

To: **COUNCIL**

Meeting Date: **10/05/2021**

Subject: **Galt Core Heritage Conservation District—Request to Endorse Study Findings and Provide Direction on Preparing a Heritage Conservation District Plan**

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Report No.: **21-184(CD)**

File No.: **R01.04**

Recommendations

THAT Report 21-184(CD) - Galt Core Heritage Conservation District—Request to Endorse Study Findings and Provide Direction on Preparing a Heritage Conservation District Plan be received;

AND THAT Council accept the research and evaluation of the Galt Core Heritage Conservation District (HCD) Study as outlined in Report 21-184(CD) and in Appendix 1 to this report;

AND THAT Council approve the preparation of a Galt Core Heritage Conservation District Plan;

AND THAT Council endorse the recommended heritage conservation district boundary as outlined in Report 21-184(CD) (Figure 2);

AND THAT Council approve additional research to be conducted to evaluate an expanded heritage conservation district boundary at the outset of the preparation of a Galt Core Heritage Conservation District Plan phase as outlined in Report 21-184(CD);

AND THAT Council approve additional funding of \$16,300 from the Capital Works Reserve to capital project A/00739-20 Galt Core Heritage Conservation District budget for property survey work and public consultation to confirm the expanded boundary at the outset of the preparation of a Heritage Conservation District Plan phase as outlined in Report 21-184(CD).

AND FURTHER THAT Council direct staff to report back on the results of this research and consultation for confirmation of the boundary prior to the Heritage Conservation District Plan being completed.

Executive Summary

Purpose

- The purpose of this report is to provide Council with a summary of the findings of the Galt Core Heritage Conservation District (HCD) Study; to seek Council endorsement for the preparation of an HCD Plan; and, to request additional funds to permit detailed inventory work and public consultation to be conducted to confirm expanded boundaries for the Galt Core HCD at the outset of the preparation of the HCD plan phase.

Key Findings

- Council directed staff to initiate The Galt Core Heritage Conservation District (HCD) Project in July 2020 and consultants were retained in January 2021. This project includes both a Study Phase and a Plan Phase. The purpose of the Study Phase is to evaluate the study area to determine if it should be designated as an HCD. The Plan Phase involves preparing a plan with policies and guidelines to help conserve and enhance the character of the district.
- Heritage planning consultants, Archaeological Services Inc (ASI) in collaboration with Fotenn Planning and Design and Stevens Burgess Architects have undertaken the study which has assessed the Galt Core HCD Study Area and has determined that the area meets the Province of Ontario's criteria for designation as an HCD.
- Council approval is required to prepare an HCD Plan for the Galt Core Area, which would outline policies for conservation of heritage resources and infill development to ensure that the heritage character of the district identified through the HCD Study is enhanced. This plan would be prepared in conjunction with the Growth and Intensification Study, the Galt Heights Study, and the City-Wide Zoning by-law review. Accepting the findings of the study and approving the preparation of the plan does not obligate Council to designate the district under the Ontario Heritage Act. The decision to designate the district will be made after the plan has been completed and released to the public for comments.
- Public consultation has indicated that there is support for the proposed HCD boundary to be extended into lands to the north, east, and west of the study area to capture additional properties that contribute to the significance of the Galt Core Area. These properties were not included in the study area outlined in the Terms

of Reference for the study. Additional funds are required to facilitate detailed evaluation of these properties and public consultation with property owners prior to them being integrated into the HCD. This work is recommended to be done at the beginning of the Plan Phase and presented to Council as a finalized boundary for confirmation after this work has been completed.

- After an HCD Plan is prepared, and has been released for public comments, Council will determine whether to designate the District by passing a designating by-law. The Plan is anticipated to be completed in the first quarter of 2022.
- The Galt Core HCD Study is included as Appendix 1.

Financial Implications

- The Galt Core Heritage Conservation District (HCD) Project (A/00739-20) has an approved budget of \$100,000 and is funded through the Capital Works Reserve Fund. Approximately \$50,000 of the budget has been allocated to the Study Phase of the project with the remainder to be allocated to the preparation of a HCD Plan if it is approved by Council.
- If Council approves the recommended expanded boundary, then an additional \$16,300 from the Capital Works Reserve is required to be allocated to project A/00739-20 to facilitate additional property survey work and public consultation. These areas were not included in the original scope of the Study.

Background

On July 28, 2020 Council directed staff to initiate the Galt Core Heritage Conservation District (HCD) Project with the following resolutions from Report Number 20-191 (CD):

THAT Council receives report 20-191(CD);

AND THAT Council directs City staff to commence the Galt Core Heritage Conservation District Study capital project (A/00739-20) in 2020 and conduct it concurrently with the Galt Core Area Urban Design Height Guidelines (Guidelines), Growth and Intensification Study and city-wide zoning by-law to prepare an updated, coordinated planning framework for the Galt Core Area;

AND THAT the best-case timing for the heritage studies set out in report 20-191(CD) be used to guide the timing of the work on these heritage studies;

AND THAT a temporary Senior Planner Heritage be hired to coordinate the Galt Core Heritage Conservation District Study with a consultant(s);

AND THAT the Galt Core Heritage Conservation District capital project (A/00739-20) and the hiring of the temporary Senior Planner Heritage be funded from the Capital Works Reserve Fund in the amount of \$152,000.

The City retained ASI in collaboration with Fotenn Planning and Design and Stevens Burgess Architects in January 2021 to assist with the preparation of an HCD study and plan. The HCD study is now complete. Council approval is required to begin the preparation of an HCD plan (Phase 2 of the approved Heritage Conservation District Project). The Study was reviewed by the Municipal Heritage Advisory Committee (MHAC) on July 15, 2021. MHAC provided the following recommendations:

THAT Report 21-019 (MHAC)—Proceeding from Study to Plan Phase: Galt Core Heritage Conservation District—be received;

AND THAT the Municipal Heritage Advisory Committee (MHAC) accepts the Galt Core Heritage Conservation District (HCD) Study Volume 1 and its research findings as outlined in Report 21-019(MHAC) and in Appendix 1 to this report;

AND THAT MHAC recommends that Council approve the preparation of a Galt Core Heritage Conservation District Plan;

AND THAT MHAC endorses the expanded heritage conservation district boundary as outlined in Report 21-019(MHAC) (Figure 1);

AND FURTHER THAT MHAC recommends that Council approve additional research to be conducted to evaluate an expanded heritage conservation district boundary prior to the preparation of a Galt Core Heritage Conservation District Plan as outlined in Report 21-019(MHAC).

The Municipal Heritage Advisory Committee (MHAC) engaged in debate regarding the recommended boundary as outlined in Figure 1. MHAC amended staff's recommendation regarding endorsement of the recommended boundary to now endorse the expanded boundary. This decision was made in order to communicate the Committee's strong support of the proposed expanded boundary. Concerns were raised that if Council does not approve additional research to evaluate the expanded boundary, significant heritage resources would be excluded from the proposed district.

Existing Heritage Protections

There are 17 properties designated under Part IV and 13 properties designated under Part V of the Ontario Heritage Act (OHA) located within the Study Area. There are an additional 39 non-designated properties of cultural heritage value or interest (listed) located within the study area. The locations of these properties are mapped in Figure 1.

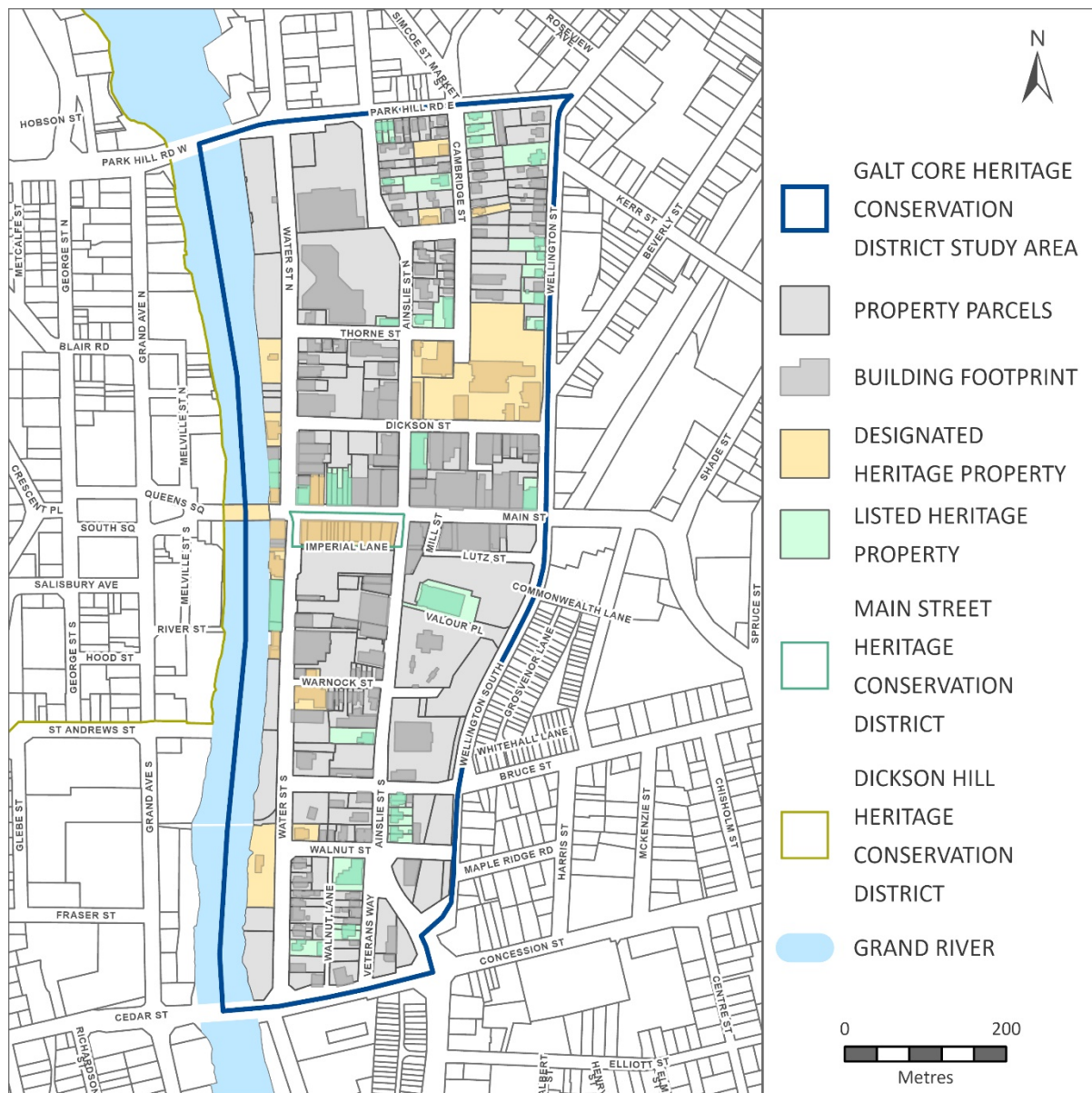


Figure 1: Properties Included in Property Register (ASI).

Analysis

Strategic Alignment

PROSPERITY: To support and encourage the growth of a highly competitive local economy where there is opportunity for everyone to contribute and succeed.

Goal #1 - Community Wellbeing

Objective 1.4 Promote, facilitate and participate in the development of affordable, welcoming and vibrant neighbourhoods.

The Galt Core Heritage Conservation District (HCD) Project makes a positive contribution to heritage districts throughout the community by identifying cultural heritage values and preparing guidelines to conserve those values.

Preparation of the study and plan helps implement the City's Heritage Master Plan which was approved by Council in 2008.

Comments

The Study Phase of the Galt Core Heritage Conservation District (HCD) Project is now complete. The purpose of the Study Phase was to evaluate the study area to determine if the area had enough heritage significance to be designated as an HCD under the Ontario Heritage Act.

The Galt Core HCD Study was undertaken using methodology outlined by the Ontario Heritage Act and the Ministry of Heritage, Sport, Tourism, and Culture Industries' Heritage Tool Kit. This methodology included four main areas of research:

- An area history based upon archival research outlining significant themes and events that have shaped Galt's evolution;
- An on-the-ground survey to create a built heritage inventory in which the characteristics of buildings, landscapes, and streetscapes were documented and mapped;
- Analysis of existing City of Cambridge policies to identify if any changes are required to support a future HCD;
- Public consultation to determine levels of support for a potential HCD and to give members of the public an opportunity to identify what they value and would like to see conserved in a potential HCD.

The details of this work are outlined in **Appendix 1**.

This background research was synthesized to produce an analysis of the character of the study area, evaluation of its significance, and to propose recommendations for how this significance could be conserved in a potential HCD plan.

Evaluation

The Ministry of Heritage, Sport, Tourism, and Culture industries has established guidelines for the evaluation of HCDs in the Province of Ontario. The Ministry outlines that districts should be evaluated based upon nine areas of potential significance including: natural, historic, aesthetic, architectural, scenic, scientific, cultural, social, and spiritual values.

The Galt Core HCD Study has identified that the district is significant for its **scenic, aesthetic, historic, architectural, and social and cultural values**. The period of development that best expresses these values is from approximately **1820 to 1940**. The following outlines how the study area meets each of these criteria:

Scenic and Aesthetic Values

The district is considered to have scenic and aesthetic value as a well-preserved and unique historical downtown that expresses the profound impact that major waterways and watersheds, such as the Grand River, had on shaping nineteenth-century settlement and with early twentieth-century economic and development patterns.

Historic Value

The district has historic significance because it expresses foundational and significant aspects of Galt's history as a thriving nineteenth-century town in Dumfries and later North Dumfries Township. This area tells the story of Galt's beginnings and its subsequent growth and prosperity into the mid-twentieth century. It expresses the early community-building efforts of William Dickson and his agent, Absalom Shade. Dickson and Shade selected the area as the town site for Galt when Dickson purchased 90,000 acres of land in 1816 on the east and west banks of the Grand River. It also showcases the impact of immigration flows of Presbyterian Scots, many of whom were skilled labourers, artisans, farmers and, in particular, stone masons who would continue to practice their craft in Galt with the construction of many fine stone buildings. It also expresses the early economies that were critical to Galt's nineteenth and early twentieth-century development and growth, such as the textile industry. The district's collection of historical buildings and landscape features, and their relationship with the Grand River and its surrounding scenic landscape, provided the essential building blocks that would support the nineteenth-century settlement centre to quickly thrive and grow. From these roots, Galt evolved into an important regional centre in Waterloo County, servicing a network of agricultural lands and smaller communities in the surrounding area, and concurrently became marked as both a picturesque downtown and an important industrial centre located along the Grand River corridor.

Architectural/Design Value

The study area showcases distinct design value due to its impressive and unique collection of granite and limestone buildings, many of which are attributed to the Scottish settlers who arrived in Galt in the nineteenth century.

The District also retains a collection of buildings that together function as a representative suite of vernacular expressions of architectural styles and building typologies that would have been pervasive in towns and villages in southwestern Ontario in the nineteenth and early twentieth centuries. Additionally, the District retains

many buildings that were designed by significant architects such as James Dalgliesh, Thomas Fuller, Frederick William Mellish, and Frederick Charles Bodley.

Contextual and Social Values

The study area is also valued as a landmark area within the City of Cambridge. The area has a distinct sense of place that is deeply rooted in its historical development and evolution and relationship with the Grand River. The area also serves as a node in the City of Cambridge where it has been a place of civic and social congregation for over 200 years. The area's landmark qualities are experienced through a series of scenic views of key landmark buildings as well as streetscapes, some of which are strongly defined by numerous tall church steeples. Public squares and the dramatic river wall on the east side of the river also function as landmarks within the area. Public squares serve as important areas for civic and social congregation and events such as arts and music festivals, holiday celebrations, and the year-round Farmers' Market. Finally, the river wall, and the Living Levee Trail in particular, evidence the area's intimate and special relationship with the Grand River; a force essential to Galt's development and growth and which would later compromise it through a series of flooding events in 1854, 1918, 1929, and 1974. Today the river frontage in the area continues to be impactful and iconic as a valued recreational amenity area.

Existing Policy Framework and Analysis

The Ontario Heritage Act specifies that in order to designate an HCD, a municipality's Official Plan must contain policies supporting the creation of HCDs. An evaluation of existing policies indicated that generally the City of Cambridge's policy-framework supports the creation of a Galt Core HCD. The City of Cambridge Official Plan contains policies permitting the creation of an HCD. The consultants identified that some minor revisions to Zoning By-law, such as setbacks, may be necessary to accommodate compatibility with historical built forms. The study has also recommended that additional economic incentives for heritage conservation be explored during the plan preparation phase of the project, if approved.

Public Consultation

Recommended Boundary

One of the key tasks of an HCD study, as outlined by the Ontario Heritage Act, is to make recommendations for a district boundary. This boundary may be larger or smaller than the study area boundary established by the Request for Quotations (RFQ) and must be informed by both research and public consultation.

The RFQ study area boundary identified 271 properties for study that were located south of Park Hill Road East, west of Wellington Street, north of Concession Street, and

east of the Grand River as the study area. The RFQ study area boundary is identified in solid blue lines in Figure 2 below.

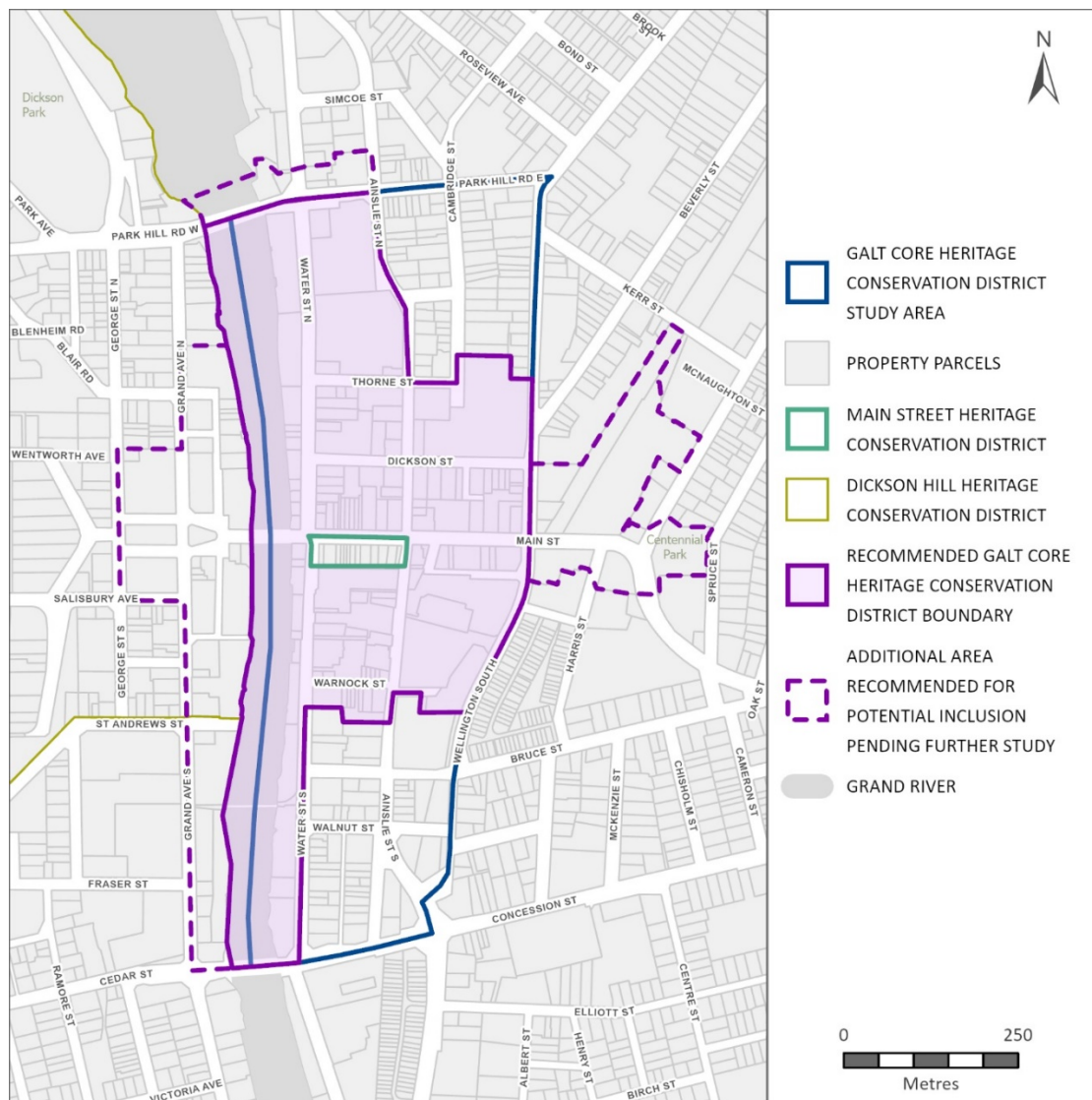
The authors of the Galt Core HCD Study have recommended that the RFQ boundary be revised based upon the results of the area history, character analysis, and community consultation they have undertaken as part of the HCD study process. This recommended boundary has been determined to best reflect the historic significance and character of the Galt Core Area based upon historic, visual, physical, and legal or planning factors. The range of alternative boundaries considered as part of the study are outlined in Appendix 1, Section 14.

The recommended boundary outlined below was chosen because it includes an expression of:

- Key portions of the river valley edges;
- A cohesive collection and grouping of the area's civic, institutional, industrial, religious and residential buildings, landscape features, structures, and streetscapes that together tell the story of Galt's early nineteenth-century development, later growth and community solidification in the early twentieth century as a picturesque community, regional hub in Waterloo County, and important industrial centre on the Grand River corridor and Grand Trunk Railway network.
- An excellent combination of features that together establish an important setting for the downtown through its inclusion of landmark buildings, exceptionally high quality and unique stone masonry structures, open spaces and public squares, streetscapes, long-range views, and circulation networks.

The recommended boundary is outlined in solid purple on the map below. The recommended boundary excludes residential areas that were included in the RFQ study area boundary. Although these residential areas contain significant heritage resources, they are not considered to contribute to the cohesive visual identity, character, and key significance of the district. Detailed analysis of these areas is included in Appendix 1, Sections 12 and 14.

Staff recommends this boundary as an appropriate stand-alone boundary for the Galt Core HCD that is an excellent reflection of its heritage value or interest. If Council does not approve further research for an expanded boundary as outlined below, it is staff's opinion that the significance of the district would be adequately represented in the recommended boundary.



Expanded Boundary Pending Further Study

A consistent message that arose from community consultation is that, although it was agreed that the recommended boundary captured much of the significance of Galt Core, the public wished to see a number of additional areas included as part of a Galt Core HCD. The areas outside of the RFQ study area boundary that were most frequently highlighted as being of key significance during consultation were:

- The west bank of the Grand River including Queen's Square;
- Cambridge Mill and industrial buildings on the north side of Park Hill Road East;
- Centennial Park and Mill Creek.

Historical research conducted as part of the HCD study suggests that these areas contribute strongly to the scenic, historic, design, and social and cultural value of the Galt Core Area. All of these sites are connected intimately to Galt's past as an industrial centre and as a civic and institutional hub, are considered to include high-quality stone construction and landmark buildings, and contribute to its scenic qualities.

Based upon public feedback and this preliminary historical research, the authors of the Galt Core HCD Study are recommending that an additional 67 properties be evaluated for inclusion in the Galt Core HCD. These areas are outlined with hatched lines in **Figure 2** above.

Given that these properties are not located within the RFQ study area boundary, however, they were outside the scope of the Galt Core HCD Study. They have not undergone detailed evaluation as part of the study's property survey and owners of these properties have not been notified that their properties are under consideration for addition into the Galt Core HCD.

It is staff's opinion, based upon the research of the Galt Core HCD Study and community consultation conducted to date, that the proposed expanded boundary would capture additional heritage resources that contribute to the cultural heritage value or interest of the Galt Core Area. Therefore, staff recommends that Council approve additional detailed property research and public consultation to ensure that the affected property owners have the opportunity to provide feedback and to ensure that each property is assessed in detail to ensure that it meets criteria for addition to the Galt Core HCD.

If Council approves additional research for the expanded boundary, this research would be undertaken at the outset of the beginning of the Plan Phase. Staff would report back to Council on the findings of this research and consultation when this work has been completed for Council to confirm the final boundary.

On July 15, 2021 the Municipal Heritage Advisory Committee reviewed the Galt Core Heritage Conservation District Study and its recommendations. The committee wished to communicate to Council that they are in strong support of the proposed expanded boundary and strongly recommend that Council approve the additional research to be undertaken to evaluate the expanded boundary. Committee members raised concerns that if Council does not approve the research to evaluate the expanded boundary significant heritage resources would be excluded.

Considerations for an Expanded HCD Boundary

If Council chooses to approve additional research for an expanded boundary, then there would be impacts on the cost and schedule of the Heritage Conservation District (HCD) Project and logistical challenges due to 54 of the recommended 67 properties to be

added to the Galt Core HCD already being designated as part of the Dickson Hill and Main Street HCDs.

The project consultants have indicated that the cost of additional work to evaluate the expanded boundary would be \$16,300 on top of the approved budget of \$100,000 for producing the study and plan. These funds would allow for detailed property surveys to be conducted for 67 additional properties and would allow for two additional public consultation sessions to be organized with the affected owners.

The consultants have indicated that this evaluation and consultation work would add approximately 4-6 weeks to the project schedule, which would mean that the estimated time for completion of the HCD plan would be revised from January 2022 to March 2022.

There are also logistical considerations for including a number of these properties in a Galt Core HCD. The recommended expanded boundary includes 39 properties that are currently designated as part of the Dickson Hill Heritage Conservation District and 13 properties that are currently designated as part of the Main Street Heritage Conservation District.

The Heritage Act is unclear on whether a property can be designated as part of two HCDs concurrently.

It is anticipated that it will be necessary to amend or repeal the Dickson Hill and Main Street designating by-laws to exclude the properties to be integrated into the Galt Core HCD. The Ontario Heritage Act is not clear on the process required to amend an existing HCD boundary. Staff recommend following the process for designating an HCD, which includes holding a statutory public meeting.

Next Steps

Should council approve the preparation of the Galt Core Heritage Conservation District (HCD) Plan then work will commence immediately. The budget for this work has already been approved by Council as part of the initial \$100,000 allocated to complete the HCD study and plan.

Consultants from ASI and Fotenn Planning will begin to prepare draft policies to help conserve and enhance the character of the district that has been identified in the HCD study (Appendix 1). These policies will be derived logically from the findings of the study and will include policies both for conserving existing heritage resources, but also policies for future infill development to ensure that it is compatible to the character of the district.

Two additional Public Information Centres are planned as part of the Plan Phase of the project. The public will have the opportunity to provide input on these policies.

If Council approves additional research to support the expanded study area boundary, the additional 67 properties will be surveyed using the same criteria as those surveyed within the study area, and two additional consultation sessions will be held with owners of those properties at the outset of the Plan Phase. Staff will report back to Council on the findings of this research when it is complete so that Council may endorse a finalized boundary. The additional properties would be included in the HCD Plan area.

When the HCD plan is complete, the final draft will be presented to Council. Should Council decide to accept the HCD plan and designate the area as an HCD, a Notice of Intent to Designate the area as an HCD will be published in the newspaper. If no appeals are received after the 30-day appeal period, Council can pass a designating by-law to bring the plan into force. At that time, Council will confirm the final boundaries of the District.

If the designating by-law is appealed then a hearing will be scheduled at the Ontario Lands Tribunal where the plan would be decided upon by Provincial adjudicators.

If Council approves the preparation of the Galt Core HCD Plan, the plan's policies will be developed in conjunction with the concurrent work being undertaken for the Growth and Intensification Study, the Galt Height Guidelines, and the City-Wide Zoning By-law update to ensure that a harmonized planning framework, including a future Galt Core Secondary Plan, the Galt Core HCD Plan, and Zoning by-law may be created with consistent policies between them.

If Council does not approve the preparation of the HCD plan, then the Galt Core HCD Project ends and the district will not be designated.

If Council chooses not to endorse additional research and consultation for the expanded study area boundary, then the recommended boundary within the study area as shown in Figure 2 will be used to guide the preparation of the HCD plan. There would be no impacts to the project budget or timeline. This approach is not recommended because the 67 properties proposed to be included in the expanded HCD boundary would not be protected under the Ontario Heritage Act, except where they are already protected under Part IV or Part V designations. This decision would also not take into consideration public feedback which has emphasized the importance of including these properties in a Galt Core HCD.

If Council chooses to defer the decision to a later date, a future study could explore adjusting the boundaries of the Galt Core, Main Street, and Dickson Hill Heritage Conservation Districts. The advantage of this approach would be that the budget and timeline of the Galt Core HCD Project would not be impacted. The disadvantage is that the public would not be given clarity on the City's intentions regarding designation of these 67 properties. All three plans could also be subject to future appeals at such time as their designating by-laws are amended.

The recommended option is to allocate an additional \$16,300 to evaluate the expanded study boundary at the outset of the HCD Plan Phase. This option would allow the properties to be evaluated and included in the Galt Core HCD if it is determined appropriate. Although there is potential for appeals regarding amending the Dickson Hill and Main Street HCDs, it is staff's opinion that the properties within the expanded boundary are appropriate to include in the Galt Core HCD. Finalizing this boundary now would not only protect potentially significant heritage resources, but also it would provide clarity to the public and the development industry regarding their heritage status.

Existing Policy/By-Law

Planning Act and Provincial Policy Statement

The Planning Act and Provincial Policy Statement (PPS) guides development in the Province. The Provincial Policy Statement states that the wise use and management of cultural heritage and archeological resources is a key provincial interest. Provincial Policy Statement 2.6.1 reads "Significant built heritage resources and significant cultural heritage landscapes shall be conserved". The Planning Act requires that all decisions affecting land use planning matters "shall be consistent with" the Provincial Policy Statement. Under Part 1 Section 2 (d) of the Planning Act, those responsible for carrying out activities under the Act shall have regard to "the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest."

Ontario Heritage Act

The Ontario Heritage Act (OHA) is the key piece of legislation for the conservation of heritage resources in Ontario. It regulates, among other things, how municipal councils can identify and protect heritage resources, including archaeological resources, within municipal boundaries. Part V of the OHA enables municipalities to designate a defined area as an HCD. Part V designation requires the adoption of an HCD plan for each area designated, in order to guide municipal decision making in order to conserve the district's heritage character through the application of policies and guidelines specific to the district. Prior to designating an HCD, City Council may undertake an HCD study to determine if the area merits designation.

Mandatory requirements for Heritage Conservation District Studies are outlined in Section 40 of the Ontario Heritage Act and include:

Area study

40 (1) The council of a municipality may undertake a study of any area of the municipality for the purpose of designating one or more heritage conservation districts. 2005, c. 6. s. 29.

Scope of study

(2) A study under subsection (1) shall,

- (a) examine the character and appearance of the area that is the subject of the study, including buildings, structures and other property features of the area, to determine if the area should be preserved as a heritage conservation district;
- (b) examine and make recommendations as to the geographic boundaries of the area to be designated;
- (c) consider and make recommendations as to the objectives of the designation and the content of the heritage conservation district plan required under section 41.1;
- (d) make recommendations as to any changes that will be required to the municipality's official plan and to any municipal by-laws, including any zoning by-laws. 2005, c. 6. s. 29.

Consultation Regarding a Study

(3) If the council of a municipality has established a municipal heritage committee under section 28, the council shall consult with the committee with respect to the study. 2005, c. 6. s. 29.

Content of plan

(5) A heritage conservation district plan shall include,

- (a) a statement of the objectives to be achieved in designating the area as a heritage conservation district;
- (b) a statement explaining the cultural heritage value or interest of the heritage conservation district;
- (c) a description of the heritage attributes of the heritage conservation district and of properties in the district;
- (d) policy statements, guidelines and procedures for achieving the stated objectives and managing change in the heritage conservation district; and
- (e) a description of the alterations or classes of alterations that are minor in nature and that the owner of property in the heritage conservation district may carry out or permit to be carried out on any part of the property, other than the interior of any structure or building on the property, without obtaining a permit under section 42. 2005, c. 6, s. 31.

Consultation Regarding a Plan

(6) Before a by-law adopting a heritage conservation district plan is made by the council of a municipality under subsection 41 (1) or under subsection (2), the council shall ensure that,

- (a) information relating to the proposed heritage conservation district plan, including a copy of the plan, is made available to the public;
- (b) at least one public meeting is held with respect to the proposed heritage conservation district plan; and
- (c) if the council of the municipality has established a municipal heritage committee under section 28, the committee is consulted with respect to the proposed heritage conservation district plan. 2005, c. 6, s. 31.

City of Cambridge Official Plan

Municipal requirements for Heritage Conservation District Studies and Plans are outlined in Section 4.7 of the City of Cambridge Official Plan (2018).

Regarding Heritage Conservation District Studies Section 4.7 (6) states:

For the purposes of defining a potential Heritage Conservation District in accordance with Policy 4.7.2, a study will be prepared which identifies the following:

- a) the composition of the area;
- b) the incidence of buildings or structures of cultural heritage value included on the Register of Cultural Heritage Resources referred to in Section 4.3;
- c) the heritage significance, character and appearance of the selected study area, including buildings, structures, contextual elements, landscapes, vistas and other properties;
- d) the possible geographic boundaries of the study area;
- e) the structural soundness of buildings or structures; and
- f) the feasibility of restoring, using or maintaining buildings or structures.

Regarding mandatory content of Heritage Conservation District Plans, Section 4.7 (7) states:

Where Council determines that the establishment of a Heritage Conservation District is appropriate and feasible, the study prepared pursuant to Policy 4.7.6 shall form the basis of the Heritage Conservation District Plan.

The Heritage Conservation District Plan shall include:

- a) a statement of objectives for the District;
- b) a statement explaining the cultural heritage value or interest of the District;
- c) description of properties in the District and of the heritage attributes of the District;
- d) policy statements, guidelines, and procedures for achieving the stated objectives and for managing change in the District;
- e) a description of the types of alterations that will require a City permit and a description of minor alterations that will be permitted without the need for a City permit;
- f) a map identifying the boundaries of the District; and
- g) a communication plan for dialogue with the public, particularly the residents and landowners in the proposed Heritage Conservation District, identifying the intent and scope of the District.

Financial Impact

The Galt Core Heritage Conservation District project (A/00739-20) has an approved budget of \$100,000 and is funded through the Capital Works Reserve Fund. Approximately half of the budget has been allocated to the Study Phase of the project with the remainder to be allocated to the preparation of a Heritage Conservation District plan if it is approved by Council. If Council approves the recommended expanded boundary, then additional funding of \$16,300 from the Capital Works Reserve is required to be allocated to project A/00739-20 to facilitate additional property survey work and public consultation.

Public Input

A total of seven engagement sessions have been held over the course of the Study Phase in addition to an online survey on Engage Cambridge that ran from February 8, 2021 until February 22, 2021. Notices were sent to all property owners within the study area in addition to key stakeholders. This included First Nations communities, the Grand River Conservation Authority, the Downtown Cambridge Business Improvement Association, the Architectural Conservancy of Ontario, and any others who had provided their contact information in relation to the study during initial consultation in

2018. Notice for the two Public Information Centres was published in the Cambridge Times.

26 owners on the west side of the river, located within the draft boundary presented to the public were notified regarding a proposed expanded boundary in advance of June 10, 2021.

These community consultation sessions were designed to gauge levels of support for a Galt Core HCD, to ask community members to identify what gives Galt its special character, and to ask what they considered an appropriate boundary for the district.

The majority of comments received have indicated support for an HCD for Galt Core. There is general recognition among the public that Galt Core has a heritage character that makes it distinct from the surrounding communities.

The project team heard from approximately 15 property owners who had concerns that an HCD would discourage growth and investment in the downtown core, and who are worried that property values may be impacted and that heritage designation create regulatory burdens that would make renovation or redevelopment difficult.

The Municipal Heritage Advisory Committee was consulted twice regarding the study, on April 15, 2021 and on July 15th, 2021.

The following public consultations were held via Zoom meetings as part of the Galt Core Heritage Conservation District (HCD) Study:

- Public Information Centre 1, February 8, 2021
- Property Owner Discussion, March 8, 2021;
- Municipal Heritage Advisory Committee Workshop, April 15, 2021
- Informal Community Updates by City Staff, April 14th and 20, 2021.
- Public Information Centre 2, June 10, 2021.

Feedback received during these sessions has informed the findings and recommendations of the study.

This report is posted publicly as part of the report process.

Internal/External Consultation

Staff has consulted with the Legal Services, Economic Development, Recreation and Culture, Strategic Initiatives, and Transportation and Engineering.

The study's findings were endorsed by the Municipal Heritage Advisory Committee on July 15, 2021.

Conclusion

The Galt Core Heritage Conservation District (HCD) Study has determined that the study area meets provincial criteria to be designated as an HCD because of its scenic and aesthetic value, its historical value, and its social and cultural value. Galt Core is recognized for its unique scenic and architectural value, as a centre of industry, and as a cultural and institutional hub for the surrounding area. It is characterized by a unique collection of commercial, institutional, and former industrial sites that continue to reflect this significance. The recommended boundary reflects this value. Additional areas within an expanded boundary also are considered to support this value, but require detailed survey data and additional public consultation to be conducted to confirm their addition. Public consultation has indicated that there is significant support for the creation of an HCD for the Galt Core Area.

Therefore, staff recommends that Council approve the preparation of an HCD plan for the Galt Core HCD as outlined in Report 21-184 and staff recommends that additional funds be allocated to further evaluate and conduct public consultation regarding the expanded boundary at the outset of the preparation of an HCD plan phase of work. If Council chooses not to consider the expanded boundary, it is staff's opinion that the significance of the recommended boundary would not be compromised. The HCD project will make a positive contribution to heritage districts throughout the community by identifying cultural heritage values and preparing guidelines to conserve those values. Preparation of the study and plan will help implement the City's Heritage Master Plan which was approved by Council in 2008.

Signature

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Title: N/A

Reviewed by the CFO

Reviewed by Legal Services

Departmental Approval



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A handwritten signature in dark ink, reading "David Calder". The signature is written in a cursive, flowing style.

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Attachments

- Appendix 1A – Galt Core Heritage Conservation District Study
- Appendix 1B – Galt Core Heritage Conservation District Study Appendices



Galt Core Heritage Conservation District Study: Volume 1



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Final Report

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Cover Image: Aerial view of Galt, looking northeast, 1984 (Cambridge Archives)



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Executive Summary

Archaeological Services Inc. (A.S.I.), in collaboration with Fotenn Planning and Design and Stevens Burgess Architects (S.B.A.), was contracted by the City of Cambridge to undertake a Heritage Conservation District Study and Plan in the downtown core of the former City of Galt, a unique community within the City of Cambridge. The Galt Core Heritage Conservation District Study Area has a rich collection of nineteenth- and early-twentieth-century commercial, industrial, institutional, and residential buildings and landscape features. The town site that was established on the Grand River in the early nineteenth century provides a picturesque setting for the area's unique stone and brick architecture. Visually prominent public buildings and formal public spaces tell the story of Galt's economic and civic significance in the nineteenth and early twentieth century. The town grew to prominence through its industrial operations which first took advantage of the Grand River for water-powered mills to serve the community's need for flour and sawn timber. Industry later developed into specialized operations for engineering and textile works that reached national and international markets. The Study Area has been identified as an important heritage area in the City of Cambridge since at least the 1981 publication of Paul Dilse's *A Remarkable Heritage: Programmes and Policies for Heritage Conservation in Cambridge, Ontario* (Dilse 1981). The current study has been initiated to assess this collection of features in detail and to determine if it merits conservation as a Heritage Conservation District (H.C.D.), through designation under Part V of the Ontario Heritage Act (O.H.A.). Based on the results of research, survey activities, character analysis, heritage evaluation, and public consultation, it is recommended that the City of Cambridge proceed to protect portions of the study area as an H.C.D.



Study Scope

The Galt Core H.C.D. Study Area encompasses Galt's downtown core and is bounded by the Grand River to the west, Park Hill Road East to the north, Wellington Street to the east, and Concession Street to the south. The study was conducted in phases through submission of a series of draft Technical Memoranda on specific topics for review and feedback by the City's Project Manager and the Project Steering Committee. Technical memoranda and working sessions with City staff were used to present, discuss, and develop the following key components comprising the scope of the H.C.D. Study:

- Review of existing policies, by-laws, plans, and guidelines relevant to conserving cultural heritage resources in the H.C.D. Study Area;
- Review of concurrent planning studies in progress within the H.C.D. Study Area for the purposes of developing a coordinated approach should an H.C.D. be implemented in downtown Galt;
- Engagement events and information sharing with the public, stakeholders, and property owners developed and organized to establish opportunities for input and feedback;
- Historical research and analysis to understand how the Study Area evolved over time and to identify key themes and events that shaped its development;
- Examination and analysis of the character and appearance of the Study Area based on data collected through pedestrian survey activities;
- Evaluation of the H.C.D. Study Area to assess whether it meets criteria and definitions for an H.C.D. as presented in the Ontario Heritage Toolkit;
- Delineation of a recommended boundary for a proposed H.C.D.;
- Statement of Significance;
- Recommendations as to the objectives of a prospective H.C.D. designation in Galt Core; and
- Recommendations regarding whether changes will be required to the municipality's Official Plan or by-laws.

Study Findings and Recommendations

The results of research, survey activities, analysis of the area's existing character, engagement sessions, and heritage evaluation confirm that downtown Cambridge retains a rich collection of buildings, streetscapes, and landscape features that together tell the story of Galt's settler beginnings on the banks of the Grand River in the nineteenth century. These features, and the stories they convey and the sense of place that they create, are valued by the local community. Based on the results of this technical work, the study has found that portions of the H.C.D. Study Area retain a distinct, visually cohesive, and interconnected set of features that together express the story of Galt's development and growth as a picturesque downtown that served as a regional hub for the surrounding area with its combination of commercial, civic, institutional, religious, and industrial buildings, features, and assets. The study has found that there are many policies and plans that directly support conservation of a H.C.D. in downtown Cambridge. Many previous studies completed over the decades have consistently focused on the downtown core as a tremendously important and unique asset that truly functions as a special place. A



place that has been called the Granite City¹. A place compared to Venice and sometimes described as having an “old world” character². The downtown core of Galt functions as a unique area with a rich collection of heritage resources that merit careful management, a recommendation first made in 1981 and during the intervening years. This area continues to be valued as a unique place in Cambridge by residents and visitors. The authors of the study recommend that the City of Cambridge proceed to prepare an H.C.D. Plan in the downtown core, and which aligns with the recommended boundary illustrated in Chapter E.

¹ See Paul Dilse *A Remarkable Heritage: Programmes and Policies for Heritage Conservation in Cambridge Ontario* (November 1981)

² See <https://www.therecord.com/business/2014/02/08/bringing-new-life-to-galt-s-main-street.html> (2020); <https://destinationontario.com/regions/huron-perth-waterloo-and-wellington/cambridge> (2021).

Users' Guide

Frequently Asked Questions

What is a Heritage Conservation District?

A Heritage Conservation District (H.C.D.) is a defined geographical area within a municipality that is protected under a local by-law to ensure that its existing heritage character is conserved, even as change and development occurs. An H.C.D. is an area of special character that may be defined by the buildings in the district and how they are connected to the history of a community's development, as well as features like trees, landscapes, roads, and even local events and traditions. Together, these make up a district that has an identifiably distinct "sense of place." The *Ontario Heritage Act* (O.H.A.) is specific legislation which allows district designation to protect its heritage attributes.

Why was the Galt City Centre (downtown core of the former City of Galt) area selected for study as a Heritage Conservation District?

The area studied in this report was identified by the City of Cambridge Council as being an area of special interest to the City with architectural, cultural, and historical value that may warrant protection. Galt City Centre is a unique community within the City of Cambridge notable for its urbanized mix of commercial, industrial, and residential land uses, its important cultural and civic institutions, its distinctive architecture, and its relationship to the Grand River. The Study Area is characterized by a high concentration of nineteenth and early twentieth-century structures, including a number of major civic properties designated under Part IV of the O.H.A., such as Historic City Hall, the Galt Public Library, the Old Post Office, and the Cambridge Fire Hall Museum and Education Centre (former Galt Fire Hall).

Galt City Centre has been identified as an important heritage area within the City of Cambridge since at least the 1980s. In 1985, the Main Street H.C.D. was designated, recognizing the significance of a block of commercial buildings on the south side of Main Street between Ainslie and Water Streets. In 2008, the City of Cambridge Heritage Master Plan recognized Galt City Centre as a heritage "character area" and recommended further evaluation. In 2013, the City adopted Downtown Urban Design Guidelines which recommended that the existing Main Street H.C.D. be expanded to encompass a greater area. Main Street Urban Design Guidelines that recognized the special heritage character of Galt City Centre were also adopted at this time.

Through 2018, consultation was conducted to determine public support for a potential H.C.D. for Galt City Centre and to establish Study Area boundaries. This consultation indicated public support for a



H.C.D. Study. On October 9, 2018, the City of Cambridge Planning and Development Committee approved the commencement of the Galt H.C.D. Study in 2020 subject to future capital budget approval.

On July 28, 2020, Council directed staff to commence the Galt Core H.C.D. Study and conduct it concurrently with the Galt Core Area Urban Design Height Guidelines, Growth and Intensification Study, and city-wide zoning by-law review to prepare an updated, coordinated planning framework for the Galt Core Area (20-163).

How would District designation impact property owners?

Designation would allow the City to manage change within the District in a way that would conserve and enhance the area's special character and the interconnections between features. Designation also celebrates what is special about the District, building community pride and encouraging compatible improvements to both public and private properties. Proposed major changes to a property in the district would be regulated by the City, using guidelines provided in a H.C.D. Plan and through a heritage permitting process.

How does District designation affect changes to properties in the District?

Designation entails a municipal requirement for a heritage permit for any significant change, usually relating to the public face of your property (i.e., front, sides, and roof, and in some cases the rear). Routine maintenance is not affected, and professional planning staff work with property owners to provide advice on compatible alterations, using policies and guidelines in the District Plan, which will be developed in consultation with property owners.

Will the value of my property change?

Studies by The Architectural Conservancy of Ontario (2009; 2012) indicate that real estate sales values in H.C.D.s generally rise more consistently than surrounding areas. They also tend to resist downturns in the real estate market better than non-designated properties.

What are the next steps, and how do I get involved?

The final version of this report is submitted to Council and a decision is made by Council to proceed or not with preparation of a District Plan and guidelines. If Council decides to proceed with a H.C.D. designation, an H.C.D. Plan and Guidelines will be prepared in consultation with the public and property owners. If Council decides to designate the area, a by-law will be passed to implement the designation. Opportunities for engagement in the H.C.D. Plan Process will be publicly advertised.



Structure of Report

The report is organized into discrete parts that align with key components of the H.C.D. Study phase. Part A addresses and analyzes the existing policy framework for managing change in relation to cultural heritage resources within the City of Cambridge in general and within the H.C.D. Study Area in particular. Part B presents the results of public, stakeholder, and property owner engagement. Part C presents the results of historical research and establishes a chronological history for understanding how the Study Area evolved over time, including identification of key time periods, and events that shaped the Study Area. Part D describes the scope and methodology used to survey individual parcels, streetscapes, and other potential heritage attributes in the Study Area. Part D then presents an analysis of the character of the Study Area based on survey data and historical and contextual research and analysis. Part E presents a heritage evaluation of the Study Area and assesses whether it meets the definitions and considerations for an H.C.D. as presented in the Ontario Heritage Toolkit. This part concludes that portions of the Study Area should be protected as a H.C.D. Part E then presents a recommended boundary to delineate as an H.C.D. and identifies key considerations and inputs that informed this analysis. Part E culminates in the presentation of a Statement of Significance based on the preceding technical work. Part F addresses next steps and implementation of H.C.D. Study recommendations, including presentation of potential objectives of the recommended H.C.D. Plan and addresses whether municipal policies or by-laws will require updating during the subsequent H.C.D. Plan phase. Volume 2 presents supplemental technical work and documentation related to topics addressed in Parts A, B, C, D, and E of Volume 1.

Glossary of Key Terms

A glossary has been provided to define concepts and terms discussed. Appendix E (Volume 2) presents definitions related to key architectural styles discussed in this report.

Gateways

A location or node that denotes a sense of entry and/or exit into and out of the Study Area. A gateway may be marked by a physical installation such as signage or may also be marked by distinct changes in topography or particularly visible or iconic structures or buildings.

Landmark

A landmark typically serves an orienting function to individuals travelling through the environment in which it is located. Typically, landmarks are highly visible features. A feature's scale, prominence, siting, and/or distinguishing visual features such as ridgelines, silhouettes, and spires can imbue it with landmark qualities. In other cases, landmarks may appear to be architecturally unremarkable but within a local community may continue to serve an orienting function regardless of its architectural qualities.



Material Integrity

Integrity is defined in relation to the quality of surviving features that “represent or support, [the known or potential] cultural heritage value or interest of the property” (Ministry of Culture 2006a) The material integrity of a property is assessed by identifying the significant physical characteristics of a resource and evaluating the extent to which those features are able to demonstrate or express the property’s known or potential cultural heritage value. Physical characteristics that are typically assessed as part of understanding ‘integrity’, may include architectural features, materials used, and/or the craftsmanship displayed. For clarity, this term is used to describe and assess the extent to which a property is able to express its known and potential cultural heritage value. It does not include, or imply, assessment of structural integrity.

High Integrity

A property that has high material integrity will typically retain all of its known or potential character-defining features and will rate highly in all aspects of integrity. A property with high integrity will have undergone few or no alterations since its original construction and will not have been moved from its original location. Additions are either not present or minimally visible from the right-of-way.

Medium Integrity

A property that has medium material integrity will typically retain a majority of its character-defining features and will retain enough aspects of integrity to convey its known or potential significance. Replacement materials may be present so long as they do not adversely affect the overall integrity of known or potential cultural heritage value. Similarly, if an addition is present, it is subordinate to the overall character of the building.

Low Integrity

A property that has low integrity typically retains few or no known or potential character-defining features, and/or has been substantially altered.

Primary Cladding Material

The primary cladding material of a building is defined as the predominant material used to form the exterior finish. Typically, this is the material that covers the greatest percentage of the building, or in instances where there are multiple materials used to an equal degree, the primary material is the one considered to be original or historical (e.g., a nineteenth-century brick building that has vinyl siding added to portions of it would have a primary cladding material of brick).

Views

Views in the context of this study refer to the visual relationships between an observer and a view subject (typically a building or landscape feature). Views discussed herein refer to: static views, which include views from a stationary viewpoint; and sustained views which include a continuous series of views along a straight line.



Introduction

Context for Study

Galt is one of several distinct communities within the City of Cambridge. Galt's downtown core has been repeatedly identified as an area with a distinctive heritage character. Over the years, various conservation guidelines have been developed for implementation in downtown Galt. These initiatives have recognized and reinforced a desire and need to safeguard and manage the community's historical fabric, ensuring this important asset endures. Galt is also entering a time of transition; as an Urban Growth Centre (U.G.C.) and with new Light Rail Transit (L.R.T.) infrastructure, intensification and infill development is anticipated in the downtown core.

Within this context of change, it is essential that residents and property owners within downtown and the City of Cambridge engage in a discussion about what is valued and important within the community. Further, they must define priorities and objectives for managing change moving forward particularly as the downtown area is designated as an U.G.C. and will host two Major Transit Station Areas (M.T.S.A.s) associated with the Region of Waterloo's rapid transit system that will connect the Cities of Cambridge, Kitchener, and Waterloo. A discussion and facilitation of these issues and priorities requires a detailed understanding of the area's historical land use patterns and how those are expressed today.

Galt is situated in the valley of the Grand River which runs through its centre. Downtown Galt retains a well-preserved historical core, generally concentrated on Main, Dickson, Ainslie, and Water streets, with a range of mid- to late-nineteenth-century and early-twentieth-century buildings. Human inhabitation of the land along the Grand River can be traced back to the Paleo Period (11,500 to 9,500 B.C.E.) when small nomadic groups followed seasonally available resources. Galt's growth through the nineteenth century was initiated and sustained by its strong industrial base which utilized the Grand River and Mill Creek. The downtown features an impressive collection of unique stone buildings (as well as brick architecture), many of which are attributed to the Scottish settlers who arrived in Galt in the nineteenth century and made use of local granite and limestone. The craftsmanship demonstrated in the area's granite buildings has been documented as unique in Canada, earning Galt the title of the Granite City (Couling 1978). Social activities, although in decline during recent years, continue to focus on Galt's Main Street and along the banks of the Grand River, and Dickson Street is the centre of the City of Cambridge's civic and social functions and uses. Finally, the Study Area features an impressive collection of visually dominant civic building types that provide the area with a unique character and series of visual focal points, including the Historic City Hall, the Old Post Office, the Farmers' Market, the former Carnegie Library Building, and formal public squares such as Market Square. These spaces and features tell the story of Galt's economic significance in the nineteenth and early twentieth centuries. Throughout this study's consultation process, community members and stakeholders have identified the area's strong connections to the Grand River and the importance of landmark buildings and views as creating a distinct sense of 'place'.



Project Scope

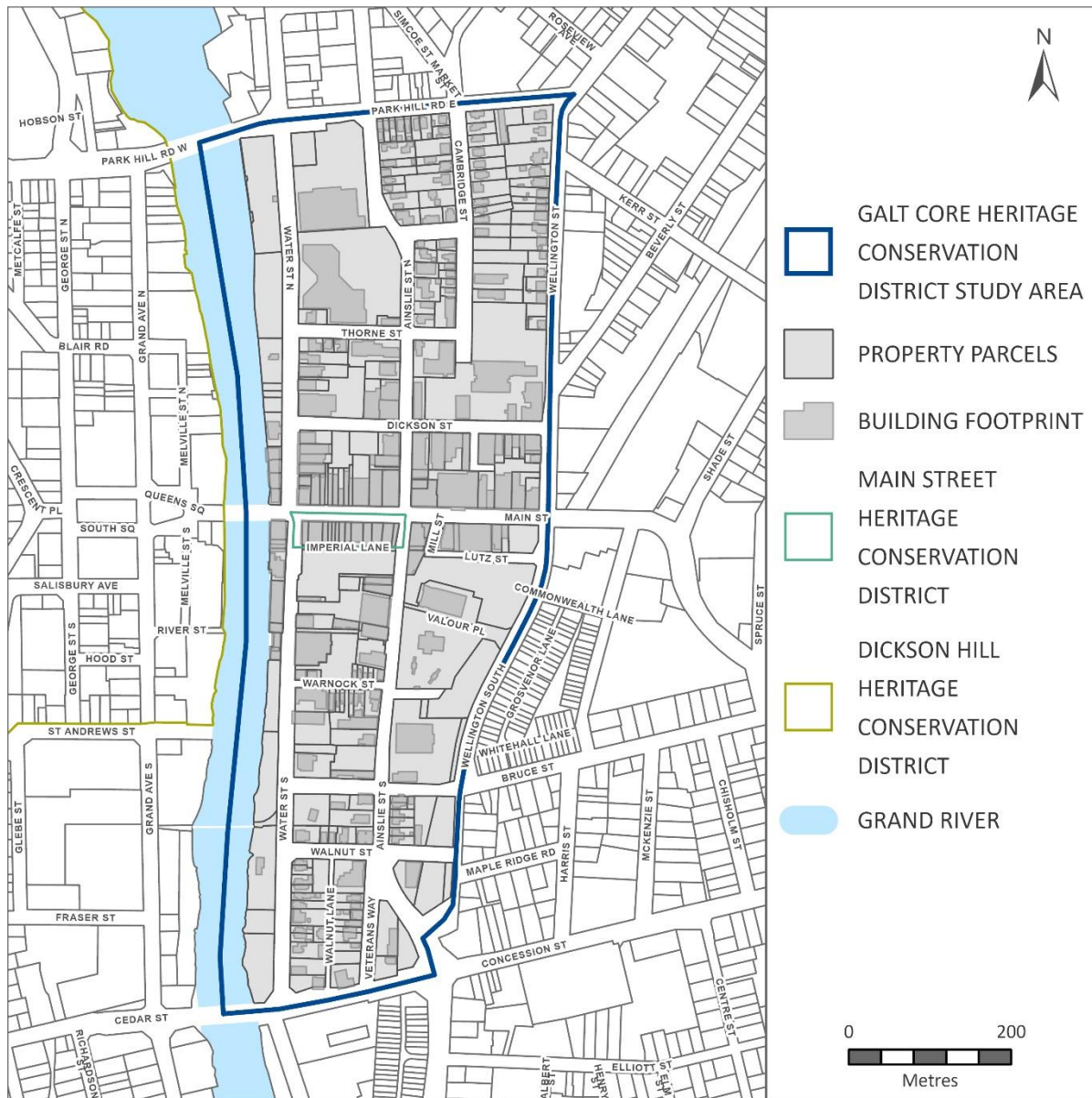
The City of Cambridge issued a Request for Quotations (R.F.Q.) for preparation of a Heritage Conservation District (H.C.D.) Study and Plan (Q20-85) in November 2020. Archaeological Services Inc. (A.S.I.), in collaboration with Fotenn Planning and Design (Fotenn) and Stevens Burgess Architects (S.B.A.), was retained as the consultant team to complete the study. The R.F.Q. established that the project would be conducted in two phases. The first phase is the H.C.D. Study, with proceeding to the second phase, H.C.D. Plan, if approved by Council. The study terms of reference required that the following objectives be achieved within a defined Study Area (Map 1):

- Examine the character and appearance of the area that is the subject of the study, including buildings, structures and other property features of the area, landscapes, landmarks, and significant views that define the study area to determine if the area should be conserved as a H.C.D.;
- Create a detailed architectural and historical study of the Study Area's heritage resources through survey and research of the historical, architectural, and landscape features of the proposed H.C.D., determining how individual properties, landscapes, and other features, such as views, contribute to the area's overall heritage significance;
- Examine and make recommendations as to the geographic boundaries of the area to be designated under Part V of the O.H.A.;
- Engage with stakeholders meaningfully to ensure they are able to provide input into how their community is shaped in the heritage conservation district planning process;
- Consider and make recommendations as to the objectives of the designation and the content of the H.C.D. Plan required under section 41 of the O.H.A.;
- Make recommendations as to any changes that will be required to the municipality's official plan and to any municipal by-laws, including any zoning by-laws; and
- Coordinate and share information with the consultants currently undertaking the Galt Height Guideline Study and Growth and Intensification Study and city-wide Zoning By-law, and Galt City Centre Visualizations Projects in order to help integrate heritage considerations into a cohesive development framework for Galt City Centre.

City Staff and the consultants formed the Steering Committee which met three times during the course of the project. The objectives of these meetings included:

- January 11, 2021: Discuss project background, present work plan and updated schedule, review documents, identify information to be transferred and base map requirements.
- March 10, 2021: Update project progress, review feedback from City on Technical Memorandum #1: History, Evolution & Development of the Area and Technical Memorandum #2: Policy Framework, review timeline for completing Study phase.
- May 21, 2021: Update project progress, review feedback from City on Technical Memorandum #4: Narrative and Evaluation, review and discuss preliminary H.C.D. boundary.





Map 1: Map showing H.C.D. Study Area to be assessed, as defined in the project Request for Proposal.

What is a Heritage Conservation District?

An H.C.D. may “comprise an area with a group or complex of buildings, or a larger area with many buildings and properties. It may also comprise an entire municipality with a concentration of heritage resources with special character or historical associations that distinguishes it from its surroundings” (Ministry of Culture 2006b:5). They can include residential, commercial, and industrial areas, entire villages, and hamlets. Properties within an H.C.D. often contain features that contribute to a cohesive sense of time and place. H.C.D.s are designated under Part V of the *Ontario Heritage Act* (O.H.A.), which enables the council of a municipality to designate the entire municipality or any defined area or areas of the municipality as an H.C.D. H.C.D.s have been identified and managed since the early 1980s and are located across southwestern Ontario.

H.C.D.s are increasingly used by municipalities to manage change in areas with a distinct character. A total of 38 H.C.D.s have been enacted in approximately the last 10 years. According to the Ontario Heritage Toolkit, communities create H.C.D.s for some of the following reasons:

- **A customized planning framework.** An H.C.D. establishes a planning process that respects and conserves a community's history and identity.
- **Cultural and economic vitality.** An H.C.D. can contribute to the development of a rich physical and cultural environment and enhance the promise of continuity and stability.
- **Enhanced quality of life and sense of place.** An H.C.D. can allow a community to recognize and sustain what it values within the area, contributing to its sense of place.
- **Healthy cultural tourism.** An H.C.D. can be used both to encourage and manage tourism activity.

H.C.D.s have been in place for over 30 years in Ontario and studies have been undertaken to assess their outcomes over time. The Architectural Conservancy of Ontario in partnership with the University of Waterloo's Heritage Resources Centre conducted studies in 2009 and 2012 to evaluate the benefits and challenges of living within an H.C.D. The studies found:

- 2012 Study: When asked how satisfied residents were with living in a district, **80%** of respondents indicated they were satisfied or very satisfied with living in or owning property in a H.C.D.
- 2009 Study: When asked how satisfied residents were with living in a district, **75%** of respondents indicated they were satisfied or very satisfied with living in or owning property in a H.C.D.
- 2012 Study: Generally, within Districts, a strong real estate market—with considerably more properties selling at higher rates—is evident.
- 2009 Study: In many cases properties in H.C.D.s resisted real estate downturns. While other properties in their cities were losing value, the properties in the District maintained their value.

These studies can be accessed at <https://uwaterloo.ca/heritage-resources-centre/projects>.

H.C.D.s are implemented through the creation of a District Plan. The District Plan specifies policies and guidelines that serve as the primary tools for managing change in an H.C.D. The District Plan provides a framework for ensuring that redevelopment, significant renovations and alterations, and new growth within the H.C.D. boundary is consistent with, and does not detract from, the character-defining elements of the area. A District Plan is developed in consultation with the public and property owners. District Plans establish guidelines against which heritage permit applications for major alterations are evaluated. Examples of typical elements addressed in a District Plan include: exterior claddings, additions to contributing buildings, guidelines for infill and new development on vacant lot or in relation to non-contributing buildings, and guidelines for street trees and landscaping.



Part A: Policy Framework

Relevant policies, legislation, by-laws, plans, and guidelines have been reviewed as part of the Galt Core Heritage Conservation District (H.C.D.) Study. These documents were reviewed to: identify policies, strategies, and plans that have been developed to conserve cultural heritage resources in the Study Area; establish the existing and proposed land use planning context for the Study Area; confirm whether the City of Cambridge has sufficient policies in place to enable designation of a H.C.D.; and identify whether changes to the Official Plan and municipal bylaws including zoning bylaws may be required should a H.C.D. Plan be implemented in the subject Study Area. The following documents have been reviewed:

Policy, Legislation and Regulation

- Ontario Planning Act (as amended, 2020);
- Ontario Heritage Act (as amended, 2019);
- Provincial Policy Statement (2020);
- Growth Plan for the Greater Golden Horseshoe (as consolidated, 2020);
- Region of Waterloo Official Plan (2015);
- Region of Waterloo Community Improvement Plan (n.d.);
- City of Cambridge Official Plan (2018 Consolidation);
- Main Street Heritage Conservation District Plan (1984) (By-law 28-85);
- Dickson Hill Heritage Conservation District Plan (By-law 150-05)
- Zoning By-law 150-85 (as amended, consolidated 2012); and,
- City of Cambridge By-laws which may be applicable to the Study Area.

Master, Conservation and Strategic Plans

- City of Cambridge Heritage Master Plan (2008);
- City of Cambridge Arts and Culture Master Plan (2009);

- Living Levee Plan (2007);
- City of Cambridge Trails Master Plan (2010);
- City of Cambridge Farmers' Market Heritage Master Plan (2017);
- City of Cambridge Strategic Plan (2016-2019)
- City of Cambridge Cycling Master Plan (2020); and,
- City of Cambridge Transportation Master Plan (2020).

Guidelines

- Standards and Guidelines on Conservation of Historic Places in Canada;
- Ontario Heritage Toolkit;
- City of Cambridge Downtown Urban Design Guidelines (2013); and,
- City of Cambridge Main Street Urban Design Guidelines (2013).

Ongoing Planning Studies and Reviews

- Growth and Intensification Study (ongoing);
- Building Height Guideline Study and Visualizations Study (ongoing); and,
- Zoning By-Law Review (ongoing).



1.0 Legislation, Official Plan Policies, and By-laws

1.1 Ontario Planning Act (as amended, 2020)

The Ontario *Planning Act* provides a provincial policy framework that directs provincial and municipal planning interests and promotes sustainable economic development in a healthy natural environment (Ministry of Municipal Affairs and Housing 1990). In Part 1, Provincial Administration, and item (d) of the *Planning Act*, responsibility is placed on the Minister, municipal council, a local board, a planning board, and the Municipal Board to have regard for the conservation of features of significant architectural, cultural, historical, archaeological, or scientific interest. The *Act* provides direction to conserve the province's natural and cultural heritage and archaeological resources.

1.2 Ontario Heritage Act (as amended, 2019)

The *Ontario Heritage Act* (O.H.A.) (Ministry of Citizenship and Culture 1990) gives the Ministry of Heritage, Sport, Tourism and Culture Industries (M.H.S.T.C.I.) the responsibility for the conservation, protection, and preservation of Ontario's cultural heritage resources. The M.H.S.T.C.I. is charged under Section 2.0 of the O.H.A. with the responsibility to determine policies, priorities, and programs for the conservation, protection, and preservation of the heritage of Ontario. Section 27 of the O.H.A. requires the clerk of every municipality to keep a publicly accessible register of properties that are of cultural heritage value or interest situated in the municipality. The municipal register of heritage properties must include all properties in the municipality that are designated under Part IV and Part V of the O.H.A. The O.H.A. also allows a municipality to include properties of cultural heritage value or interest that have not been designated in its municipal register, sometimes referred to as listing. The Study Area contains properties designated under Part IV, the Main Street H.C.D. designated under Part V, and properties which are included on the *City of Cambridge Heritage Properties' Register* as listed (Map 2). The O.H.A. also establishes provisions for the conservation of resources of archaeological value, under Part VI of the Act. Key provisions established by the O.H.A. and relevant to the subject study are outlined below.

Part V Heritage Conservation Districts

The council of a municipality may study an area within its boundaries for the purposes of designating one or more H.C.D.s. If the municipality's official plan contains provisions for the establishment of heritage conservation district, council may enact a by-law to designate the defined area(s) as an H.C.D. District designation enables the council of a municipality to manage and guide future change in the district, through adoption of a district plan with policies and guidelines for conservation, protection, and enhancement of the area's special character.

An H.C.D. may comprise an area with a group or complex of buildings or a larger area with many buildings and properties. The significance of the area may include its built heritage, structures, streets, landscape, topography, and other physical and spatial elements as well as important vistas and views



between and towards buildings and spaces. The character of the area may also be defined by the traditions of the people who live and work there.

The O.H.A. specifies the technical activities that shall be undertaken as part of a H.C.D. Study (40(1) and (2)):

- examine the character and appearance of the area that is the subject of the study, including buildings, structures and other property features of the area, to determine if the area should be preserved as a heritage conservation district;
- examine and make recommendations as to the geographic boundaries of the area to be designated;
- consider and make recommendations as to the objectives of the designation and the content of the heritage conservation district plan required under section 41.1 of the O.H.A.; and
- make recommendations as to any changes that will be required to the municipality's official plan and to any municipal by-laws, including any zoning by-laws.

Section 40(3) of the O.H.A also establish statutory consultation requirements during an H.C.D. Study and which include consultation with the established municipal heritage committee with respect to the Study.

The O.H.A. also enables municipalities to designate the area subject to an H.C.D. Study under a by-law, pursuant to Section 40.1.(1) of the Act, for a period up to one year for the purposes of prohibiting or limiting alterations to properties and/or erections, demolitions, or removals of buildings or structures, or classes of buildings or structures, within the subject Study Area. This by-law shall be served on each owner of property within the Study Area and published in a newspaper of general circulation in the municipality. Objections to this by-law may make an appeal to the Local Planning Appeal Tribunal.

Section 41 of the O.H.A. establishes procedures and provisions related to designation of a H.C.D. This section establishes the. Section 41.1 also establishes minimum statutory consultation and notice requirements that shall occur prior to adoption of a by-law establishing a H.C.D. This section also prescribes the contents of an H.C.D Plan and which shall include:

- a statement of the objectives to be achieved in designating the area as a heritage conservation district;
- a statement explaining the cultural heritage value or interest of the heritage conservation district;
- a description of the heritage attributes of the heritage conservation district and of properties in the district;
- policy statements, guidelines, and procedures for achieving the stated objectives and managing change in the heritage conservation district; and
- a description of the alterations or classes of alterations that are minor in nature and that the owner of property in the heritage conservation district may carry out or permit to be carried out on any part of the property, other than the interior of any structure or building on the property, without obtaining a permit under section 42.

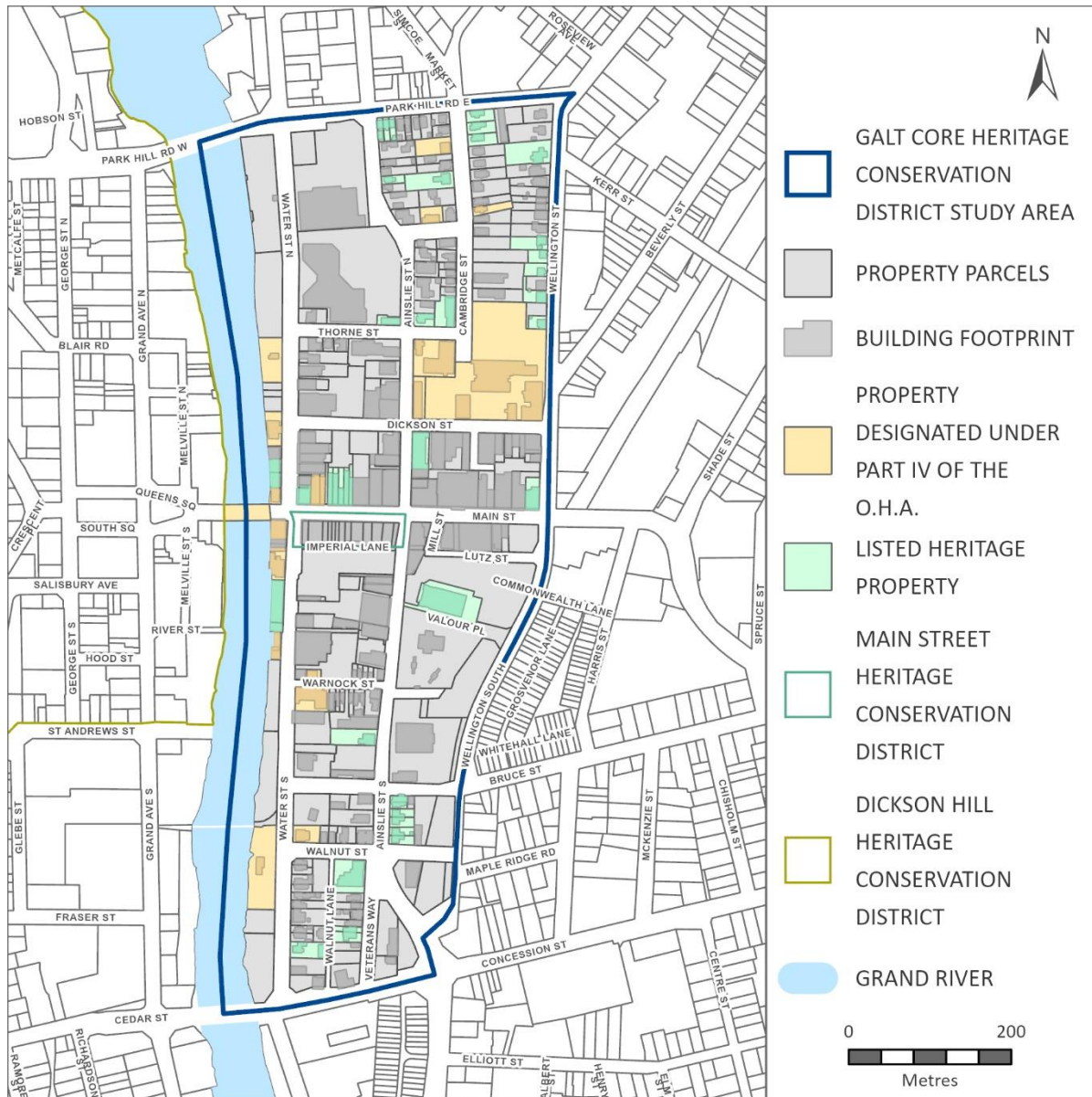
Section 41.2 establishes provisions related to undertaking other works or plans to ensure consistency with a H.C.D. Plan. If a H.C.D. Plan is in effect in a municipality, the council of the municipality shall not:



- carry out any public work in the district that is contrary to the objectives set out in the plan; or
- pass a by-law for any purpose that is contrary to the objectives set out in the plan.

Section 41.2(2) establishes that:

- In the event of a conflict between a heritage conservation district plan and a municipal by-law that affects the designated district, the plan prevails to the extent of the conflict, but in all other respects the by-law remains in full force.



Map 2: Properties included on the City of Cambridge Heritage Properties' Register within the Study Area.

1.3 Provincial Policy Statement (2020)

The Provincial Policy Statement (P.P.S.) provides policy direction on matters of provincial interest and the quality of the natural and built environment (Government of Ontario 2020b). The P.P.S. states that cultural heritage and archaeological resources provide important environmental, economic, and social benefits. As such, the P.P.S. provides policy direction pertaining to cultural heritage and archaeological resources.

Section 1.0, *Building Strong Healthy Communities*, contains policies related to cultural and natural heritage features. Within Section 1.2, *Coordination*, the P.P.S. states that a coordinated, integrated, and comprehensive approach should be used when dealing with planning matters within municipalities, and across lower and upper-tier municipal boundaries including:

- managing natural heritage, water, agricultural, mineral, and cultural heritage, and archaeological resources (Policy 1.2.1.c).

Within Section 1.7, the P.P.S. states that long term economic prosperity is supported by:

- encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes (Policy 1.7.1.e).

Section 2.0, *Wise Use and Management of Resources* addresses the long-term prosperity of the province and the importance of protecting natural and cultural heritage and archaeological resources for their economic, environmental, and social benefits. More specifically, Section 2.6 pertains specifically to Cultural Heritage and Archaeology policy and states that:

- Significant built heritage resources and significant cultural heritage landscapes shall be conserved (Policy 2.6.1);
- Development and site alteration shall not be permitted on lands containing archaeological resources or areas of archaeological potential unless significant archaeological resources have been conserved (Policy 2.6.2);
- Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property except where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved (Policy 2.6.3);
- Planning authorities should consider and promote archaeological management plans and cultural plans in conserving cultural heritage and archaeological resources (Policy 2.6.4); and,
- Planning authorities shall engage with Indigenous communities and consider their interests when identifying, protecting, and managing cultural heritage and archaeological resources (Policy 2.6.5).

Further, the P.P.S. contains a series of definitions relevant to cultural heritage resources.

1.4 Growth Plan for the Greater Golden Horseshoe (as consolidated, 2020)

The Greater Golden Horseshoe (G.G.H.) is one of the most dynamic and fastest growing regions in North America (Government of Ontario 2020a). The Growth Plan for G.G.H. provides a vision and direction for the planning and development that supports economic prosperity, protects the environment, and helps communities achieve a high quality of life. The Plan identifies the Region of Waterloo as part of the Greater Golden Horseshoe Growth Plan Area and designates downtown Cambridge as an Urban Growth Centre (U.G.C.) and site of future priority transit corridors (Schedules 1, 4, and 5). The Plan further identifies minimum density targets for U.G.C.s (Policy 2.2.3.2) and for Major Transit Station Areas (M.T.S.A.s) (Policy 2.2.4.3) at 150 and 160 residents and jobs per hectare, respectively. Concurrently, the Plan refers to and provides policy direction for cultural heritage and archaeological resources, and recognizes that unmanaged growth can degrade, among other features, the regions cultural heritage resources. The Plan further states that cultural heritage resources and open spaces within cities, towns, and countryside provide people with a sense of place. See Appendix A for further presentation of key policies relating to conservation of cultural heritage resources.

1.5 Region of Waterloo Official Plan (2015)

The Region of Waterloo Official Plan (O.P.) is the regional municipalities' guiding document for directing growth and change for a period of 20 years, and includes the cities of Cambridge, Waterloo, and Kitchener (Region of Waterloo 2015). The vision of the plan embraces sustainability and liveability as central concepts in ensuring the Region of Waterloo is an inclusive, thriving, and sustainable community committed to maintaining harmony between rural and urban areas and fostering opportunities for current and future generations.

In achieving the goal of liveability, the plan recognizes that much of Waterloo Region's distinctive character is associated with its various cultural heritage elements, including the Grand River and its diverse range of cities, towns, villages, hamlets, and countryside. Ensuring liveability means planning to retain and/or create the types of distinct local communities that will provide people with choices about where they live, work, and play.

Shaping Waterloo Region's Urban Communities

Chapter 2 of the Region's O.P., *Shaping Waterloo Region's Urban Communities*, contains policies and directions related to Urban Areas, including M.T.S.A.s, within the communities (Figure 1 and Figure 2). More specifically, Section 2.D.1 contains Urban Area Development policies, which states that development occurring within Urban Areas and M.T.S.A.s should be planned and developed in a manner that:

- conserves cultural heritage resources and supports the adaptive reuse of historic buildings; and,
- respects the scale, physical character, and context of established neighbourhoods in areas where reurbanization is planned to occur.

This section further contains policies related to U.G.C.s and M.T.S.A.s, identifying these areas as the region's primary business, civic, commercial, and cultural centres. The Galt Core H.C.D. Study Area is located within the City of Cambridge U.G.C., which is to be planned and developed to accommodate the region's future population and employment growth, accommodate transit, and act as the focal point for investment in institutional and regional-scale human services as well as commercial, recreational, cultural, and entertainment land uses (Policy 2.D.3) (Figure 1) in the Region of Waterloo Official Plan. This policy further states that the Downtown Cambridge U.G.C. shall achieve a minimum gross density of 160 residents and jobs combined per hectare by 2029, or earlier. As established in Section 2.D.6 of the Regional Official Plan, an M.T.S.A. is typically located within a 600 to 800 metre radius of a rapid transit station. While this Plan does not delineate specific M.T.S.A.s, it directs that sites will be designated following the completion of the Rapid Transit Environmental Assessment. In April 2021, the Region of Waterloo endorsed specific M.T.S.A. boundaries and which are to be planned for a minimum density target of 160 people and jobs per hectare. Appendix A of Staff Report PDL-CPL-21-17 identifies the location of the Main Station and Cambridge Terminus Station within the H.C.D. Study Area (Figure 2).

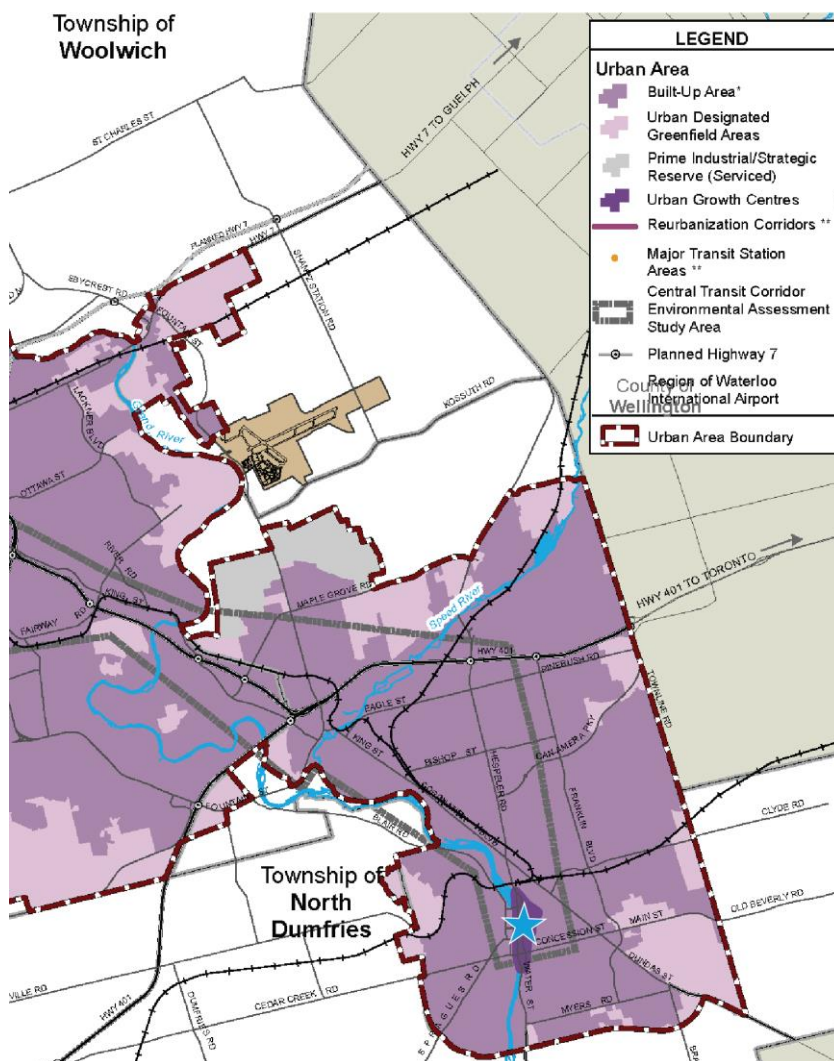


Figure 1: Region of Waterloo Official Plan Map 3a, Urban Areas, Galt Core H.C.D. Study Area indicated by blue star.

