage Resource Assessment for North Cambridge Business Park, City of Cambridge Municipal Class Environmental Assessment (EA), Regional Municipality of Waterloo, Ontario. The proposed project involves the proposed North/South Collector Road, Freeport Stormwater Management Pond Rehabilitation, and Interim Sanitary Pumping Station.

Based on the results of the background research and field review, there are 17 cultural heritage resources within and adjacent to the study area, including: six farmscapes (CHLs 1-3, 7, 10, and BHR 3); one residence (BHR 4); one remnant farmscape (CHL 4), one historic settlement area (CHL 12), one cemetery (CHL 8), two bridges (CHR 8, 16), one watercourse (CHR 6), two roadscaapes (BHR 2, 5) and one railscape (CHL 11). BHR 1 was formerly a Designated Part IV residential property, however it has been confirmed as demolished. CHLs 3 and 4 were previously listed on the municipal register, but have been removed.

Land use changes, redevelopment and road construction may have a variety of impacts upon cultural heritage resources. The results of background historical research and a review of secondary source material, including historical mapping, revealed that the study area has a rural land use history dating back to the early nineteenth century. The field review confirmed that this area retains a number of nineteenth- and twentieth-century cultural heritage resources. As such, the proposed developments, including the construction of a new North/South Collector Road, the rehabilitation of the Freeport Stormwater Management Pond and the installation of an Interim Sanitary Pumping Station, and any other proposed alterations to the subject area, should be planned to avoid impacts to any cultural heritage resources.

Based on the results of this assessment and a review of the preferred solutions, the following recommendations have been developed:

1. Road construction should be suitably planned in a manner that avoids any identified, above ground, cultural heritage resource.
2. Indirect impacts to CHLs 1-4 and BHR 3 are expected through disruption to the cultivated fields located in the northwest corner of the property. The impact to the viability of the agricultural fields should be mitigated by preserving access points for agricultural vehicles, and minimizing the width of the road right-of-way through the agricultural landscape. The cultivated fields should be subject to photographic documentation and compilation of a cultural heritage documentation report by a qualified heritage consultant during detail design and in advance of construction activities. Following completion, the report should be filed with cultural heritage planning staff at the City of Cambridge.
3. Impacts to CHL 9 are expected at the intersection the North-South Collector Road and Middle Block Road. The identified impacts to CHL 9 are not considered to be significant given the nature of the alterations. Impacts to the identified roadscape a Middle Block Road could be mitigated by limiting the road improvements and/or widening to the intersection of the north-south road. The historic roadscape should be subject to photographic documentation and compilation of a cultural heritage documentation report by a qualified heritage consultant during detail design and in advance of



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construction activities. Following completion, the report should be filed with cultural heritage planning staff at the City of Cambridge.

4. This report should be presented to the Municipal Heritage Committee and cultural heritage planning staff for comment, and approval by the Director of Planning at the City of Cambridge.
5. Should future work require an expansion of the study area then a qualified heritage consultant should be contacted in order to confirm the impacts of the proposed work on potential heritage resources.



## PROJECT PERSONNEL

<i>Senior Project Manager:</i>	Lindsay Graves, MA CAHP <i>Cultural Heritage Specialist</i> <i>Assistant Manager, Cultural Heritage Division</i>
<i>Project Manager</i>	Lauren Archer, Hon. BA <i>Cultural Heritage Specialist, Cultural Heritage Division</i>
<i>Project Coordinator:</i>	Sarah Jagelewski, Hon. BA <i>Staff Archaeologist</i> <i>Assistant Manager, Environmental Assessment Division</i>
<i>Project Administrator:</i>	Carol Bella, Hon. BA <i>Research Archaeologist and Administrative Assistant</i>
<i>Report Preparation:</i>	Lauren Archer
<i>Graphics Preparation:</i>	Jonas Fernandez, Hon. BSc <i>Geomatics Specialist</i>
<i>Report Reviewer:</i>	Lindsay Graves



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## 1.0 INTRODUCTION

Archaeological Services Inc (ASI) was contracted by Associated Engineering (Kitchener) to conduct a Cultural Heritage Resource Assessment for North Cambridge Business Park, City of Cambridge Municipal Class Environmental Assessment (EA) in the City of Cambridge, Regional Municipality of Waterloo, Ontario. The proposed project involves the proposed North/South Collector Road, Freepoint Stormwater Management Pond Rehabilitation, and Interim Sanitary Pumping Station (Figure 1).

The purpose of this report is to present a built heritage and cultural landscape inventory of cultural heritage resources, identify existing conditions of the North Cambridge Business Park study area, identify impacts to cultural heritage resources, and propose appropriate mitigation measures. This research was conducted under the project management of Lauren Archer, Cultural Heritage Specialist of ASI.



Figure 1: Location of the study area.

## 2.0 BUILT HERITAGE RESOURCE AND CULTURAL HERITAGE LANDSCAPE ASSESSMENT CONTEXT

### 2.1 Legislation and Policy Context

This cultural heritage assessment considers cultural heritage resources in the context of improvements to specified areas, pursuant to the *Environmental Assessment Act*. This assessment addresses above ground cultural heritage resources over 40 years old. Use of a 40 year old threshold is a guiding principle when conducting a preliminary identification of cultural heritage resources (Ministry of Transportation 2006; Ministry of Transportation 2007; Ontario Realty Corporation 2007). While identification of a resource that is 40 years old or older does not confer outright heritage significance, this threshold provides a means



to collect information about resources that may retain heritage value. Similarly, if a resource is slightly younger than 40 years old, this does not preclude the resource from retaining heritage value.

For the purposes of this assessment, the term cultural heritage resources was used to describe both cultural heritage landscapes and built heritage resources. A cultural landscape is perceived as a collection of individual built heritage resources and other related features that together form farm complexes, roadsides and nucleated settlements. Built heritage resources are typically individual buildings or structures that may be associated with a variety of human activities, such as historical settlement and patterns of architectural development.

The analysis throughout the study process addresses cultural heritage resources under various pieces of legislation and their supporting guidelines. Under the *Environmental Assessment Act* (1990) environment is defined in Subsection 1(c) to include:

- cultural conditions that influence the life of man or a community, and;
- any building, structure, machine, or other device or thing made by man.

The Ministry of Tourism, Culture and Sport is charged under Section 2 of the *Ontario Heritage Act* with the responsibility to determine policies, priorities and programs for the conservation, protection and preservation of the heritage of Ontario and has published two guidelines to assist in assessing cultural heritage resources as part of an environmental assessment: *Guideline for Preparing the Cultural Heritage Resource Component of Environmental Assessments* (1992), and *Guidelines on the Man-Made Heritage Component of Environmental Assessments* (1981). Accordingly, both guidelines have been utilized in this assessment process.

The *Guidelines on the Man-Made Heritage Component of Environmental Assessments* (Section 1.0) states the following:

When speaking of man-made heritage we are concerned with the works of man and the effects of his activities in the environment rather than with movable human artifacts or those environments that are natural and completely undisturbed by man.

In addition, environment may be interpreted to include the combination and interrelationships of human artifacts with all other aspects of the physical environment, as well as with the social, economic, and cultural conditions that influence the life of the people and communities in Ontario. The *Guidelines on the Man-Made Heritage Component of Environmental Assessments* distinguish between two basic ways of visually experiencing this heritage in the environment, namely as cultural heritage landscapes and as cultural features.

Within this document, cultural heritage landscapes are defined as the following (Section 1.0):

The use and physical appearance of the land as we see it now is a result of man's activities over time in modifying pristine landscapes for his own purposes. A cultural landscape is perceived as a collection of individual man-made features into a whole. Urban cultural landscapes are sometimes given special names such as townsides or streetsides that describe various scales of perception from the general scene to the particular view. Cultural landscapes in the countryside are viewed in or adjacent to natural undisturbed landscapes, or watersides, and include such land uses as agriculture, mining, forestry, recreation, and



transportation. Like urban cultural landscapes, they too may be perceived at various scales: as a large area of homogeneous character; or as an intermediate sized area of homogeneous character or a collection of settings such as a group of farms; or as a discrete example of specific landscape character such as a single farm, or an individual village or hamlet.

A cultural feature is defined as the following (Section 1.0):

...an individual part of a cultural landscape that may be focused upon as part of a broader scene, or viewed independently. The term refers to any man-made or modified object in or on the land or underwater, such as buildings of various types, street furniture, engineering works, plantings and landscaping, archaeological sites, or a collection of such objects seen as a group because of close physical or social relationships.

The Minister of Tourism and Culture has also published *Standards and Guidelines for Conservation of Provincial Heritage Properties* (April 2010; Standards and Guidelines hereafter). These Standards and Guidelines apply to properties the Government of Ontario owns or controls that have cultural heritage value or interest. They are mandatory for ministries and prescribed public bodies and have the authority of a Management Board or Cabinet directive. Prescribed public bodies include:

- Agricultural Research Institute of Ontario
- Hydro One Inc.
- Liquor Control Board of Ontario
- McMichael Canadian Art Collection
- Metrolinx
- The Niagara Parks Commission
- Ontario Heritage Trust
- Ontario Infrastructure Projects Corporation
- Ontario Lottery and Gaming Corporation
- Ontario Power Generation Inc.
- Ontario Realty Corporation
- Royal Botanical Gardens
- Toronto Area Transit Operating Authority
- St. Lawrence Parks Commission

The Standards and Guidelines provide a series of definitions considered during the course of the assessment:

A provincial heritage property is defined as the following:

Provincial heritage property means real property, including buildings and structures on the property, that has cultural heritage value or interest and that is owned by the Crown in right of Ontario or by a prescribed public body; or that is occupied by a ministry or a prescribed public body if the terms of the occupancy agreement are such that the ministry or public body is entitled to make the alterations to the property that may be required under these heritage standards and guidelines.

A provincial heritage property of provincial significance is defined as the following:



Provincial heritage property that has been evaluated using the criteria found in *Ontario Heritage Act* O.Reg. 10/06 and has been found to have cultural heritage value or interest of provincial significance.

A built heritage resource is defined as the following:

...one or more significant buildings (including fixtures or equipment located in or forming part of a building), structures, earthworks, monuments, installations, or remains associated with architectural, cultural, social, political, economic, or military history and identified as being important to a community. For the purposes of these Standards and Guidelines, “structures” does not include roadways in the provincial highway network and in-use electrical or telecommunications transmission towers.

A cultural heritage landscape is defined as the following:

... a defined geographical area that human activity has modified and that has cultural heritage value. Such an area involves one or more groupings of individual heritage features, such as structures, spaces, archaeological sites, and natural elements, which together form a significant type of heritage form distinct from that of its constituent elements or parts. Heritage conservation districts designated under the *Ontario Heritage Act*, villages, parks, gardens, battlefields, mainstreets and neighbourhoods, cemeteries, trails, and industrial complexes of cultural heritage value are some examples.

Additionally, the *Planning Act* (1990) and related *Provincial Policy Statement (PPS)*, which was updated in 2014, make a number of provisions relating to heritage conservation. One of the general purposes of the *Planning Act* is to integrate matters of provincial interest in provincial and municipal planning decisions. In order to inform all those involved in planning activities of the scope of these matters of provincial interest, Section 2 of the *Planning Act* provides an extensive listing. These matters of provincial interest shall be regarded when certain authorities, including the council of a municipality, carry out their responsibilities under the *Act*. One of these provincial interests is directly concerned with:

2.(d) the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest

Part 4.7 of the *PPS* states that:

The official plan is the most important vehicle for implementation of this Provincial Policy Statement. Comprehensive, integrated and long-term planning is best achieved through official plans.

Official plans shall identify provincial interests and set out appropriate land use designations and policies. To determine the significance of some natural heritage features and other resources, evaluation may be required.

Official plans should also coordinate cross-boundary matters to complement the actions of other planning authorities and promote mutually beneficial solutions.



Official plans shall provide clear, reasonable and attainable policies to protect provincial interests and direct development to suitable areas.

In order to protect provincial interests, planning authorities shall keep their official plans up-to-date with this Provincial Policy Statement. The policies of this Provincial Policy Statement continue to apply after adoption and approval of an official plan.