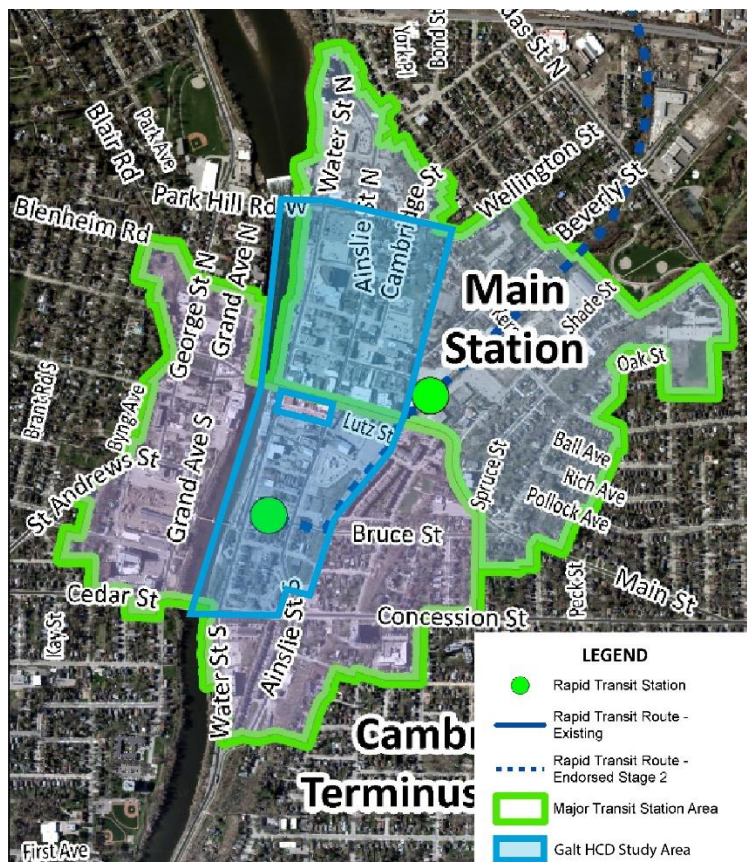


Figure 2: Region of Waterloo, Regional Official Plan Review – Proposed M.T.S.A. Boundaries, Major Transit Station Areas, Appendix A5 (Region of Waterloo 2021).

Livability in Waterloo Region

Chapter 3 of the Regional O.P., Liveability in Waterloo Region, contains policies and objectives with the overall goal of creating vibrant urban and rural places. Among the objectives in achieving this includes supporting the conservation of cultural heritage resources (Objective 3.8 and Section 3.G; See Appendix A for a more detailed presentation of these policies).

Section 3.G relates to Cultural Heritage, and states that the inheritance of natural and cultural assets gives people a sense of place, community, and personal identity. The plan states its commitment to the conservation of its cultural heritage as these assets enhance the quality of life of the community, support social development and promote economic prosperity. Policies presented in Section 3.G address identification, conservation, and promotion of individual properties, cultural heritage landscapes, archaeological resources, and scenic roads.

Section 5 of the Regional O.P. addresses the Region’s Infrastructure Needs, recognizing that successful planning and management of infrastructure is an essential element in achieving goals of sustainability and livability. Section 5.A contains policies related to Transportation Systems Planning, and states:

- The Regional transit system will be improved on an on-going basis through the addition of rapid transit service and the preparation and implementation of the Transit Business Plan (Policy 5.A.6).

- Transit Corridors are Regional or Area Municipal Roads or dedicated rights-of-way outside of mixed traffic that accommodate existing or planned high frequency transit service. Wherever appropriate, Area Municipalities will adopt policies, by-laws and/or guidelines that apply the Transit Oriented Development provisions outlined in Policy 2.D.2 for development along Transit Corridors.

Existing and Planned Transit Corridors are designated and shown on Map 5a with the location of the H.C.D. Study Area indicated (Figure 3).



Figure 3: Map 5a, Regional Transportation Network, location of Galt Core H.C.D. Study Area indicated by blue star.

1.6 Region of Waterloo Community Improvement Plan

The Region of Waterloo Community Improvement Plan (C.I.P.) was developed to address obstacles related to the reurbanization of the Central Transit Corridor (C.T.C.) (Region of Waterloo n.d.). The C.T.C., first identified by the Region of Waterloo Official Plan in 1976, covers approximately 7,500 hectares of land and connects the three urban municipalities in the Region: Cambridge, Kitchener, and Waterloo.

Within this C.I.P., goals and objectives are described, including the objective to support intensification adjacent to existing and planned transit corridors while conserving heritage by directing growth to appropriate locations and encouraging adaptive reuse (Objective 2c).

Criteria for Identifying Priority Sites and Projects are included within the C.I.P., and describe positive characteristics, which indicate high potential for reurbanization, and negative characteristics, which indicate obstacles for redevelopment. Among the obstacles include:

- Whether the site is within a stable neighbourhood or a significant Cultural Heritage Landscape; and,
- Whether the site or buildings on the site are designated under the O.H.A. or exhibit significant heritage or architectural characteristics.

1.7 City of Cambridge Official Plan (2018 consolidation)

The City of Cambridge Official Plan (O.P.) was approved by the Region of Waterloo in 2012, with an official consolidation to include amendments in September 2018 and is almost fully in effect (City of Cambridge 2018b). The O.P. provides a long-range, comprehensive land use strategy for areas located within the municipal boundaries of the City of Cambridge. The vision states that Cambridge celebrates the uniqueness of its founding communities and is united by its heritage, rivers, cultures, and common future.

Growth Management

Chapter 2 of the O.P. relates to Growth Management within the City of Cambridge, and contains policies related to employment, population, and the urban structure of the City. Section 2.1, Growth Management, and the Urban Structure, contains objectives which provide a foundation for growth management policies, which include:

- to direct and encourage new development within the Built-Up Area of the City where appropriate to accommodate projected population and employment growth;
- to plan for compact urban development that maintains a balanced land supply, including residential, employment and commercial uses, and promotes mixed-use, transit-oriented development;
- to encourage the continued development of the Galt City Centre as a Community Core Area of higher intensity and mix of land uses, promoting such elements as mixed-use buildings,



intensification, heritage conservation, social facilities, the reuse of existing buildings and infrastructure renewal; and

- to promote the principles of conservation and sustainability, including the intensification of development in the Built-Up Area, and the protection, enhancement or, wherever feasible and appropriate, restoration of cultural heritage resources.

Section 2.6 identifies the Built-Up Area within the City of Cambridge. The Galt Core H.C.D. Study Area is located within this Built-Up Area, with the Study Area more specifically designated an U.G.C.

Section 2.6.2 contains policies related to the U.G.C. The U.G.C. is planned to achieve a minimum gross density target of 150 residents and jobs combined per hectare by the year 2031 (Policy 2.6.2.2). The U.G.C. will be planned and designed as the focal area for investment and will serve as a high-density major employment centre that will attract and accommodate employment and population growth. The U.G.C. will accommodate and be supported by major transit, including a rapid transit station, and shall be designed as a pedestrian oriented, walkable centre with active streetscapes (Policy 2.6.2.3). Development within the U.G.C. will be sensitive to its context, particularly along the riverfront, preserve heritage character and provide an appropriate transition in height and massing from adjacent buildings (Policy 2.6.2.4).

Section 2.6.3 contains policies related to Community Core Areas. The Galt Core H.C.D. Study Area is located within the Galt City Centre Community Core Area, as described on Map 3, which is recognized as the Downtown of Cambridge and the hub for regional transit in the City. Community Core Areas are defined as historical central business centres in the City with specialized and diverse planned functions, planned to provide a wide variety of mixed uses including a range of housing, commercial uses, offices, institutional and community facilities, and the cultural hubs for the City (Policy 2.6.3.1). Community Core Areas contain features and functions recognizing the areas:

- historical role as traditional community focal points;
- mix of residential, employment and institutional uses;
- enhanced transportation opportunities for pedestrians, cyclists, and transit users;
- development and land use patterns which are supportive of transit;
- conservation and preservation of cultural heritage resources;
- integration of the Grand River as a multi-purpose resource, recognizing its designation as a Canadian Heritage River; and,
- opportunities for unique experiences in support of tourism and other functions (Policy 2.6.3.2).

Section 2.6.6 contains policies related to M.T.S.A.s. The Galt Core H.C.D. Study Area is located within a 500-800-metre radius of two approved future transit station locations which have been approved by the Region of Waterloo, and would be considered a M.T.S.A. These M.T.S.A.s. will be planned, developed, or redeveloped in a manner which:

- achieves increased residential and employment densities to support and ensure the viability of existing and planned transit service levels;
- achieves a mix of residential, office, including major offices, institutional and commercial development where appropriate; and

- will be planned and designed based on the principles of transit-oriented development and in accordance with their Station Area Plan (Policy 2.6.6.4).

Non-transit supportive uses, which include lower density office uses or commercial uses oriented to vehicular travel are discouraged from locating within M.T.S.A.s (Policy 2.6.6.7).

The City further recognizes Community Core Areas as areas which:

- offer residential, employment, institutional, commercial, open space, and cultural uses and activities;
- apply key elements of urban design, cultural heritage resources, natural environment conservation, a well-linked transit oriented and pedestrian transportation network, and development that is designed to reflect the character of the area; and
- benefit from the preservation of historic buildings, including their adaptive re-use (Policy 2.6.3.3).

Section 2.8.3 contains policies related to Residential Densities, and states that the City will allow compatible higher density residential development in the U.G.C., Community Core Areas, and M.T.S.A.s, specifically where such development results in the preservation of significant natural or cultural heritage resources (Policy 2.8.3.2). Further, this section describes minimum and maximum residential densities and heights, and states that within the U.G.C.:

- the minimum density is 0.75 Floor Space Index (F.S.I.)³ with minimum building height is two-storeys; and,
- the maximum density is 2.5 FSI with a maximum building height of five-storeys (Policy 2.8.3.3).

The City may permit increased height and density based on the results of height and density massing studies (Policy 2.8.3.5).

Natural Heritage and Environmental Management

Chapter 3 of the O.P. relates to Natural Heritage within the City of Cambridge, stating that the protection, enhancement, and restoration of natural heritage resources are a priority for the City. Objectives related to natural heritage resources include maintaining and improving the City's natural environment, including the linked natural heritage system of the Grand River, and integrating the built environment with natural features in a manner that respects, protects, and enhances natural features.

The Grand River is designated a significant valley within Section 3.A.2, Land Level Systems. The City prioritizes maintaining the Canadian Heritage River national recognition of the Grand River by

³ Floor Space Index (FSI) is defined as the gross floor area of all buildings on a lot *divided by* the area of the lot on which the buildings are located. An FSI of 1.0 means that the total floor area of a building is one times the gross area of the lot. Similarly, an FSI 2.0 means that the floor area is two times the gross area of the lot. As an example, if a building covers 50% of the lot at an FSI of 1.0, the building is two-storeys.)

identifying, conserving, interpreting, and enhancing cultural heritage resources of recreational and scenic value (Policy 3.A.2.15).

Section 3.B.4 relates to Environmental Management of the City's Urban Forest and Biodiversity. This section describes the urban forest in Cambridge as the treed environment, consisting of remnant wooded areas, trees in city parks and open space, street trees and trees on private property and recognizes the urban forest as providing significant environmental, social, cultural heritage and economic benefits and encourages its protection, restoration, wise management, and expansion (Policy 3.B.4.1). The City recognizes the environmental, aesthetic and heritage values associated with trees which line urban boulevards and streets and encourages protection and management of urban trees. (Policy 3.B.4.2) As such, the City encourages the protection and preservation of street trees located outside road rights-of-way through the investigation of approaches including H.C.D. Plans (Policy 3.B.4.4). Chapter 3 also addresses Special Floodplain Policy Areas in the H.C.D. Study Area (Map 12) and establishes specific conditions for permitted development or redevelopment activities in the regulated area (Policy 3.B.6.22; See Appendix A). These conditions will need to be integrated into the prospective H.C.D. Plan guidelines, should those be implemented.

Cultural Heritage Resources

Chapter 4 of the O.P. relates to the Cultural Heritage Resources within the City of Cambridge. The City recognizes the benefits of cultural heritage resources as focal to community identity and economic prosperity.

Section 4.1 describes the eight objectives related to cultural heritage resources, particularly the City's support for conservation, restoration and prominence of built heritage and promotion of built heritage as a key component of the City's local tourism and quality of life for residents. Further, the City supports the identification and analysis of cultural heritage resources, and designation and conservation of cultural heritage resources throughout the municipality. The City will coordinate its own heritage interests with those of property owners, local B.I.A.s and other interest groups and will actively make or pursue funding opportunities to assist property owners with heritage conservation. Finally, the objectives recognize the Grand River as a nationally designated Canadian Heritage River. Sections 4.2 through 4.6, 4.8, and 4.11 through 4.14 address the City's approach and tools for conserving cultural heritage resources as part of development applications; establishment of the municipality's Register of Cultural Heritage Resources; evaluative criteria to be used to determine significance for purposes of inclusion on the Register; designation of individual properties; conservation of Cultural Heritage Landscapes; stewardship of cultural heritage resources; and conservation of archaeological resources and scenic roads (See Appendix A for a more detailed summary of these policies).

Section 4.7 enables establishment and designation of H.C.D.s with the intent of avoiding the demolition, removal or inappropriate alteration or erection of buildings. Existing H.C.D.s in the City of Cambridge include the Main Street H.C.D., the Blair Village H.C.D., and the Dickson Hill H.C.D, two of which are located within and adjacent to the H.C.D. Study Area under examination. Policies within this section describe the City's authority regarding the establishment of new H.C.D.s and their process of study prior to designation, including: consultation requirements with the Municipal Heritage Committee, property



owners and the public; requirements of H.C.D. Plans; and inclusion of properties designated under Part IV of the O.H.A within a H.C.D. The O.P. sets out provisions that enable the municipality to designate H.C.D.s and establishes clear procedures for their preparation and implementation.

Urban Design

Chapter 5 describes objectives and policies related to Urban Design, with the City committed to a high standard of urban design. All development is expected to demonstrate a high standard of urban design that supports the creation of a unique identifiable space while respecting and enhancing our cultural and natural heritage and the City's unique identity. See Appendix A for further presentation of related objectives and policies.

Parks and Open Space

Chapter 7 describes objectives and policies related to Parks and Open Space within the City. Among others, policy objectives relating to parks and open spaces include:

- supporting social, cultural, artistic, heritage, educational and recreational initiatives that accommodate a range of needs; and,
- protecting parks, open space, gardens, private landscapes, views, vistas, and other neighbourhood characteristics and cultural heritage resources associated with cultural heritage landscapes.

Section 7.1 contains policies related to the Open Space System, and states that natural heritage systems and cultural heritage landscapes are key elements to the system (Policy 7.1.1). Policies related to Parks and Open spaces are implemented within, among others, the Trails Master Plan, the Arts and Culture Master Plan, the Heritage Master Plan, and within the City's Zoning By-Law.

Land Use Policies and Designations

Section 8.1.6 contains policies related to development of Institutional Uses. More specifically, the section describes compatibility guidelines which shall be applied when evaluating any proposed institutional use which include:

- density, scale, height, massing, visual impact, building materials and architectural character of surrounding buildings and the proposed development; and,
- preservation and protection of the natural open space system, cultural heritage resources, views, vistas and building orientation (Policy 8.1.6.7).

Section 8.3 describes uses permitted within the Commercial Core Area, which includes government and public services and facilities; commercial and retail; offices; institutional, recreational, social, and cultural facilities; and residential uses (although where in conjunction with commercial uses, the residential use is not permitted at street level) (Policy 8.3.1).

Section 8.4 relates to Residential Uses and permits mixed-use development in the U.G.C. and Community Core Area (Policy 8.4.1). More specifically, Section 8.4.2 relates to Residential Compatibility and states factors to be taken into consideration in assessing the compatibility of development include:

- the density, scale, height, massing, visual impact, building materials, orientation and architectural character of neighbouring buildings and the proposed development; and,
- the conservation, protection, maintenance and potential enhancement of the natural environment and cultural heritage resources (Policy 8.4.2.1).

1.8 Main Street Heritage Conservation District (1984) (By-law 28-85)

The Main Street H.C.D. Plan was prepared for the City of Cambridge by Nicholas Hill, Architect Planner in 1984 (Hill 1984). The Main Street H.C.D. contains a single block in the Galt area of Downtown Cambridge, bounded by Main Street to the north, Ainslie Street to the east, Imperial Lane to the south, and Water Street to the west. The primary recommendations of the Plan are:

- To conserve the historic building stock;
- To strengthen the economic viability of the building stock;
- To rehabilitate the upper floors for apartments and offices;
- To obtain financial assistance for property owners who renovate; and,
- To foster excellence in building restoration work.

The Plan addresses the following: purpose of the Plan; basic assumptions; objectives of the Plan; building plans; and implementation procedures. Given the small size of the district, the Plan presents conservation guidelines for each of the buildings in the district, which is not typical of H.C.D. Plans prepared more recently and for larger areas. More recent plans typically provide general guidelines for conservation of contributing buildings or resources. Textual policies are provided which present guidance for the development of new buildings within the district. Textual guidelines for new signage and parking are also included. Overall, the Main Street H.C.D. Plan addresses conservation of physical fabric of the buildings within the designated area and provides general guidance regarding how to integrate new buildings within that area with respect to style, height, proportions, site locations, materials, textual, colour, details, and scale. Appendix A provides a further summary of the Plan's objectives and key policies.

1.9 Dickson Hill Heritage Conservation District (2002) (By-law 150-05)

The Dickson Hill H.C.D. Plan was prepared for the City of Cambridge by Green Scheels Pidgeon Planning Consultants and Nicholas & Margaret Hill in April 2005 (Green Scheels Pidgeon Planning Consultants Ltd. and Nicholas & Margaret Hill - Heritage Consultants 2005). This Plan was prepared pursuant to Part V of the O.H. A. and presents conservation guidelines for the City-owned public spaces in Dickson Hill (Figure 4). The Plan establishes a "framework for ensuring that all new civic work is compatible with Council's commitment to conserving the area's cultural heritage significance" (2005:2). The Plan presents a Statement of Significance as well as policies for specific public spaces as well as roads with street trees



and streetlights, custom signage for public open spaces, public parking areas, and City of Cambridge roadways, including retaining walls, sidewalks, and streetlights. The Plan presents a section regarding implementation and addresses the types of alternations and improvements that are exempt from further specified policies (Section 5.2) and establishes that projects on City-owned lands that require Council approval shall be consistent with the policies of the Plan.

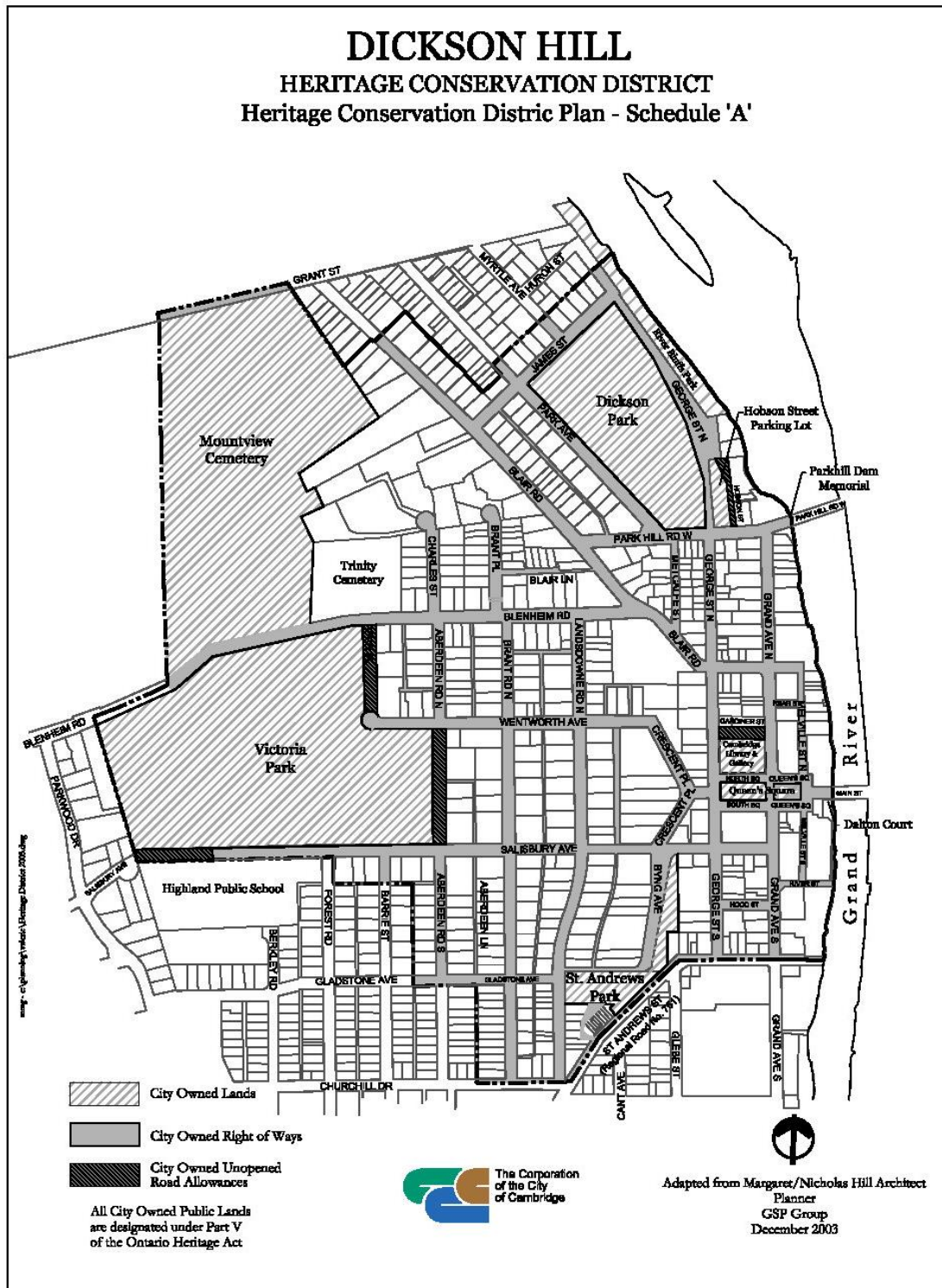


Figure 4: Schedule A of Dickson Hill H.C.D. Plan.

1.10 City of Cambridge Zoning By-law 150-85 (as amended, consolidated 2012)

Section 1: Interpretation and Administration

A review of applicable zoning by-laws was conducted as they pertain to the Galt Core H.C.D. Study Area. Map K10 (Figure 5) represents zone classes and symbols within the Study Area boundaries (City of Cambridge 2012).

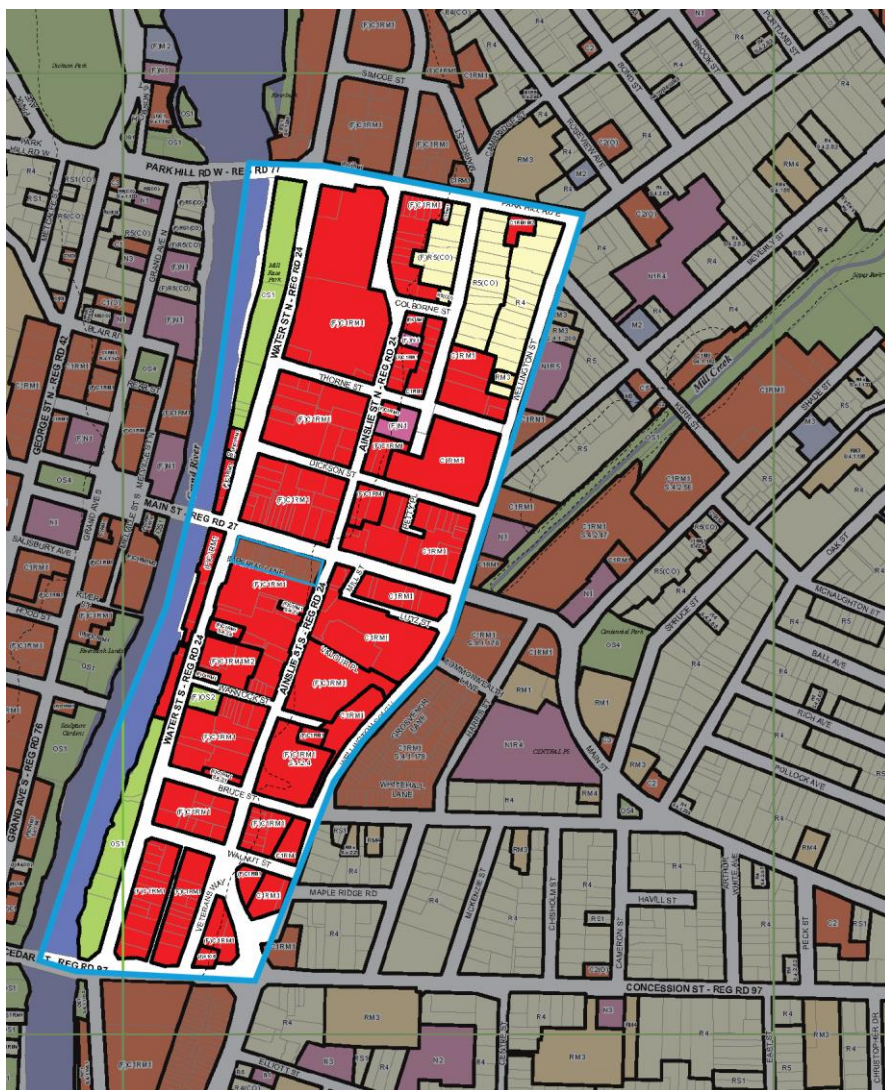


Figure 5: Zoning By-law 150-85 Map K10, Galt Core H.C.D. Study Area boundaries indicated in blue.

The Study Area boundaries contain lands zoned:

- Residential: R4, R5(CO), and RM3;
- Commercial: C1RM1, C1RM1S.4.2.4, C1RM1M2, C1C5;
- Institutional: N1; and,
- Open Space: OS2.

As described above, some of these designations are compounded (for instance, C1RM1). Lands which contain compound zoning may be used for any purpose specified in Section 3 of the by-law as a use

permitted in each such zone, or for any combination of such use. Many of these designations contain the “(F)” suffix, indicating the lands are within the Floodplain Management Special Policy Area. Further, 61 Ainslie Street contains the suffix S.4.2.4, which refers to an urban exception which permits an amusement arcade use on the site. Appendix A presents zoning classifications and purposes in further detail, including general regulations, permitted, and prohibited uses, provisions for (CO) suffix zones, and special regulations for hazard lands.

Building Heights in Core Areas

Section 2.1.9.2 contains provisions related to the permitted Maximum Building Heights of any new building or structure in Galt City Centre, described on Map Z7 (Figure 6). The heights, ranging between 15 metres to 28 metres, are exclusive of any mechanical, electrical or elevator equipment on the roof or any chimney stack.

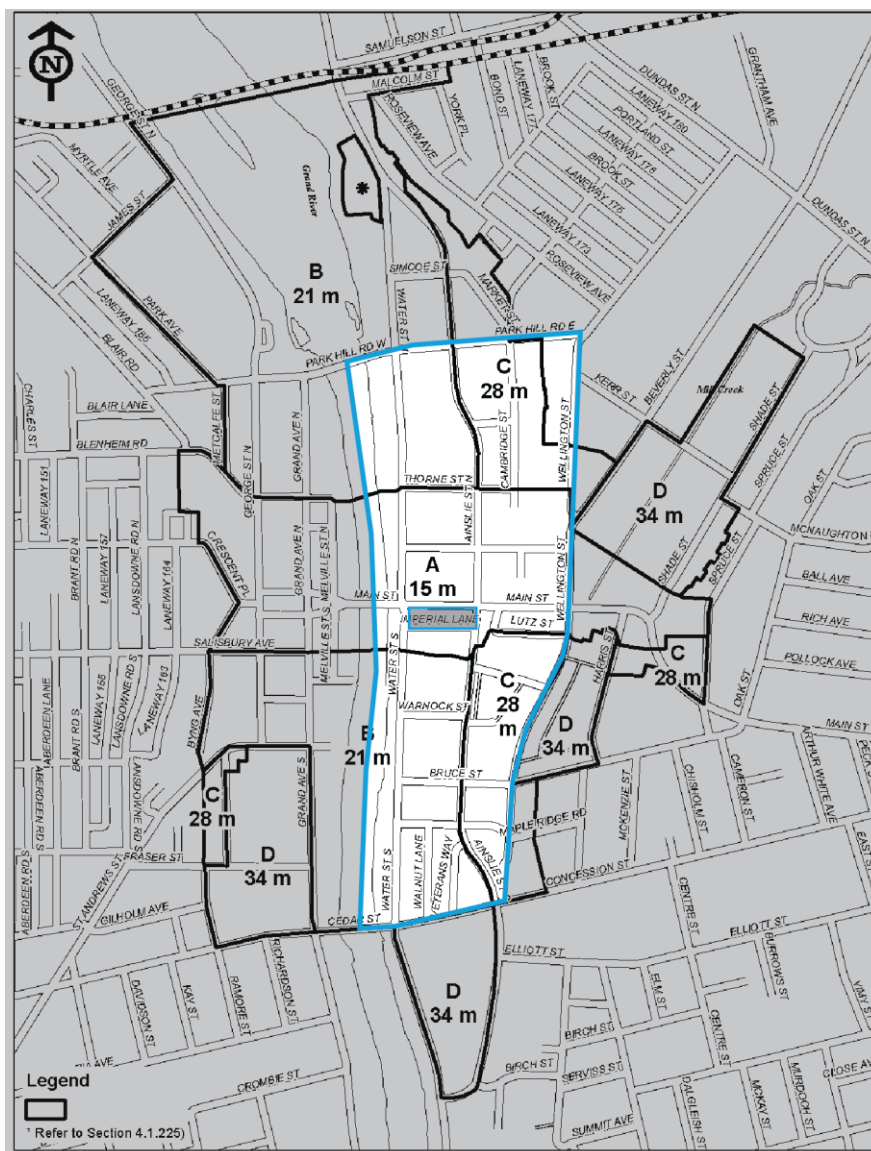


Figure 6: Zoning By-law 150-85 Map Z7, Building Heights in the Downtown Core, Galt Core H.C.D. Study Area boundary indicated in blue.

Additional Zoning Provisions

The City of Cambridge Zoning By-law contains specific provisions related to:

- Accessory Uses, Building, and Structures (Section 2.1.11);
- Permitted Encroachments on Required Yards (Section 2.1.15); and,
- Minimum Setbacks from Specified Roads (Section 2.1.19).

Further, the Zoning By-law contains regulations as they relate to specific zoning classes located within the Galt Core H.C.D. Study Area, including the Residential, Institutional, Commercial, and Open Space Use Class Zones (Sections 3.1 through 3.5). Detailed information on these zoning provisions and regulations can be found in Appendix A of this document.

1.11 Additional Applicable By-laws

Private Trees By-law (18-124)

The Private Trees By-law contains provisions as they relate to trees on private property as a way of protecting trees located on private property and to enhance the tree canopy of the City and may inform the development of the Galt Core H.C.D. Study. The by-law generally states that:

- No person shall destroy, injure, or cause or permit the destruction or injuring of a tree with a diameter at breast height (D.B.H.) equal or greater than 20cm, unless issued a permit (City of Cambridge 2018a).

While the City of Cambridge also has a Tree By-law (71-06), this by-law generally relates to trees over or adjacent to highways and does not apply to the Galt Core H.C.D. Study Area.

Signs (03-191)

The Signs By-law contains provisions related to erecting, altering, and displaying signs in the City of Cambridge (City of Cambridge 2003). The bylaw describes in which zone each sign is permitted. More specifically, signs permitted within a H.C.D. area include:

- Awning, Changeable Copy, Development, Directional, Fascia, Municipal Election, Non-Illuminated Plate ID, Real Estate, Religious Event, Temporary Construction, and Real-Estate.

The following provisions relate to signs located within a H.C.D. area:

- The sign must be approved by the Heritage Planner for Cambridge Municipal Heritage Advisory Committee before being erected, and Council can refuse a sign being permitted in an H.C.D. area;
- All proposed signed must be accompanied by scale drawings which show:
 - The building where the sign will be located;
 - The type of sign;
 - The dimension of the sign and design or lettering;
 - The materials and colours of the sign;



- A cross-section of the sign showing the bracket and method of affixing the sign to the wall; and,
- Any means of external illumination;
- The area of a wall sign cannot exceed 0.3m² in size for each 1.0 metres of linear frontage of a building, to a maximum area of 1.25m², and no more than one sign per storey for each building is permitted.

The following provisions related to signs by type include:

Awning Signs

- A minimum height of 2.0 metres must be provided from the sidewalk; and,
- The sign cannot project above the roofline.

Fascia Signs

- cannot cover building openings;
- can be permitted abutting a mansard roof;
- cannot project above the roofline or parapet; and,
- cannot be illuminated in or abutting residential zone.

Although permitted in commercial zones and generally found in historic commercial areas, Projecting Signs are not permitted within an H.C.D. area.

Property Standards By-law (181-04)

The Property Standards By-law contains provisions relating to the general standards of maintenance and occupancy of a property in the City of Cambridge (City of Cambridge 2004). Although this by-law contains provisions related to maintenance and repair of buildings and structures within the City, there are no specific provisions related to the maintenance and repair of cultural heritage resources or H.C.D. areas.

Development Charges By-law (19-094)

The Development Charges By-law contains provisions related to imposing development charges on lands located in the City of Cambridge, where an increased servicing need arises from development of land within the City (City of Cambridge 2019). The by-law states that development charges are imposed within all lands within the City of Cambridge. However, municipal exceptions are described which include:

- Section 3.10, Designated Sites which states that where a development charge is payable for a development or re-development of land which contains an existing building that has been Designated under the Ontario Heritage Act, no development charges shall be applicable to any redevelopment of the existing Designated building, and an additional development allowance equal to the floor area for non-residential uses or number of units for residential uses within the existing building, shall be credited to any additional development or re-development on the property provided the existing Designated building is retained and is an integral part of the development or redevelopment of the property; and,



- Section 3.14, Core Area which states that the Galt Core Area, as designated in Schedules B to D to this by-law, as may be amended from time to time in the City's Official Plan, are hereby exempted from the imposition of development charges.

Further, development charges are not imposed on Grand River Conservation Authority lands.

2.0 Master Plans, Conservation Plans and Strategic Plans

2.1 City of Cambridge Heritage Master Plan

The City of Cambridge Heritage Master Plan was developed by a team of consultants lead by Bray Heritage in collaboration with E.R.A. Architects, A.S.I., Maltby & Associates, and the Tourism Company, and adopted by City Council in 2008 (BRAY Heritage 2008). The Heritage Master Plan was developed to guide the City in identifying, assessing, conserving, and celebrating heritage resources, and recommends steps the City of Cambridge may take related to heritage conservation and development which respects the heritage character of the area.

Through the historic research process conducted as part of the Heritage Master Plan, Character Areas were identified, including the Galt City Centre area. The Plan describes the Galt City Centre as the business and administrative hub of the surrounding area, which dominated the cultural and economic scene for much of the nineteenth and twentieth centuries. The summary provides the basis for the built form pattern present today, including industrial, institutional, commercial, and civic buildings. The Plan describes the character defining elements of the Galt City Centre as including:

- a skyline dominated by public buildings;
- fine examples of stone and brick masonry construction;
- a variety of architectural styles, in high quality designs;
- scenic views along key streets (e.g., Main Street) and from the river bridges; and
- key public buildings at the centre, especially the Farmers' Market and Historic City Hall.

The Plan recognizes the economic challenges and development pressure the Galt City Centre is facing related to heritage conservation, and states that more effort should be made to overcome constraints and spur compatible development.

Natural heritage resources, including the riverbanks of the Grand River, are also described within this Plan. The Plan recognizes the Grand River's character defining elements as:

- evidence of the groups that have settled and retained their culture since the mid-nineteenth century through settlement patterns, buildings, arts, and events;
- recognition of the stewardship role of First Nations peoples;
- significant concentrations of nineteenth century industrial buildings and structures;
- associations with significant people;
- varied natural habitats;
- areas of archaeological potential;



- distinctive bridges, flood control levees, converted rail corridors; and
- former riverside industrial buildings adapted to new uses.

While the Plan defers to the authority of the Grand River Conservation Authority as stewards of a conservation plan, which would include conservation of cultural heritage resources, it acknowledges there may be potential impacts on natural features, the trail system, and views from nearby future development.

2.2 City of Cambridge Arts and Culture Master Plan (2009)

The Arts and Culture Master Plan, prepared by T.C.I. Management Consultants in 2009, was developed to better understand the needs of residents and the needs of the cultural community (TCI Management Consultants 2009). The document contains policy directive related to arts and culture in the City of Cambridge. The vision of this plan recognizes the cultural heritage within Cambridge as an important element to the community's arts and cultural opportunities.

While direct strategies or policies related to heritage are not included in this plan, the plan notes its relation and linkages to a number of objectives within the Heritage Master Plan. The Arts and Culture Master Plan generally supports the objectives of Heritage Master Plan through promoting revitalization and beautification activities, funding allocation, and development of strategies, frameworks, and economic plans to support common City-wide goals.

2.3 City of Cambridge Living Levee Plan (2007) and Trails Master Plan (2010)

In 2007, the City of Cambridge issued the Living Levee Plan to address improvement of riverbank open spaces in the context of implementing flood control initiatives, as administered by the Grand River Conservation Authority (City of Cambridge 2007). The Plan recognizes that the riverbank presents important open space programming and recreational opportunities for residents and also presents opportunities for improving connections between the downtown's heritage assets and presents opportunities for interpretative programming. The Plan recognizes that there are a series of industrial buildings and features along the east side of the river that would benefit from further enhancement and interpretation, including communication of how the area relates to Galt's historical industrial land uses. The Plan strongly demonstrates that the east and west sides of the riverbank, between Parkhill Road and Concession Street comprise a dense concentration of landscape features and buildings that relate to Galt's nineteenth-century development and growth.

In 2010, Cambridge City Council approved the Trails Master Plan (MHBC Planning 2010). This Plan is based on a review of the existing and planned trail network as described in the 1996 Cambridge City-Wide Multi-Use Trail Study, which determined the need for new trails, and changes to existing or planned trails. The plan contains recommendations related to design, maintenance and promotion of Cambridge's trail system while balancing community importance and available resources of the City.



An existing multi-use trail is located along the eastern edge of the Grand River within the Galt Core H.C.D. Study Area. This Plan expresses that the City of Cambridge places importance on the existing trail system along the Grand River.

2.4 City of Cambridge Farmers' Market Heritage Conservation Plan (2017)

In 2017, the City of Cambridge retained Stevens Burgess Architects (S.B.A.) to prepare a Heritage Conservation Plan for the Farmers' Market. This document recognizes the individual importance of this building and property and establishes that it contributes to a broader collection of significant heritage resources in the downtown area, noting: "It is one of a group of landmark buildings within the Civic Square of downtown Cambridge" (Stevens Burgess Architects Ltd. 2017). The report provides the historical and design context for the building's construction in the nineteenth century and identifies it as a distinguishing feature that signalled Galt's historical and rapid rise to village status, functioning as a place of commerce related to the surrounding agricultural economies in Waterloo County. The site is considered unique within Ontario as it continues to house market functions within the original building. The Plan presents a series of recommendations related to material conservation of the building envelope and building interior, interpretation, commemoration, maintenance, and monitoring and presents an analysis of the site's strengths, weaknesses, opportunities, and threats.

2.5 City of Cambridge Strategic Plan

The City of Cambridge Strategic Plan, entitled *Cambridge Connected: Our Voice, Our Vision* (2016 – 2019) provided a framework for decision making and priority setting with particular focus on the themes of People, Place, and Prosperity (City of Cambridge n.d.). The plan recognized the "rich architectural heritage" within the City as a valuable asset which unifies the community. In 2020 the City of Cambridge initiated an update of its strategic plan for the 2020-2023 timeframe. As of April 2021, Phase 3 of the process was in progress and included consultation activities to develop a detailed action plan that will identify recommendations for implementation and measurement. At the time of writing this report, the following goals were proposed:

- Foster a community with heart, where everyone belongs and is cared for.
- Embrace and celebrate our city's unique character while enhancing the spaces where people connect.
- Build a vibrant and resilient city where current and future generations will live well.

Various objectives have been proposed to align with these goals. Several of these proposed objectives align to heritage conservation in general and potentially with the H.C.D. Study Area and its current and project land use planning context:

- PLACEMAKING – Promote and create a wide range of destinations and activities that capitalize on the beauty of the rivers and heritage buildings;
- GREEN SPACES – Protect, enhance, and steward our parks, green spaces, and environmental areas;



- PLANNING FOR GROWTH – Provide for a mix of development, uses and amenities in order to meet the needs of a changing and diverse population;
- STRONG CORES - Create an inviting downtown that connects and complements core areas and neighbourhoods where people want to live and visit; and
- GETTING AROUND - Emphasize connectivity and active transportation choices to help people travel in and beyond the city without a car.

Strategic actions to support these objectives are under development and should be assessed at later stages of the H.C.D. designation process as applicable and appropriate.

2.6 City of Cambridge Cycling Master Plan (2020)

In 2020, the City of Cambridge prepared a cycling master plan to support maintenance and development of its cycling network (City of Cambridge 2020). A functioning cycling network is identified as playing an important role in connecting the City’s historical communities, and particularly connecting residents with the City’s unique heritage fabric and the broader Grand River corridor. The “City Core” which contains the H.C.D. Study Area is identified as a priority area for refinement of cycling infrastructure. Routes to be developed in the ‘short-term’ are proposed along Bruce Street and Wellington Street in the H.C.D. Study Area.

2.7 City of Cambridge Transportation Master Plan (2020)

The City of Cambridge Transportation Master Plan, *Moving Cambridge*, was prepared for the City by IBI Group and adopted in 2019 to support the movement of people and goods within and through Cambridge to the year 2041 (IBI Group 2019). The plan responds to the City of Cambridge’s vision and goals by prioritizing a transportation system which supports all travel modes, including walking, cycling, transit, and automobiles, and seeks to reduce dependency on single occupant vehicle trips.

Section 3.3 describes development within the Built-Up Area and highlights areas in Cambridge where the most population and employment growth are forecast between 2016 and 2031, and states that Downtown Cambridge will accommodate growth through infill development. As such, the plan identifies the need for transit to support the new development, and should the area be appropriately serviced by transit, more walking and cycling trips will be generated.

Section 5.4 contains discussion related to Public Transit, specifically encouraging the City of Cambridge to employ transit-supportive design policies and guidelines to improve access to transit in the City, encourage transit ridership, and also improve the pedestrian experience in key transit areas and nodes. The Plan reviews current Official Plan policies related to transit-oriented developed and design around Major Transit Station Areas (M.T.S.A.s), which include:

- Ensuring that urban forms are compact and walkable, featuring a mix of medium- to high-density uses;
- Ensuring that active transportation use is encouraged by providing safe spaces for cyclists and pedestrians, such as protected bike lanes and sidewalks; and,



- Enabling M.T.S.A.s to serve as gathering points for people, enhancing the identity of the neighbourhoods or areas in which they are located.

The plan responds to current trends and observations within the City of Cambridge and identifies transit improvement opportunities. While there is little direct discussion of heritage conservation within the context of the transportation master planning framework, the document does emphasize growing transit and active transportation networks, which is supported by compact and walkable urban forms that feature medium- to high-density uses. As such, given the locations of the rapid transit corridor and M.T.S.A.s, the existing heritage fabric in the H.C.D. Study Area, and its compact form and walkable streets has the potential to support these types of initiatives.

3.0 Guidelines

3.1 Standards and Guidelines on Conservation of Historic Places in Canada

Canada's Historic Place's Standards and Guidelines for the Conservation of Historic Places in Canada (Standards and Guidelines) address heritage districts as a type of cultural landscape. The Standards and Guidelines defines cultural landscapes as "any geographical area that has been modified, influenced, or given special cultural meaning by people" and identifies the following categories of cultural landscapes: 1) designed cultural landscapes; 2) organically evolved landscapes, including both relict and continuing landscapes; and 3) associative landscapes (Parks Canada 2010). The Standards and Guidelines provide a conservation decision-making process, definitions of conservation and related treatments, and Standards for conservation. Section 4.1 of Standards and Guidelines outlines guidelines for conserving cultural landscapes, including heritage districts, and includes guidelines relating to evidence of land use, evidence of traditional practices, land patterns, spatial organization, visual relationships, circulation, ecological features, vegetation, landforms, water features and built features.

3.2 Ontario Heritage Toolkit

The Ministry of Heritage, Sport, Tourism and Culture Industries (M.H.S.T.C.I.) developed the Ontario Heritage Tool Kit to assist municipalities, professionals, organizations, and property owners with understanding the heritage conservation process in Ontario (Ministry of Culture 2006b). A specific document was developed as part of this toolkit to address H.C.D.s. Key aspects of this guide relevant to the current study include the following: the process of district designation; changes to Part V of the O.H.A. that were enacted in 2005; advice for practitioners and municipalities regarding approaches, methods, and definitions to use when completing a district study; and key aspects of district management once the by-law has been passed and comes into force.

3.3 Applicable Urban Design Guidelines

City of Cambridge Urban Design Guidelines applicable to the Galt Core H.C.D. Study Area include the Downtown Urban Design Guidelines and the Main Street Urban Design Guidelines, both developed by Brook McIlroy in 2013 (Brook McIlroy and Phillip H. Carter 2013; Brook McIlroy and Philip H. Carter 2013). The map below identifies the boundary areas of each of the guidelines in relation to the Galt Core H.C.D. Study Area boundary (Figure 7). Many similarities are found between the documents, as described in subsequent sections, and the guidelines are valuable tools for informing how infill, intensification, and heritage might interact.

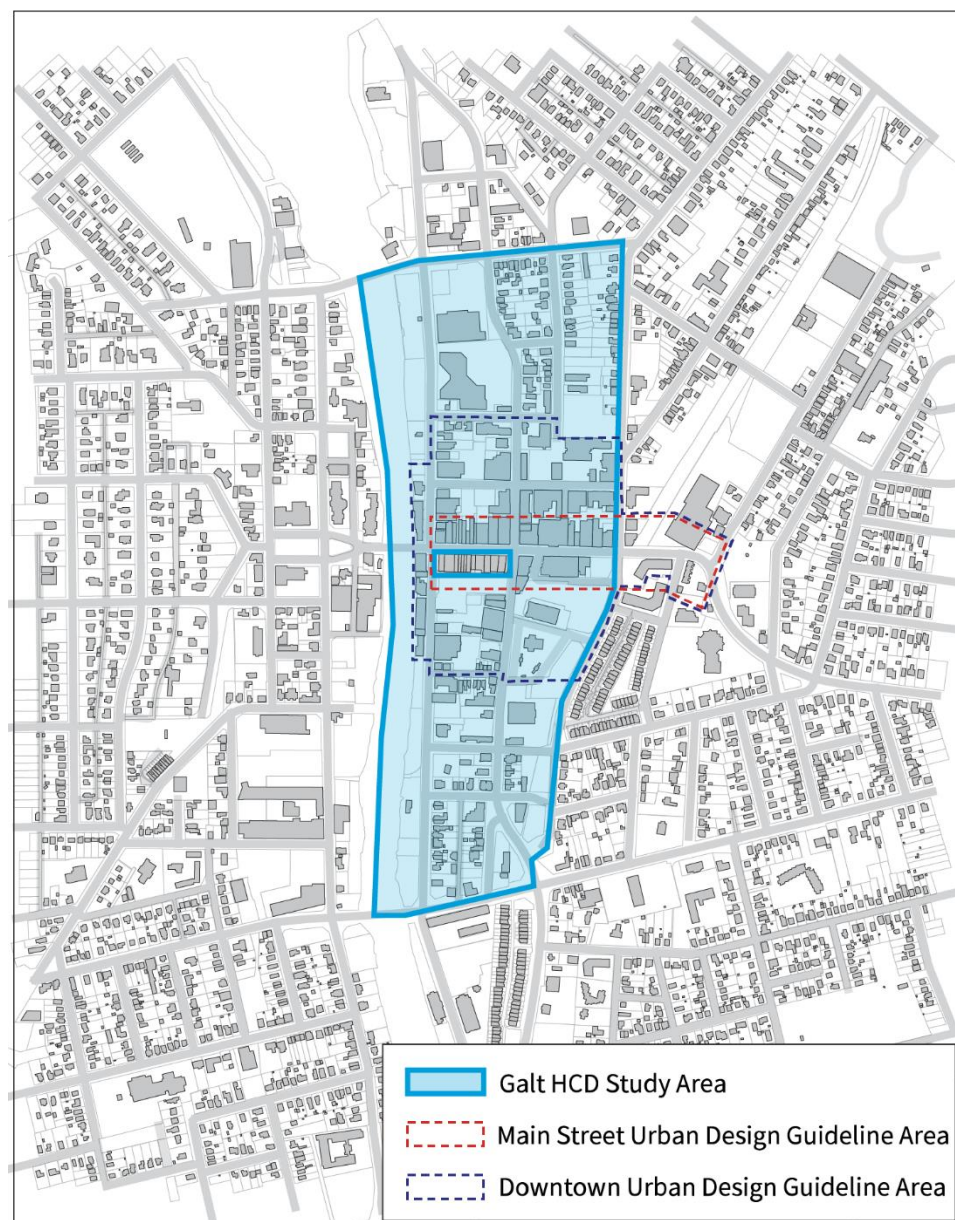


Figure 7: Applicable Urban Design Guidelines in relation to the Galt Core H.C.D. Study Area boundary, indicated in blue.

In 2013, the City of Cambridge engaged Brook McIlroy to prepare Urban Design Guidelines for Downtown Galt, which provide direction related to heritage buildings, infill, streetscape, and signage. The purpose of these guidelines is to present recommendations for renovation and infill in consideration of the downtown's existing heritage context (Brook McIlroy and Philip H. Carter 2013). Additionally, the document is intended to "ensure that the overall historic character of the Downtown [is] maintained and enhanced through future redevelopment" (Brook McIlroy and Philip H. Carter 2013:3).

The Guidelines identify land uses located within the Study Area (Figure 8). Within the portion that forms part of the Galt Core H.C.D. Study Area, the land uses are mostly mixed-use with some commercial uses located along Main Street.



Figure 8: Land Use Map within the Downtown Cambridge Urban Design Guideline area.

Section 3.0 contains the Urban Design Guidelines for Downtown Galt. Section 3.1 relates to Downtown Heritage and recommends consideration of expanding the existing Main Street H.C.D. to include lands to the north, and further along Main Street. Section 3.2 presents guidelines for Heritage Character Buildings, while the remainder of this chapter presents guidelines for new buildings and infill, and guidelines for new and existing signage, as well as pedestrian areas, parking, and streetscape elements. Appendix A presents these guidelines in further detail.

In 2013, the City of Cambridge engaged Brook McIlroy (with sub-consultants) to prepare Urban Design Guidelines for Main Street, located in Downtown Galt. The study is comprised of two components: Urban Design Guidelines, and a Streetscape Plan. The document provides direction related to heritage buildings, infill, streetscape, and signage. Key objectives addressed by the guidelines include:

- preserving existing heritage character and supporting a vibrant mixed-use condition along Main Street;
- supporting the redevelopment of rear building façades with a positive urban environment; and,

- creating a more cohesive public realm through the development of a streetscape master plan.

The applicable Study Area was divided into 3 distinct blocks (Figure 9). Block 1 (from the Grand River to Ainslie Street) is characterized by the oldest buildings, with almost all buildings being described as ‘Historic’. In this block the south side of Main Street is a designated as a H.C.D. Block 2 (from Ainslie Street to Wellington Street) generally contains a continuous streetwall with a mix of building types, and Block 3 (from Wellington Street to Shade Street) generally contains more modern buildings with space between them and a less consistent streetwall pattern. These areas are shown to contain a series of east-west views between the Main Street and Shade Street intersection and the Main Street crossing over the Grand River (Figure 10). Appendix A provides further detail regarding guidelines recommended as part of this work, developed to support ongoing conservation objectives in the downtown while planning for change.



Figure 9: Block Areas as described in the Main Street Urban Design Guidelines.

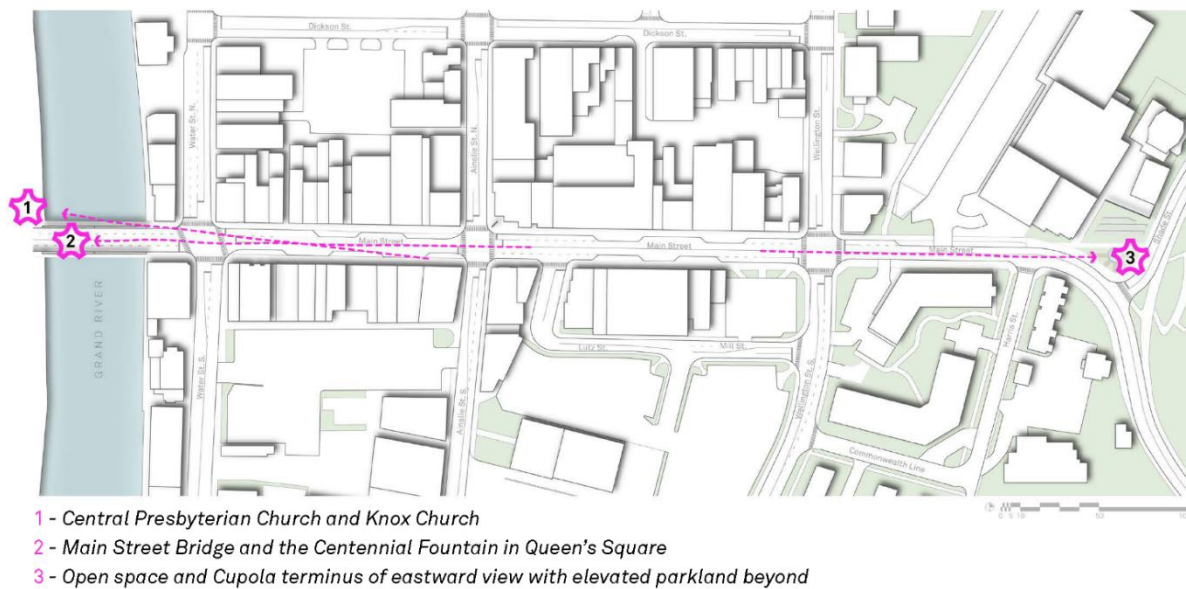


Figure 10: Views along Main Street within the Urban Design Guideline area.

Generally, the Main Street Design Guidelines and the Downtown Design Guidelines are highly complementary and have many similarities, however the Downtown Guidelines contain more information related to specific building types. In summary, new building heights within the Main Street Urban Design Guideline area are limited to five storeys, with step backs of 3 metres to be incorporated above the 4th-storey from the front lot line. Additions atop heritage buildings should be no more than two storeys, to a maximum height of five storeys, with step backs on upper storeys incorporated. Setbacks from lot lines should match the adjacent context, and where no context exists, follow the setbacks prescribed in the guidelines.

4.0 Concurrent Planning Studies

Several related land-use planning studies that will impact change and growth in the downtown area are currently in progress and include the following:

- **Growth and Intensification Study (In progress):** In 2015, the City of Cambridge initiated the Growth and Intensification Study to inform new Secondary Plans for the City's main intensification areas. The study, conducted by Dillon Consulting, examines the Galt City Centre as a Secondary Plan area. The Galt City Centre encompasses a 159-hectare area and is both an U.G.C. and Community Core area within the City of Cambridge (Figure 11) and includes two M.T.S.A.s.
- **Building Height Guidelines Study (In progress):** Building Height Guidelines Study for the Galt Core Area in Cambridge by The Planning Partnership (T.P.P.) is currently ongoing which will result in Zoning By-law and Official Plan amendments to implement the approved heights. The purpose of the study is to review the current building height limits within the Galt core area Study Area (Figure 12), which includes the majority of the Galt Core H.C.D. Study Area boundary, as well as the City's Urban Growth Area and Main Street H.C.D. The guidelines will provide direction for

height limits and related elements including, but not limited to: building form, compatibility, massing, step backs, significant views, and shadow impacts.

- Zoning By-law Review (In progress): A review of the City of Cambridge Zoning By-law is currently ongoing.

As these studies progress and if and when it is determined that an H.C.D. Plan will be developed for the Galt Core area, a coordinated approach will be required to ensure that recommendations from all studies are complimentary and harmonized to best support the City's growth and density targets as well as the conservation objectives for the downtown area.

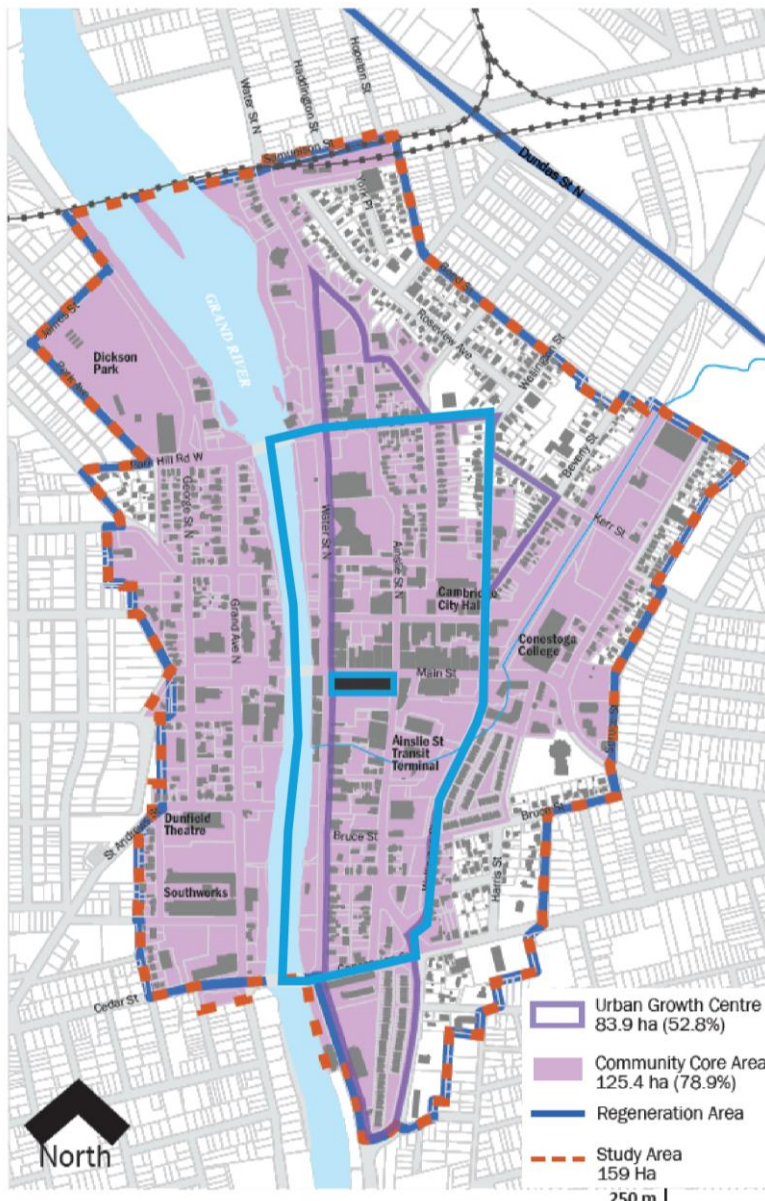


Figure 11: Growth and Intensification Study Area boundary, with Galt Core H.C.D. Study Area boundary indicated in blue.

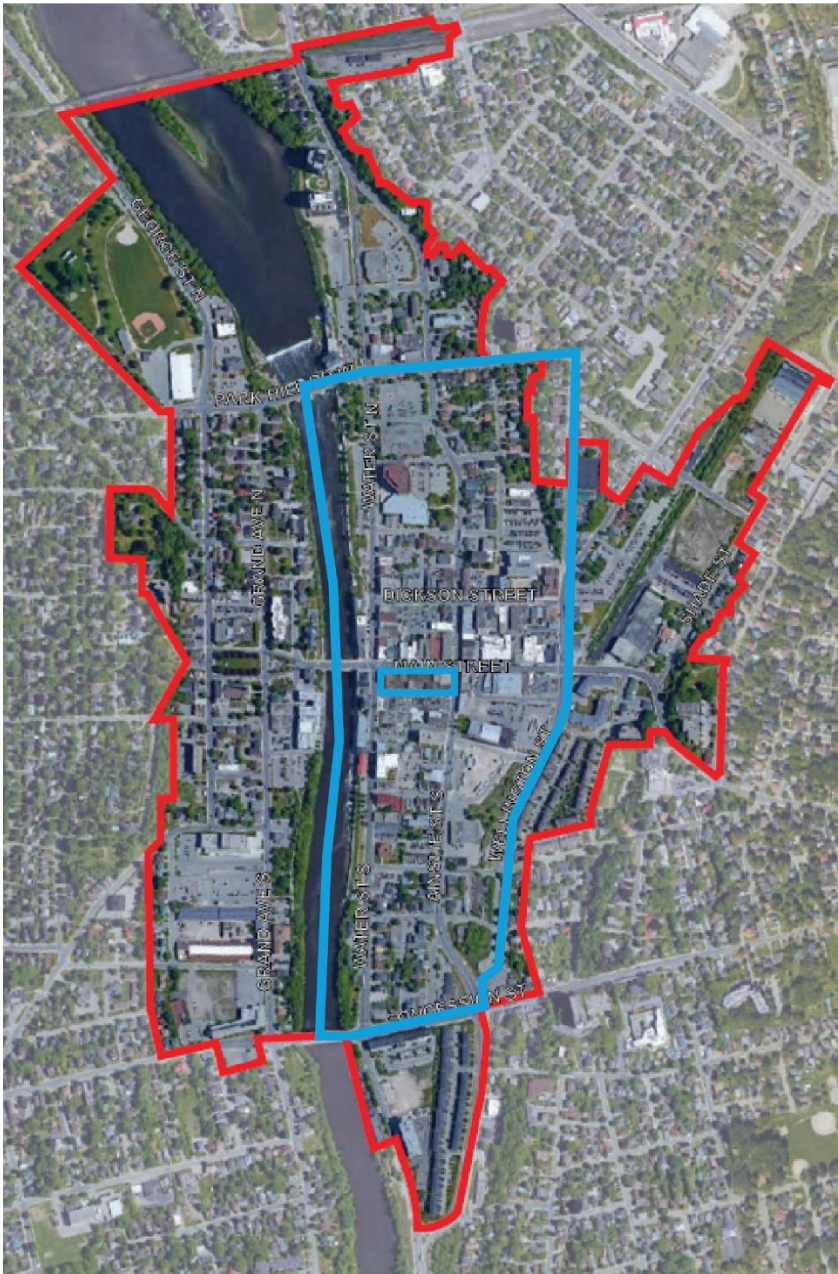


Figure 12: Building Height Guidelines Study Area indicated in red, with the Galt Core H.C.D. Study Area indicated in blue.

5.0 Summary and Conclusions

5.1 Summary

The City of Cambridge recognizes the many cultural heritage resources located throughout the municipality, and that there is a particularly rich collection within the Downtown Core and that these assets combine together to create a unique and special place in this area. Regional and Municipal Official Plan policies provide direct and strong guidance for conserving cultural heritage resources in Galt Core. Related by-laws and supporting policy and planning documents (i.e., the Main Street H.C.D. Plan, Downtown and Main Street Urban Design Guidelines, and the City of Cambridge Heritage Master Plan) further address how these heritage assets might be conserved, revitalized, rehabilitated, or adaptively reused.

As described within Regional and Municipal Official Plans and existing municipal plans and guideline documents, there is a high frequency of cultural heritage resources in Downtown Cambridge, particularly along Main Street and Water Street, with many clusters of heritage buildings, streetscapes, views, and landmark sites within several blocks from this core. These features are frequently identified in various planning documents as important assets in the downtown. Additionally, the downtown area already contains two H.C.D.s and various documents such as the Heritage Master Plan and the Downtown Urban Design Guidelines have identified that the downtown's heritage fabric and assets, and which provide a distinct sense of place, either exceed or are not sufficiently captured within these two H.C.D.s. In progress concurrent planning studies also pay special attention to identifying heritage assets, views, landmarks, and important public spaces within their respective study areas.

The following sections present a synthesis of the various documents discussed in this chapter to present key themes. Information has been distilled to address: (1) Opportunities and Strengths; and (2) Challenges, Constraints, and Uncertainties. This analysis has been prepared to inform: technical heritage work relating to inventory of known and potential cultural heritage resources in the H.C.D. Study Area; consideration and application of heritage evaluation criteria; delineation of a potential H.C.D. boundary; identification of existing tools that will assist in supporting implementation of an H.C.D. in downtown Galt; and identification of any proposed changes that are recommended to the City's Official Plan and municipal by-laws. Excerpts of an earlier draft of this chapter were also shared with teams working on the concurrent planning studies for the purposes of sharing information and to initiate the process of integrating and harmonizing these various related studies that apply to the downtown area of the City of Cambridge.

5.2 Opportunities and Strengths

A Strong Policy Framework for Conserving Downtown Galt as a Unique Heritage Place

The land-use planning policy framework for the Galt Core H.C.D. Study Area emphasizes that downtown Galt's heritage fabric and significant built heritage resource and cultural heritage landscapes should be leveraged, celebrated, conserved, and respected as part of its urban growth strategy, and particularly its



emphasis on transit-oriented development. This framework is consistent at the regional and municipal levels and with the 2020 Provincial Policy Statement (P.P.S.). The following highlights key policy directions distilled from regional and municipal planning documents.

- **The Region of Waterloo Official Plan identifies “liveability” as a central concept underpinning its policies and growth strategy, recognizing that heritage resources are an essential component of liveable communities:**
 - “Liveable communities also have a distinct sense of place and character with which people closely identify, and which sets them apart from other communities. This Plan recognizes that “place matters”. Much of Waterloo Region’s distinctive character is associated with its various cultural heritage elements: the Grand River, which has been nationally recognized as a Canadian Heritage River for its outstanding natural, cultural, and recreational values; the diverse range of cities, towns, villages, and hamlets; and the gently rolling countryside. Ensuring liveability in Waterloo Region means planning to retain and/or create the types of distinct local communities that will provide people with choices about where they live, work and play.” (Chapter 1, p. 3)
 - Chapter 2 of the Region’s Official Plan reinforces this framework, establishing that Urban Growth Centres (U.G.C.s) will be focused on Transit Oriented Development that is appropriately planned and developed to, in part, “conserve cultural heritage resources and support the adaptive reuse of historic buildings... [and] respect the scale, physical character and context of established neighbourhoods in areas where reurbanization is planned to occur” (Chapter 2, Policies 2.D.1 (d) and (e))
- **The Region of Waterloo Community Improvement Plan reiterates that transit-oriented development benefits from intensification and that such development should be appropriately managed and planned to conserve heritage and through an approach of strategically directing and planning growth to appropriate locations and encouraging adaptive reuse (Objective 2(c), p. 6).**
 - This Plan recognizes that the following characteristics should be carefully considered and addressed as part of redevelopment initiatives: significant cultural heritage landscapes, sites designated, or with the potential to be designated, under the Ontario Heritage Act. (O.H.A.) (p.8)
- **The City of Cambridge Official Plan reinforces policy directions presented in the Regional Official Plan, emphasizing that intensification will be directed within the built-up area and is encouraged in U.G.C.s and M.T.S.A.s while leveraging and sensitively treating, and conserving significant cultural heritage resources:**
 - “Development within the Urban Growth Centre will be sensitive to its context, particularly along the riverfront, preserve heritage character and provide an appropriate transition in height and massing from adjacent buildings” (Policy 2.6.2.4).
- **The City of Cambridge Official Plan characterizes the types of qualities in the Galt City Centre Community Core that are known or potential cultural heritage resources and which should be appropriately managed as part of intensification:**
 - This section of the Official Plan emphasizes that planning in Community Core Areas should address: “their historical role as traditional community focal points... conservation

and preservation of cultural heritage resources... integration of the Grand River and its tributaries as a multi-purpose resource, recognizing its designation as a Canadian Heritage River... opportunities for cultural events, recreation, and specialty shopping and dining, in support of tourism and other functions” (Policy 2.6.3.2 (a), (f), (g), (h))

- The City recognizes that Community Core Areas offer important “open space and cultural uses and activities” and “cultural heritage resources” (Policy 2.6.3.3 (a), (c))
- Development in Community Core Area is to “reflect the character of the area and the concept of complete communities” and “benefit from the preservation of historic building, including their adaptive reuse... and benefit from appropriate active and passive use of the natural environment, including the Grand and Speed Rivers... tourist-oriented areas...integrated trail systems, cultural events, scenic features, and water access along the Grand and Speed Rivers... locations where residents can access local food through farmers’ markets” (Policy 2.6.3.3 (c), (d), (e), (f), (h))
- All of these features are recognized as extant in Galt City Centre, as well as the Civic Square (Policy 2.6.3.4 (c))
- The Official Plan includes the required policies (Policy 4.7.2 to 4.7.10) under section 41(1) of the O.H.A. to designate a H.C.D.
- **The City of Cambridge’s existing zoning by-law, although currently under review and proposed for amendment, implements this policy framework to a certain extent through the regulation of building height provisions as a key tool for maintaining or protecting the existing built form in the Galt H.C.D. Study Area. Requirements for setbacks, maximum lot coverage, minimum lot frontage and minimum lot area are currently not required in this area.**
 - Section 2.1.9.2 contains provisions related to the permitted Maximum Building Heights of any new building or structure in Galt City Centre, described on Map Z7 (Figure 6). The heights, ranging between 15 metres to 28 metres, are exclusive of any mechanical, electrical or elevator equipment on the roof or any chimney stack.
- **The Downtown Urban Design Guideline and Main Street Urban Design Guidelines recognize that the downtown core is strongly defined by a unique concentration of heritage resources and appropriate management of these resources presents a key opportunity as the area continues to redevelop and intensify. The Downtown Urban Design Guidelines recognize that while the Main Street H.C.D. was enacted in the 1980s, its boundaries do not fully capture or reflect the extent of heritage fabric that may require a coordinated approach as new buildings and infill are introduced in the downtown.**
- **Various planning documents identify and acknowledge that the downtown is strongly defined by its heritage assets, particularly the area’s rich collection of civic, institutional, industrial, and religious buildings and how the river and the connections between the east and west sides provide the area with a highly scenic and aesthetically pleasing character, all of which support the area’s sense of place, tourism potential, capacity for economic investment, and recreational amenity. These plans recognize these assets as important features to celebrate,**

protect and build on as the downtown continues to grow and intensify (i.e., Heritage Master Plan, Strategic Plan, Farmers' Market Conservation Plan, Cycling Master Plan).

Conservation and Core Area Incentives

Incentives programs can allow for conservation to be a collaborative process between municipalities and property owners ensuring the long-term stewardship of significant places. Incentive programs can include a range of mechanisms including grants, tax relief and exemptions in the development process. Overall, the City of Cambridge has established various types of financial incentives to support conservation and other objectives (Designated Heritage Property Grant Program and City of Cambridge Development Charge Exemptions). The downtown in particular has established financial incentives to support property owners in conservation efforts and development in the Core Area.

The City of Cambridge has Core Area Incentives for the Core Area to encourage and support property owners. There are six programs offered⁴:

- Design Guide Program: helps offset the cost of hiring professional services to develop architectural-type designs and drawings for improvements, renovations, or restoration of the outside of buildings. This is offered once for a property and may be applied to other design fees such as signage or landscaping if façade work is not required.
- Building Revitalization Program Loan: provides financial help, in the form of a Loan and a Grant, to complete the physical improvements needed to preserve and enhance the buildings and streetscapes of the Core Areas.
- Building Revitalization Program Grant: can be applied alone or be used to reduce the Loan amount to be repaid to the City.
- Contaminated Sites Grant Program: offered to property owners (or their authorized agents) to help cover the costs of doing environmental clean-up in the Core Areas.
- Application Fee Exemptions: All properties located in the Core Areas are entitled to Application Fee Exemptions for: Building Permits; Sign Permits and Swimming Pool Permits; as well as Development Applications (Severance; Minor Variance; Site Plan; Official Plan Amendment; Zoning By-law Amendment; Preconsultation; Plan of Subdivision; Plan of Condominium; Condominium Conversion; Part Lot Control). When a Core Areas property requests any of these permits, they automatically receive an exemption from paying the Application Fees.
- Development Charge Exemptions: All properties located in one of the three Core Areas are entitled to Development Charge Exemptions. Development Charges are fees which may be collected to help offset primarily capital costs incurred when providing the necessary infrastructure to serve projects. These may include Core Areas new development,

⁴ Under the new Community Improvement Program there are 5 proposed programs: Commercial Property Improvement Grant Program; Commercial Building Restoration, Renovation and Improvement Grant Program; Mixed Use Conversion and Restoration Grant Program; Core Areas Waiver of Application Fees; and Tax Increase-based Equivalent Grant Program. These program have not been approved at the time of this report but may be considered in a future H.C.D. Plan.

redevelopment, renovations and/or additions to existing properties. When a Building Permit is dealt with for a Core Area property, the Development Charge Exemption is applied automatically.

5.3 Challenges and Constraints

Gross Density Targets

Gross density targets of 150 residents and jobs per hectare in the Cambridge Downtown Core area and 160 residents and jobs per hectare in the two Major Transit Station Areas (M.T.S.A.s) may pose a challenge when considering how best to conserve the high concentration of heritage resources in Downtown Galt. Additional constraints may present challenges in accommodating new growth and intensification to meet gross density targets, including:

- The conservation of views to and from landmarks, gateways, and public spaces;
- Redevelopment of brownfield sites; and,
- Barriers related to natural features, including the floodplain of the Grand River and bedrock beneath the Galt Core area, present constraints, and additional expenses in constructing new underground structures, including parking structures.

The existing built form in downtown Galt is characterized by buildings that are 2 to 4 storeys in height. In the future, mid-rise (5 to 8 storeys) and high-rise (9+ storeys) buildings are being considered within the H.C.D. Study Area with higher heights surrounding the study area. The concurrent planning studies have begun to establish that height should be: transitioned away from the historical core centred around Main Street; without set limits; and that tall buildings should be concentrated along Water Street. Additionally, introduction of intensified built forms may present challenges for conserving: views; currently vacant lots that serve community or congregation functions; and the character of the historical downtown core. These challenges are not insurmountable, nor do they present an inherent conflict between conservation objectives and planned intensification in the downtown core centred around the Light Rail Transit (L.R.T.). Rather, these two objectives will require harmonization and coordination. Additionally, where intensification sites are recommended in the concurrent planning studies, the prospective Plan stage for the prospective H.C.D. should address these specific sites or areas to provide guidance relating to massing transitions and appropriate heights and/or height ranges. Finally, within a prospective H.C.D. Plan in the downtown core, it may be appropriate to establish site or block specific approaches to height where matters of street wall ratios should be conserved and where infill is proposed adjacent to properties of heritage value.

Light Rail Transit Route and Station Areas

As described by Figure 3 of this document, there is a planned L.R.T. route proposed through the Galt Core H.C.D. Study Area. The endorsed Stage 2 L.R.T. route may present barriers and challenges related to urban design and heritage. While the endorsed route is located at the southern and eastern edges of the H.C.D. area, it will encourage intensified development patterns that may present challenges for conserving cultural heritage resources and maintaining a low-rise building height character in the H.C.D. Study Area and as currently prescribed through the in-force zoning by-law.



Floodplain Area

The City of Cambridge's Official Plan and Zoning By-law identifies the floodplain special policy area, which encompasses nearly half of the western portion of the Galt Core H.C.D. Study Area. This floodplain may pose a significant threat to existing cultural heritage resources, and discourage property owners from revitalizing, conserving, and adaptively reusing heritage resources in the floodplain. Further, as new development is restricted within the floodplain, this area poses a further challenge for intensification and revitalization of underutilized sites within the floodplain.

Applicable By-law Constraints

City of Cambridge By-laws, specifically the Signage (03-191), Property Standards (181-04), and Development Charges (19-094) By-laws may require revisions to ensure compatibility with the Galt Core H.C.D. Study objectives. For instance, the Signage By-law contains provisions related to the types of signs permitted within H.C.D.s, however the by-law excludes permissions for signage types which may contribute to or compliment the existing character of the Galt Core area. More specifically, projecting signs are not a permitted signage type in a H.C.D. area, however archival photos show projecting signage along Main Street. Considering the high concentration of commercial and institutional uses in the H.C.D. Study Area, permitting this may contribute to the character of the Galt Core.

The Property Standards By-law contains provisions relating to the general standards of maintenance and occupancy of a property in the City of Cambridge, however, does not provide specific provisions related to the maintenance and repair of cultural heritage resources or H.C.D. areas. Introducing additional property standards related to cultural heritage resources and H.C.D. areas may be a valuable tool in specifically protecting heritage resources from deterioration and neglect.

The Development Charges By-law contains provisions related to imposing development charges on lands located in the City of Cambridge, where an increased servicing need arises from development of land within the City. Providing an exception on lands where a cultural heritage resource is conserved is a strong tool to promote heritage conservation, however the by-law already provides development charge exemptions for all lands and new developments within the Galt Core area. It is understood that this by-law was instated to encourage development in the Galt Core area. Considering the planned L.R.T. route and building heights and densities which generally locate near rapid transit; however, development charge exemptions may no longer be necessary to encourage development in the Galt Core Area. The City may consider the alternative of imposing development charges on sites which do not contain cultural heritage resources or do not propose to conserve these resources while continuing to exempt sites which conserve cultural heritage resources. It should be noted that it is the direction of City Council that at least 3 years notice is required to be provided to landowners and the public prior to considering any changes to the core area Development Charge exemptions.

Finally, the existing zoning by-law, which is currently under review, will require further review should a H.C.D. Plan be implemented, for purposes of addressing setbacks, lot coverage, lot frontage, and lot area provisions that would be appropriate as part of conserving the H.C.D. and managing change in the downtown.



Incentives

Exploring a range of incentives may be appropriate for consideration in the City of Cambridge. Particularly in the context of conserving heritage resources in the downtown U.G.C., it will be important to allow flexibility to permit increases in allowable height and/or density in exchange for securing conservation commitments and/or incentivizing conservation, which could include relaxation of certain requirements, such as parking requirements for example. As such, it is important to streamline and ensure that the in-progress planning studies for the Galt Core Area (Section 4.0) speak to and implement a consistent vision prior to their implementation. Further, additional review of the new Zoning By-law may be required to ensure the vision is implemented. This consistency would allow for a streamlined planning application process, which would be in itself a significant incentive to encourage development of any sort, and particularly in a manner that supports the objectives of a prospective H.C.D. Plan.

Similarly, the future exploration of monetary and any financial incentives through appropriate tools, such as programs implemented under Community Improvement Plans and other financial incentives, could be explored during the H.C.D. Plan process. For instance, the City of Cambridge does not currently have property tax rebate incentives established. Such a program could support conservation objectives by providing rebates on taxes paid related to eligible maintenance and conservation costs and with established maximum annual rebate amounts.



Part B: Public Engagement

Community engagement is integral to the success of a Heritage Conservation District (H.C.D.) Study. People who live and work in the area can express and communicate the value of the area and are often best able to identify important landmarks, boundary markers and defining characteristics (Ministry of Culture 2006b). Consultation also allows for members of the community to express goals and objectives of the prospective conservation district. The study's engagement program encouraged active discussions with community members and property owners and provided opportunities to participate in the process and provide comments and feedback. A range of consultation and engagement sessions have been held throughout the study and are summarized below. Meeting summaries from each of the sessions are included in Appendix B: Consultant Public Engagement Meeting Records and Appendix C: City of Cambridge Public Engagement Meeting Records.

6.0 Public Meetings and Correspondence

Two public information centres (P.I.C.) were held virtually, hosted by the City of Cambridge, and led by the consultant team. The City also hosted two virtual sessions for property owners where the consultant team facilitated a discussion about an H.C.D. in the Galt Core. To further connect with the public during the study, the City's Project Manager hosted informal information sessions to share updates on the study and solicit additional information from attendees.

6.1 Public Information Centre #1

The first P.I.C. was held virtually on the City's Webex Virtual Meetings platform on February 8, 2021. The session was open to all business owners, property owners, residents, agencies, developers, and any other interested parties. All property owners within the study area were notified of the P.I.C. by mail and invited to participate. Key stakeholders, and all those who participated in previous public consultation regarding a Galt Core H.C.D. Study in 2018 were notified by mail where a mailing address was available, and by e-mail where an e-mail address had been provided. The session was also advertised on the City's project webpage and in a newspaper having general circulation within the Municipality (The Cambridge Times). Participants included residents and property owners within the Study Area, as well as residents and interested parties from other areas of the City and outside of



Cambridge. The public session had a dual purpose: The first component of the session focused on providing the public with an understanding of how an H.C.D. operates in practice through the application of District guidelines and a permitting system. The second component of the session was held as smaller breakout groups facilitated by a consultant team member and a City Staff member. The discussion focused on: gaining insight about the community's character by identifying special places; buildings and streetscape which do not reflect Galt's character, charm, and sense of place; and opportunities to strengthen Galt's heritage character. Then the groups examined the Study Area boundary to define the places that tell the story of Galt's past and give it a unique character and the places that are essential to manage appropriately into the future and as the community changes through intensification.

Participants noted the following "special places" within and adjacent to the Study Area:

Areas and Open Spaces

- Mill Race Park and Amphitheatre
- The Grand River – this is a heritage designated River; a participant noted everything on the river should be protected. Area south of the Park Hill bridge.
- Waterfront between all three bridges
- The complex/area/square defined by the Idea Exchange/Old Post Office, rears of buildings fronting on Main between Water and Highway 24
- Queen Square buildings and churches
- Main Street buildings; Stone buildings on north side of Main Street
- The rear side of Main Street [Imperial Lane] and working-class side of things, including the views and vistas
- South of Main fronting on Water St. S. and backing on the river
- Ainslie Street buildings from Dickson to the Armory
- Warnock Street worker's houses.
- Centennial Park because it frames the east side of Main Street. Was "High View Park."
- Everything within several hundred feet of Water and Main and Ainslie and Main are important.

- The general 'low-rise' built form
- Wellington Street
- Cottages along Water Street
- Pockets along Cambridge Street, including the former town hall, stone and brick mix along Cambridge Street

Buildings

- A house on Water Street – was previously a hair salon and synagogue
- Bank of Commerce (Southeast corner Main and Water)
- Black Badger
- Branch 121
- Carnegie Library
- Churches
- Historic City Hall Clock Tower
- Old Galt Library
- Old Post Office
- School of Architecture
- Scott Building on Water St. S.
- Stone and brick buildings
- Stone Cottage on Water St. S., backing onto the river
- The Armoury Building
- The building at the corner of Main and Water (northeast corner)
- The Eatery and Art Gallery
- The Farmers' Market



- Wesley United Church
- Thyssen block representing the 1960s evolution of Galt, an example of “filling in” during post-war periods, emblematic of how Galt can grow while accommodating change

Views

- Mainstreet viewshed
- Views along the Grand River

Participants noted the following buildings, streetscapes and characteristics which do not reflect Galt’s character, charm, and sense of place with discussion within and adjacent to the Study Area:

- The Giant Tiger, specifically the signage which detracts from the character
- Development across from the Giant Tiger representative as out of context or unsympathetic
- Scotiabank at northwest corner of Main and Ainslie
- Subway restaurant
- Shoppers Drug Mart sign and entrance to Galt Core
- Food Basics grocery store
- BMO building on north side of Main Street between Water and Ainslie
- Bus terminal, problematic beside small cottages.
- Vacant spots on river
- BF Goodrich
- Areas behind bus terminal
- Cambridge Place
- 151 Main Street

Participants then discussed the following opportunities to enhance the character of the Study Area:

- Parking lot between L.A. Franks
- Levee brought out flat to the street, could have field on top like Quebec City with parking underneath. It would be non-intrusive.
- Galt Amphitheatre and properties along there. Water access is important. It is protected already but needs to be strengthened.
- The most important thing is the views. The church steeples are really important. There should be opportunities for them to access funds.
- The water is important, including the views and vistas. West Galt is sitting in a little bowl is very important for views and vistas.
- Could do something like downtown Guelph where nothing obstructs the view of Church of our lady. Nothing should obstruct a steeple.
- Areas for potential include Dickson Bowl, next to Armoury
- Cambridge Place could be interesting. Complements the idea of underground parking with greenspace. We want to encourage people to want to be there.



In one breakout group, community members drew boundaries which expanded the Study Area boundary to include Grand Avenue or George Street west of the Grand River. The second breakout group did not complete the boundary discussion, but it was noted that the dam north of the Park Hill Road Bridge could be included. The third breakout group drew a boundary which expanded the Study Area eastward to include Kerr Street, Shade Street and Cameron Street.

Among conversations that occurred relating to the boundary mapping exercises, participants generally discussed other ideas about character and conservation objectives, including:

- The need for clear vision setting for the growth that is coming and integral to Galt's future.
- Is height and materiality necessarily prescriptive, i.e., no tall buildings and no steel?
- Emphasis on need for consistent, sympathetic, and respectful design principles
- Height prescription is key to heritage conservation in Galt.

6.2 Public Information Centre #2

The second P.I.C. was held virtually on the City's Webex Virtual Meetings platform on June 10, 2021. The session was open to all business owners, property owners, residents, agencies, developers, and any other interested parties. All property owners within the study area, and recommended H.C.D. boundary, were notified of the P.I.C. by mail and invited to participate. Key stakeholders, and all those who participated in previous public consultation regarding a Galt Core H.C.D. Study in 2018 were notified by mail where a mailing address was available, and by e-mail where an e-mail address had been provided. The session was also advertised on the City's project webpage and in a newspaper having general circulation within the Municipality (The Cambridge Times). Participants included residents and property owners within the Study Area, as well as residents and interested parties from other areas of the City and outside of Cambridge. The overall objective of the session was to present the finding of the H.C.D. Study and receive feedback from the community. The session began with a power point presentation by the consultant team addressing the following items:

- Overview of engagement to date, including informal sessions;
- Summary of significant time periods and themes;
- Summary of heritage evaluation results;
- Key excerpts from Statement of Significance; and
- The proposed H.C.D. boundary.

A short question and answer session followed, where the consultant team discussed curated questions based on feedback received to date on the recommended boundary, questions from other sessions, and questions directly posed to the City throughout the process.

Following this, the session format shifted to three breakout rooms to allow attendees more time to participate in a guided discussion. During the breakout sessions, participants provided feedback on the H.C.D. boundary, key heritage values described, potential heritage attributes, and about consolidation of

the Main Street H.C.D. into the proposed Galt Core H.C.D. and about extending the boundary into portions of the Dickson Hill H.C.D.

6.3 Property Owners Sessions

Focused workshop sessions were held via Webex Virtual Meetings with property owner groups on March 10, 2021. Notice was sent to all property owners within the Study Area and within the Main Street H.C.D. area by mail. Owners were invited to participate in one of two focus group workshops. In total, nineteen property owners attended the sessions, representing approximately 8% of the total property owners. The objectives of the meeting were to share information about H.C.D.s, introduce the study to property owners and understand their relationship to the area. To help property owners better understand the implications of an H.C.D. Plan, the City's Project Manager presented on the impacts of an H.C.D. Plan including how it influences development, how the permit process works and potential impacts on property values. The presentation was followed by a discussion between the property owners, the consultant team and City staff. Generally, property owners identified heritage as an asset to the downtown core and support heritage conservation. There was concern expressed about how an H.C.D. would be implemented and enforced and that a prospective Plan would need to balance conservation with a desire to animate and revitalize the downtown through intensification and investment. A desire for a streamlined development process was also identified as a priority and critical for successful implementation.

6.4 Community Update Sessions

City of Cambridge staff held two informal project update sessions for the Galt Core H.C.D. Study on April 14 and April 20, 2021, via Webex Virtual Meetings. Members of the public were requested to indicate interest in attending these future update sessions to the City's project manager at the First Public Information Centre and on the project webpage. Notice was provided by e-mail to a list of interested parties. These sessions were organized to receive public feedback on the area history and thematic historical framework. Ten members of the public attended the meeting on April 14 and eight members of the public attended on April 20. At both sessions, the City's Project Manager presented a summary of the consultant teams initial findings on the history of the area as presented to the City in Technical Memorandum #1. The presentation was followed by discussions about the general area history, targeted questions, identified themes and boundary.

6.5 Direct Correspondence with City's Project Manager

The City's Project Manager was responsible for inviting community members to participate in engagement events. The following table provides the number of letters and emails sent, which events were advertised in the newspaper and the number of attendees (Table 1). The City also contacted the Six Nations at Oshweken, ON and the Mississaugas of the New Credit at Hagersville, ON. These contacts were made by email on December 23, 2020, and January 27, 2021.



Table 1: Correspondence and Attendance Numbers

Event	Letters	E-mails	Newspaper	Attendance
Study Commencement	253	46	No	N/A
PIC 1	253	48	Cambridge Times	23
Property Owner Sessions	229	0	No	8 and 11
Community Updates	0	89	No	10 and 8
PIC 2	295	90	Cambridge Times	25

Through the course of the project, the City Project manager received e-mails and phone calls from approximately 20 community members. The following table provides a summary of the range of these comments (Table 2).

Table 2: Comments Received from Members of the Public

Categories	Description
Highly Supportive	Received several highly supportive messages. The authors question whether the study goes far enough to protect Galt Core's heritage, e.g., questioning the decision not to put in place an interim control by-law. They also wanted to be assured that the heights study was on hold until the HCD project had been completed.
Curious	Community members have messaged asking about what an HCD study is and what it means for their properties. Questions related to how they can research their own properties. They value Galt's heritage, but are unsure of what it would mean for them personally to be designated.
Apprehensive	This category involves property owners who may have plans in place to redevelop properties and are concerned that an HCD would cause difficulties.
Opponents	Received several messages indicating that the authors are not supportive of a heritage conservation district or may be supportive of a district greatly reduced in size. These community members are concerned that an HCD would stifle growth in the downtown core. They are concerned that Galt is already struggling to attract investment and do not want to make it more difficult. They are not interested in the study or its process but would like to be kept informed when contributing and non-contributing properties are identified.

7.0 Municipal Heritage Advisory Committee

A meeting was held with the City of Cambridge Municipal Heritage Advisory Committee on April 15, 2021. Seven members of the Heritage Committee, City Staff, and the consultant team were present. The consultant team gave a presentation on the work completed to date and the emerging analysis from the history and evolution of the Study Area, the built form and landscape survey, and the character analysis. The Heritage Committee provided the consultant team with feedback about the following topics: the boundary of the Study Area as it relates to an understanding of downtown Galt; a secondary source document recommended for review; and managing change within the downtown to balance growth, intensification, density, and conservation. The consultant team also solicited information about the social aspects of Galt Core. The Heritage Committee provided several events and locations within Galt Core however there was also agreement that activity in Galt Core is significantly lacking.

The results of the H.C.D. Study are anticipated to be presented to the Municipal Heritage Advisory Committee ahead of presentation to the City of Cambridge Council for endorsement.

8.0 Online Engagement

Engagement was also conducted through additional online platforms outside of the meetings to allow for a variety of formats. Information was communicated on websites and through social media and traditional advertisements. The public had opportunities to provide comments and feedback through an online survey conducted following the first Public Information Centre and through e-mail and telephone following the second Public Information Centre.

8.1 Project Webpage and Engage Cambridge

A project webpage was created and launched on the City's website and on the Engage Cambridge website at the start of the study. Regular updates were posted on the websites throughout the project to notify the public of the status of the project and any upcoming public meetings.

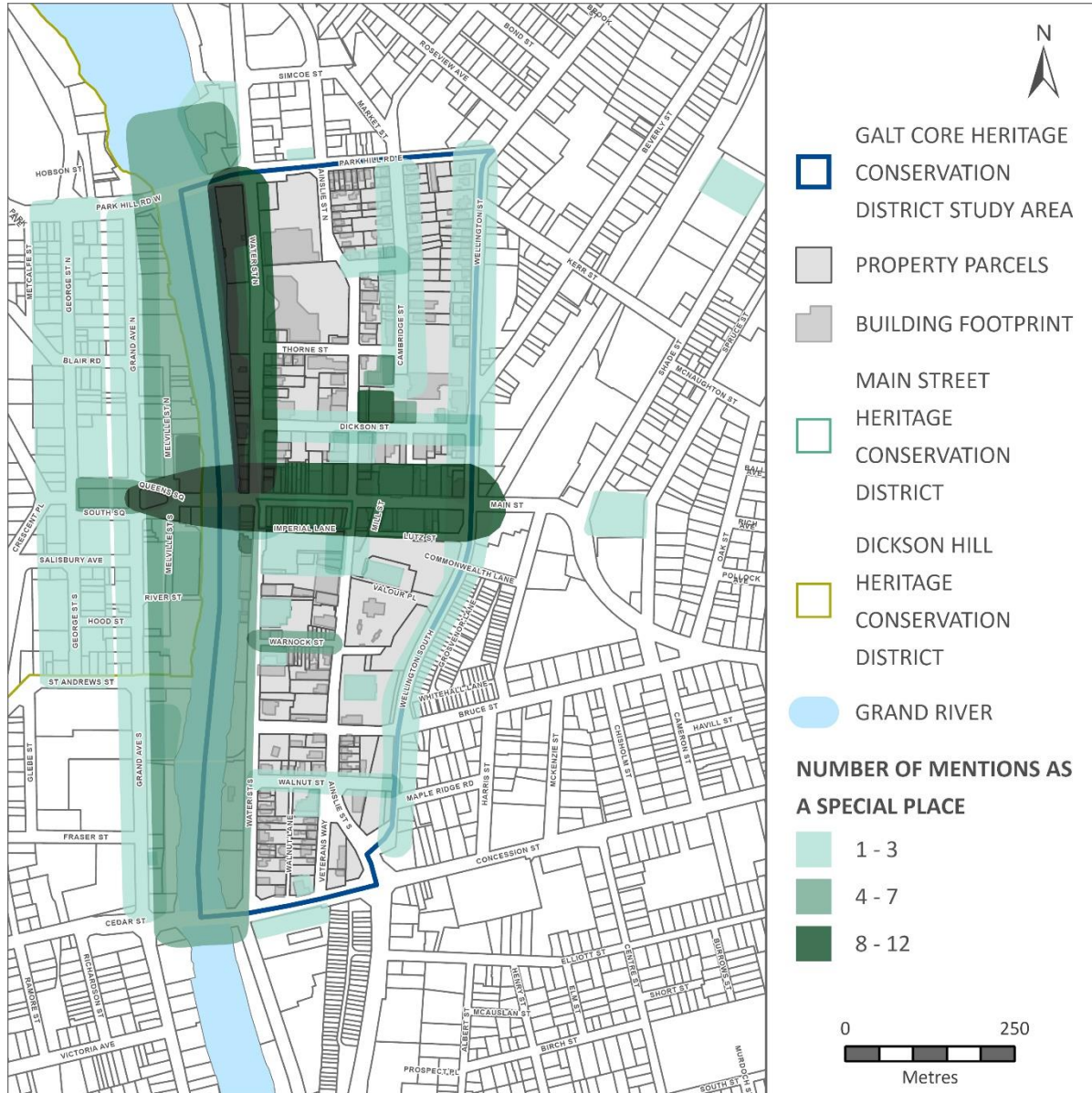
8.2 Survey

An online survey was posted to the Engage Cambridge website for the period following the virtual public information centre held on February 9, 2021 and closed on March 2, 2021. The objective of this survey was to gather additional feedback from participants of the public information centre and those members of the community who were unable to attend. Eighty people visited the site and twenty-three people responded to the survey. The survey questions covered the same topics as Public Information Centre #1 related to the area's character and study area boundary.

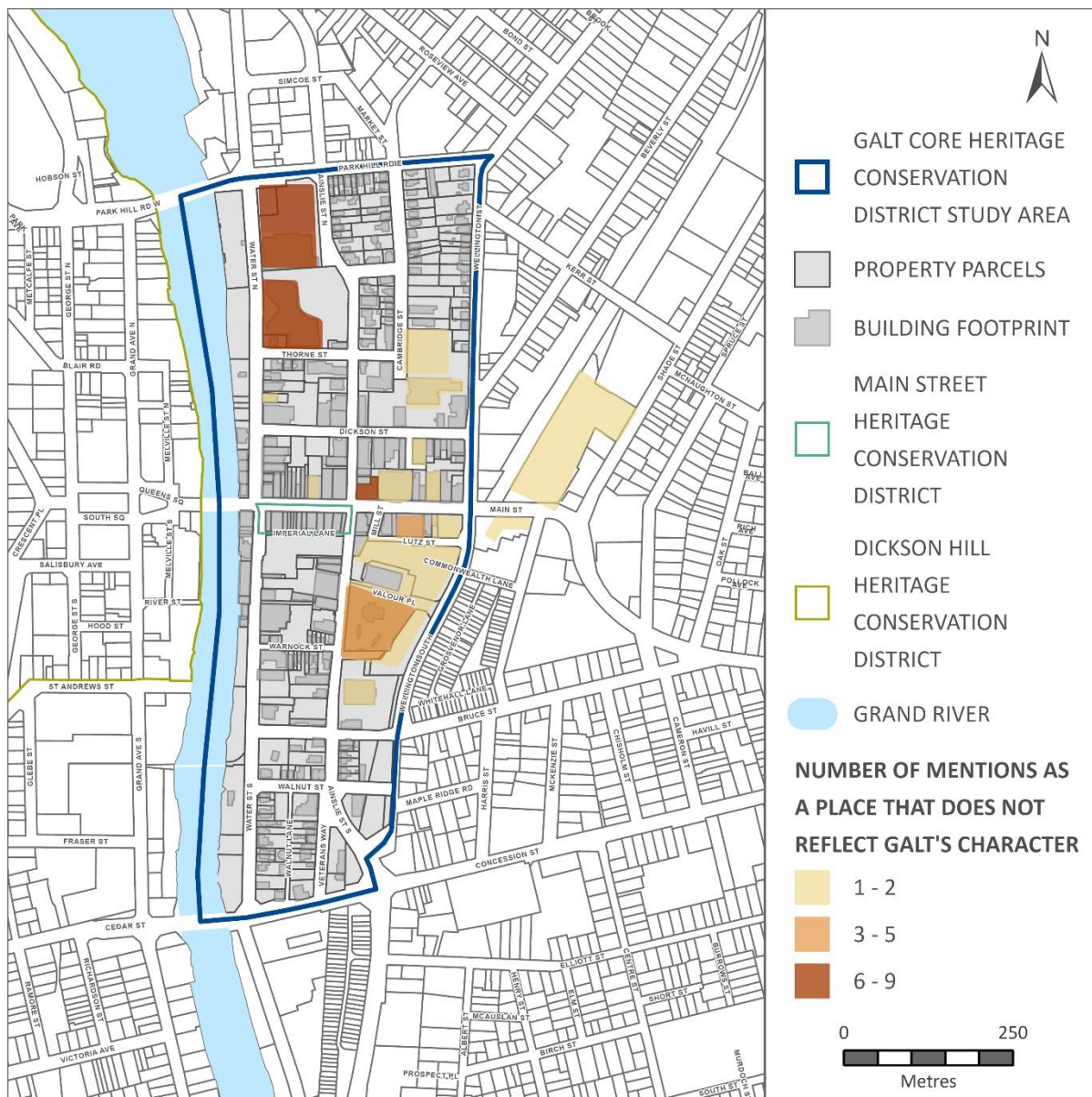
The results from the Survey and Public Information Centre #1 have been compiled and illustrated on a map of the Study Area. Areas that reflect Galt's historical character (Map 3) are shown in shades of



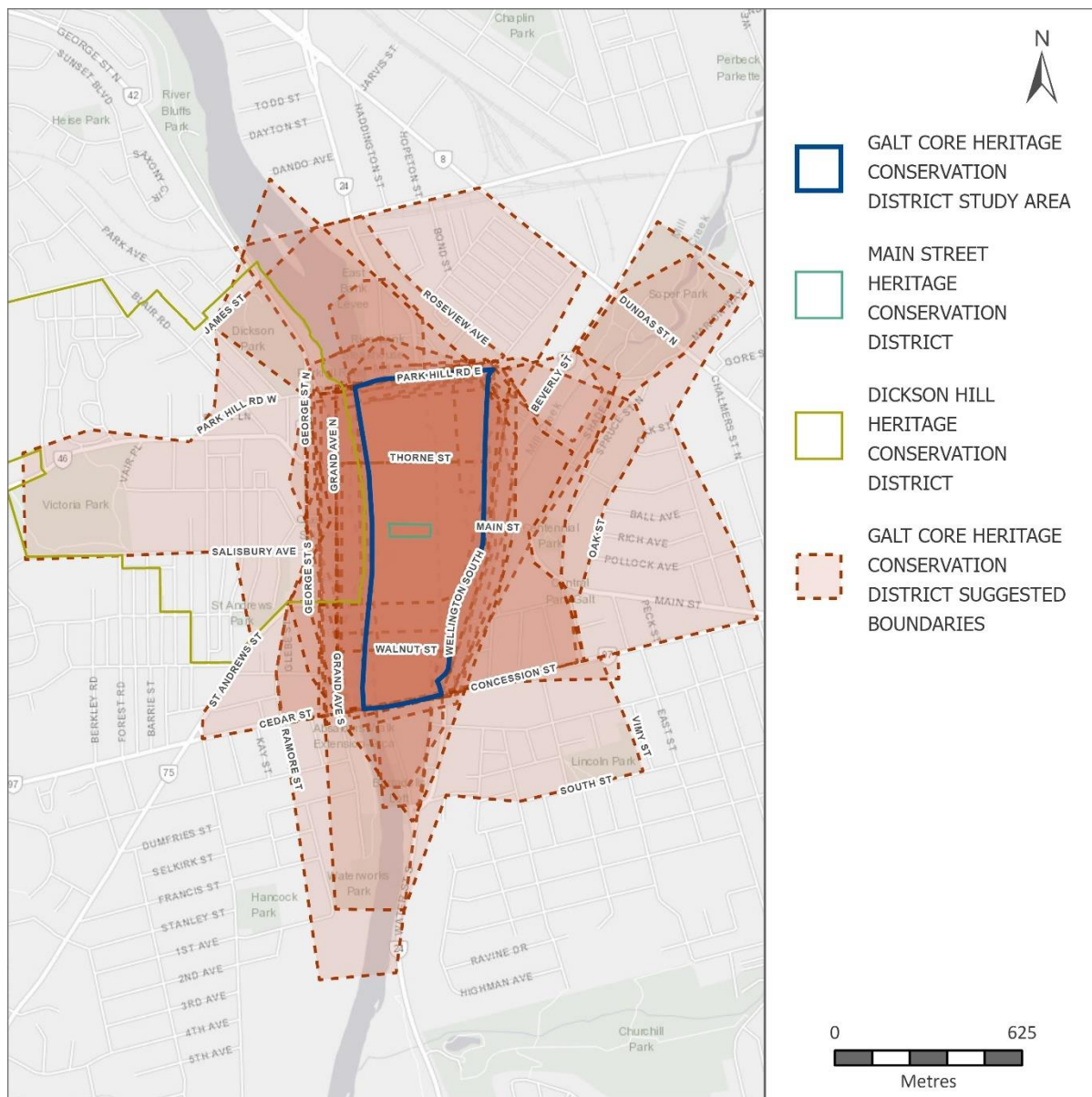
green with the darker shade of green reflecting the areas that people have identified as reflecting Galt's historical character. Areas that detract from Galt's historical character (Map 4) are shown in shades of orange with the darker shade reflecting areas that people have identified as detracting from Galt's historical character. The results of the discussions and questions about boundary have been compiled with 22 distinct but similar boundaries (Map 5). On this map, the darker the colour, the more people suggested that area's inclusion within a prospective boundary. Several respondents suggested that boundaries should align with topographic points located at the height of the ridge of the Grand River valley.



Map 3: Results from Survey and Public Information Centre #1 showing areas that reflect Galt's historical character.



Map 4: Results from Survey and Public Information Centre #1 showing areas that detract from Galt's historical character.



Map 5: Results from Survey and Public Information Centre #1 showing edges and limits of the historical core of Galt.

Part C: History and Evolution of the Study Area

This chapter presents key periods and themes identified as significant in Galt's early development and growth, and as part of its ultimate evolution into the City of Cambridge. It starts with the landscape that shaped Galt's initial development patterns. The story begins in the Grand River watershed and discusses how this area has attracted human habitation for thousands of years. The focus then shifts to the convergence of Mill Creek and the Grand River and the city's beginnings that were pioneered there by Absalom Shade and William Dickson. It then chronicles the speed at which the area developed into an important industrial, commercial, and civic centre within the Grand River corridor and Waterloo County, serving the surrounding countryside and the growing Town of Galt, which had since also become a picturesque place, described as 'cityfied' by the turn of the twentieth century. Not long after, Galt was incorporated as a city in 1915. The chapter concludes with a chronology of key post-war events that continued to shape the downtown area. Appendix D presents supplementary maps and information that support findings presented herein.

	The Setting
	Indigenous Land Use and Settlement
1810s to 1830s	Early European Settlement – from Shade's Mills to Galt
1840s to 1850s	Industrialization and Community Formation
1860s to 1914	The "Manchester of Canada": Economic, Industrial, and Social Developments
1914 to 1945	War and Inter-War Years
1945 to 1973	Post-war Developments
1973 to Present	The New City of Cambridge



9.0 Purpose and Methodology

Any large-scale heritage study requires identification of significant historical themes within the specified area of focus and an understanding of how and where these themes have expressed themselves over time. Historical background research was undertaken to illustrate how the Galt Core Heritage Conservation District (H.C.D.) Study Area has physically, socially, and economically evolved over time, including development of its natural, built, and cultural heritage features. A review of primary and secondary sources, including available historical mapping and images and aerial photographs was conducted to: identify typical historical themes (i.e. natural environment, transportation, settlement), key dates, significant people, groups, and communities, and notable events that contributed to the establishment and development of downtown Galt and to determine how these various impulses influenced the area's built form, landscape composition, and character over time (See Part D of the Report).

This research provides the basis for identifying significant periods of development in Galt's history. Identification of these significant periods helps to establish a historical framework that allows us to understand the area's extant buildings, landscapes, and streetscapes in their appropriate context. For each significant period identified, the historical framework provides a brief narrative. It is presented in chronological order, from the earliest human occupation to the present, and is organized by time periods. The resulting historical framework is not an exhaustive or definitive history of Galt. It has been focused and scoped to address the existing physical fabric that is extant today and which generally relates to settler land use patterns that began to shape the area in the mid-nineteenth century. This framework is an organizing tool providing a basis for the project team to systematically assess, analyze, and evaluate the built features and cultural landscapes located within the Study Area.

9.1 Research Gaps and Limitations

Research was conducted in January and February 2021, during the COVID-19 global pandemic. Research limitations resulted from public health measures and emergency orders enacted or recommended by federal, provincial, and local governments. Of particular impact were the public health measures and restrictions resulting from orders made pursuant to the *Emergency Management and Civil Protection Act* on January 12, 2021. These orders fully restricted public access to libraries and archives. The inability to retrieve books and documents, including municipal records, personal papers, and corporate and institutional files, has limited the number and variety of documents available for review. As such, this research relies upon internet resources, studies, and reports already in the possession of ASI, and select digitized books, maps, reports, Master Plans, municipal plans and guidelines, biographies, and images provided by the City of Cambridge. Abraham Plunkett-Latimer, Senior Planner – Heritage, and Dan Schmalz, Information and Archives Analyst, both from the City of Cambridge, graciously facilitated the provision of materials that would have otherwise been unavailable due to the pandemic-related closures, such as historical maps and secondary sources, and which contributed to the completion of this research. The project team thanks them for their important efforts during this challenging time. The resources made available during the course of the study were deemed sufficient for purposes of

satisfying the study terms of references and guidance presented in the Ontario Heritage Toolkit related to completion of historical research as part of a H.C.D. Study.

10.0 Chronological History and Evolution

The Galt Core H.C.D. Study Area is strongly defined by the Grand River. For thousands of years, the Grand River and its tributaries, including Mill Creek, influenced where and how people travelled, where people settled, and where people farmed or developed industries. Lots were laid out perpendicular to the river, in an east-west direction in this area, as opposed to a north-south axis throughout the rest of the Township. The point where Mill Creek meets the Grand River was selected by William Dickson and Absalom Shade as an ideal location for settlement in 1816. Nestled in the river valley with relict shorelines to the east and west, the early settlement of Shade's Mills/Galt quickly grew as a town site, supporting the early settlers attracted to the fertile soil in the surrounding countryside. Indeed, the community became a regional hub, providing commercial and civic/institutional services to residents and visitors alike.

The Grand River and the construction of the Galt Dam and Mill Race Canal in 1837 provided waterpower for anticipated factories, setting the stage for Galt's growth and economic development in subsequent decades. Galt quickly established itself as an industrial town with a diverse array of industry, including textile factories, edge tool works, flouring mills, foundries, tanneries, and other varied sites. Besides being known as "The Granite City" for its stone buildings (Dilse 1981), it also became known as the "Manchester of Canada." The town's industrial might contributed to its economic growth and social development between the 1860s and the turn of the century. During this time, industry was especially concentrated on Water Street North and around the railway corridor adjacent to Mill Creek. Galt's downtown core was always much more than an industrial centre, though. Indeed, it was a central location for social and cultural gatherings, for commerce, and for civic involvement, all of which fostered a bustling community which served both locals and the surrounding rural countryside. Galt continued to grow rapidly in all directions from its historical core well into the twentieth century.

While some key industrial facilities closed in the post-Second World War period, manufacturing operations continued to be the most important form of employment during that time. In particular, Galt's textile industry remained an important sector within the Study Area. Overall, however, the post-war period marked the beginning of the decline of major industry within the Study Area boundary. Like elsewhere in Ontario, downtown factories were getting phased out and suburban factories emerged which could be served by both railways and transport trucks. Many industries decided to open or move operations north of the Study Area in proximity to Highway 401, which opened in 1960.

The City of Cambridge was formed in 1973 through the amalgamation of Galt, Hespeler, Preston, Blair, and parts of the Townships of North Dumfries and Waterloo. Galt had always been a civic hub and that continued when its downtown was chosen as the location of Cambridge's new municipal offices. The former City of Galt, like much of the rest of Canada, experienced economic stagnation, and industrial decline in the 1970s and 1980s. As industry left the area, many industrial buildings were demolished but



others were repurposed for other uses. The historical core of Galt still features a number of landmark civic and institutional buildings, as well as commercial and residential structures that are directly associated with that industrial past.

Through it all, the Galt Core H.C.D. Study Area continued to be defined by the Grand River. Following a massive flood in 1974, many riverside industrial buildings were demolished and replaced by concrete walls, earth berms, and other flood protection measures. Mill Race Park was completed on these former industrial lands, on the site of the original Mill Race Canal. Today, Mill Race Park and the Grand River forms the backdrop to many social events and gatherings in Galt. The Park is also the site of the official Grand River Canadian Heritage River Designation plaque.

10.1 The Setting

The physiography of the Grand River provided a rich natural environment for human habitation. Prior to urbanization, the warmer and dryer forest habitats along the spillway terrace of the Grand River were likely dominated by oaks and maples, with lesser contributions from pine, birch, and aspen. The warmer and wetter site classes tended to include red and silver maple as well as red and white ash, while wetter site classes with a more normal ecoclimate tended to include hemlock, yellow birch, black ash, white elm, eastern white cedar, with some white spruce and balsam fir. The Grand River floodplain and associated wetlands also would have offered a wide variety of resources, including foods such as roots, tubers, greens, and berries, as well as fibres and building materials, such as bark and cedar poles (ASI, (Archaeological Services Inc.) 2006:1–3).

Glacial deposits in the area include granite boulders which were used in the distinctive stone masonry structures built in Galt by Scottish stonemasons. Alternatively, clay deposits in the Preston area were used to make bricks (BRAY Heritage 2008:42). The soils of the glacial moraines just east of Galt are characterized by sandy and gravelly soils which were not ideal for farming. These sand and gravel deposits, however, became the sites of large gravel extraction operations in the twentieth century (Presant and Wicklund 1971:13 and 41).

10.2 Indigenous Land Use and Settlement

Paleo Period (11,000 B.C.E.-9,000 B.C.E.)

Southern Ontario has been occupied by human populations since the retreat of the Laurentide glacier approximately 13,000 years ago (Ferris 2013). The Paleo period refers to an archaeological period in southern Ontario related to the arrival of the first hunting bands after deglaciation approximately 13,000 to 12,500 years ago. The environment at this time consisted of an open boreal parkland, similar to the modern sub-arctic, with large Pleistocene mammals such as mastodon, mammoth, as well as herds of elk and caribou. Paleo period groups would follow these herds and travel extremely long distances over the course of the year, seldom staying in any one place for a significant length of time. Combined with low regional population levels at this time, evidence concerning Paleo period groups is very limited.



Virtually all that remains of this period are the tools and by-products of their flaked stone industry, the hallmark being large distinctive fluted spear points. Paleo period sites are frequently found adjacent to the shorelines of large post-glacial lakes (Ellis and Deller 1990).

Archaic Period (9,000 B.C.E.-1,000 B.C.E.)

By approximately 10,000 years ago, the environment had progressively warmed (Edwards and Fritz 1988) and populations now occupied less extensive territories (Ellis and Deller 1990). The Archaic period is commonly divided into three sub-periods: Early Archaic (circa 9,000-7,000 B.C.E.), Middle Archaic (circa 7,000-3,000 B.C.E.), and Late Archaic (circa 3,000-1,000 B.C.E.). The annual subsistence cycle of mobile groups during this period would have likely involved interior fall and winter micro-band hunting camps, which were situated to exploit nuts and animals attracted to mast-producing forests, with much larger spring and summer macro-band settlements situated near river mouths and lakeshores to exploit rich aquatic resources. The period is characterized by an expansion in the variety of tools produced, including ground-stone tools such as axes and adzes, and notched or stemmed projectile points, with an increased reliance on local chert sources for chipped stone tools. All these changes are also reflected in the increase in the numbers and sizes of sites (Ellis et al. 1990).

Woodland Period (1,000 B.C.E.-1650 C.E.)

The Woodland period is divided into three sub-periods: Early (1,000 B.C.E.-400 B.C.E.), Middle (400 B.C.E.-900 C.E.), and Late Woodland (900-1650 C.E.). The Early Woodland period is characterized by the introduction of ceramic technology into Ontario and an expanding network of societies that shared burial rituals such as the application of red ochre (ground iron hematite) to human remains and the inclusion of exotic grave goods. Burial mounds are also common to this period. During the Middle Woodland period, populations continued to practice residential mobility and to harvest seasonally available resources, including spawning fish. Exchange and interaction networks broaden at this time (Spence et al. 1990:136, 138) and by approximately 2,000 years ago, evidence exists for macro-band camps, focusing on the seasonal harvesting of resources (Spence et al. 1990:155, 164). It is also during this period that maize was first introduced into southern Ontario, though it would have only supplemented people's diet (Birch and Williamson 2013:13-15). Bands likely retreated to interior camps during the winter. The Late Woodland period witnessed the beginnings of the intense utilization of horticultural crops (particularly corn) which led to decreased mobility and increased populations. Sites from this period are characterized by intense occupation and a greater degree of internal spatial organization and are commonly located on terraces overlooking the floodplains of large rivers, such as the Grand River (ASI, (Archaeological Services Inc.) 1997).

From approximately 900 until 1650 C.E., lifeways became more like those described in early historical documents. During what is described by archaeologists as the Early Iroquoian phase (1000-1300 C.E.), the communal site is replaced by the village focused on horticulture. Seasonal disintegration of the community for the exploitation of a wider territory and more varied resource base was still practiced (Williamson 1990:317). By the second quarter of the millennium, during the Middle Iroquoian phase (1300-1450 C.E.), this episodic community disintegration appears to no longer be practiced with



populations now communally occupying sites throughout the year (Dodd et al. 1990:343). During the Late Iroquoian phase (1450-1650 C.E.) this process continued with the coalescence of these small villages into larger communities (Birch and Williamson 2013). Through this process, the socio-political organization of the First Nations, as described historically by the French explorers who first visited southern Ontario, was developed.

The Early Contact Period (1620s-1784)

The Attawandaron or Neutral Nation

In 1626, the Recollet missionary Joseph de la Roche Daillon recorded his visit to the villages of the Attawandaron, an Iroquoian-speaking people who were called the “Neutral Nation” (Gens Neutres) by the French in reference to the fact that this group took no part in the long-term conflicts between the people of the Wendat Confederacy of Simcoe County and the Haudenosaunee in New York. Like the Wendat (Huron), Tionontaté (Petun), and the Haudenosaunee (the Five Nations Iroquois of the state of New York), the Attawandaron people were settled village horticulturalists. The Attawandaron territory included the Grand River area, but discrete settlement clusters also extended southeast into the Niagara peninsula, and north to the Hamilton area (Lennox and Fitzgerald 1990).

The supposed neutrality of these communities did not protect them from the intertribal conflicts of the seventeenth century that were exacerbated by the intrusion of Europeans, resulting in the dispersal of the three Ontario Iroquoian confederacies (the Wendat, Tionontaté, and Attawandaron). By 1650, the Attawandaron were involved in a full-scale conflict with the Seneca, who were assisted by the Mohawk. The villages of the Attawandaron were destroyed by 1651 and their territory came to be occupied by the Mississaugas, an Algonquian people whose subsistence economy was based on hunting, fishing, and gathering wild plants. The English government recognized the Mississaugas as the “owners” of the Grand River territory and negotiated the purchase of a tract of land from them along the Grand River in May 1784. This purchase facilitated a survey of lands that were officially transferred to the Haudenosaunee by Proclamation on October 25, 1784 (Cumming and Mickenberg 1977:110; Lennox and Fitzgerald 1990).

The Haudenosaunee

The Haudenosaunee were historically situated in what is now the state of New York between the Hudson River valley to the east and the Great Lakes to the west though their control and influence extended over large areas of northeastern North America. The Haudenosaunee, also known as the Iroquois Confederacy, the Iroquoian League, the People of the Longhouse, and the Five Nations Iroquois, formed in the late fifteenth century and comprised five independent tribes, the Mohawk, Oneida, Onondaga, Cayuga, and Seneca, bound by a central constitution and common set of laws. The Confederacy was a democratic system and was known for its political stability. In 1722, the Tuscarora joined the Iroquois Confederacy to form the Six Nations. The Haudenosaunee allied themselves with the British during the American War of Independence and, in consequence, many of their villages were destroyed by rebel forces. At the conclusion of the war, the British government offered to protect the Haudenosaunee and give them land within their boundaries (Johnston 1964).



Haldimand Tract (1784-1841)

On August 8, 1783, Frederick North, or Lord North, instructed Governor Frederick Haldimand to set apart land for the Haudenosaunee and ensure that they carried on their hunting and fur trading with the British. On May 22, 1784, a tract of land along the Grand River was purchased by the British government from the Mississaugas who lived in the vicinity (Johnston 1964; Lytwyn 2005). The land set apart is called the Haldimand Tract (Figure 13).

Joseph Brant led 1,600 Haudenosaunee loyalists to the Haldimand Tract in 1784 and in the fall of 1784, Sir Frederick Haldimand formally awarded the tract to the Mohawks “and others of the Six Nations [Iroquois].” They were authorized to “Settle upon the Banks of the River” and were allotted “for that Purpose six miles [10 km] deep from each Side of [it] beginning at Lake Erie, &c. extending in the Proportion to [its] Head.” The precise boundaries of the grant were unclear as there was no survey; for example, the northern boundary of the original deed from the Mississaugas to the Crown stated that the line extended “from the creek that falls from a small lake into...the bay known by the name of Waghquata [Burlington Bay] ... until it strikes the river La Tranche [Thames].” The 1790 survey by Augustus Jones intentionally failed to include the headwaters of the Grand, an action made all the more difficult to address given the unclear description of the extent in the original deeds (Johnston 1964; Lytwyn 2005).

Brant regarded the territory as his own to manage on behalf of the Confederacy and interpreted the proclamation as tantamount to full national recognition of the Mohawks and fellow tribesmen. This interpretation was strongly denied by the British (Johnston 1964; Lytwyn 2005). Appointed as Lieutenant Governor of the new colony of Upper Canada in 1791, John Graves Simcoe refused to permit the Haudenosaunee to sell or lease any part of their reserve because they were arranged independently of the Crown. Brant, on the other hand, argued for the Haudenosaunee’s need for an immediate assured income from land sales as they could no longer hope to survive by hunting exclusively. Simcoe thought that if such practices were permitted, it could lead to other Europeans attempting to seize control of the better part of the Haudenosaunee’s reserve by any means. It was therefore unresolved as to whether the Haudenosaunee could dispose of their lands directly to whomever they chose (Johnston 1964; Lytwyn 2005).

In the first few years, Brant, who had been described by some as a Europeanized entrepreneur, took the initiative and invited white friends and acquaintances to the tract and provided them with rough land titles. Over the next 25 years (1784-1810), a considerable number of Europeans and Americans obtained similar leases authorizing them (in Brant’s opinion) to occupy and improve lots overlooking the river (Johnston 1964; Lytwyn 2005).

The subsequent Peter Russel administration (1797-1798), however, recognized the leases and the sales that Brant arranged with white settlers along the Grand River valley. Trustees were appointed to act on the behalf of the Haudenosaunee with the authority to receive payment of purchases. On the other hand, some Haudenosaunee thought that the land sale practices violated the ancient principle that land was not a “commodity which could be conveyed.” Two Mohawk sachems even tried to take up arms to depose Brant because they did not agree with his ways. Their efforts were for naught and they returned



to the Bay of Quinte where other Haudenosaunee, led by Sachem John Deseronto, had settled after the American Revolution (Johnston 1964; Lytwyn 2005).

A formal investigation of the matter was launched in 1812 although leases were not set aside. Due to problems of white encroachment including squatters without titles, settlers who bought land from individuals or through other transactions with the Haudenosaunee, many of the leases were confirmed by the Crown in 1834-5. Unauthorized sales and agreements remained rampant (Johnston 1964; Lytwyn 2005).

In 1841, Samuel P. Jarvis (Indian Superintendent) informed the Haudenosaunee that the only way to keep white intruders off their land would be for them to surrender it to the Crown, to be administered for their sole benefit. With this plan, the Haudenosaunee would retain lands that they actually occupied and a reserve of approximately 8,094 ha (Figure 13). Crown records indicate that the surrender of land was made by the Haudenosaunee in January 1841. Today, this history and those surrenders are still contested and there are numerous specific land claims that have been filed by the Haudenosaunee with the federal government regarding lands within the Haldimand Tract (Johnston 1964; Lytwyn 2005).



Figure 13: Plan shewing the Lands granted to the Six Nation Indians, situated on each side of the Grand River, or Ouse, commencing on Lake Erie, containing about 674,910 Acres. Thos. Ridout Surveyor General, survey Gen. Office York 2nd February 1821 (Library and Archives Canada, Mikan 4129506).

10.3 Early European Settlement – from Shade’s Mills to Galt (1810s-1830s)

In 1816, the Niagara-based merchant and lawyer William Dickson (Figure 14) purchased more than 90,000 acres of land that later formed the boundary of Dumfries Township. Surveys were quickly carried out, and a lot and concession system came into effect. Generally, the lotting pattern in the township ran along a north-south axis and took the road network as the organizing principle. However, along the Grand River, lots were laid out along an east-west axis to provide water access to more lots for either milling or agriculture. Dickson and his agent Absalom Shade (Figure 15) travelled the lands and ultimately selected the point where Mill Creek meets the Grand River for settlement and a town site. The combination of the lotting pattern and river juncture enabled a small community to grow. By the end of 1816, Shade began operating a grist mill and built a two-storey log house. Over the following few years, the community became known as Shade’s Mills and grew to include a distillery, blacksmith shop, tavern, and other mills and log houses. Shade quickly established himself as the most important figure in the community’s early development. Besides opening a new grist mill and a sawmill, he supplied most of the funds for the construction of the first bridge over the Grand River on Main Street in 1819 (Figure 16). Further, he became the primary merchant in the community when he opened his “Red” Store, which operated on credit, at the southwest corner of Main and Water Streets in 1824. Eight years later, he opened the “White” Store, which operated on cash, on the southeast corner of the same intersection. As such, he had a monopoly on trade goods in addition to his extensive landholding and milling operations (Quantrell n.d.; Quantrell 2015; Waterloo Region Museum 2015; City of Cambridge n.d.).

The fertile soil in the surrounding countryside, along with the availability of mill sites, made the location an attractive area for settlers, who began to arrive by 1817.

Throughout the 1820s and 1830s, Dickson enthusiastically promoted Scottish settlement to the area, and many Presbyterian Scots arrived, including skilled labourers, artisans, and farmers. In 1825, the first post office opened, and Dickson named it Galt in honour of his friend John Galt, Commissioner of the Canada Company. The name for the settlement did not really take hold until Galt himself visited in 1827, when he came to work on connecting the community to the Canada Company’s new settlement of Guelph by a road (BRAY Heritage 2008; Quantrell n.d.; Waterloo Region Museum 2015; City of Cambridge n.d.). Throughout the late 1820s and early 1830s, Galt continued to grow. By 1834, the population was about 250 with the community serving the larger agricultural countryside. That year, a cholera epidemic hit Galt, with some estimates suggesting 20% of the population died from the outbreak which lasted more than a year. The community continued to thrive, though, and by the end of the 1830s, Galt was home to a post office, mills, and stores, churches, a school, a debating society, a hotel, a subscription library, curling club, amateur band, and an agricultural society (Young 1880; Quantrell n.d.).

The early settlement period came to an end when two notable projects occurred in the late 1830s. First was the construction of the Galt Dam and Mill Race Canal in 1837. Located on the Grand River just north of Park Hill Road, this endeavour provided waterpower for anticipated factories and helped propel Galt’s growth and economic development in subsequent decades. Second was the erection of the Township Hall in 1838. Built on the present site of Cambridge City Hall on Dickson Street, the hall was an important community meeting space, indicative of a maturity in the town’s overall development (Quantrell n.d.;



Hill 1984; Jaffray Brothers 1902). The Study Area during this foundational period was marked by its scenic setting within the Grand River valley. When combined with its market, shops, streets, and public squares, one finds that Galt's downtown core was already functioning as a commercial and civic hub for both the local population and surrounding countryside.



Figure 14: William Dickson (Idea Exchange).



Figure 15: Absalom Shade (Idea Exchange).

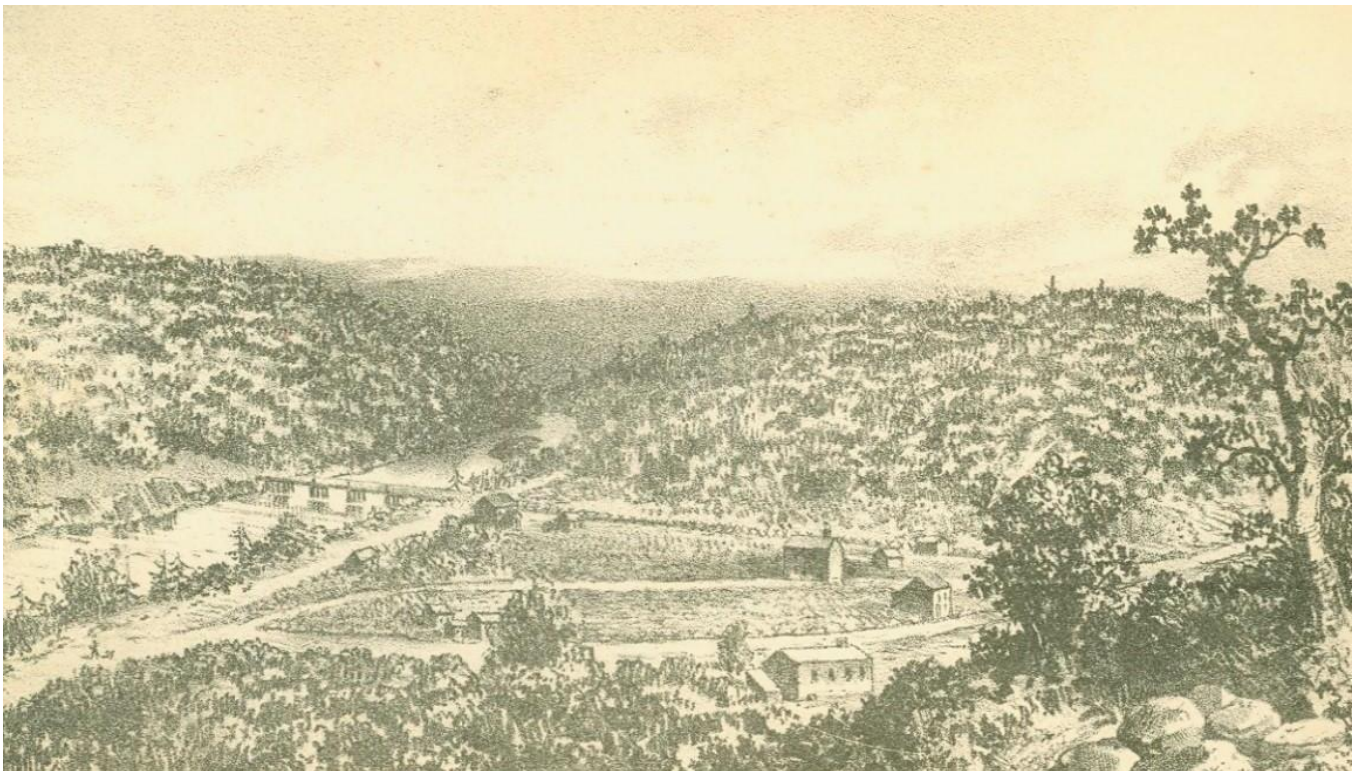
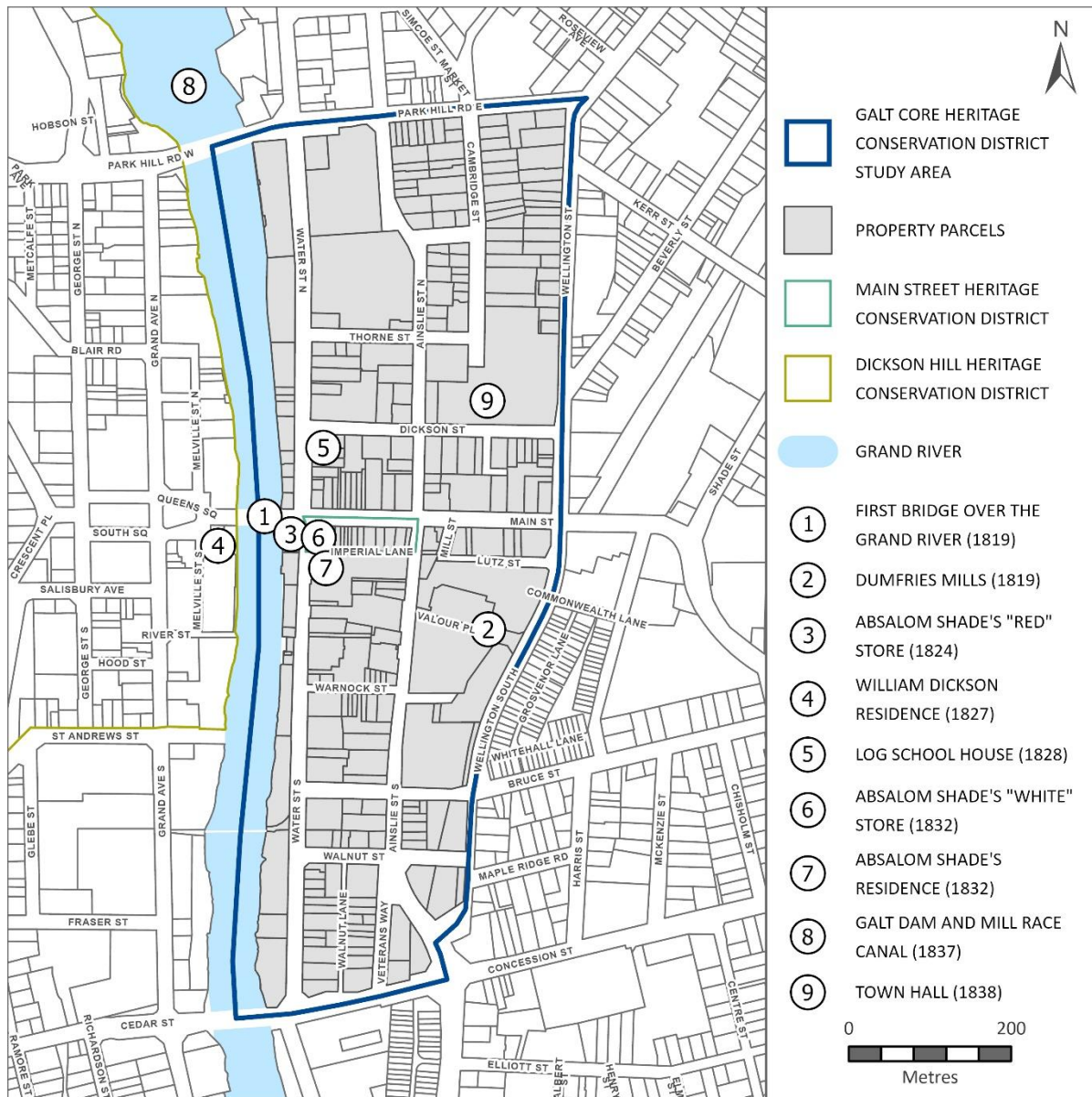


Figure 16: Rough sketch of Shade's Mills in the year 1820, looking northwest (City of Cambridge Archives).



Map 6: Galt's early settlement period was characterized by the construction of mills, stores, civic institutions, and homes, most of which were built along the Grand River.

10.4 Industrialization and Community Formation (1840s-1850s)

The 1840s and 1850s marked the beginning of industrialization and development of civic infrastructure and community organization in Galt. Perhaps most important in this transformation was the emergence of foundries and industrial textile production in the early 1840s. Most notable were Dickson Mills in 1842, Duncan Fisher's Galt Foundry and Machine Works in 1842 (changed to Cowan & Co. in 1879), and Dumfries Foundry in 1844 (changed to Goldie & McCulloch Co. in 1859) (Quantrell n.d.; Jaffray Brothers 1902; Quantrell 2015). Many of these operations were being built on Water Street North and South to capitalize on the production power of the Grand River. The specific location of the Mill Race was ideal to attract industry because the canal connected to the mill pond north of the dam and had the guaranteed capacity to sustain mills and other factories along its shore. By 1846, Smith's *Gazetteer* noted that "in milling and manufacturing, the place [Galt] is fast rising into prosperity; and already begins to assume the appearance of a town" (Smith 1846).⁵ The industrial presence continued unabated in the following decade, with factories, foundries, machine shops, distilleries, and mills producing a diverse array of products. Other professional, artisanal, and commercial enterprises were evident as well (Quantrell n.d.; Dilse 1981).

Given the diversity of employment opportunities, the town began to grow at a rapid pace. There were approximately 250 inhabitants in 1834, but in just over 15 years, Galt's population had increased by 800%, reaching about 2,250 people when it incorporated as a village in 1850 (Young 1880; Quantrell n.d.). While Presbyterians were the dominant religious presence, several other religious groups were present, including but not limited to Anglicans, Methodists, Baptists, and Catholics.

Galt was a regional hub by mid-century; in addition to the local population, people came from the surrounding countryside to take part in civic life as well as participate in its economic and social opportunities and assets (Waterloo Region Museum 2015; Quantrell n.d.). The civic nature of the downtown core included the erection of the Township Hall and surrounding Market Square, both important locations for public gatherings and key cultural features of this period. Plus, there were newspapers to inform the public of civic life. If visitors to Galt needed to stay overnight, they could stay at one of four hotels, inns, or taverns that were operational by 1851 (Dilse 1981). Despite Galt's notoriety and higher population, Berlin (Kitchener) was chosen as the County Town when Waterloo County was created in 1852. Soon thereafter, the Grand Trunk Railway was built, and it too opted to pass through Berlin rather than Galt. These developments allowed Berlin to industrialize and grow at a

⁵ Smith elaborated further, noting that there were: "Three physicians and surgeons, two lawyers, one apothecary, two grist mills (each containing four run of stones), two saw mills, two foundries, two carding machines and cloth factories, one brewery, two distilleries, one tannery, eight stores, one pail factory, one last factory, one chemist and druggist, nine taverns, two groceries, one veterinary surgeon, one printer, seven blacksmiths, one saddler, one watchmaker, five wagon makers, eight tailors, one cabinet maker, four shoemakers, three bakers, two chair factories, three tinsmiths, three butchers, two livery stables, four coopers, one gunsmith, one edge-tool maker, ten carpenters, one painter, one tallow chandler, one school." Furthermore, there were stage coaches which ran daily to Hamilton and Guelph, and three times a week to Goderich.

faster pace than Galt throughout the second half of the nineteenth century (Waterloo Region Museum 2015). Completed in 1855, the first railway to pass through Galt was minor in comparison, since it was only a branch line of the Great Western Railway. This railway infrastructure combined with the macadamizing of Dundas Street and the Mill Race all were factors in attracting industry.

Despite these events that redirected growth towards Kitchener, Galt continued to grow in the 1850s and by this time had a strong commercial stretch along Main Street. However, in 1851, 1856, and 1862, fires destroyed many of the wooden structures in this business district and contributed to the construction of stone block buildings in the 1860s (Quantrell n.d.). In 1857, Galt was incorporated as a town. That same year, several prominent buildings were erected, including the Farmers' Market, Central School, and the Gore Bank. A new stone Town Hall was begun in 1857 and completed in 1858. Furthermore, Concession Street Bridge provided a third option for people to cross the Grand River, leading to greater population growth and industrialization on the west side of town in the decades thereafter (BRAY Heritage 2008; Quantrell n.d.). Overall, Galt's industries along with its market, schools, banks, churches, and taverns, brought rising numbers of people to the community as well as the civic infrastructure to support residents and visitors alike. These developments were largely occurring within the confines of the Study Area, which, at this time, encompassed the majority of Galt's boundary. Indeed, Galt was bounded by hills to the east and west and by approximately Simcoe Street in the north and Birch Street in the south (Dilse 1981).

An 1858 view of Galt, pictured below, is one of the first images that shows this bustling community (Figure 17).



Figure 17: Looking west on Main Street from Centennial Park plateau, 1858 (City of Cambridge Archives).

10.5 The “Manchester of Canada”: Economic, Industrial, and Social Developments (1860s-1914)

Spurred on by the arrival of the railway, Galt continued to grow rapidly in both population and geographic coverage. In 1861, the population was about 3,000, but grew to about 5,000 in 1877 – at which point it was still the largest town in Waterloo County – and by the end of this period, it had reached approximately 12,000 (Quantrell n.d.). A vibrant commercial core was concentrated near the intersection of Main and Water Streets (Figure 18 and Figure 19). Similarly, the town had grown in all directions from its concentrated hub around the Study Area. Schools, as well as some churches and smaller businesses, had moved away from the downtown core toward the new residential areas, which were on the top of the ridge to the east and northeast of the Study Area, but still within walking distance of the core, where industry, commercial enterprises, and civic buildings still dominated. This transition marked an increasing reliance upon – and desire for proximity to – the railway and Dundas Street rather than the Grand River. This was an important shift, one that showed that business wanted to capitalize upon the ease with which finished goods could be shipped to more populated areas in the province.

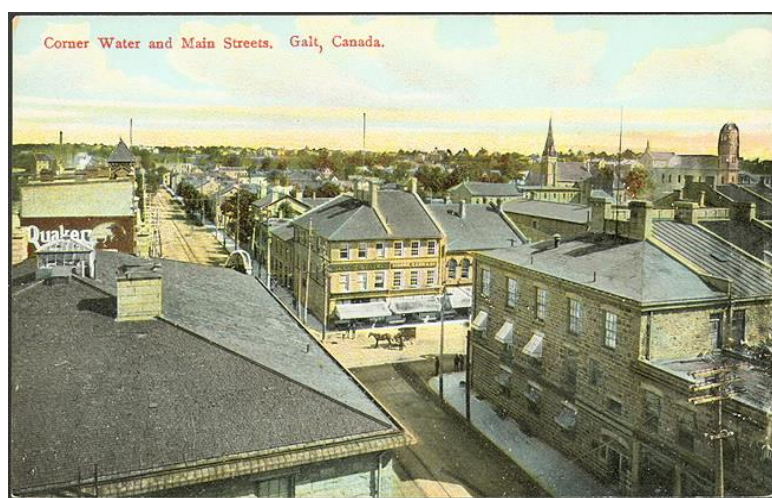


Figure 18: Corner of Water and Main Streets, 1910, view northeast (Toronto Public Library).

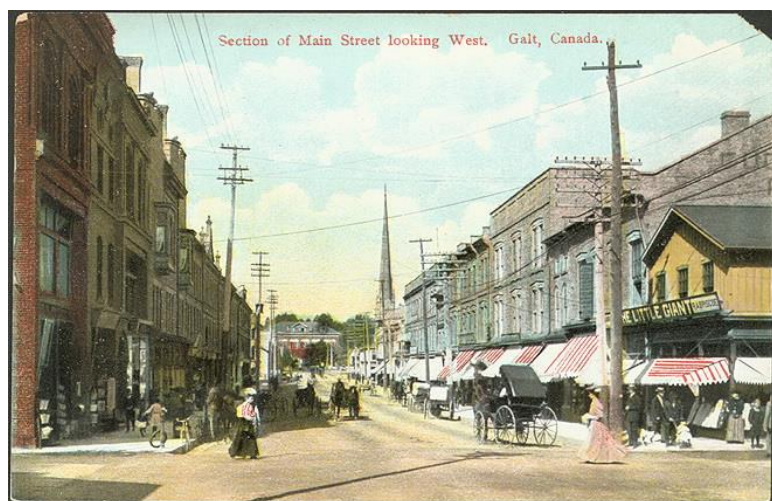


Figure 19: Main Street looking west, 1910 (Toronto Public Library).

In 1867, in the earliest reference identified in this report, Galt was referred to as the Manchester of Canada (County of Waterloo 1867). This moniker was repeated by James Young, perhaps the most influential champion of Galt's phenomenal growth (Young 1880). Young was a newspaper owner, politician, and community leader widely referred to as "Galt's most famous son" (Figure 20). This was an homage to the English city which had spawned the Industrial Revolution, and which continued to be a leading industrial and manufacturing centre. Galt had a diverse array of industry, including textile factories, edge-tool works, flouring mills, foundries, tanneries, and other varied sites (Waterloo Region Museum 2015; Young 1880). Leading industrialists in the second half of the nineteenth century included John Goldie and Hugh McCulloch (Figure 21 and Figure 22). The town's industrial might was contributing to its economic growth and, in 1867, Galt could boast as being among the wealthiest towns in the province (Quantrell n.d.). Many new banks were erected, as were insurance providers such as the Gore Mutual Insurance Company, both of which contributed to its regional importance (Figure 25). Furthermore, new industries continued to get built throughout the second half of the nineteenth century. Industry was especially concentrated on Water Street North and around Mill Creek (Figure 23 and Figure 24). Among the leading operations were Adam Warnock's Galt Knitting Company, established in 1881, the Peter Hay Knife Company, established in 1882, and the C. Turnbull Factory which used Galt's first electricity-powered generating machinery at their new facility on Water Street North in 1890 (BRAY Heritage 2008; Quantrell n.d.). Large-scale water-works systems, as well as electrification, began two decades later, with power coming from Niagara. Another major addition to industry came in 1899 when Goldie Milling Co. purchased the Stockwell Mill from the Todd Milling Company near the corner of Bruce and Ainslie Streets. It became the Canadian Cereal and Milling Co. in 1910 (Quantrell n.d.). Throughout this period, Galt remained a commercial and industrial centre for what was still a largely agricultural region.

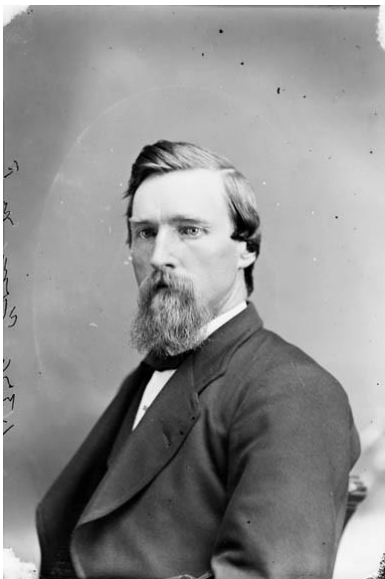


Figure 20: James Young (Idea Exchange).



Figure 21: John Goldie (Idea Exchange).

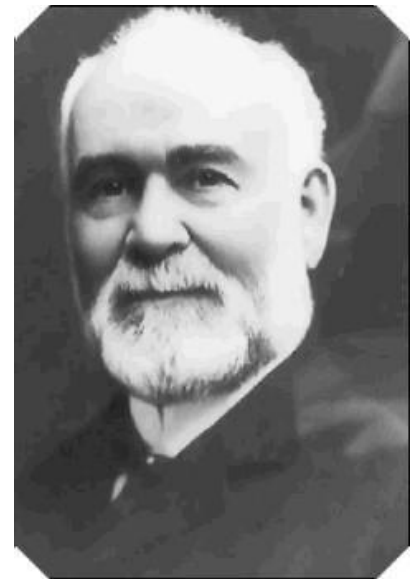


Figure 22: Hugh McCulloch (Idea Exchange).



Figure 23: The Cowan Company Foundry on Water Street North, 1902, not extant (Toronto Public Library).



Figure 24: Factories along the Grand River, 1902, not extant (Toronto Public Library).

Galt's social, cultural, and institutional life also flourished between the 1860s and the turn of the century and each contributed to Galt's prominence as a regionally important centre. Among the most important developments were the organization of the Y.M.C.A., the introduction of a variety of sports leagues, the formation of a dramatics club and the philharmonic society, and the creation of lawn bowling and rugby associations. To help provide leisure space, Jackson Park was created in 1902 (renamed Soper Park in 1920) and Lincoln Park was established in 1905. Various women's organizations were established, including the Silver Star Society (1891), the Imperial Order Daughters of the Empire (1903), and the Galt Women's Institute (1906) (Quantrell n.d.). To provide medical care to those in need, Galt General Hospital was built between 1889 and 1891 and was the first hospital in Waterloo County (Quantrell n.d.).

Several major transit developments occurred in this period. In 1873, for instance, the Grand Trunk Railway completed an extension between Berlin and Galt. Six years later, the Credit Valley Railway was built. Both helped spur Galt's industrial and economic development by facilitating greater distribution and access to trade goods. Finally, in 1894, the Galt and Preston Street Railway was established as an interurban electric railway; the line was extended to Hespeler in 1896 (Quantrell n.d.; Hill 1984).



Figure 25: Gore Block at the corner of Main and Ainslie Streets, 1902, not extant (Toronto Public Library).

10.6 War and Inter-War Years (1914-1945)

This era begins with the onset of the First World War (1914-18) and concludes with the end of hostilities in the Second World War (1939-45). In between came highs, such as the formation of the City of Galt in 1915 and lows, most notably the Great Depression of the 1930s.

The onset of war contributed to several significant developments. Among the most important was the building of the Galt Armoury in 1914 (Figure 26), erected on the site of the first grist mill (Dumfries Mill). In 1915, the beginning of vast numbers of Galtonians began to leave for the war. Many joined the Highland Light Infantry of Canada or the “Galt’s Own” 111th Battalion. Three men, Frederick Hobson, Samuel Honey, and George Fraser Kerr won the Victoria Cross for valour, though Kerr was the only survivor (Quantrell n.d.).



Figure 26: The Armoury upon its completion, 1914, extant (City of Cambridge).

On the home front, one of the highlights was Galt’s change from a town to a city in 1915. The historical core remained the centre of industrial, commercial, and social activities, but the city itself had expanded significantly in all directions from this core. The population remained primarily Presbyterian, though religious diversity was expanded with the arrival of Jews during this period (Quantrell n.d.). Whether seeing soldiers off to war or celebrating the designation of its new city status, Main Street functioned as an important civic space, where community members came together. Not only was it a commercial strip, but it was a stretch of road clearly chosen because of its significant community value (Figure 27 and Figure 28). The city faced several setbacks as well, and devastation struck multiple times: fire destroyed the Imperial Hotel and the Grandstand at Dickson Park in 1916 and flooding wreaked havoc to the Main Street and Concession Street Bridges in 1918.



Figure 27: Procession through downtown Galt for designation of new city status (City of Cambridge Archives).



Figure 28: 111th Battalion CEF at their Farewell Parade, 1916 (City of Cambridge Archives).

In the aftermath of the war, several important social, cultural, and athletic organizations were formed in Galt, both inside and outside of the Study Area. Chief among them were the Inter-County Baseball Association (1919), the Galt Amateur Athletic Association (1919), the Great War Veterans' Association (1919), the Galt Council of the Knights of Columbus (1920), the Kiwanis Club (1921), the Galt Little

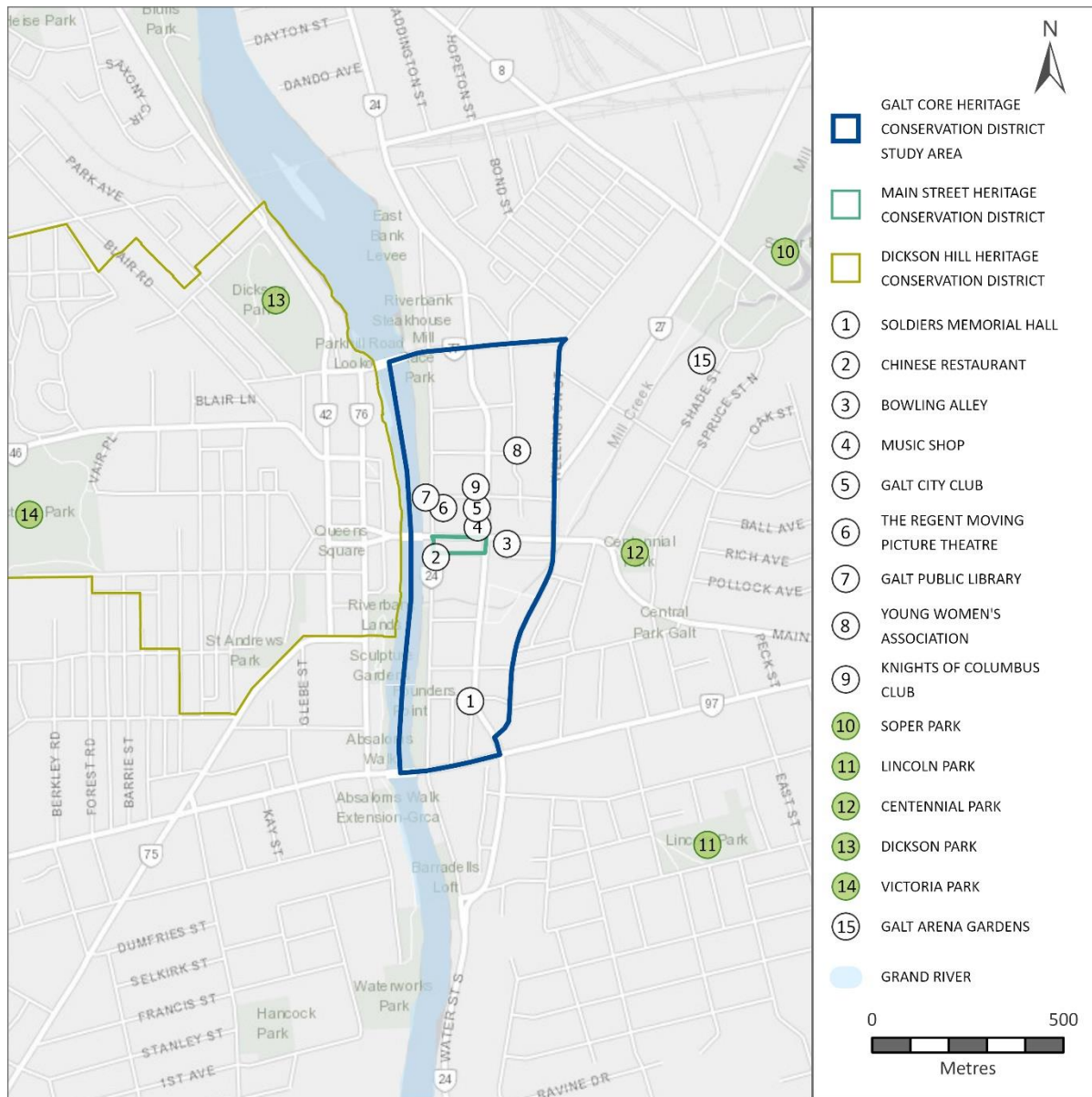
Theatre (1923), the Galt Orchestral Society (1924), and the Royal Canadian Legion (1928). Other social and/or athletic infrastructure followed, including hockey arenas, baseball fields, and a new Grand Stand for Dickson Park, all of which are outside of the Study Area (Quantrell n.d.). The construction of the Capitol Theatre in 1930 was another important social development, and movies were so popular in the 1930s that there were three theatres in the City of Galt by the end of the decade.

Despite these developments, trials and tribulations were ever present. In 1929, for example, major flooding caused a quarter of a million dollars in damages (Figure 29). In the 1930s, the Depression led to several acquisitions and buyouts at manufacturing operations. At the same time, the Depression contributed to the development and completion of several infrastructure projects, including the modernization of the city's waterworks and new bridges for Main Street (1931), Queen Street (1934), and Concession Street (1935) (Quantrell n.d.). The Galt Letter Carrier Depot (1934) at 33 Water Street North came into service, replacing the some of the services provided at the 12 Water Street South location in 1936. This transition would mark the construction of the last major public building constructed in the downtown until the new City Hall was constructed in 2008.

The onset of the Second World War spurred rapid development of organizations, infrastructure, and activities: the Galt Aircraft School was erected in 1939; there was a major salvage drive in 1940; the Galt War and Community Services formed in 1940; a naval section was added to the Aircraft School in 1941; and the Women's Royal Canadian Naval Service (Wrens) formed in 1942 (Quantrell n.d.).



Figure 29: Flooding in downtown Galt, 1929 (City of Cambridge).



Map 7: Between First and Second World Wars, a number of social spaces were established in Galt. This snapshot from 1929 shows that there were no parks within the Study Area boundary.

10.7 Post-war Developments (1945-1973)

One of the most important postwar developments was the community's significant population increase. Overall, Galt's population rose from approximately 14,500 in 1940 to approximately 39,000 in the early 1970s (Quantrell n.d.). Of particular note was the arrival of Portuguese immigrants from the Azores Islands and Newfoundlanders, primarily from Bell Island. The Portuguese population growth was significant enough to warrant the formation of a Portuguese Club in 1960 and the erection of Our Lady of Fatima Church in 1966, both of which are outside of the Study Area, to serve this overwhelmingly Catholic population (Quantrell n.d.). Similarly, Newfoundlanders in Galt could shop at a Newfoundland food store, join the Newfoundland Club, or attend the annual Newfoundland Reunion (Dearlove 2006).

Coinciding with this population growth was the development of supporting institutions, including a substantial expansion in both elementary and secondary schools as well as churches, park facilities, and swimming pools, primarily outside of the Study Area. Many social organizations emerged, such as the Optimist Club, Junior Chamber of Commerce, Kinsmen Club, and the Galt Rotary Club. A wide variety of sports continued to be an important pastime for residents (Quantrell n.d.).

Even with the demolition and/or demise of some key industrial facilities such as the Cowan & Co. factory on Water Street North, manufacturing operations continued to be the most important form of employment in the post-war period. In 1961, for instance, Galt had nearly 100 manufacturing establishments which employed almost 7,000 people (Presant and Wicklund 1971). Galt's textile industry, for one, was among the most important in Ontario during this period and remained an important industry within the Study Area. Dobbie Industries, Inc., owned by George A. Dobbie, combined the holdings of Newlands & Co., the C. Turnbull Co., Ltd., and Stauffer-Dobbie Ltd. to become the largest privately owned textile business in the country, employing approximately 1,300 people in the mid-1960s (Quantrell 2015). Babcock and Wilcox Canada Ltd., which purchased the Goldie-McCullough Company in 1923, continued to be a major employer and remains so today.

Overall, though, this period marked the beginning of the decline of major industry within the Study Area boundary. Downtown factories were being phased out here, as they were elsewhere in Ontario, and suburban factories emerged which could be served by both railways and transport trucks. Some of the major new industrial operations of this period included Canadian General Tower Ltd., Joy-Sullivan Ltd., Galtex Ltd., and Allen-Bradley Canada Ltd, all of which were established outside of the Study Area. Indeed, many of these new companies, as well as those that had been operating for generations, decided to open (or move) operations away from the downtown. While some opened to the south of the city, the majority moved north, especially along the Highway 24 corridor, capitalizing on the area's proximity to Highway 401, which opened in 1960. The disappearance of many of the large industrial buildings from the downtown core is visible in the contrasting aerial photographs from 1945 and 1967, below (Figure 30 and Figure 31).



Figure 30: Aerial photograph of downtown Galt, 1945 (City of Cambridge Archives).



Figure 31: Aerial photograph of Galt, 1967 (City of Cambridge Archives).

10.8 The New City of Cambridge (1973-Present)

In 1973, Galt, Hespeler, Preston, Blair, and parts of the Townships of North Dumfries and Waterloo amalgamated to form the City of Cambridge, now in the Regional Municipality of Waterloo. Many residents still felt tied to their former communities and, as such, identity for Cambridge as a whole remains complex, shaped as it was by its historical communities. Efforts to embrace the distinct character of its historic communities coincided with efforts to carve out a vision for the future while also promoting the idea of a collective heritage, particularly by tying together the communities via the Grand River (BRAY Heritage 2008).

Since the 1970s, there has been significant development of organizations, resources, and buildings to service the growth and diversity in population. Houses, condominiums, apartment buildings, and seniors' centres have been erected. Plus, many schools, libraries, and sports and leisure facilities have been constructed. In terms of the Study Area, perhaps the most significant item has been the redevelopment of the Old Town Hall site and reintegration of City Hall functions into that block, once again entrenching the historic Galt core as a civic centre. Also coinciding with the growth in population has been greater diversity in employment. The former City of Galt, like much of the rest of Canada, experienced economic stagnation and industrial decline in the 1970s and 1980s (Quantrell n.d.). Vestiges of Galt's industrial history have been removed, such as the railway lines, or buried below paved surfaces, such as Mill Creek. Nevertheless, the textile industry, for one, persisted in the downtown core until 2000. Some of the former buildings in that industry, such as the Galt Knitting Company/Tiger Brand on Water Street South, have been repurposed to residential and commercial use. A few other former industrial buildings have also found alternative uses.

One of the defining moments for the new City of Cambridge came early on in its history as the new municipal entity. In May 1974, a massive flood caused approximately \$5 million in damages in the former Galt core (Figure 32 and Figure 33). This led the City of Cambridge, in association with the Grand River Conservation Authority, to engage in the redevelopment of the riverbank (Figure 34). First, in 1977, Mill Race Park was completed on former industrial lands; this development was followed by the introduction of flood protection measures such as earth berms, concrete walls, deepening the channel, and development restrictions in the 1980s (Martin 2014).

The amalgamation of the City of Cambridge, combined with immigration, has contributed to a significant population boom; in 1973, the population of Cambridge as a whole was approximately 65,000, but that number jumped to 100,000 around 1996 and to more than 130,000 by 2010 (Quantrell n.d.). As the population has grown, it has also become more diverse, with people from all over the world now calling Cambridge home. Also coinciding with the growth in population has been greater diversity in employment. The Galt Core H.C.D. Study Area is located within the Downtown Cambridge Urban Growth Centre. The Region of Waterloo's Official Plan indicates that this area will be planned and developed to achieve a minimum gross density of 150 residents and jobs combined per hectare by 2029 or earlier (Region of Waterloo 2015:22).





Figure 32: Flooding at the Main Street Bridge, 1974 (Kitchener Public Library).



Figure 33: Flooding in downtown Galt, 1974 (City of Cambridge).



Figure 34: Aerial photograph, 1984 (City of Cambridge Archives).

Part D: Built Form and Landscape Survey and Character Analysis

This chapter knits together the results of archival research, pedestrian survey activities, and consultation sessions. It begins with an overview of the methodology and approach used for surveying properties and areas within the study area. It then describes how this data informed analysis of the study area's existing character in relation to its significant and historical development patterns. The chapter then presents a Historical Context Statement which was developed based on the results of research, survey activities, and consultation sessions. This Historical Context Statement provides a lens for assessing the area's existing character as understood based on survey data. The chapter then analyzes the study area's landscape, built form, and streetscape characteristics through assessment of a range of specific factors. This analysis is then used to define discrete character areas within the study area, and which provides a basis for conducting more detailed heritage evaluation work as presented in Part E of this report. Survey data results are available through the City of Cambridge.

11.0 Built Form and Landscape Survey

The Galt Core Heritage Conservation District (H.C.D.) Study included the completion of a built form and landscape survey of the Study Area. The built form and landscape survey is a requirement of the H.C.D. Study as set out by Section 40 (2)(a) of the *Ontario Heritage Act* (O.H.A.). The survey serves as a non-evaluative record used to collect information about the historical and physical characteristics of the Study Area.

11.1 Methodology

Built form and landscape survey activities were conducted in March 2021. A digital survey form was developed for the collection of historical information and pedestrian survey data. Historical information was collected for each property, using the 1875 Bird's Eye View of Galt map and the 1910 Galt Fire Insurance Plan to record information about the history of each parcel and establish an approximate period of construction. Where specific building construction dates were established by other records or data sources, such as the Municipal Heritage Register, walking tour brochures, and date stones and plaques observed during survey activities, that information was integrated into the survey dataset as appropriate and where reliable⁶.

Two members of the consultant team conducted a pedestrian survey to complete a form for, and take photographs of, each individual property and corresponding buildings (Figure 35: Example of digital form used to record property information.). Details recorded about each property included its current vacancy status (for example, a vacant lot, or a lot containing an occupied building), observed land use, and any notable landscape features. Built form details recorded included building type, style, height, and materials. Data collection of these elements was taken from public road rights-of-way, and information was recorded in relation to primary elevations of buildings and those portions of the building that can be seen from public roads. The material integrity of each building was rated from high to low, based primarily on degree of alteration, and the building's overall condition was also rated. A date range of construction for each building was assigned based on field observation and the previously recorded historical information.

(1 of 2)	
Street Number	51
Unit Number	
Street Name	AINSLIE ST N
Address Observed in Field	
Main St HCD	No
Heritage Recognition	MHAC Designated
Date of Construction (MPAC)	0
Common Building Name	Wesley United Church
Original Building Type	Church
Original Building Type - Other (Describe)	
Massing	Single detached
Massing - Other (Describe)	
Number of Storeys	3
Number of Storeys - Other (Describe)	
Roof Type	Cross - Gable
Roof Type - Other (Describe)	
Foundation Material	Stone - Cut
Foundation Material Finish Description	
Foundation Material - Other (Describe)	
Building Construction Material	Masonry - Stone
Building Construction Material - Other	

Figure 35: Example of digital form used to record property information.

⁶ Paul Dilse's 1981 publication *A Remarkable Heritage: Programmes and Policies for Heritage Conservation in Cambridge, Ontario* was able to be accessed on May 6, 2021, by the study team. This document contains data about various buildings within the study area. Relevant data from this document will be integrated into individual property information where appropriate through an addendum to this report.

The pedestrian survey also recorded landscape features unrestricted to individual properties, such as topography, vegetation, streetscape context, and viewscales. These features were photographed, and their locations recorded using GIS data.

The historical information and pedestrian survey data were compiled in a geodatabase and used to generate analytical maps to understand the Study Area's existing character in relation to its historical growth and development patterns, architecture, streetscape, and landscape features.

The Main Street H.C.D., enacted in 1985, is located in the centre, but outside of, this project's Study Area. The Main Street H.C.D. is located on the south side of Main Street, from Water Street to Ainslie Street. The properties within the Main Street H.C.D. are not being considered for inclusion at this time in the Galt Core H.C.D. as they are already protected under Part V of the O.H.A. (Bylaw 28-85). However, based on further analysis and direction from City Council, it is possible that the existing Main Street H.C.D. may merit consolidation within a future potential H.C.D. recommended as a result of this study. Details about its properties have been included in the mapping below for reference purposes. Any statistics referenced in the text below do not include the properties within the Main Street H.C.D. The Main Street H.C.D. boundary and the Dickson Hill H.C.D boundary are included on each map for reference.

11.2 Summary of Survey Results

A total of 258 properties were surveyed and documented, with 238 buildings. The survey results are discussed in Chapter 12 below and are presented in relation to the extent that the survey results inform understanding of the area's existing character and as it relates to significant historical themes and narratives, as presented in Section 12.2 below. Digital records of survey data are accessible through City of Cambridge staff.