Those policies of particular relevance for the conservation of heritage features are contained in Section 2-Wise Use and Management of Resources, wherein Subsection 2.6 - Cultural Heritage and Archaeological Resources, makes the following provisions:

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

A number of definitions that have specific meanings for use in a policy context accompany the policy statement. These definitions include built heritage resources and cultural heritage landscapes.

*A built heritage resource* is defined as “a building, structure, monument, installation or any manufactured remnant that contributes to a property’s cultural heritage value or interest as identified by a community, including an Aboriginal community” (*PPS 2014*).

*A cultural heritage landscape* is defined as “a defined geographical area that may have been modified by human activity and is identified as having cultural heritage value or interest by a community, including an Aboriginal community. The area may involve features such as structures, spaces, archaeological sites or natural elements that are valued together for their interrelationship, meaning or association” (*PPS 2014*). Examples may include, but are not limited to farmscapes, historic settlements, parks, gardens, battlefields, mainstreets and neighbourhoods, cemeteries, trailways, and industrial complexes of cultural heritage value.

In addition, significance is also more generally defined. It is assigned a specific meaning according to the subject matter or policy context, such as wetlands or ecologically important areas. With regard to cultural heritage and archaeological resources, resources of significance are those that are valued for the important contribution they make to our understanding of the history of a place, an event, or a people (*PPS 2014*).

Criteria for determining significance for the resources are recommended by the Province, but municipal approaches that achieve or exceed the same objective may also be used. While some significant resources may already be identified and inventoried by official sources, the significance of others can only be determined after evaluation (*PPS 2014*).

Accordingly, the foregoing guidelines and relevant policy statement were used to guide the scope and methodology of the cultural heritage assessment.

## 2.2 Municipal Policies

### 2.2.1 *The Region of Waterloo*

The Region of Waterloo’s Official Plan (Chapter 3, Consolidated 2015) sets out a number of policies with regard to cultural heritage resources. Policies that are relevant to this study are included below:



### *3.G Cultural Heritage*

Cultural heritage resources are the inheritance of natural and cultural assets that give people a sense of place, community and personal identity. Continuity with the past promotes creativity and cultural diversity. The region has a rich and diverse heritage, including distinctive cultures, traditions, festivals, artisans and craftspeople, landmarks, landscapes, properties, structures, burial sites, cemeteries, natural features and archaeological resources. These resources provide an important means of defining and confirming a regional identity, enhancing the quality of life of the community, supporting social development and promoting economic prosperity. The Region is committed to the conservation of its cultural heritage. This responsibility is shared with the Federal and Provincial governments, Area Municipalities, other government agencies, the private sector, property owners and the community.

#### *Identification of Cultural Heritage Resources*

3.G.1 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.

3.G.2 The Region will prepare and update a Regional Implementation Guideline for Conserving Regionally Significant Cultural Heritage Resources. In accordance with the Ontario Heritage Act, this guideline will outline the criteria and processes the Region will follow to identify and conserve cultural heritage resources of Regional interest including regional roads that have cultural heritage value or interest.

3.G.3 Area Municipalities will identify cultural heritage resources by establishing and maintaining a register of properties that are of cultural heritage value or interest. Area Municipalities will include on their register properties designated under Part IV, V or VI of the Heritage Act, and will consider including, but not be limited to, the following additional cultural heritage resources of cultural heritage value or interest:

- (a) properties that have heritage conservation easements or covenants registered against title;
- (b) cultural heritage resources of Regional interest; and
- (c) cultural heritage resources identified by the Grand River Conservation Authority and the Federal or Provincial governments.

3.G.4 The Region will coordinate and maintain a region-wide inventory of cultural heritage resources that are:

- (a) listed on registers established and maintained by Area Municipalities;
- (b) identified by the Federal or Provincial governments, and the Grand River Conservation Authority;
- (c) identified through research by the Region, Area Municipalities, post-secondary institutions or local historical societies;
- (d) of Regional interest; or
- (e) owned by the Region.



### *Cultural Heritage Landscapes*

3.G.5 The Region will prepare and update a Regional Implementation Guideline for Cultural Heritage Landscape Conservation. This guideline will outline the framework for identifying Cultural Heritage Landscapes, including Cultural Heritage Landscapes of Regional interest, and for documenting each individual landscape through a Cultural Heritage Conservation Landscape Plan that includes:

- (a) a statement of significance;
- (b) a listing of the cultural heritage resources and attributes being conserved within the Cultural Heritage Landscape through the use of existing planning tools, such as Heritage Act designations, listings on the Municipal Register, official plan policies, secondary plans and zoning by-laws; and
- (c) recommendations for additional conservation measures.

3.G.6 Area Municipalities will designate Cultural Heritage Landscapes in their official plans and establish associated policies to conserve these areas. The purpose of this designation is to conserve groupings of cultural heritage resources that together have greater heritage significance than their constituent elements or parts.

3.G.7 The Region will assist Area Municipalities with the preparation of Cultural Heritage Landscape Conservation Plans for Cultural Heritage Landscapes of Regional interest.

To support these policies, the Region of Waterloo has developed Regional Implementation Guideline for Cultural Heritage Landscape Conservation (2013). The document can be found here: [http://www.regionofwaterloo.ca/en/discoveringTheRegion/resources/Final\\_Implementation\\_Guideline\\_for\\_CHL\\_Conservation.pdf](http://www.regionofwaterloo.ca/en/discoveringTheRegion/resources/Final_Implementation_Guideline_for_CHL_Conservation.pdf)

## **2.2.2 The City of Cambridge**

The City of Cambridge's *Official Plan* (2013) sets out a number of policies with regard to cultural heritage resources. Policies that are relevant to this study are included below:

### *Chapter 4: Cultural Heritage Resources*

The City recognizes and benefits from a variety of cultural heritage resources which are focal to community identity and economic prosperity and inherited from past generations. Cultural heritage resources throughout the municipality are used for such activities as industry, tourism and other commercial uses and residences.

#### *4.2 Priorities for Cultural Heritage Resources*

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

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



- b) promotion of the use of scale and design which blends harmoniously with existing cultural heritage resources when development occurs; and
- c) preservation and adaptive re-use of buildings of cultural heritage significance for compatible residential intensification and/or for other appropriate and compatible uses is encouraged.

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

- a) promote the re-use of the resource, building, or building elements where a cultural heritage resource cannot be conserved intact;
- b) require, prior to approving a development application which would result in the destruction of a cultural heritage resource, that the proponent provide to the City architectural measured drawings, a land history, photographs and other available documentation of the cultural heritage resource in its surrounding context and, if feasible, relocate the cultural heritage resource; and
- c) promote the salvaging and reuse of building materials where a cultural heritage resource cannot be conserved intact to discourage construction materials from entering landfill sites and incorporation of building materials in the new development or redevelopment.

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

- a) assess the probable impact of proposed road improvements and other public works projects on any abutting cultural heritage resource which is included in the Registry of Cultural Heritage Resources described in Policy 4.3.1 and provide in the design of such projects for the mitigation of any negative impact;
- b) require the integration of cultural heritage resources into the design of draft plans of subdivision and other development;
- c) require the Committee of Adjustment to consider the implications of its decisions on cultural heritage resources and where feasible, provide for their protection;
- d) provide for any cultural heritage resource located within the public areas as established by this Plan to be restored, rehabilitated, used and maintained for any purpose compatible with the existing or proposed function of such public areas in a manner that is consistent with other policies in this Plan;
- e) pass by-laws under the Ontario Heritage Act to establish and regulate Heritage Conservation Districts designated in accordance with Section 4.7 of this Plan;
- f) undertake studies and formulate and implement heritage plans and programs, including consultation and cooperation with other local, Regional, Provincial and national heritage conservation agencies and organizations;
- g) promote public awareness of the Heritage Master Plan through a communication strategy directed by the Heritage Master Plan Implementation Committee; and
- h) promote public awareness of the City's cultural heritage resources included in the Registry by conducting programs, publishing information or otherwise stimulating interest in such cultural heritage resources.

#### *4.4 Cultural Heritage Value Evaluation Criteria*

1. The City will determine that the following shall be used in determining the significance of cultural heritage resources included or proposed to be included in the City's Registry described in Section 4.3 of this Plan:



- 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.

#### *4.8 Cultural Heritage Landscapes*

3. The City shall require measures to conserve Cultural Heritage Landscapes in the design of development proposals.
4. The City encourages the conservation of Cultural Heritage Landscapes that are characteristic of the city or region including views, vistas and landscape features.
5. Cultural Heritage Landscapes can cross municipal boundaries and include lands outside the city.
6. The City will protect cemeteries of cultural heritage significance (including human remains, vegetation and landscapes of historic, aesthetic and contextual values) in accordance with the Cemeteries Act and the provisions of Part IV and V of the Ontario Heritage Act.
7. The City recognizes the Grand River as a Canadian Heritage River and will co-operate with the Region and the GRCA in efforts to conserve, manage and enhance, where practical, the river's natural, cultural, recreational, scenic and ecological features.
8. Development adjacent to the Grand River may require a Cultural Heritage Impact Assessment in accordance with Section 4.10 to determine the possible impact on views, vistas and cultural heritage significance.



#### *4.10 Cultural Heritage Impact Assessment*

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

- a) identification and evaluation of the cultural heritage resource;
- b) graphic and written inventory of the cultural heritage resource;
- c) assessment of the proposal's impact on the cultural heritage resource;
- d) means to mitigate impacts, in accordance with the cultural heritage resources priorities established in Policy 4.2.1 of this Plan;
- e) alternatives to the proposal; and
- f) identification of and justification for the preferred option.

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

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

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

5. A completed Cultural Heritage Impact Assessment will first be submitted to the MHAC for review and the recommendation of MHAC will be forwarded to Council for consideration with the proposal. A Cultural Heritage Impact Assessment may be scoped or waived by either Council or MHAC.

6. The City will, and the Region is encouraged to, give consideration to the impact of modifications to Regional or City arterial and major collector roads and other road improvements in general, including re-alignment and road widening, on cultural heritage resources. Conservation of the cultural heritage resource, especially in relation to the character of streetscapes and major crossroads or intersections, shall be encouraged.

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

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



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

## 2.3 Data Collection

In the course of the cultural heritage assessment, all potentially affected cultural heritage resources are subject to inventory. Short form names are usually applied to each resource type, (e.g. barn, residence). Generally, when conducting a preliminary identification of cultural heritage resources, three stages of research and data collection are undertaken to appropriately establish the potential for and existence of cultural heritage resources in a particular geographic area.

Background historical research, which includes consultation of primary and secondary source research and historical mapping, is undertaken to identify early settlement patterns and broad agents or themes of change in a study area. This stage in the data collection process enables the researcher to determine the presence of sensitive heritage areas that correspond to nineteenth and twentieth-century settlement and development patterns. To augment data collected during this stage of the research process, federal, provincial, and municipal databases and/or agencies are consulted to obtain information about specific properties that have been previously identified and/or designated as retaining cultural heritage value. Typically, resources identified during these stages of the research process are reflective of particular architectural styles, associated with an important person, place, or event, and contribute to the contextual facets of a particular place, neighbourhood, or intersection.

A field review is then undertaken to confirm the location and condition of previously identified cultural heritage resources. The field review is also utilized to identify cultural heritage resources that have not been previously identified on federal, provincial, or municipal databases.

Several investigative criteria are utilized during the field review to appropriately identify new cultural heritage resources. These investigative criteria are derived from provincial guidelines (including Ontario Regulations 9/06 and 10/06 of the *Ontario Heritage Act*), definitions, and past experience. During the course of the environmental assessment, a built structure or landscape is identified as a cultural heritage resource if it is considered to be 40 years or older, and if the resource satisfies at least one of the following criteria:

### Design/Physical Value:

- It is a rare, unique, representative or early example of a style, type, expression, material, or construction method.
- It displays a high degree of craftsmanship or artistic merit.
- It demonstrates a high degree of technical or scientific achievement.
- The site and/or structure retains original stylistic features and has not been irreversibly altered so as to destroy its integrity.
- It demonstrates a high degree of excellence or creative, technical or scientific achievement at a provincial level in a given period.

### Historical/Associative Value:

- It has a direct association with a theme, event, belief, person, activity, organization, or institution that is significant to: the Cities of Mississauga, Brampton, Vaughan, and Toronto; the Province of Ontario; or Canada.