12.0 Character Analysis

12.1 Methodology

Analysis of the Study Area's character was completed by undertaking the following:

- Identifying, based on research and public consultation, the significant historical land-use themes that have shaped the Study Area's existing physical composition, setting, and overall context and which are valued by the community. Section 12.2 presents these themes and addresses how they continue to be expressed within the Study Area today, with references to individual buildings and/or groupings of features. This Historical Context Statement provides a lens for assessing the area's existing character and determining if it effectively and sufficiently expresses the historical, design-based, and environmental impulses that shaped it during the period of 1840 and 1936. This period has been identified as reflecting Galt's most prolific years of development, growth,

and prosperity as a thriving and picturesque regional hub and industrial centre within the Grand River corridor.

- Understanding how these themes may continue to be expressed in the Study Area as based on data collection through survey activities. This analysis focuses on the area's character through assessment of the following factors (Section 12.3 to 12.17):

Landscape Areas, Uses and Features:

- Topographic Features
- Vegetation Patterns
- Spatial Arrangements
- Street and Block Patterns
- Views and Landmark Buildings and Features
- Circulation Routes
- Community Uses

Built Form:

- Periods of Construction
- Architectural Style
- Typology and Function
- Scale
- Materiality and Construction Methods

Streetscape Typologies:

- Residential Streetscapes
- Commercial Streetscapes
- Riverside Streetscapes
- Civic Streetscapes
- Hard Surface Streetscapes

- Analysis in this context is informed by assessing degrees and qualities of change over time and understanding whether the features together retain an appropriate level of integrity to effectively express themes identified in Section 12.2.
- This analysis culminates in identifying character areas that form the basis for further heritage evaluation work and boundary delineation and refinement as appropriate (See Section 12.18).
- This analysis has been supported by development and application of consistent terminology to define use of key data collection and analytical category terms (See Glossary to this Report).

12.2 Historical Context Statement

The former City of Galt is located within the City of Cambridge in southwestern Ontario. The City of Cambridge was established in 1973 by amalgamating the former towns of Preston, Hespeler, and Galt, and the village of Blair. Human inhabitation of the land along the Grand River can be traced back to the Paleo Period (11,500 to 9,500 years ago) when small nomadic groups followed seasonally available resources. Galt's founders, Absalom Shade and William Dickson are thought to have selected the convergence of Mill Creek and the Grand River area for its rich provision of water and power sources, but also because of its picturesque setting within the Grand River valley. A town quickly emerged,



concentrated within the H.C.D. Study Area. The town functioned as a thriving civic and commercial centre servicing the surrounding agricultural areas, and featured buildings characterized by the local stone, particularly granite, demonstrating the skills of the Scottish people who settled the area. The construction of buildings with a highly refined craftsmanship was supported by Galt's role as a regional hub in the nineteenth century. These factors led to land use patterns of commerce, industry and civic buildings, railway lines, streetscapes and sites which persist today.

"Strikingly Picturesque and Pleasing"

Grand River Valley and Town Site

The story, and history, of Galt begins with the Grand River, a Canadian Heritage River. The Grand River, which forms the western boundary of the Study Area, is one of the most important regional features in terms of precontact and early Euro-Canadian land use patterns. It provided a rich biotic environment for subsistence and was the most important transportation route between Lake Erie and the southern Ontario interior (ASI, (Archaeological Services Inc.) 2006:3). As was the case in many parts of southern Ontario, the Grand River would have encouraged occupation by human populations, beginning approximately 13,000 years ago.

Galt is located within the Waterloo Hills physiographic region (Chapman and Putnam 1984:136) and is situated on one of the extensive alluvial terraces of the Grand River spillway system. The landscape of the area is primarily defined by the Grand River valley, but to the east and west it is further bisected by relict shorelines that provide high plateaus overlooking the river. The structure of these landforms, and the specific environmental features they contain, influenced land use in Galt throughout its history, and is described in more detail below. The bedrock underlying this area is of the Guelph Formation, which is characterized by cream to buff limestone. Outcrops of this bedrock are exposed along the Grand River south of Galt and north of Galt to Preston (Presant and Wicklund 1971:12).

The Grand River provided optimal conditions for nineteenth-century town settlement through its provision of water and role as a power source. William Dickson and Absalom Shade capitalized on that potential, focusing upon the convergence of Mill Creek and the Grand River as the ideal spot for a town site. Yet this choice was not only driven by pragmatics related to subsistence and industry. It was during their original visit to this location that the Grand River's surrounding landscape is thought to have been talked about as aesthetically beautiful and picturesque and identified as having qualities that influenced Galt's early development (Young 1880).

This narrative begins in the documentary record in the 1840s, when Galt was described as a village "prettily situated on the Grand River, in a valley surrounded by high hills" (Smith 1846). The view was reinforced in the 1860s, when it was noted that "the scenery in the neighborhood of the town is very picturesque" and that the town had "a remarkably substantial appearance" (County of Waterloo 1867). Further still, in 1880, James Young highlighted Galt's natural beauty, noting that its scenery was "strikingly picturesque and pleasing." He describes the area in glowing terms, including its "gently-sloping, oval-shaped valley ... graceful hills encircling around, and the luxuriant profusion of summer foliage ... the sombre pines upon the bluffs ... these peculiarities of the landscape, so suggestive of a vast



natural amphitheatre, must have made up a striking and beautiful picture. It must have looked like an immense Coliseum [sic] in leaves!" (Young 1880).

The topography of the river valley contributed to Galt's distinctive development pattern on both sides of the Grand River. The ridge of the river valley has continually been visually defined by a strong vegetative corridor on both the east and west sides, visible in both archival images and existing conditions (Figure 36 to Figure 38).⁷



Figure 36: Main Street looking west from Centennial Park, pre-1929 (City of Cambridge Archives).



Figure 37: Looking west from Historic City Hall tower, 1947 (City of Cambridge).



Figure 38: View west along Main Street from Centennial Park (A.S.I., 2021).

⁷ This vegetation is more distinctive on the east side because there are relatively few trees within the study area and the west side has more streets lined by tree canopies.

In terms of layout, each of Galt's major east-west streets leading into the downtown area provides access to the Grand River as well as a view of the opposite bluff. Four structures bridge the Grand River, providing scenic views in all directions. Plus, several streets in Galt's downtown have also been formally recognized for their scenic quality in the Scenic Roads and Special Character Streets Resource Document (Region of Waterloo 2011). Most notably, these include Main Street from George Street to Water Street, which is described as "Extremely Scenic"; Water Street from Parkhill Road to Concession Street and Grand Avenue South from St. Andrew Street to Cedar Street which are described as "Very Scenic"; and Ainslie Street from Valour Place to Thorne Street being described as "Scenic" (Region of Waterloo 2011).

Besides the roadways, Galt's initial town layout was shaped by formal and informal plans. Review of primary and secondary sources and historical maps confirms that the east side of the river within the H.C.D. Study Area developed first and in an organic manner. Absalom Shade's initial land holdings on the east banks of the river developed as a mill, which then evolved when he constructed a bridge over the Grand River at Main Street and then further, when within a few years, he established his "Red" store, the initial commercial anchor on the east side of the river. It has been documented that William Dickson established a town plan in 1836⁸ to develop the town centre on the west banks of the Grand River, but based on a range of documentary sources, this plan did not come to fruition in earnest. While some public squares were established on the east banks, such as the Queen's Square at Main Street and St. Andrew's Square at Park Hill and Water Street North⁹, the Market Square remained on the east side of the river on Dickson Street. These open spaces – often sites of community gatherings and ceremonies – sometimes fulfilled an institutional function, such as the Knox and Central Presbyterian churches, the library, and the former Y.M.C.A. adjacent to Queen's Square, as well as the Farmers' Market, Township Hall, Wesley United Church, and Historic City Hall adjacent to Market Square. These public spaces also contribute to the town's aesthetic quality. In the case of Queen's Square, for instance, it is one of the few large greenspaces/parklands in the downtown core (Figure 39).

Galt's built form further reinforces the aesthetic qualities established by the Grand River and its associated topography and vegetation, and the network of scenic streets and squares laid out in the nineteenth century. Many of its oldest buildings, such as 44 Wellington Street (1848), 50 Wellington Street (1848), 84 Wellington Street (1852), Morris Lutz House (60 Water Street North, c. 1849), Alexander Adair House (2 Warnock Street, 1847), the Bank of Commerce building (11 Main Street, 1849-1851), and the Royal Canadian Legion – Galt Branch (4 Veterans Way, 1850) were constructed of stone by Scottish settlers, intentionally invited in the first half of the nineteenth century to populate both the town and the wider region (Map 8) (Quantrell 2015; Dilse 1981). Many of these individuals were excellent stonemasons and the buildings they erected demonstrate exceptional artistry earning Galt the title, the 'Granite City' (Dilse 1981).

⁸ The Farmers' Market references that this plan was developed in 1836 (Cambridge Farmers' Market 2020).

⁹ This square seems to have disappeared as a public space around the mid-twentieth century.

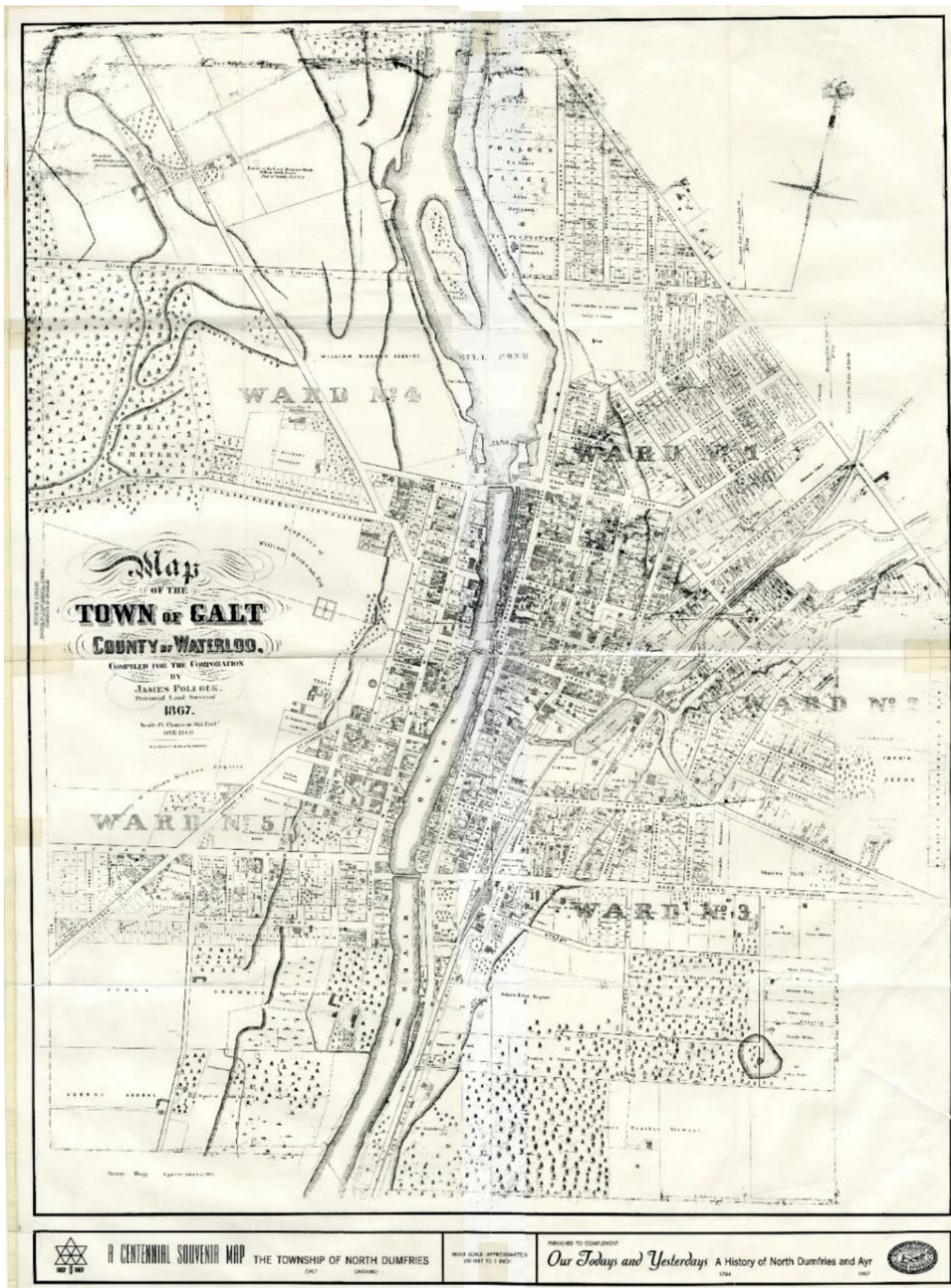


Figure 39: Map of the Town of Galt, 1867 with squares laid out (City of Cambridge Archives).

The use of granite masonry construction is associated with the skilled Scottish builders who settled in Galt. The granite buildings found within the Study Area and surrounding the Study Area display several masonry techniques that are unique within Canada and reflect the high degree of craftsmanship of the Scottish masons who built them. These represent a unique vernacular building style which developed through the Scottish masons applying their skills in working hard stone to the locally available granite (Middleton 2011). The Scottish builders settling in Galt recognized the potential of the abundant granite boulders found in local fields to be split into fine building stone. These masons made a special effort to sort the stones and match the colour of the granite used on individual buildings, which created the refined appearance of stone quarried from a single location, though granite was rarely quarried in Ontario (Couling 1978). Nearly all of the granite buildings within the Study Area and the surrounding downtown area display a fairly uniform medium-grey tone on the front façade, with subtle variations in colour and texture. These are exemplified by the Wilkins Block (30-38 Main Street) and Wesley United Church (51 Water Street North). This colour-matched granite is rarely found within Canada outside of Galt (Couling 1978). A patchwork effect of colours is more typical of granite buildings found elsewhere, including in Hespeler and Preston, reflecting the wide range of colours found in granite (Couling 1978). Many of the granite buildings within the historical downtown area also feature tan-coloured limestone quoins or window surrounds, which creates a visual contrast with the grey granite, such as Historic City Hall (46-62 Dickson Street) and Landreth Cottage (84 Water Street South) (Figure 40 and Figure 41). This combination is also unique to Galt (Couling 1978).

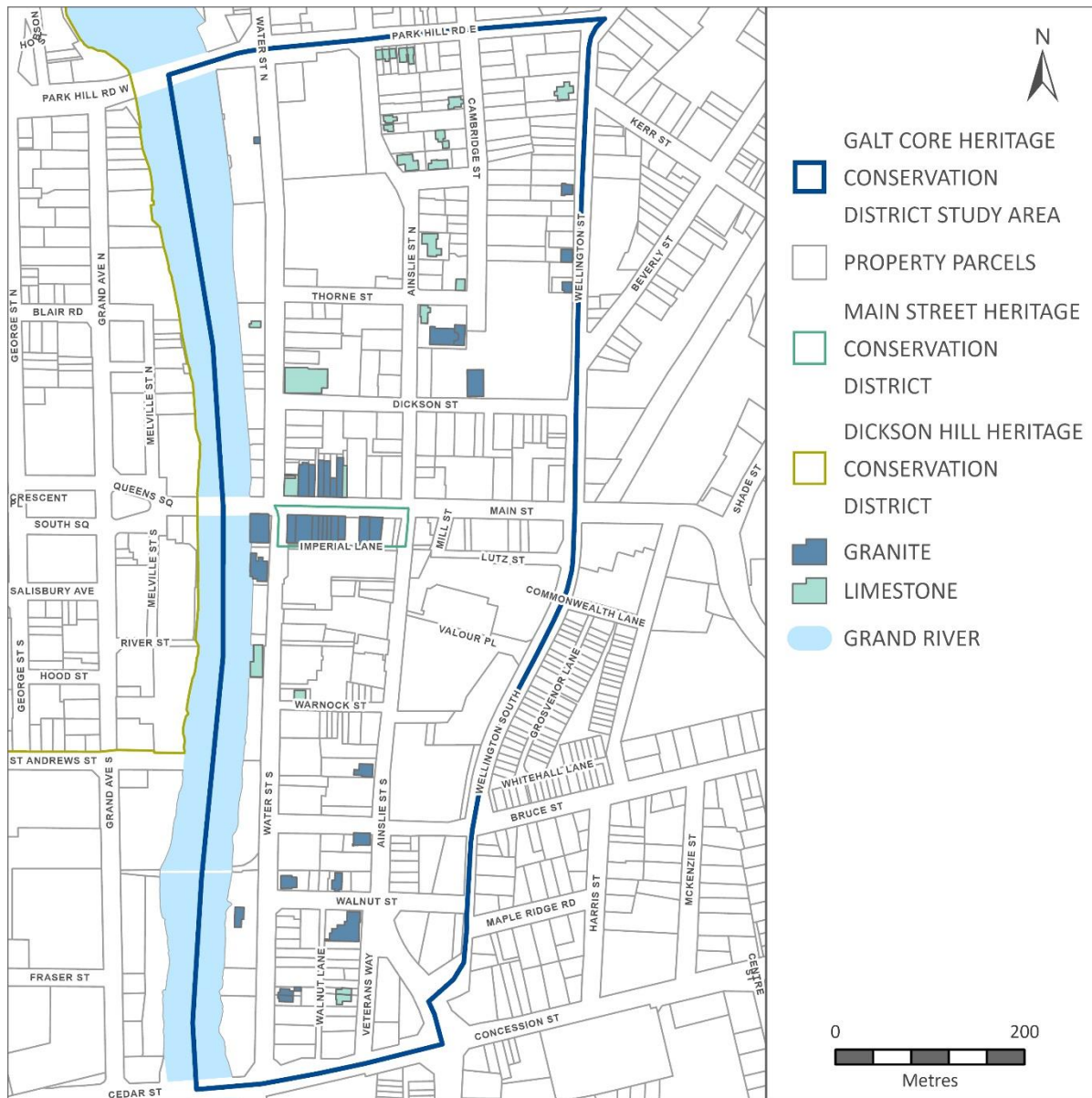
The technique of colour-matching granite is also found in combination with another rare masonry practice demonstrated in Galt and reflected within the Study Area. While ashlar masonry typically used limestone or sandstone, masons in Galt used colour-matched granite to produce a fine approximation of ashlar masonry, such as at 18 and 20-22 Main Street. Ashlar masonry is distinguished by carefully cut and dressed stone blocks laid in parallel courses with narrow joints, and was often used for prestigious buildings (Couling 1978). In Galt, this fine ashlar-style masonry is uniquely expressed in granite. The blocks are generally narrower than those used on limestone ashlar buildings.



Figure 40: Historic City Hall (A.S.I. 2021).



Figure 41: Landreth Cottage (A.S.I. 2021).



Map 8: Buildings Constructed or Clad with Stone by Type of Stone.

Just as it has been since the settlement was first founded, the Grand River is crucial to many of Galt's most scenic qualities, including the views east and west to the top of the ridges and the views up and downstream from one of the many bridges. In fact, the bowstring arch bridge on Main Street over the Grand River is now a symbol for the City of Cambridge. The river – as well as Galt's spectacular historical buildings – also provides a scenic backdrop for film and television. Finally, in 2014, the City initiated the Back to the Rivers plan. This multi-year plan has fostered initiatives focused on the enhancement of the waterfront in Galt, Hespeler, and Preston and in so doing demonstrates that the waterfront areas represent tremendous opportunities and assets in the municipality. Among the infrastructure projects, many are concentrated in the historical downtown core and include the renovation of the former post office into the Idea Exchange library and community centre, a new pedestrian bridge, and improvements to the east side river-front walkway, such as railings, benches, and trees.

The community of Shade's Mills – later known as Galt – became an important population centre following its formation in 1816, quickly beginning to service a broader regional area. In relatively short order, the east side of the river became characterized by a combination of commercial, industrial, residential, and civic land uses. This status as a leading centre for the larger countryside remained in place throughout the nineteenth century.

In 1819, the newly established Dumfries Township in what was then the Gore District, held its first meeting in Galt. The meeting introduced several positions for overseeing the township's administrative affairs, such as clerk and warden, and contributed to the development of the area's municipal governance (Waterloo Region Museum 2015). In the 1820s, the community could boast of having a grist mill, distillery, blacksmith shop, tavern, and other mills, as well as a small but growing residential population. Nowhere else in Dumfries Township could lay claim to such significant development at that time. With its mills and shops and other commercial activities, Galt's population reached approximately 250 by 1834, and the community was already playing a key role in serving the larger agricultural countryside. For example, by the end of the decade, Galt was thriving and was home to a post office, mills, stores, churches, a school, a debating society, a hotel, a subscription library, curling club, amateur band, and an agricultural society, providing valuable economic, social, and cultural options for the surrounding area (Young 1880; Quantrell n.d.). Moreover, the erection of the Township Hall in 1838 further solidified Galt's function as the most important town in Dumfries Township. Built on the present site of Historic City Hall on Dickson Street, the hall and surrounding square was an important community meeting space, indicative of a maturity in the town's development (Quantrell n.d.; Jaffray Brothers 1902).

Given the growing diversity of employment opportunities in the foundries, textile operations, machine shops, and other industrial sites, Galt began to grow at a rapid pace in the 1840s, expanding its function as a town centre servicing broader populations and communities. In addition to the local population, people came from the surrounding countryside because it was a market centre, with active farmers' markets and wheat and other grains being shipped out from Galt beginning in that decade. They also came to capitalize upon the many social and cultural opportunities, including its cluster of churches (Waterloo Region Museum 2015; Quantrell n.d.). To get there, people travelled along the network of roadways which connected the town to the remote settlements throughout the township (Waterloo Region Museum 2015).

At the beginning of the second half of the nineteenth century, Galt's population reached about 2,250 people (an 800% increase from 16 years earlier). Given this maturation, Galt incorporated as a village in 1850 and as a town in 1857 (Young 1880; Quantrell n.d.). Yet, at the same time, it might have seemed that Galt's importance would decline when Berlin¹⁰ was chosen as the county seat for the new Waterloo County in 1852 and when the Grand Trunk Railway line bypassed the town in 1856 (Waterloo Region Museum 2015). Galt remained economically competitive with Berlin, however. A branch line of the Great Western Railway was built through Galt connecting it with neighbouring communities, a new

¹⁰ Historically, Kitchener was known as "Berlin."

market square was erected in 1857, and industrial enterprises continued to flourish to the point that Galt was described as the “Manchester of Canada.” People continued to come to Galt’s downtown for a wide range of reasons. Farmers came to Galt to sell their produce and purchase goods for their farms. Others came for a meeting at one of the several banks, to shop for goods they could not procure locally, to attend Sunday service at one of the churches, to hear a speech, to attend the agricultural fair, and for many other reasons. Dickson Street in particular was a key attraction, with several public buildings as well as civic and institutional buildings, such as a Methodist Church, Ward School and the Town Hall, clustered at Market Square (Figure 42) (Quantrell n.d.; Jaffray Brothers 1902).



Figure 42: Laying the cornerstone for the Town Hall, Galt, 1857 (City of Cambridge Archives).

Although Galt remained second to Berlin in terms of economic and political life in Waterloo County as a whole during the second half of the nineteenth century, it nevertheless kept its place as an important economic and cultural centre in what became known as North Dumfries Township, and which was included as part of the new county after 1852 while the new South Dumfries Township became part of Brant County to the south (Waterloo Region Museum 2015). To some degree, Galt was still a hub for communities up to 25 kilometres away, because by the turn of the twentieth century, a major publication was noting that its neighbours, such as Preston, Hespeler, Berlin, Waterloo, Ayr, Guelph, Paris, Brantford, and others were relatively quick trips by horse ride or steam railway (Jaffray Brothers 1902). Indeed, Galt was celebrated for its transformation into a booming and sophisticated hub of social, economic, and political activity.

Nearly three quarters of a century later, Galt continued to maintain its status as a key hub for the broader surrounding area. Most notably, this was visible following the amalgamation of Galt, Preston, Hespeler, and Blair into the City of Cambridge in 1973. Although the name Cambridge stems from

Hespeler's original name of Cambridge Mills, it was the former City of Galt that was selected as the centre of the new City and its governing functions, including City Hall, were housed here.

Industry, Commerce, and Civic Land Use Patterns

Industrial, commercial, and civic land use and development patterns have had an important role to play in the evolution of downtown Galt. Notably, these patterns are intimately connected on both the east and west sides of the Grand River. Since the early nineteenth century, functions associated with these land use patterns have converged within the valley in what might be called the downtown core: industry was extant on either side of the river and concentrated at the north end and south ends of the downtown; commercial operations were clustered on an east-west spine along Main Street and extended north and south from that line, particularly along Water and Ainslie Streets; last, civic and institutional uses centred around and radiated out from Dickson Street (and remain so today) but are also evident throughout the downtown on both the east and west sides of the river.

The topographic shift between the lower valley close to the Grand River and the top of the ridge creates a marked distinction between the downtown, with its broad mix of land uses, and the primarily residential neighbourhoods concentrated at the top of the rise. Reflecting nineteenth-century land use development, residential uses ranging from estates to workers' cottages, have been present throughout the downtown since the nineteenth-century. Residences are scattered throughout the downtown as detached and semi-detached houses and found in upper storeys of commercial buildings. The greatest concentration of residential properties is located towards the edges of the Study Area and the traditional 'historical' downtown. Interestingly, schools, such as Galt Collegiate Institute to the north, Central Public School to the east, and Dickson Public School to the west, have all been sited on the top of the rise, providing a transition point between the downtown and the primarily residential neighbourhoods beyond.

The construction of the Galt Dam and Mill Race Canal in 1837 provided waterpower for anticipated factories and helped propel Galt's growth and economic development in subsequent decades. By the 1840s and 1850s, marked industrialization was occurring with many operations being built along the eastern and western shores of the Grand River to capitalize on its production power. Further industrialization occurred with the arrival of the Great Western Railway in the 1850s, which was necessary for shipping and receiving goods that downtown businesses and residents relied upon. The railway corridor itself left a distinctive mark on the land use pattern in the downtown area since Wellington Street south of Main Street (at the eastern edge of the Study Area) follows the former railway bed.

Around the 1860s, Galt's industrial prominence was demonstrated through its diverse array of industry, including textile factories, edge-tool works, flouring mills, foundries, tanneries, distilleries, machine shops, and other varied sites. These industries supported both the local urban population and surrounding agricultural way of life (Quantrell n.d.; Jaffray Brothers 1902; Young 1880; City of Cambridge n.d.). Later in the nineteenth century, industry was especially concentrated on Water Street North and around Mill Creek with industries such as the Oat Meal Mill, Galt Edge Tool and Carriage Spring Works, Galt Foundry, Engine and Machine Works, Barbour's Furniture Factory, and Kay's Carriage Factory being

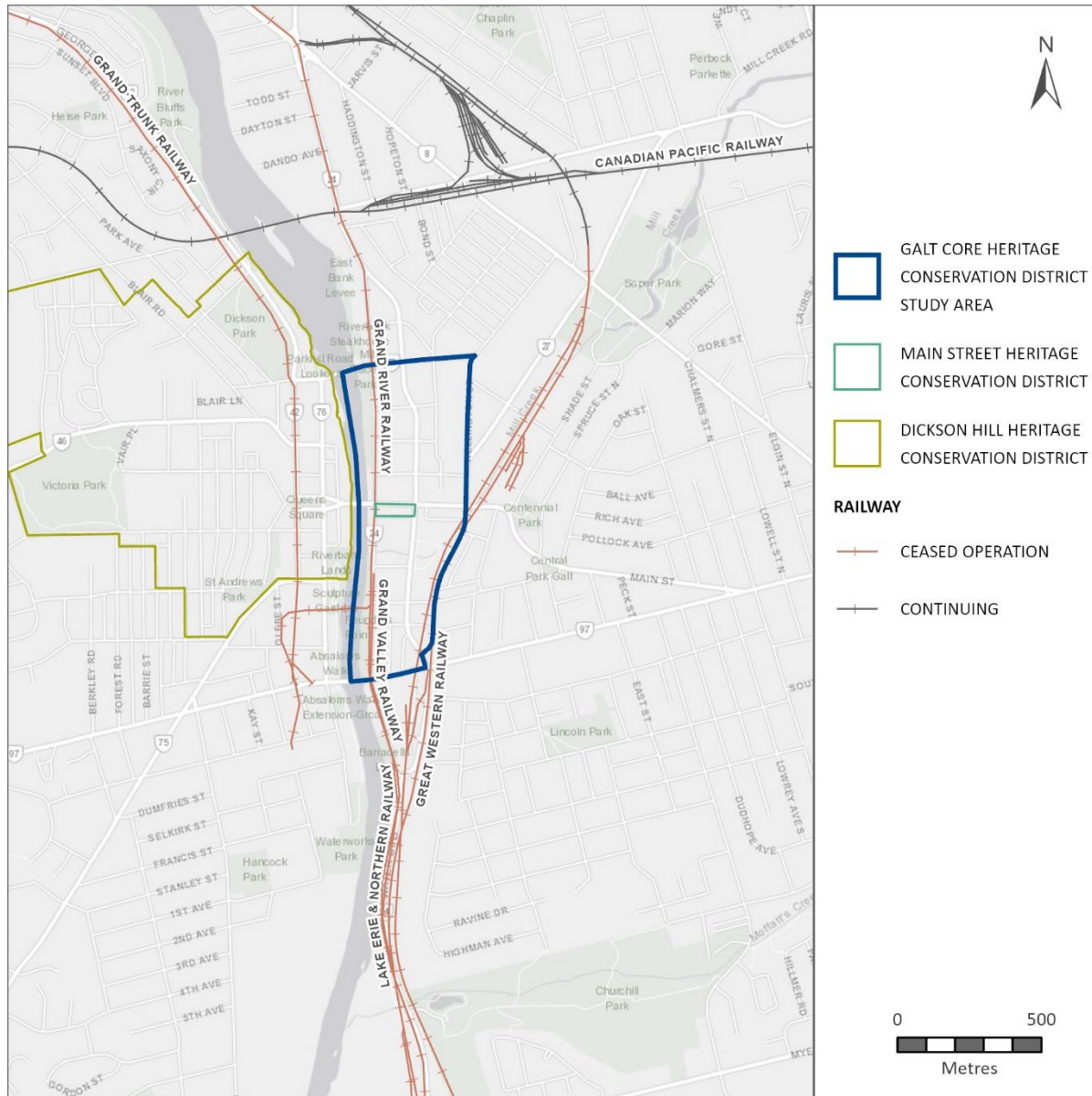


located there. While many industries have since moved outside of the downtown core and many of the former industrial sites are no longer extant, they have left a mark on the shape and layout of the downtown. Many of the industrial sites were large complexes and they have left behind a pattern of large property parcels. This has created a distinctive texture to the Study Area and its surroundings both in the size and in the make-up of the lots, and in the streets or laneways once associated with an industrial site that now provide unique views. Industrial fabric that remains extant is found primarily along Water Street South and Grand Avenue South, where historical factories have been converted to residential use. A significant example of this is the former Galt Knitting Co. Limited (Tiger Brand) buildings 36-38 and 35 Water Street South.

Historical building typologies and uses associated with commercial, civic, and institutional spaces in the downtown core continue to be reflected in the current use of many properties. One notable area of continuity is in the central commercial blocks, which have served as a commercial centre since the nineteenth century, maintaining narrow lots and sections of streetwall buildings. Here, the lots maintain a fine-grained and dense pattern, particularly between Water Street and Ainslie Street.

The development of civic infrastructure in Galt's downtown core also helped to shape its layout and built form character. The construction of municipal offices, post offices, libraries, churches, and other public buildings on both sides of the river point to where, how, and when the community supporting the commercial centre developed in Galt. There is a significant range in the dates of construction for this collection of buildings and properties, with the earliest constructed in 1838 (Dumfries Township Hall) and the most recent constructed in 2008 (Cambridge City Hall). The 2018 rehabilitation of the Old Post Office as the Idea Exchange injected new civic uses into an historical civic property. A majority of the civic, institutional, and religious buildings within the Study Area were constructed in the late nineteenth or early twentieth century. These buildings and associated public squares are predominantly located within the north half of the Study Area. In particular, the clustering of the Civic Square, Historic City Hall, Cambridge City Hall, Cambridge Fire Hall Museum and Education Centre (former Galt Fire Hall), and Market Square, all located on Dickson Street, forms the civic heart of Galt. Several civic buildings are also located along Water Street North and Water Street South within the commercial area and have a visual and spatial relationship with the prominent religious buildings located on the west side of the river, where there are also civic and institutional properties constructed within a similar time frame as those within the Study Area.

Railway Line Evolution



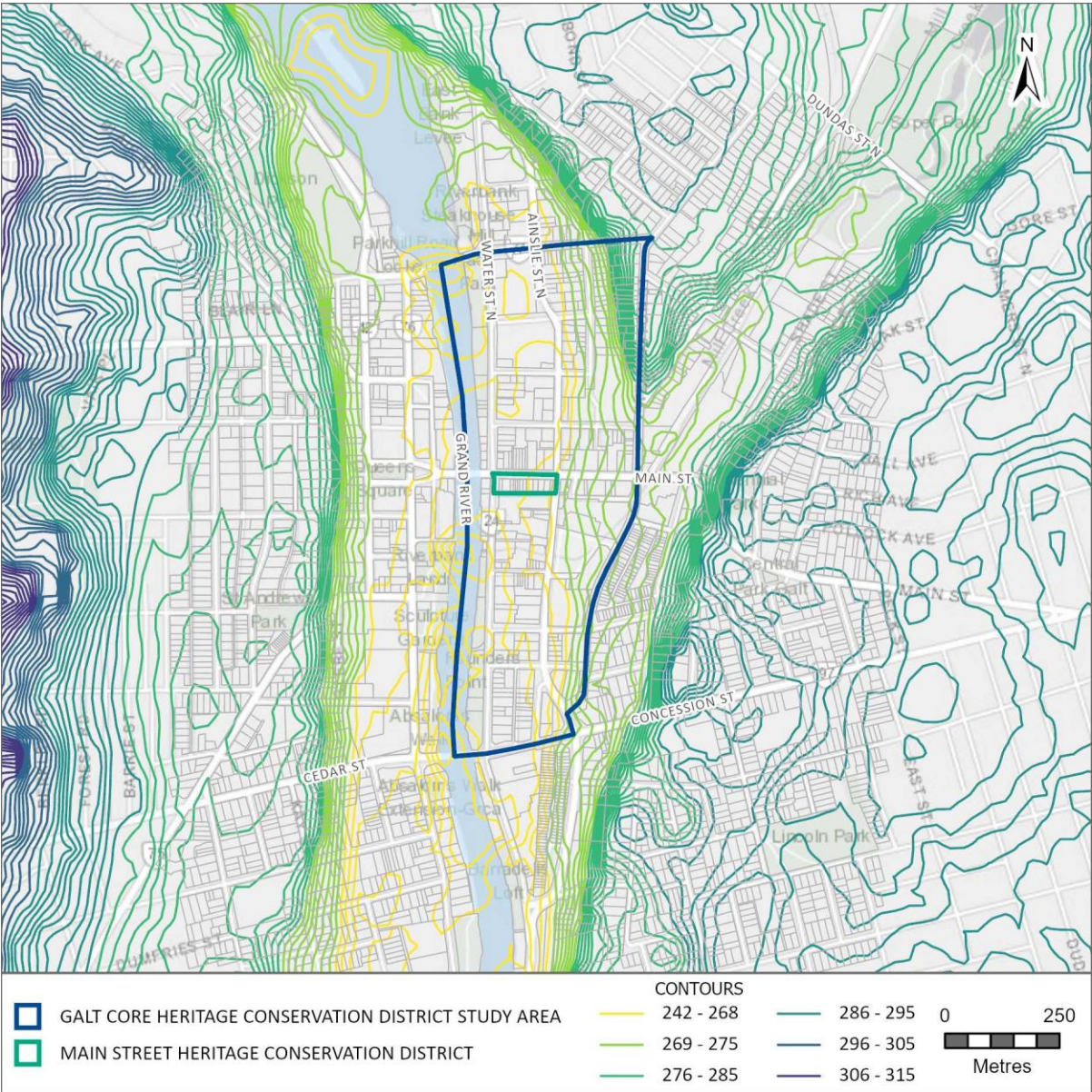
Map 9: Railway lines which have ceased operation and those in continuing use.

Railway lines which were constructed in the mid-nineteenth century through to the early twentieth century shaped the landscape in dramatic ways (Map 9). These hard linear features attracted industries and divided or bounded communities throughout Ontario. Where railways have ceased operation, their presence has left distinctive patterns in the landscape. In Galt, the Canadian Pacific Railway line has been in operation since 1880 (beginning as the Credit Valley Railway). This line sits on a high point of land in the landscape relative to Galt's downtown core, in particular where it crosses over Highway 24. Development in Galt was concentrated primarily south of this line through the nineteenth and early twentieth century. Railways on the east side of the Study Area followed Mill Creek south of Dundas Street and the Grand River. They remained in the lower portion of the river valley and converged south of Concession Street where the land is compressed between the steep topography and the Grand River itself. The Grand Trunk Railway line on the west side of the river also travelled through the lower portion

of the river valley. The Grand River Railway electric passenger line was removed in 1939 and the Grand Trunk Railway was abandoned in 1959. A few lines persisted well into the late twentieth century with the Great Western Railway Galt Branch abandoned in 1986 and the Lake Erie and Northern Railway abandoned in 1990. Along Mill Creek, the former railway bed has been converted to a pedestrian trail and Wellington Street South traces the path of former railway lines.

12.3 Landscape Analysis

Topographic Features



Map 10: Topography of the Study Area and surrounding lands (Waterloo Region Open Data Contours).

The Study Area is located within the river valley formed by the Grand River. The land on the west side of the river is also situated within this valley. In the Study Area, the land within this valley is generally flat running alongside the river with a gentle ridge rising east between Ainslie Street and Wellington Street. As a result, Wellington Street runs along a position of higher elevation and provides views into the downtown centre and river. Towards the northeast corner of the Study Area the ridge becomes increasingly steeper, reaching its peak on Park Hill Road just west of its intersection with Wellington Street, where the land plateaus, and along the northern-most portion of Wellington Street. Situated within the river valley, the roadways and landmarks within the Study Area are highly visible from the elevated lands that are located to the east and west (Map 10; Figure 43 and Figure 44).



Figure 43: Looking west on Park Hill Road East from the peak of the ridge located in the northeast corner of the Study Area, west of Wellington Street.



Figure 44: Dickson Street looking west from a higher point in the topography, which descends towards the river.

Vegetation Patterns

Vegetation patterns often contribute to the character of a landscape and can be a distinguishing element. The ridge of the river valley is accentuated by a strong line of vegetation on both the east and west sides of the valley (Figure 46). This vegetation is more distinctive on the east side as there are relatively fewer trees within the Study Area while the west side has more streets lined by tree canopies. This is a striking feature which defines the eastern edge of the downtown. Historical mapping (Figure 45) illustrates the distinctive development pattern of vegetation on the rise out of the river valley. Within the Study Area this vegetation is most effectively evidenced between Cambridge Street and Wellington Street in the rear yards. Additionally, Cambridge Street and Wellington Street have a consistent pattern of street trees which creates a tree canopy which is absent in other parts of the Study Area, and therefore establishing the Wellington corridor as a strong visual edge (Figure 47). Overall, the Study Area has very few mature trees. These are generally located on residential properties. There appears to have been recent planting efforts with many young trees located along the riverside and commercial streets.



Figure 45: Bird's Eye View of Galt, 1875 (City of Cambridge Archives).



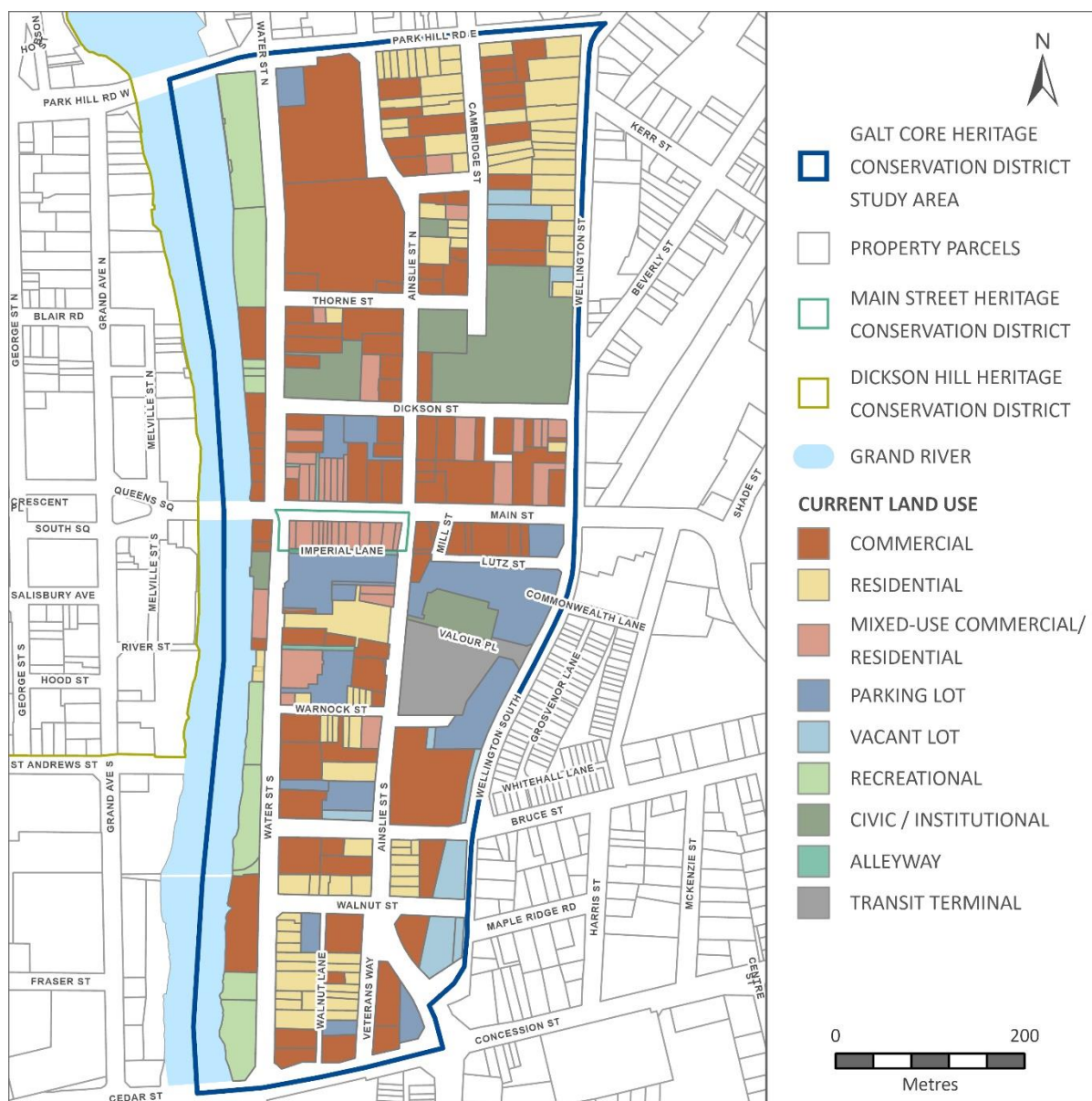
Figure 46: Looking west on Concession Street as the land declines towards the Grand River.



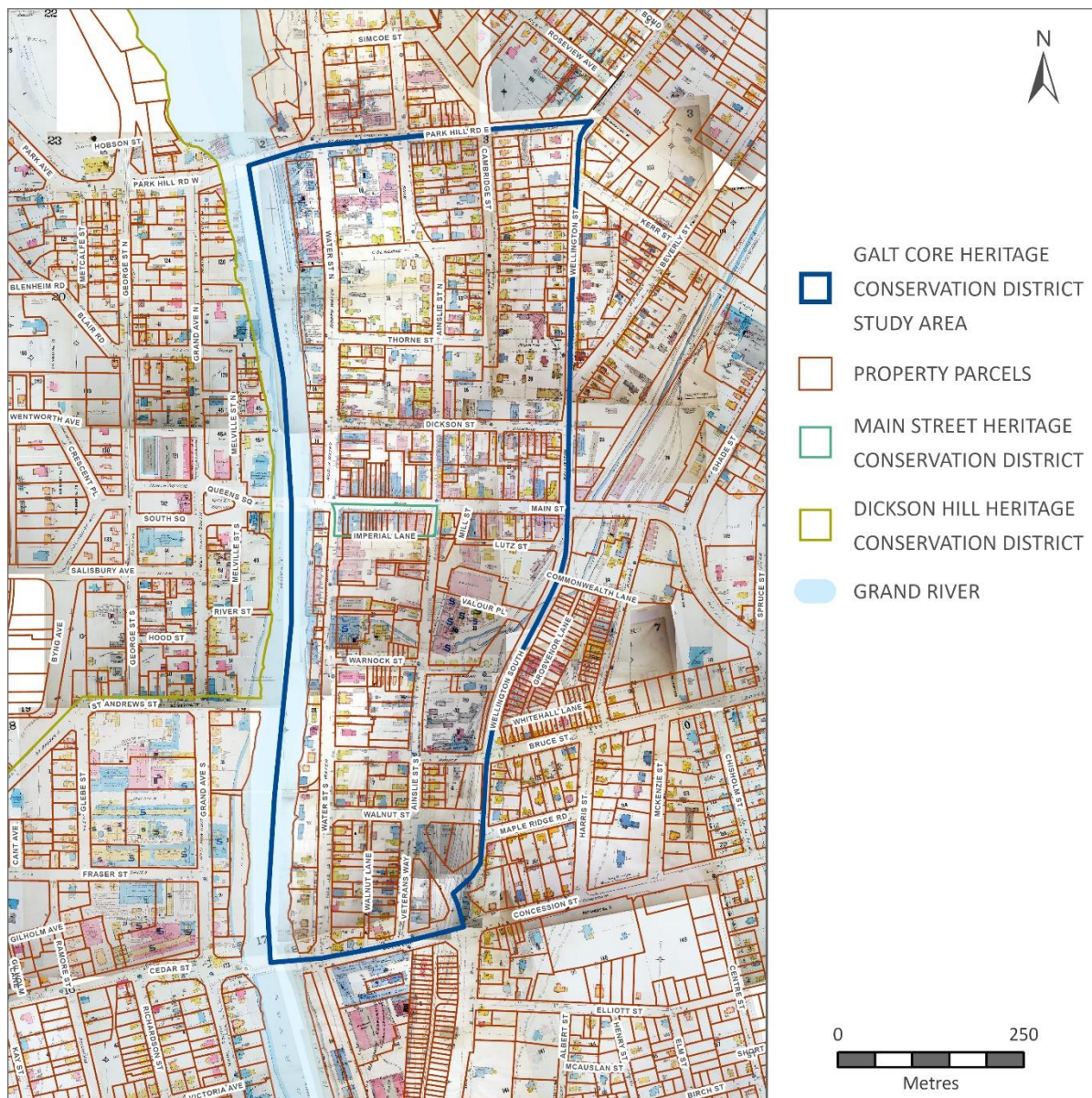
Figure 47: Looking north along Cambridge Street, with the treed ridge behind Cambridge Street separating it from Wellington Street visible.

Spatial Arrangements

Observed land uses currently found within the Study Area, when compared to historical (1860-1914) land uses, largely reflect a consistent pattern, though some change in use has occurred over time. The notable areas of continuity are in the central commercial blocks (Map 11 and Map 12; Figure 48 to Figure 55), which have continuously served as a commercial centre since the nineteenth century, as well as the residential area in the northeast portion of the Study Area. The northwest portion of the Study Area has transitioned from an industrial to a commercial context. The area south of Main Street has also remained fairly stable in its land uses, with the exception of the diminished industrial buildings in the area. These industrial properties have been replaced with expanded residential development, increased commercial presence, and the introduction of a transit terminal on the east side of Ainslie Street South, south of Valour Place.



Map 11: Current use within the Study Area.



Map 12: Current property parcels overlaid on 1910 fire insurance plan mapping.

The current parcel boundaries within the Study Area appear to follow a similar alignment as the boundaries that were extant in 1910.¹¹ The residential areas in the northeast and southwest portions of the Study Area have predominantly maintained the parcel boundaries that were in place in 1910. The commercial area that runs through the centre of the Study Area has also remained largely the same, maintaining narrow lots and sections of streetwall buildings. The areas with the greatest change can be observed in the northwest portion of the Study Area, which featured a series of smaller lots with a combination of residential, commercial, and industrial buildings within the blocks between Water Street North and Ainslie Street North and Park Hill Road and Thorne Street. These blocks have since been consolidated into larger parcels that nearly occupy the entire the block and contain a single large

¹¹ The alignment of the 1910 mapping with the current parcels may not be exact in all areas due to variances in historical mapping.

building with open space and parking lots surrounding. Similar consolidation occurred with the parcels located on the east side of Ainslie Street South, south of the Armoury, which historically contained a large knitting mill factory and several smaller residential properties and is now the location of the transit terminal. Additionally, the property located at 61-69 Ainslie Street South is presently a large property parcel containing two vacant buildings that has been assembled from a number of smaller lots visible on 1910 mapping. The lands historically contained two industrial complexes and two dwellings.



Figure 48: Looking south on Ainslie Street North from its intersection with Dickson Street, showing a continuous commercial context within the streetscape.



Figure 50: Looking northeast on Water Street South towards several commercial buildings that are a combination of purpose-built and conversions of other built forms.



Figure 49: Looking north along the west side of Veterans Way from Concession Street towards commercial properties which were historically industrial.



Figure 51: The Galt Knitting Co. Ltd. (Tiger Brand) building with industrial built form and current commercial and residential use.



Figure 52: Example of vacant building within the Study Area, located in the south portion.



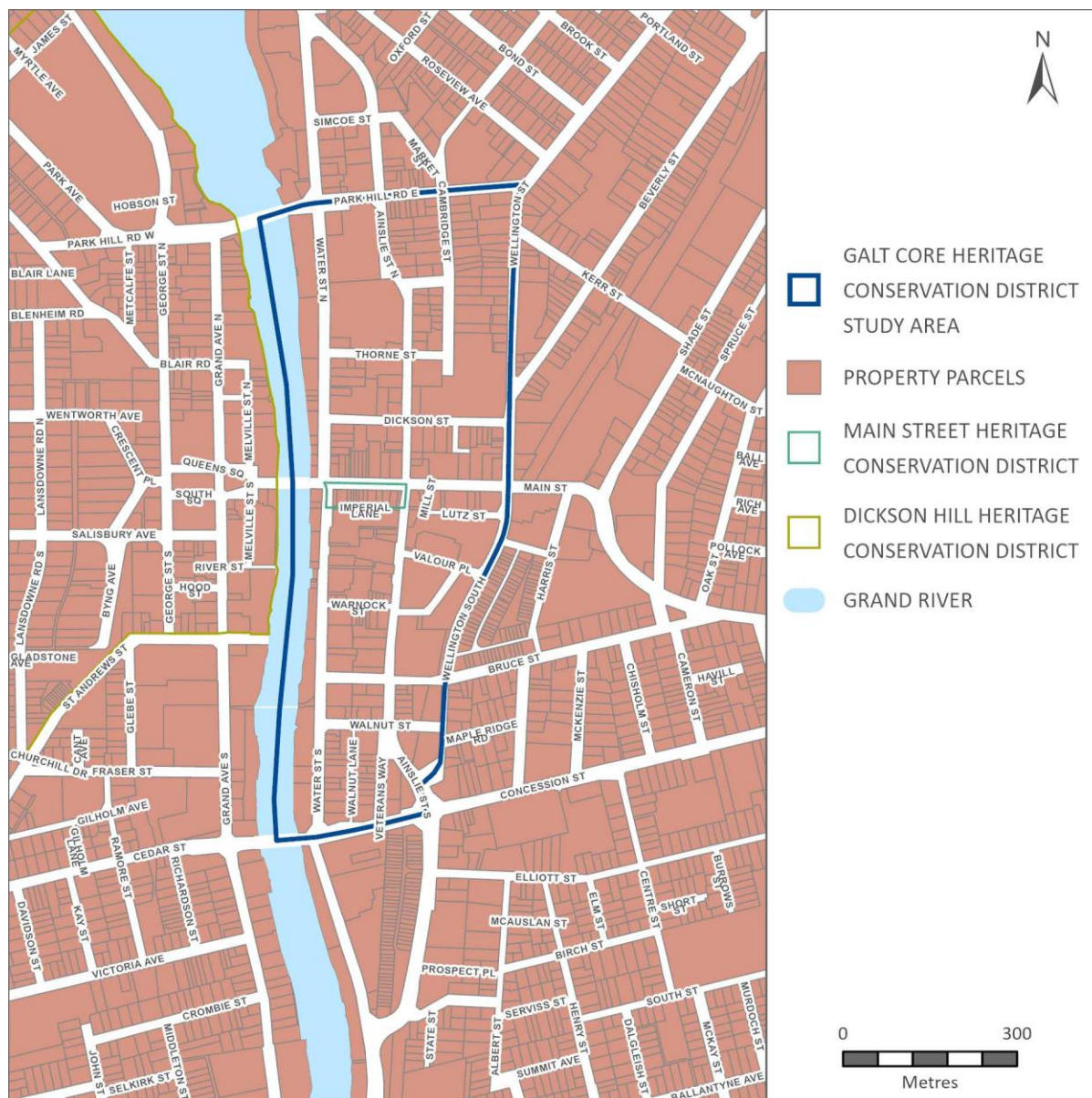
Figure 54: Parking lot located south of Imperial Lane, looking west towards the Old Post Office.



Figure 53: Parking lot located adjacent to the transit terminal looking north towards Main Street.



Figure 55: Vacant lot within the southeast portion of the Study Area.



Map 13: Street and block patterns within the Study Area and surrounding area.

The Study Area generally follows a grid pattern that is aligned with the Grand River on its west border, with longer streets running parallel to the river and shorter streets running perpendicular, facilitating access to the historical river lots (Map 13). The south portion of Wellington Street South and north and south portions of Ainslie Street represents the only curvilinear roadway sections within the Study Area (Figure 56). The curve in Wellington Street South is a result of following the historical route of the former railway line south of Main Street and on Ainslie Street and it is a result of realignment that occurred after 1975. Valour Place and Concession Street are the only two roadways to run at an angle from the gridded road network within the Study Area. The blocks formed by the road network in the Study Area are larger in the north portion and have greater division in the south portion. The lots within the blocks of the Study Area are larger in the northwest and southeast portions, with fine-grained, dense lot patterning occurring within the commercial centre and to a lesser extent in the residential areas in

the northeast and southwest portions (Figure 57). The siting of the settlement along the river continues to be reflected in the lot pattern, with longer lots that run parallel with the river to take advantage of the frontage on the riverbank. Historically, these long lots with river access north of Warnock Street were occupied by industrial buildings such as the Galt Foundry and Machine Works and the C. Turnbull Co. Ltd. Knitting Factory.

The area surrounding the Study Area breaks from the gridded pattern, with roadways running at angles moving away from the Study Area. While Water Street in the Study Area primarily follows an axial alignment, with the exception of a slight jog at Main Street, outside of the Study Area this roadway follows a curvilinear path to follow the course of the Grand River. Grand Avenue, which runs parallel to Water Street on the west side of the river also follows this pattern of grid to curvilinear alignment. The blocks formed are generally similar in size to those between Main Street and Water Street from Thorne Street to Bruce Street. The lots of the area surrounding the Study Area are typically similar in size, though several new residential developments can be observed in areas with dense lots located on the south and east sides of the Study Area.



Figure 56: Looking south on Ainslie Street North along curvilinear section resulting from realignment.



Figure 57: North side of Main Street between Ainslie and Wellington Streets, showing a commercial streetscape context.

Views and Landmark Buildings and Features

Mapping the subjects of identified views within the Study Area reveals elements and areas of visual focus or prominence (Map 14 and Map 15). Views were identified through a combination of survey data, background research, and engagement results. The primary concentration of these view subjects within the Study Area is centered around the intersection of Main and Water Streets and the civic complex of features on Dickson Street. The proximity to the river and river crossing, concentration of landmark buildings such as the Old Post Office and Bank of Toronto, and several streetwalls observable from both the street and river all contribute to this visually compelling area. Several churches and Queen's Square also have high levels of visibility, contributing to the significance of the views in this area and providing the area with an aesthetically pleasing visual quality. The steeples of the churches located in this area are visible from multiple points in the city. A series of views are also concentrated within the civic centre located to the northeast on Dickson Street. The street features several landmark buildings such as Historic City Hall, Wesley United Church and Cambridge Fire Hall Museum and Education Centre (former Galt Fire Hall), Market Square, and Civic Square. The church steeple of the Wesley United Church is also prominent in the skyline from multiple areas of the city (Figure 58). These two areas of concentration of view subjects are also facilitated by their locations within the lower lands of the river valley where the Study Area sits, as there is a greater visual vantage point provided by the surrounding ridges in the topography. Each of the bridge crossings are also subjects of notable views. The bridges function as the subject of views as an integrated feature of the watercourse, while also providing views of the Grand River and the built forms on both sides of the river. The view looking towards the riverwall located in the vicinity of Main Street from the west side of the river and the river crossings is particularly scenic (Figure 59).

The topography of the Study Area and surrounding lands also contributes to the viewsheds and allowance of significant views. The ridge located along the east end of the Study Area provides views towards the relatively taller civic and commercial buildings located in the centre of the Study Area and adjacent to the river. Additionally, views towards downtown are notable from Centennial Park located on the peak of the river valley east of the Study Area (Figure 60). While some views are identified as being located along roads or the river corridor, other views have been identified across private properties toward visually prominent buildings. The intent of these viewsheds is to demonstrate that these visually prominent features are expressed from a range of locations.



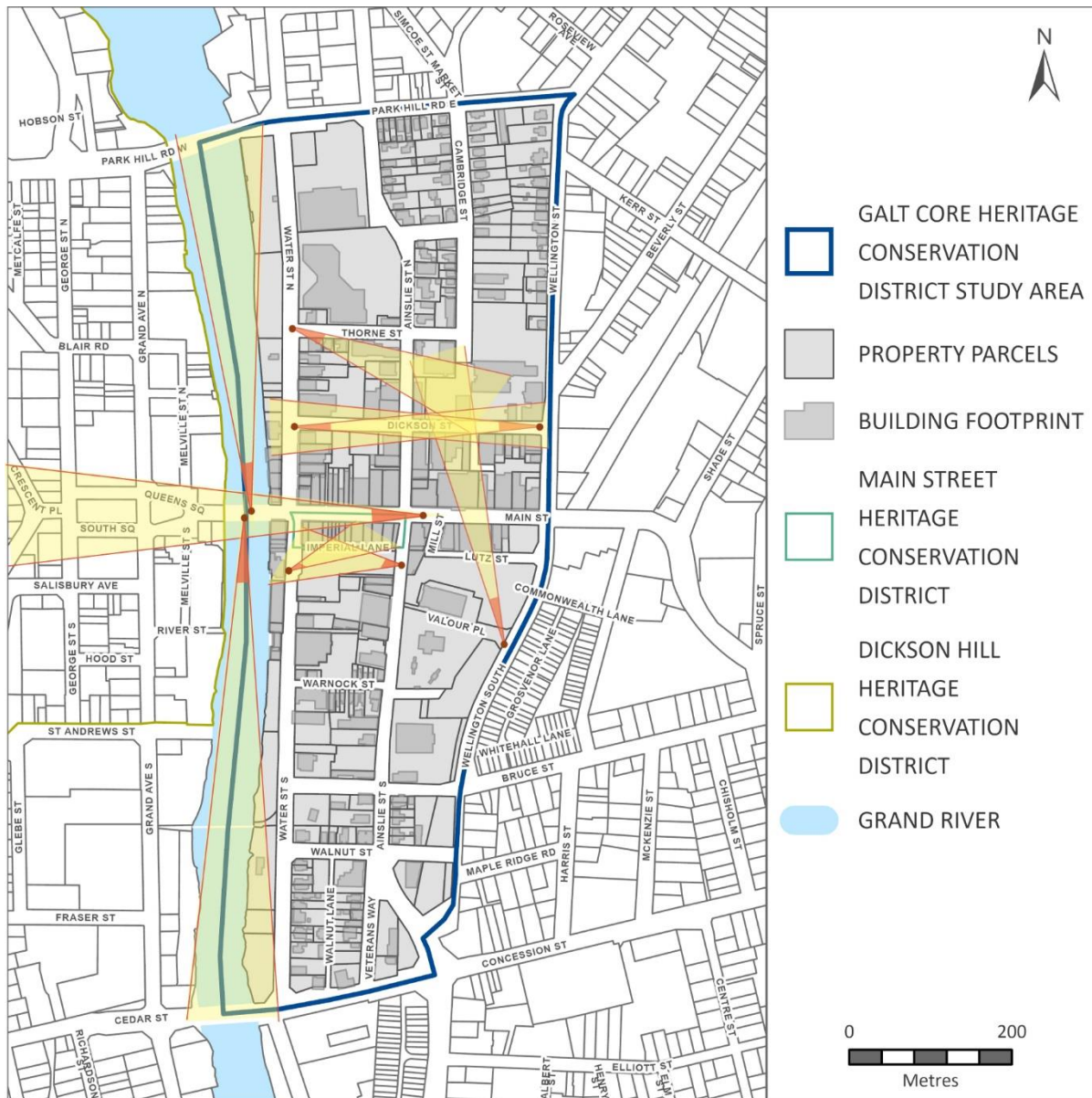
Figure 58: Looking south along Cambridge Street towards the Historic and Cambridge City Halls and Wesley United Church.



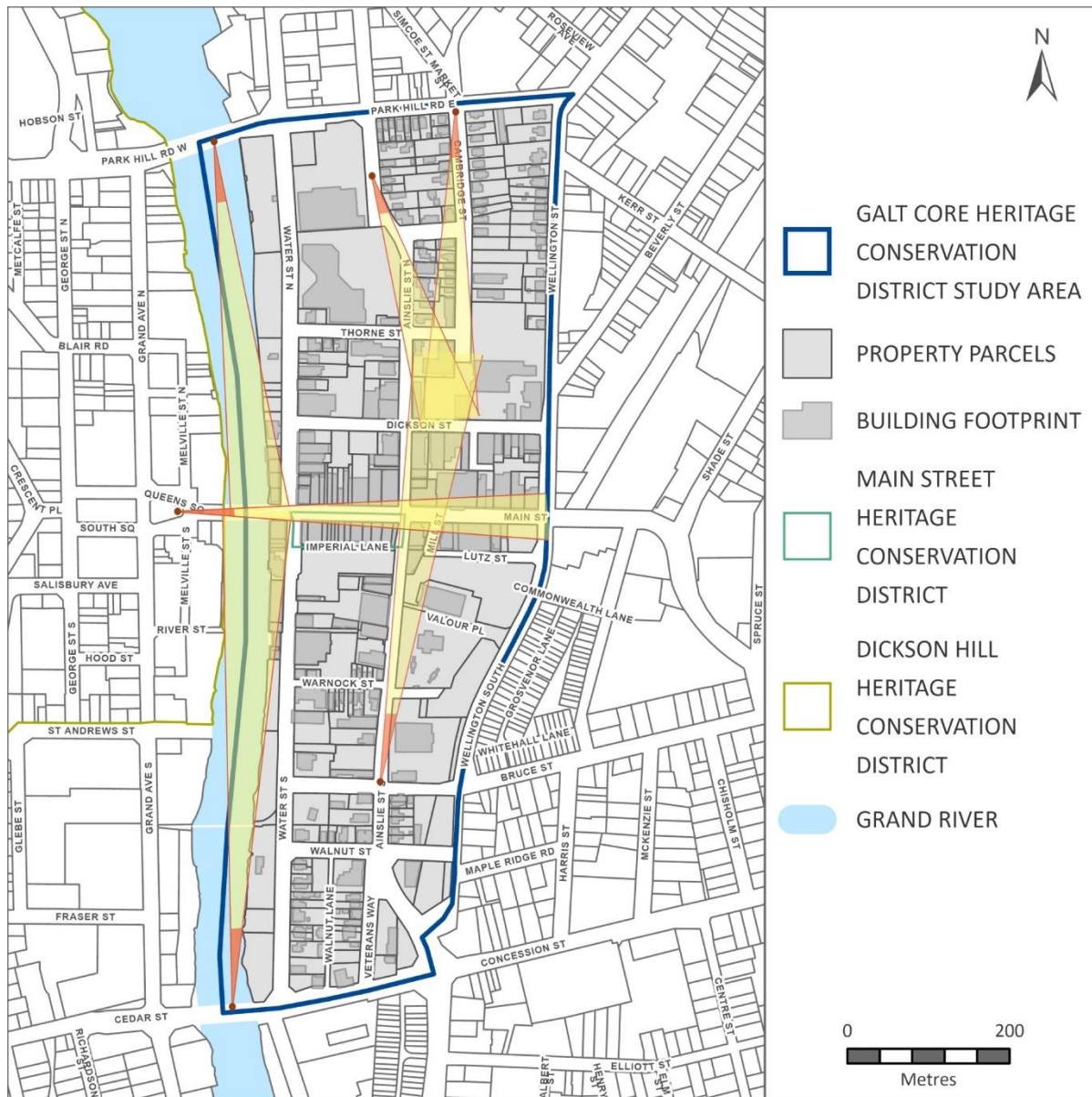
Figure 60: Looking west towards downtown along Main Street from Centennial Park (ASI 2021).



Figure 59: The river wall located north of Main Street, looking northeast from the Main Street Bridge (ASI 2021).

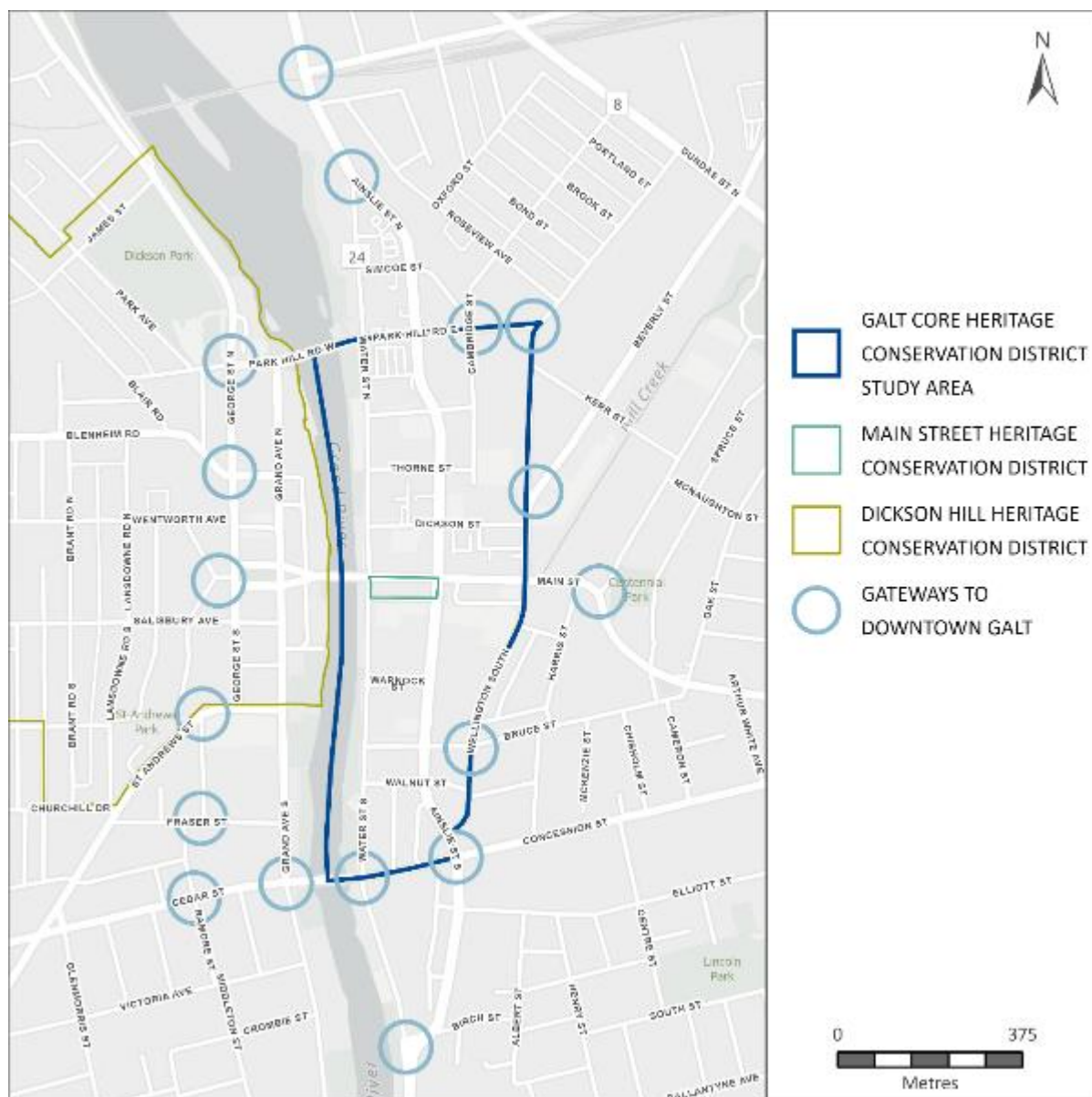


Map 14: Views.



Map 15: Views.

Gateways



Map 16: Gateways into Galt's downtown area.

Gateways are identified as points that mark a sense of entry into Galt's downtown core (Map 16). Topography is a key factor, with most of the gateways aligning with the ridgeline of the river valley. The steep decline into the valley on the west and east sides of the river has influenced the street layout, this being particularly visible on the west side where George Street is laid out parallel to the river and positioned just below the ridge line so that streets intersecting with George Street from the north descend the topography to meet it, creating a series of gateways at these intersections. The ridgeline also affords long-range views into the core from around its edges. The combination of visual and physical descent into the valley creates a strong signal to pedestrians and motorists that they are approaching and entering the core.



Galt Core Heritage Conservation District Study 116

west side of the river in this area. The Park Hill Road bridge and Concession Street bridges contrast the Main Street bridge as thoroughfares providing more efficient east-west circulation at either end of the Study Area, as both are less focused on pedestrian traffic and fine-grained commercial streets. All river crossings provide scenic views of the river and the buildings constructed along the riverwall (Figure 61 and Figure 62). The riverwall is characterized by its concrete retaining wall that lines the east and west riverbanks, which received infrastructure improvements and developments in the 1970s following a major flood that occurred in 1974. The riverwall historically supported the industrial and commercial development along the river, established in the nineteenth century. Today the riverwall still features river-front buildings, primarily in proximity to the Main Street bridge, however, pedestrian walkways and a recreational trail have also been incorporated into the feature. The Living Levee Trail (Figure 63) is a recreational trail that runs along the west side of the Study Area and crosses over to the west side of the river at the southern-most river crossing at Concession Street/Cedar Street. The trail runs alongside the river in areas of recreational land use.



Figure 61: Looking south along the Grand River from the Park Hill Road bridge.



Figure 63: Looking south along the Living Levee Trail on the east side of the river.

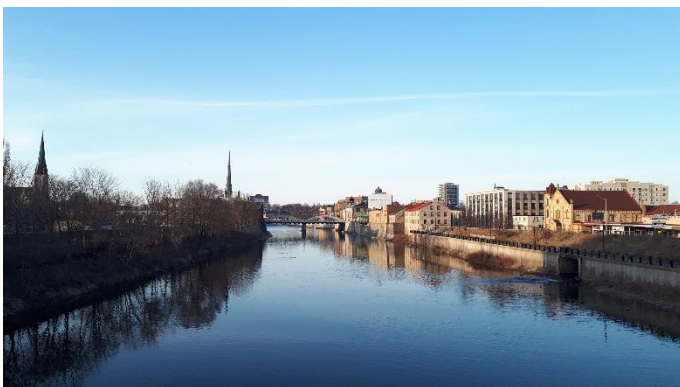


Figure 62: Looking north towards the Main Street Bridge showing the riverwall (right) with recreational trail and buildings.

Community Use

The H.C.D. Study Area is used by the community in diverse ways, with many uses relating to its combination of historical features and areas. The Grand River provides recreational uses along its length through the Living Levee Trail. At the north end of the Study Area, Mill Race Park is often activated by recreational uses with L.A. Franks outdoor restaurant providing a draw for the community to enjoy the park in the summer months. Mill Race Park is intensely used for wedding ceremonies and photography facilitated by the Cambridge Mill on the north side of Park Hill Road. The Park provides excellent views of the Grand River. It is a unique setting within the remnants of the former Turnbull Woolen Mill and have been purposefully landscaped with hidden areas of interest. This Park contains a plaque commemorating the Grand River as a Canadian Heritage River. The Park has hosted popular, long-running events such as the Mill Race Festival and Rock the Mill music festival.

The Farmers' Market has provided a central place for commerce and socializing since the 1830s and is a thriving part of the community year-round. In the summer months, the market function swells from 26 vendors to 56 vendors and sees approximately 35,000 shoppers visits each year (Anon 2020). Some vendors have been involved in the market for over 50 years (Anon 2020). A highlight of the market is its relationship with the neighbouring Wesley United Church's, Apple Corps, which is locally well-known for its apple dumplings and selection of pies (Hicks 2014). The second floor of the Market Building housed the Galt Public Library until 1905 and then served as rehearsal rooms for The Galt Kiltie Band (1907-1970s) and the Galt Kiwanis Youth Band (1949-1972). The second floor was then converted for municipal offices in 1978. The Galt Kiltie Band remains an important organization in the community.

The Cambridge City Hall, to east of the Farmers' Market, has a reinvigorated community focus with events and festivals held at the Civic Square formed by the Historic City Hall, the new Cambridge City Hall building (2008), the Cambridge Fire Hall Museum and Education Centre, and the David Durward Centre and Cambridge Centre for the Arts. These include Canada Day, the Cambridge Celebration of the Arts, Summer Nights Live, and Christmas in Cambridge.

Many community members work in the Downtown at the local businesses. The Galt On The Grand – Downtown Cambridge Business Improvement Association has been operating since 1977 and works to assist in stimulating local businesses and promoting and beautifying the area. It is made up of 230 businesses including retail, commercial, service, and office space users and supports the commercial uses that are centred around Main Street.

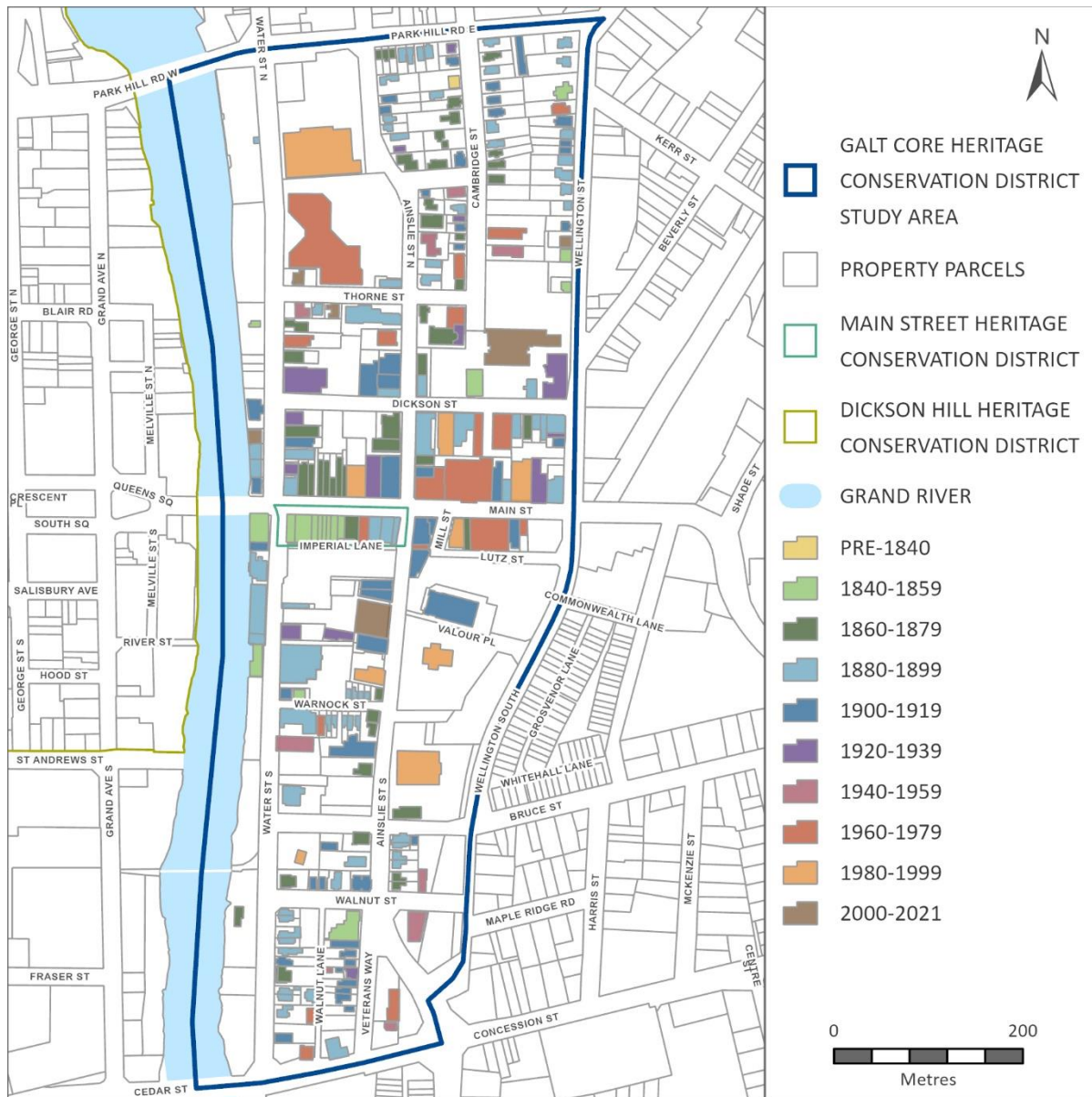
Though there are none currently known to be operating, Main Street has a long tradition of being host to community parades. On the west side of the Grand River, outside the Study Area, community uses extend to Dickson Park with the Cambridge Fall Fair and Remembrance Day Celebrations at the Galt Cenotaph at Queen's Square.

12.4 Built Form

Periods of Construction

Within the Study Area, 78% of the building stock was constructed between 1840 and 1920 (Figure 64 to Figure 67). Just over 30% of the buildings were constructed between 1880-1899 and are represented throughout the Study Area in both residential and commercial areas. One building was constructed prior to 1840, in 1838. This property (56-58 Cambridge Street) contains the oldest known clapboard structure in the City of Cambridge, which served as both Dumfries Township Hall (prior to the division of the Township) and Town Hall for Galt until the construction of a new Town Hall on Dickson Street in 1857. Other early buildings include 44 Wellington Street (1848), 50 Wellington Street (1848), 84 Wellington Street (1852), Morris Lutz House (60 Water Street North, c. 1849), Alexander Adair House (2 Warnock Street, 1847), the Bank of Commerce building (11 Main Street, 1849-1851), Royal Canadian Legion – Galt Branch (4 Veterans Way, 1850). There is a concentration of commercial buildings constructed between 1840 and 1899 surrounding the intersection of Water and Main Streets indicating the initial location of formal settlement within Galt (Map 18). The nearby intersection of Dickson and Ainslie Streets shows a concentration of buildings constructed between 1860 and 1899, indicating an expansion and steady growth of the commercial centre in the late nineteenth century. The supporting residential neighbourhoods in the northeast and southwest portions of the Study Area contain buildings primarily constructed between 1880 and 1899. The early-twentieth-century buildings within the Study Area are generally evenly dispersed throughout, with a slightly higher concentration in the south portion. Their integration into the areas settled in the nineteenth century indicates steady growth at the turn of the century. The buildings constructed after 1920 are primarily located on larger property parcels in the northwest or southeast portions of the Study Area or as infill within residential blocks and commercial blocks.

Buildings with larger footprints were typically constructed between 1960 and 2010, such as 95 Water Street North (c. 1980), 73 Water Street (c. 1975), and Cambridge City Hall (2008). Many properties from this period usually feature vacant land or a parking lot adjacent to or surrounding the built form. Many of these properties are commercial.



Map 18: Date ranges of construction within the Study Area.



Figure 64: Looking south along Water Street South from Main Street towards nineteenth-century commercial and civic buildings.



Figure 66: Looking south on Ainslie Street North towards nineteenth- and twentieth-century commercial buildings.



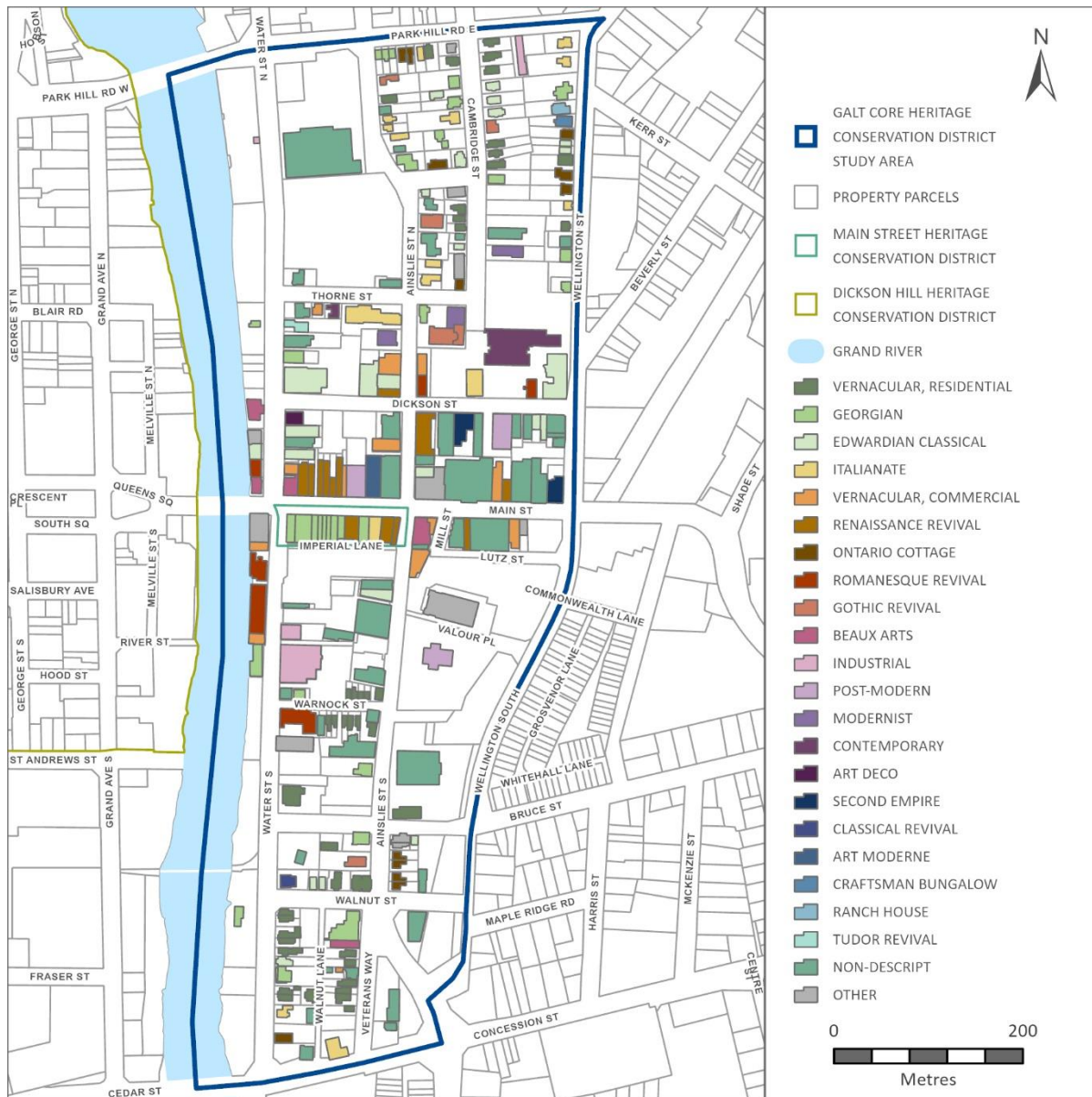
Figure 65: Row of residential buildings located on Warnock Street constructed in the late nineteenth century.