- It yields, or has the potential to yield, information that contributes to an understanding of the history of the: City of Cambridge; the Province of Ontario; or Canada.
- It demonstrates or reflects the work or ideas of an architect, artist builder, designer, or theorist who is significant to: the City of Cambridge; the Province of Ontario; or Canada.
- It represents or demonstrates a theme or pattern in Ontario's history.
- It demonstrates an uncommon, rare or unique aspect of Ontario's cultural heritage.
- It has a strong or special association with the entire province or with a community that is found in more than one part of the province. The association exists for historic, social, or cultural reasons or because of traditional use.
- It has a strong or special association with the life or work of a person, group or organization of importance to the province or with an event of importance to the province.

Contextual Value:

- It is important in defining, maintaining, or supporting the character of an area.
- It is physically, functionally, visually, or historically linked to its surroundings.
- It is a landmark.
- It illustrates a significant phase in the development of the community or a major change or turning point in the community's history.
- The landscape contains a structure other than a building (fencing, culvert, public art, statue, etc.) that is associated with the history or daily life of that area or region.
- There is evidence of previous historic and/or existing agricultural practices (e.g. terracing, deforestation, complex water canalization, apple orchards, vineyards, etc.).
- It is of aesthetic, visual, or contextual important to the province.

If a resource meets one of these criteria it will be identified as a cultural heritage resource and is subject to further research where appropriate and when feasible. Typically, detailed archival research, permission to enter lands containing heritage resources, and consultation is required to determine the specific heritage significance of the identified cultural heritage resource.

When identifying cultural heritage landscapes, the following categories are typically utilized for the purposes of the classification during the field review:

Farm complexes:	comprise two or more buildings, one of which must be a farmhouse or barn, and may include a tree-lined drive, tree windbreaks, fences, domestic gardens, and small orchards.
Roadscapes:	generally two-lanes in width with absence of shoulders or narrow shoulders only, ditches, tree lines, bridges, culverts, and other associated features.
Waterscapes:	waterway features that contribute to the overall character of the cultural heritage landscape, usually in relation to their influence on historic development and settlement patterns.
Railscapes:	active or inactive railway lines or railway rights of way and associated features.
Historical settlements:	groupings of two or more structures with a commonly applied name.



Streetscapes:	generally consists of a paved road found in a more urban setting, and may include a series of houses that would have been built in the same time period.
Historical agricultural landscapes:	generally comprises a historically rooted settlement and farming pattern that reflects a recognizable arrangement of fields within a lot and may have associated agricultural outbuildings, structures, and vegetative elements such as tree rows;
Cemeteries:	land used for the burial of human remains.

### 3.0 BUILT HERITAGE RESOURCE AND CULTURAL HERITAGE LANDSCAPE ASSESSMENT

#### 3.1 Introduction

This section provides a brief summary of historical research and a description of identified above ground cultural heritage resources that may be affected by the proposed undertaking. A review of available primary and secondary source material was undertaken to produce a contextual overview of the study area, including a general description of Euro-Canadian settlement and land use.

##### *The Township of Waterloo*

- Beasleys Broken Front Concession, Lots 8, 9, 13- 20

#### 3.2 Township Survey and Settlement

##### *3.2.1 The Township of Waterloo*

The historic Township of Waterloo was originally known as Block Two of the Grand River land grant, which was deeded to the Six Nations Iroquois by the British in 1784 for their loyalty to the Crown in the American War of Independence. In 1796, Block Two, a 38,045 ha tract, was acquired by Richard Beasley from Joseph Brant on behalf of the Six Nations. He subdivided and sold the land, with approximately 24,281 ha of land going to the German Company of Pennsylvania, in November 1803 (Janusas 1988: 2). Company members included Samuel and John Bricker; and Daniel, Jacob, and John Erb. The German Company of Pennsylvania had the lands surveyed by Augustus Jones to be subdivided into 128 farm lots of approximately 181 ha each and 32 farm lots of approximately 34 ha each (Janusas 1988: 96).

When Block Two was incorporated into the District of Gore (County of Halton) in 1816, it was named Waterloo Township, in honour of the battle that ended the Napoleonic Wars in Europe. It remained part of Halton County in the District of Gore until 1842 and then became part of the District of Wellington. The County of Waterloo was created in 1852 (Janusas 1988: 2).

The first immigrants to settle in Waterloo Township were almost exclusively German Mennonites from Pennsylvania, who had originally emigrated from Switzerland, Germany, and France. Most of these settlers were farmers but many were tradesmen or millers. Later settlers were generally of Scottish, English, Irish, and continental German heritage. When the railway was laid through Waterloo Township in the mid-nineteenth century, it became the leading industrial center of Waterloo County (Janusas 1988: 10-12).



Abraham Erb purchased approximately 181 ha of land in 1805 and became the first settler in the Township of Waterloo. He transferred a portion of his land and ownership of two mills to Jacob Snider in 1829. Snider's son inherited approximately 129 ha which he sold to John Hoffman and Isaac Weber, who sectioned and sold the lands in 1854, at which point the population of Waterloo began to expand (Janusas 1988: 102).

In the mid-1850s, the defining development of Waterloo Township and Waterloo County was the construction of the railway. The first railway line built into the township was a main line of the Grand Trunk Railway from Toronto, laid through in 1856. A number of other railway lines were soon laid across the township including: a Grand Trunk branch between Preston and Berlin in 1857; a Great Western line between Galt, Preston, and Guelph in 1857; a Grand Trunk branch between Waterloo, Berlin, and Galt in 1882; and a Grand Trunk Branch between Waterloo and Elmira in 1891.

### ***3.2.2 The Settlement of Freeport***

The former Settlement of Freeport is located within the City of Kitchener on the boundary of the City of Cambridge, in the southern part of the former Township of Waterloo. Freeport played an important role in the early history of the township as the location of a toll bridge across the Grand River. All early settlers traveling north and west forded the Grand River at this location. The ford was first called Reichert's Ford, after Christian Reichert, a settler who lived nearby. Later, its name was changed to Livergood's Ford, after George Livergood who owned the surrounding land (Mika & Mika 1977: 73).

After the first permanent major bridge in Waterloo Township was erected in 1820, the area became known as Toll Bridge, and later Bridgeville. The highest toll was sixpence for a wagon drawn by two horses. Settlers were not allowed to haul saw logs over the bridge, and were charged a substantial penalty if their horses crossed faster than a walk. The bridge ceased to be a toll bridge in 1857 when taxes collected in Berlin were used to construct a new bridge. The area was renamed Freeport in 1865 to reflect its toll-free status (Mika & Mika 1977: 73).

Most of the early settlers in Freeport and the surrounding area were of Pennsylvania Dutch origin. They were later followed by groups of German immigrants. A school was opened in an old hotel building in 1867 and became the Freeport Academy, with early settler George Scott as the principal. However, the academy was not open for long and closed in 1874. In 1873 the United Brethren Church was the only church in the community. Its minister was the Reverend George Plowman. By 1873 the community had a number of craftsmen including a shoe cobbler named Henry Hilker, a carpenter, and a weaver. (Mika & Mika 1977: 73).

In 1880, the first iron bridge in Waterloo County was erected in Freeport at a cost of \$8,995. The present-day bowstring arch bridge, known as the Freeport Bridge, was built in 1926, using reinforced concrete, as part of the provincial highway upgrade after World War I (Mika & Mika 1977: 73). The bridge underwent restoration in 2003. The bridge deck, curbs, sidewalk, handrails and repairs to the concrete arches and hangers were authentically restored. The City of Kitchener designated the bridge as a heritage structure under the Ontario Heritage Act in 2001. It is also listed on the Ontario Heritage Bridge list. A commemorative plaque detailing the history of the bridge was installed beside the bridge by the Region of Waterloo in 2005.



### 3.3 Review of Historical Mapping

#### 3.3.1 Nineteenth-Century Mapping

The 1861 *Tremaine's Map of the County of Waterloo* as well as the 1879 *Historical Atlas of the Township of Waterloo* and were reviewed to determine the potential for the presence of historical resources in the study area in the nineteenth century (Figures 2-3).

Historically, the study area is located in the former Township of Waterloo (Beasleys Broken Front Concession, Lots 8, 9, 13- 20). Details of historical property owners and features are provided in Table 1. It should be noted, however, that not all features of interest were mapped systematically in historical atlases given that they were financed by subscription and subscribers were given preference with regard to the level of detail provided on the maps. Moreover, not every feature of interest would have been within the scope of the atlases.

The nineteenth-century maps demonstrate the study area consisted of rural agricultural land in the mid and late nineteenth century. Numerous historical features are depicted on lots within the study area, including farmsteads, schools, churches, cemeteries, hotels, orchards, roadways, railways, and watercourses.

Historical mapping also demonstrates that there was one nineteenth-century settlement adjacent to the study area, identified as Freeport or Bridgeville.

Several historical roads are shown in the study area. A list of the historical roads in the study area includes Middle Block Road, Riverbank Drive, Allendale Road, King Street/Regional Road 8, and Fountain Street.

Table 1: Nineteenth-Century Property Owner(s) and Historical Feature(s)					
Con. #	Lot #	Property Owner(s) (1861)	Property Owners (1881)	Historical Feature(s) (1861)	Historical Feature(s) (1881)
<i>Township of Waterloo</i>					
<i>Beasleys Broken Front Concession</i>	8	Adam L. Snyder	n/a	Farmsteads (1) Church (1)	Church(1)
	9	Wm. Cornell N.Y.R Mrs. Rice J.R.	n/a	School (1)	School (1)
	13	Elias B. Snyder	n/a	Farmsteads (1)	n/a
	14	Jacob Lutz John Thackery Amos Clemens	n/a	Farmsteads (1) Bridgeville Historic Settlement (1)	Farmsteads (1) Freeport Historic Settlement (1)
	15	Richard Gehl H.M. Freeman	Richard Gehl	n/a	Farmsteads (1)
	16	John Shupe Phil. L Snyder	n/a	n/a	n/a
	17	Moses Dolph	n/a	n/a	n/a



Con. #	Lot #	Property Owner(s) (1861)	Property Owners (1881)	Historical Feature(s) (1861)	Historical Feature(s) (1881)
	18	Chas. Hammel Richard Gehl	Richard Gehl	Farmstead (1) Poplar Grove (1)	n/a
	19	Jacob Cook Colvin Clafin John C. Green C.H.	Hugh Turnbull	Farmstead (1)	n/a
	20	John C. Green Jonah Green J. Cook	Joel Clemens	Farmstead (1) Orchard (1) Willow Grove (1)	Farmsteads (2)

### 3.3.2 Twentieth-Century Mapping

A series of aerial photographs from 1945, 1954, 1955, and 1963 illustrate the development of the study area over the course of the twentieth century (Figures 2-7). Generally, these maps demonstrate a period of minimal growth in the early twentieth century followed by a period of growth and development in the late twentieth century.

A steady trend of urbanization along traditional settlement roads occurred between 1945-1955 (Figures 2-7). During this period, Freeport increased in size, growing along Riverbank Drive, while additional residences appeared in the surrounding rural landscape. The trend of urbanization continued at an accelerated rate in the study area during the second half of the twentieth century, however, the majority of the study area remains largely agricultural. By 1963 the 401 is under construction, and is visible just below and adjacent to the study area.

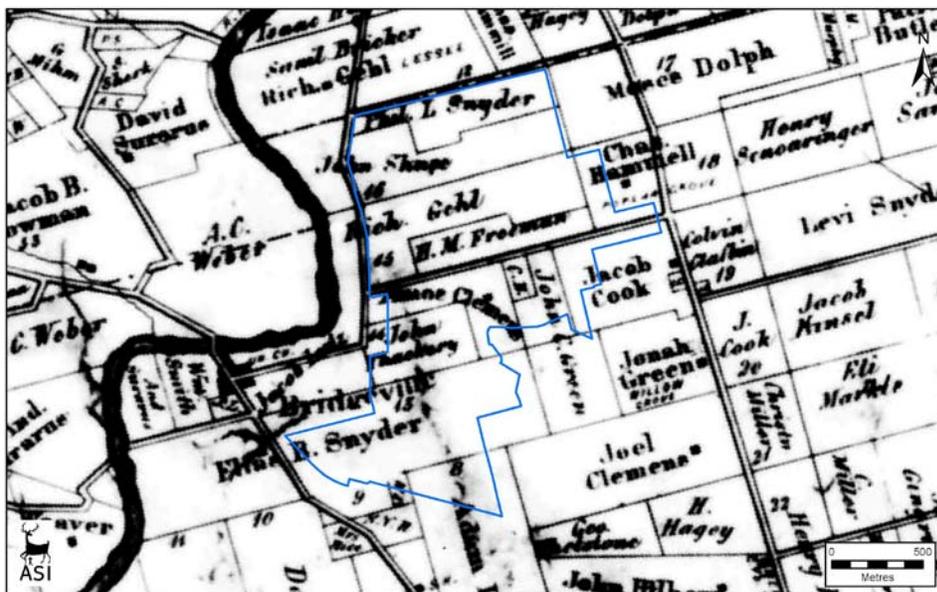


Figure 2: 1861 Tremaine's Map of the County of Waterloo, Canada West. Toronto

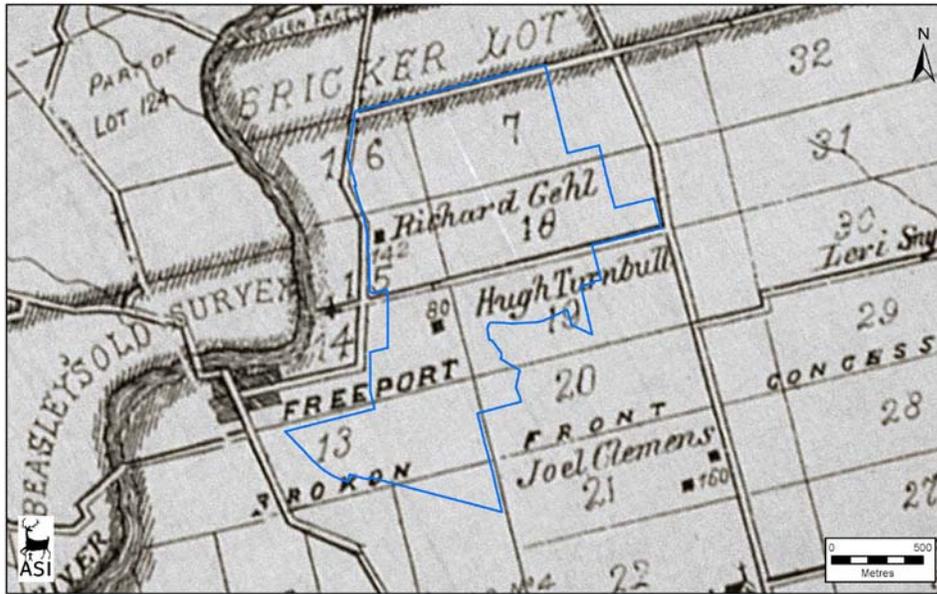


Figure 3: 1881  
Illustrated  
Historical Atlas of  
the County of  
Waterloo, Ont.

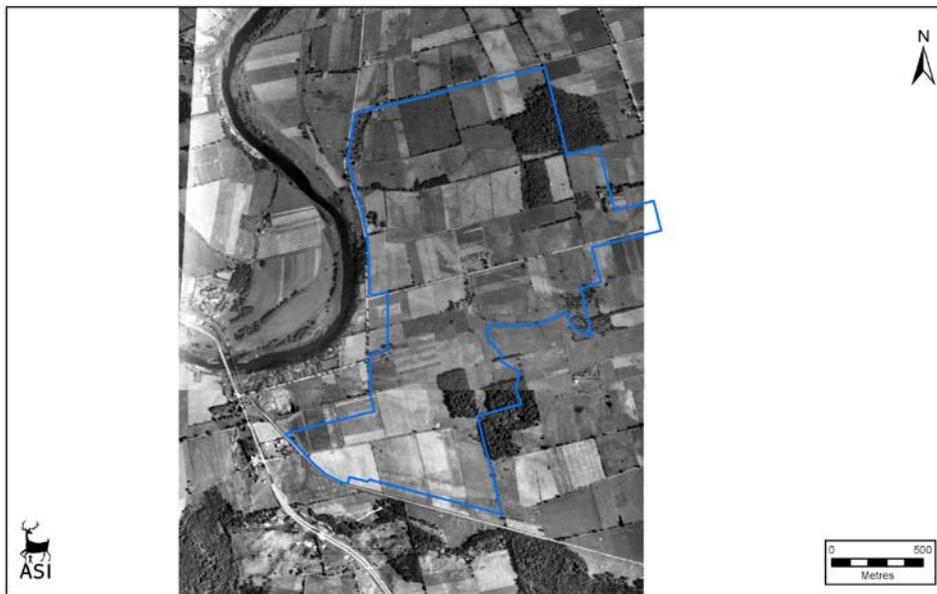


Figure 4: 1945 Aerial  
Photograph of  
Waterloo Township

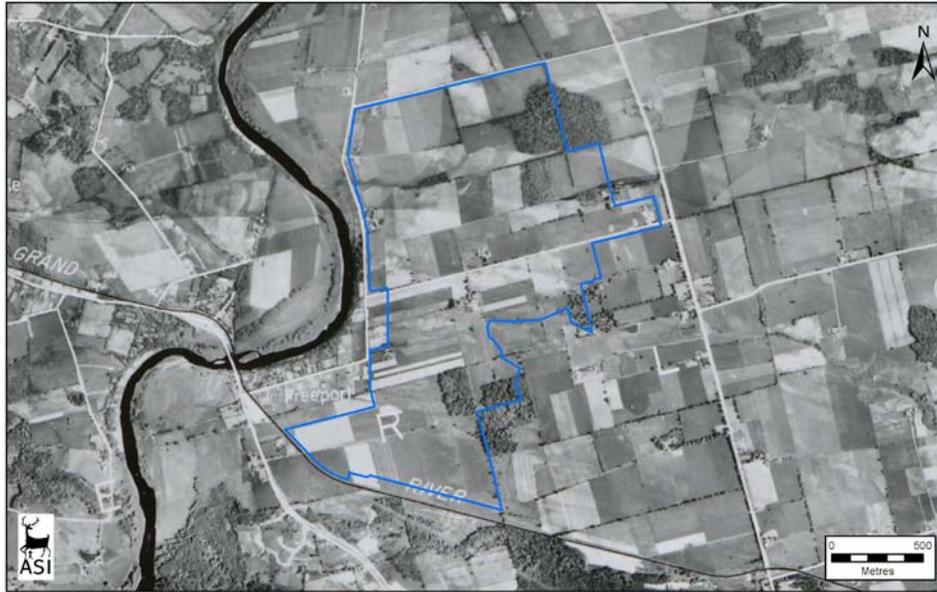


Figure 5: 1954 Aerial Photograph of Waterloo Township

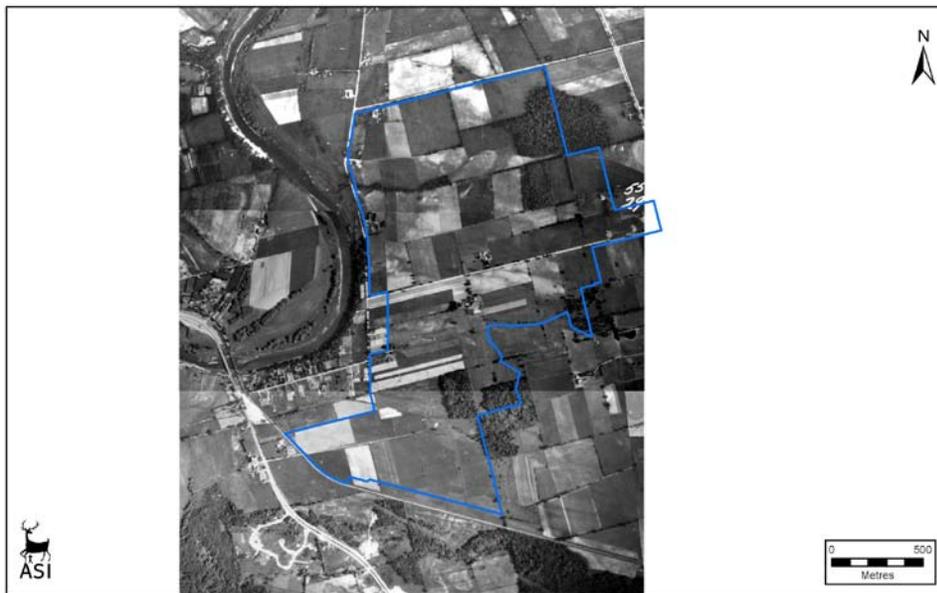
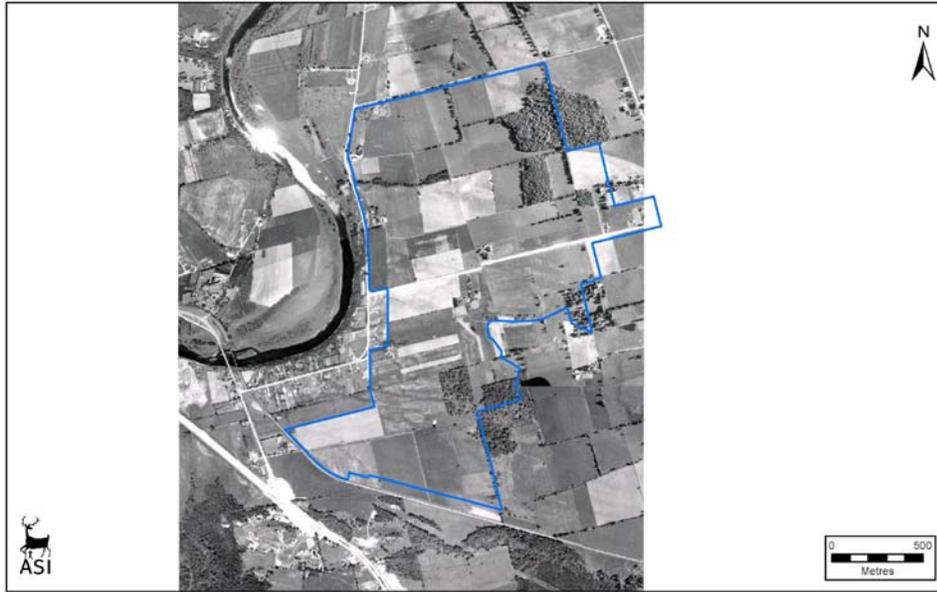


Figure 6: 1955 Aerial Photograph of Waterloo Township



**Figure 7: 1963  
Aerial Photograph  
of Waterloo  
Township**

## 4.0 Existing Conditions

In order to make a preliminary identification of existing cultural heritage resources within the study area, the following resources were consulted:

- The Municipal Heritage Register, which provides an inventory of cultural heritage resources that are designated under Part IV or V of the *Ontario Heritage Act*, as well as those listed properties that are of cultural heritage value or interest to the town. These include:
  - The City of Cambridge *M.H.A.C - Heritage Properties Register, November 2015*
- The Grand River Conservation Authority heritage inventory (last updated 2013) available at [https://www.grandriver.ca/en/our-watershed/resources/Documents/Heritage-Inventory\\_As-of-March-13\\_2013.pdf](https://www.grandriver.ca/en/our-watershed/resources/Documents/Heritage-Inventory_As-of-March-13_2013.pdf)
- the Canadian Heritage Rivers System inventory available at <http://www.chrs.ca/en/main.php> (reviewed 17 May, 2016);
- the *Directory of Federal Heritage Designations*, a searchable on-line database of National Historic Sites, National Historic Events, National Historic People, Heritage Railway Stations, Federal Heritage Buildings, and Heritage Lighthouses, available at [http://www.pc.gc.ca/apps/dfhd/default\\_eng.aspx](http://www.pc.gc.ca/apps/dfhd/default_eng.aspx) (reviewed 17 May, 2016);
- the Ontario Heritage Trust's *Ontario Heritage Plaque Guide*, an on-line, searchable database of Provincial heritage plaques, available at <http://www.heritagetrust.on.ca/Resources-and-Learning/Online-Plaque-Guide.aspx> (reviewed 17 May, 2016);
- Parks Canada's *Canada's Historic Places* website: available online, the searchable register provides information on historic places recognized for their heritage value at the local, provincial, territorial, and national levels, available at <http://www.historicplaces.ca/en/pages/about-apropos.aspx> (reviewed 17 May, 2016);

A review of the federal registers and municipal and provincial inventories revealed that there are nine previously identified features of cultural heritage interest within and adjacent to the North Cambridge Business Park study area. Table 2 lists the cultural heritage resources previously identified within and adjacent to the study area.