Figure 67: Looking west on Colborne Street with Cambridge Place, a mid-twentieth-century building visible in the background.

Architectural Styles

A range of architectural styles are represented throughout the Study Area (Map 19; Figure 68 to Figure 71). Approximately 24% of the buildings are constructed in a vernacular residential or commercial style, which can be described as a building style that reflects local or regional materials and construction methods and adapted to integrate design characteristics or architectural features that would have been common as part of architect-designed structures conforming to documented architectural styles popular during their relative time of construction. For example, the brick houses on Warnock Street and several brick houses on Cambridge Street are considered local expressions of typical residential structures that would have been developed in towns and villages in the late nineteenth and early twentieth century (McIlwraith 1997). They lack specific architectural detailing that is consistent with a specific style, but their combination of materials, fenestration, massing, and occasional stylistic embellishments allow them to establish a specific character that is reflective of their period of construction and original use. In this sense, they also tell the stories of everyday people who would not have had their buildings custom designed by an architect. In the Study Area, 20% of the buildings are non-descript in style. Non-descript buildings are defined as buildings lacking enough architectural detail or design to indicate a stylistic reference or influence, or a building that has been altered to an extent that its original style is no longer reflected. The remaining buildings within the Study Area display other styles generally typical of nineteenth- and early twentieth-century design for residential, civic, institutional, and commercial structures. A concentration of Georgian, Renaissance Revival, and Edwardian Classical style buildings are located within the commercial area in the centre of the Study Area, which corresponds with the nineteenth-century dates of construction in that area. The Georgian style is also represented in several residential properties within the northeast portion of the Study Area. Finally, several of the buildings in the Study Area have been documented as designed by the following significant architects: James Dalgliesh, Thomas Fuller, Frederick William Mellish, and Frederick Charles Bodley. Appendix E provides definitions and specific examples of styles present in the Study Area.



Map 19: Architectural styles within the Study Area.



Figure 68: Row of vernacular worker's residences located on Warnock Street.



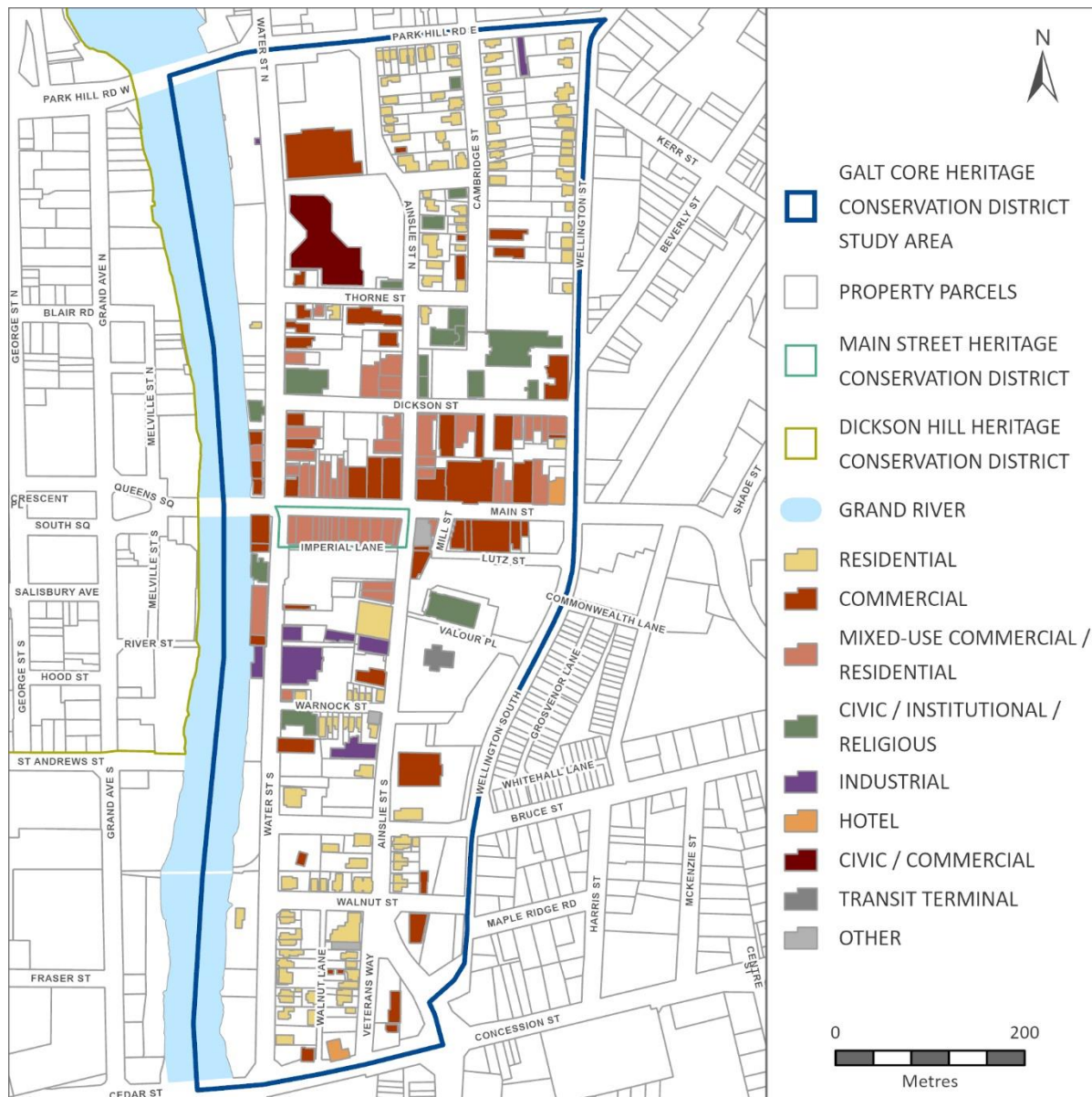
Figure 70: Looking northeast towards the commercial streetwall on Main Street from Water Street, containing primarily nineteenth-century Renaissance Revival style buildings.



Figure 69: Looking north on Wellington Street towards residences in an Ontario Cottage and Edwardian Classical style.



Figure 71: Looking north on Ainslie Street North from Main Street showing a combination of nineteenth- and twentieth-century buildings.



Map 20: Building typologies within the Study Area (Pedestrian Survey, March 2021).

This map shows original building type defined by the use for which the building was constructed (Map 20). For example, a residential building that has been converted to commercial use is identified as residential on this map. This was determined through observation of extant building features and a review of historical mapping. Within the Study Area there is a nearly equal representation of residential and commercial buildings, with a slightly greater number of residential properties (Figure 72 to Figure 75). There is a distinct commercial area at the centre of the Study Area, with residential buildings to the north and south. The commercial centre contains both commercial buildings and mixed-use buildings with a commercial presence at street level and residential units located on the upper storeys. The commercial stretch crosses east-west through the centre of the Study Area along Main Street and continues north and south along both Water and Ainslie Streets from Main Street. Dickson Street also has a block of commercial buildings east of Ainslie Street North. The northeast and southwest portions

of the Study Area predominantly contain properties with residential built forms, with the presence of some commercial in the south portion. Civic and institutional buildings radiate around the commercial spine, clustering at Dickson Street, and disperse to the edges of the Study Area. A small concentration of industrial buildings is located along Water Street South, representing the remains of what was historically a larger collection of large-scale industrial and manufacturing buildings within the Study Area. A distinctive pattern of industrial buildings also remains outside, but adjacent to, the Study Area.



Figure 72: Looking northeast from the intersection of Main Street and Water Street within the commercial centre of the Study Area.



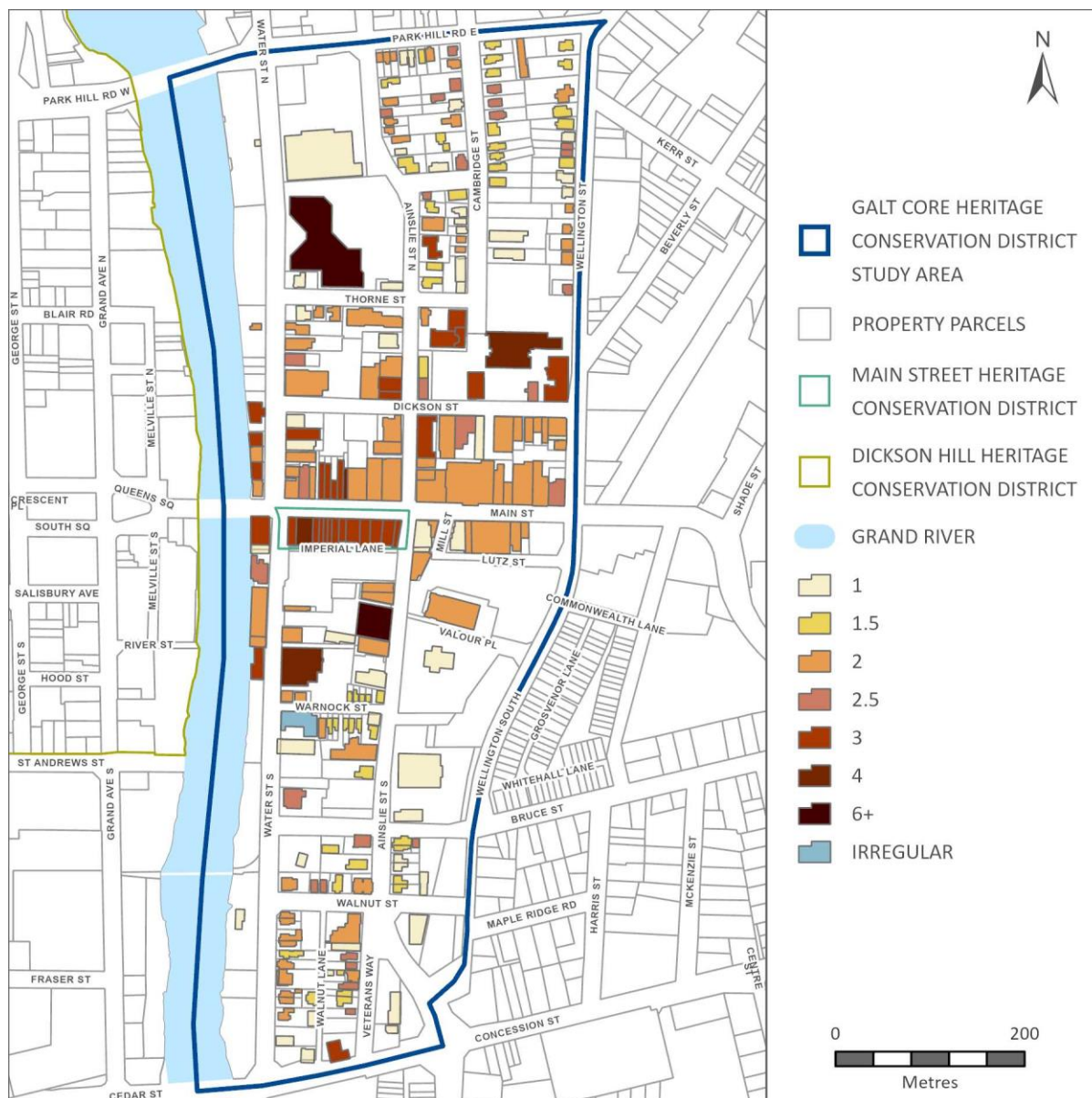
Figure 74: Looking northeast on Veterans Way showing commercial buildings (right) and residential properties (left).



Figure 73: Example of residential built forms in northeast portion – looking northeast on Cambridge Street.



Figure 75: Looking northeast on Water Street South towards commercial and former industrial buildings.



Map 21: Building heights within the Study Area.

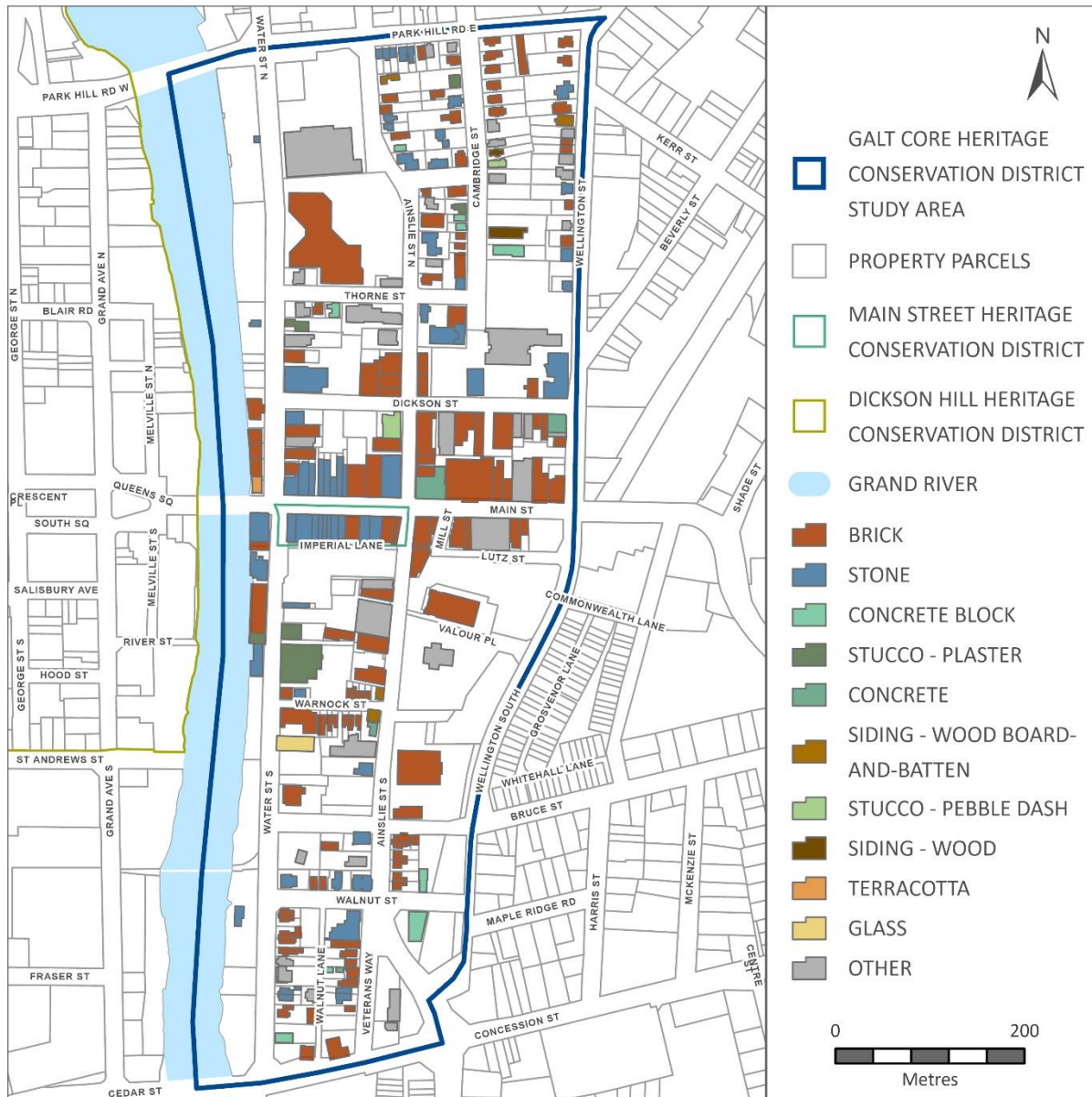
The building scale within the Study Area can be characterized as low rise, with 97% of the building heights ranging from one to three storeys (Map 21; Figure 76 and Figure 77). Buildings two storeys in height are most common, representing 35% of the building stock. There are two buildings that are six storeys or greater within the Study Area, both of which were constructed within the last 40 years. One of these is Cambridge Place, which was constructed on Water Street North in the 1970s and served as municipal offices for the amalgamated City of Cambridge from 1981 to 2008. The other is a contemporary apartment building located on Ainslie Street South. Buildings one to two-and-a-half storeys in height are generally located within the residential areas in the northeast and southwest portions of the Study Area. In contrast, the commercial area in the centre of the Study Area is more commonly two to three storeys in height. The tall church steeples located within and adjacent to the Study Area are highly visible in relation to the low-rise built landscape.



Figure 76: Looking east on Main Street from Ainslie Street showing the consistent building heights within the commercial centre.



Figure 77: Looking north on Ainslie Street North at Dickson Street in the commercial centre with two and three storey buildings, towards residential with one and two storey buildings in the background.



Map 22: Primary exterior cladding material within the Study Area.

A variety of exterior cladding materials¹² are found throughout the Study Area (Map 22; Figure 78 and Figure 79). Nearly 50% of the buildings within the Study Area feature a brick exterior, with the greatest number clad in red brick. The buildings with brick exteriors are located throughout the Study Area, with a concentration of these buildings along Ainslie and Main Streets in the centre of the Study Area, as well as Water Street North just north of Main Street. Most of the buildings with brick exteriors are of wood frame construction. Stone exteriors represent the next highest number of finishes within the Study Area, with 21% of the buildings in the Study Area featuring a stone exterior, and specifically 11% of buildings feature a granite exterior. The concentration of granite is notable on Main Street, between Water and

¹² Exterior cladding materials analyzed and mapped were observed from the street and defined by the primary cladding material on the street facing façade.

Ainslie Streets. The stone buildings with limestone or granite exteriors within the Study Area typically were constructed in the mid to late nineteenth century and are typically also of stone construction. Buildings with terracotta and concrete block were generally constructed later, in the late nineteenth or early twentieth century. Glass and contemporary materials grouped into “Other” typically represent mid twentieth-century construction or exterior alteration.

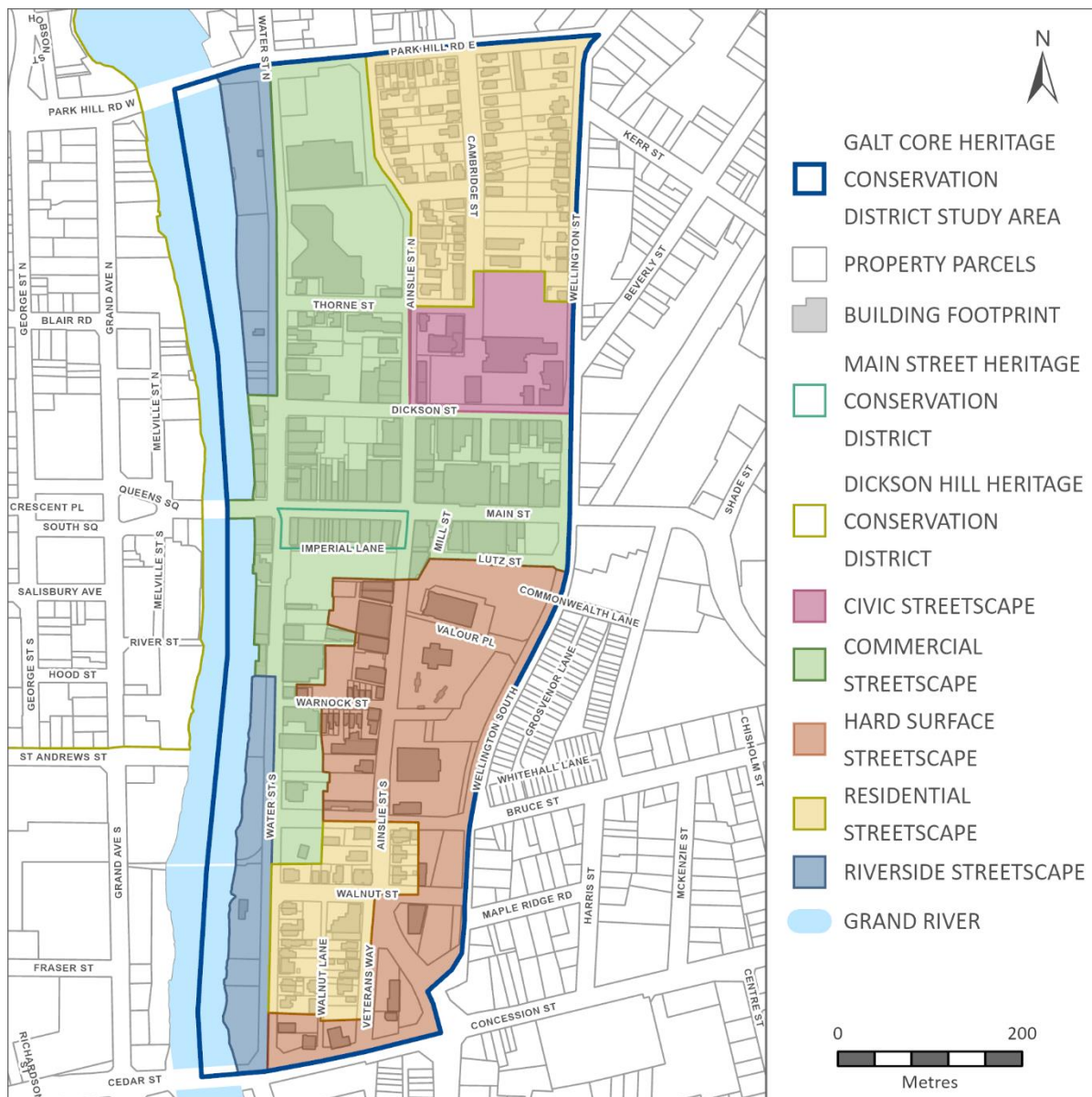


Figure 78: Series of semi-detached houses with red brick cladding on Ainslie Street South.



Figure 79: North side of Walnut Street containing residences with stone and brick exteriors.

12.5 Streetscape Typologies



Map 23: Streetscape typologies.

Various landscape features, areas, uses, and aspects of the built form located in the Study Area strongly contribute to its composition. These include distinct streetscapes characterized by the features discussed above such as building arrangements, heights and setbacks, open spaces, and visual relationships, as well as other features such as street plantings and furnishings and sidewalk and paving conditions (Map 23). All of these features have been assessed to organize and consolidate the Study Area into distinct and discrete streetscape typologies. These groupings have been defined based on the analysis presented in the preceding sections and supplemented with additional survey data as appropriate.

Residential Streetscapes

A residential streetscape pattern is evident in the northeast and southern portions of the Study Area. In the northeast part of the Study Area this pattern exists primarily along: Cambridge Street; the east side of Ainslie Street North generally north of Thorne Street; and the west side of Wellington Street. In the southern part of the Study Area, this pattern is present on Ainslie Street North between Bruce Street and Walnut Street and continues south along the west side of Veterans Way; is present on the east side of Water Street South generally south of Walnut Street; and on Walnut Street between Water Street South and Ainslie Street South. This pattern is evident on mapping as early as the mid-nineteenth century with small residential scale lots laid out in both areas and houses shown along Cambridge Street (then Market Street and Head Street) in 1851 and by 1867 there are significantly more buildings in both areas (Topographical Map of Galt 1851). In the nineteenth century a residential pattern in these areas also extended towards the centre of the Study Area. Some of these residences persist within blocks now characterized by commercial or hard surface landscapes. Key characteristics of the residential streetscape pattern include:

- Buildings set back from their front and side lot lines.
- One, one-and-a-half, two, and two-and-a-half storey residential buildings.
- Buildings constructed in the period between 1840 and 1919 with the majority constructed between 1880 and 1899 with a few buildings constructed in the mid- to late twentieth century.
- Some mature trees, particularly along the rise between Cambridge Street and Wellington Street, as well as some younger street trees.
- Shallow front yards with some foundation plantings and decorative garden beds.
- Generally inconsistent building form, massing, and setback.
- Narrow sidewalks with grassed boulevards on a majority of the streets.
- Some buildings have been converted from residential use to commercial use.

Commercial Streetscapes

A commercial streetscape pattern is evident through a large portion of the Study Area. It is concentrated on Main Street and extends north and south along Water and Ainslie Streets. Commercial activities on Main Street between Water Street and Wellington Street date to the early-to-mid nineteenth century. These uses naturally extended along the neighbouring streets and historically, transitioned to industrial properties. Today former industrial buildings have been converted to commercial or residential uses and are primarily located along Water Street South near to Warnock Street. Other properties have been consolidated over time and have resulted in two particularly large properties in the north end of the Study Area. Key characteristics of the commercial streetscape pattern include:

- Building built out to the front and side lots without setbacks.
- Continuous streetwalls for the blocks along both sides of Main Street between the Grand River and Wellington Street, along Water Street North and Ainslie Street North between Dickson Street and Main Street, and along the south side of Dickson Street between Ainslie Street and Wellington Street. Portions of continuous streetwalls are also present just north of Dickson Street on Ainslie Street North.



- Building heights that generally range from two to four storeys.
- Buildings constructed in the period between 1840 and 1939 with the majority constructed between 1840 and 1899.
- Generally wide sidewalks with some street furniture, lighting (in a lantern style), and planters and young trees within tree pits.
- Parking lots at the rears of the buildings fronting onto Main Street, particularly between Water and Ainslie Street have led to a use pattern of public entrances at the rears of shops which are as active as those from Main Street.
- Landscape designs have been integrated into Main Street and Imperial Lane.

Riverside Streetscape

A riverside streetscape pattern is located along the west side of Water Street north of Dickson Street and south of Warnock Street. Historically, these lots provided water access for industry north of Dickson Street and around Warnock Street. Lots south of Warnock Street were primarily residential. The riverside went through a dramatic change following major flooding in 1974 which led to the demolition of many riverside industrial buildings and construction of concrete walls, earth berms, and other flood protection measures. At Water Street North and Park Hill Road, Mill Race Park was completed on former industrial lands. Of note is Lutz House across from Thorne Street which was the home to Galt's first mayor. South of Warnock, only one house remains, Landreth Cottage. The Living Levee Master Plan reviewed the entire length of Galt's riverside properties on both sides of the Grand River and made recommendations for the conservation of heritage features and architecture, to enliven the space as a recreational destination and create a very strong municipal identity. The Living Levee Trail travels both sides of the river and connects across the bridge points and has provided an activated recreational landscape intimately connected to the Grand River. This is the largest publicly accessible open area with the Study Area. Key characteristics of the riverside streetscape pattern include:

- Predominance of park land and cement trail pathways including ramps and staircases.
- Landscaped berms which include trees, grasses, and armour stone retaining walls.
- Street parking and surface parking lots.
- Lighting, benches, and garbage bins.
- Visual connections to the Grand River and the west bank.
- Access to the water for recreational activities.

Civic Streetscape

A civic streetscape is evident within the block bounded by Dickson Street, Ainslie Street North, Thorne Street, and Wellington Street. The block was laid out as Market Square in the early nineteenth century and is evidenced on the 1851 Topographical Map of Galt. The civic use of the square was formalized with the construction of the Dumfries Township Hall in 1838. Today the space is understood as two squares: Market Square to the west of the Historic City Hall and Civic Square to the east of the Historic City Hall. These squares provide public space which is activated through the Farmers' Market and special events. Key characteristics of the civic streetscape pattern include:



- Buildings generally built out to the front lot line without setbacks and arranged to form edges to the squares.
- Building heights that generally range from two-and-a-half to four storeys with the Historic City Hall clock tower and Wesley United Church steeple rising above the surrounding buildings.
- Buildings constructed between 1847 (Alexander Addison House) and 1922 (David Durward Centre and Cambridge Centre for the Arts, former Hydro-Electric Commission Offices). The Cambridge City Hall was constructed in 2008.
- Open square with mix of paving types, planting beds edged with concrete curbs in some areas and armor stones in others. Several deciduous trees along the edges of buildings. One blue spruce tree at the northwest corner of Historic City Hall.
- Parking lots at the north side of Cambridge City Hall and within Market Square.
- Street furniture including benches and a mix of lighting standard types.

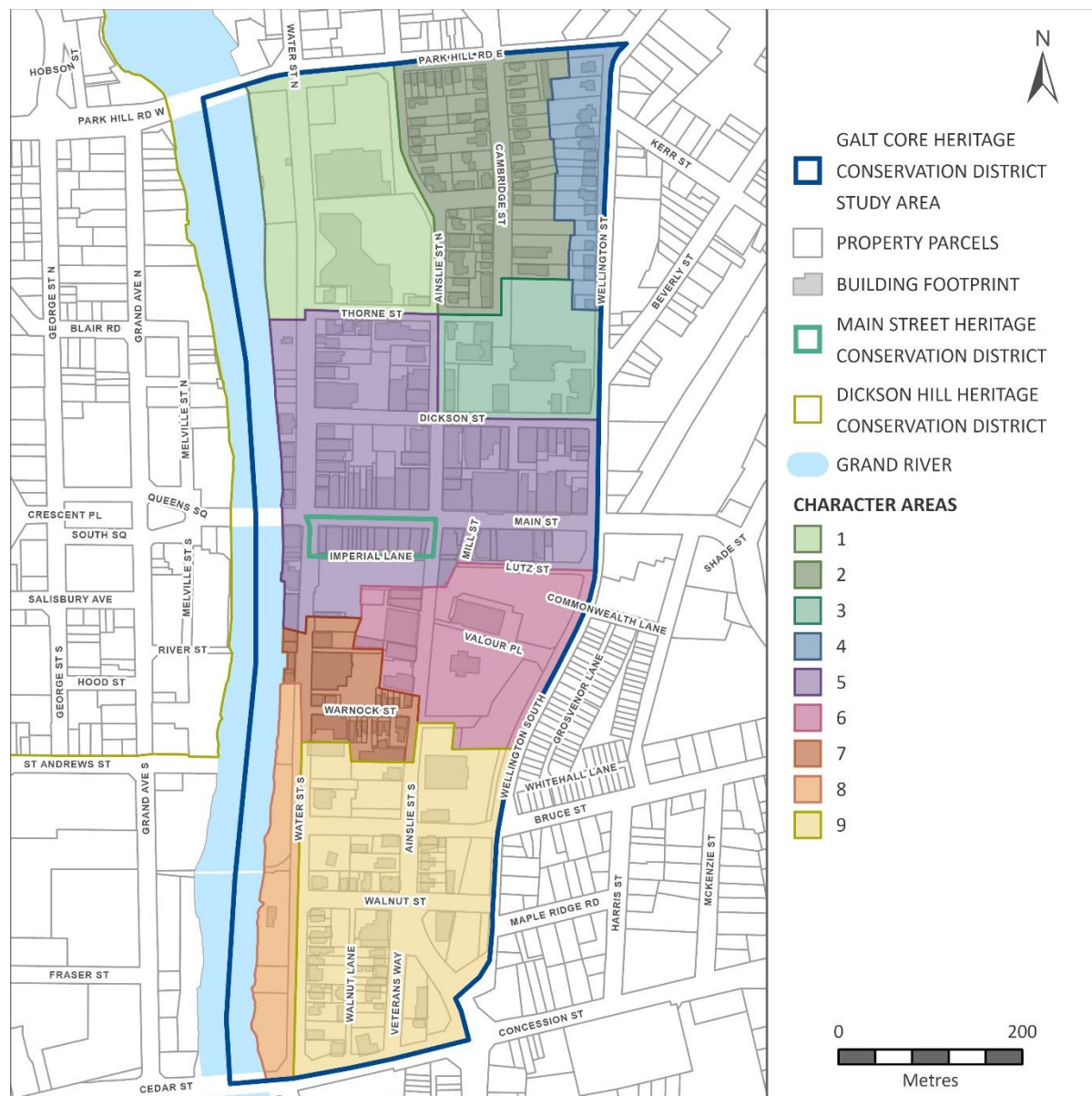
Hard Surface Streetscapes

A streetscape characterized by large areas of hard surfaces is located within the southeast portion of the Study Area. This area is generally bounded by Wellington Street, Concession Street, Veterans Way, and Lutz Street and includes properties on both sides of Ainslie Street South. This area was historically occupied by industrial complexes served by Mill Creek prior to it being buried and related to railway connections along what is today Wellington Street. Industrial uses are no longer present in the area, but the large grain lotting pattern has persisted. Warnock Street consists of the Alexander Adair House constructed in 1847 and a small collection of brick workers' houses constructed around c.1880-1899. Key characteristics of the hard surface streetscape pattern include:

- Inconsistent setbacks from lot lines.
- Inconsistent massing of individual structures.
- Changing widths in sidewalks.
- Large areas of hard paving such as around the Cambridge Bus Terminal and the former bowling alley and an overall effect of hard surfaces due to driveway and paved setbacks.
- Vegetation tends to be scrubby and inconsistent.

12.6 Character Areas

Character areas have been identified based on the results of analyzing the area's: landscape areas, uses, and features; built form characteristics; and streetscapes (Map 24). Character areas provide a way of understanding the shifts in character within portions of the Study Area and how they have remained stable or changed over time.



Map 24: Character Areas comprising the Study Area.

1: Water Street North and Ainslie Street North of Thorne Street

Running parallel to the river, Water Street is a key north-south street in the Study Area and has a distinctive character due to the long stretches of open, green river frontage on the west side of Water Street. Large portions of Water Street North were previously industrial properties, taking advantage of the river frontage. A linear recreational trail and open space along the east riverbank has replaced most

of the riverfront industrial properties and is a well-used amenity. Walking the trail provides an understanding of the area's relationship to the river. Ainslie Street North is also a key north-south street in the Study Area.

The north end of Water Street and Ainslie Street have undergone significant change to their streetscape and lotting patterns. Mill Race Park on Water Street North showcases the stone remnants of the former Turnbull Woolen Mill which was partially demolished following the 1974 flood (Figure 80 to Figure 82). A small restaurant, L.A. Franks (96 Water Street South) within the park is a local landmark and destination in summer months. This granite stone building is from the period of Scottish stone mason construction patterns. This property in combination with the Cambridge Mill and the Ray Electric properties on the north side of Park Hill Road are an evolved industrial node in the downtown.

While Mill Race Park is one of the most actively used areas of the downtown, the overall character is diminished by the Food Basics grocery store (95 Water Street North) which includes a large surface parking lot and Cambridge Place (73 Water Street North) which is visually prominent due to its height which is dramatically different from the surrounding buildings. These properties each fill entire blocks which were historically finer-grain lots. Historically, Ainslie Street North had residential properties on both sides of the street however the loss of residential properties on the west side of the street has diminished the character of the streetscape as a residential street with minimal front lawns and few street trees and now forms an edge to the overall hard landscape of 73 and 95 Water Street North.



Figure 80: Aerial view of the Turnbull Woolen Mill at the southeast corner of the intersection of Park Hill Road and Water Street North during the 1974 flood (Jon Fear 2014).



Figure 81: Water Street North looking south (A.S.I. 2021).



Figure 82: Water Street North looking north (A.S.I. 2021).

2: Ainslie Street North and Cambridge Street

Cambridge Street and Ainslie Street North between Thorne Street and Park Hill Road primarily contains residences constructed between the mid-nineteenth to early-twentieth century, with a number of houses converted to commercial use (Figure 83 and Figure 84). The area has remained relatively stable without many alterations to lotting patterns or buildings. The steep rise in grade and tree canopy between Cambridge Street and Wellington Street to the east creates a sense of separation between the two streets. Cambridge Street is somewhat secluded from the downtown even with its close proximity to the Civic Square due to how this street intersects with surrounding streets.

While the buildings feature a range of dates, materials, and styles, the street has a generally cohesive character due to the many buff brick buildings and consistent building heights. Buildings are primarily constructed of buff brick and several properties are matching sets of buildings such as the vernacular 61, 65, and 67 Cambridge Street, Edwardian Classical 51, 53, and 57 Cambridge Street, and the vernacular 37 and 39 Cambridge Street. The property at 40 Cambridge Street differs distinctly from other properties on this street with its deep setback and south-facing building (Figure 85). A few properties at the south end of the street are purpose-built commercial buildings. While none of the buildings within this area are known to be landmarks, the Dumfries Insurance property has been noted for its sympathetic addition.

Along Ainslie Street North, many of the residences have been converted to commercial uses. The buildings feature a range of dates, materials, styles, and heights. Buildings are primarily constructed of limestone or brick. Several properties are a fine example of their type such as the matched pair of fieldstone Italianate buildings at 109 and 111 Ainslie Street North, the fieldstone Georgian building which fronts onto Colborne Street at 26 Colborne Street, and the fieldstone Georgian building at 63 Colborne Street which also has a low stone fence. There is one church, Paroisse Saints-Martyrs-Canadiens (71 Ainslie Street North), which dates to the late nineteenth century and has a twentieth-century addition on the street facing side.



Figure 83: East side of Cambridge Street looking north (A.S.I. 2021).



Figure 84: Ainslie Street North looking south (A.S.I. 2021).



Figure 85: 40 Cambridge Street (A.S.I. 2021).

3: Civic Squares

The Civic Squares area consists of a cluster of landmark civic buildings and public squares on Dickson Street that reflects phases of community development in the history of Galt and Cambridge. The block was laid out as Market Square in the early nineteenth century and is evidenced on the 1851 Topographical Map of Galt. The civic use of the square was formalized with the construction of the Dumfries Township Hall in 1838. Today, the space is understood as two squares: Market Square to the west of the Historic City Hall and Civic Square to the east of the Historic City Hall (Figure 86 to Figure 88). The buildings have been extant in their form since 1921 except for Cambridge City Hall which was constructed in 2008. The construction of Cambridge City Hall resulted in a revitalization of the squares with new landscaping features installed. The collection of buildings includes Historic City Hall (now the City of Cambridge Archives), Cambridge City Hall, the Cambridge Fire Hall Museum and Education Centre (former Galt Fire Hall), and the Farmers' Market building. The Market Square and Civic Square provide public space which connects the buildings which represent some of the finest architect-designed buildings in the Study Area and demonstrate Galt's civic and social role as a regional hub.



Figure 86: Civic Square with Historic City Hall and Cambridge City Hall (A.S.I. 2021).



Figure 87: Civic Squares area from the intersection of Dickson Street and Ainslie Street North (A.S.I. 2021).



Figure 88: Civic Squares area looking south along Ainslie Street North (A.S.I. 2021).

4: West Side of Wellington Street North of Beverly Street

Wellington Street, north of Beverly Street, is distinct in the Study Area as it is the only street which sits at the top of the ridge of the Grand River valley (Figure 89 and Figure 90). The residential character of the street is connected to the residential neighbourhood which continues to the north. While the streets to the east of Wellington Street have residences that have been converted to commercial uses, Wellington Street remains fully in residential use. The west side of the street is characterized by a mix of residential building dates, materials, styles, and heights. The earliest buildings are constructed of limestone in the Georgian style and date to circa 1850 (84 Wellington Street) and circa 1855 (44 and 50 Wellington Street). There are several examples of buildings constructed in the Ontario Cottage style, including 64 Wellington Street which is constructed of granite. Several buildings have been clad with newer sidings obscuring their original materials. While none of the buildings within this area are known to be landmarks, the east side of the street is noted to have two churches. Many of the properties have street trees of differing ages and species.



Figure 89: Wellington Street looking north with 64 Wellington Street in the foreground (A.S.I. 2021).



Figure 90: Wellington Street looking south from Kerr Street (A.S.I. 2021).

5: Commercial Centre

This area is located at the physical centre of the Study Area and comprises primarily Dickson Street, Main Street, and parts of Water and Ainslie Streets as they branch north and south of Main Street (Figure 91 to Figure 95). The area is characterized by dense streetwalls formed by commercial blocks, many of which were constructed between the mid-to-late nineteenth century, with some later twentieth-century infill towards the east end of Main Street. This area includes numerous landmark buildings, such as Morris Lutz House (60 Water Street North), former Carnegie Library (34 Water Street North), Galt Letter Carrier Depot (Post Office) (33 Water Street North), 38 Ainslie Street North, 17-35 Ainslie Street North, Scotiabank (72-76 Main Street), former Royal Hotel (138 Main Street) (former Royal Hotel), 2 Main Street, 11 Main Street, 8-38 Main Street, Idea Exchange/Old Post Office (10-12 Water Street South), and 24 Water Street South. The properties which comprise the Main Street H.C.D. (13-69 Main Street) exhibit a similar character as the rest of the commercial centre.

The Main Street bridge is a primary connection point across the Grand River and into either side of the downtown.



Figure 91: Main Street looking east from Water Street (A.S.I. 2021).



Figure 92: Main Street looking west from Ainslie Street (A.S.I. 2021).



Figure 93: Main Street looking northwest from Wellington Street (A.S.I. 2021).



Figure 94: Water Street North looking south from Dickson Street (A.S.I. 2021).



Figure 95: Water Street North looking south from Main Street (A.S.I. 2021).

6: Transitional Commercial-Residential Edge

This area marks a transition between the Commercial Centre and the residential character of Ainslie Street South (Figure 96 to Figure 98). Wellington Street was established on a former railway line south of Main Street. Within the Study Area, industrial properties between Main Street and Concession Street were historically serviced by this line. The property parcels between Wellington Street and Ainslie Street South are some of the largest in the Study Area. Their size is reflective of the scale of the industrial complexes which were present in this area from the mid-nineteenth century to the late twentieth century. Between Lutz Street in the north and Bruce Street in the south examples include: the Cambridge Armoury (1 Valour Place), which is a landmark in the downtown; and the Cambridge Bus Terminal (35 Ainslie Street South). On the west side of Ainslie Street South, the properties are finer grain and represent some continuation of the commercial centre land use pattern. The commercial block buildings, however, do not form a continuous wall and vary widely in their style and materials. The buildings generally date to the 1900 to 1919 period and 1980 to 1999 period. The seven-storey building at 26 Ainslie Street South was more recently constructed.



Figure 96: Cambridge Armoury (A.S.I. 2021).



Figure 97: Looking west from Wellington Street into Cambridge Transit Terminal (A.S.I. 2021).



Figure 98: Wellington Street looking north from near Bruce Street (A.S.I. 2021).

This area is the most cohesive and complete collection of buildings which expresses the industrial character of downtown Galt which was established in the early nineteenth century and persisted until the late twentieth century. This collection consists of the Galt Woolen Factory, later the Galt Knitting Company and then Tiger Brand, and workers' housing along Warnock Street (Figure 99 to Figure 102). This complex of buildings is a rare remaining example of the textile industry in the downtown. Another building formerly part of the Galt Knitting Company/Tiger Brand is located on the west bank of the Grand River and is now the University of Waterloo School of Architecture. The earliest of the buildings is 36 Water Street South, which was used for various functions; 35 Water Street South was the primary manufacturing buildings with different parts of the operation occurring on different floors; and 31 Water Street South was constructed between 1910 and 1929 for offices. The Galt Knitting Company/Tiger Brand was established in 1881 by Adam Warnock and continued to be operated at this location and on the west bank of the Grand River by the Warnock family until it was sold in 2005 (Idea Exchange 2016). Warnock Street is named for the family, although it is unknown when the street was renamed as it is called Chapman Street on historical mapping into the mid-twentieth century.

[illegible]



Figure 100: 36 Water Street South (A.S.I. 2021).



Figure 101: Water Street South looking north from Warnock Street (A.S.I. 2021).



Figure 102: North side of Warnock Street (A.S.I. 2021).

8: River Edge

Like Water Street North, this area is well connected to the Grand River with parkland and trailways on the west side of the street which developed as part of the flood protection measures following the 1974 flood and as a result of the later Living Levee Master Plan (Figure 103 and Figure 104). This area is used for recreation but is not activated in the same way as Mill Race Park in the north end of the Study Area. The pedestrian bridge which connects this side of the river to the west bank is relatively new and the character of this area may continue to evolve. Prior to the 1974 flood, this area consisted of primarily residential lots as is characteristic of the east side of the street. The only remaining residential building is Landreth Cottage (84 Water Street South) which has been converted to commercial use and is visually prominent due to its siting.



Figure 103: Looking north along Grand River from pedestrian bridge (A.S.I. 2021).



Figure 104: Water Street South looking north from Concession Street (A.S.I. 2021).

9: Water Street South and Ainslie Street South

This area is centred on Ainslie Street South, south of Warnock Street (Figure 105 to Figure 107). This area is generally not cohesive in its character. It includes historically industrial properties which have undergone significant change in the twentieth century and are now a mix of commercial and residential uses, with some large open areas formed by the transit terminal and the large former Dickson Bowl property which sits vacant. The open areas form a strong contrast to the denser streetwalls found in the Commercial Centre to the north. The area also includes several additional vacant buildings and lots, particularly at the southeastern entry to the Study Area via Ainslie Street South.

The residential buildings along the east side of Water Street South primarily date to the period of 1880 to 1899. A few buildings have earlier dates, including 81 Water Street South (1861) and 95 Water Street South (circa 1870). The buildings are primarily two stories and vernacular expressions. The building at 81 Water Street South is of an exceptional design which has been recognized through Part IV designation under the O.H.A. Residential buildings along Veterans Way primarily date to the 1900 to 1919 period while the properties on Ainslie Street South between Bruce Street and Walnut Street date to earlier periods. The earliest building is the Royal Canadian Legion – Galt Branch 121 (4 Veterans Way) which dates to 1850 and is a landmark. The former Western Hotel (18 Concession Street) speaks to Concession Street as a travel route.

While there are no known landmark buildings within this area, Bridgestone Firestone Building (55 Water Street South), and 63 Water Street South are visually prominent due to their unique building type.



Figure 105: Ainslie Street South looking north from Concession Street (A.S.I. 2021).



Figure 106: Ainslie Street South looking northwest from Walnut Street (A.S.I. 2021).



Figure 107: Ainslie Street South looking north from Bruce Street (A.S.I. 2021).

Part E: Evaluation, Boundary and Statement of Significance

This chapter evaluates the study area's cultural heritage value. It considers guidance presented in the Ontario Heritage Toolkit and evaluates the study area in relation to a series of potential cultural heritage values and related criteria. Based on the results of evaluation, the Chapter presents a recommended boundary for the potential Heritage Conservation District, including presentation of alternative boundaries that were considered and analyzed by the consultant team and in consultation with City staff. The chapter concludes by presenting a preliminary Statement of District Significance.

13.0 Evaluation of Significance and Determination of Cultural Heritage Value

Evaluation of cultural heritage value of a prospective Heritage Conservation District (H.C.D.) is guided by the Ontario Heritage Toolkit's *Heritage Conservation Districts: A Guide to District Designation Under the Ontario Heritage Act* (2006). The guide emphasizes the following: "evaluation of heritage attributes for an urban HCD will usually involve an aggregate of buildings, streets and open spaces that, as a group, is a collective asset to the community [...] the examination of an area may require evaluation of each part, or individual property based on:" (Ministry of Culture 2006b:20)

- **Historical association:** A building, structure, or property may have been associated with the life of a historic person or group or have played some role in an important historical event or episode.
- **Architecture:** A building or structure may contribute to the study of the architecture or construction of a specific period or area, or the work of an important builder, designer, or architect.
- **Vernacular design:** A modest well-crafted building or structure that makes use of local forms and materials may be as important to the community's heritage as a high-style mansion or public building.



- Architectural details: Specific architectural considerations should include style, use of materials and details, colours, textures, lighting, windows, doors, signs, ornaments, and so on; and the relationships of all these to neighbouring buildings.
- Integrity: A building, or structure, together with its site, should retain a large part of its integrity – its relation to its earlier state(s) – in the maintenance of its original or early materials and craftsmanship.
- Landmark status or group value: Where a building or structure is an integral part of a distinctive area of a community, or is considered to be a landmark, its contribution to the neighbourhood character may be of special value.
- Landscape and public open spaces: Examination of a potential district should also include public spaces such as sidewalks, roads, and streets, and public parks or gardens. These features often play roles as conspicuous as those of buildings in the environment. Open spaces provide settings for buildings as well as places to view them and the landscapes in which they sit. These spaces are often features of the original plan or survey of a settled community and have intrinsic value in ordering and organizing the location of buildings and structures.
- Overall spatial pattern: This refers to the size and extent of major landscape components, predominant landforms, and natural features e.g., cliffs, escarpments, ridges, watercourses and lakes and their general spatial relationship to farmsteads, settlements or clusters of buildings and other cultural features, which contribute to the overall sense of scale in a rural H.C.D.
- Land-use: Different type of land use e.g., farming, mining, lumbering, fishing, or other small-scale economic activity will tend to leave their distinctive mark or “texture” on individual landscape components or a rural H.C.D.
- Circulation network and pattern: The movement pattern or network within an H.C.D. and its connection(s) to the surrounding area contributes to its general accessibility. Depending on the viewer’s location, mode of travel, age or social group, there may be a different experience and appreciation of the district and its attributes.
- Boundary and other linear features: These include roads, pathways, fences or walls, treelines, hedgerows which help to define and delineate different properties and uses.
- Site arrangements: The physical arrangement or clustering of major built elements such as farmsteads, farmhouses and their relationship to ancillary buildings and other property features such as barns, gristmills, archaeological and burial sites often reveal important information on the area’s history and social development.
- Vegetation patterns: The placement, arrangement and extent of vegetation which has been planted for functional or aesthetic purposes or natural growing vegetation such as woodlots, meadow areas, and other natural elements contribute to the areas visual quality as well as its sense of place.
- Historic views: Views represent a significant visual linkage between the component parts of an individual H.C.D., or between the district and the surrounding area. Visual interest may be

enhanced by vistas defined and enclosed by buildings and other structures, land-forms, vegetation patterns or structures. Panoramic views, where available, provide a “visual mosaic” of the district, and the rich textural patterns created by past or existing land-use and other supporting activity.

13.1 Evaluation of Significance and Determination of Cultural Heritage Value

Based on the information collected and analyzed over the course of this study, and in consideration of the elements defined in the Ontario Heritage Toolkit as discussed above, the Galt Core area retains cultural heritage value and warrants being designated under Part V of the *Ontario Heritage Act* (O.H.A.). The Ontario Heritage Toolkit identifies that H.C.D.s may be significant because of natural, historic, aesthetic, architectural, scenic, scientific, cultural, social, or spiritual values. The Galt Core area has historic, aesthetic, architectural, social, and scenic values. The period which best expresses these values is approximately 1820 to 1940.

The following (Table 3) discusses each of these considerations and potential cultural heritage values, in relation to the results of historical research, property and streetscape survey, and character analysis:

Table 3: Evaluation of Cultural Heritage Value

Criteria	Discussion
Historical Association	<p>The Study Area is associated with the Scottish-born landowner William Dickson and his agent, Absalom Shade. In 1816, Dickson purchased more than 90,000 acres of land that later formed the boundary of Dumfries Township and he and Shade selected the point where Mill Creek met the Grand River as the ideal place to establish the town site that would become Galt. Shade was an important figure in the City’s early development and the community became known as Shade’s Mills. William Dickson lent his namesake to Dickson Street, where the first Township Hall was erected in 1838 (the hall was subsequently moved to Cambridge Street and replaced by the Historic City Hall building in 1857). Dickson Street was and continues to be the civic heart of Galt and is the location of the Farmers’ Market building, Cambridge Fire Hall Museum and Education Centre (former Galt Fire Hall), Historic City Hall and Cambridge City Hall. On the west side of the river, Dickson Park and Dickson Hill are also named for William Dickson.</p> <p>The Study Area is also associated with the Scottish writer John Galt, who was a friend of Dickson’s and became Superintendent of the Canada Company. In 1825, Dickson named the first post office Galt in honour of his friend. The name Galt for the settlement became commonly used after John Galt visited it in 1827.</p> <p>Throughout the 1820s and 1830s, Dickson promoted settlement to the area from his native Scotland in the area, which resulted in the arrival of many Presbyterian Scots,</p>

Criteria	Discussion
	<p>including skilled labourers, artisans, and farmers. Many of the fine stone buildings found throughout downtown Galt were constructed by Scottish masons and builders.</p> <p>The Study Area is also associated with the Indigenous inhabitation of the Grand River valley for more than 10,000 years. The Six Nations of the Grand River and the Mississaugas of the Credit First Nation continue to have a strong presence within the Grand River valley.</p> <p>The Study Area is also associated with major flooding events. Since Galt was founded in 1816, the Grand River has flooded multiple times, including in 1854, 1918, 1929 and 1974. These floods resulted in significant property damage within downtown Galt. Following the 1974 flood the riverbank was redeveloped to include flood protection measures such as the earth berms and concrete walls found along the riverbank today.</p> <p>The Study Area is also associated with Galt's: initial townsite development; early prosperity and growth in the mid-nineteenth century; role as an important industrial centre along the Grand River corridor and Great Western Railway; and solidification as a city in the early twentieth century.</p>
Architecture	<p>The Study Area features a large collection of nineteenth and early-twentieth century buildings that contribute to the historical character of the area. The built form within the commercial core is largely unchanged from the period of construction from 1840 to 1940 and reflects a range of styles and architectural details typical of Ontario main streets developed in the nineteenth century, with some mid- to late-twentieth century infill and alterations. Examples of vernacular designs persist through the area that showcase local or simplified interpretations of prevailing styles and trends of the time. These prevailing styles typically include Georgian, Renaissance Revival, Edwardian Classical, and Romanesque Revival. Main Street features many more refined expressions of these styles, in particular Renaissance Revival and Georgian, as seen in 18-22 Main Street and 26-38 Main Street. 36 Dickson Street, by contrast, presents a more modest vernacular expression of the Renaissance Revival style, with subtle Italianate elements also incorporated into its design. Scott's Block at 10-16 Water Street North displays elements of the Romanesque Revival style and a high degree of craftsmanship. There are also several Edwardian Classical style buildings within the commercial centre. 21-25 Water Street North and 9-11 Ainslie Street South display a more robust display of the style, whereas 69-85 Dickson Street and 38-40 Ainslie Street South are vernacular expression.</p>
Vernacular Design	<p>The Study Area has a concentration of stone masonry buildings. This is also seen in the broader downtown area. The building stones used are limestone and granite. The</p>

Criteria	Discussion
	<p>stone masonry construction is found across all building typologies: commercial; institutional; civic; religious; residential; and, industrial. Many of these buildings express the stone masonry construction techniques used by the Scottish people who settled in Galt. This stone masonry construction is specific to the 1840 to 1899 period¹³ within the Study Area.</p> <p>The Study Area and surrounding downtown area also feature a collection of granite masonry buildings which reflect the fine craftsmanship of the Scottish masons who built them and represent a vernacular granite building style unique to Galt. The masonry techniques developed by Scottish masons in Galt include the use of uniformly coloured medium-grey split granite with subtle variations in tone on the front façade, often accented with contrasting tan limestone quoins or window surrounds, and the development of an ashlar-style technique using colour-matched granite instead of limestone. The use of a similar medium-grey tone amongst most of the granite buildings within the Study Area also lends a degree of cohesion to the building stock. These granite masonry techniques are rarely found within Canada outside of Galt. Examples of the colour-matched granite technique are found within the Study Area at Wesley United Church, Royal Canadian Legion Galt Branch 121, and Landreth Cottage. Examples immediately surrounding the Study Area and within the downtown core include Central Presbyterian Church, Knox’s Galt Presbyterian Church and McDougall Cottage. Examples of the ashlar-style granite technique are found within the Study Area on the commercial blocks at 18-36 Main Street and on the Historic City Hall building. The building at 14-16 Queen’s Square on the west side of the river also displays this technique.</p> <p>Downtown Galt also features a high number of mid-to-late-nineteenth-century stone cottages built of limestone or granite – a type that is rare in Hespeler and Preston. Within the Study Area, examples include Landreth Cottage, 58 Ainslie Street South and 12 Cambridge Street. Within the downtown area on the west side of the river, examples include McDougall Cottage, 33 George Street North and 7 Grand Avenue South. This building type is also found in nineteenth-century residential areas of Galt outside of the downtown.</p>
Architectural Details	Commercial buildings and blocks within the Study Area are typically two to three storeys, clad in stone or brick and have a flat roof. Many have recessed commercial storefronts with large display windows typical of nineteenth century design, particularly on parts of Main, Ainslie, Dickson, and Water Streets. Alterations have

¹³ Date range has been determined based on known and estimated dates of surveyed buildings and is not necessarily inclusive of building construction data for all buildings surveyed.

Criteria	Discussion
	<p>occurred to some of these storefronts, but in most cases the general form and large display windows are still expressed.</p> <p>The residential built form also reflects a range of styles and architectural details typical of Ontario towns developed in the nineteenth and early twentieth-century. These styles typically include Edwardian Classical, Queen Anne, Georgian, Ontario Cottage, Gothic Revival, and Italianate. Residences are primarily single detached houses, with some semi-detached houses. Houses are typically clad in stone or brick and range from one to two-and-a-half storeys. The northeastern residential area features houses set back more deeply on their lots than houses in the southwestern residential area.</p>
Integrity	<p>The Study Area has overall high integrity as part of Galt’s historical core. It retains much of the street layouts, lotting patterns, and building stock established during its development over the nineteenth and early twentieth century. There is also a high degree of continuity between current and historical building use. Commercial areas with particularly high integrity include the commercial block on Main Street between Water and Ainslie Streets, Water Street between Dickson and Warnock Streets, Dickson Street between Ainslie, and Wellington Streets, and Ainslie Street North between Main and Thorne Streets. Residential areas of high integrity include Cambridge Street between Park Hill Road East and Colborne Street and the north part of Wellington Street.</p> <p>The loss of several large industrial buildings and complexes over the course of the twentieth century represents the most significant change to the Study Area. Areas that have been most affected by this include Water Street North, the west side of Water Street South, Ainslie Street South, and Wellington Street South. A number of industrial buildings and remnants remain extant within the Study Area, particularly in the southern part. Within the Study Area there were 12 industrial buildings or complexes in 1929; presently five are extant and two are partially extant. In the surrounding area there were over 29 industries in 1929; presently 15 are extant or partially extant. This amounts to a substantial collection of surviving industrial buildings within Galt’s downtown area. The industries that have since disappeared had large building footprints that remain legible in the Study Area because their removal has resulted in large open spaces that are still visible today.</p>
Landmark status or group value	<p>The Study Area contains a large collection of landmark buildings. Landmark commercial buildings include Scott’s Block, 36 Ainslie Street North, Dando Block, former Bank of Commerce, Bank of Toronto, Bank of Montreal, Miller Block, McKenzie Block, Wilkins Block, Bank of Nova Scotia, former Royal Hotel, and Imperial Block. These commercial buildings are generally located along Main Street, the commercial spine of the downtown, as well as Water and Ainslie Streets where they intersect with Main Street. There are also several civic, institutional, and religious buildings within</p>

Criteria	Discussion
	<p>the Study Area that are considered landmarks. Examples include the Wesley United Church, Historic Townhall, Cambridge Fire Hall Museum and Education Centre (former Galt Fire Hall), Galt Letter Carrier Depot (Post Office), Galt Public Library, Old Post Office, Cambridge Armoury, and the Cambridge Arts Theatre (former First Delta Baptist Church). This collection of civic, institutional, and religious buildings found within the Study Area is of particular note. The majority of these buildings were constructed over the nineteenth and early twentieth centuries and express the development of facilities that supported the solidification of a nineteenth-century community in Galt, some of which are expressive of the community's historical social and cultural values. The cluster of civic and institutional buildings on Dickson Street is the most prominent example of this. These include the Farmers' Market and adjacent market square, as well as Historic Town Hall and former fire hall which frame the civic square. The addition of the Cambridge City Hall on the north side of the civic square is a continuation of this area serving as a civic centre. The overall collection of civic, institutional, and religious buildings in the Study Area is complemented by civic and religious properties located on the west side of the river, that have a visual and spatial relationship with the Study Area. These properties on the west side of the river include Queen's Square and the buildings clustered around it, including several churches with tall steeples. The integration of the Main Street Bridge into the circulation pattern of Queen's Square closely connects this area to the east side of the river. This connection is further accentuated by the visibility of the church steeples and the arches of the Main Street Bridge. Central Presbyterian Church in particular has a notable relationship to the buildings on the east riverbank due to its siting and visibility on the west riverbank.</p> <p>Downtown Galt as a whole can also be understood as a landmark and cultural heritage landscape within the City of Cambridge. It is identified by locals, visitors and in tourist guides¹⁴ as having a very scenic character evocative of another time and place, which can largely be attributed to the integrity of its historical downtown streetscapes and numerous distinctive stone and brick buildings, including its riverside character and iconic views across the downtown that provide high quality visual experiences of nineteenth and early-twentieth-century streetscapes and steeple silhouettes. The area's location on the Grand River is another key aspect because it provides scenic views and a dramatic riverwall with buildings constructed directly at the river's edge. The graceful arches of the Main Street bridge are a focal point. The visibility of numerous tall church steeples contributes to Galt's historical character. The topography and bridges emphasize long-range views.</p>

¹⁴BlogTo 2019; Tripadvisor n.d.; Explore Waterloo Region n.d.; Melcher 2020

Criteria	Discussion
Landscape and public open spaces	The Study Area contains formal public squares and open spaces . Important public squares and open spaces are located within the Study Area, including Mill Race Park, the Living Levee Trail, Civic Square, and Market Square. These formally laid out public spaces, evolved open spaces and recreational amenities contribute to the setting of the Study Area and express important land use themes that shaped downtown Galt, such as industrial economies; and the downtown's role as a regional hub servicing a broader area in Waterloo County in the mid nineteenth century and early twentieth century. These spaces also continue to be identified by the public, property owners, and stakeholders as important parts of the public realm.
Overall spatial pattern	<p>The development of downtown Galt outward from the Grand River has been heavily influenced by its location within the basin-shaped landform found at this part of the Grand River valley. The topography has a steep slope that defines the edges of the downtown area and its entrance points. The prominence of this ridgeline is enhanced by the heavy tree canopy which marks the horizon of the area and is particularly noticeable on the east side as it contrasts with the less treed area downtown and within East Galt.</p> <p>The network of roads in the Study Area and its surroundings has developed in response to this topography and to the Grand River and Mill Creek. Streets running north-south such as Water Street, Ainslie Street, George Street and Grand Avenue run the length of the oval-shaped topography parallel to the river and so are much longer than the east-west streets, which are constrained by the narrower width of the river valley and are interrupted by the river itself, with the exception of the streets carried across the bridges. Commercial streets typically have small narrow lots and buildings compressed together while civic properties have larger lots and wider buildings. Lots related to former industrial complexes are expansive in size.</p>
Land-use	The historical industrial sites within the downtown area were arranged along the river and historical railway lines, to facilitate access to waterpower and shipping. While industry does not continue to operate within the downtown, there is a strong material presence of industrial buildings which have been adapted to commercial and residential uses. The industrial uses of the area have also left a distinctive pattern in the downtown through the size and arrangement of lots and circulation routes which have been converted from rail to vehicular and pedestrian uses.
Circulation network and pattern	Water Street's layout parallel to the Grand River historically facilitated access to the riverfront lots and to the bridge crossings. Water Street continues to function as a key north-south vehicular and pedestrian route through the Study Area and connects to the four bridges across the river. The Living Levee Trail along the riverwall provides a scenic pedestrian route parallel to Water Street and continues on the west side of the river.

Criteria	Discussion
	<p>Main Street forms the commercial spine of the Study Area and together with the Main Street bridge creates an intimate connection to the downtown area on the west side of the river. The location of the Main Street bridge at the narrowest point of the river creates a shorter distance across the river than the other bridging points. The dense streetwall of fine-grained storefronts on Main Street encourages pedestrian usage.</p> <p>The presence of three historical bridging points dating to the early nineteenth century has established strongly articulated east-west connections across the Grand River as Galt developed, as compared to other communities along the Grand River which had fewer bridging points. These bridging points have distributed development along a single corridor across the river. This diffusion of activity, in combination with the topography of the river valley, has resulted in the expansion of the Galt core along the length of the river (north-south) on both sides, as well as perpendicular expansion outward from the river. The Park Hill and Concession Street bridges, located at either end of the Study Area, facilitate efficient east-west circulation into areas surrounding the Study Area.</p>
Boundary and other linear features	<p>The former and existing railways, combined with the topography, have formed distinctive boundaries around downtown Galt. The Canadian Pacific Railway, which has been in operation since 1880, marks the northern edge of the area where Galt's development was concentrated in the nineteenth and early twentieth centuries.</p> <p>This edge is emphasized by the railway line's siting at a high point in the topography, relative to the downtown core. The eastern edge of downtown Galt was historically defined by the Great Western Railway, that ran northeast along Mill Creek before converging with the Grand Valley Railway and the Lake Erie and Northern Railway, marking the southern edge of the downtown area on the east side of the river. On the west side of the river, the former Grand Trunk Railway followed George Street, marking the western edge of downtown Galt, and terminated in the south near Victoria Avenue. A series of entry and exit points to downtown Galt can generally be found along these boundaries formed by the railways and topography.</p> <p>While the Grand River is a linear feature, it does not play a strong role as a boundary because of the three historical bridging points that continue to facilitate easy access to both sides of the river. Additionally, the overall chronology and character of the development pattern in the downtown during the nineteenth century unfolded as an interconnected set of processes, straddling the river. Both sides developed together. Rather than an 'edge', the Grand River and its bridges have become a core focal point of the downtown area, serving as a spine that connects the two parts of the historical downtown.</p>

Criteria	Discussion
Site arrangements	<p>The history of downtown Galt, and its related historical land uses, continue to be reflected in its arrangement of sites.</p> <p>Historical industrial sites were arranged along the river and historical railway lines, to facilitate access to waterpower and shipping. A balance of industry existed on both sides of the river particularly in the north near Park Hill Road and in the south near Concession Street/Cedar Street. While industry does not continue to operate within the downtown, there is a strong material presence of industrial buildings which have been adapted to commercial and residential uses.</p> <p>Commercial properties are concentrated along Main Street. The first shops set up on the east side of the river and then Dickson constructed a hotel on Queen's Square in 1835 and Richard Irwin built 18-20 Queen's Square in 1837. Commerce historically and presently extends north and south from Main Street becoming intermixed with other building types and uses. Within the commercial core, properties fill the lot and are situated at the sidewalk.</p> <p>Public squares are organizing and orienting features in the downtown with a cluster of civic and religious properties on Dickson Street at the Civic Square and Market Square and a cluster of religious properties at Queen's Square.</p> <p>Nineteenth-century schools were located around the edges of the top of the Grand River valley on high points of land and provide a distinct transition between the commercial/institutional/civic/industrial core to the distinctly residential areas of Galt that lay beyond.</p>
Vegetation patterns	<p>The distinctive tree canopy that marks the ridgeline of the river valley is an important visual element in the area. The tree canopy in combination with the steep rise in grade creates a physical and visual separation of spaces between the downtown and the surrounding residential areas. The sparse tree cover within the downtown area, particularly on the east side of the river, further accentuates the effect of the tree canopy along the edges.</p> <p>Within the Study Area this vegetation pattern is evident between Cambridge Street and Wellington Street in the rear yards. Additionally, Cambridge Street and Wellington Street have a consistent pattern of street trees which creates a tree canopy which is lacking elsewhere in the Study Area. Overall, the Study Area has very few mature trees. These are generally located on residential properties. There appears to have been recent planting efforts with many young trees located along the riverside and commercial streets.</p>
Historic views	<p>The treed ridge along the edges of the downtown provides long-range views into and out from the Study Area. Views looking into the Study Area feature the largely intact low-rise nineteenth-century streetscapes, accentuated by numerous tall church</p>

Criteria	Discussion
	<p>steeple. Views looking out from the Study Area feature the church steeples standing out against the tree canopy. The viewpoint looking west from Centennial Park at the top of the ridge affords a long-range view down Main Street and terminates at the ridge on the opposite side of the river known as Dickson Hill. Another long-range view from the ridgeline looking into the Study Area is found at the intersection of the railway bridge crossing Highway 24. The four bridges provide scenic views looking up and down the river and towards the buildings along the riverwall. The Main Street bridge and its arches also form part of an important east-west view from Main Street to Queen's Square, and vice versa, creating a visual connection between both sides of the river.</p>

14.0 Recommended Heritage Conservation District Boundary and Analysis

The Ontario Heritage Toolkit presents the following four criteria and associated considerations for determining boundaries of a potential H.C.D.:

- Historic Factors, such as the boundary of an original settlement or an early planned community, concentrations of early buildings and sites;
- Visual factors determined through an architectural survey or changes in the visual character of the topography of an area;
- Physical features such as man-made transportation corridors (railways and roadways), major open spaces, natural features (rivers, treelines, and marshland), existing boundaries (walls, fences, and embankments), gateways, entrances, and vistas to and from a potential district; and
- Legal or planning factors which include less visible elements such as property or lot lines, land use designations in Official Plans or boundaries for particular uses, or densities in the zoning bylaw, may also influence the delineation of the boundary, especially as they may affect its eventual description in the bylaw.

14.1 Recommended Boundary and Analysis

The recommended boundary is a result of research and analysis undertaken as part of this study as well as the community consultation process. As part of recommending a preferred boundary, various boundary options were considered and reviewed with staff for feedback and input. The following boundaries options were considered and assessed:

- A boundary option which followed the ridge line created by the Grand River valley to include the H.C.D. Study Area and immediate surrounding areas within the valley. The boundary included the historical downtown areas on both the east and west sides of the Grand River and the bridges which connect them. The area included commercial blocks, former industrial buildings

and building remnants built in proximity to the river, residential areas which developed in response to the industrial and commercial activity in the core, public parks, and the prominent civic square located on the west riverbank which is connected to the commercial core via the Main Street bridge. While integrating the ridgelines of the Grand River valley and many different types of landscape features and building groupings, it was determined that this assemblage of features did not coherently express a focused set of historical land use themes on account of its size and degrees of alteration.

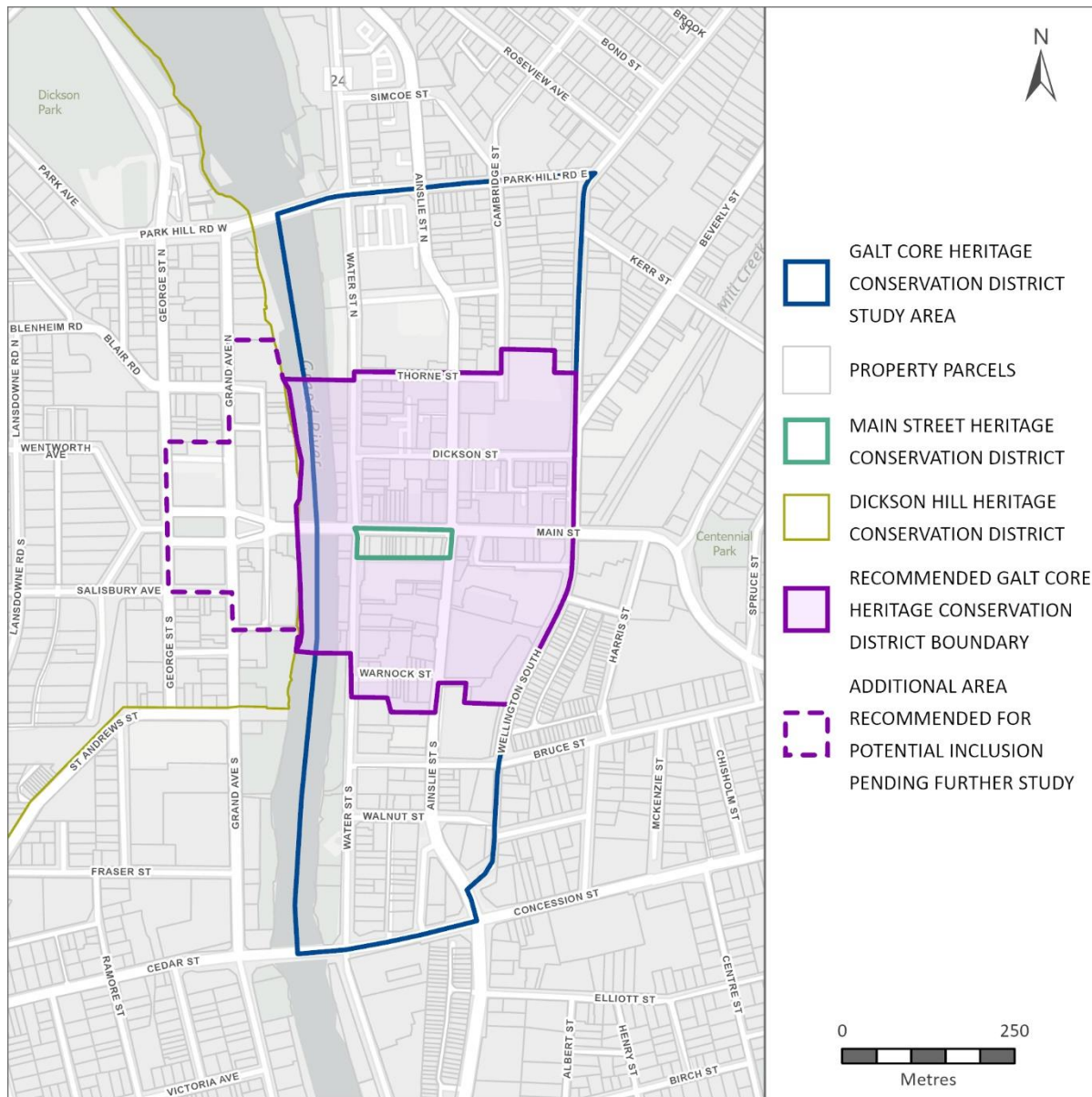
- A boundary option which largely follows the boundary of the Galt Urban Growth Centre (U.G.C.) identified in the City of Cambridge's 2018 Official Plan. The western edge of the boundary aligns with the west riverbank so that both sides of Water Street, the Grand River and all four bridges are included. The north and south ends of this boundary contain additional historical industrial fabric of Galt. It aligns with the area designated as an U.G.C. but is relatively large and accordingly was considered to lack a cohesive concentration of significant features.
- A boundary option that included: a complete expression of portions of the river valley edges; and a cohesive collection and grouping of the area's civic, institutional, industrial, religious and residential buildings, landscape features, structures, and streetscapes that together tell the story of Galt's early nineteenth-century development, later growth and community solidification in the early twentieth century as a picturesque community, regional hub in Waterloo County, and important industrial centre on the Grand River corridor and GTR network. This combination of features also includes an excellent combination of features that together establish an important setting for the downtown through its inclusion of landmark buildings, exceptionally high quality and unique stone masonry structures, open spaces and public squares, streetscapes, long-range views, and circulation networks for example. This boundary was determined to effectively express the district's cultural heritage values and to appropriately align with recommended historical, visual, physical, and legal planning considerations.

This recommended boundary has been mapped to show its general extent and location (Map 25). This boundary was presented at the Second Public Information Centre held on June 10, 2021.

An additional area on the west side of the Grand River, located outside the limits of the original study area, was recommended for potential inclusion in the Galt Core H.C.D. boundary, pending property survey activities, public and property owner consultation, and based on further direction from City Council. The properties within this recommended expanded boundary express the identified historical land-use themes and period of significance expressed within the Study Area. The full width of the Grand River is within the potential expansion area to include the Main Street Bowstring Bridge in its entirety. This potential expansion area also addresses the intimate connection between Main Street Queen's Square and the Cenotaph lands; Central Presbyterian Church, former Knox Presbyterian Church (Grace Bible Church), Trinity Anglican Church and their associated school buildings; the dialogue of historical industrial land use patterns on the east and west sides of the river; and the full extent of views within the downtown core and crossing the Grand River from both the east and west. This expansion area on

the west side of the river was presented as part of the Second Public Information Centre on June 10, 2021, and property owners corresponding to this area were invited to this session to provide feedback.

Defining the historical downtown area of Galt as consisting of both the east and west sides of the river is supported by results of the historical research, character analysis, and findings of public consultation to date. The east and west sides are intimately interconnected, historically, and presently, and while the west side of the H.C.D. Study Area is designated as the Dickson Hill H.C.D. under Part V of the O.H.A., this designation applies to City-owned lands only. There has been consistent feedback from the community, property owners and the Municipal Heritage Advisory Committee through the course of the study that there is an intrinsic connection between the east and west banks of the river. Properties of particular note on the west side of the river include Queen's Square, the churches and the building which includes the Grand Café at 14-22 Queen's Square.



Map 25: Recommended Galt Core H.C.D boundary presented at the Second Public Information Centre, with additional area recommended for potential inclusion pending further study and direction from Council. Note that the currently proposed boundary excludes the Main Street H.C.D.

The following (Table 4) provides an analysis of the recommended boundary that was presented at the Second Public Information Centre, including the additional area, and is organized by the boundary criteria outlined above.