A field review was undertaken by Lauren Archer, Cultural Heritage Specialist, ASI, on August 19<sup>th</sup>, 2016 to document the existing conditions of the study area. The field review was preceded by a review of available, current and historic, aerial photographs and maps (including online sources such as Bing and Google maps). These large-scale maps are reviewed for any potential cultural heritage resources which may be extant in the study area. The existing conditions of the study area are described below. Identified cultural heritage resources are discussed in Table 2 and Table 4 and mapped in Figure 16 of this report.

### 4.1 North Cambridge Business Park - Existing Conditions

The subject study area consists of an irregularly shaped boundary, which is roughly bounded by Riverbank Drive to the west, Middle Block Road to the north, Fountain Road North to the east and Maple Grove Road and the rail line to the south. (Figure 1) As a part of the North Cambridge Business Park EA, the area is proposed to be subject to construction of a new North/South Collector Road. The Freeport Stormwater Management Pond will also be rehabilitated and an Interim Sanitary Pumping Station will be constructed.

The area is historically predominantly rural agricultural, and this agricultural use is still reflected in the existing conditions Riverbank Drive, Middle Block Road, and Allendale Road which are all rural



roadscape, composed of two lanes of divided vehicular traffic bordered by a lack of or very narrow gravel shoulders and ditches. The roadway is lined with hydro poles, vegetation, with adjacent farmscapes and remnant farmscapes, and active agricultural lands. Directly adjacent to this area is the Freeport Historic Settlement area, comprising of properties along King Street and Riverbank Drive. This small community consists of a small cluster of houses, two bridges across the Grand River and a cemetery. The community along Riverbank Drive is a predominantly post WWII residential subdivision consisting of mid-sized subdivided lots along the roadway, many of which back on to either the Grand River, or onto agricultural fields. The Grand River acts as a boundary between Kitchener and Cambridge. Property on the Kitchener side to the west has been extensively developed for residential use. Property to the south of the study area has been developed for commercial or light industrial uses. The 401 is located just south of the study area. The Region of Waterloo International Airport is located to the north of the study area. See Figures 8-15 for a photographic overview of the study area.





Figure 8: Looking westward on Riverbank Drive, within the historic settlement area of Freeport

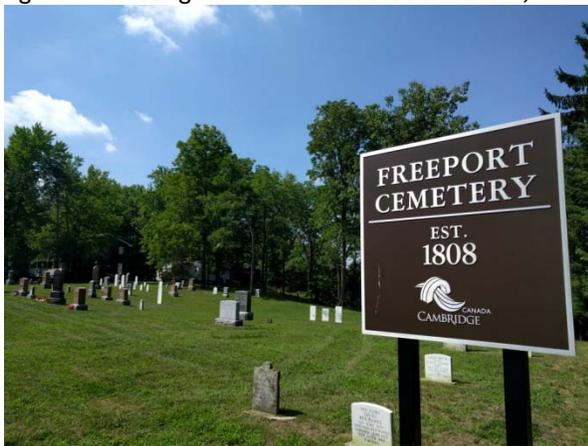


Figure 9: Freeport Cemetery on Riverbank Drive, overlooking the Grand River.



Figure 10: 105 Middle Block Road



Figure 11: Middle Block Road looking east.



Figure 12: Nineteenth-century farmscape at 250 Allendale Road.



Figure 13: Yellow brick farmhouse at 4050 Fountain Road North.



Figure 14: The Grand River and the Freeport Rail Bridge

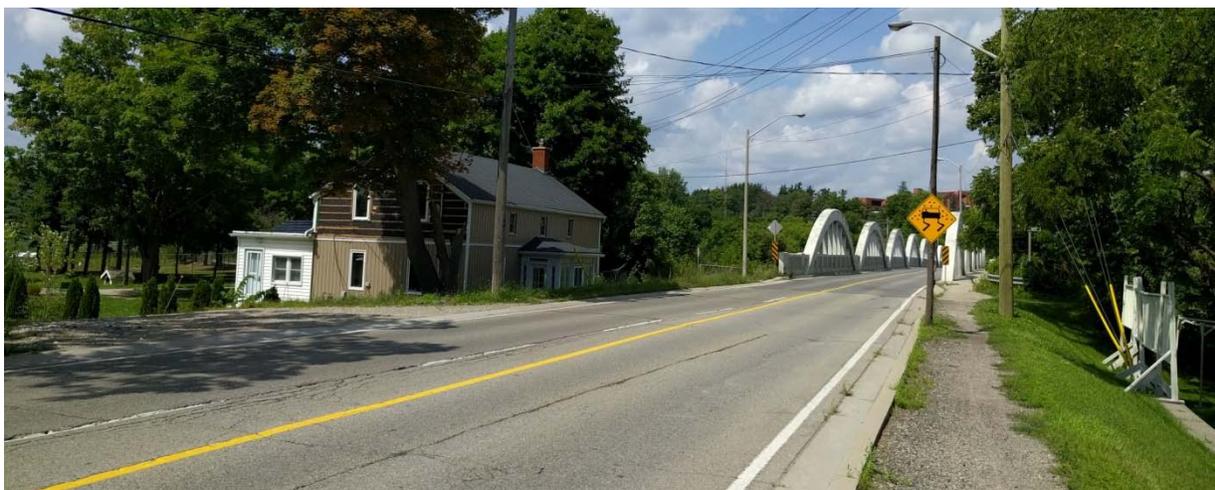


Figure 15: Historic Settlement Area of Freeport, with the Freeport Bowstring Bridge.

## 4.2 North Cambridge Business Park Study Area – Identified Cultural Heritage Resources

Based on the results of the background research and field review, there are 17 cultural heritage resources within and adjacent to the study area, including: six farmscapes (CHLs 1-3, 7, 10, and BHR 3); one residence (BHR 4); one remnant farmscape (CHL 4), one historic settlement area (CHL 12), one cemetery (CHL 8), two bridges (CHR 8, 16), one watercourse (CHR 6), two roads (BHR 2, 5) and one railscape (CHL 11). BHR 1 was formerly a Designated Part IV residential property, however it has been confirmed as demolished. CHLs 3 and 4 were previously listed on the municipal register, but have been removed. See Table 2 for a summary of built heritage resources and cultural heritage landscapes, Table 3 in Section 7.0 for a detailed description of these identified resources.

**Table 2: Summary of built heritage resources (BHR) and cultural heritage landscapes (CHL) in the study area**

Feature	Location	Recognition	Description/Comments
CHL 1	555 Riverbank Drive	Listed	Gothic Revival fieldstone farmhouse (c. 1825) and bank barn. The house is located on heavily treed lot, with historic laneway, a stone and metal gate, and several agricultural outbuildings, including a bank barn.
CHL 2	105 Middle Block Road	Listed	Georgian style stone farmhouse, with covered verandah, a hipped roof, and a small stone addition on the west side elevation. Identified in Landmark Newspaper series in the Cambridge Times.
CHL 3	215 Allendale Road	Listed	Nineteenth century stone farmhouse and bank barn, with treed laneway and additional agricultural outbuildings. House is obscured by mature trees.
CHL 4	250 Allendale Road	Listed	Nineteenth century bank barn, with traditional laneway, fencing and agricultural fields.
BHR 1	300 Maple Grove Road	Formerly Designated Part IV, Demolished	DEMOLISHED
CHL 5	Grand River	Canadian River Designation	The Grand River and its major tributaries were declared Canadian Heritage Rivers in 1994. The designation recognizes the outstanding human heritage features and the excellence of recreational opportunities along the rivers. This resource is immediately adjacent to the study area.
CHL 6	Riverbank Drive	Identified in 2008 Cambridge Heritage Master Plan as potential Heritage Landscape	Identified as a Scenic Route and Cultural Heritage Landscape. This road has components associated with an historic rural route including an undulating profile and rural cross section, mature trees on each side, established farmsteads on large farm properties, and smaller houses along the riverbank. Views of the river punctuate scenes of farm fields and woodlots or more intimate views of the roadside lined with dense vegetation.
BHR 2	Freeport Bridge, Regional Road 8 (King Street)	Designated Part IV, GRCA Inventory, Canadian Heritage River Systems	Adjacent to the study area, the Freeport Bridge is a seven span, six-pier, concrete bowstring arch located on Regional Road 8 (King Street) in Kitchener. A commemorative plaque detailing the history of the bridge was installed beside the bridge by the Region of Waterloo in 2005.

**Table 2: Summary of built heritage resources (BHR) and cultural heritage landscapes (CHL) in the study area**

Feature	Location	Recognition	Description/Comments
CHL 7	2200 Fountain Street North	Listed	Georgian style stone farmhouse, with front covered porch, and second storey balcony with neoclassical columns. The property also includes a 20th century agricultural landscape, including a red barn, treed laneway, vegetable garden and white fence. Identified in Landmark Newspaper series in the Cambridge Times.
BHR 3	245 Riverbank Drive	Identified during field review.	Red brick Edwardian foursquare style farmhouse with fieldstone foundation. Property features a tree-lined laneway and is associated with agricultural fields.
CHL 8	Riverbank Drive Cemetery	Identified during field review.	A small pioneer cemetery located along Riverbank Drive, overlooking the Grand River with gravestones dating as early as 1808.
CHL 9	Middle Block Road	Identified during field review.	This road has components associated with an historic rural crossroad, a rural cross section, no shoulders or ditches, mature trees on each side, and established farmsteads on large farm properties.
BHR 4	4050 Fountain Road	Identified during field review.	19th century yellow brick vernacular farmhouse, L-shaped plan with a rear addition and an enclosed porch. Original 2/2 wood windows are present on all elevations.
CHL 10	2150 Fountain Road	Identified during field review.	Ontario Gothic style farmhouse, clad in white roughcast stucco, with rear summer kitchen addition, and enclosed front porch. The property features a tree-lined lane, and several agricultural outbuildings.
CHL 11	Riverbank Drive and King Street Rail	Identified during field review.	Twentieth-century rail crossing at Riverbank Drive.
BHR 5	Freeport Rail Bridge	Identified during field review.	A 7-span deck beam rail bridge with poured concrete and concrete block piers.
CHL 12	Freeport Historic Settlement Centre		The historic settlement of Freeport consists of three residential buildings, King Street, the Freeport Bridge, the Freeport Rail Bridge and the Freeport Sanitarium. These resources are centred around crossing the Grand River.

### 4.3 Screening for Potential Impacts

To assess the potential impacts of the undertaking, identified cultural heritage resources are considered against a range of possible impacts as outlined in the document entitled *Screening for Impacts to Built Heritage and Cultural Heritage Landscapes* (MTC November 2010) which include:

- Destruction, removal or relocation of any, or part of any, significant heritage attribute or feature (III.1).
- Alteration which means a change in any manner and includes restoration, renovation, repair or disturbance (III.2).
- Shadows created that alter the appearance of a heritage attribute or change the exposure or visibility of a natural feature or plantings, such as a garden (III.3).



- Isolation of a heritage attribute from its surrounding environment, context, or a significant relationship (III.4).
- Direct or indirect obstruction of significant views or vistas from, within, or to a built or natural heritage feature (III.5).
- A change in land use such as rezoning a battlefield from open space to residential use, allowing new development or site alteration to fill in the formerly open spaces (III.6).
- Soil disturbance such as a change in grade, or an alteration of the drainage pattern, or excavation, etc (III.7)

A number of additional factors are also considered when evaluating potential impacts on identified cultural heritage resources. These are outlined in a document set out by the Ministry of Culture and Communications (now Ministry of Tourism, Culture and Sport) and the Ministry of the Environment entitled *Guideline for Preparing the Cultural Heritage Resource Component of Environmental Assessments* (October 1992) and include:

- Magnitude: the amount of physical alteration or destruction which can be expected;
- Severity: the irreversibility or reversibility of an impact;
- Duration: the length of time an adverse impact persists;
- Frequency: the number of times an impact can be expected;
- Range: the spatial distribution, widespread or site specific, of an adverse impact; and
- Diversity: the number of different kinds of activities to affect a heritage resource.

For the purposes of evaluating potential impacts of development and site alteration, MTC (2010) defines “adjacent” as: “contiguous properties as well as properties that are separated from a heritage property by narrow strip of land used as a public or private road, highway, street, lane, trail, right-of-way, walkway, green space, park, and/or easement or as otherwise defined in the municipal official plan.”

In summer of 2016, alternative solutions for the three main parts of the North Cambridge Business Park EA were identified and developed. These include:

- Eight scenarios for the rehabilitation / retrofit of the Freeport Creek SWM Facility;
- Five alignments for the construction of a new North-South Collector Road; and
- Four locations for an Interim Sanitary Pumping Station along with 4 alternative forcemain routes from the pumping station to the receiving sanitary sewer. (Figure 16).

Development activities have the potential to affect cultural heritage resources in a variety of ways, and as such, appropriate mitigation measures for the undertaking need to be considered. Appropriate mitigation measures will be developed upon the selection of a preferred alternative, where impacts have been identified below. This may include avoidance, completing a heritage impact assessment or documentation report, or employing suitable measures such as landscaping, buffering or other forms of mitigation, where appropriate.

The cultural heritage resources identified within and adjacent to the study area have been evaluated against the above alternatives and a summary of impact screening results for each alternative have been provided below. Based on the outcome of the impact assessment, a preferred alternative has been identified that minimizes the potential heritage impacts. Based on this initial assessment, the below preferred solutions has been developed.



### 4.3.1 Description of the Preferred Solutions

The identified preferred solution consists of three distinct components:

#### *Freeport Creek SWM Pond*

The preferred solution for the Freeport Creek SWM facility has been identified as Scenario #8 and includes the following components:

- Reconstruction of the SWM pond's outlet control structure as a formal flood control structure under the Lakes and Rivers Improvement Act (LRIA), at the same general location as the existing structure and farm crossing of Freeport Creek. The outlet structure will consist of:
  - Low-flow outlet – 375 mm PVC @ invert 301.25 m;
  - High-flow control – 1.5 m wide trapezoidal weir @ 301.60 m, with 1:1 sideslopes;
  - High-flow conveyance – 2.13 m x 1.22 m Conc. Box Culvert @ invert 300.50 m;
  - Overflow Spillway – 20 m wide broad-crested weir @ invert 303.75 m; and
  - Berm – Earthen embankment, 30 m top width @ elevation 304.50 m. (to be constructed as part of the new North-South Collector Road)

Reconstruction of the Pond inlet structures to include micro-pools / sediment forebays to encourage sediment deposition in areas that are readily accessible to maintenance equipment.

Key Features of this preferred scenario include:

- All existing outlet controls will be reconstructed with proposed works;
- Maintained Normal Water Level (NWL) will reduce impacts to wetland habitat, however minor storm detention duration is significantly longer with possible shallow impacts to upland vegetation and habitat;
- Future development lands discharging to the pond will require on-site controls for 2-year to regional storm events (i.e. upstream of the pond);
- Future development lands discharging downstream of the pond will require on-site controls for 2-year to 100-year storms, (i.e. no regional controls required onsite);
- The reconstructed outlet controls will restore the target regional storm peak flows, reducing downstream flooding; and
- Upstream regional storm flood limits increase by approximately 0.70 m from existing conditions; generally contained within the SWM pond basin and watercourse banks.

#### *North South Collector Road*

The preferred solution for the North-South Collector Road consists of the following components:

- Approximately 1.9 km of new roadway connecting the proposed Creekside development to Middle Block Road, defined as Alternative 2 running generally parallel to and approximately 300m east of Riverbank Drive.
- A new culvert crossing of Allendale Creek, designed to also serve as a wildlife corridor across the roadway.
- A new culvert crossing of Freeport Creek, being the new outlet and flood control structure for the Freeport Creek SWM facility.
- A new 3-legged intersection at Middle Block Road. Based on current traffic volume projections, this intersection is likely to function under stop sign control. However subject to future



development plans and associated traffic studies, a fourth leg (to the north) may be added and either traffic lights or a roundabout may be warranted.

- A new 4-legged intersection at Allendale Road. Based on current traffic volume projections, this intersection warrants traffic signals, and subject to future development plans and associated traffic studies, a roundabout could also be an appropriate measure for this location.
- Road cross section to be on a 30m R.O.W. and generally consistent with City of Cambridge Standard drawing C101, but utilizing multi-use trails for pedestrian and cycling traffic.
- The Road profile is to be optimized in conjunction with future development plans on adjacent lands, recognizing the constraints of existing grades on both Middle Block Road and Allendale Road, as well as the culvert crossings of both Allendale Creek and Freeport Creek.

### *Sanitary Pumping Station & Forcemain*

The preferred solution for the Interim Sanitary Pumping Station consists of the following components:

- A new pumping station consisting of a wet well / dry well configuration and submersible pumps to convey a peak design flow of approximately 73 L/s.
- The pumping station site footprint to be approximately 20m x 20m including a control building, below ground tankage, on site parking, and appropriate setbacks.
- The actual location of the pumping station is one of four sites, immediately east or west of the North-South Collector Road and immediately north or south of Freeport Creek.
- A new forcemain alignment from the pumping station and along the future Boychuk Drive road allowance, to Maple Grove Road, and then northerly to the existing sanitary sewer manhole at Cherry Blossom Road.

Note that the actual pumping station location and forcemain , to be confirmed during detail design, subject to actual design details of the Creekside Corporate Campus.

These three components have been further analyzed for impacts to the cultural heritage in Table 3 below:



**Table 3: Potential Impacts and Proposed Mitigation Measures for the Preferred Alternatives**

Resource	Potential Impact(s) – Freeport Creek SWM Pond	Potential Impact(s) – North South Collector Road	Potential Impact(s) – Sanitary Pumping Station & Forcemain
CHL 1	<ul style="list-style-type: none"> <li>No anticipated impacts</li> </ul>	<ul style="list-style-type: none"> <li>No anticipated impacts</li> </ul>	<ul style="list-style-type: none"> <li>No anticipated impacts</li> </ul>
CHL 2	<ul style="list-style-type: none"> <li>No anticipated impacts</li> </ul>	<ul style="list-style-type: none"> <li>Alteration (III.2) due to removal of agricultural landscape features and construction of roadway; and,</li> <li>Soil disturbance (III.7) due to grading.</li> </ul>	<ul style="list-style-type: none"> <li>No anticipated impacts</li> </ul>
CHL 3	<ul style="list-style-type: none"> <li>No anticipated impacts</li> </ul>	<ul style="list-style-type: none"> <li>Alteration (III.2) due to removal of agricultural landscape features and construction of roadway; and,</li> <li>Soil disturbance (III.7) due to grading.</li> </ul>	<ul style="list-style-type: none"> <li>No anticipated impacts</li> </ul>
CHL 4	<ul style="list-style-type: none"> <li>No anticipated impacts</li> </ul>	<ul style="list-style-type: none"> <li>Alteration (III.2) due to removal of agricultural landscape features and construction of roadway; and,</li> <li>Soil disturbance (III.7) due to grading.</li> </ul>	<ul style="list-style-type: none"> <li>No anticipated impacts</li> </ul>
BHR 1	<ul style="list-style-type: none"> <li>No anticipated impacts</li> </ul>	<ul style="list-style-type: none"> <li>No anticipated impacts</li> </ul>	<ul style="list-style-type: none"> <li>No anticipated impacts</li> </ul>
CHL 5	<ul style="list-style-type: none"> <li>No anticipated impacts</li> </ul>	<ul style="list-style-type: none"> <li>No anticipated impacts</li> </ul>	<ul style="list-style-type: none"> <li>No anticipated impacts</li> </ul>
CHL 6	<ul style="list-style-type: none"> <li>No anticipated impacts</li> </ul>	<ul style="list-style-type: none"> <li>No anticipated impacts</li> </ul>	<ul style="list-style-type: none"> <li>No anticipated impacts</li> </ul>
BHR 2	<ul style="list-style-type: none"> <li>No anticipated impacts</li> </ul>	<ul style="list-style-type: none"> <li>No anticipated impacts</li> </ul>	<ul style="list-style-type: none"> <li>No anticipated impacts</li> </ul>
CHL 7	<ul style="list-style-type: none"> <li>No anticipated impacts</li> </ul>	<ul style="list-style-type: none"> <li>No anticipated impacts</li> </ul>	<ul style="list-style-type: none"> <li>No anticipated impacts</li> </ul>
BHR 3	<ul style="list-style-type: none"> <li>No anticipated impacts</li> </ul>	<ul style="list-style-type: none"> <li>Alteration (III.2) due to removal of agricultural landscape features and construction of roadway; and,</li> <li>Soil disturbance (III.7) due to grading.</li> </ul>	<ul style="list-style-type: none"> <li>No anticipated impacts</li> </ul>
CHL 8	<ul style="list-style-type: none"> <li>No anticipated impacts</li> </ul>	<ul style="list-style-type: none"> <li>No anticipated impacts</li> </ul>	<ul style="list-style-type: none"> <li>No anticipated impacts</li> </ul>
CHL 9	<ul style="list-style-type: none"> <li>No anticipated impacts</li> </ul>	<ul style="list-style-type: none"> <li>Alteration (III.2) due to construction of intersecting roadway; and,</li> <li>Soil disturbance (III.7) due to grading.</li> </ul>	<ul style="list-style-type: none"> <li>No anticipated impacts</li> </ul>
BHR 4	<ul style="list-style-type: none"> <li>No anticipated impacts</li> </ul>	<ul style="list-style-type: none"> <li>No anticipated impacts</li> </ul>	<ul style="list-style-type: none"> <li>No anticipated impacts</li> </ul>
CHL 10	<ul style="list-style-type: none"> <li>No anticipated impacts</li> </ul>	<ul style="list-style-type: none"> <li>No anticipated impacts</li> </ul>	<ul style="list-style-type: none"> <li>No anticipated impacts</li> </ul>
CHL 11	<ul style="list-style-type: none"> <li>No anticipated impacts</li> </ul>	<ul style="list-style-type: none"> <li>No anticipated impacts</li> </ul>	<ul style="list-style-type: none"> <li>No anticipated impacts</li> </ul>
BHR 5	<ul style="list-style-type: none"> <li>No anticipated impacts</li> </ul>	<ul style="list-style-type: none"> <li>No anticipated impacts</li> </ul>	<ul style="list-style-type: none"> <li>No anticipated impacts</li> </ul>
CHL 12	<ul style="list-style-type: none"> <li>No anticipated impacts</li> </ul>	<ul style="list-style-type: none"> <li>No anticipated impacts</li> </ul>	<ul style="list-style-type: none"> <li>No anticipated impacts</li> </ul>

#### ***4.3.2 Potential Impacts of the Preferred Solutions***

The proposed undertaking for the North Cambridge Business Park study area consists of a new North-South Collector Road, the rehabilitation of the Freeport Stormwater Management Pond and the installation of an Interim Sanitary Pumping Station. Road improvements along Allendale Road and Middle Block Road have also been proposed. The preferred solutions, consisting of three distinct components, have been identified. These components have been assessed and discussed above. Figure 16 shows the preferred solutions in relation to identified cultural heritage resources. Table 3 lists the potential impacts to identified cultural heritage resources.

All 17 cultural heritage resources identified within the study area were evaluated against the above criteria and the following provides a summary of impact assessment completed:

- BHRs 1-2 and 4-5 and CHLs 5-8 and 10-12 are not impacted by any of the proposed preferred solutions.
- The proposed Freeport Creek SWM Pond work has no anticipated impacts on the identified cultural heritage resources.
- The North-South Collector Alignment 2 has been selected as the preferred solution. This solution generally avoids the identified built heritage resources and agricultural landscape features associated with CHLs 1-4 and BHR 3. Impacts are limited to disruption of cultivated fields of, and will not compromise the overall heritage integrity and character of this resource. This solution will also impact the identified historic roadscape of CHL 9 through the intersection of the road.
- The proposed Sanitary Pumping Station & Forcemain work has no anticipated impacts on the identified cultural heritage resources.