Table 4: Analysis of Proposed Boundary

Criteria	Discussion
Historic Factors	<p>The research, mapping, survey, and consultation sessions all strongly emphasize that the story and shape of this Study Area, historically and presently, flows from the Grand River. It is the feature that drew humans to this landscape thousands of years ago. There is a rich archaeological record that evidences these early land use patterns, and we know that the Grand was an important settlement and transportation feature for the Six Nations in particular. The Grand River, its provision of water and a power source, provided optimal conditions for nineteenth-century town settlement and William Dickson and Absalom Shade capitalized on that potential, honing in on the convergence of Mill Creek and the River as the ideal spot for a town site. This choice was not only driven by pragmatics related to subsistence and industry but is thought to have been also related to ideas of aesthetics and choosing a beautiful landscape for the City of Galt. It was during Dickson and Shade's original visit to the location of what is now the core of historical Galt, that the Grand River's surrounding landscape is thought to have been talked about as beautiful and picturesque and identified as having qualities that influenced the City's early development. This narrative begins in the documentary record in the 1840s, is reinforced in the 1880s, and is entrenched with the 1902 publication of "Picturesque and Industrial Galt."</p> <p>The boundary contains the highest quality stone masonry construction utilized throughout the nineteenth and early twentieth century for residential, commercial, civic, institutional, and religious buildings such as the Historic City Hall, Alexander Adair House (2 Warnock Street, 1847), the Bank of Commerce building (11 Main Street, 1849-1851), the Royal Canadian Legion – Galt Branch (4 Veterans Way, 1850) and Wesley United Church (51 Water Street North). The construction methods demonstrated within the area are also exhibited in industrial and residential buildings immediately outside the area, many of which may warrant designation under the O.H.A.</p> <p>The boundary has also been drawn to express the nineteenth-century selection of the town site as the centre of Dumfries Township by Dickson and Shade. The boundary demonstrates the qualities of the nineteenth-century community which included public squares and bridging points along the Grand River. It also represents Shade's early commercial enterprise at Water Street and Main Street but does not include the mill site at 100 Water Street North. The boundary includes the original site of the Township Hall but does not include the hall building itself as it was moved to Cambridge Street to allow for the construction of the Historic City Hall building. The boundary also includes Trinity Anglican Church of which Dickson and Shade were prominent members and supporters.</p>

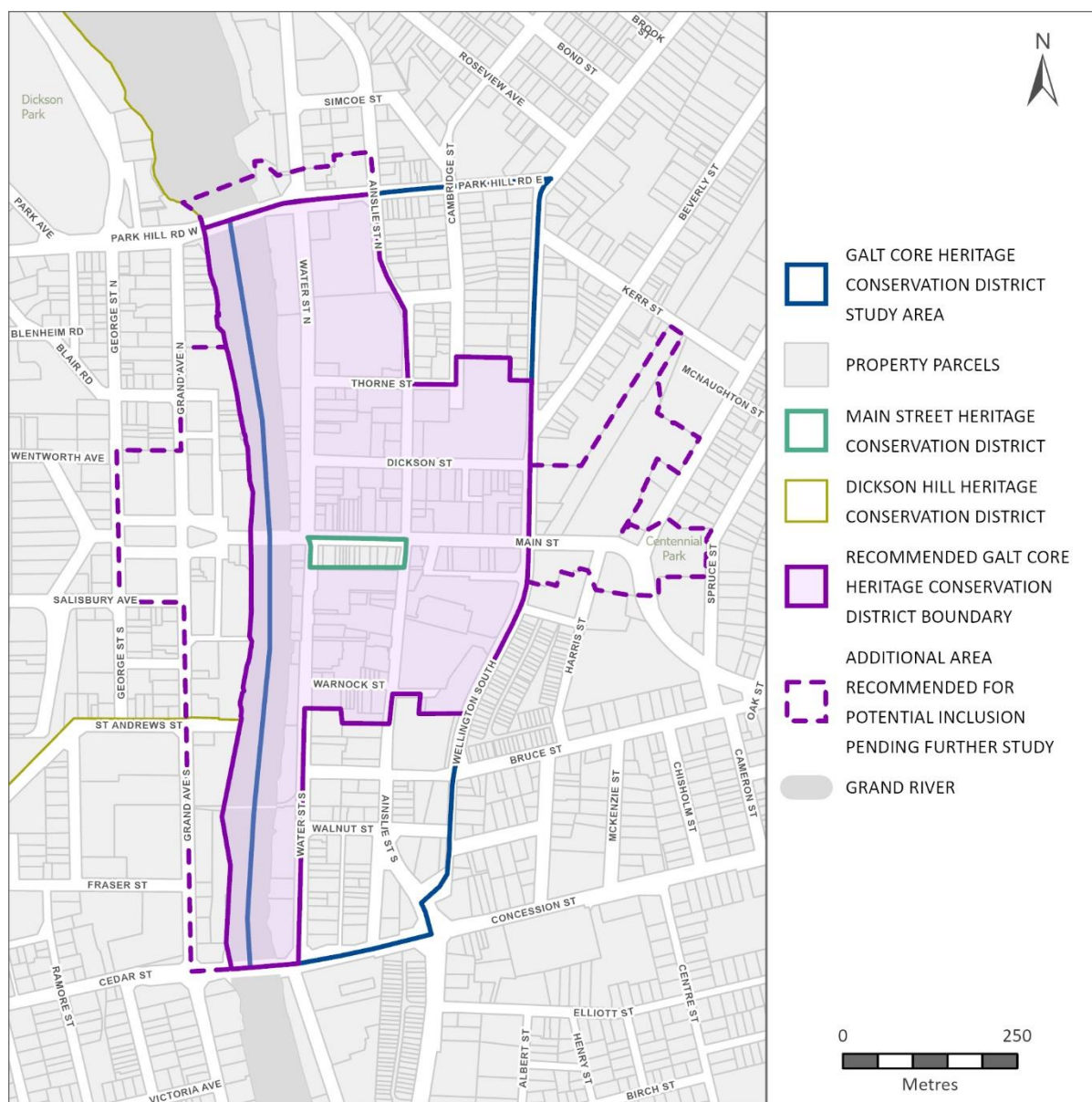
Criteria	Discussion
	<p>The boundary also expresses the industrial beginnings of the community which persisted within the area until 2000 when the last of the industries in the downtown closed. Important hallmarks of Galt's textile industry are within the boundary such as 35 Water Street South as well as the modest collection of workers' homes on Warnock Street.</p> <p>47 Water Street South (Cambridge Community Players) has also been included as a longstanding social and community gathering place in the downtown; a quality of the downtown that community members and stakeholders have noted has diminished within the area.</p>
Visual Factors	<p>The topography of the Grand River valley establishes a strong defining edge in the area. It creates an oval-shaped bowl that downtown Galt developed within. This topographic feature extends from the Canadian Pacific Railway bridge in the north to Birch Street in the south and is contained on the east by Roseview Avenue, Wellington Street, Shade Street and Harris Street. This feature combined with the dense cover of trees on the ridge provides a strong visual element which contains the downtown and separates it from the primarily residential neighbourhoods beyond. This boundary captures the natural and scenic setting of the historical downtown, with the Grand River at its centre and the strongest concentration of associated properties are set within the bottom of the valley.</p> <p>Within the downtown, the commercial and former industrial buildings are constructed to the lot lines on streets such as Main, Dickson, and Water and Ainslie immediately north and south of Main. The visual character of the area changes along Water Street north of Dickson Street and south of Warnock Street and along Grand Avenue south of River Street where the open landscape is visually dominant. Along Ainslie Street there is a visual change in the character of the area north of Thorne Street and south of Lutz Street where lots on the west side of the street are much larger than the area near Main Street and there are more open, paved areas related to the existing functions and lots on the east side of the street and are primarily of a residential character. The residential area to the northeast has been excluded from the boundary as it functions as a discrete assemblage of buildings and streetscapes. While containing many older, fine buildings, it represents a distinct shift in streetscape character from the commercial, civic, and institutional core of the downtown and does not strongly express the key themes that have been identified as significant within the Study Area. The northern and southern boundary have been drawn to align with these changes in streetscape character and building typology.</p>
Physical Features	<p>The boundary follows established roadways and includes several gateway points and entrances to downtown Galt. The boundary includes views east and west along Main Street.</p>

Criteria	Discussion
Legal or Planning Factors	<p>The boundary does not follow any previously established contemporary land-use planning boundaries.</p> <p>The boundary follows established property lines.</p> <p>The boundary includes a small area of the Dickson Hill H.C.D and overlaps with the entirety of the Main Street H.C.D, pending Council direction and further study. It also includes the portion of the downtown area that is subject to urban design guidelines that have been developed, in part, to address conservation of the downtown's heritage fabric. Finally, it generally includes and corresponds to various spatial conceptions of "historical downtown Galt," as presented in preliminary heritage assessments and as part of promotional and educational materials such as walking historical walking tour brochures and related geospatial data (Dilse 1981; Heritage Cambridge 1988; BRAY Heritage 2008; City of Cambridge 2021).</p>

Overall, the results of the Second Public Information Centre demonstrated support for the recommended boundary, including the recommended reconfiguration of the original Study Area to focus on a concentrated and cohesive grouping of features on the east side of the river that relate to Galt's earliest and most prolific period of city building within the valley of the Grand River, and which reflect on the City's industrial, institutional, and civic development patterns and qualities. Feedback received strongly concurred that the downtown's core heritage area includes the west side of the river and agreed that the 'story' of the downtown's historical development pattern is strongly linked to the interplay across the river. Feedback received also identified a small range of additional properties along the river frontages that strongly express and relate to the downtown core's historical industrial development patterns, a significant theme and which continues to be valued today by the public and stakeholders. Other feedback received included concerns regarding exclusion of the residential blocks in the northeast and southwest portions of the original study area. These areas, particularly the northeast, were identified as having significant building stock, many of which date to the nineteenth century, are fine examples of architectural styles or building construction methods and contribute to the character of the downtown and which require protection. Finally, feedback received during this session and during the open comment period addressed the range of important sight lines and views into and out of the downtown, and which effectively express the area's dramatic topography and location within the valley of the Grand River. Related to these range of comments, attendees identified that the 'historical' area that should be protected should correspond to, or exceed, the original study area, and in particular relate to the topographic ridge lines and heights of land, located on the east and west sides of the Grand River (Map 26).

Based on feedback received during the Second Public Information Centre and during the public comment period, held from June 10 to June 18, 2021, additional refinements were made to the recommended boundary. Refinements were made based on analysis of feedback received and in relation to the results of the technical work completed, including: historical research; results of survey

data as applicable; character analysis; application of the Historical Context Statement; and alignment with heritage evaluation results and the preliminary statement of district significance developed for the initial recommended boundary. Map 26 below illustrates the area recommended to proceed to preparation of a H.C.D. Plan in Galt Core.



Map 26: Recommended Galt Core H.C.D. boundary, refined following feedback received during the Second Public Information Centre, with additional areas recommended for potential inclusion pending further study and direction from Council. Note that the currently proposed boundary excludes the Main Street H.C.D.

Should Council agree to proceed with preparing a Plan for this recommended boundary, property surveys and consultation with property owners for those parcels not previously contained within the original Study Area, is recommended for completion as soon as possible and prior to initiation of the H.C.D. Plan phase. As part of this additional technical work, it is expected that the preliminary Statement

of District Significance will require refinement during the Plan phase and identified Character Areas may also be refined.

15.0 Preliminary Statement of District Significance

Description of Historic Place

The Galt Core Heritage Conservation District is roughly bounded by Thorne Street, Wellington Street, Warnock Street, and the west bank of the Grand River. The Galt Core Heritage Conservation District retains a well-preserved collection of street layouts, lotting patterns, buildings, streetscapes, views, and landscape features. These features effectively express Galt's significant period of commercial, civic, institutional, and industrial establishment, growth, and solidification on the banks of the Grand River, which began in 1816 with the selection of the Town site and continued to 1936 when the last major purpose-built public building was commissioned and constructed in the downtown core. The majority of buildings in the District date to between ca. 1850 and 1920. Many of the extant buildings constructed in this period continue to retain their historical uses, with many industrial buildings converted to new complimentary uses. The District's impressive collection and concentration of nineteenth and early twentieth-century features nestled in the valley of the Grand River express design-related, aesthetic, scenic, and social values. The area is generally organized with commercial blocks centred on and radiating out from Main Street and civic and institutional buildings located on Dickson Street and concentrated around Cambridge City Hall. The area also contains significant remnants of Galt's industrial operations that flourished in the nineteenth century and into the twentieth century.

Statement of Cultural Heritage Value

Scenic and Aesthetic Values

The Galt Core Heritage Conservation District has scenic and aesthetic value as a well-preserved and unique historical downtown that expresses the profound impact that major waterways and watersheds, such as the Grand River had on shaping nineteenth-century settlement and early twentieth-century development patterns and economies. The establishment and development of the former City of Galt was heavily influenced by its location on the Grand River and within the basin-shaped landscape found within this part of the river valley. The topographic qualities of the valley established a steep slope around the initial town site, a feature that continues to define the edges of the downtown area. The prominence of this ridgeline is enhanced by the heavy tree canopy which marks the horizon of the area and contrasts with the less treed area downtown. The tree canopy, in combination with the rising change in elevation, creates a physical and visual separation of spaces between the downtown and the surrounding residential areas and a distinct sense of place. Some of these characteristics, in addition to the fact that the Grand River served as a major transportation corridor, encouraged Indigenous habitation for more than 10,000 years. Potential vestiges of those initial land uses may remain today in the form of archaeological sites in less developed areas both up- and downstream from the Study Area.



These characteristics also provided the area with unique scenic and aesthetic qualities that are thought to have encouraged people to settle here in the nineteenth century, and which the community continues to identify as an important asset that draws people to the downtown as tourists, as part of community events, and as new residents.

Galt's initial town site simultaneously grew on both the east and west sides of the Grand River in the nineteenth century. As such, the river has functioned as a connector for over 200 years and in doing so, imbues the District with unique scenic and aesthetic qualities that are expressed through various visual relationships and circulatory networks. The three bridging points in the downtown have facilitated movement between both sides of the river since at least 1864 and continue to do so. These bridging points, combined with views of landmark civic and religious buildings on either side of the river, provide the District with unique scenic qualities and high-quality visual experiences. Finally, the layout of streets and lotting patterns in the District continue to be arranged in relation to the Grand River.

Historical Values

The Galt Core Heritage Conservation District is also essential to expressing foundational and significant aspects of Galt's history as a thriving nineteenth-century town in Dumfries and later North Dumfries Township. This area tells the story of Galt's beginnings and its subsequent growth and prosperity into the early twentieth century. It expresses the early community-building efforts of William Dickson and Absalom Shade who selected the area as the town site for Galt when they purchased 90,000 acres of land in 1816 on the east and west banks of the Grand River. It also showcases the impact of immigration flows of Presbyterian Scots, many of which were skilled labourers, artisans, farmers and in particular stone masons who would continue to practice their craft in Galt with the construction of many fine stone buildings. It also expresses the early economies that were critical to Galt's nineteenth and early twentieth-century development and growth, such as the textile industry. The District's collection of historical buildings and landscape features, and their relationship with the Grand River and its surrounding scenic landscape, provided the essential building blocks that would support the nineteenth-century settlement centre to quickly thrive and grow. From these roots, Galt evolved into an important regional centre in Waterloo County, servicing a network of agricultural lands and smaller communities in the surrounding area, and concurrently became marketed as both a picturesque downtown and an important industrial centre located along the Grand River corridor.

Design Values

The District is also of distinct design value due to its impressive and unique collection of stone buildings, many of which are attributed to the Scottish settlers who arrived in Galt in the nineteenth century and made use of the local granite and limestone stone. The use of granite masonry construction in particular is thought to be unique within Canada, earning Galt the title of the Granite City. The granite buildings found within the downtown and surrounding areas display several masonry techniques that are unique within Canada and reflect the high degree of craftsmanship of the Scottish masons who built them. These represent a unique vernacular building style which developed through the Scottish masons applying their skills in working hard stone to the locally available granite. The District also retains a collection of buildings that together function as a representative suite of vernacular expressions of



architectural styles and building typologies that would have been pervasive in towns and villages in southwestern Ontario in the nineteenth and early twentieth centuries. Additionally, the District retains many buildings that were designed by significant architects such as James Dalgliesh, Thomas Fuller, Frederick William Mellish, and Frederick Charles Bodley.

Contextual and Social Values

The District is also valued as: a landmark area within the City of Cambridge that has a distinct sense of place that is deeply rooted in its historical development and evolution and relationship with the Grand River; and as a node in the City of Cambridge that continues to function as a place of civic and social congregation within the municipality. The District's landmark qualities are experienced through a series of scenic views of key landmark buildings as well as streetscapes, some of which are strongly defined by numerous tall church steeples. Public squares and the dramatic riverwall on the east side of the river also function as landmarks within the district. Public squares serve as important areas for civic and social congregation and events such as arts and music festivals, holiday celebrations, and the year-round Farmers' Market. Finally, the riverwall, and the Living Levee Trail in particular evidence the District's intimate and special relationship with the River; a force essential to Galt's development and growth and which would later compromise it through a series of flooding events in 1854, 1918, 1929, and 1974. Today the river frontage in the District continues to be impactful and iconic as a valued recreational amenity area.

Preliminary Heritage Attributes

Heritage attributes that embody the values of the District include:

Landscape

- Location and relationship with the Grand River.
- Downtown Galt's siting within the basin-shaped landform of the Grand River valley.
- The topography of the river valley, including the ridge forming the edges of the basin.
- The tree canopy lining the ridge of the river valley.

Public Realm

- Main Street Bowstring Bridge crossing over the Grand River.
- General layout of streets in response to:
 - Grand River and Mill Creek
 - Topography of the river valley
 - Former railway lines
- Main Street, Water Street and Ainslie Street as significant streetscapes and commercial arteries with scenic qualities.
- Public squares that function as organizing and orienting features in the downtown with a cluster of civic and religious properties on Dickson Street at the Civic Square and Market Square. These squares and the buildings that define their edges are important landmarks for the community.



- Dickson Street between Wellington Street and Ainslie Street as a civic centre and community gathering place.
- The Living Levee Trail providing parkland.
- Alignment of Wellington Street South along former railway line, south of Main Street.

Built Form and Streetscapes

- Mid-nineteenth-century properties related to the early establishment of Galt.
- Collection of nineteenth and early-twentieth-century industrial properties.
- Collection of nineteenth and early-twentieth century stone buildings, reflecting high quality craftsmanship using local stone.
- Collection of nineteenth-century and early twentieth-century buildings, reflecting representative vernacular expressions of architectural styles and building typologies that would have been pervasive in town and villages in southwestern Ontario at this time.
- Buildings and properties that were designed by influential architects that were significant within the former City of Galt.
- Cohesive collection of nineteenth-century buildings reflecting high-quality craftsmanship of local Scottish masons using local granite. Representative characteristics of these building types include:
 - the use of uniformly coloured medium-grey split granite with subtle variations in tone on the front façade, often accented with contrasting tan limestone quoins or window surrounds.
 - the development of an ashlar-style technique using colour-matched granite instead of limestone.
- Collection of high-quality nineteenth and early-twentieth-century civic and institutional properties.
- Network of commercial streets with nineteenth and early-twentieth-century mixed-use commercial/residential properties.
- Collection of worker's houses on Warnock Street which express the significant role of industry in the nineteenth century and the close living quarters of people to their places of work.
- Properties with buildings backing directly onto the riverwall, that create a unique, dense streetwall visible from the bridge crossings and the west side of the river, and which frame the gateway across the Main Street Bridge into the District.
- Landmark properties, including civic, institutional, and religious buildings. Highlights of this group are: those buildings at Civic Square and Market Square; the Galt Letter Carrier Depot (Post Office); the former Carnegie Library; the Old Galt Post Office; the Colonel J.A. McIntosh DSO Armoury; the Cambridge Arts Theatre (former First Baptist Church). Together these properties express the solidification of the community in Galt as early as 1851, further some of these strongly express of the community's historical social and cultural values of governance, community gathering and education, and safety and security.

Views

- Sustained view travelling east from the Queen's Square fountain across the Main Street Bridge and along the commercial blocks on Main Street, terminating with the treed ridge of the Grand River valley in the background.
- Sustained view travelling west along Main Street, from as far east as Mill Street, of the commercial blocks on Main Street and continuing across the Main Street Bridge to Queen's Square with the steeples of Central Presbyterian Church and Knox Presbyterian Church, terminating with the treed ridge of the Grand River valley.
- Static view north from the centre of the Main Street Bridge along the Grand River and including the properties along the east riverwall to the Park Hill Road Bridge.
- Static view south from the centre of the Park Hill Road Bridge along the Grand River and including the properties along the east riverwall to the Main Street Bridge.
- Static view south from the centre of the Main Street Bridge along the Grand River and including the properties along the east riverwall to the Concession Street Bridge.
- Static view north from the centre of the Concession Street Bridge along the Grand River and including the properties along the east riverwall to the Main Street Bridge.
- Sustained view east along Dickson Street, from as far west as Water Street North, of the civic and institutional buildings on the north side Dickson Street, terminating at Wellington Street.
- Sustained view west along Dickson Street, from as far east as Wellington Street, of the civic and institutional buildings on the north side of Dickson Street, terminating at the former Carnegie Library on Water Street North.
- Static view northeast of rears of Main Street buildings along Imperial Lane from outside the Old Post Office/Idea Exchange.
- Static view northwest of the rears of Main Street buildings along Imperial Lane from outside the building at 11 Ainslie Street South, terminating at the Old Post Office/Idea Exchange on Water Street South.
- Views of the Historic City Hall tower and Wesley United Church steeple at the centre of the District:
 - Sustained view looking northwest while travelling north along Wellington Street between the entrance to the Ainslie Street Bus Terminal and Lutz Street.
 - Static view southeast from the intersection of Thorne Street with Water Streets.
 - Sustained view travelling north along Ainslie Street, from as far south as Bruce Street.
 - Sustained view travelling south along Ainslie Street from as far north as 113 Ainslie Street North.
 - Sustained view travelling south along Cambridge Street from as far south as Park Hill Road East of the Historic City Hall Tower, and also including a view of the Wesley United Church steeple from as far south as Colborne Street.

Part F: Implementation

This chapter addresses recommended next steps. It outlines the prescribed and statutory requirements of a Heritage Conservation District Plan. The chapter then presents a series of preliminary objectives that are recommended to guide development of the prospective Plan. The chapter concludes with a series of recommendations related to prospective changes that may be required to key municipal land-use planning documents, as well as related recommendations for properties within the study area that should be protected under Part IV of the *Ontario Heritage Act*. This chapter also presents recommendations for alternative protective measures that the City may consider for implementation in the Study Area and its environs.

16.0 Next Steps and Recommended Content of Heritage Conservation District Plan

The results of this study have concluded that portions of the downtown should be protected as a Heritage Conservation District (H.C.D.) under Part V of the *Ontario Heritage Act* (O.H.A.). This study also concludes that areas outside of the recommended boundary also contain individual properties of known or potential cultural heritage value and/or other discrete groupings of features that may be best otherwise protected as a separate H.C.D. or through an alternative recognition and set of protective or conservation management mechanisms, such as cultural heritage landscape identification in the municipality's Official Plan. Sections 16.2 and 16.3 further elaborate on these recommendations.

When a H.C.D. Study recommends that a H.C.D. be established and designated under Part V of the O.H.A., a District Plan is required and will contain the following components:

- Statement of objectives to be achieved in designation of area as an H.C.D.;
- Statement of district's cultural heritage value or interest;
- Description of district's heritage attributes and those of properties within the district;
- Policy statements, guidelines, and procedures for achieving stated objectives and managing future changes; and,
- Description of external alterations or classes of external alterations that are of a minor nature that an owner can carry out without obtaining a permit.

16.1 Preliminary Statement of Objectives

In accordance with Section 40(2) of the O.H.A., the H.C.D. Study is to consider and make recommendations as to the objectives of the recommended designation. Based on the results of consultation, research, heritage evaluation, and development of a statement of significance, it is recommended that the prospective H.C.D. Plan for Galt Core consider addressing the following possible objectives:

- Maintain and enhance the role of the Grand River as it expresses historical development themes and patterns in the District: it provided the foundations for early settlement in the City of Galt; continues to contribute to the area's picturesque setting; functions as a physical, visual, and recreational asset valued by residents and visitors; and has been recognized as a Canadian Heritage River.
- Coordinate guidelines for new development and infill in the District, including the Galt Core Secondary Plan and Building Heights Study, to support the planned density targets in the downtown U.G.C. and objectives of transit-oriented development related to the two planned M.T.S.A.s, while ensuring that the District's cultural heritage values are not adversely affected or impacted by newer forms and types of development.
- Ensure that the H.C.D. Plan supports appropriate intensification of the downtown in a manner that balances intensification and conservation objectives so that the District retains its cultural heritage value while encouraging growth and animation of streets and spaces.
- Celebrate and maintain the physical, visual, and historical relationships between the east and west sides of the Grand River in the District through development of guidelines for alterations, new development and infill that address conservation of the area's cultural heritage value and its significant landmarks, views, and circulation routes.
- Reinforce and conserve the District's significant built forms, streetscapes, materiality, and character that reflect its historical commercial, civic, institutional, and industrial uses and cultural heritage values by:
 - developing appropriate setbacks and stepbacks for new development;
 - maintaining and establishing consistent streetwalls where appropriate and which support vibrant and walkable pedestrian environments;
 - reviewing the location of planned intensification sites and proposed combinations of compact urban built forms in the District to appropriately transition height outward from the Main Street and Water Street corridors;
 - assessing if specific intensification parcels would benefit from site specific policy areas; and

- analyzing whether prescribed height ranges be recommended in the District and in a manner that supports planned density targets and conservation of the District’s cultural heritage value.
- Develop consistent, sympathetic, and respectful design guidelines for new development and infill in the District.
- Maintain the look and feel of the following distinct but interconnected areas that together comprise the District: Civic Square Complex; Commercial Centre, Transitional Commercial-Residential Edge; and the Evolved Industrial Node by developing guidelines for new development and alteration.
- Review existing and encourage the development of new incentives, tools, and programs for property owners to support implementation of the District’s objectives.
- Implement property standards by-law provisions to ensure that properties within the District are maintained in a good state of repair.
- Encourage active participation from the City in the promotion and implementation of the H.C.D., including development of a streamlined and proactive heritage permitting process with the City to ensure that requirements of property owners are understood early in the process and revisions to project plans are mitigated and reduced.

16.2 Recommended Changes to the Official Plan, Secondary Plans or Zoning By-Laws

Ontario’s provincial policy documents support the conservation of built heritage resources, cultural heritage landscapes and archaeological resources, and enable planning authorities to implement plans to protect these resources. The O.H.A. enables municipalities to designate H.C.D.s under Part V of the Act. Region of Waterloo Official Plan policies support the identification and conservation of built heritage resources and cultural heritage landscapes within the Region, and delegate authority to municipalities to identify, establish, and conserve built heritage resources and cultural heritage landscapes by implementing plans. City of Cambridge municipal policy documents conform to provincial and regional plans and contain policies which prioritize heritage conservation and authorize the municipality to establish new H.C.D.s following a study process prior to designation. Provisions within many City of Cambridge municipal bylaws have implemented measures to protect and conserve cultural heritage resources within the Galt Core H.C.D. Study Area.

As such, no changes or modifications to any City of Cambridge policy documents or municipal by-laws are recommended at this time to facilitate the initiation and creation of a H.C.D Plan for the Galt Core H.C.D. Study Area. However, should an H.C.D. Plan be initiated, it should be noted that further review of City of Cambridge municipal by-laws and plans, including in progress planning studies such as the Growth and Intensification Study, Zoning By-law Review, and the Building Height Guideline Study will be conducted to understand and coordinate prospective design and conservation directives presented in the H.C.D. Plan with these related land use planning directives that will shape future development patterns in the Galt Core. During the Plan stage, by-laws and plans that require revision or update will be

identified. Additionally, there is a potential future need to consolidate the existing Main Street H.C.D. Plan within the future H.C.D. to ensure appropriate harmonization and implementation. However, this can occur during or after the Plan phase. Based on a preliminary analysis completed as part of the H.C.D. Study, the following by-laws and plans may require updates or amendments dependent on the contents of the prospective H.C.D. Plan:

- Development Charges By-law (By-law 094-19)
- Private Trees By-law (124-18)
- Property Standards By-law (By-law 181-04)
- Sign By-law (By-law 191-03)
- Zoning By-law (Bylaw 150-85)
- Main Street Heritage Conservation District Plan (By-law 28-85)
- Dickson Hill Heritage Conservation District Plan (By-law 150-05)
- Core Area Community Improvement Plan (draft 2021)¹⁵
- Growth and Intensification Study (In progress)
- Building Height Guidelines (In progress)
- Zoning By-Law Amendments (In progress)

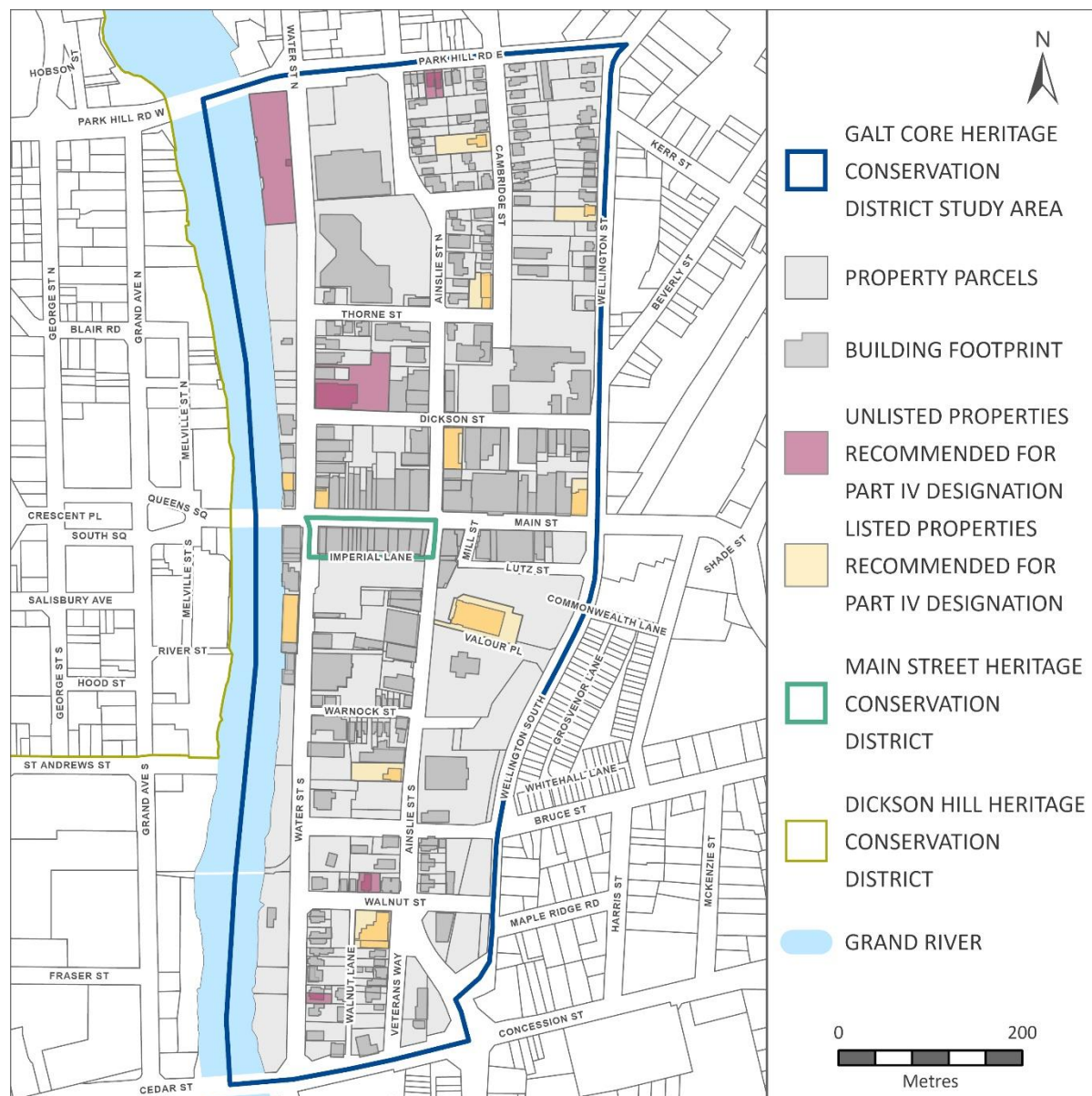
While no specific changes are currently recommended to enable designation of a H.C.D. in the downtown area, it is recommended that the City of Cambridge consider assessing the Study Area and its environs as a cultural heritage landscape, in accordance with relevant definitions from the Provincial Policy Statement (2020) and Region of Waterloo cultural heritage landscape guidelines as appropriate. This recommendation is being made given the results of public engagement and the repeated feedback that the public is interested in developing a conservation management framework for a very large area and are particularly interested in appropriately managing features such as topographic qualities and sight lines and enabling a process to guide change across a wide range of properties, some of which are distinct from one another. Such an assessment could result in the determination that an area broader than the recommended H.C.D. Boundary is considered a significant cultural heritage landscape. This conclusion could be supported by recognizing and identifying this cultural heritage landscape in the municipal Official Plan and defining a series of protection objectives and measures that may be appropriate for implementation, such as protection of specific views, enabling preparation of Heritage Impact Assessments, and/or amendments to the zoning by-law as applicable, for example. Additionally, it is further recommended that the City of Cambridge consider preparing a separate H.C.D. Study and Plan for the residential area located in the northeastern portion of the Study Area (Character Areas 2 and 4). This area contains a significant amount of cohesive built heritage resources that may form their own distinct interconnected area or district, and which may be historically, visually, and functionally connected to the broader residential area to the northeast, and which is known in the historical record as the area developed as part of the 1859 James Webster Survey.¹⁶

¹⁵ At the time of reporting, the Core Area Community Improvement Plan was not finalized and should be reviewed during the H.C.D. Plan phase.

¹⁶ See Paul Dilse (1981) and Seventh Annual Report of the Waterloo Historical Society (1919).

16.3 Properties Recommended for Designation Under Part IV of the *Ontario Heritage Act*

The following properties within the Study Area are recommended for Part IV designation (Map 27).



Map 27: Properties Recommended for Part IV Designation

Properties Currently included on the Heritage Register as Non-Designated (Listed) Properties



Address: 1 Valour Place (Cambridge Armoury)

ASI ID: 80

Date of Construction: 1914

Reason for recommendation: The Armoury is a landmark building with Tudor Gothic elements that is historically associated with local military regiments and is a designated Federal Heritage Building (DFRP Number: 10504 00).



Address: 24 Water Street South (Imperial Block)

ASI ID: 87

Date of Construction: 1887

Reason for recommendation: This prominent red brick commercial/mixed use building is an example of the Romanesque Revival style.

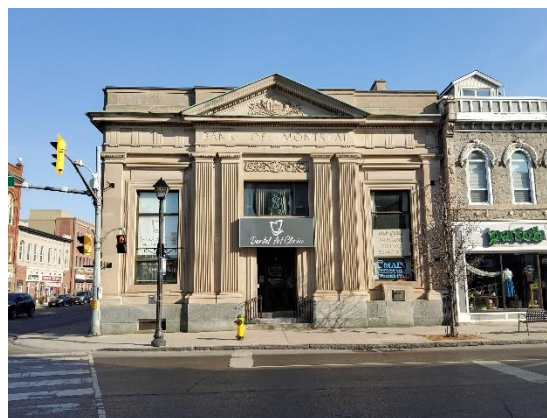


Address: 138 Main Street (Royal Hotel)

ASI ID: 108

Date of Construction: 1888

Reason for recommendation: This former hotel is a good example of the Second Empire style and a landmark building with prominent corner siting and tower.



Address: 8 Main Street (Bank of Montreal)

ASI ID: 126

Date of Construction: 1918-1919

Reason for recommendation: This limestone bank building is an example of the Beaux Arts style and a landmark at the key intersection of Water and Main Streets.



Address: 10 Water Street North (Scott's Block)

ASI ID: 130

Date of Construction: 1890

Reason for recommendation: This prominent three-storey red brick building is a landmark on Water Street and an example of the Romanesque Revival style.



Address: 46 Cambridge Street

ASI ID: 223

Date of Construction: c. 1865

Reason for recommendation: This two-storey house is a stately example of the Italianate style and was built by local builder Daniel Allen, who also resided there.



Address: 17-35 Ainslie Street North (Dando Block)

ASI ID: 139

Date of Construction: 1881-1882

Reason for recommendation: This unique commercial/mixed-use building is an eclectic example of the Renaissance Revival style and retains some original recessed commercial storefronts on the first storey and is a landmark building at the corner of Ainslie and Dickson Streets.



Address: 4 Veteran's Way (Royal Canadian Legion Galt Branch 121)

ASI ID: 27

Date of Construction: 1850

Reason for recommendation: This granite house built by local stonemason James Dalglish forms part of the collection of colour-matched granite buildings that express the unique vernacular building technique using local stone developed by the Scottish stonemasons who settled in Galt.



Address: 64 Wellington Street

ASI ID: 208

Date of Construction: c. 1880 - 1899

Reason for recommendation: This granite cottage forms part of the collection of colour-matched granite buildings that express the unique vernacular building technique using local stone developed by the Scottish stonemasons who settled in Galt. The cottage also forms part of the collection of mid-to-late-nineteenth-century cottages built of limestone or granite, of which Galt has a high number and which are rare in the neighbouring communities of Hespeler and Preston.



Address: 58 Ainslie Street South

ASI ID: 51

Date of Construction: c. 1860

Reason for recommendation: This granite cottage forms part of the collection of colour-matched granite buildings that express the unique vernacular building technique using local stone developed by the Scottish stonemasons who settled in Galt. The cottage also forms part of the collection of mid-to-late-nineteenth-century cottages built of limestone or granite, of which Galt has a high number and which are rare in the neighbouring communities of Hespeler and Preston.



Address: 12 Cambridge Street

ASI ID: 187

Date of Construction: c. 1860 - 1879

Reason for recommendation: This limestone cottage forms part of the collection of mid-to-late-nineteenth-century cottages built of limestone or granite, of which Galt has a high number and which are rare in the neighbouring communities of Hespeler and Preston. This property is associated with Dumfries Mutual Insurance Company which is a long-standing business in Galt and may be valued by the community.

Unlisted Properties



Address: 33 Water Street North

ASI ID: 164

Date of Construction: 1936

Reason for recommendation: This elaborate limestone post office is an excellent example of the Edwardian Classical style and is a landmark institutional building with a prominent corner tower.



Address: 96 Water Street North (Mill Race Park)

ASI ID: 169

Date of Construction: Turnbull Mill rebuilt in 1898 following a fire. Park opened in 1977.

Reason for recommendation: The limestone yarn mill ruins and mill races are associated with Galt's textile manufacturing history and the C. Turnbull Company, a leading manufacturer of woolen goods.



Address: 101 Water Street South

ASI ID: 9

Date of Construction: c. 1889

Reason for recommendation: This granite house forms part of the collection of colour-matched granite buildings that express the unique vernacular building technique using local stone developed by the Scottish stonemasons who settled in Galt.



Address: 18 Walnut Street

ASI ID: 35

Date of Construction: c. 1880

Reason for recommendation: This granite house forms part of the collection of colour-matched granite buildings that express the unique vernacular building technique using local stone developed by the Scottish stonemasons who settled in Galt.





Address: 37-39 Park Hill Road East

ASI ID: 235

Date of Construction: c. 1880

Reason for recommendation: This limestone cottage forms part of the collection of mid-to-late-nineteenth-century cottages built of limestone or granite, of which Galt has a high number and which are rare in the neighbouring communities of Hespeler and Preston.

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Galt Core Heritage Conservation District Study: Volume 2



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Final Report

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Cover Image: Aerial view of Galt, looking northeast, 1984 (Cambridge Archives)



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Appendices

Appendix A: Additional Information Related to Select Policies, By-Laws, and Plans

Growth Plan for the Greater Golden Horseshoe (as consolidated, 2020)

The Greater Golden Horseshoe (G.G.H.) is one of the most dynamic and fastest growing regions in North America. The Growth Plan for G.G.H. provides a vision and direction for the planning and development that supports economic prosperity, protects the environment, and helps communities achieve a high quality of life. The Plan identifies the Region of Waterloo as part of the Greater Golden Horseshoe Growth Plan Area and designates downtown Cambridge as an Urban Growth Centre and site of future priority transit corridors (Schedules 1, 4, and 5). Concurrently, the Plan refers to and provides policy direction for cultural heritage and archaeological resources, and recognizes that unmanaged growth can degrade, among other features, the regions cultural heritage resources. The Plan further states that cultural heritage resources and open spaces within cities, towns, and countryside provide people with a sense of place.

Policies within the Plan are based on a set of Guiding Principles, described in Section 1.2.1, one of which being:

- Conserve and promote cultural heritage resources to support the social, economic, and cultural well-being of all communities, including First Nations and Métis communities.

Within Section 4, Protecting What is Valuable, the Plan identifies cultural heritage resources in the G.G.H. as valuable and irreplaceable assets that contribute to a sense of identity, support a vibrant tourism industry, and attract investment based on cultural amenities. It identifies the necessity to plan in a way that protects and maximizes the benefits of these resources that make communities unique and attractive places to live. The Plan also recognizes the traditional knowledge and historical relationship that Indigenous communities have with the lands and resources. It aims to take a balanced approach to the wise use and management of cultural heritage and archaeological resources. Section 4.2.7 of the Plan addresses specific policies pertaining to cultural heritage and include the following:

- Cultural heritage resources will be conserved in order to foster a sense of place and benefit communities, particularly in strategic growth areas (Policy 4.2.7.1);
- Municipalities will work with stakeholders, as well as First Nations and Métis communities, in developing and implementing Official Plan policies and strategies for the identification, wise use and management of cultural heritage resources (Policy 4.2.7.2); and,



- Municipalities are encouraged to prepare archaeological management plans and municipal cultural plans and consider them in their decision-making (Policy 4.2.7.3).

Region of Waterloo Official Plan (2015)

Livability in Waterloo Region

Policies 3.G.1 through 3.G.4 relate to the identification of cultural heritage resources, and generally delegates the identification and conservation of these resources to area municipalities. This includes the identification and addition of cultural heritage resources to a heritage register. The Region will also coordinate and maintain a region-wide inventory of cultural heritage resources within the area, as identified.

Policies 3.G.5 through 3.G.7 relate to identifying, establishing, and conserving Cultural Heritage Landscapes. Where landscapes are identified by the Region, the Cultural Heritage Conservation Landscape Plan shall include a statement of significance, a listing of resources to be conserved, and recommendations for conservation measures. Authority is delegated to area municipalities to designate cultural heritage landscapes in their Official Plans, with Regional assistance in preparing Cultural Heritage Conservation Landscape Plans.

Policies 3.G.8 through 3.G.10 relate to archeology and archeological assessment. These policies state that the Region shall prepare and update a Regional Archeological Master Plan, and that during the review of development applications and/or site plans the Region will require an archaeological assessment where archaeological resources and/or areas of archaeological potential have been identified by the plan. Where an archaeological assessment identifies a significant archaeological resource, the Region may require conservation of such resources by ensuring the site remain undeveloped, designating the site as open space, or removing the resource prior to site grading or construction.

Policies 3.G.13 through 3.G.20 relate to Cultural Heritage Impact Assessments (C.H.I.A.s). These policies allow area municipalities to require the submission of C.H.I.A.s prior to development of sites with on-site cultural heritage resources, or sites which are adjacent to cultural heritage resources. These assessments must include: historical research, site analysis and evaluation; identification of the significance and heritage attributes of the cultural heritage resource; description of the proposed development or site alteration; assessment of development or site alteration impacts; consideration of alternatives, mitigation and conservation methods; schedule and reporting structure for implementation and monitoring; and, a summary statement and conservation recommendations. Conservation recommendations will, where feasible, conserve cultural heritage resources intact. However, where it is not feasible to conserve the resource intact, recommendations shall be made to promote the reuse or adaptive reuse of the resource, building, or building elements.

Policies 3.G.21 through 3.G.26 relate to Conservation, Promotion and Research. These policies state that built heritage resources owned by the Region shall be conserved, including maintaining, enhancing, managing, and conserving natural heritage features such as the Grand River. Further, the Region and



area municipalities may undertake research, identification, and documentation of cultural heritage resources, and coordinate financial incentive programs for the promotion, preservation, restoration, and rehabilitation of cultural heritage resources. Further, the Region and area municipalities will collaborate in developing and maintaining an Arts, Culture and Heritage Master Plan.

Policies 3.G.27 through 3.G.29 relate to Scenic Roads, which include Regional Roads which are characterised by natural and cultural heritage features. Policies within this section support their conservation and protection, including the view from the road to prominent heritage buildings or natural landscape features.

While not specifically identified in the Official Plan, the Scenic Roads and Special Character Streets Resource Document (2011) identifies the following Regional Roads as Scenic Roads:

- Water Street throughout the Study Area: Neighbourhood Connector Main Street, rated: Very Scenic
- Main Street from Water Street to George Street: Neighbourhood Connector Main Street, rated: Extremely Scenic
- Ainslie Street from Valour Street to Thorne Street: Neighbourhood Connector Main Street, rated: Scenic

The Regional Official Plan establishes in Policy 3.G.28 that during construction or upgrades, the Region will, wherever feasible endeavour to protect and/or enhance the scenic value of such features [natural, cultural heritage and recreational features that contribute to the scenic value] along Regional Roads.

City of Cambridge Official Plan (2018 consolidation)

Natural Heritage and Environmental Management

Policy B.3.6.22 establishes conditions for development and redevelopment activities within the Galt City Centre Floodplain Policy Area and which is inclusive of the H.C.D. study area:

- minor additions or alterations to existing residential buildings of habitable rooms shall be at or above the elevation of the existing first floor space;
- flood protection construction techniques shall be applied to all new development or redevelopment¹ below the Regulatory Flood elevation and shall be designed and constructed to the satisfaction of the City and the GRCA;
- any new building or major addition or alteration proposed to have any window, door or other similar opening lower than the level of the Regulatory Flood elevation shall be protected to the Regulatory Flood elevation using techniques satisfactory to the City and the GRCA. No new habitable room shall be provided lower than the Regulatory Flood elevation;
- new utilities shall be located higher than the level of the Regulatory Flood elevation where practical; but, where this is not possible, such utilities shall be floodproofed using techniques satisfactory to the City and the GRCA;



- any renovation or rehabilitation proposed for an existing building shall not be required to replace existing windows or doors using flood protection techniques or provide special treatment for other similar openings. However, where a comprehensive renovation is proposed for an existing structure and the renovations include the replacement of windows and doors, such replacements shall be floodproofed to withstand the anticipated pressure from flood depths where feasible. Where new openings are proposed for an existing structure or for an addition to an existing structure, such openings shall also be floodproofed to withstand the anticipated pressure from flood depths;
- new development that is associated with institutional services such as hospitals, nursing homes and schools shall only be permitted to locate on lands in the Galt City Centre Floodplain Special Policy Area which would be flooded to a depth of one metre or less in the event of a Regulatory Flood flow provided that adequate protection to the Regulatory Flood elevation and a dry land access to the building are provided;
- within the Galt City Centre Floodplain Special Policy Area, service stations, gas bars and other new uses involving the manufacture, disposal, consumption or bulk storage of chemical, flammable, explosive, toxic, corrosive or other dangerous materials shall not be permitted;
- the construction of new permanent buildings or structures and the reconstruction or major renovation of existing permanent buildings and structures will be permitted on lands located between the east limit of Grand Avenue/Tower Drive Chapter 3 Natural Heritage and Environmental Management 48 September 2018 Consolidation and the west limit of Water Street, from Parkhill Road on the north to Birch Street on the south, only where the design of such buildings or structures complies fully with the standards established for the City of Cambridge Dyking and Channelization Scheme and provides specifically for the integration of such buildings and structures into the flood control and protection works described in that scheme.

Cultural Heritage Resources

Chapter 4 of the Official Plan relates to the Cultural Heritage Resources within the City of Cambridge. The City recognizes the benefits of cultural heritage resources as focal to community identity and economic prosperity.

Section 4.2 describes the priorities for cultural heritage resources, and states that:

- When development is proposed, the City will encourage the conservation of cultural heritage resources in the following order of preference:
 - incorporation of cultural heritage resources and their surrounding context into development applications in a manner which does not conflict with the cultural heritage resource;
 - promotion of the use of scale and design which blends harmoniously with existing cultural heritage resources when development occurs; and,



- 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.

Where the above cannot be achieved, the City has implemented measures which, in order of preference, include:

- promote the re-use of the resource, building, or building elements where a cultural heritage resource cannot be conserved intact;
- require 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,
- promote the salvaging and reuse of building materials where a cultural heritage resource cannot be conserved intact and incorporation of building materials in the new development or redevelopment.

To ensure cultural heritage resources are preserved and enhanced, subsection 3 states that Council may:

- assess the probable impact of proposed projects on any abutting cultural heritage resource and provide in the design of such projects for the mitigation of any negative impact;
- require the integration of cultural heritage resources into the design of draft plans of subdivision and other development;
- provide for any cultural heritage resource located within the public areas be restored, rehabilitated, used and maintained for any purpose compatible with the existing or proposed function of such public areas;
- pass by-laws under the Ontario Heritage Act to establish and regulate Heritage Conservation Districts;
- 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;
- promote public awareness of the Heritage Master Plan and of the City's cultural heritage resources through a communication strategy.

Section 4.3 relates to the Register of Cultural Heritage Resources, and states that the City encourages their conservation by maintaining a register. The register will include properties, buildings, structures, landscapes and districts which have each been appropriately described, illustrated and evaluated for inclusion.

Section 4.4 describes evaluation criteria in determining the significance of cultural heritage resources included or proposed to be included in the City's Register. This section states that a property shall be considered to have cultural heritage value or interest if the property satisfies at least two of the following criteria:

- it dates from an early period in the development of the city's communities;



- 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;
- 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;
- it is directly associated with an historic event which is recognized as having local, regional, provincial, national or international importance;
- it is a representative example and illustration of the city's social, cultural, political, economic or technological development history;
- it is a representative example of a method of construction now rarely used;
- it is a representative example of its architectural style or period of building;
- it is a representative example of architectural design;
- it terminates a view or otherwise makes an important contribution to the urban composition or streetscape of which it forms a part;
- it is generally recognized as an important landmark;
- it is a representative example of outstanding interior design; or,
- it is an example of a rare or otherwise important feature of good urban design or streetscaping.

Section 4.6 relates to the Designation of Cultural Heritage Resources, and in order to regulate the demolition, removal or inappropriate alteration of buildings of cultural heritage value or interest Council may:

- pass by-laws pursuant to the Ontario Heritage Act to designate properties including such buildings or structures to be of cultural heritage value;
- pass by-laws providing for the acquisition by purchase, lease or for the expropriation of any such property;
- dispose by sale, lease or otherwise of any designated property acquired; and,
- enter into any easement agreement or covenant with the owner of a designated property with the intent that the owner will preserve, maintain, and protect the cultural heritage resource.

Section 4.7 enables establishment and designation of Heritage Conservation Districts (H.C.D.).

- The City will regulate as fully as possible the demolition, removal or inappropriate alteration or erection of buildings, which, in the opinion of Council, constitute or impact on a cultural heritage resource within a Heritage Conservation District as shown on Schedules 1, 2 and 3.
- Council, after having consulted with MHAC, may pass by-laws pursuant to the Ontario Heritage Act to define one or more potential Heritage Conservation Districts to be examined for future designation as a Heritage Conservation District.
- Council may, after consultation with the owners of properties included in a defined potential Heritage Conservation District, pass by-laws pursuant to the Ontario Heritage Act to designate all or part of the defined potential Heritage Conservation District as a Heritage Conservation District and apply to the Ontario Municipal Board for the approval of such by-laws.



- The provisions of Policies 4.7.1 to 4.7.3 shall apply in respect of any building or structure and the land that is situate within the area that has been designated as a Heritage Conservation District.
- With consultation from the MHAC, Council may pass by-laws of intent for a maximum period of one year that defines one or more areas to be examined for future designation as a Heritage Conservation District. During this period, alteration works including erection, demolition or removal of heritage buildings or structures shall be prohibited or limited.
- For the purposes of defining a potential Heritage Conservation District in accordance with Policy 4.7.2, a study will be prepared which identifies the following:
 - a) the composition of the area;
 - b) the incidence of buildings or structures of cultural heritage value included on the Register of Cultural Heritage Resources referred to in Section 4.3;
 - c) the heritage significance, character and appearance of the selected study area, including buildings, structures, contextual elements, landscapes, vistas and other properties;
 - d) the possible geographic boundaries of the study area;
 - e) the structural soundness of buildings or structures; and
 - f) the feasibility of restoring, using or maintaining buildings or structures.
- Where Council determines that the establishment of a Heritage Conservation District is appropriate and feasible, the study prepared pursuant to Policy 4.7.6 shall form the basis of the Heritage Conservation District Plan. The Heritage Conservation District Plan shall include:
 - a) a statement of objectives for the District;
 - b) a statement explaining the cultural heritage value or interest of the District;
 - c) description of properties in the District and of the heritage attributes of the District;
 - d) policy statements, guidelines, and procedures for achieving the stated objectives and for managing change in the District;
 - e) a description of the types of alterations that will require a City permit and a description of minor alterations that will be permitted without the need for a City permit;
 - f) a map identifying the boundaries of the District; and
 - g) a communication plan for dialogue with the public, particularly the residents and landowners in the proposed Heritage Conservation District, identifying the intent and scope of the District.
- Where it is proposed to designate a Heritage Conservation District in which properties have already been designated pursuant to Part IV of the Ontario Heritage Act, the property may be included in an area designated as a Heritage Conservation District. A property that is included in an area designated as Heritage Conservation District may subsequently be designated under Part IV of the Ontario Heritage Act.
- Pursuant to the Ontario Heritage Act, Council may pass by-laws to designate all or part of the lands set out in Section 4.7 as a Heritage Conservation District. Such a designation shall not require an amendment to this Plan. The designating by-law shall identify the extent of the area, contain procedures and timelines for alterations to and demolition of existing buildings and/or



structures as well as the erection of new buildings Chapter 4 Cultural Heritage Resources 68
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Heritage Conservation District Plan, and outline the appeal process to the Ontario Municipal
Board or other Provincial appeal body.

- Prior to designating a Heritage Conservation District, Council will undertake a public consultation/information process.
- Where a Heritage Conservation District is in effect, public works shall be carried out and by-laws passed only if they complement/enhance the objectives set out in the Heritage Conservation District Plan.

Section 4.8 contains policies related to Cultural Heritage Landscapes (CH.L.). Policies within require measures to conserve C.H.L.s in the design of development proposals, including their views, vistas and landscape features, and cemeteries of cultural significance. Further, as the Grand River is a Canadian Heritage River, efforts will be made to conserve, manage and enhance the river's natural, cultural, recreational, scenic and ecological features.

Sections 4.11 and 4.12 state that the City shall promote stewardship of the community's cultural heritage resources through strong partnerships amongst a variety of stakeholders and encourage the restoration or rehabilitation of privately owned properties through the provision of funding opportunities.

Section 4.13 relates to Archeological Resources and states that the City will encourage the conservation of sites of archaeological value through site assessments and surveys.

Finally, Section 4.14 relates to Scenic Heritage Roads, and states that the City will establish policies to protect scenic heritage roads, which are identified by their unique structural, topographic and visual characteristics, as well as abutting vegetation, built environment and cultural landscape, historical significance or location within a Heritage Conservation District.

Urban Design

The objectives related to Urban Design aim to:

- protect and enhance public views and vistas of natural and built features;
- ensure compatibility in scale, form, massing and height transition between new development and existing buildings and adjacent neighbourhoods while being sensitive to the context; and,
- ensure that development is sensitive to and respectful of the physical and functional identity and the heritage attributes of Cambridge;

Section 5.3 contains policies related to Transit Oriented Development, which states that all development or redevelopment of sites within walking distance of a Major Transit Station will address:

- compact urban form and a mix of medium and high density uses along arterial roads, transit routes and within walking distance of transit station areas;



- provision of a safe environment for pedestrians and encouragement of pedestrian activity through a mix of land uses, including a variety of services and amenities at grade and oriented to the municipal sidewalk, and continuous sidewalks along both sides of the street;
- a high quality public realm promoted to enhance the identity of the area and create gathering points; and,
- access to the transit station provided from various modes of transportation including consideration of pedestrian, bicycle parking, and where applicable, passenger transfer and commuter pick-up/drop off areas (Policy 5.3.1).

Section 5.4 contains policies related to Views and Vistas, and encourages preserving and enhancing views of church spires, landmark buildings, structures, and natural features where feasible (Policy 5.4.1). More specifically, views to natural or cultural heritage elements within the vicinity of the Grand River and within the Galt City Centre Community Core Area will be protected from negative impacts (Policy 5.4.4).

Section 5.5 contains policies related to the Public Realm, encouraging sustainable design and opportunities which enhance the quality of the public realm be addressed at the design stage for any municipal project, including parks and facilities, streets, sidewalks and trails, natural areas and municipal engineering projects (Policy 5.5.1). Utility and transmission facilities should be located underground, where possible (Policy 5.5.2). More specifically, increased connection to the Grand River may be required through enhancements to the trail system, which may include access stairs and ramps, additional connections and pedestrian bridges, where appropriate, to be accomplished through either public or private development proposals (Policy 5.3.3)

Section 5.6 contains policies related to Gateways, and states that key intersections may be identified as gateways into the City or into specific areas of the City, and entrances to community core areas will be treated as gateways (Policy 5.6.1). These gateways will be subject to distinctive design requirements as identified through the development review process, including prominent building form and landscaping, and may be detailed in urban design guidelines (Policy 5.6.2).

Section 5.14 contains policies related to Urban Design Guidelines. Urban Design Guidelines must consider the integration, conservation and enhancement of the natural heritage system and cultural heritage resources and identify protected views and vistas (Policy 5.14.1).

Main Street Heritage Conservation District (1984) (By-law 28-85)

The Main Street Heritage Conservation District Plan was prepared for the City of Cambridge by Nicholas Hill, Architect Planner in 1984. The Main Street H.C.D. area is a single block in the Galt area of Downtown Cambridge, bounded by Main Street to the north, Ainslie Street to the east, Imperial Lane to the south, and Water Street to the west. The primary recommendations of the Plan are:

- To conserve the historic building stock;
- To strengthen the economic viability of the building stock;
- To rehabilitate the upper floors for apartments and offices;



- To obtain financial assistance for property owners who renovate; and,
- To foster excellence in building restoration work.

The Plan addresses the following: purpose of the plan; basic assumption; objectives of the Plan; buildings plans; and implementation procedures. Given the small size of the district, the Plan presents conservation guidelines for each of the buildings in the district, which is not typical of H.C.D. Plans prepared more recently and for larger areas. Such plans typically provide general guidelines for conservation of contributing buildings or resources. Textual policies are provided which present guidance for the development of new buildings within the district. Textual guidelines for new signage and parking are also included. Overall, the plan addresses conservation of physical fabric of the buildings within the designated area and provides general guidance regarding how to integrate new buildings within that area with respect to style, height, proportions, site locations, materials, textual, colour, details, and scale. The major objectives of this plan are to upgrade the economic and social viability of the block while retaining important historic features. As such, the Plan states that front and side elevations are to be conserved in their original and historic state while the rear of the block shall be developed using modern construction techniques. The Plan describes the rear of the block as unkempt in use and appearance, considering this detrimental to revitalizing the use of the upper floors for offices and apartments.

In achieving the objectives of the H.C.D. Plan, policies are described related to new buildings and renovations to the rear of the block, signage, and parking.

Policies related to new building and renovations at the rear of the district block state that:

- a vernacular style of building using traditional building material is encouraged;
- the building height should compliment the average building height of the district;
- building of a suitable scale is encouraged that compliments the scale of the historic street;
- the proportions of the building facade, windows and door openings should be based on good design principles in keeping with the district;
- the building should be located in a manner that reinforces the building composition of the streetscape;
- the predominant exterior building material should be brick and stone;
- textured surfaces that compliment the human scale of the district such as wood and brick are encouraged;
- quiet natural colours of the period are encouraged; and,
- period details including cornices, lintels, arches, quoins, brackets and fascias are encouraged.

Policies related to signage state that:

- the traditional sign facades characterized by a projecting overhead entablature, brackets with a fascia under should be preserved or rebuilt to match the original or similar;
- signs should be mounted within the sign fascia and be sized accordingly to fit well and properly; and,



- lettering should be sized and designed to enhance and not detract from the building and the historic streetscape.

Policies related to parking state that:

- an agreement should be prepared and adopted by the City and property owners to make available car parking space for residents, both now and in the future in the district, to be located in the car park to the south of the district.

City of Cambridge Zoning By-law 150-85 (as amended, consolidated 2012)

Section 1: Interpretation and Administration

A review of applicable zoning by-laws was conducted as they pertain to the Galt Core H.C.D. study area. Map K10 (Figure 1) represents zone classes and symbols within the study area boundaries.

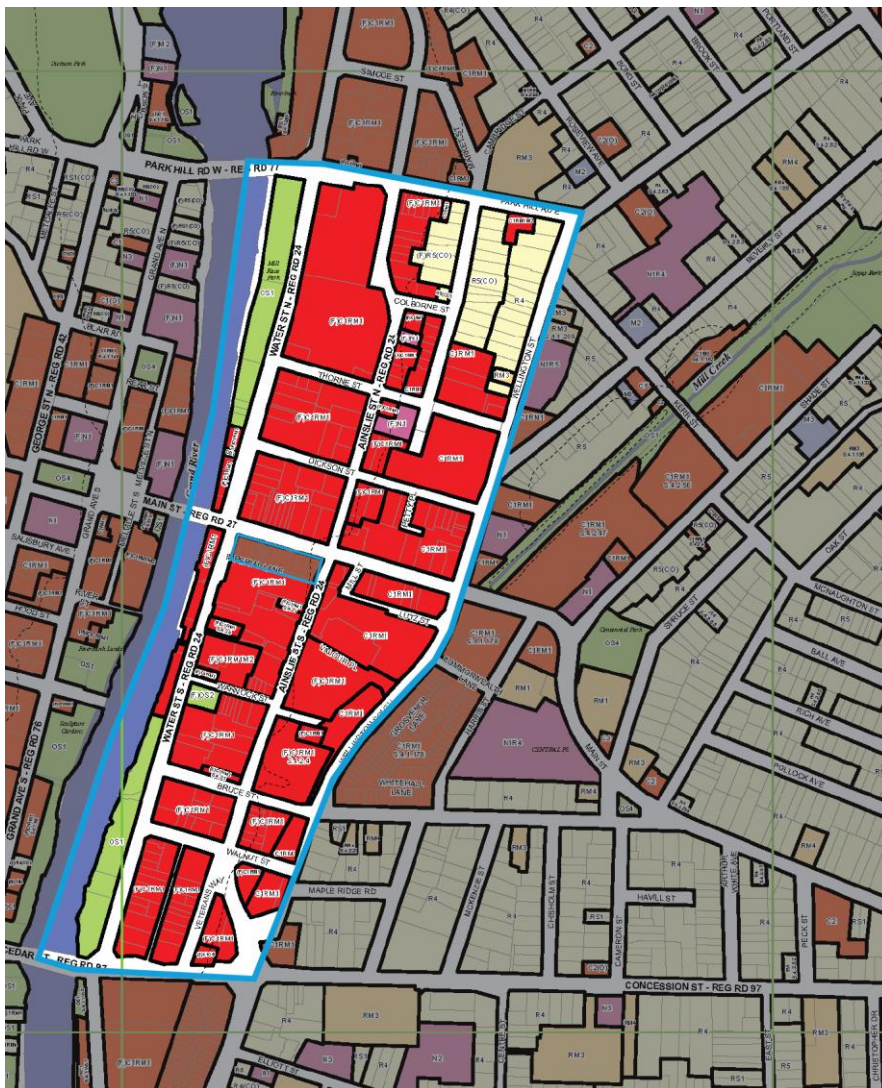


Figure 1: Zoning By-law 150-85 Map K10, Galt Core H.C.D. study area boundaries indicated in blue.

The study area boundaries contain lands zoned:

- Residential: R4, R5(CO), and RM3;
- Commercial: C1RM1, C1RM1S.4.2.4, C1RM1M2, C1C5;
- Institutional: N1; and,
- Open Space: OS2

As described above, some of these designations are compounded (for instance, C1RM1). Lands which contain compound zoning may be used for any purpose specified in Section 3 of the by-law as a use permitted in each such zone, or for any combination of such use. Many of these designations contain the “(F)” suffix, indicating the lands are within the Floodplain Management Special Policy Area. Further, 61 Ainslie Street contains the suffix S.4.2.4, which refers to an urban exception which permits an amusement arcade use on the site. Table 1 presents zoning classifications and purposes in further detail, including general regulations, permitted and prohibited uses, provisions for (CO) suffix zones, and special regulations for hazard lands.

Table 1: Zone Classification and Purpose

Zone Class & Symbol	Purpose
Residential	Primary (but not necessarily only) purpose for which the zone is established
RM1	To accommodate apartment house and other multiple unit residential buildings in the City Centre.
R4	To accommodate detached one family dwellings at varying urban densities in areas where full public services are generally available.
R5	To accommodate detached one family dwellings at varying urban densities in areas where full public services are generally available.
RM3	To accommodate apartment house and other multiple unit residential buildings outside the Core Area.
Commercial	Primary (but not necessarily only) purpose for which the zone is established
C1	To accommodate commercial uses in the City Centre.
C5	To accommodate automobile services stations and gas bars.
Institutional	Primary (but not necessarily only) purpose for which the zone is established
N1	To accommodate educational, government and non-profit community institutions, public hospitals, non-profit family crisis shelters, places of

	worship, children's care facilities and non-profit service or social clubs or fraternal societies.
Open Space	Primary (but not necessarily only) purpose for which the zone is established
OS2	To accommodate major recreational uses.

Section 2: General Regulations Applicable in All Zones

Section 2.0 of the Zoning Bylaw contains general regulations applicable in all zones. Section 2.1 relates to land use, where 2.1.1 contains uses permitted in all zones and 2.1.2 contains uses prohibited in all zones. These uses are described in the Table 2 below:

Table 2: Permitted and Prohibited Uses in All Zones

Uses	Description
Permitted Uses in All Zones	<ul style="list-style-type: none"> any purpose of the City, the Regional Municipality of Waterloo, Government of Ontario or Government of Canada or any department, agency, board of commission thereof including Ontario Hydro and the Hydro-Electric Commission of Cambridge and North Dumfries, or, any privately owned or other public service utility, pipeline company or broadcasting company or for any facility, other than administrative offices, sales outlets, studios, garages, depots or yards of a privately owned company; for the purpose of providing private home day care in any dwelling unit which is also used for residential occupancy; for the purpose of providing living accommodation of a bachelor or one bedroom dwelling unit only for a watchman or caretaker in a building used or intended to be used for a non-residential purpose in an N-class or M-class zone, provided such dwelling unit is not located on the ground floor of a building in a commercial use class zone; for the purpose of making or operating a wayside pit or wayside quarry pursuant to the Pits and Quarries Control Act and regulations made thereunder; for the purpose of providing a crisis intervention home.
Prohibited Uses in All Zones	<ul style="list-style-type: none"> any use which constitutes an offensive trade within the meaning of the Public Health Act; the use of tents, trailers, transport trailers, trucks, buses and coach or streetcar bodies as living accommodation; a stockyard or establishment for the sale or shipping of livestock; the incineration or disposal otherwise of biomedical wastes, organic or inorganic chemical wastes, or radioactive wastes;



Uses	Description
	<p>provided, however, that a mobile processing unit may be used to decontaminate polychlorinated biphenyls (PCBs) at sites for which the Ministry of the Environment has issued a Certificate of Approval</p> <ul style="list-style-type: none"> any use, building or structure on lands to which regulations made by the Grand River Conservation Authority pursuant to the Conservation Authorities Act apply, where the Authority has not approved the location of such use, building or structure on such lands.

(CO) Suffix Zones (Dwellings Converted to Office Uses)

Section 2.1.7 contains provisions and regulations related to dwellings converted to office uses. This suffix is applied to lands within the Galt Core H.C.D. study area located within the northeastern portion of the area. Where this suffix is shown, a detached or semi-detached dwelling on these lands may be converted and used for the purpose of a business or professional office, and not more than three dwelling units may also be provided, subject to the following regulations:

- each dwelling unit shall be self-contained with separate private access from the outside or through a common hallway and shall have a separate private bathroom and kitchen;
- not less than 40 square metres of residential floor area shall be provided in each dwelling unit;
- not less than 40 square metres of floor area shall be provided for a business and professional office;
- off-street parking shall be provided for the office use in accordance with parking rates described in the bylaw, and for the residential use at a rate of one parking space per dwelling unit;
- planting strips and fencing shall be provided in accordance with section 2.4; and,
- the other site development specifications of this by-law for the R-class or RS-class zone in which the dwelling unit is located shall apply.

Accessory Uses, Buildings and Structures

Section 2.1.11.1 contains general regulations related to accessory uses, buildings and structures permitted in any residential zone, which state:

- no accessory building or structure shall be attached to the principal building nor located within one metre of the principal building;
- no free-standing accessory use, building or structure shall be erected or located:
 - between the regulatory building line and street line;
 - in an exterior side yard, closer to any street line than the minimum distance required by this by-law for the exterior side yard;
 - in an interior side yard or front yard, closer than 1.2 metres to the interior side lot line;
 - in a rear yard which abuts a street, closer to the street line than the minimum distance required by this by-law for an exterior side yard;
- in a rear yard, closer than 0.6 m to an interior side lot line or rear lot line;



- accessory uses, buildings and structures shall not occupy a total area greater than 10% of the area of the lot upon which such uses, buildings or structures are located;
- the height of any accessory building or structure shall not exceed 4.5 metres and such accessory building or structure shall not contain more than one storey;
- no accessory building or structure shall be used for human habitation or for the purposes of a home occupation specified in section 2.1.17;
- no building or structure, including a garage or carport, shall be considered as an accessory building or structure if it is attached in any way to the principal building.

Permitted Encroachments on Required Yards

Section 2.1.15 contains provisions related to permitted encroachments on required yards, which permits encroachments which are open and unobstructed from the ground to the sky as described in Table 3 below:

Table 3: Permitted encroachments on required yards per structure

Structure		Yards in Which Projection is Permitted	Maximum Projection Permitted into Minimum Required Yards
1.	steps above or below grade, sills, cornices, eaves, gutters, chimneys or pilasters	all	0.5 m
2.	fire escapes and exterior staircases	rear only	1.6 m
3.	<i>bay windows</i>	<i>front, exterior side yard & rear only</i>	1 m including eaves and cornices over a maximum width of 3 m
4.	balconies on <i>detached</i> or <i>semi-detached one-family dwellings</i> and <i>duplex dwellings</i>	<i>front, exterior side yard & rear only</i>	0.6 m
5.	balconies on <i>apartment buildings</i>	all	0.6 m
6.	opened or covered unenclosed patios, decks or porches not exceeding 3m in <i>building height</i>	<i>front, exterior side yard & rear only</i>	2.5 m including eaves and cornices
7.	uncovered paved patios	all	2.5 m <i>front yard</i> other <i>yards</i> unlimited
8.	open unenclosed decks not exceeding 3m in <i>building height</i>	<i>interior side yard</i> only	0.2 m
9.	wheelchair ramps	<i>front, exterior side yard & rear yard</i> only	5.0 m
10.	garages, <i>accessory buildings</i> or <i>structures</i>	In accordance with section 2.1.11	

Minimum setbacks from Specified Roads

Section 2.1.19 states that no building or structure shall be erected or located closer to the original centreline of any street described in the Table of Designated Road Allowances than the minimum distance required by this by-law for a front yard, exterior side yard or rear yard, *plus* one-half of the designated road allowance shown in the table. Roads within the Galt Core H.C.D. study area and their allowances are described Table 4 below:

Table 4: Minimum Setbacks from specified roads within the Galt Core H.C.D. study area

Road	From	To	Designated Road Allowance (metres)
Ainslie St. (24N)	Walnut St. (24)	Water St. N. (24)	20.117
Concession St. (97)	Richardson St.	Main St.	26.213
Main St.	Wellington St.	Water St. (24)	20.117
Parkhill Rd. (77)	George St. (42)	Ainslie St N. (24)	20.117
Water St. (24)	Myers Rd. (43)	Future Ainslie St. extension	26.213
Water St. (24)	Future Ainslie St. extension	Augusta St.	20.117
Wellington St.	Beverly St.	Main St.	20.117

Section 3 Zone Regulations

Residential Use Class Zones

Section 3.1 contains provisions and regulations applicable to all Residential (R) zones. Section 3.1.1.1 contains provisions related to building on separate lots, and states that: not more than one residential building, exclusive of accessory buildings and structures, shall be erected on a lot in any R-class, RR-class or RS-class zone.

Section 3.1.1.4 contains provisions related to Landscaped Areas in R zones, and states that:

- not less than 30% of the total area of every lot in a residential use class zone shall be landscaped; and,
- not less than 45% of the area of the required or established front yard, whichever is less, in a residential use class zone shall be maintained as landscaped open space and kept free of accessory buildings, parking lots and access driveways and shall be provided in the established front yard.



Section 3.1.2 contains Regulations Applicable to Residential Use Class Zones. More specifically, Section 3.1.2.1 describes permitted uses. Table 5 below illustrates permitted uses for the R zones located within the Galt Core H.C.D. study area.

Table 5: Permitted Uses in Residential (R) zones

Zone Classification	Permitted Uses
R4 & R5	a detached one-family dwelling, a residential special care facility
RM1 & RM3	a residential special care facility, attached one-family dwellings (linear and cluster row houses), a detached duplex dwelling, semi-detached duplex dwellings (fourplexes), attached duplex dwellings (linear and cluster), a detached triplex dwelling, maisonettes, a mixed terrace, an apartment house containing 4 or more dwelling units

Institutional Use Class Zones

Section 3.2 contains provisions and regulations applicable to Institutional (N) zones. Section 3.2.1 describes permitted uses, where the N1 zone is permitted:

- a university, college or private school;
- an elementary or secondary school;
- a correctional institution, court house, police station, fire hall or government office building;
- a place of worship, day nursery or day care centre, non-profit service club, social club or fraternal society, or non-profit community institution;
- a municipal home for the aged or a municipal rest home; and.
- a public hospital.

Section 3.2.2 contains site development specifications applicable to all N-Class zones, described in Table 6 below:

Table 6: Site development specifications applicable to all N-Class Zones

Site Development Specifications Applicable to All N-Class Zones	Provision
Minimum lot frontage	15 metres
Minimum lot area	450 square metres
Minimum front yard setback	6.0 metres



Site Development Specifications Applicable to All N-Class Zones	Provision
Minimum rear yard setback	7.5 metres
Minimum interior side yard setback	3.0 metres
Minimum exterior side yard setback	6.0 metres
Minimum setback abutting any R or RS zone	4.5 metres
Maximum Lot coverage	40% of lot area
Minimum landscaped open space	30% of lot area

Commercial Use Class Zones

Section 3.3 contains provisions and regulations applicable to Commercial (C) zones. Section 3.3.1 describes regulations applicable to all Commercial Zones.

Section 3.3.1.2 describes provisions related to Yards Required for Hotels and Motels, and states:

- A minimum side or rear yard of 7.5 m shall be provided for any hotel or motel erected, located or used in a commercial use class zone where:
 - the principal entrance is obtained through such interior side yard or rear yard; and,
 - the wall contains a window to a habitable room facing such interior side yard or rear yard.

Section 3.3.1.3 describes provisions related to Residential Uses in Commercial zones, and states that dwelling units may be provided in a commercial building in C1 and C5 zones the following circumstances only:

- no dwelling unit is provided on the ground floor of the building;
- (each dwelling unit so provided has a separate private entrance from the outside or a common hallway;
- the gross residential floor area of the commercial building does not constitute more than two-thirds of the total gross floor area of the building; and,
- minimum off-street parking facilities are provided for the exclusive use of residential tenants in a ratio of one parking space for each dwelling unit.

Section 3.3.2 provides a detailed list of uses considered Retail Commercial Establishments and Service Commercial Establishments permitted in the Commercial Zone. Section 3.3.3.1 describes permitted uses. Table 7 below illustrates permitted uses for the C zones located within the Galt Core H.C.D. study area:



Table 7: Permitted Uses in Commercial (C) Zones

Zone Classification	Permitted Uses
C1	any business and professional office, food services establishment including a cart, laundry or dry cleaner's establishment but not a dry cleaning plant, hotel or motel, funeral home, service commercial establishments, place of amusement except an amusement arcade, recreation centre, commercial recreation establishment, shopping centre (subregional, neighbourhood, community, and local), auto service mall, wholesale showroom and order office, a day nursery or day care centre, any use permitted in the N1, N2, and N3 zones.
C5	an automobile service station or gas bar

Section 3.3.3.3 contains site development specifications applicable to C zones, described in Table 8 below:

Table 8: Site Development Specifications applicable to C1 Zone

Site Development Specifications Applicable to C1 Zone	Provision
Minimum lot frontage	n/a
Minimum lot area	n/a
Minimum front yard setback	n/a
Minimum rear yard setback	n/a
Minimum interior side yard setback	n/a
Minimum exterior side yard setback	n/a
Minimum setback abutting any R or RS zone	n/a
Maximum Lot coverage	n/a
Minimum landscaped open space	n/a
Minimum building height	In the shaded area on Map Z4, 6 metres. Map Z4 inserted below.

Open Space Use Class Zones

Section 3.5 contains provisions and regulations applicable to Open Space (OS) zones. Section 3.5.1 describes permitted uses, where the OS2 zone is permitted:



- major public or private non-commercial, multi-purpose sports or recreation facility;
- zoological or botanical gardens;
- a golf course (excluding miniature golf or a driving range);
- a day nursery or daycare centre;
- fairgrounds; an arboretum; and,
- a public neighbourhood or community playground, playing field, or recreational facility.

Special Regulation for Hazard Lands

Section 2.1.8.1 contains provisions for the Floodplain Management Special Policy Area, as shown on zoning Map Z3 (Figure 2). Lands within this area are indicated on Map K10 by the prefix “(F)”. Special regulations pertaining to this land state that:

- no new habitable room shall be provided at an elevation lower than the regulatory flood line;
- no hospital, home for the aged, group home or domiciliary hostel shall be located on lands which lie at an elevation more than one metre lower than the regulatory flood line;
- no access to a hospital, home for the aged, group home or domiciliary hostel shall be provided at an elevation lower than the regulatory flood line;
- no bulk storage of dangerous, flammable, explosive, toxic, corrosive or buoyant materials shall be provided at an elevation lower than the regulatory flood line.

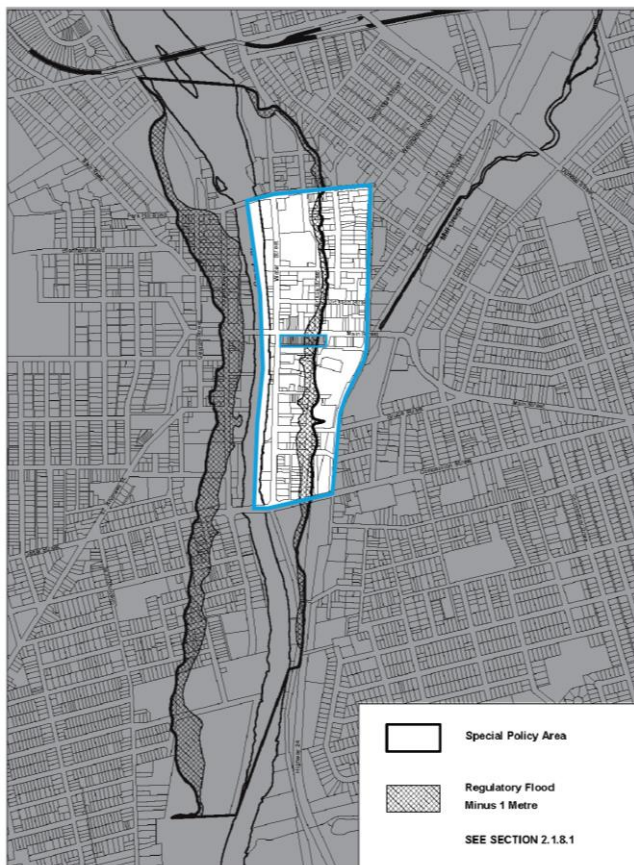


Figure 2: Zoning By-law 150-85 Map Z3, Floodplain Policy Area, Galt Core H.C.D. study area boundary indicated in blue.

City of Cambridge Downtown Urban Design Guidelines (2013)

Guidelines for Heritage Character Buildings

Section 3.0 contains guidelines for Heritage Buildings. Section 3.2.1 contains guidelines relating to Height which state:

- additions to heritage buildings should be limited to no more than 2 storeys above the existing height to a maximum of 5 storeys;
- should approval be granted to build to a height of 5 storeys, the top storey should step back from the bottom 4 storeys in order to minimize their visibility and shadow impacts; and,
- parapets with or without cornice should not exceed 1.8 metres beyond the top of the building.

Section 3.2.2 contains guidelines related to Setbacks and Stepbacks, which state:

- all buildings will be built to the street line to the same setback from front and rear property lines as their neighbours;
- setbacks on back lane structures should be 0-1m; and,
- any addition built above 4 storeys to a maximum of 5 storeys should step back a minimum of 3m from the storey beneath it in order to limit its visual impact on the streetscape.

Section 3.2.3 contains guidelines related to Ground Floor Façade and Store Front Façade Articulation, and generally contain guidelines related to maintenance, repair, restoration, and cleaning of facades and signage. Sections 3.2.4 though 3.2.7 contain guidelines related to Windows and Doors, Roofs, Materials, and Cornices and Parapets, respectively. These guidelines generally apply to maintenance, restoration, and replacement of the architectural details, and encourage retention and conservation of original heritage features. Section 3.2.8 contains guidelines related to Rear Building Façade improvements, promoting these as more active use spaces, encouraging their continued enhancement through lighting, signage, and public realm upgrades, and by screening outdoor storage and loading areas, all complementary to the building's heritage character and features.

New Buildings and Infill: Guidelines related to Building Type

The document states that the majority of new development will be Mixed-Use buildings. Section 3.3.1 contains guidelines related to Mixed-Use Buildings, which state:

- A 4.5 metre minimum floor-to-floor height (or equivalent to the adjacent property) is recommended at street level;
- Residential uses above the ground floor should have a floor-to-ceiling height of 2.75 metres minimum;
- At least 60% of the building frontage on the ground floor and at building base levels should be glazed, with clear glass preferred over tinted glass and mirrored glass avoided at street level;
- Building entrances should support retail uses and can be expressed and detailed in a variety of ways, including large entry awnings, canopies or double-height glazing; and,
- Surface parking should be located at the rear of the building.

Section 3.3.2 contains guidelines related to Employment Buildings, which state:

- Buildings shall address the principle public street but may incorporate setbacks that provide attractive landscaping and tree planting;
- The principle façades should incorporate large glazed areas and entrances;
- Main entrances should be directly accessible from public sidewalks.
- Surface parking areas should be located in the rear or side-yard, and should be well landscaped and hidden from view; and,
- Taller buildings should have a 3 to 4-storey building base, with stepbacks above the base encouraged.

Section 3.3.3 contains guidelines related to Residential Buildings and encourage compact residential built forms. More specifically, subsection 3.3.3.1 relates to Apartment Buildings, and states:

- taller apartment buildings should be designed to minimize shadows on adjacent properties;
- a minimum 3.0 metre setback is recommended from the front property line where residential units face main streets (arterial streets);
- up to a 6.0 metre setback is recommended from the property line where residential units face secondary streets (intersecting collector or local streets) at the intersection with main streets (arterial streets);
- a 3.0 metre landscaped buffer is required to enhance privacy between front entrances and the public sidewalk;
- individual unit entrances should be provided for at-grade units;
- design elements should be used to break-up larger façades and express individual units;
- balconies should be provided above the ground floor where possible, and be large enough to function as amenity spaces; and,
- semi-public mid-block walkways (minimum width of 3.0 metres) are encouraged within apartment development blocks.

Subsection 3.3.3.2 relates to Townhouses, and states:

- minimum front yard setback between 3-6 metres is recommended;
- 1.5 metres from the front property line should be a “no encroachment” zone, while the remaining setback may contain non-habitable building elements (i.e., porches, steps, roof elements);
- Side-yard setbacks at end units should be a minimum of 1.5 metres;
- Parking from townhouses should be provided from a rear lane or parking garage. Garages facing the street are discouraged; and,
- All vehicular access should be provided through a rear lane or parking structure.

New Buildings and Infill: General Guidelines

Section 3.4.1 contains guidelines related to Height which state:

- Buildings should adhere to a 3-4 storey streetwall, stepping back to a maximum height of 5 storeys. Additional height may be accommodated if deemed appropriate; and,



- The streetwall of new buildings adjacent to a heritage building should be no more than 1 storey greater than (4m max) its heritage neighbour and should not be less than 11 m overall height at the street edge to a maximum of 5 storeys allowed.

Section 3.4.2 contains guidelines related to Setbacks and Stepbacks which state:

- New buildings, or changes to existing buildings should match the established setback of its adjacent buildings;
- All new buildings and additions should be built to the front and side of the property line, unless the adjacent heritage resource be set back;
- Any level built above 4 storeys, to a maximum of 5 storeys, should step back a minimum of 3m;
- Rear setbacks are not required, but can be permitted; and,
- Larger setbacks may be permitted in order to provide added space for pedestrian access or an outdoor public space such as a small courtyard or patio space.

Section 3.4.4 contains guidelines related to Façade Articulation, which state:

- Buildings will typically be divided vertically into symmetrical façade units referred to as “bays”;
- New buildings should maintain narrow bay widths in order to reinforce the rhythm of the historic fabric;
- Building facades will typically be divided horizontally into storeys that accommodate different uses; and,
- Facades may be demarcated through employing a variety of architectural design elements.

Section 3.4.5 contains guidelines related to Façade Composition, which state:

- Ground Floor Portion should consist of: store front, primary entrances, taller height ceilings, defined by lower cornice, and signage and lighting;
- Middle Portion should consist of: two- to three-storeys, symmetrical windows, and intermediate cornice,
- Top Portion should consist of: upper cornice, and parapet;
- New buildings should respect the rhythm of bay sizes of the heritage buildings; and,
- The façade of new buildings should have cornice lines matching the height of its nearby heritage structures.

Sections 3.4.6 through 3.4.8 contains policies related to windows, doors, roofs, building materials, lighting, and other building features, and generally recommend new buildings and infill be reflective and take cues from adjacent buildings and heritage context.

Section 3.5 contains guidelines related to Signage, with specific guidelines related to Heritage Considerations, which state:

- All vintage signs should be inventoried and protected;
- New signage should be sympathetic to Downtown Galt’s heritage character;



- New secondary projecting signs should have a heritage character and should not impede pedestrian circulation;
- The installation of new signage on designated buildings should only result in reversible changes;
- Use historic photographs, when available, to determine what styles and types of signage are appropriate for that building; and,
- Signage on heritage buildings should be limited to the sign band.

In summary, new building heights are limited to five storeys, with step backs incorporated above the 4th-storey. Additions atop heritage buildings should be no more than two storeys, to a maximum height of five storeys, with step backs on upper storeys incorporated. Setbacks from lot lines should match the adjacent context, and where no context exists, follow the setbacks prescribed in the guidelines.

City of Cambridge Main Street Urban Design Guidelines (2013)

Section 4.1 contains guidelines related to the Main Street Heritage. Within this section, the document defers to guidelines found within the Main Street H.C.D. for the block. The document further identifies heritage buildings located within the study area (Figure 3).



Figure 3: Heritage Properties within the Main Street Urban Design Guideline area

Guidelines for Designated and Listed Heritage Buildings

Section 4.2 contains guidelines related to designated and listed heritage buildings. More specifically, Section 4.2.1 contains guidelines related to Height, which state:

- additions to heritage buildings should be limited to no more than 2 storeys above the existing height to a maximum of 5 storeys; and,
- parapets with or without a cornice should not exceed 1.8m beyond the top of the building.

Section 4.2.2 contains guidelines related to Setbacks and Stepbacks which state:

- All buildings will be built to the street line to the same setback from front and rear property lines as their neighbours;
- Setbacks on back lane structures should be 0-1m;
- Any addition built above 4 storeys to a maximum of 5 storeys should step back a minimum of 3m from the storey beneath; and,
- Should approval be granted to build to a height of 5 storeys, the top storey should step back from the bottom 4 storeys.

Section 4.2.3 contains guidelines related to Ground Floor Façade and Store Front Façade Articulation, and generally contains guidelines related to maintenance, repair, restoration, and cleaning of facades and signage. Sections 4.2.4 through 4.2.7 contain guidelines related to Windows and Doors, Roofs, Materials, and Cornices and Parapets, respectively. These guidelines generally apply to maintenance, restoration, and replacement of the architectural details, and encourage retention and conservation of original heritage features. Section 4.2.8 contains guidelines related to Rear Building Façade improvements, promoting these as more active use spaces, encouraging their continued enhancement through lighting, signage, and public realm upgrades, and by screening outdoor storage and loading areas, all complementary to the buildings heritage character and features.

Guidelines for New Buildings and Infill within the Heritage Context

Section 4.3 contains guidelines for new buildings and infill within the heritage context. More specifically, Section 4.3.1 contains guidelines related to Height which state:

- A three to four storey streetwall should be adhered to, stepping back to a maximum height of 5 storeys, while additional height may be accommodated if deemed appropriate;
- The streetwall of new buildings adjacent to a recognized heritage building should be no more than 1 storey greater than (4m max) its heritage neighbour and should not be less than 11 m overall height at the street edge; and,
- As with additions to heritage structures, a maximum of five storeys would be allowed, but must be set back 3m from the building street face for every additional storey.

The majority of new buildings and infill in the Main Street Area will be Mixed-Use Buildings. Section 4.3.2 contains guidelines for Mixed-Use Buildings, which state:

- A 4.5 metre minimum floor-to-floor height (or equivalent to the adjacent property) is recommended at street level;
- Residential uses above the ground floor should have a floor-to-ceiling height of 2.75 metres minimum;
- At least 60% of the building frontage on the ground floor and at building base levels should be glazed, with clear glass preferred over tinted glass and mirrored glass to be avoided at the street level;
- Building entrances should support retail uses and can be expressed and detailed in a variety of ways, including large entry awnings, canopies or double-height glazing; and,
- Surface parking should be located at the rear of the building.



Section 4.3.3 contains guidelines related to Setbacks and Stepbacks which state:

- New buildings, or changes to existing buildings should match the established setback of its adjacent buildings;
- All new buildings and additions should be built to the front and side of the property line, unless the adjacent heritage resource be set back;
- Any level built above four storeys, to a maximum of five storeys, should step back a minimum of 3m;
- Rear setbacks are not required, but can be permitted; and,
- Larger setbacks may be permitted in order to provide added space for pedestrian access or an outdoor public space such as a small courtyard or patio space.

Section 4.3.5 contains guidelines related to Façade Composition, which state:

- Ground Floor Portion should consist of: store front, primary entrances, taller height ceilings, defined by lower cornice, and signage and lighting;
- Middle Portion should consist of: two- to three-storeys, symmetrical windows, and intermediate cornice,
- Top Portion should consist of: upper cornice, and parapet;
- New buildings should respect the rhythm of bay sizes of the heritage buildings; and,
- The façade of new buildings should have cornice lines matching the height of its nearby heritage structures.

Sections 4.3.6 through 4.3.11 contains policies related to windows, doors, roofs, building materials, lighting, and other building features, and generally recommend new buildings and infill be reflective and take cues from adjacent buildings and heritage context.

Section 4.4 contains guidelines related to Signage, with specific guidelines related to Heritage Considerations, which state:

- All vintage signs should be inventoried and protected;
- New signage should be sympathetic to Downtown Galt's heritage character;
- New secondary projecting signs should have a heritage character and should not impede pedestrian circulation;
- The installation of new signage on designated buildings should only result in reversible changes;
- Use historic photographs, when available, to determine what styles and types of signage are appropriate for that building; and,
- Signage on heritage buildings should be limited to the sign band.

Appendix B: Consultant Public Engagement Meeting Records

Public Information Centre Session #1

February 8, 2021 6:00PM – 8:00PM

General Session from 6:00PM – 7:00PM

The first Public Consultation Session for the Galt Core Heritage Conservation District (H.C.D.) Study occurred using an online platform on February 8, 2021 from 6:00PM till 8:00PM.

In attendance from the City of Cambridge included:

Abraham Plunkett-Latimer (APL), Senior Heritage Planner

Elaine Brunn Shaw (EBS), Chief Planner

Deanne Friess (DF), Manager of Development Planning

In attendance from the Consultant Team included:

Rebecca Sciarra (RS), Consultant Project Manager, ASI

Kristina Martens (KM), Lead Cultural Heritage Specialist, ASI

Laura Wickett (LW), Survey and Evaluation Lead, ASI

Ute Maya-Giambattista (UMG), Public Engagement Lead and Planning Lead, Fotenn Planning + Design

Nathan Petryshyn (NP), Planner, Fotenn Planning + Design

APL opened the meeting shortly after 6:00PM.

UMG introduced the session and procedure, including how to use the WebEx platform, indicating the session is recorded, and reminding participants of the purpose of the consultation session.

APL shared a presentation by the City to introduce the project background, H.C.D. process, 101, F.A.Q.s, etc. The presentation highlighted demonstrated examples of opportunities and successes associated with the establishment of Heritage Conservation Districts.

APL opened up the conversation to participants in a Q&A session from 6:30PM till approximately 6:55PM. The questions asked by participants in attendance focused on a range of themes:

- Financial incentives for restoring buildings.
- Whether an H.C.D. Plan applies to interiors and if property owners will be required to restore to a historical period.
- Timelines for creating and implementing a prospective H.C.D. and how in-progress development applications are being managed.
- Whether an H.C.D. Plan would address heights of new infill and property standards.
- H.C.D. to address relationship between the downtown and the river.



Rebecca Sciarra, Consultant Project Manager, ASI
Elaine Brunn Shaw, Chief Planner, City of Cambridge
Nathan Petryshyn, Planner, Fotenn Planning + Design

Question #1 and Map #1: Identify special places, parks, streets and buildings in the Study Area. Why are the special?

[illegible]

Participants noted the following “special places” with discussion within and adjacent to the Study Area:

- Amphitheatre – along the Grand River
- A house on Water Street – was previously a hair salon and synagogue
- The Grand River – this is a heritage designated River
- The Eatery and Art Gallery

- The Armoury Building
- Carnegie Library
- The complex/area/square defined by the Idea Exchange/Old Post Office, rears of buildings fronting on Main between Water and Highway 24
- The Farmers' Market
- Branch 121
- The Mainstreet viewshed
- Great heritage bones: old post office, School of Architecture, churches

Participants generally discussed the importance of the low-rise atmosphere as key character elements.

Question #2 and Map #2: Are there buildings and streetscapes in the Study Area that do not reflect Galt's character, charm, and sense of place?

The below map shows annotations made to the H.C.D. Study Area Map during the consultation Breakout Session (Figure 5). Annotations represent discussions which occurred in reference to some of the annotations seen here.

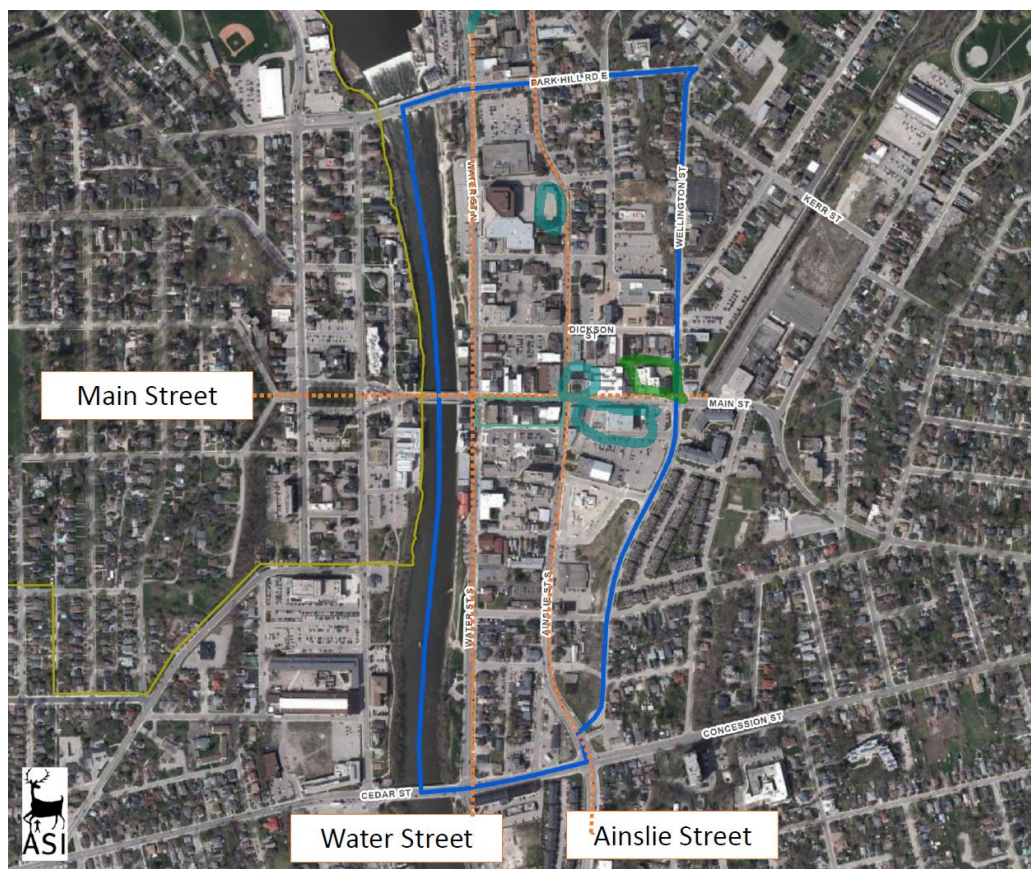


Figure 5: H.C.D. Study Area map annotated during breakout session.

Participants noted the following buildings, streetscapes and characteristics which do not reflect Galt's character, charm, and sense of place with discussion within and adjacent to the Study Area:

- The Giant Tiger, specifically the signage which detracts from the character of the area

- Development across from the Giant Tiger representative as out of context or unsympathetic
- Commercial signage can be impactful
- Thyssen block representing the 1960s evolution of Galt, an example of “filling in” during post-war periods
- Scotia Bank
- Subway restaurant
- Shopper’s sign and entrance to Core

Participants discussed a sympathetic set of design guidelines, specifically consistent with and respecting heights. Participants indicated that height limits are essential and need to be maintained.

Question #3 and Map #3: Draw what you see as being the boundary of the historical core of Galt.

The below map shows annotations made to the H.C.D. Study Area Map during the consultation Breakout Session (Figure 6). Annotations represent discussions which occurred in reference to some of the annotations seen here.



Figure 6: H.C.D. Study Area map annotated during breakout session.

As annotated on the above map, participants noted potential expansion to the Study Area Boundary, particularly to the west across the Grand River overlapping with the Dickson Hill Heritage Conservation District. Two eastern expansions were discussed including:

- Expansion of the boundary along Park Hill Road to the west, and south along George Street (indicated in Green)

- Expansion of the boundary along Park Hill Road and Concession Street to the west, south along Grand Avenue (indicated in Red).

Participants discussed the importance of views across the Grand River, a boundary inclusive of the views of churches.

General Discussion

Among conversations occurring relating to the mapping exercises, participants generally discussed other ideas about character and objectives, including:

- The need for clear vision setting for the growth that is coming and integral to Galt's future
- Is height and materiality necessarily prescriptive, i.e., no tall buildings and no steel?
- Emphasis on need for consistent, sympathetic and respectful design principles
- Height prescription is key to heritage conservation in Galt

Breakout Room #2: 7:00PM – 7:45PM

Facilitators:

Kristina Martens, Lead Cultural Heritage Specialist, ASI

Deanne Friess, Manager of Development Planning, City of Cambridge

5 Participants:

Question #1 and Map #1: Identify special places, parks, streets and buildings in the Study Area. Why are the special?

The below map shows annotations made to the H.C.D. Study Area Map during the consultation Breakout Session (Figure 7). Annotations represent discussions which occurred in reference to some of the annotations seen here.

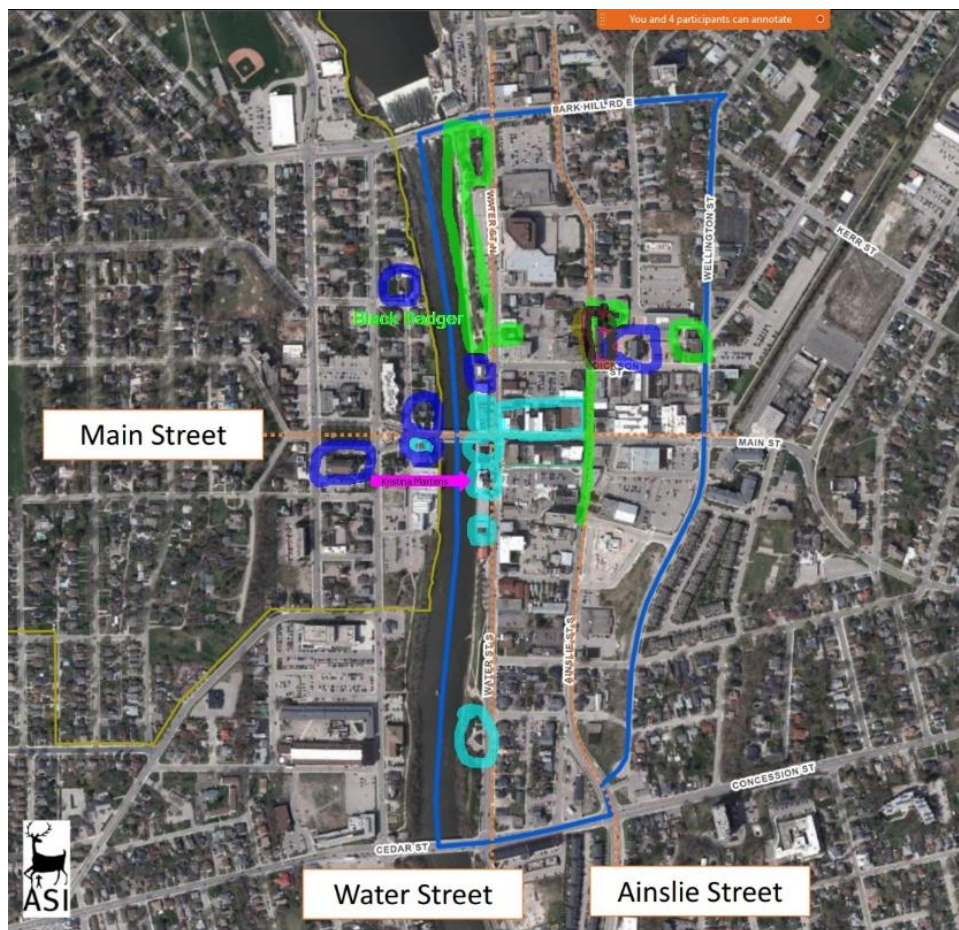


Figure 7: H.C.D. Study Area map annotated during breakout session.

Participants noted the following “special places” with discussion within and adjacent to the Study Area:

- Old Galt Library
- Historic City Hall Clock Tower
- Churches
- Queen Square buildings and churches
- Old Post Office
- Main Street buildings
- The Building at the corner of Main and Water (northeast corner)
- Bank of Commerce (Southeast corner Main and Water)
- Scott Building on Water St. S.
- South of Main fronting on Water St. S. and backing on the river
- Stone Cottage on Water St. S., backing onto River
- Mill Race Park
- Waterfront between all three bridges
- Wesley United Church
- Ainslie Street buildings from Dickson to the Armory
- Black Badger
- School of Architecture

- Views along the river
- Farmers' Market building

Question #2 and Map #2: Are there buildings and streetscapes in the Study Area that do not reflect Galt's character, charm, and sense of place?

The below map shows annotations made to the H.C.D. Study Area Map during the consultation Breakout Session (Figure 8). Annotations represent discussions which occurred in reference to some of the annotations seen here.

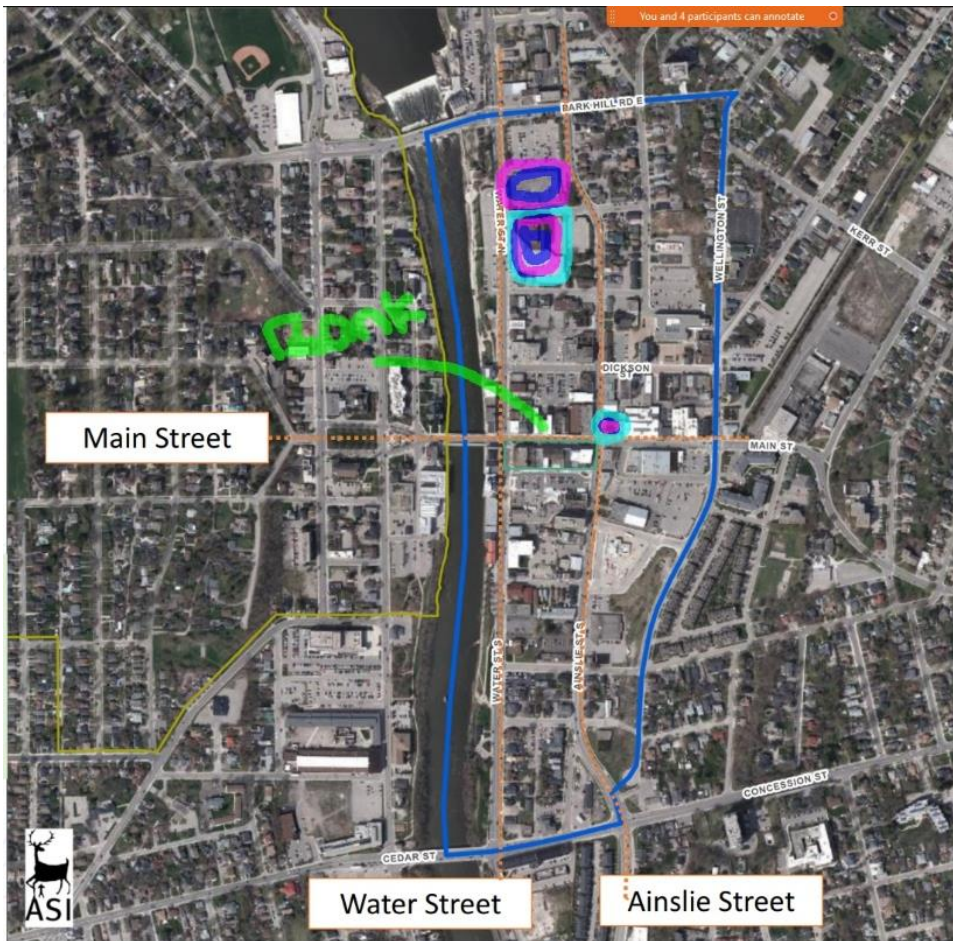


Figure 8: H.C.D. Study Area map annotated during breakout session.

Participants noted the following buildings, streetscapes and characteristics which do not reflect Galt's character, charm, and sense of place with discussion within and adjacent to the Study Area:

- Scotia Bank at northwest corner of Main and Ainslie
- Water Street brown building
- Food Basics
- Giant Tiger
- BMO building on north side of Main Street between Water and Ainslie

Question #3 and Map #3: Draw what you see as being the boundary of the historical core of Galt.

The participants in this breakout room did not have enough time to fully discuss this question, however one participant noted the Dam north of Park Hill Road bridge could be included.

Breakout Room #3: 7:00PM – 7:45PM

Facilitators:

Laura Wickett, Survey and Evaluation Lead, ASI

Abraham Plunkett-Latimer, Senior Heritage Planner, City of Cambridge

5 Participants

Question #1 and Map #1: Identify special places, parks, streets and buildings in the Study Area. Why are the special?

Participants noted the following “special places” with discussion within and adjacent to the Study Area, however did not use map annotations for this discussion:

- Warnock Street worker’s houses. Should be non-vehicular like Hess Village with everyone walking around and clubs and restaurants.
- Centennial Park because it frames the east side of Main Street. Was “High View Park.”
- Stone and brick buildings
- Everything south of Park Hill Road Bridge. i.e., the ruins.
- The rear side of Main Street [Imperial Lane] and working-class side of things, including the views and vistas
- A participant noted everything on the River should be protected.
- Participants noted they would like to see concentrations of resources conserved, particularly adjacent to Main Street.
- Everything within several hundred feet of Water and Main and Ainslie and Main are important. Chunks where you can see past.
- Wellington Street
- Stone buildings on north side of Main Street
- Cottages along Water Street
- Pockets along Cambridge Street, including the former town hall, stone and brick mix along Cambridge Street
- Area south of the Park Hill bridge.

Participants noted concern about water views being obstructed and would like to see everything that backs onto the river protected.



Question #2 and Map #2: Are there buildings and streetscapes in the Study Area that do not reflect Galt's character, charm, and sense of place?

Participants noted the following buildings, streetscapes and characteristics which do not reflect Galt's character, charm, and sense of place with discussion within and adjacent to the Study Area, however did not use map annotations for this discussion:

- Bus terminal, problematic beside small cottages.
- Vacant spots on river
- BF Goodrich
- Scotiabank
- Stuff behind bus station
- Cambridge Place
- Grocery Store [95 Water Street N?]
- 151 Main Street

Participants then discussed Opportunities which exist within the Study Area

- Parking lot between LA Franks
- Levee brought out flat to the street, could have field on top like Quebec City with parking underneath. It would be non-intrusive.
- Galt Amphitheatre and properties along there. Water access is important. It's protected already but needs to be strengthened.
- Interested in moving it on there across from 73 water street n 70s monster 6 stories
- The most important thing is the views. The church steeples are really important. There should be opportunities for them to access funds.
- The water is important, including the views and vistas. West Galt is sitting in a little bowl is very important for views and vistas.
- Could do something like downtown Guelph where nothing obstructs the view of Church of our lady. Nothing should obstruct a steeple.
- Areas for potential include Dickson Bowl, next to Armoury
- Cambridge Place could be interesting. Complements the idea of underground parking with greenspace. We want to encourage people to want to be there.

Question #3 and Map #3: Draw what you see as being the boundary of the historical core of Galt.

Participants were asked to discuss the proposed boundary of the Galt H.C.D. Study (Figure 9).



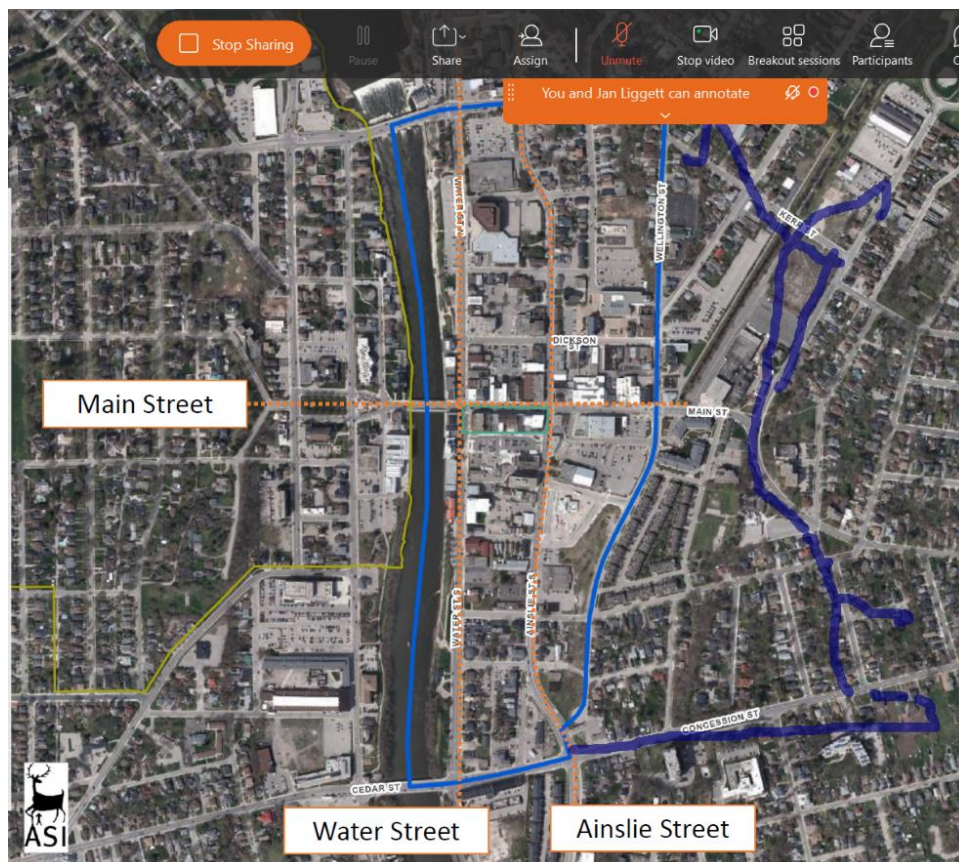


Figure 9: H.C.D. Study Area map annotated during breakout session.

- Include everything below the hill as part of downtown core, the river valley. There are amazing places there. If we're not doing more studies, then there are areas just outside the study area that should be conserved, i.e., Shade Street.

The group did not complete this discussion due to time constraints.

Wrap Up of Public Consultation Session #1 – 7:45PM – 8:00PM

Participants and facilitators reviewed discussions from the Breakout Rooms, and the session concluded at 8:00PM.

Due to time constraints in breakout sessions, participants were encouraged to respond to the online survey on Engage Cambridge or provide any further comments to APL.

Session Introduction and Opening Presentation

The session commenced with the consultant team welcoming attendees, with opening remarks from Councillors Jan Liggett and Pam Wolf and an overview of the agenda by the consultant team.

The session began with a power point presentation by the consultant team addressing the following items:

- Overview of engagement to date, including informal sessions;
- Summary of significant time periods and themes;
- Summary of heritage evaluation results;
- Key excerpts from Statement of Significance; and
- The proposed H.C.D. boundary.

A short question and answer session followed, where the consultant team discussed curated questions based on feedback received to date on the recommended boundary, questions from other sessions, and questions directly posed to the City throughout the process.

Following this, the session format shifted to three breakout rooms to allow to allow attendees more time to participate in a guided discussion. During the breakout sessions, each group were presented slides which:

- Presented a map showing boundary of proposed H.C.D. along with existing Main Street H.C.D. & Dickson Hill H.C.D.;
- Added a layer showing existing building footprints of buildings built between 1840 and 1939; and
- Added a layer showing viewsheds into and out off the proposed district, including;
 - View along Main St westward across bridge to Queen's Square as identified throughout consultations; and,
 - Views along the river to and from the bridges as well as views of historic City Hall.

With the final map layers remaining on screen for reference and annotation, participants were asked to respond to and discuss the following questions:

- Does the boundary encompass all of the important places (buildings, open spaces, views) that are important to the identity of Downtown Galt? Is there anything missing?
- Are there parts of the proposed boundary that you think need to be enlarged or reduced?
- Should the Main Street H.C.D. be consolidated into the new H.C.D.?
- What do you think about extending the boundary into portions of the Dickson Hill H.C.D.?

These questions guided more focused discussions related to the presentation, while map annotation allowed a visual component to correspond with the discussions. It should be noted that although available, only Breakout Room #2 utilized the map annotation tool during the session. A summary of each breakout session is described below.



Facilitation/Note Taking: Laura Wickett (ASI), Abraham Plunkett Latimer (City of Cambridge)

8 Participants

Participants were asked:

- **Does the boundary encompass all of the important places (buildings, open spaces, views) that are important to the identity of Downtown Galt? Is there anything missing?**
- **Are there parts of the proposed boundary that you think need to be enlarged or reduced?**

Participants noted that they understood and are supportive of the proposed Galt Core H.C.D. boundaries described on the map, however believed it could be expanded to include some key places and spaces including:

- The residential areas to the north and south of the boundary
- Queen's Square and churches (west of the river), where participants noted these spaces as centrally location and a focused area for community
- Inclusion of properties along Grand Avenue, Salisbury Street, and George Street
- Inclusion of the Old Mill and Park Hill Dam are highly important
- Queen's Square
- Extending the boundary west across the river

Participants reflected on the importance of specific spaces and discussed how they might be included in the H.C.D. area, specifically residential areas to the north and the south of the proposed boundaries. Facilitator responded by stating that the H.C.D. is only one tool to consider and that other tools could be utilized when considering these areas. Further, the proposed boundaries provide a more cohesive district and area of focus.

Participants discussed some properties they have identified as not contributing to the H.C.D. including:

- The Bus Station (questioned why the property is included)
- Food Basics (not located within the proposed boundary)
- Cambridge Place (not located within the proposed boundary)

It was explained that some of these “non-contributing” areas create opportunities for future improvement, and by including them they would be subject to future guidelines which would encourage sympathetic development.

Participants shifted the conversation to discuss how the future L.R.T. might impact the H.C.D., where it was explained that the location of the major transit station at Bruce Street may have an indirect impact on the H.C.D. as a portion of the district would be included within the boundaries of the Major Transit Station Area, which sets out targets for density and the district will be required to accommodate that density appropriately. One participant noted that a height restriction might be considered.



Participants were asked:

- **Should the Main Street H.C.D. be consolidated into the new H.C.D.?**
- **What do you think about extending the boundary into portions of the Dickson Hill H.C.D.?**

Participants noted that consolidating the Main Street H.C.D. into the proposed H.C.D. would make sense to avoid confusion between two plans in the same district. Participants agreed that including part of the Dickson Hill H.C.D. within the Galt Core H.C.D. is logical (as described by the dashed line on the map), noting the importance of spaces west along Main Street, including Queen's Square and properties along the western side of the river. Many participants considered properties east of the river as part of the Downtown core, while some noted the natural split with the landscape and topography. Participants believed new, stronger protections for a consolidated district is important, and that consolidation may allow for more efficient management of heritage resources by accounting for any differences between the plans. It was noted that the final outcome of the Main Street H.C.D. and the Dickson Hill H.C.D. were still to be determined. It was described that the process may involve de-designating all or part of the Dickson Hill and Main Street H.C.D.s in order to integrate them into a new plan.

Some concerns were raised regarding how a H.C.D. might affect private properties, particularly related to property values and potential restrictions around changes or alterations to a property.

The breakout room discussion concluded with participants in agreement that the Main Street H.C.D. area and part of the Dickson Hill H.C.D. area could be included in the proposed boundary, and remarks from Deputy Mayor Reid expressing the importance of this engagement session and public feedback.

Breakout Room #2

Facilitation/Note Taking: Rebecca Sciarra (ASI), Nathan Petryshyn (Fotenn Planning + Design), Deanne Friess (City of Cambridge)

6 Participants

Participants were asked:

- **Does the boundary encompass all of the important places (buildings, open spaces, views) that are important to the identity of Downtown Galt? Is there anything missing?**
- **Are there parts of the proposed boundary that you think need to be enlarged or reduced?**

While some participants agreed with the proposed boundaries, many participants believe the boundaries should be enlarged and expanded to include many areas within the original study area and other key places outside of the original study area (Figure 10), including:

- Boundary could be expanded to Park Hill Road to include residential area to the northeast, particularly properties along Cambridge Street and Wellington Street
- Boundary could be expanded south to Concession Street
- Boundary could be expanded west to include Queen's Square and properties through to George Street (in Dickson Hill)
- The Cambridge Mill and the Park Hill Dam



- The Legion Building
- Ray Electric Building
- A property on Water Street (former synagogue)
- Properties and spaces in East Galt, including:
 - Centennial Park
 - The view along Main Street from Centennial Park (looking west)
 - Shade Street and Kerr Street could be included in the proposed boundaries
 - A property at Maple Ridge Road and Harris Street (former farm)

Participants discussed including East Galt in the H.C.D. boundaries and expressed interest in expanding the study area and proposed boundaries to the east. It was noted by a City of Cambridge staff member that an East Galt H.C.D. study is being considered as part of a separate process. Participants generally expressed support for the sightlines and views described in the proposed boundaries.

Due to time limits, there was little discussion about if the Main Street H.C.D. or the Dickson Hill H.C.D. should be included as part of the proposed boundaries, however some participants mentioned support for this during the discussion. Participants expressed interest in including both public and private properties in H.C.D. areas.

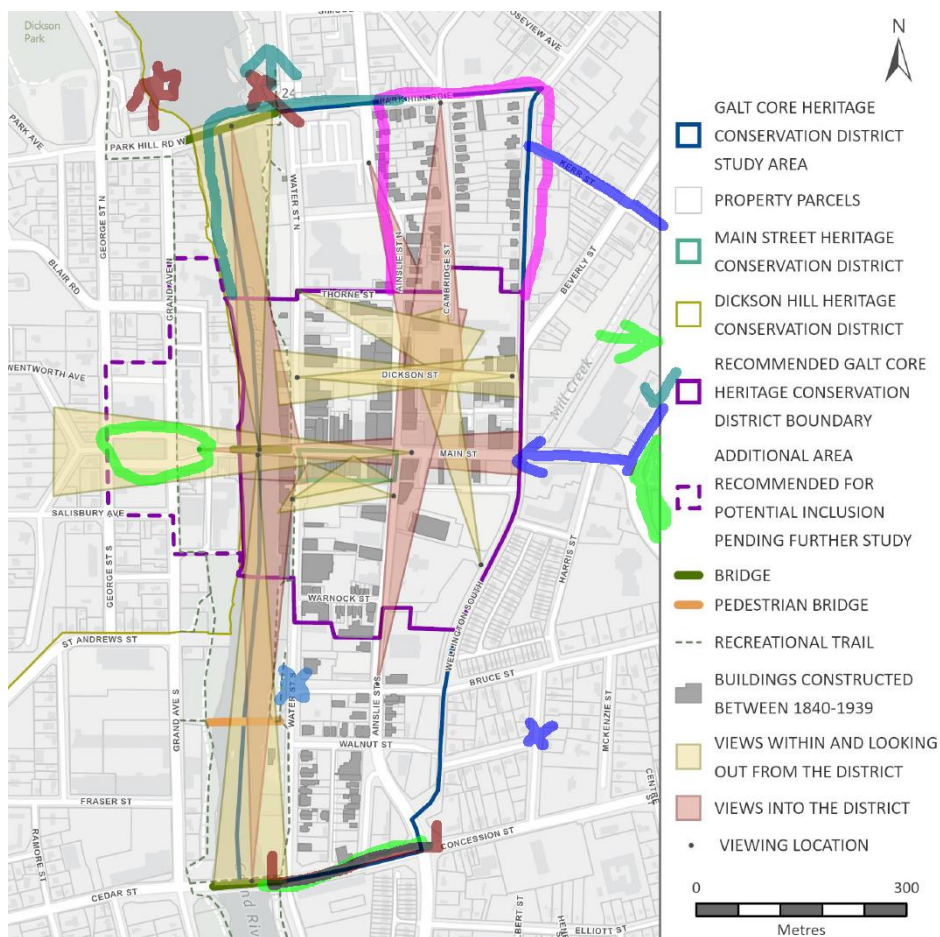


Figure 10: H.C.D. Study Area and Recommended Boundary map annotated during breakout session.

Facilitation/Note Taking: Kristina Martens (ASI), Matthew Blevins (City of Cambridge)

6 Participants

Participants were asked:

- **Does the boundary encompass all of the important places (buildings, open spaces, views) that are important to the identity of Downtown Galt? Is there anything missing?**
- **Are there parts of the proposed boundary that you think need to be enlarged or reduced?**

Participants generally agreed that the boundary could be expanded to include properties and spaces including:

- Cambridge Mill
- L.A. Frank's Area (Mill Race Park)
- Grand River (both edges) is highly important, including the trails on either side
- Stone cottages and housing built with the Galt Knitting Company
- Remnants of the Royal Hotel
- Cambridge Sculpture Garden
- Ray Electric property

Specific boundaries discussed included:

- Boundary could be expanded to include the river edge on both sides, Dickson Park to the north (but not beyond James Street), and Concession Street to the south
- Boundary could be expanded south to Walnut Street
- Boundary could be expanded to the rail bridge to the north and Concession Street Bridge to the south
- Boundary could include properties west of the Grand River bounded by Park Hill to the north, St Andrews Street to the south, and George Street to the west
- Boundary expansions to the east and west were discussed and supported.

It was noted that the Food Basics grocery store could be excluded from the boundary, should it be expanded. Some participants noted that a smaller boundary may be beneficial in protecting heritage assets, and a large boundary might make it hard to protect the entire area. However, many participants agreed with a larger boundary. The importance of greenspaces and natural features, including both sides of the Grand River, were noted by participants as features to protect. Some concerns were expressed related to Cambridge Mill development proposal.

Participants were asked:

- **Should the Main Street H.C.D. be consolidated into the new H.C.D.?**
- **What do you think about extending the boundary into portions of the Dickson Hill H.C.D.?**

Participants were supportive of including the Main Street H.C.D. and Dickson Hill H.C.D. in the proposed boundary, with further support for stronger implementation and cohesive guidelines for all areas. Participants expressed interest in identifying additional streetscape features in addition to significant buildings. It was also noted that the Main Street H.C.D. could be expanded west across the Grand River to George Street.

Some participants expressed concerns related to procedural gaps in consolidating these and discussed the need for programs and protections that might be implemented, supporting strict guidelines and rules to conserve heritage resources. Interest was expressed in further reviewing development occurring in the area.

Post-Breakout Room Wrap-up Discussion

The breakout session groups gathered during the final portion of the session to present discussions from their respective groups. Participants presented summaries of the discussion that occurred in their groups to everyone in attendance. Participants noticed similarities between their discussions related to expanded boundaries, specific places and spaces of importance, and how existing H.C.D.s might be managed.

The session concluded with closing remarks from the consultant team, explaining how the information gathered would be used, the next steps of the process, and thanking all participants for their contributions.

Follow Up Comments

Following the Public Information Session, a recording of the session was posted on YouTube to allow those unable to attend to participate in the discussions. Follow up comments were received from residents and property owners by email and telephone, summarized below:

- Several members of the public provided feedback in support of an expanded H.C.D. boundary.
- Several members of the public expressed support for the boundaries and the extension to the west into Dickson Hill, to the north to see the inclusion of the Cambridge Mill, and south along Water Street.
- Several members of the public expressed support for expanding boundaries north to include both sides of Park Hill Road, and as far east as Centennial Park.
- A member of the public suggested the boundaries expand west as far as Brant Road in Dickson Hill.
- A member of the public suggested the H.C.D. boundary be expanded as far south as Myers Road.
- Several members of the public expressed concern related to new development and the proposed H.C.D. boundaries and expressed support for an H.C.D. Plan to protect heritage and ensure sympathetic development occurs in the area.
- Members of the public expressed concern related to the impact of development, noise, and traffic on wildlife along the Grand River and in the area.
- Several members of the public expressed the need for Indigenous interests related to the Grand River to be considered.



- A property owner expressed general disagreement with the proposed H.C.D., stating that it may not be the most effective tool in protecting heritage and may be too restrictive, however stated that should an H.C.D. Plan be pursued, they:
 - Expressed support for the smaller proposed H.C.D. boundaries;
 - Agreed with the rationale to exclude areas (as outlined in the report);
 - Disagreed that designation may increase property values; and
 - Discussed the importance of consulting with the development community throughout the H.C.D. process.
- A representative from the Grand River Conservation Authority (G.R.C.A.) raised questions related to implications of the H.C.D. on the G.R.C.A., specifically related to approvals and identified a need for on-going engagement/information sharing.
- A property owner would like to see more research related to impacts on property values, and disagrees with the notion that these values would increase from an H.C.D. Plan.
- A member of the public raised questions related to densities described by the Zoning By-law and development in the area.
- A member of the public expressed disappointment in the existing conditions of the Downtown Core, and suggested relocating programs and services away from Downtown, and enforcing property standards on abandoned buildings to revitalize the area.
- A member of the public discussed expanding the proposed boundaries from Ainslie Street to Galt Collegiate on the east side, and from Crombie Street to the rail bridge on the west side. They further expressed support for including Queen's Square, the Cenotaph, parks, churches, bridges and the Cambridge Mill within the boundaries, and expressed concern around the development at the Cambridge Mill site.
- Members of the Cambridge Municipal Heritage Advisory Committee (M.H.A.C.) provided feedback related to the boundaries, including:
 - Support was expressed to include the Cambridge Mill property (and other mills).
 - Support was expressed to extend the boundary to both sides of the Grand River and include important structures such as McDougall Cottage, Southworks, and the School of Architecture.
 - Expand the Main Street H.C.D. area to the entire Main Street, including both east and west of the Grand River, and implement additional protections as a stand-alone H.C.D. plan.
 - A member prepared a map illustrating what they believe may be appropriate boundaries for both the Main Street H.C.D. and the proposed boundaries of the Galt Core H.C.D., below, where the Main Street H.C.D. would act as "the core of the core", while the proposed Galt Core H.C.D. boundaries would capture the commercial, industrial, and residential pattern of the broader area.

Property Owners Meeting #1 – Galt Core H.C.D. Study

Wednesday March 10, 2021, 3:30PM – 5:00PM

Introduction

Hosts and Facilitators

- Abraham Plunkett Latimer – APL, City of Cambridge
- Rebecca Sciarra – RS, ASI
- Kristina Martens – KM, ASI
- Ute Maya-Giambattista – UMG, Fotenn
- Nathan Petryshyn – NP, Fotenn

Session Open

Abraham and Ute welcome participants to the session.

Rebecca introduces the Objectives of the Meeting

- Share information (what is an H.C.D., what does it mean, etc.?)
- Who are you? Questions? Concerns? What brought you to this meeting?
- What do you Value? What is your relationship to the area?

Abe presents the Galt Core H.C.D. Study (see slides), to cover 4 main topics

- What is an H.C.D.?
- Why Designate a District?
- What is the property owners' role in guiding the H.C.D.?
- Are there other implications for property owners?

Initial Questions and Participant Introductions

RS opens the session for discussion around:

- What brought you here today?
- What are your thoughts about the H.C.D. Study?
- What would you like to get out of the session?

The following themes were raised as part of this discussion:

- Supports heritage in Galt and protection of buildings
- How will the H.C.D. be implemented and enforced
- Identification of enforcement issues and property-standard issues within Main Street H.C.D.
- Supportive of an H.C.D. but City needs to implement and support property owners through applicant process
- Heritage an asset to support economic development and intensification
- Concerns that development and investment will decline due to restrictions imposed by an H.C.D.



- Concerns about downtown becoming a ‘museum’; conservation needs to be flexible and adaptive
- Desire to animate the downtown with more people – intensification as an important part of economic development and conservation
- Need for incentives to existing property owners and potential investors
- Property owners need support on how to best conserve features of their buildings. The Main H.C.D. Plan is not highly detailed.
- Property owners want to know how an H.C.D. will change anything and have a positive impact on revitalizing the downtown core.
- Desire to better understand what an H.C.D. Plan looks like and what it means for property owners
- Values the history and heritage fabric of downtown
- An H.C.D. can be supported if it’s shown to encourage and support intensification in the downtown and ‘upping the level’ of the Downtown core.
- Various questions about how the City implements heritage permits and would do so in a larger H.C.D.
- Consistent comments around the need to balance and coordinate planning in the downtown to ensure that conservation and intensification are mutually beneficial.

S.W.O.T Analysis and Discussion

Based on the discussion above, a facilitator of the meeting (KM) summarized what participants verbal feedback and organized as Strengths, Weaknesses, Opportunities and Constraints in Downtown Cambridge Galt Core, specifically as it relates to the Galt Core H.C.D. study area (Figure 11). These characteristics are described below.



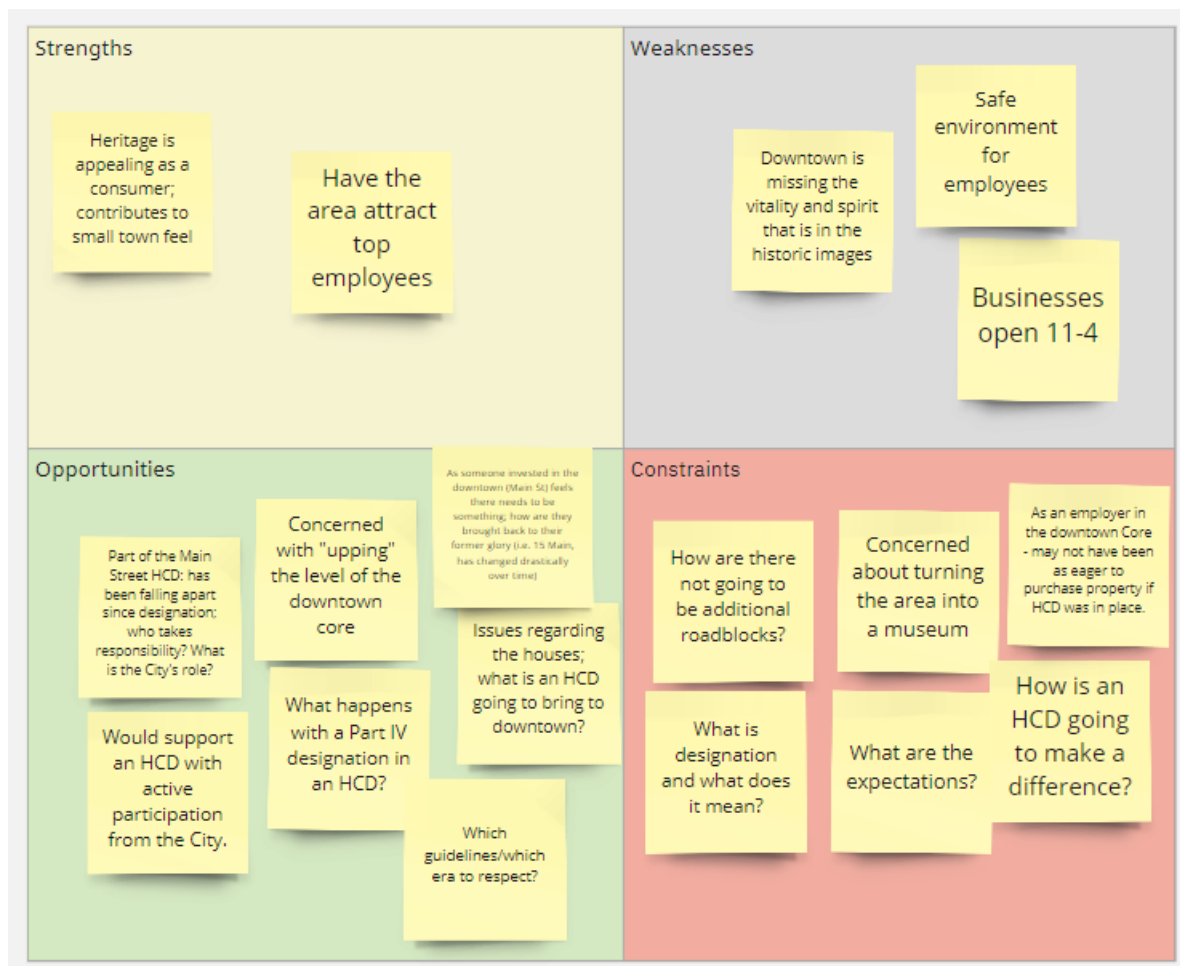


Figure 11: Strengths, Weaknesses, Opportunities, and Constraints Discussion from the Property Owner Session #1

Strengths

- Heritage is appealing as a consumer; it contributes to small town feel
- Want the area to attract top employees through effective management of heritage and historical identity

Weaknesses

- Downtown is missing the vitality and spirit that is in the historic photos
- Is not a safe environment for employees
- Businesses are open from 11 – 4

Opportunities

- Would support an H.C.D. with active participation from the City
- What happens with Part IV designations in an H.C.D.?
- Which Guidelines/which era to respect?
- Issues regarding the houses, what is an H.C.D. going to bring to the Downtown?
- Desire to “up” the level of the downtown core

- As someone invested in the Downtown (Main Street) feels there is a need to bring buildings back to former glory (i.e., 15 Main Street)
- Part of the Main Street H.C.D. is falling apart since designation and who takes responsibility for this What is the City's role here?

Constraints

- How are there not going to be additional roadblocks?
- Concerned about turning the area into a museum because of an H.C.D. designation.
- As an employer in the Downtown Core, people may not be eager to purchase property where an H.C.D. is in place due to perception of constraints
- How is an H.C.D. going to make a difference?
- What are the expectations?
- What is designation and what does it mean?

RS and UMG discuss H.C.D.'s and what they might look like in terms of implementation and scope, including coordination of a potential H.C.D. Plan with the current City planning around intensification and transit in the downtown.

Study Area Boundary and Property Discussion

RS opens discussion of the Study Area, and the boundary (KM annotating map). Participants were asked the following questions.

- Are there strengths and assets in this area?
- What are key assets in this area? Buildings? Landmarks?
- Are there some not included in this area?

The map below contains annotations based on the following discussion (Figure 12).

- Property to the north across Park Hill Road (at Water St Intersection) could contribute to the study.
52 Ainslie Street (cottage) as an asset
North along Cambridge Street headed to Park Hill Road
 - Near where City Hall, this feels more “industrial looking” and small houses there
 - Not sure of the heritage value here
- Nice houses on Colborne Street between Cambridge and Ainslie

Session Wrap Up and Conclusion.

Summary of next steps and technical components occurring and future ways to engage and share feedback.

Property Owners Meeting #2 – Galt Core H.C.D. Study Wednesday March 10, 2021, 6:00PM – 7:30PM

Introduction

Hosts and Facilitators

- Abraham Plunkett Latimer – APL, City of Cambridge
- Rebecca Sciarra – RS, ASI
- Kristina Martens – KM, ASI
- Ute Maya-Giambattista – UMG, Fotenn
- Nathan Petryshyn – NP, Fotenn

Session Open

APL and UMG welcome participants to the session

- We want to understand participant expectations and experiences.

RS introduces the Objectives of the Meeting

- Share information (what is an H.C.D., what does it mean, etc.?)
- Who are you? Questions? Concerns? What brought you to this meeting?
- Evaluate Support for an H.C.D./Concerns or Priorities related to the District
- What do you Value? What is your relationship to the area?

APL presents the Galt Core H.C.D. Study (see slides), to cover 4 main topics

- What is an H.C.D.?
- Why Designate a District?
- What is the property owners’ role in guiding the H.C.D.?
- Are there other implications for property owners?



RS opens the session for discussion and asks participants to take 1 minute to discuss:

- What brought you here today?
- What are your key questions/comments about the H.C.D. Study?
- What would you like to get out of the session?

The following themes were raised as part of this discussion:

- Admiration and allure of the trails, cycling, recreation
- Property owner wants to support maintenance of the look of the city and area.
- Downtown Galt as important place of memories, on Water Street
- Appreciative of history and feels like we need to promote heritage; identified the “beautiful river and church” as key characteristics of the experience of downtown
- Does not see a lot of “heritage” properties past the library going towards Concession Street
Loves the location and beauty of Galt; “pretty downtown” with the River and church being defining features
- Discussion of the current state of the area as an issue; tenancy rates and building disrepair are issues.
- H.C.D. must be developed so it does not hinder development
- Development will mean revitalization and more people, and more vibrancy
- Area beyond the old Time Club/Post Office does not seem to have a lot of significant heritage fabric
- Discussion of Royal Canadian Legion building and that property owners are not interested in designation
Understand and recognize the concentration of historic properties in the core
- Believes maintaining heritage is important to Cambridge, however, believes designation could come at a high cost to property owners (i.e., window replacement, maintaining exterior of building)
- Worried about designation and future alterations to make the building accessible
- Need for coordination with City works.
- Concerns related to creating an H.C.D. in the downtown.
- Discussion of using other tools to manage change in the downtown, H.C.D. as an outdated and clumsy tool.
- Appreciation of the heritage assets in the community and think they need attention. Thinks an H.C.D. will not accomplish this.
- Questions regarding ‘who’ is encouraging creation of an H.C.D.
- Concerns that even if an H.C.D. will not hinder the overall needs of Downtown Galt, people (i.e., developers, business owners) may turn away from Downtown with an H.C.D. in-force.
Downtown Galt has an atmosphere and feel which will become more and more important and believes that this feel should be maintained
- Issues (crime, homelessness) detracts from the perceived objective of this and what can be achieved in Downtown

- Wants to make sure that whatever the outcome with this, do not want developers and property owners to have to go through a long process or “do things twice”. Identified a need for clarity and certainty and awareness of costs accrued when objectives and guidelines are not clearly developed and communicated by the City.
- An H.C.D. should have happened a long time ago as too many buildings have been lost
- Buildings lost along the River
- Proponent of the history of Cambridge
- Supports guidelines for alterations (i.e., Prevent siding covering up architectural features)
- Loves the Downtown Core
- Feels like an H.C.D. will penalize property owners
- Believes development will not happen
- Should conserve, but not put restrictions on property owners
- Discussion that the goals of the District might be achieved in the City internally through the planning department without an H.C.D.

S.W.O.T Analysis and Discussion

Based on the discussion above, a facilitator of the meeting (KM) summarized what participants verbal feedback and organized as Strengths, Weaknesses, Opportunities and Constraints in Downtown Cambridge Galt Core, specifically as it relates to the Galt Core H.C.D. study area (Figure 13). These characteristics are described below.



Figure 13: Strengths, Weaknesses, Opportunities, and Constraints Discussion from the Property Owner Session #2

Strengths

- Understanding of age range of buildings
- Designation would be a good thing in the long term
- Downtown Galt has an atmosphere and a feel that is important, and this is important to maintain
- Love the beautiful rivers and steeples
- Love the Cambridge Area and Downtown Core
- Prettiest downtown I have seen in my life, with old churches, buildings, and the river

Weaknesses

- Downtown has declined and poised to have a transformation
- Petty crime and homelessness detract from the vibe.
- City has made changes over time to street grade which affects certain buildings
- Lost a lot of buildings along the river, too little too late for an H.C.D. Plan
- Concerned with the state of the area including drug use, leading to trouble getting tenants
- Boundaries: do not see a lot of properties past Concession
- City Planning Department is not paying attention to designated properties

Opportunities

- Could prevent detracting activities like installing siding on a heritage façade
- Open to anything, just want to be notified and would like to shape the vision and objective
- Ensure people do not have to do things twice to address costs.
- Would like to see heritage conserved
- Conserve and keep without restricting property owners
- The railway tracks may be a feature of Downtown Galt

Constraints

- Ensure property owners are not dictated to
- Initial concerns with implementation.
- Concerns were raised related to a mandatory inclusion of properties in the H.C.D. area and mandatory designation of properties.
- Concerned with downtown Galt being an H.C.D., there should be other initiatives prioritized over the H.C.D.
- Need to do this right but not sure how an H.C.D. is the right tool, this might be outdated
- Maintaining heritage is important, but designation comes at a cost to property owners
- Concerned with accessibility and designation
- Does not want designation to stifle development
- Goals should be achieved internally at the City without an H.C.D.

RS and UMG discussed the following:

- Recognition there is a strength and asset in Downtown Galt, and it relates to the area's physical character, but there is clear concern about an H.C.D. being the correct tool to manage this.
- From a planning and urban design perspective, there are a series of initiatives and studies that will define how development occurs and change is managed in the downtown area:
 - L.R.T.: The moment transit comes in, development pressure changes in an area
 - These impulses can be powerful and offer opportunities by bringing in residents and jobs
 - Intensification Study – looks at how the Downtown area can grow and develop
 - Height Strategy – looks at building heights in Downtown Area
 - Heritage Conservation Study and Plan – to review the heritage in the Downtown and define what is important and recommend a boundary that contains the important fabric (Study phase), this can lead to creation of a District Plan that present guidelines for existing heritage buildings/sites for major alterations and guidelines for new development.
 - These studies will work together and will go back to the Zoning By-law at the end of the process and make recommendations for update
- We are at a crossroads where there needs to be a plan, and there needs to be a vision
- The H.C.D. contains contributing and non-contributing buildings, the purpose of the study is to evaluate these, and a strategy can be applied.
- Implementation of a H.C.D. does not happen currently. That would happen should this move forward to the Plan phase
- It is fairly certain development will come based on the L.R.T. and growth targets for the City.



- As the district study looks at a boundary and area, and uses a process to develop guidelines, it establishes a coordinated vision for all the properties in the boundary. This can be a strength.
- Having the studies work in a coordinated way, this will benefit the H.C.D. and how it is implemented (as it will be more consistent across the area)
- The Plan Stage is literally a “Plan” that functions like an advisory manual defining expectations developed to support the vision and objectives for the area; it is created with property owners where guidelines are developed (not necessarily prescriptively) to appropriately guide alterations or redevelopment of properties in the area
 - These guidelines serve as guidance moving forward
- Creation of a H.C.D. Plan can help increase predictability and certainty in the development process
- Discussion of idea that H.C.D.s are costly, and present roadblocks, and will stifle change
 - There is not much evidence that demonstrate this outcome.
 - However, every plan is different. Some districts are quite prescriptive (based on its time/consultation/property owners/objectives), however some H.C.D.s are more general, and the parameters are more general in the guidelines (i.e., this plan would consider development around density targets and the L.R.T.)
 - The balance of growth and heritage would need to be found
- There are many principles and performance standards we would be considering when looking at new development in relation to urban design, streetscape, and heritage.
- We have seen success stories of how H.C.D.s have expanded and been implemented (i.e., Collingwood)
- Tools can be put into place to provide incentives to property owners
- Grants and financial incentives can address some of the weaknesses identified here.
- Another strategy for implementation can include creation of a “Steering Committee”: Some Districts develop a “Steering Committee” which functions to support implementation and advise the heritage committee of permit applications and how to implement the guidelines. These committees can be created in places where there are engaged people (like Cambridge) who are interest in implementing this process. Quite common where there is already a group (i.e., where there is a B.I.A.). They help to manage change in a way that works for property owners and balances priorities in the community.

Study Area Boundary and Property Discussion

RS opens discussion of the Study Area, and the boundary (KM annotating map). Participants were asked the following questions.

- Are there strengths and assets in this area?
- What are key assets in this area? Buildings? Landmarks?
- Are there some not included in this area? Sensitive sites?

The map below contains annotations based on the following discussion (Figure 14).



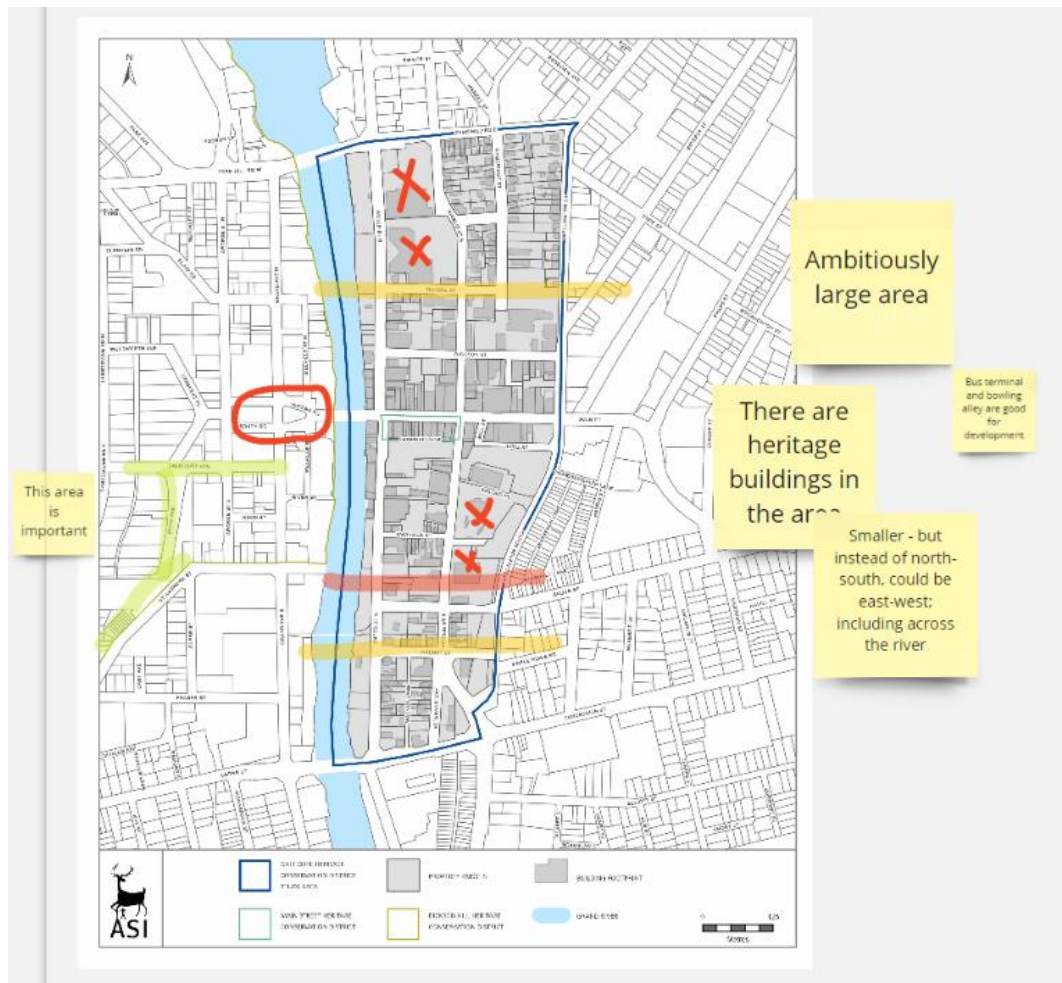


Figure 14: Map of the Galt Core H.C.D. Study area with annotations showing important spaces and places, and properties which may not contribute to the Galt Core H.C.D. Study.

Other Features and Themes Identified During Discussion:

- Downtown is struggling/has struggled
- Downtown Cambridge needs growth/density
- Boundary is too large, and there are major blocks with the boundary should not be there
 - Food Basics should not be in the H.C.D.
 - Other single homes, etc. with nominal heritage value
 - Designating these might make them unaffordable/undevelopable
 - Past Firestone, there are some nice homes however the H.C.D. might lose the opportunity to develop (south of red line on map)
- The Main Street H.C.D. has not been a success
 - Has suffered over the years
 - What will help us believe that this H.C.D. will be more successful
- Downtown property owners need to be strongly integrated and represented as part of this process.
- Agreement that that the size of the boundary is very ambitious
- When Height/Density are spoken about, there are many competing issues here
 - Not sure how this will be addressed

- How do owners and development community achieve the results?
- LRT, Intensification Study, Height Strategy, and H.C.D. – all to be implemented by Zoning
 - Will all this mesh so it is easily navigated?
- Agreement that this is a large area
- Need to focus more on the buildings which are heritage buildings
- Food Basics is not a heritage building
- Further consensus that the Downtown Galt H.C.D. is too large, there are heritage buildings on Walnut
- Could go from Thorne Street to Warnock Street (between yellow lines on map)
- Opposite side of River could be in the area, including Queen's Square
- Many buildings in this district are not much heritage value.
- Perhaps more of an "east west" boundary
 - Also, to be excluded should be the entire bus terminal and bowling alley sites.
- The Armoury is a great building
- Discussion of how the preliminary H.C.D. Study area boundary has been established

Session Wrap Up and Conclusion

- We will be considering this input and comments moving forward
- The property survey is happening at present (Week of March 8th)
- Recommendations will be developed and presented to the City
- Will have another open house/workshop moving forward to share results, recommendations, and to gather feedback.

Online Survey #1

An online survey was posted to the Engage Cambridge website for the period following the virtual public information centre held on February 9, 2021 and closed on March 2, 2021. This objective of this survey was to gather additional feedback from participants of the public information centre and those members of the community who were unable to attend. Eighty people visited the site and twenty-three people responded to the survey. Responses received are on file with the Consultants and the City. The survey questions were the same as asked at the public information centre and were:

- Question 1: Do you have any questions about Heritage Conservation Districts, the work to be conducted during the Study phase, the process for recommending a Heritage Conservation District, and developing a Heritage Conservation District Plan?
- Question 2: Do you think there are special areas, sites, open spaces, parks, streets, and/or buildings in the Galt Core Heritage Conservation District study area. Where are they? Share with us why they are special and/or important.
- Question 3: Are there buildings and streetscapes in the study area that do not reflect Galt's character, charm, and sense of place? Where are they? Share with us why you have identified these places or features.



- Question 4: Are there sites, spaces, buildings or open space opportunities that you think could be used to strengthen Galt's heritage character? Where are they? Share with us why you have identified these places or features.
- Question 5: What do you see as being the boundary of the historical core of Galt? Tell us what you see as the boundaries of area that tells the story of Galt's past, gives it a special character, and makes it a unique and desirable place to live, work, and visit.

Municipal Heritage Advisory Committee (M.H.A.C.) Workshop Minutes April 15, 2021, 6:30 pm – 7:15 pm, Virtual Meeting – Zoom

In Attendance:

City of Cambridge

- Abraham Plunkett-Latimer (APL), Project Manager
- Karin Stieg-Drobig (KSD), Recording Secretary

Consultant Team

- Rebecca Sciarra (RS), Consultant Project Manager, ASI
- Kristina Martens (KM), Lead Cultural Heritage Specialist, ASI

M.H.A.C. Members

- Councillor Pam Wolf
- Amy Barnes
- Susan Brown
- Nelson Cecilia
- Michelle Goodridge
- Scott Roberts
- John Oldfield

Item	Topic	Lead	Actions
1	Introductions City Project Manager welcomed MHAC to the workshop and described purpose and intent of the workshop.	City	None
2	Presentation Consultant Project Manager gave a presentation on the work completed to date, the results and emerging analysis.	ASI	None
3	Discussion <u>Boundary</u>	ASI	City to provide MHAC current



Item	Topic	Lead	Actions
	<p>Members discussed the emerging analysis of the Study related to the boundary and ideas about it extending further than the area defined for the purposes of the Study. There was general agreement that the north, east and south extents of the boundary are appropriately placed and the discussion.</p> <p>primarily related to the west edge. The core area is understood to be situated in a basin with the Grand River running through the middle of the downtown. While there is the Dickson Hill H.C.D. in place on the west side of the river it protects only publicly owned lands and does not provide appropriate protection. Including Grand Avenue and George Street as part of the traditional river valley was discussed. This area would include Queen's Square and the churches. It was noted that a previous east Galt study area grew and grew to be too large and did not come to fruition.</p> <p>The discussion of boundary also related to the sight lines across the Grand River and an acknowledgement of key views of the river, vistas from within the study area across the River to the east side of the River including Church steeples, entrances and exits into the area and the potential for thinking about the pedestrian bridge and views from that point into the area and a view from Water Street to the cenotaph. Comment provided regarding an outcome that results in the western boundary of the potential H.C.D. aligning with the east bank of the River or the west edge of the River, and excluding lands on the west side of the River and identifying views across the river as a way to partially express or convey value that relates to the interrelationships between the two sides of the River.</p> <p>Other areas or features of note are the topography, workers cottages in the south end of the study area.</p> <p><u>Source</u></p> <p>Recommended the consultant team to review the Paul Dilse report "A Remarkable Heritage: Programmes and policies for heritage conservation in Cambridge, Ontario" (1981).</p> <p><u>Managing Change</u></p> <p>There is lots of pressure and intensification in the Galt Core. A discussion was had around how an H.C.D. could protect this area while also needing to allow for, support, and manage growth and intensification. One of the key parts of the consultant's work is to understand what the concurrent land use planning studies are</p>		jobs per hectare in the study area

Item	Topic	Lead	Actions
	<p>recommending and all of the studies working together to strike a balance that seeks to encourage growth, intensification, density, and conservation; these goals need not be mutually exclusive. The details on how an H.C.D. could manage change would come in the H.C.D. Plan stage should Council decide to move to that stage. A question was posed about the current residents or job per hectare in the study area to compare to the target 150. The City will provide MHAC with this information.</p> <p><u>Social Aspects of the Core</u></p> <p>The consultant team posed a question to wrap up the last few minutes related to events, uses, and gathering spots in the Galt Core. The following were listed by members:</p> <ul style="list-style-type: none"> • Events at City Hall in the square, Dickson Street is closed, Mayor's celebration of the arts, outdoor films, children's plays, light show on Old City Hall, Christmas in Cambridge walk with lights • Activity in the core is severely lacking – Mill Race Folk Festival, should be like that all the time; there was agreement that there are not a lot of events to draw people downtown • Farmers' Market • Jane's Walks • Rock the Mill • Trails along the River, guided walks • 1 Valour Place has various events and programs • Bike event (loop from Main Street bridge to Park Hill bridge) • Street art festival • Remembrance Day 		

Appendix C: City of Cambridge Public Engagement Meeting Records



Summary of Galt Core Heritage Conservation District Study Community Update Session, April 14th, 2021

Summary Date: May 27, 2021

Prepared by: Abraham Plunkett-Latimer, Senior Planner—Heritage, City of Cambridge

Overview

City of Cambridge staff held two informal project update sessions for the Galt Core Heritage Conservation District Study on April 14th and April 20th, 2021 from 7:00 p.m. to 8:00 p.m. via Webex Virtual Meetings. These sessions were organized to receive public feedback on the area history and thematic historical framework that had been prepared as part of the Galt Core Heritage Conservation District Study and submitted to City of Cambridge planning staff for review on February 22nd, 2021.

Purpose

The stated purpose of these sessions was to:

- Provide an update on the status of the Galt Core heritage conservation district study;
- Request feedback on the area history work and identified historical themes that had been completed by the project consultants and presented to the City for review; and,
- Create an opportunity for members of the public to ask questions and provide comments.

The feedback obtained from this session was forwarded to ASI to help refine the area history component of the Galt Core Heritage Conservation District Study with local knowledge.

Format

The format of the meetings consisted of a brief overview presentation providing a status update on the Galt Core Heritage Conservation District project, providing a summary of the area history work, and identifying key themes that had been identified as part of the area history component of the Galt Core Heritage Conservation District Study. This presentation was followed by an opportunity for participants to ask questions and provide comments.

Discussion was divided into five areas:

1. General Comments on the Area History;
2. Guided Discussion on the Area History;

3. Comments on Key Themes;
4. Discussion of Potential District Boundaries;
5. General Comments or Concerns regarding the Heritage Conservation District Study.

Facilitator

The sessions were facilitated by Abraham Plunkett-Latimer, Senior Planner—Heritage, City of Cambridge.

Notice

Notice of the sessions was provided via e-mail to the project e-mail contact list, including approximately 90 interested parties who had requested updates regarding the study and was posted publicly on the project website at www.cambridge.ca/GaltCoreHCD on April 10th, 2021. This notice is provided as **Appendix 3**.

Attendance

10 people, in addition to the facilitator, attended the meeting on April 14th, 2021.

Presentation

Abraham Plunkett-Latimer opened the meeting and reviewed the meeting purpose and agenda. He provided a brief overview of the progress of the Heritage Conservation District Study to date. He then presented a summary of the area history work presented to the City for review, including major events and historical timeline for the history of Galt, and finally he presented the key themes that were identified. Presentation slides are attached as **Attachment 1**.

Attendants were invited to provide additional comments through e-mail to Abraham Plunkett-Latimer following the meeting. No comments were received by May 27th, 2021.

Discussion Summary

The following is a summary of the discussion that took place. It is divided into five categories addressing each of the main areas of discussion identified above.

General Area History Feedback

After presenting a summary of the area history as identified by ASI as part of the Galt Core Heritage Conservation District Study, Abraham Plunkett-Latimer asked participants if they observed were any omissions, anything with which they disagreed, or anything that should be emphasized further.

Attendees were largely supportive of the area history as presented. One participant noted that, given proximity to the Grand River, it is necessary to coordinate with the Grand River

Conservation Authority. One requested that additional information on the Haldimand Tract be provided. One questioned whether First Nations communities had been contacted.

Abraham Plunkett-Latimer noted that the City of Cambridge had contacted both the Grand River Conservation Authority and First Nations communities regarding the Heritage Conservation District Study.

Guided Area History Discussion

Abraham Plunkett-Latimer asked four targeted follow-up questions regarding the area history. These questions had been provided to the City of Cambridge by ASI on April 7th, 2021 to help refine the draft area history with local knowledge.

a. Galt as a unique 19th century town with clearly delineated and separated land uses

Abraham Plunkett-Latimer asked if participants agreed or disagreed with the study's preliminary findings that Galt appeared to be designed as a unique nineteenth-century town with clearly delineated land uses rather than more typical mixing of uses seen in other parts of Ontario.

Participants did not consider this characterization of historic Galt accurate. It was noted that Galt was historically mixed in terms of industrial, commercial, and residential areas. Factories were built along the Grand River, and housing nearby to house workers. It was also observed that land uses have changed over time and that it is important to note these changing patterns.

b. Residential areas to the north and south. What are their qualities? Are they different or similar?

Abraham Plunkett-Latimer noted that there are residential areas in the north and south portions of the study area and asked if participants considered these areas to be similar or different in character. One participant noted that each of these residential areas comprised several sub-character areas, which may have commonalities between north and south residential areas.

Another participant observed that smaller, historically working-class homes are concentrated closer to the centre of the study area, while larger, historically middle-class homes are located toward its edges. One participant noted that there is at least one nineteenth-century farmhouse present in the study area.

c. Industrial operations were an important employment base in the 19th century. Were there other employment sectors of note? We have heard and reviewed some sources that discuss Galt as an 'Insurance' town.

Abraham Plunkett-Latimer asked if there were any industries, such as insurance, important to Galt that had not been identified in the area history summary.

Participants noted that they considered insurance to have been a key industry historically in Galt. Other key industries were textiles and shoemaking. One participant noted that shoe outlets were present at shoe factories in Galt in the 1970s. Another noted that the Ray Electric Building site was previously occupied by a shoe factory that filled the entire block.

d. What smaller communities does Galt support and serve? Historically and presently?

Abraham Plunkett-Latimer asked if there were any communities that had not been identified in the area history summary that Galt served historically or presently. Participants observed that there were a number of significant communities including Chinese, Vietnamese, East Indian, Jewish, and Portuguese. It was noted that a number of these communities have roots in Galt stretching back to the 1960s or earlier. One participant referenced a former synagogue at 63 Water Street.

Other key cultural organizations noted by participants were the Galt Little Theatre (founded in 1933) and the Royal Canadian Legion, which started as a war veterans' association in 1919 and became a Royal Canadian Legion in 1927.

Identified Themes Feedback Summary

Abraham Plunkett-Latimer presented the key themes that had been identified as part of the Galt Core Heritage Conservation District Study. He asked if there were any omissions, anything that participants disagreed with, or anything that should be emphasized further.

There were no comments on the identified themes.

Boundary Discussion

Participants were shown a boundary map for the study area prepared by ASI including lands located south of Park Hill Road East, west of Wellington Street, north of Concession Street, and east of the Grand River. This map included the original study boundaries overlaid with the results of previous consultations. This revised boundary included lands extending outside the original study area (**Attachment 2**).

Participants were asked if the current study area boundaries reflected their understanding of the historic Galt Core.

All participants agreed that the boundary should extend west of the Grand River to include Queen's Square, Central Presbyterian Church, and Trinity Church. It was noted

that Queen's Square has historically been associated with the downtown core rather than the residential areas of Dickson Hill and that this was a natural reflection of growth starting at the Grand River and following the geography of the river valley.

One participant noted that areas to the north and south of the identified study area had already been significantly redeveloped and so would not benefit from additional heritage conservation efforts. They noted that lands to the east of the study area should be evaluated as a potential residential heritage conservation district and should not be considered part of Galt Core.

General Participant Questions and Concerns

Participants were invited to share any questions or concerns about the heritage conservation district study more generally.

Several participants raised the question of how intensification could be accommodated in a potential Heritage Conservation District, considering that the study area overlaps with the Urban Growth Centre designated by the Province of Ontario with requirements for increased density. Although participants agreed that protecting heritage character in the downtown core was necessary, they expressed concern that a future Heritage Conservation District may stifle vitality, and noted that appropriate heights for new buildings should be carefully balanced between conservation and intensification goals.

Abraham Plunkett-Latimer noted that the study was being conducted alongside the Growth and Intensification Study, the Building Height Guidelines Study, the City-wide Zoning By-law Review, and the Galt Core Visualizations Study, and that consultants were working closely together to create a harmonized planning framework that put heritage conservation and development concerns on equal footing.

Attachments

Attachment 1: Presentation Slides, Galt Core Heritage Conservation District, Area History Update, April 14, 2021

Attachment 2: Galt Core Heritage Conservation District Boundary Map for Discussion, ASI Heritage, April 7, 2021.

Attachment 3: Galt Core Heritage Conservation District Area History Update Meeting Notice

Summary of Galt Core Heritage Conservation District Study Community Update Meeting, April 20th, 2021

Date of Summary: May 27, 2021

Prepared by: Abraham Plunkett-Latimer, Senior Planner—Heritage, City of Cambridge

Overview

City of Cambridge staff held two informal project update sessions for the Galt Core Heritage Conservation District Study on April 14th and April 20th, 2021 from 7:00 p.m. to 8:00 p.m. via Webex Virtual Meetings. These sessions were organized to receive public feedback on the area history and thematic historical framework that had been prepared as part of the Galt Core Heritage Conservation District Study and submitted to City of Cambridge planning staff for review on February 22nd, 2021.

Purpose

The stated purpose of the session was to:

- Provide an update on the status of the Galt Core heritage conservation district study;
- Request feedback on the area history work and identified historical themes that had been completed by the project consultants and presented to the City for review; and,
- Create an opportunity for members of the public to ask questions and provide comments.

The feedback obtained from this session was forwarded to ASI by City of Cambridge staff to help refine the area history component of the Galt Core Heritage Conservation District Study with local knowledge.

Format

The format of the meetings consisted of a brief overview presentation providing a status update on the Galt Core Heritage Conservation District project, providing a summary of the area history work, and identifying key themes that had been identified as part of the area history component of the Galt Core Heritage Conservation District Study. This presentation was followed by an opportunity for participants to ask questions and provide comments.

Discussion was divided into five areas:

1. General Comments on the Area History;
2. Guided Discussion on the Area History;

3. Comments on Key Themes;
4. Discussion of Potential District Boundaries;
5. General Comments or Concerns regarding the Heritage Conservation District Study.

Facilitator

The sessions were facilitated by Abraham Plunkett-Latimer, Senior Planner—Heritage, City of Cambridge.

Notice

Notice of the sessions was provided via e-mail to the project e-mail contact list, including approximately 90 interested parties who had requested updates regarding the study and was posted publicly on the project website at www.cambridge.ca/GaltCoreHCD on April 10th, 2021. This Notice is provided as **Attachment 3**.

Attendance

9 people, in addition to the facilitator, attended the meeting on April 20th, 2021, including Deanne Friess, Development Manager, City of Cambridge.

Presentation

Abraham Plunkett-Latimer opened the meeting and reviewed the meeting purpose and agenda. He provided a brief overview of the progress of the Heritage Conservation District Study to date. He then presented a summary of the area history work presented to the City for review, including major events and historical timeline for the history of Galt, and finally he presented the key themes that were identified. Presentation slides are attached as **Attachment 1**.

Attendants were invited to provide additional comments through e-mail to Abraham Plunkett-Latimer following the meeting. No comments were received by May 27th, 2021.

Discussion Summary

The following is a summary of the discussion that took place. It is divided into five categories addressing each of the main areas of discussion identified above.

General Area History Feedback

After presenting a summary of the area history, Abraham Plunkett-Latimer asked attendees if there were any omissions, anything that attendees disagreed with including, or anything that should be emphasized further. There were no comments on the general area history as presented.

Guided Area History Discussion

Abraham Plunkett-Latimer asked four targeted follow-up questions regarding the area history. These questions had been provided to the City of Cambridge by ASI on April 7th, 2021 to help refine the area history by integrating local knowledge.

a. Galt as a unique 19th century town with clearly delineated and separated land uses.

Abraham Plunkett-Latimer asked if participants agreed or disagreed with the study's preliminary findings that Galt appeared to be designed as a unique nineteenth-century town with clearly delineated land uses rather than more typical mixing of uses seen in the rest of Ontario.

Participants did not consider that this characterization of historic Galt was accurate. One participant noted that the mix of land uses in Galt does not reflect a historically planned community, but rather an evolved community. One participant noted that as the city has grown beyond its original boundaries, residences now may be located next to industrial lands as an unintended consequence.

b. Residential areas to the north and south. What are their qualities? Are they different or similar?

Abraham Plunkett-Latimer noted that there are residential areas in the north and south portion of the study area and asked if participants considered both areas to be similar or different in character. One participant noted that a number of former residences are now parking lots and noted that Main Street historically would have included mixed-use commercial and residential structures. They also identified that the residential area to the north included more greenspace than to the south. By Concession Street there is a more industrial feeling, but a number of unique buildings.

c. Industrial operations were an important employment base in the 19th century. Were there other employment sectors of note? We have heard and reviewed some sources that discuss Galt as an 'Insurance' town.

Abraham Plunkett-Latimer asked if there were any industries, such as insurance, important to Galt that had not been identified in the area history summary. Participants noted that they considered insurance to have been a key industry historically in Galt. Other key industries were textiles and shoemaking. One participant noted that shoe outlets were present at shoe factories in Galt in the 1970s. Another noted that the Ray Electric Building site was previously occupied by a shoe factory that filled the entire block.

d. What smaller communities does Galt support and serve? Historically and presently?