#### ***4.3.3 Mitigation of Impacts***

While the north-south connector road would cross the identified agricultural fields, the impact to the viability of the agricultural fields should be mitigated by preserving access points for agricultural vehicles, and minimizing the width of the road right-of-way through the agricultural landscape. Impacts are limited to disruption of cultivated fields of, and will not compromise the overall heritage integrity and character of this resource. CHLs 1-4 and BHR 3 can be conserved provided that the appropriate mitigation measures of photographic documentation are undertaken during detail design and prior to construction activities.

Impacts to CHL 9 were also identified. However, the identified impacts to CHL 9 are not considered to be significant given the nature of the alterations. Impacts to the identified roadscape at Middle Block Road could be mitigated by limiting the road improvements and/or widening to the intersection of the north-south road. Appropriate mitigation measures of photographic documentation should also be undertaken during detail design and prior to construction activities.

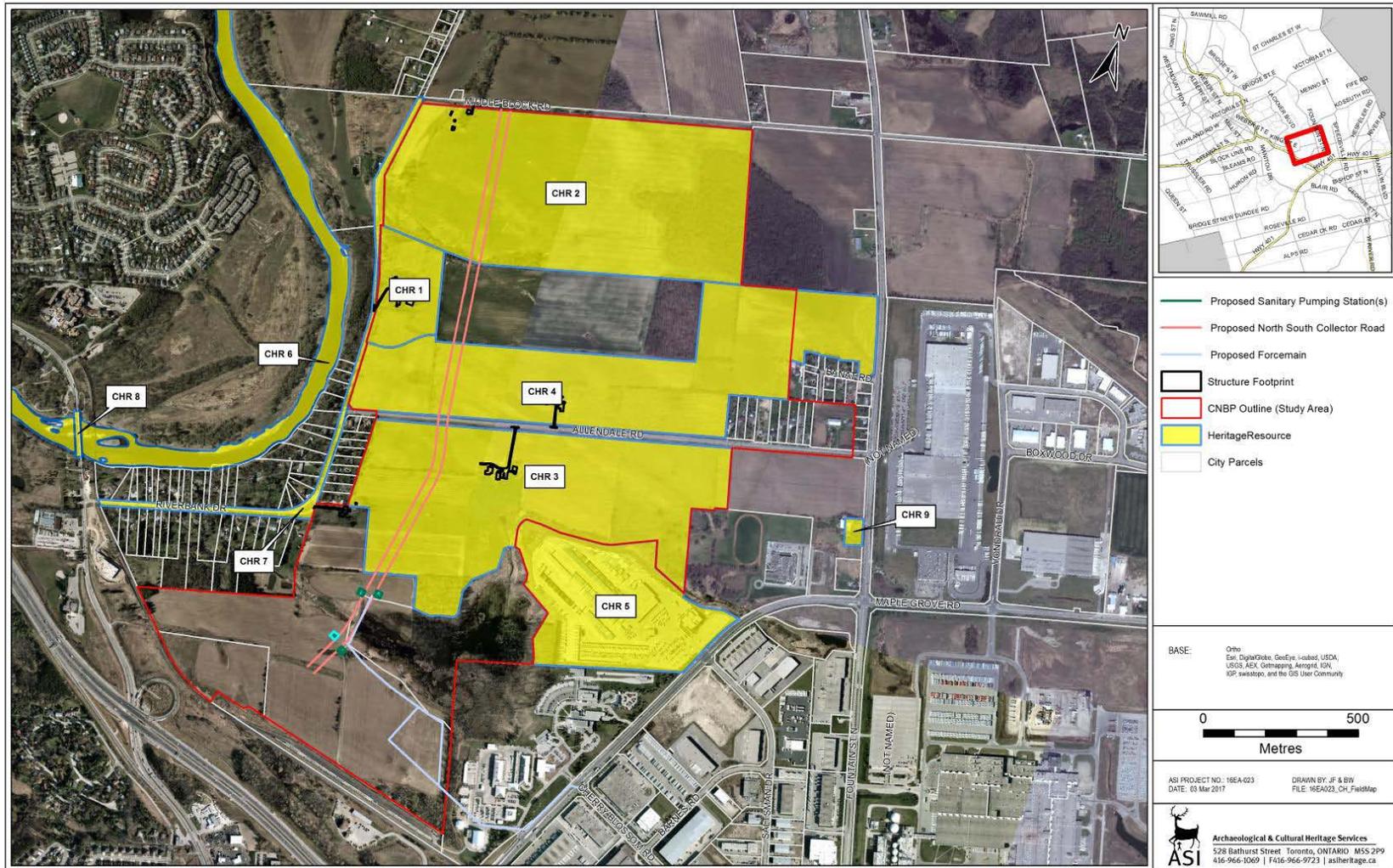


Figure 16: North Cambridge Business Park CHR Impact Assessment, Preferred Solutions

## 5.0 RECOMMENDATIONS

The background research, data collection, and field review conducted for the study area determined that there are 17 cultural heritage resources are located within or adjacent to the North Cambridge Business Park study area. Development activity may have a variety of impacts upon cultural heritage resources. The results of background historical research and a review of secondary source material, including historical mapping, revealed that the study area has a rural land use history dating back to the early nineteenth century. The field review confirmed that this area retains a number of nineteenth- and twentieth-century cultural heritage resources. As such, the proposed developments, including the construction of a new North/South Collector Road, the rehabilitation of the Freeport Stormwater Management Pond and the installation of an Interim Sanitary Pumping Station, and any other proposed alterations to the subject area, should be planned to avoid impacts to any cultural heritage resources.

Based on the results of this assessment and a review of the preferred solutions, the following recommendations have been developed:

6. Road construction should be suitably planned in a manner that avoids any identified, above ground, cultural heritage resource.
7. Indirect impacts to CHLs 1-4 and BHR 3 are expected through disruption to the cultivated fields located in the northwest corner of the property. The impact to the viability of the agricultural fields should be mitigated by preserving access points for agricultural vehicles, and minimizing the width of the road right-of-way through the agricultural landscape. The cultivated fields should be subject to photographic documentation and compilation of a cultural heritage documentation report by a qualified heritage consultant during detail design and in advance of construction activities. Following completion, the report should be filed with cultural heritage planning staff at the City of Cambridge.
8. Impacts to CHL 9 are expected at the intersection the North-South Collector Road and Middle Block Road. The identified impacts to CHL 9 are not considered to be significant given the nature of the alterations. Impacts to the identified roadscape a Middle Block Road could be mitigated by limiting the road improvements and/or widening to the intersection of the north-south road. The historic roadscape should be subject to photographic documentation and compilation of a cultural heritage documentation report by a qualified heritage consultant during detail design and in advance of construction activities. Following completion, the report should be filed with cultural heritage planning staff at the City of Cambridge.
9. This report should be presented to the Municipal Heritage Committee and cultural heritage planning staff for comment, and approval by the Director of Planning at the City of Cambridge.
10. Should future work require an expansion of the study area then a qualified heritage consultant should be contacted in order to confirm the impacts of the proposed work on potential heritage resources.

6.0 CULTURAL HERITAGE RESOURCE INVENTORY

Table 4 Detailed description of built heritage resources (BHR) and cultural heritage landscapes (CHL) in the study area

Feature ID	Address	Heritage Status	Resource Type	Description/Comments	Photograph(s)
CHL 1	555 Riverbank Drive	Listed	CHL - Farmscape	<p>Design: Identified as a Gothic Revival fieldstone farmhouse (c. 1825) with a bank barn. The house is located on heavily treed lot, with historic laneway, a stone and metal gate, and several agricultural outbuildings, including a bank barn.</p> <p>History: This property is identified as belonging to Richard Gehl in the 1861 Tremaine’s Map. Richard Gehl is identified as the property owner in the 1881 Historical Atlas map as well. A home is identified as being in this location in 1881.</p> <p>Context: The property is associated with the historic settlement of Freeport, with the historic scenic road along Riverbank Drive, and is adjacent to the Grand River.</p>	

**Table 4 Detailed description of built heritage resources (BHR) and cultural heritage landscapes (CHL) in the study area**

Feature ID	Address	Heritage Status	Resource Type	Description/Comments	Photograph(s)
CHL 2	105 Middle Block Road	Listed	CHL - Farmscape	<p><b>Design:</b> Georgian style stone farmhouse, with covered veranda, a hipped roof, and a small stone addition on the west side elevation. The building is partially obscured by trees. The property includes a concrete silo, and historic laneway.</p> <p><b>History:</b> Identified in Landmark Newspaper series in the Cambridge Times. Identified as being owned by John Shupe and Patrick L. Snyder in the 1861 Tremaine’s Map. No building is indicated on the property in the 1881 Historical Atlas Map. The farmstead is visible in the 1945 Aerial Photograph.</p> <p><b>Context:</b> Located on Middle Block Road, north of the historic settlement area of Freeport and west of the Grand River in a predominantly agricultural area.</p>	

**Table 4 Detailed description of built heritage resources (BHR) and cultural heritage landscapes (CHL) in the study area**

Feature ID	Address	Heritage Status	Resource Type	Description/Comments	Photograph(s)
CHL 3	215 Allendale Road	Listed	CHL - Farmscape	<p><b>Design:</b> Nineteenth-century stone farmhouse and bank barn, with treed laneway and additional agricultural outbuildings. House is obscured by mature trees.</p> <p><b>History:</b> This property is identified as belonging to A. Clemens in the 1861 Tremaine’s Map. Hugh Turnbull is identified as the property owner in the 1881 Historical Atlas map. A home is identified as being in this location in 1861.</p> <p><b>Context:</b> Located on Allendale Road, north of the historic settlement area of Freeport and west of the Grand River in a predominantly agricultural area.</p>	
CHL 4	250 Allendale Road	Listed	CHL - Farmscape	<p><b>Design:</b> Nineteenth-century bank barn, with traditional laneway, fencing and agricultural fields. A residential house is identified on this property, however, it is obscured by trees.</p> <p><b>History:</b> This property is identified as belonging to H.M. Freeman in the 1861 Tremaine’s Map. Richard Gehl is identified as the property owner in the 1881 Historical Atlas map. The farmstead is visible in the 1945 aerial Photograph.</p> <p><b>Context:</b> Located on Allendale Road, north of the historic settlement area of Freeport and west of the Grand River in a predominantly agricultural area.</p>	

**Table 4 Detailed description of built heritage resources (BHR) and cultural heritage landscapes (CHL) in the study area**

Feature ID	Address	Heritage Status	Resource Type	Description/Comments	Photograph(s)
BHR 1	300 Maple Grove Road	Formerly Designated Part IV, Demolished	NA - Former Residential	Farmhouse, red brick. Identified in Landmark Newspaper series in the Cambridge Times, located adjacent to the study area.  Demolished and replaced by Challenger Motor Frieght facility.	N/A

**Table 4 Detailed description of built heritage resources (BHR) and cultural heritage landscapes (CHL) in the study area**

Feature ID	Address	Heritage Status	Resource Type	Description/Comments	Photograph(s)
CHL 5	Grand River	Canadian River Designation	CHL - Watercourse	<p><b>Design:</b> The Grand River is a large river in Southwestern Ontario, Canada. From its source near Wareham, Ontario, it flows south through Grand Valley, Fergus, Elora, Waterloo, Kitchener, Cambridge, Paris, Brantford, Caledonia, and Cayuga before emptying into the north shore of Lake Erie south of Dunnville at Port Maitland.</p> <p><b>History:</b> The Grand River valley has been home to Indigenous peoples for more than 10,000 years. The Six Nations and the Mississaugas have a strong presence to this day. In the eighteenth and nineteenth centuries, the region attracted waves of immigrants to its fertile lands: Scots and Irish in the north, Mennonites and Germans in the central area and United Empire Loyalists in the south. Others followed from around the world. The Grand River and its major tributaries were declared Canadian Heritage Rivers in 1994.</p> <p><b>Context:</b> This resource is immediately adjacent to the study area, and is the boundary between the cities of Cambridge and Kitchener.</p>	

**Table 4 Detailed description of built heritage resources (BHR) and cultural heritage landscapes (CHL) in the study area**

Feature ID	Address	Heritage Status	Resource Type	Description/Comments	Photograph(s)
CHL 6	Riverbank Drive	Identified in 2008 Cambridge Heritage Master Plan as potential Heritage Landscape	CHL - Scenic Route, Roadscape	<p><b>Design:</b> This road has components associated with an historic rural route: an undulating profile and rural cross section, mature trees on each side, established farmsteads on large farm properties, and smaller houses along the riverbank. Views of the river punctuate scenes of farm fields and woodlots or more intimate views of the roadside lined with dense vegetation.</p> <p><b>History:</b> This road is identified in its current location in the 1861 Tremaine’s Map and in the 1881 Historical Atlas map. Between the 1955 and 1963 aerial mapping the bend at the grand river was realigned to be one continuous curve. The original alignment remains open, and is the location of a Canada Post mail box.</p> <p><b>Context:</b> The subject road runs along a ridge above the Grand River, from King Street to Fairway Road North. It is associated with the historic settlement area of Freeport.</p>	

**Table 4 Detailed description of built heritage resources (BHR) and cultural heritage landscapes (CHL) in the study area**

Feature ID	Address	Heritage Status	Resource Type	Description/Comments	Photograph(s)
BHR 2	Freeport Bridge, Regional Road 8 (King Street)	Designated Part IV , GRCA Inventory, Canadian Heritage River Systems	BHR - Bridge	<p><b>Design:</b> One of five distinctive concrete bowstring arch bridges spanning the Grand River.</p> <p>The Freeport Bridge is a seven span, six-pier, concrete bowstring arch located on Regional Road 8 (King Street) in Kitchener. The bridge deck, curbs, sidewalk, handrails and repairs to the concrete arches and hangers were authentically restored in 2003.</p> <p><b>History:</b> This location has been a bridge crossing since 1820, when the first permanent major bridge in Waterloo Township was erected. The current Freeport Bridge was designed by A. B. Crealock, who was the bridge engineer for the Province of Ontario in the 1920s. Construction started in 1925 and took one year. The design was common to bridges erected from 1900 to the 1930s, when engineers were moving away from steel truss style. The bridge underwent restoration in 2003.</p> <p><b>Context:</b> The bridge serves as a gateway between the City of Kitchener and the City of Cambridge. It is associated with the historic settlement area of Freeport. A commemorative plaque detailing the history of the bridge was installed beside the bridge by the Region of Waterloo in 2005.</p>	

**Table 4 Detailed description of built heritage resources (BHR) and cultural heritage landscapes (CHL) in the study area**

Feature ID	Address	Heritage Status	Resource Type	Description/Comments	Photograph(s)
CHL 7	2200 Fountain Street North	Listed	CHL - Farmscape	<p><b>Design:</b> Georgian style stone farmhouse, with front covered porch, and second storey balcony with neoclassical columns. The property also includes a twentieth century agricultural landscape, including a red barn, treed laneway, vegetable garden and white fence.</p> <p><b>History:</b> Identified in the Landmark Newspaper series in the Cambridge Times. Identified as being owned by Jacob Cook in the 1861 Tremaine’s Map. A building is present in this location in 1861. The property is owned by Hugh Turnbull in the 1881 Historical Atlas Map. The farmstead is visible in the 1945 Aerial Photograph.</p> <p><b>Context:</b> Located on Fountain Street North, south of Allendale Road, adjacent to the study area.</p>	

**Table 4 Detailed description of built heritage resources (BHR) and cultural heritage landscapes (CHL) in the study area**

Feature ID	Address	Heritage Status	Resource Type	Description/Comments	Photograph(s)
BHR 3	245 Riverbank Drive	Identified during field review.	BHR - Residential	<p><b>Design:</b> Red brick Edwardian foursquare style farmhouse with fieldstone foundation. Property features a tree-lined laneway and is associated with agricultural fields.</p> <p><b>History:</b> This property is identified as belonging to John Thackeray in the 1861 Tremaine’s Map. No owner is identified as the property owner in the 1881 Historical Atlas map. No structure is identified on either map. The farmstead is visible in the 1945 aerial photograph.</p> <p><b>Context:</b> The property is associated with the historic settlement of Freeport, with the historic scenic road along Riverbank Drive, and is adjacent to the Grand River.</p>	
CHL 8	Riverbank Drive	Identified during field review.	CHL - Cemetery	<p><b>Design:</b> A small pioneer cemetery located along Riverbank Drive, overlooking the Grand River with gravestones dating as far back as 1808.</p> <p><b>History:</b> The cemetery is not identified in the 1861 Tremaine’s Map, nor is any property owner identified. No owner is identified as the property owner in the 1881 Historical Atlas map, however a cemetery is indicated at this location.</p> <p><b>Context:</b> The property is associated with the historic settlement of Freeport, with the historic scenic road along Riverbank Drive, and is adjacent to the Grand River.</p>	

**Table 4 Detailed description of built heritage resources (BHR) and cultural heritage landscapes (CHL) in the study area**

Feature ID	Address	Heritage Status	Resource Type	Description/Comments	Photograph(s)
CHL 9	Middle Block Road	Identified during field review.	CHL - Streetscape	<p><b>Design:</b> This road has components associated with an historic rural crossroad, a rural cross section, no shoulders or ditches, mature trees on each side, and established farmsteads on large farm properties.</p> <p><b>History:</b> This road is identified in its current location in the 1861 Tremaine’s Map and in the 1881 Historical Atlas map. The alignment of the roadscape hasn’t been altered significantly from its original surveyed location.</p> <p><b>Context:</b> The origin of Middle Block Road is associated with the historic settlement of Freeport, with the historic scenic road along Riverbank Drive, and is adjacent to the Grand River. The road ends at Fountain Road North.</p>	

**Table 4 Detailed description of built heritage resources (BHR) and cultural heritage landscapes (CHL) in the study area**

Feature ID	Address	Heritage Status	Resource Type	Description/Comments	Photograph(s)
BHR 4	4050 Fountain Road	Identified during field review.	BHR - Residential	<p>Design: Nineteenth-century yellow brick vernacular farmhouse, L-Shaped plan with a rear addition and an enclosed porch. Original 2/2 wood windows are present on all elevations.</p> <p>History: This property is identified as belonging to Jacob Cook in the 1861. Hugh Turnbull is identified as the property owner in the 1881 Historical Atlas map. A structure is identified at this location on the 1861 map. The farmstead is visible in the 1945 aerial photograph.</p> <p>Context: Located on Fountain Street North, south of Allendale Road, adjacent to the study area.</p>	
CHL 10	2150 Fountain Road	Identified during field review.	BHR - Residential	<p>Design: Ontario gothic style farmhouse, clad in white roughcast stucco, with rear summer kitchen addition, and enclosed front porch. The property features a tree-lined lane, and several agricultural outbuildings. The property has been vandalized, and most of the windows have been broken.</p> <p>History: This property is identified as a separate lot in the 1861 Jacob Cook. Hugh Turnbull is identified as the property owner in the 1881 Historical Atlas map. The farmstead is visible in the 1945 aerial photograph.</p> <p>Context: Located on Fountain Street North, south of Allendale Road, adjacent to the study area.</p>	

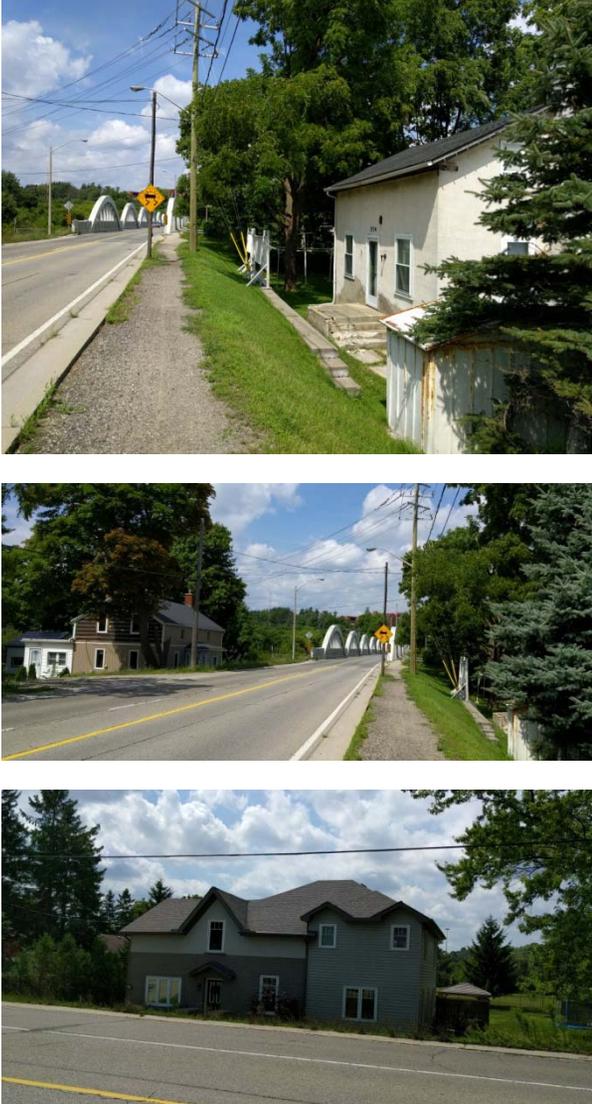
**Table 4 Detailed description of built heritage resources (BHR) and cultural heritage landscapes (CHL) in the study area**

Feature ID	Address	Heritage Status	Resource Type	Description/Comments	Photograph(s)
CHL 11	Riverbank Drive and King Street	Identified during field review.	CHL - RAILScape	<p><b>Design:</b> Twentieth-century rail crossing at Riverbank Drive.</p> <p><b>History:</b> A part of the Grand River Railway, which was the result of a 1911 amalgamation of the much earlier Galt, Preston and Hespeler Street Railway with the Preston and Berlin Street Railway Company. Freeport, in addition to being the site of the line's Grand River crossing, was also a stop, especially well-used after 1915 when a tuberculosis sanitarium was erected atop the hill. Regular passenger operations on the Grand River Railway ended in April 1955.</p> <p><b>Context:</b> Associated with the historic settlement area of Freeport. Together with the more southern Lake Erie &amp; Northern line, the GRR offered electric railway passenger and freight service from Waterloo to Port Dover.</p>	

**Table 4 Detailed description of built heritage resources (BHR) and cultural heritage landscapes (CHL) in the study area**

Feature ID	Address	Heritage Status	Resource Type	Description/Comments	Photograph(s)
BHR 5	Freeport Rail Bridge	Identified during field review.	BHR - Bridge	<p><b>Design:</b> A seven-span deck beam rail bridge with poured concrete and concrete block piers.</p> <p><b>History:</b> The original railway truss bridge at Freeport was opened in the winter of 1902-03. Passenger service on the Preston and Berlin Railway started a year later. In 1911 this rail line amalgamated into the Grand River Railway. For two decades there were two truss bridges at the Freeport site, road and rail. The road truss was replaced by the bow bridge in 1926. In the late 1920s the truss rail bridge was replaced by the current structure. Regular passenger operations on the Grand River Railway ended in April 1955.</p> <p><b>Context:</b> Associated with the historic settlement area of Freeport and the Grand River.</p>	

**Table 4 Detailed description of built heritage resources (BHR) and cultural heritage landscapes (CHL) in the study area**

Feature ID	Address	Heritage Status	Resource Type	Description/Comments	Photograph(s)
CHL 12	Freeport Historic Settlement Centre		CHL – Historic Settlement Area	<p><b>Design:</b> The historic settlement of Freeport consists of three residential buildings, King Street, the Freeport Bridge, the Freeport Rail Bridge and the Freeport Sanitarium. These resources are centred around crossing the Grand River.</p> <p><b>History:</b> Freeport played an important role in the early history of Waterloo Township as the location of a toll bridge across the Grand River. After the first permanent major bridge in Waterloo Township was erected in 1820, the area became known as Toll Bridge, and later Bridgeville. The area was renamed Freeport in 1865 to reflect its toll-free status.</p> <p><b>Context:</b> Located at one of the first active fords across the Grand River, all early settlers traveling north and west forded the Grand River at this location.</p>	

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