Abraham Plunkett-Latimer asked if there were any communities that had not been identified in the area history summary that Galt served historically or presently. Participants observed that there were a number of significant communities including Scottish, Portuguese, Italian, and Newfoundlander communities dating back to the 1950s at least.

Identified Themes Feedback

Abraham Plunkett-Latimer summarized the key themes that had been identified as part of the Galt Core Heritage Conservation District Study. He asked if there were any omissions, anything with which participants disagreed, or anything that should be emphasized further. Participants identified a number of additional key themes that had not been captured in the summary.

One participant identified that built heritage should be explicitly identified as a theme in addition to natural heritage. They noted that adding built heritage explicitly as a historical theme would give context to property inventory work accomplished as part of the heritage conservation district study.

Another participant questioned the meaning of the theme highlighting the influence of Galt's topography and the Grand River on the development of the City. They questioned whether this influence includes the natural floodplain that would exist if abutments had not been put in place to control flooding. They also considered it important to identify that Galt is located within the northern end of the Carolinian forest physiography.

Another participant identified that leisure should be explicitly identified as a key theme, specifically parks, street parades, use of the river, and cultural institutions such as the former opera hall which may have been prominent historically.

Another participant identified that tourism is an important theme given its growing prominence in Galt. They identified that they think of Galt as a destination location. This also includes the film industry.

Boundary Discussion

Participants were shown a boundary map for the study area prepared by ASI including lands located south of Park Hill Road East, west of Wellington Street, north of Concession Street, and east of the Grand River. This map included the original study boundaries overlaid with the results of previous consultations. This revised boundary included lands extending outside the original study area (**Attachment 2**).

Participants were asked if the current study area boundaries reflected their understanding of the historic Galt Core.

All participants were supportive of the study area boundary extending west of the Grand River to include Queen's Square, Central Presbyterian Church, and Trinity Church. It was noted that Queen's Square contains one of the oldest buildings in Galt and that both sides of the river were important to the heritage character of the downtown core. George Street, and Grand Avenue were mentioned as being appropriate to be included.

One participant noted that the boundary could also be extended to the south on the west side of the river to include industrial properties, such as gaslight, that are visually and historically linked to the core.

One participant suggested that the study area should be expanded to at least Dundas Street in the east in order to encompass former industrial sites, the railroad, and the Gore Block at 252 Dundas Street North.

General Participant Questions and Concerns

Participants were invited to share any questions or concerns about the heritage conservation district study more generally.

Participants shared concerns that intensification in the study area would have a negative impact on the area's cultural and natural heritage value.

One participant asked for clarification regarding a future heritage conservation district plan regarding what policies may be put in place to shape future development. Abraham Plunkett-Latimer noted that it was too early in the process to comment on specific future policies.

One participant questioned why they had not yet been consulted about other studies affecting the Galt Core area, including the Growth and Intensification Study, Height Guidelines, City-wide Zoning By-law Review, and Visualizations Study and whether there would be further consultation for the Galt Core Heritage Conservation District Study. Abraham Plunkett-Latimer noted that previous consultation had been held for the Galt Core Heritage Conservation District Project on February 8th, 2021 and that additional opportunities for feedback were planned.

One participant noted that it is important to them that the "natural amphitheatre" feeling of Galt, caused by the contrast between low-lying lands in the river valley and the surrounding high elevations, be conserved. They expressed concern that height and density would significantly change the view of downtown from the edges of the river valley. Retaining the view of the angles of rooftops and church spires was considered important and part of what makes Galt Core unique.

One participant noted that the guidelines of a future heritage conservation plan should promote an authentic experience of downtown focusing on how it is used. This includes walkability, a mix of land uses, and where the downtown is integral to everyone. They

mentioned that this experience of a vibrant downtown core is important to encourage and is similar to that described by Jane Jacobs.

Attachments

Attachment 1: Presentation Slides, Galt Core Heritage Conservation District, Area History Update, April 14, 2021

Attachment 2: Galt Core Heritage Conservation District Boundary Map for Discussion, ASI Heritage, April 7, 2021.

Attachment 3: Galt Core Heritage Conservation District Area History Update Meeting Notice

Attachment 1

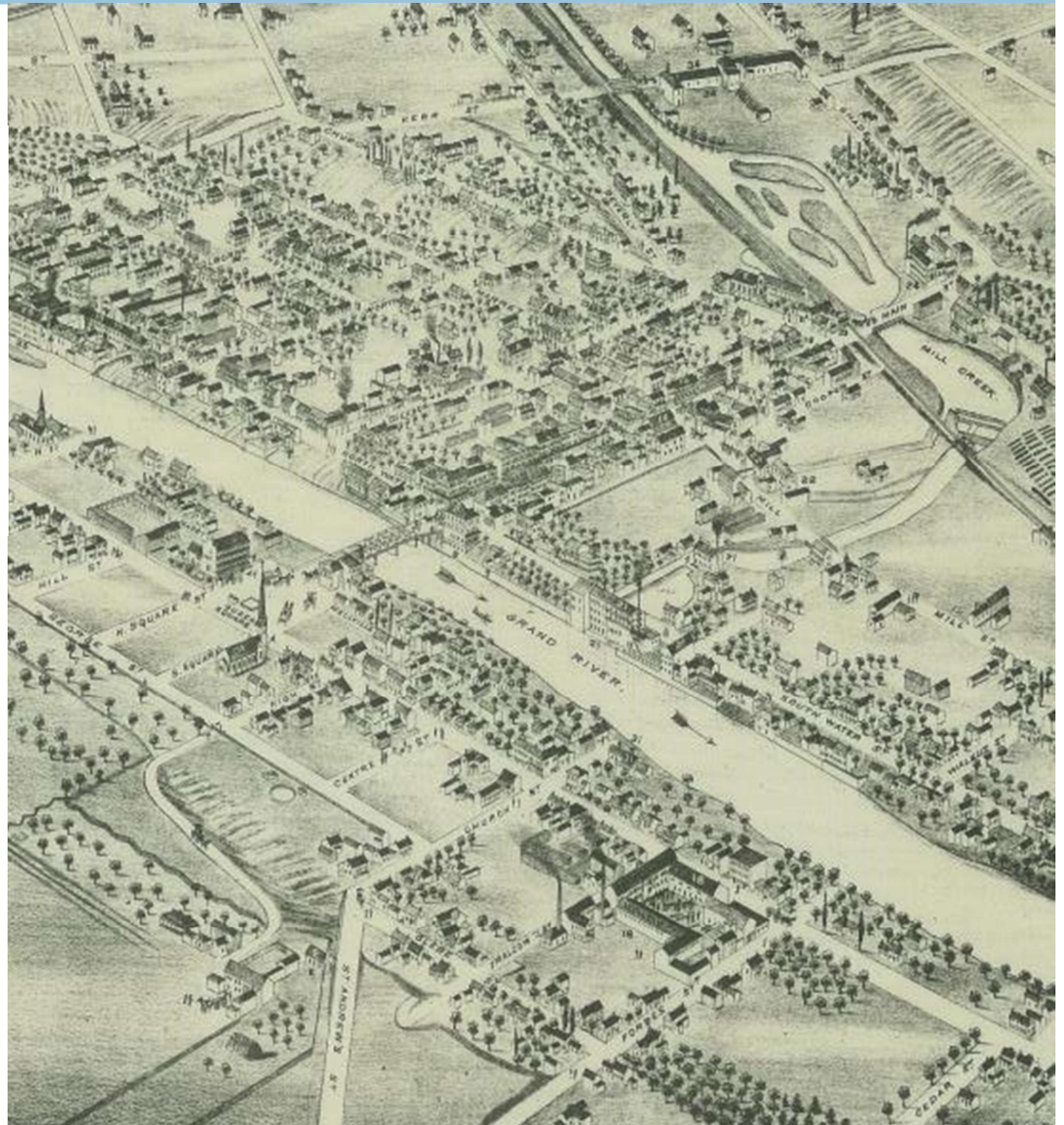


GALT CORE HERITAGE CONSERVATION DISTRICT STUDY

Area History Update | 4 April, 2021

Purpose of Session

- Update on Status of Heritage Conservation District Study;
- Request Feedback on Area History and Themes;
- Create Opportunity to Ask Questions or Provide Comments.



Agenda

Opening Remarks: 6:30-6:35

1: Project Status Update: 6:35-6:45

2: Area History Summary: 6:45-6:55

3: Identification and Discussion of Themes: 6:55-7:15

4: Open Questions and Answers: 7:15-7:30

5: Conclusion: 7:30

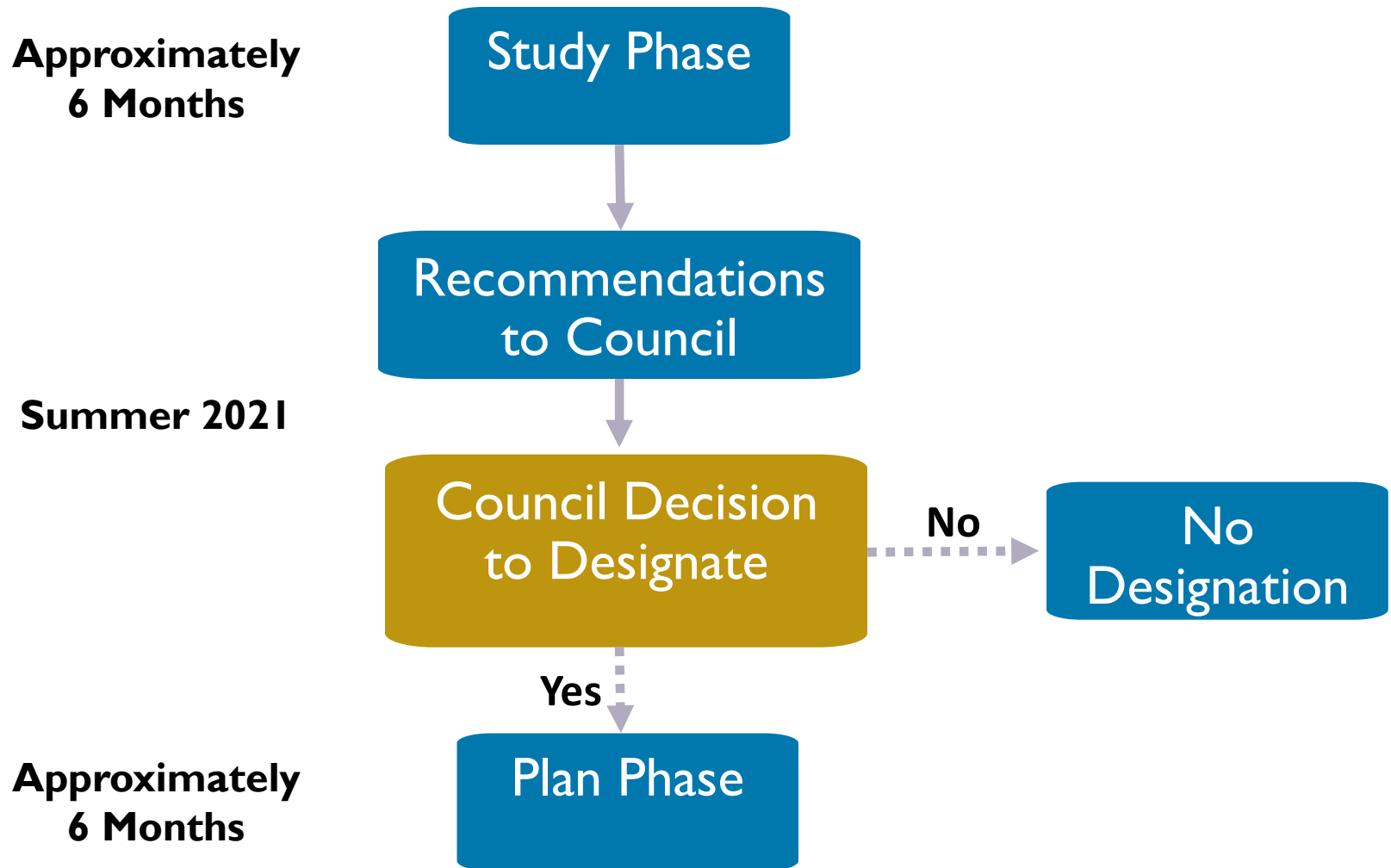
**Chair: Abraham Plunkett-Latimer, Senior
Planner—Heritage**



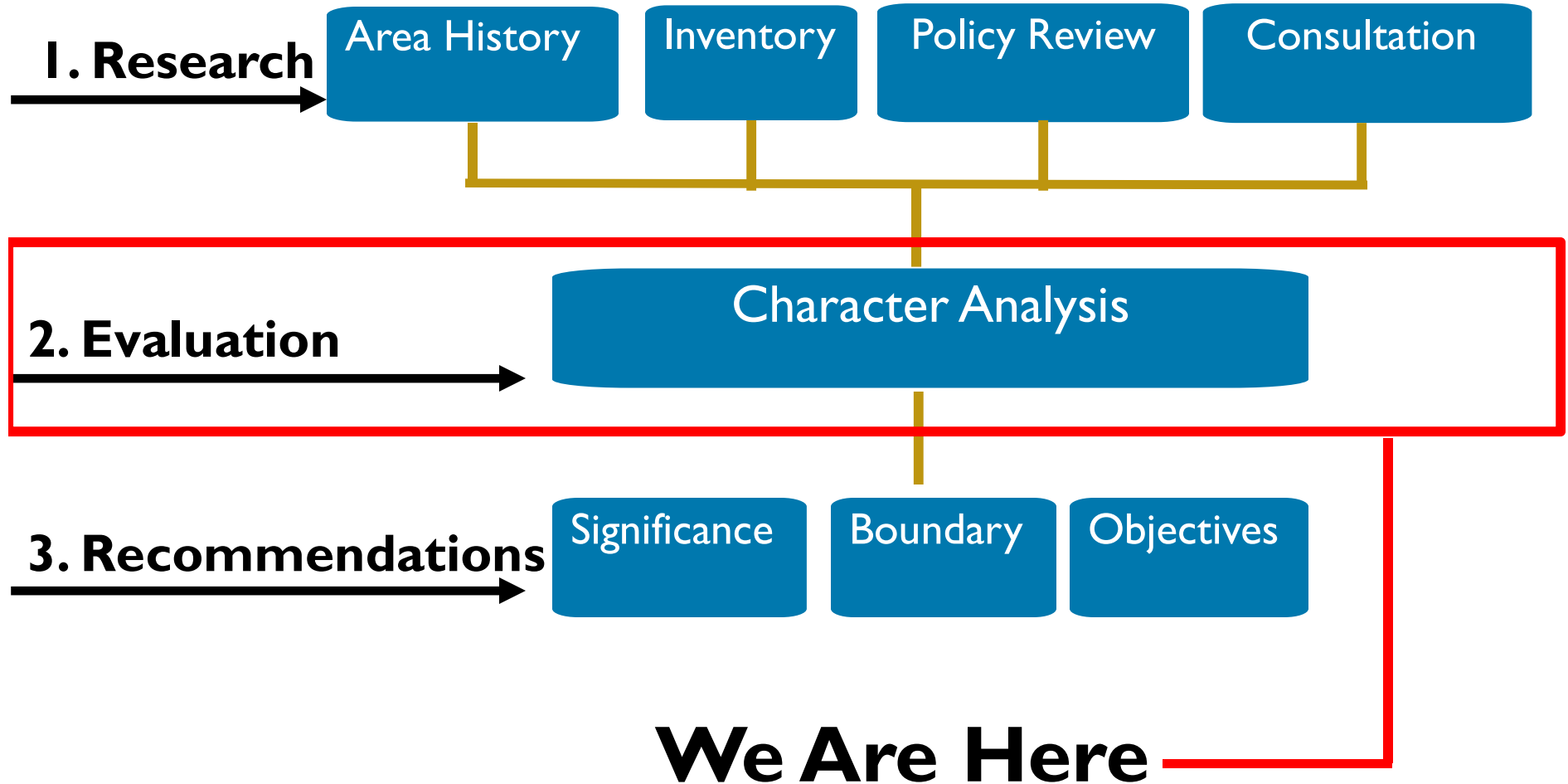
HCD Study Update



Steps to Designate an HCD

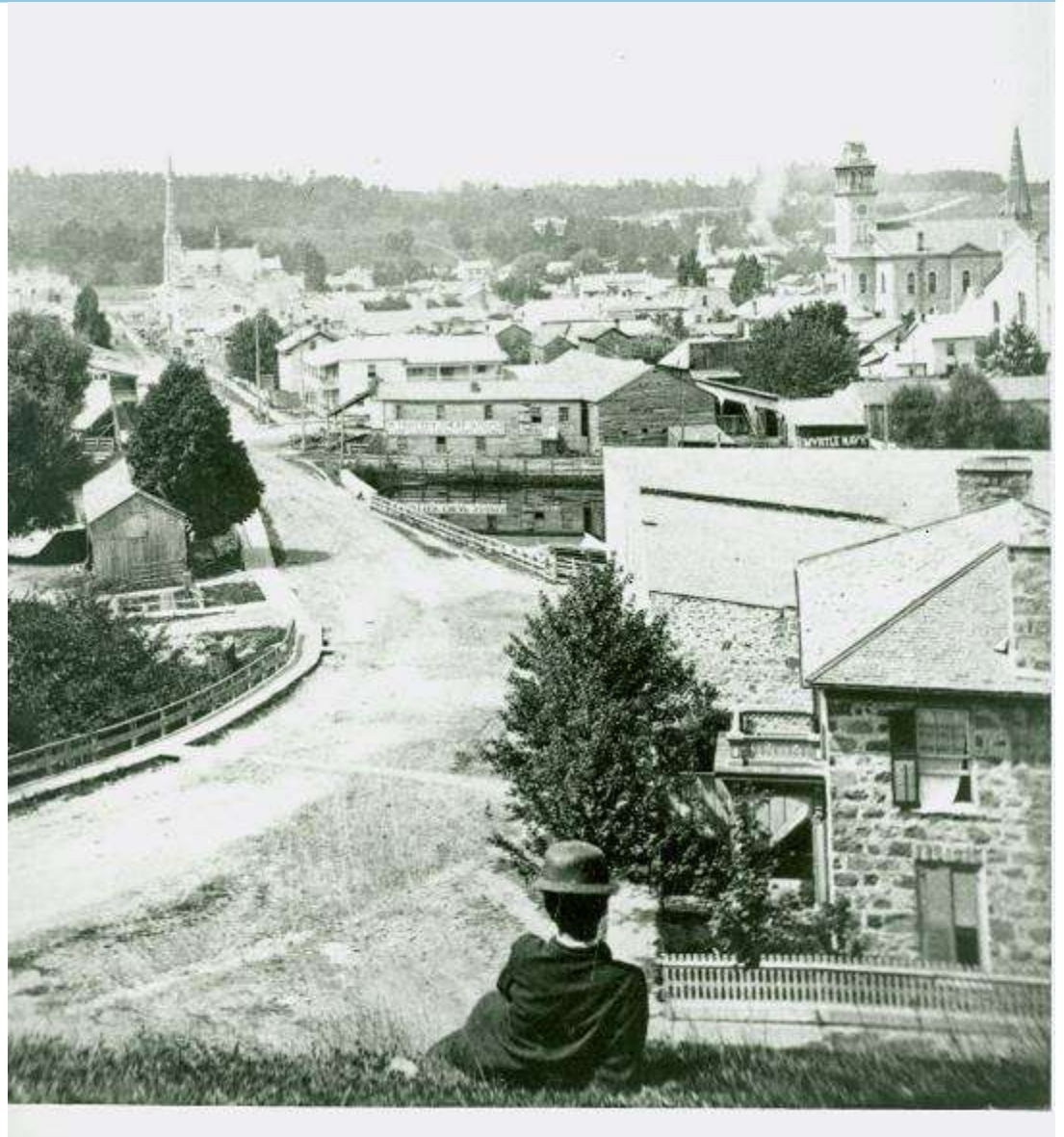


HCD Study Process



Research:Area History

- General History of the Area
- Patterns of settlement
- Important events
- Key industries
- Notable residents
- Major changes
- Themes



Sources Consulted

- Published Local Histories
- General Histories of Ontario
- Historical Descriptions of Galt
- Historical Maps



Summary of Area History



Key Periods Identified

1. The Setting
2. Paleo-Indian (11,000BCE-9,000BCE)
3. Archaic (9,000BCE-1000BCE)
4. Woodland (1000BCE-1650CE)
5. Early Contact (1620s-1784)
6. Haldimand Tract (1784-1841)
7. Early European Settlement (1810-1830s)
8. Industrialization and Community Formation (1840s-1850s)
9. The Manchester of Canada (1860s-1914)
10. War and Interwar Years (1914-1945)
11. Postwar Years (1945-1973)
12. New City of Cambridge (1973-Present)

The Setting



Early History

- Southern Ontario has been occupied by human populations since c. 11,000BCE.
- There were permanent villages and agriculture in the Grand River Valley prior.

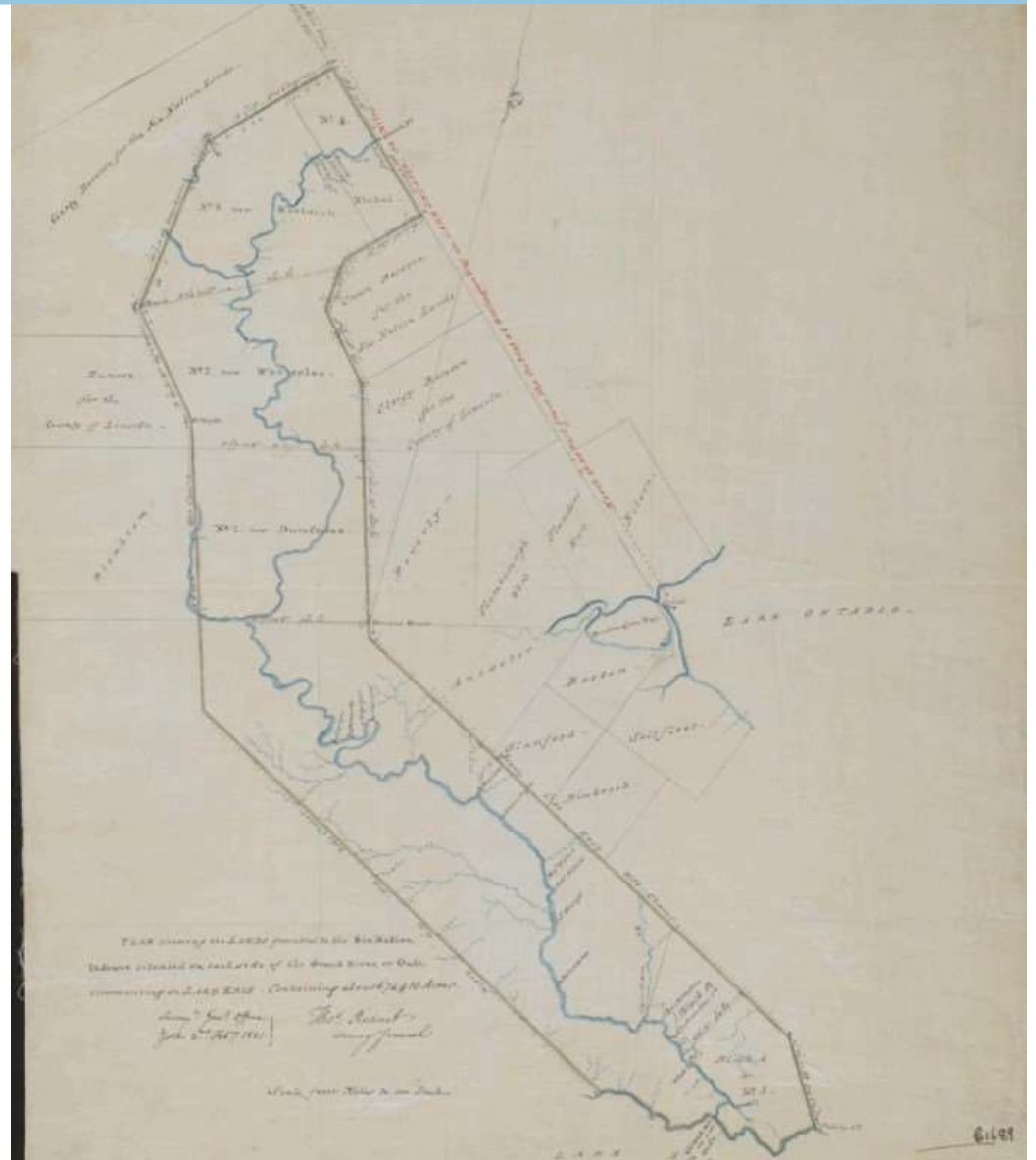
Settlement in the 1600s and 1700s



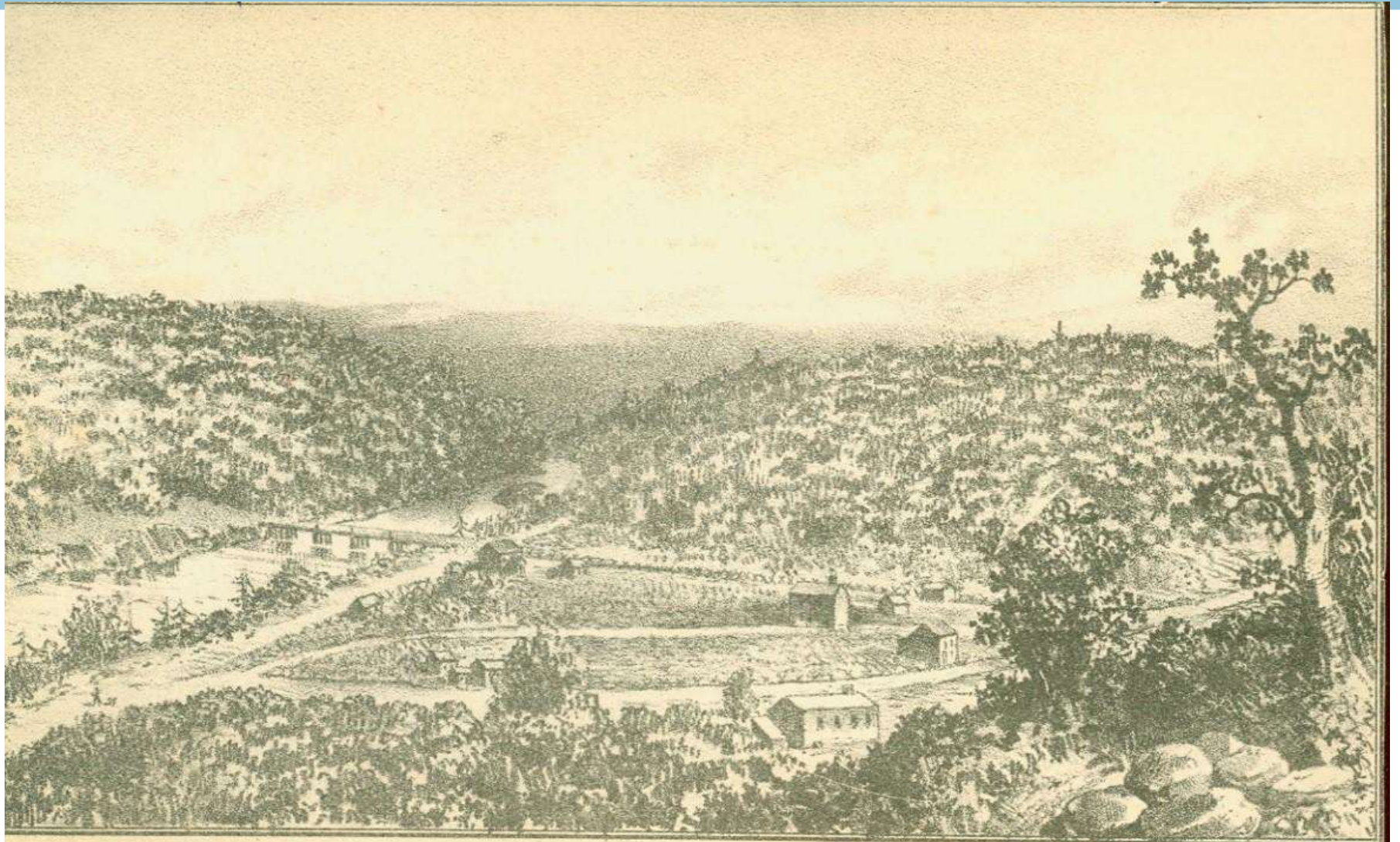
- Attawandaron (Neutral Nation)
- Mississaugas
- Haudenosaunee

Haldimand Tract

- 1784 British government purchased lands along the Grand River from the Mississaugas.
- Lands were settled and sold by Joseph Brant and Haudenosaunee loyalists.



1810s-1830s European Settlement



Rough Sketch of SHADE'S MILLS [GALT] In the year 1820.

1830s-1860s

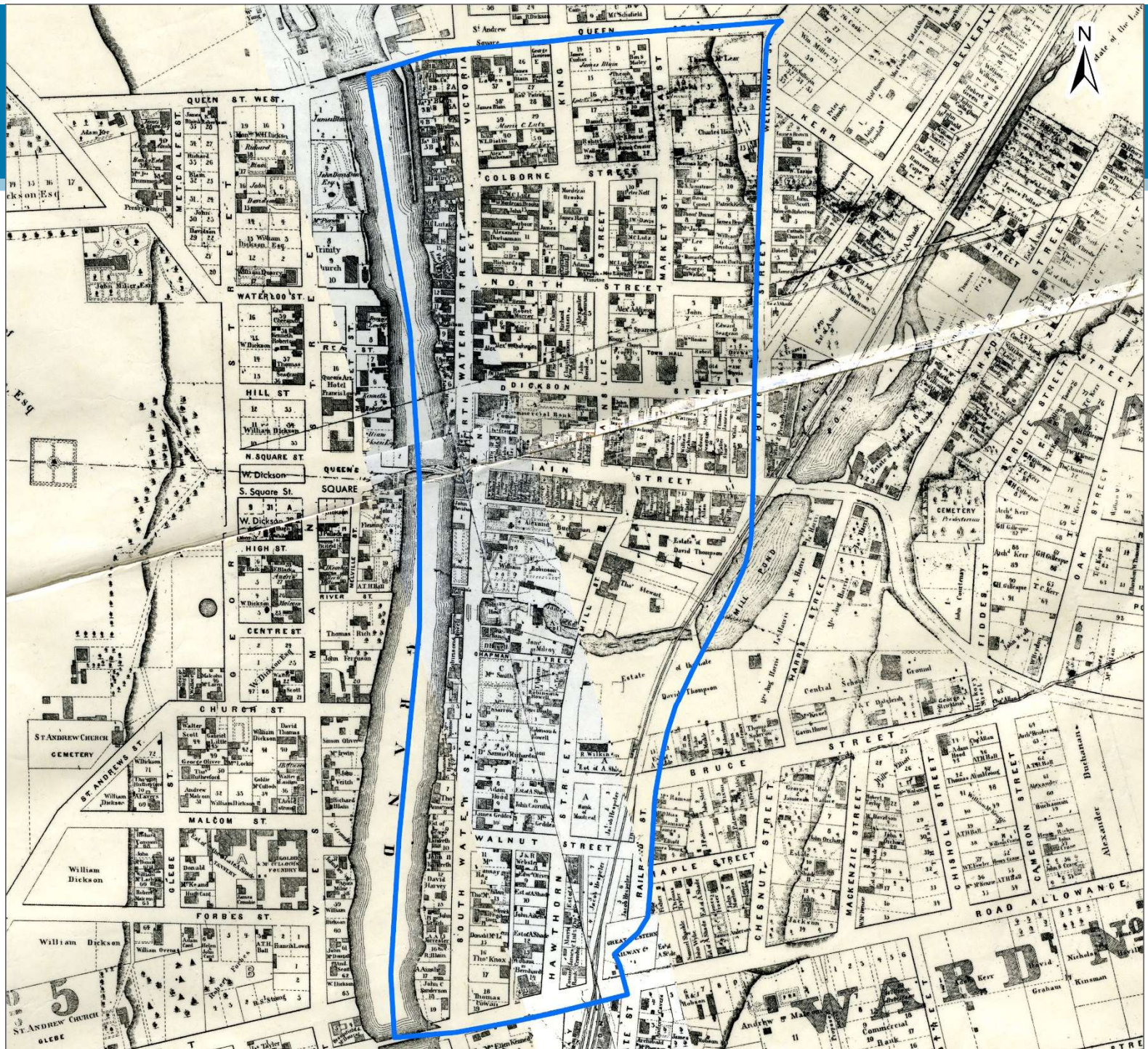


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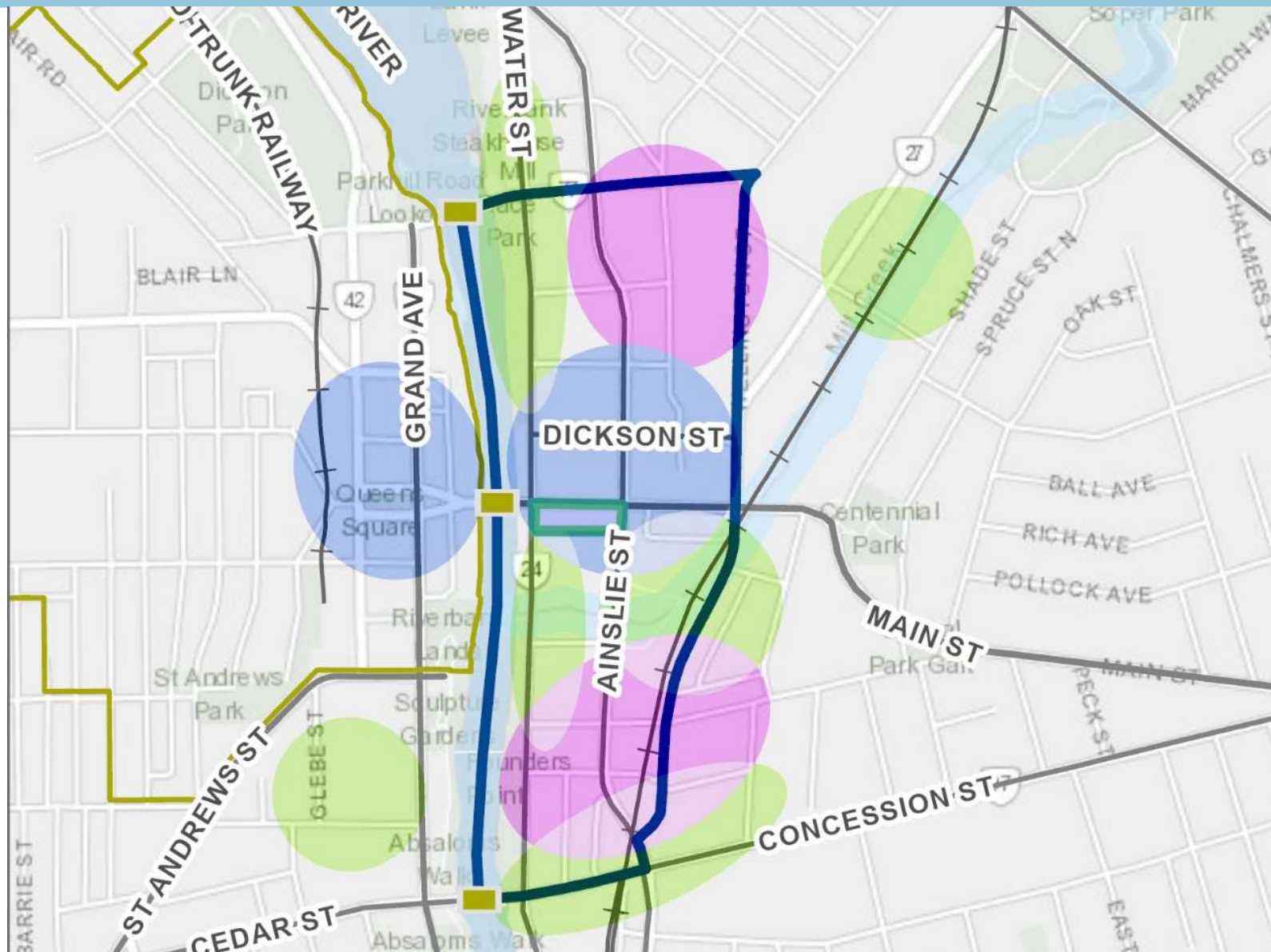


Factories along Grand River 1902





Land Uses



1914-1945



1945-1973



1973-Present



Discussion of Themes

Themes

- Natural Environment
- Settlement
- Transportation
- Growth and Urban Development
- Industry
- Community and Culture

Theme: Natural Environment

- Grand River
- Mill Creek
- Influence of topography and physiography on settlement patterns
- Influence of topography on scenic views
- Geology which includes cream to buff limestone outcrops
- Glacial deposits of granite boulders used in stone masonry; clay deposits used to make bricks

Theme: Settlement

- Indigenous presence
- Haldimand Tract
- Surveying and early settlement, lot patterns
- Scottish settlement

Theme: Transportation

- Trails and roads
- Railways
- Commuter/public transit
- Bridges across the Grand River

Theme: Growth and Urban Development

- Land division, subdivision, and consolidation
- Incorporation as a village, town, and city
- Commerce and businesses
- Residential growth
- Formal land use planning

Theme: Industry

- Waterpower:
concentration of water
powered mills
- Mills and dams
- Miscellaneous industries
and factories

Theme: Community and Culture

- Sports and recreation
- Institutional growth: libraries, post office, schools, halls, etc.
- Religion
- Social organizations
- Education

Themes

- Natural Environment
- Settlement
- Transportation
- Growth and Urban Development
- Industry
- Community and Culture

Additional Questions for Discussion

Galt as a unique 19th century town with clearly delineated and separated land uses.

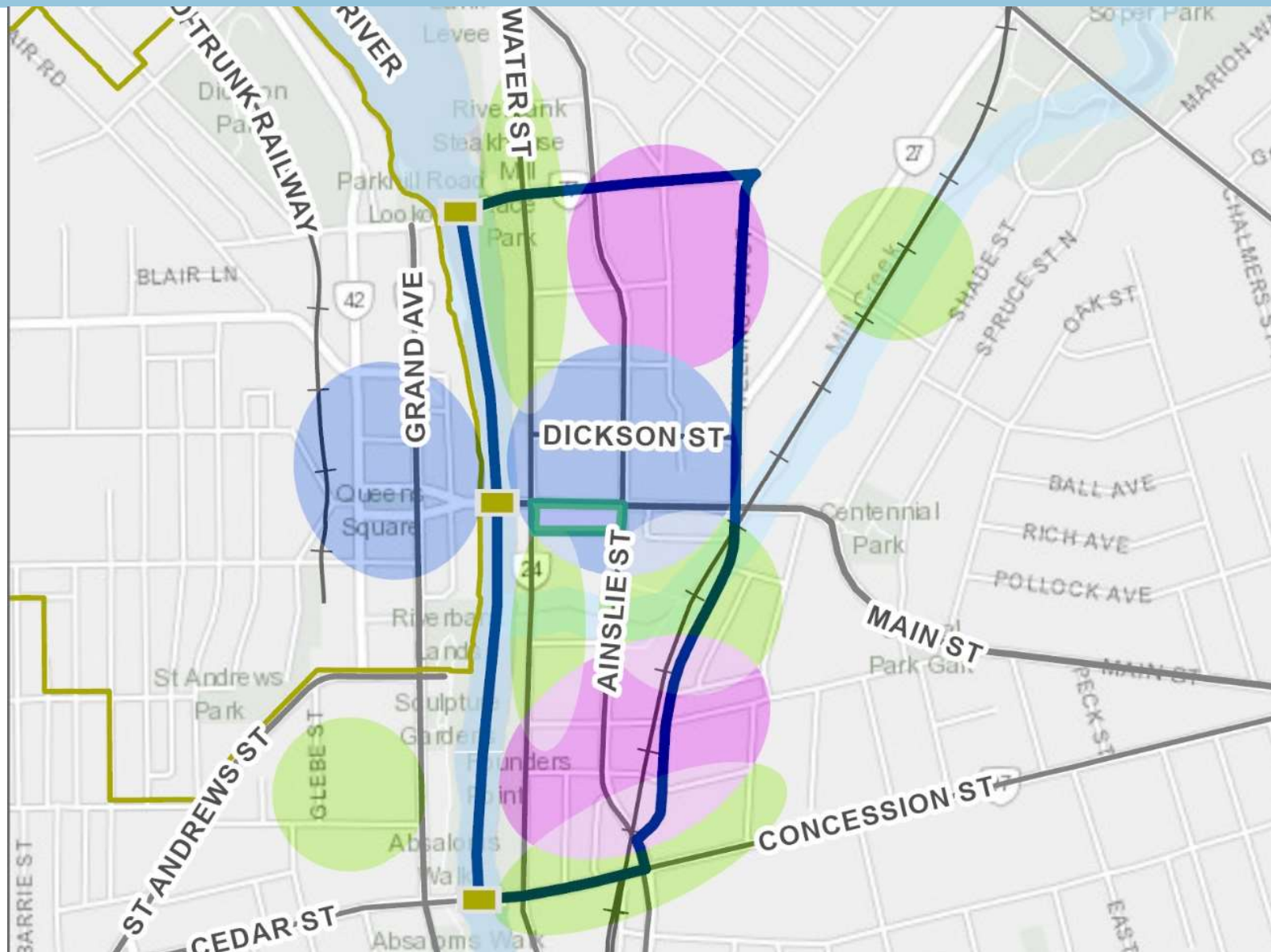
Residential areas to the north and south. What are their qualities? Are they different or similar?

Industrial operations were an important employment base in the 19th century. Were there other employment sectors of note? We have heard and reviewed some sources that discuss Galt as an 'Insurance' town.

What smaller communities does Galt support and serve? Historically and presently?

Reactions to how people are defining boundaries around Galt's historical core

Land Uses



- 22 boundaries laid out
- The darker the colour, the more people suggested that area's inclusion within a prospective boundary
- Concentrated areas of boundary alignment correspond to topographic patterns associated with the Grand River



CONTACT INFORMATION

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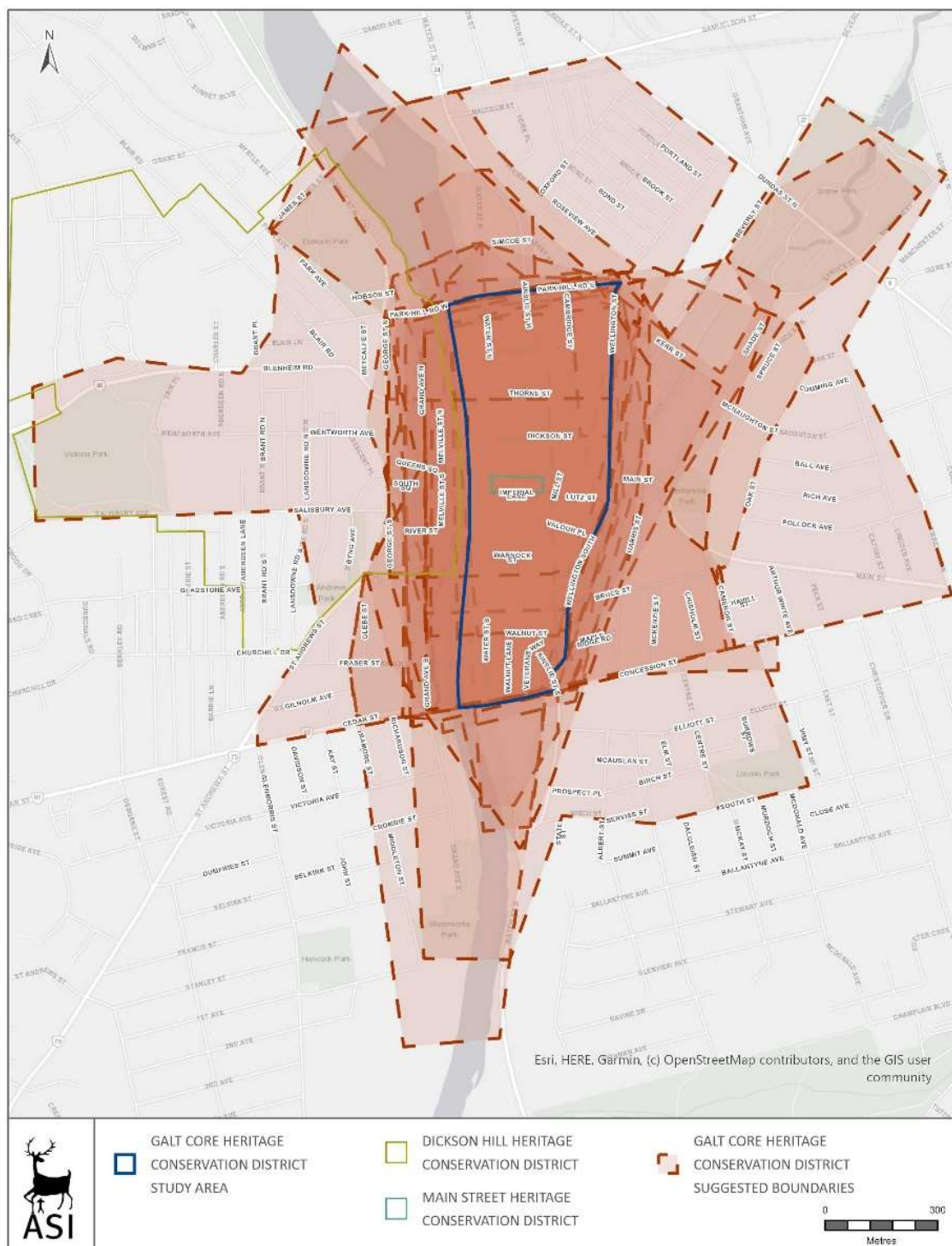


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Attachment 2



Appendix 3

Galt Core Heritage Conservation District Study Informal Project Information Session 1

DATE: April 14, 2021

TIME: 6:30 p.m. to 7:30 p.m. and

April 20, 2021

TIME: 6:30 p.m. to 7:30 p.m.

PLACE: Webex Virtual Meeting

REGISTRATION:

[Click Here to Register for April 14th](#)

[Click Here to Register for April 20th](#)

Attendees are asked to register at the above links or at www.cambridge.ca/GaltCoreHCD in order to receive a Webex Meeting invitation. This session is open to all members of the public.

To accommodate busy schedules, we are offering two, one-hour sessions scheduled at the above times with identical content.

The City of Cambridge has initiated a Heritage Conservation District (HCD) Study for part of the Galt Core Area. The purpose of the HCD Study is to document and evaluate the character of the study area to determine if it should be designated as a Heritage Conservation District. More information about this project is available at www.cambridge.ca/GaltCoreHCD.

City staff are holding informal project information sessions on the above dates and times with a focus on the area history component of the HCD Study. The purpose of these sessions is to:

- Update the community on the status of the Heritage Conservation District Study;
- Present draft research on the study area's history and identified key historical themes completed to date;
- Create an opportunity for members of the public to comment on the findings of this research;
- Create an opportunity for members of the public to ask questions about the project.

The sessions will involve a brief presentation on the area history research findings by City Staff followed by a period for questions and comments. This discussion will help the City

understand if the research completed to date reflects the community's understanding of their history. These sessions will be recorded and made available on the project webpage at www.cambridge.ca/GaltCoreHCD.

Notice of this session has been e-mailed to all members of the public who have requested to be updated regarding the Heritage Conservation District Study and is posted online on the project webpage linked above.

If you require information in an accessible format or accommodation to access municipal services, please contact accessibility@cambridge.ca

For assistance with registration, how to participate in a virtual meeting, or to submit questions or comments, please contact Abraham Plunkett-Latimer, Senior Planner, Heritage.

Ward No.: 5

Contact Person: Abraham Plunkett-Latimer, Senior Planner - Heritage

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E-mail: plunkettlata@cambridge.ca

TTY: (519) 623-6691

Appendix D: Historical Summary

Key People

Early Settlement Period – from Shade’s Mills to Galt (1810s-1830s)

- William Dickson (1769-1862) – Niagara based lawyer who purchased what would become Dumfries Township in 1816 and was one of the founders of Shade’s Mills/Galt
- Absalom Shade (1793-1862) – One of the founders of Shade’s Mills/Galt and a prominent property owner, mill owner, merchant, postmaster, and politician in its early days
- John Galt (1779-1839) – Famous Scottish writer who became superintendent of the Canada Company and the man for whom the town is named

Industrialization and Community Formation (1840s-1850s)

- Adam Ainslie (1806-1896) – Important lawyer and politician in Galt and Waterloo Township
- James Ainslie (1821-1873) – Co-founder of the Galt Reporter and later founder of the Dumfries Reformer
- Andrew Elliott (1809-1890) – Prominent landowner, distillery owner, and the first reeve of the incorporated Village of Galt
- Morris Lutz (1806-1876) – Business entrepreneur who established a foundry and farm implement factory, first president of the Galt Mechanics’ Institute, and the first mayor of the Town of Galt

The “Manchester of Canada”: Economic, Industrial and Social Development (1860s-1914)

- James Young (1835-1913) – Owner of the Dumfries Reformer, a town councillor, a federal and provincial parliamentarian, and a community leader
- Adam Warnock (1828-1902) – Merchant, factory owner, Vice President of the Gore Mutual Insurance Company, and founder and president of the Galt Knitting Company
- Charles Turnbull (1858-1924) – Owner of the C. Turnbull Company Limited which made woolen goods
- Fred W. Mellish (1860-1928) – Notable local architect who designed the Gore Mutual Insurance Co. headquarters, the Scott Opera House, the Galt General Hospital, Carnegie Library, Farmers’ Market building, the Hotel Iroquois, and the Cambridge Fire Hall Museum and Education Centre (former Galt Fire Hall) amongst others
- Adam Ker (1809-1879) – Important business leader, the first Town Clerk, and Mayor of Galt from 1868-74
- Elizabeth Gibson – Superintendent of Galt’s first hospital

War and Inter-War Years (1914-1945)

- Archie Crealock – Designed all three bridges that cross Grand River in study area



- Frederick Hobson, Samuel Honey, and George Fraser Kerr – Victoria Cross winners during the First World War
- Margaret Secord – First female councillor elected to City government in 1922

Postwar Developments (1945-1973)

- George A. Dobbie – Owner of Dobbie Industries Ltd., a major textile operation

The New City of Cambridge (1973-Present)

- Claudette Millar – First mayor of the City of Cambridge in 1973-74 and again from 1979-88
- Ralph Walker – Founder and president of the Huntington Society of Canada from 1973-98
- Ron Shaver – Professional figure skater and winner of the Canadian Men's Figure Skating Championship in 1977
- Jane Brewer – Mayor of Cambridge from 1988 to 2000
- Max Saltsman – New Democratic Party Member of Parliament in the area from 1964-79
- Jack Etherton – Known as Mr. Theatre for his long-time service for the Galt Little Theatre

Key Dates

- 1816 – William Dickson purchases more than 90,000 acres that later formed the boundary of Dumfries Township
- 1816 – Dickson and his agent Absalom Shade select where Mill Creek meets the Grand River for the settlement of what is first called Shade's Mills
- 1819 – Shade completes construction of a new grist mill and sawmill
- 1819 – First bridge over the Grand River is built at what is now Main Street
- 1824 – Shade's "Red" store begins operations
- 1825 – First post office opens and community's name changes to Galt
- 1832 – Shade's "White" store begins operations
- 1834-35 – Cholera outbreak in Galt
- 1835 – St. Andrew's Presbyterian Church is completed
- 1837 – Galt Dam and Mill Race Canal are built
- 1837 – Galt-Dundas Road is macadamized
- 1838 – Township Hall is built
- 1840 – A second bridge crossing the Grand River is built at Queen Street (Park Hill Road)
- 1842 – The first foundry, Duncan Fisher's Galt Foundry and Machine Works, opens on Water Street North
- 1842 – Dickson Mills is established under Adam Ker's management
- 1844 – Dumfries Courier newspaper is established by Ben Hearle
- 1844 – Dumfries Foundry is founded by James Andrews and James Crombie
- 1846 – Galt Reporter newspaper is established by Peter Jaffray and James Ainslie
- 1846 – Knox's Presbyterian Church is completed



- 1847 – Dumfries Foundry moves to Grand Avenue on the west side of the Grand River
- 1850 – Dumfries Reformer newspaper is established by James Ainslie
- 1850 – Galt is incorporated as a village
- 1851 – Major fire destroys many businesses in the commercial district
- 1852 – Dumfries Township splits into North and South, with North Dumfries included as part of the new Waterloo County and South Dumfries joining the new Brant County
- 1852 – Galt Grammar School opens and is the forerunner to Galt Collegiate Institute
- 1853 – Mechanics Institute is established and merges with the Subscription and Circulating Library
- 1854 – Both the Main Street Bridge and Queen Street Bridge destroyed by flooding
- 1855 – A branch line of the Great Western Railway is the first railway to pass through Galt; the Galt and Guelph Railway extends the line to Preston (1856) and Guelph (1857)
- 1856 – Fire destroys many buildings along Main Street
- 1857 – Galt is incorporated as a town
- 1857 – First bridge crossing at Concession Street is erected
- 1858 – New stone Town Hall and Farmers’ Market building is erected, designed by architect H.B. Sinclair
- 1859 – John Goldie and Hugh McCulloch purchase the Dumfries Foundry
- 1859 – Robert Turnbull founds the Turnbull Knitting Company
- 1862 – Fire causes major damage to Granite Block on Main Street
- 1865 – Grand Trunk Railway absorbs the Galt and Guelph Railway
- 1871 – Craigie Lea property belonging to Andrew Elliott shifts into building lots
- 1873 – Grand Trunk Railway officially opened, becoming Galt’s second railway
- 1876 – Cant, Gourlay & Co. (Galt Machine Works) opens after four years of construction; becomes MacGregor, Gourlay Ltd. in 1880
- 1878 – Empress of India paddle-wheel steamboat crash results in eight deaths
- 1879 – Credit Valley Railway established through the north end of town, with the largest iron bridge ever built in Canada to that point
- 1881 – Galt Knitting Co. is founded by Adam Warnock, and renamed Tiger Brand in 1954
- 1882 – Peter Hay Knife Co. (Galt Machine Knife Works) is established
- 1883 – Credit Valley Railway becomes part of the Canadian Pacific Railway network
- 1884 – Women vote in municipal elections for the first time
- 1885 – Post Office opens at 12 Water Street South and was designed by prominent government architect Thomas Fuller
- 1890 – Galt General Hospital opens and is the first hospital in Waterloo County
- 1894 – Galt and Preston Street Railway is established, operating an interurban electric railway; the line was extended to Hespeler in 1896 and the name changed to the Galt, Preston, and Hespeler Street Railway Company
- 1896 – Galt Reporter publishes a daily for the first time
- 1904 – Galt Football (Soccer) Club wins the gold medal at 1904 Olympics in St. Louis and the Galt Baseball Club wins the Canadian Baseball League Championship



- 1905 – Construction of the Carnegie Library
- 1907 – First Old Boys reunion is held to celebrate 50 years of Galt's town status
- 1913 – Timber dam on the Grand River is replaced by concrete
- 1914-18 – First World War takes place
- 1916 – The Imperial Hotel is destroyed by fire
- 1917 – Bell Telephone building on Ainslie Street is built
- 1919 – Merchants Bank (later the Bank of Montreal) built at Main and Water Streets
- 1919 – Galt women vote in provincial elections for the first time
- 1923 – Merger of Goldie & McCulloch Company with Babcock & Wilcox
- 1929 – Major flooding causes significant damage
- 1930 – Galt War Memorial erected on the site of the former Scott's Opera House
- 1930-39 – The Great Depression
- 1931 – The Main Street bowstring arch bridge opens
- 1936 – New Post Office building at corner of Dickson and Water St. North constructed
- 1939-45 – Second World War takes place
- 1943 – The first synagogue, the B'Nai Israel Congregation Synagogue, opens
- 1944 – Goldie Milling Co. mill bought by Phenix family who form Phenix Milling Co. Ltd.
- 1954 – Three separate floods cause major damage in the downtown core
- 1954 – The Galt Knitting Company is reorganized as Tiger Brand
- 1955 – The electric rail system ends passenger services
- 1956 – Two C.P.R. trains collide leading to the collapse of a bridge over Water Street North
- 1957 – The old Cowan & Co. factory on Water Street North is demolished
- 1960 – Highway 401 opens
- 1967 – Multiscreen Corporation Ltd founded in Galt (forerunner to IMAX Corp)
- 1970 – Stewart Fyfe's report was released and recommended that the City of Galt be combined with the towns of Preston and Hespeler within the new Regional Municipality of Waterloo
- 1971 – Former head office of Gore Mutual Insurance Co. at Main and Ainslie is demolished and in its place is a new branch of Bank of Nova Scotia
- 1972 – Dobbie Industries Ltd. goes into receivership
- 1973 – Galt, Hespeler, Preston, Blair, and parts of the Townships of North Dumfries and Waterloo amalgamate to form the City of Cambridge, now in the Regional Municipality of Waterloo
- 1973 – First mall opens on Hespeler Road
- 1974 – Major flooding spurs redevelopment efforts
- 1974 – Dundas Street overpass is completed allowing traffic to pass over the railway corridor
- 1975 – Iroquois Hotel is destroyed by fire
- 1976 – Formation of the Local Architectural Conservation Advisory Committee (LACAC)
- 1977 – Mill Race Park opens
- 1978 – New Concession Street Bridge opens
- 1978 – Capitol Theatre on Water Street South closes after 48 years and is demolished in 1995
- 1980 – National headquarters for the Kinsmen Clubs opens
- 1982 – Closure of the Canada Machinery Corporation, formerly Cant, Gourlay and Co.



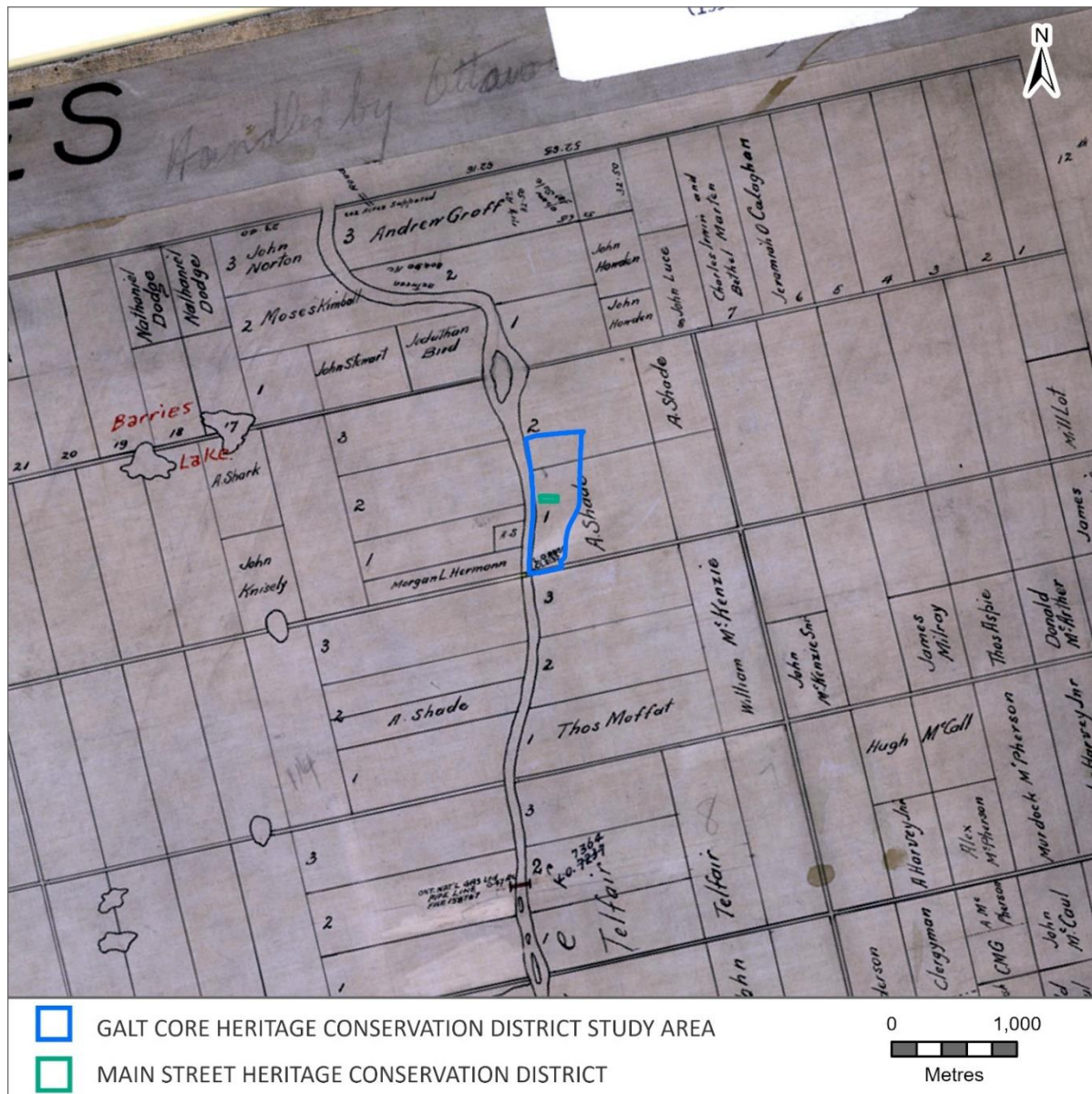
- 1984 – Demolition of the Albion Hotel at Park Hill Road and Water Street
- 1985 – First Heritage Conservation District designation in Cambridge for the south side of Main Street between Water and Ainslie Streets
- 1988 – Toyota opens an auto manufacturing plant
- 1990 – City of Cambridge renovates former Hydro Electric Commission offices to a seniors' centre, called the David Durward Centre
- 1991 – Closure of the Woolco department store on Main Street
- 1993 – Cambridge Transit terminal opens on Ainslie Street South, formerly the site of the Newlands textile plant
- 2001 – The Cambridge Centre for the Arts opens
- 2002 – New Park Hill Road Bridge opens, replacing 1934 structure
- 2008 – New Cambridge City Hall opens

Review of Historical Mapping

A review of available nineteenth- and twentieth-century mapping, as well as aerial photography, illustrates the development of Galt over time. In addition, some of the individual maps provide useful information, such as: the name of early property owners (Map 1); the location of historical features of interest (Map 2 - Map 4 and Map 9); architectural and construction details of individual structures (Map 5 and Map 7); and key layout and design features of the area, especially as they relate to topography and/or natural features (Map 6, Map 8, and Map 10). It should be noted that while historical maps provide invaluable information, they did not exhaustively identify all structures and/of features that would be extant at their respective times of publication.

Please note that street names and some street alignments have changed over time within the study area. This Technical Memo uses the modern-day street name except when it has been deemed necessary for the discussion and/or analysis of the map. The study area includes the following modern-day street names followed by their previous iteration:

- Park Hill Road East, formerly Queen Street
- Ainslie Street North, formerly King Street
- Thorne Street, formerly North Street
- Lutz Street, formerly Cooper Street
- Warnock Street, formerly Chapman Street
- Ainslie Street South, formerly Hawthorne Street/Mill Street
- Cambridge Street, formerly Market Street/Head Street
- Wellington Street, formerly Church Street



Map 1: Dumfries Township, 1822 (Archives of Ontario)

1930 Reproduction of the Map of Dumfries Township, 1822

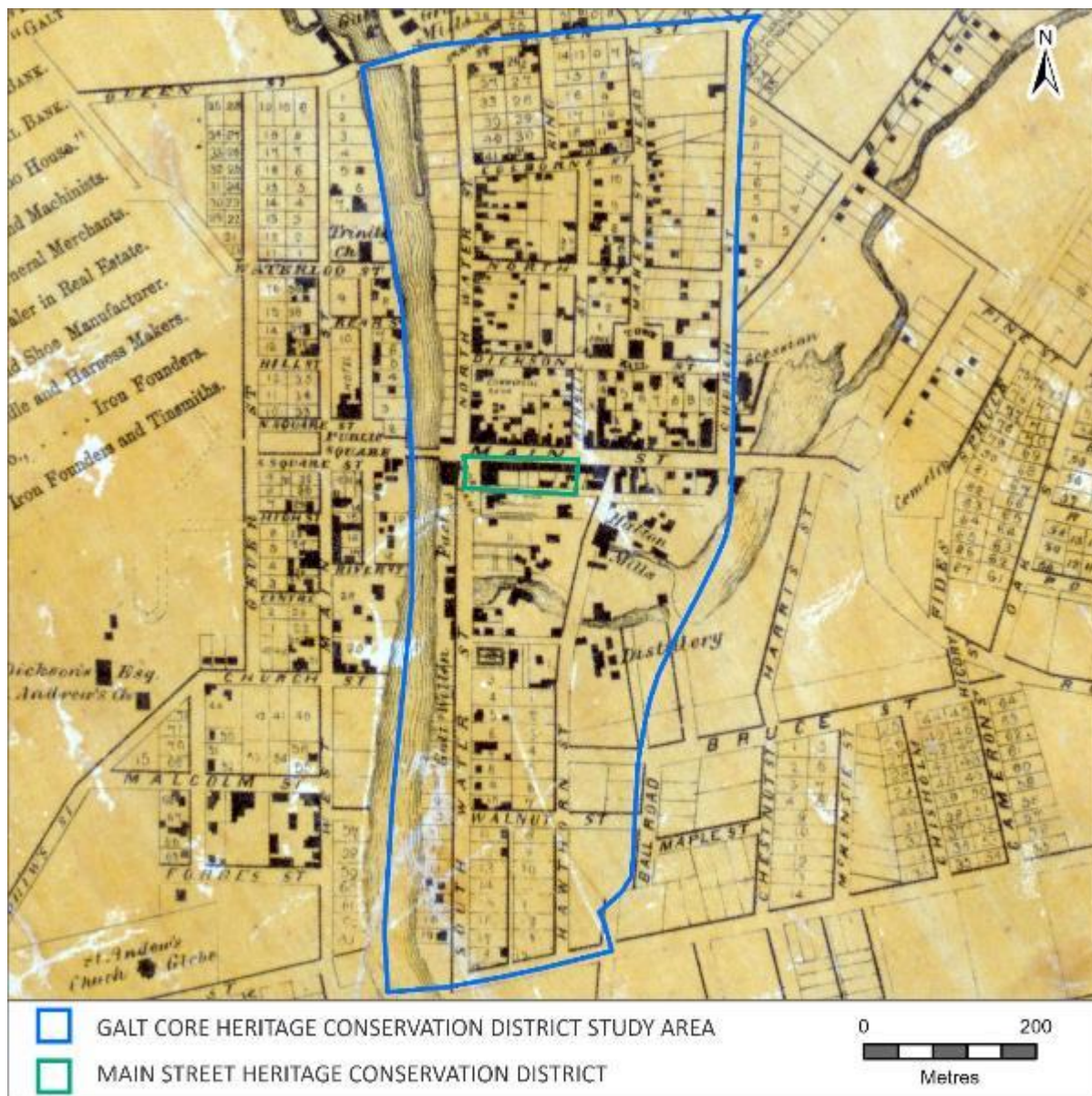
This map shows that lots and concessions have been delineated throughout the newly established township. Lots were generally laid out along a north-south axis and used the road network as an organizing principle. However, lots adjacent to the Grand River were laid out along an east-west axis. Only some of the lots have been allotted to individuals and most of the land appears undeveloped and unoccupied. Absalom Shade is the most prominent property owner in the vicinity of the study area. The Grand River is clearly identifiable, but Mill Creek is not shown. The emergent community of Shade's Mills, which later became Galt, is also not featured. Two words at the bottom of the study area are indecipherable but may refer to a bridge crossing the Grand River or may be an annotation from a later period.



Map 2: Galt, 1851 (City of Cambridge Archives)

Topographical Map of Galt, 1851

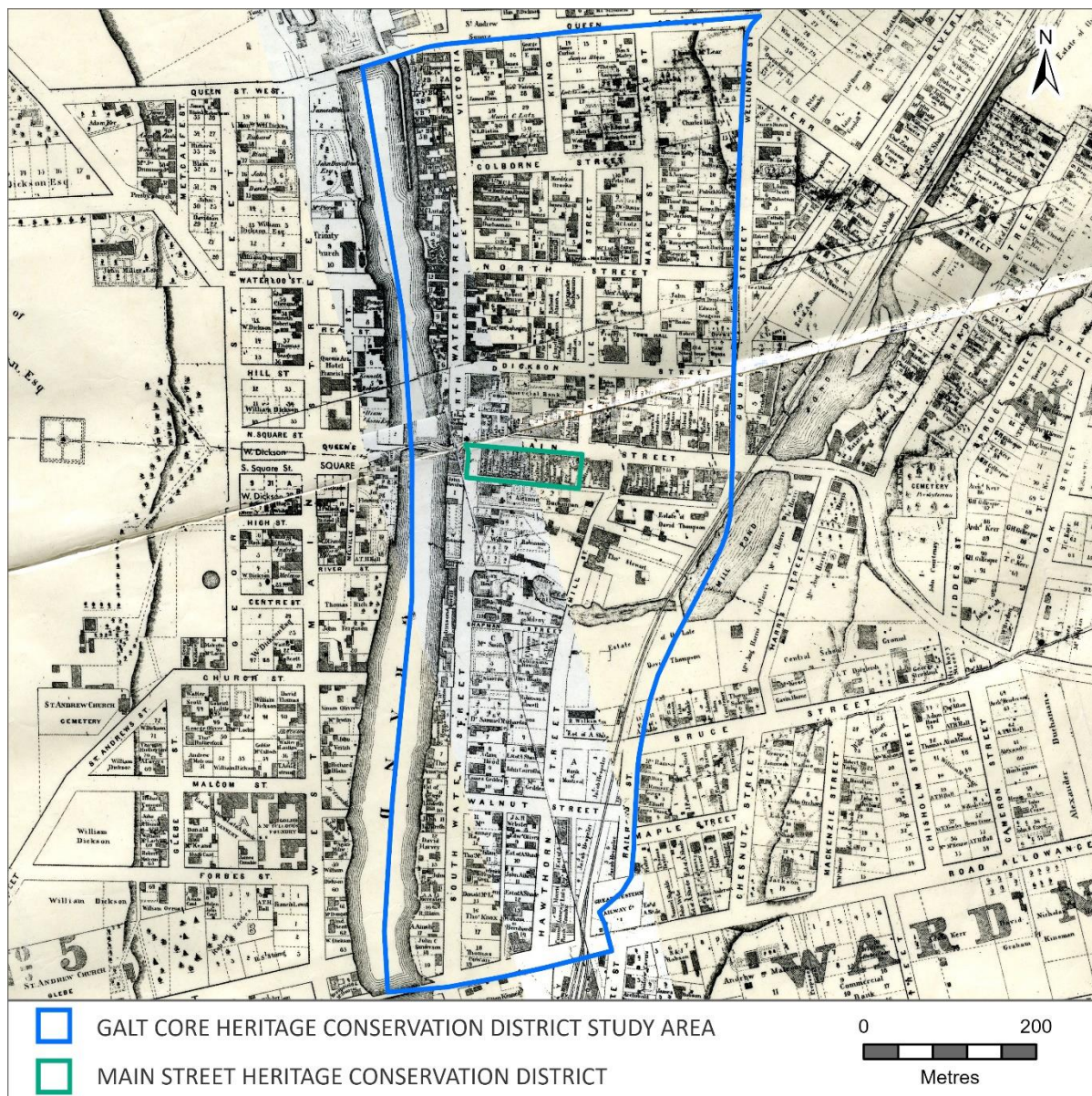
This 1851 map of Galt illustrates significant community development. A road network has formed along both sides of the Grand River with long north-south running streets (present Water Street and Ainslie Street), a commercial strip has developed along Main Street running east-west, and industrial activity has begun, particularly along Water Street North and south of Main Street. In both areas industrial activity is taking advantage of lots adjacent to the Grand River and Mill Creek. Almost every built structure on the east side of the Grand River in Galt was within the study area boundary. The Mill Creek – which included ponds – is a prominent feature on the map. Important sites include the Town Hall on Dickson Street as well as churches and cemeteries.



Map 3: Galt, 1861 (Tremaine 1861)

Tremaine's Map of Waterloo County, Galt Inset, 1861

This map illustrates Galt's significant urbanization. Many roads have been laid out on both sides of the Grand River, though few structures have been erected east of the study area. Main Street is the most prominent thoroughfare, with commercial enterprises found especially between Water and Ainslie Streets. The Town Hall is a prominent landmark on Dickson Street. The area around Mill Creek shows industrial activity, including a distillery and the Halton Mills. Except for Goldie's Mill just north of the study area, the industrial zone along Water Street North is not shown, though several operations existed by this time and are visible in the 1851 map above. There are only two bridges crossing the Grand River, at Main Street and at Park Hill Road. It should be noted that the Great Western Railway is not illustrated on this inset map but does appear on the larger Tremaine Map, located along the eastern border of the study area south of Main Street and parallel with Mill Creek north of Main Street.



Map 4: Map of the Town of Galt, 1867 (City of Cambridge Archives)

Map of the Town of Galt, 1867

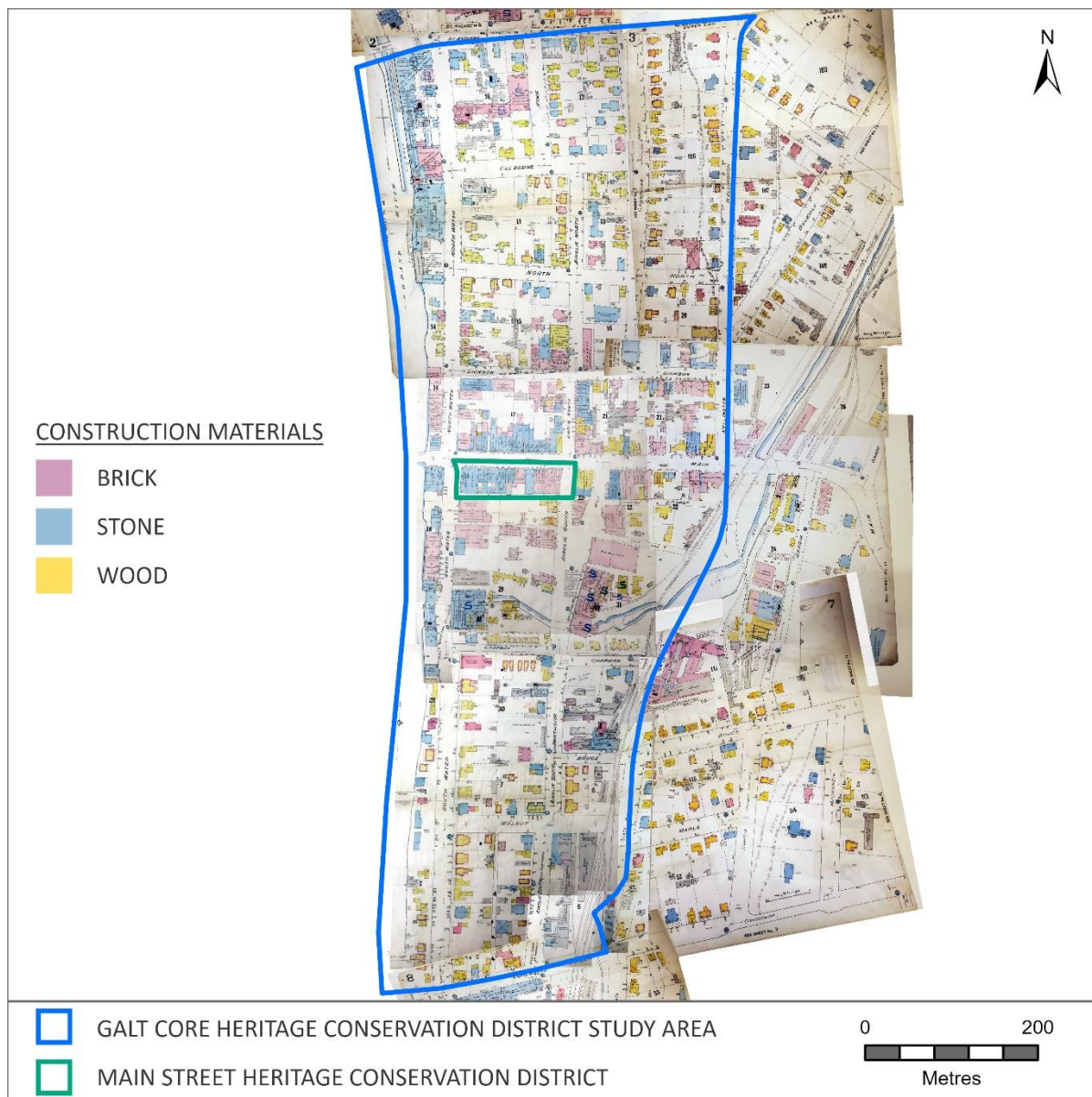
This map shows the rapid advancement and intensification of Galt's built form. There are significantly more buildings and other infrastructural developments than what is visible on the 1861 map above. Among the most prominent developments are the foundries and factories found along Water Street North adjacent to the Grand River. The street layout remains largely the same as in 1861, although more roads have been laid out, especially to the east of the study area. The interplay between the two sides of the river is indicated by the addition of a third bridge located at the southwest corner of the study area and the growing number of commercial, residential, and industrial buildings on the west side of the Grand River. Main Street continues to be the dominant commercial area, though Ainslie, Dickson, North, and Water Street North and South are increasingly filled in. The Galt branch of the Great Western Railway is now shown running parallel with the eastern edge of the study area south of Main Street.



Map 5: Bird's Eye View of Galt, 1875 (City of Cambridge Archives)

Bird's Eye View of Galt, 1875

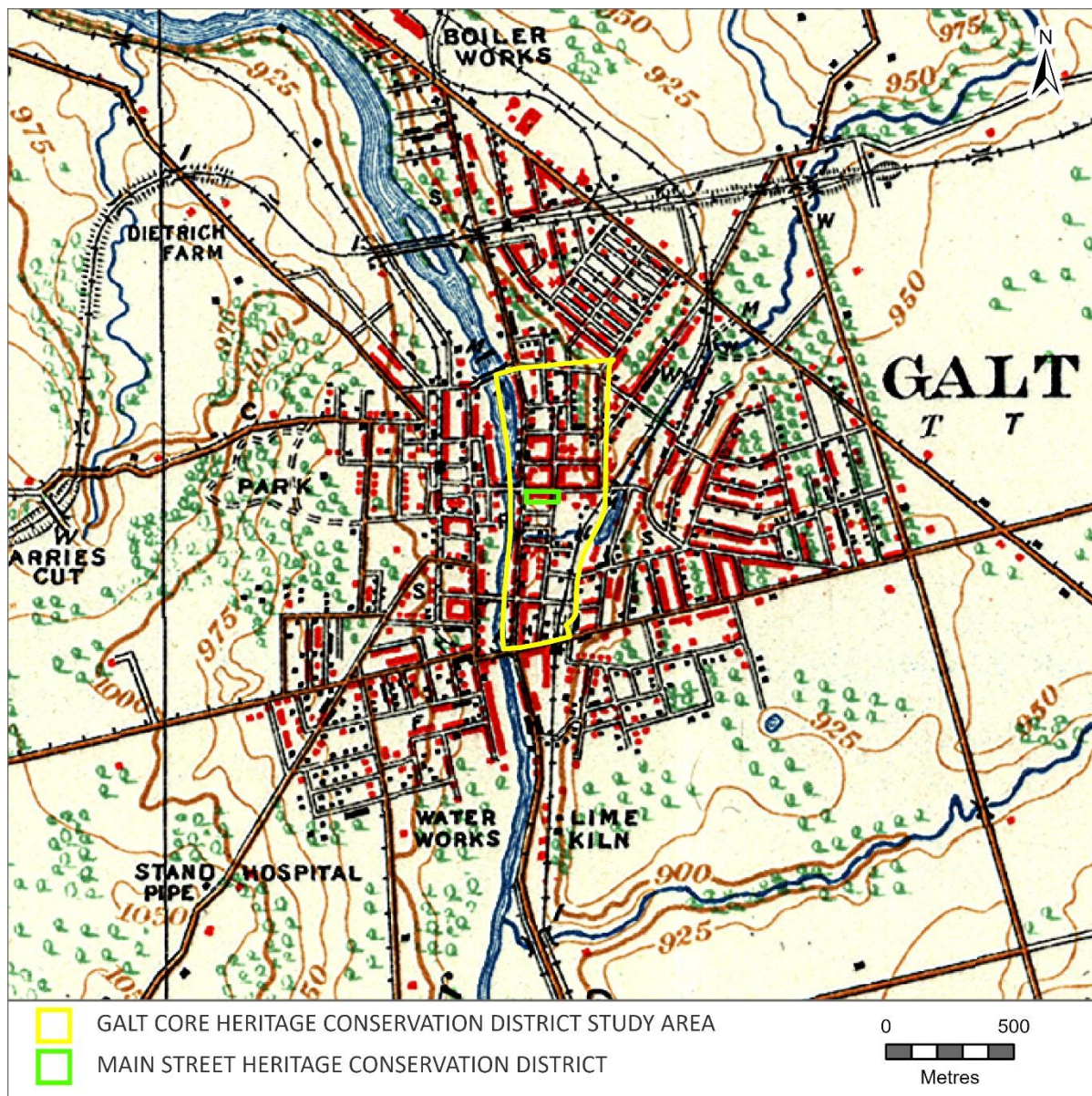
This map shows several key buildings, including churches, railway depots, banks, schools, hotels, and industrial enterprises. Church steeples and factory smokestacks are noteworthy for their height, considerably taller than the surrounding buildings. Additionally, the map highlights various natural features, including the Grand River, Mill Creek, and the slopes and trees of the river valley. Both the Great Western Railway (G.W.R.) and the Credit Valley Railroad (C.V.R.) are visible, with industrial activity adjacent to the G.W.R. Other concentrated industrial sites include factories and foundries in the area along Water Street North just south of Queen Street, and mills, a brewery, and factories along Mill and Concession Streets and along the railway corridor. Residential areas are visible throughout, though they are significantly more concentrated within the study area than outside of it.



Map 6: Galt Fire Insurance Plan, 1910 (City of Cambridge Archives)

Galt Fire Insurance Plan, 1910

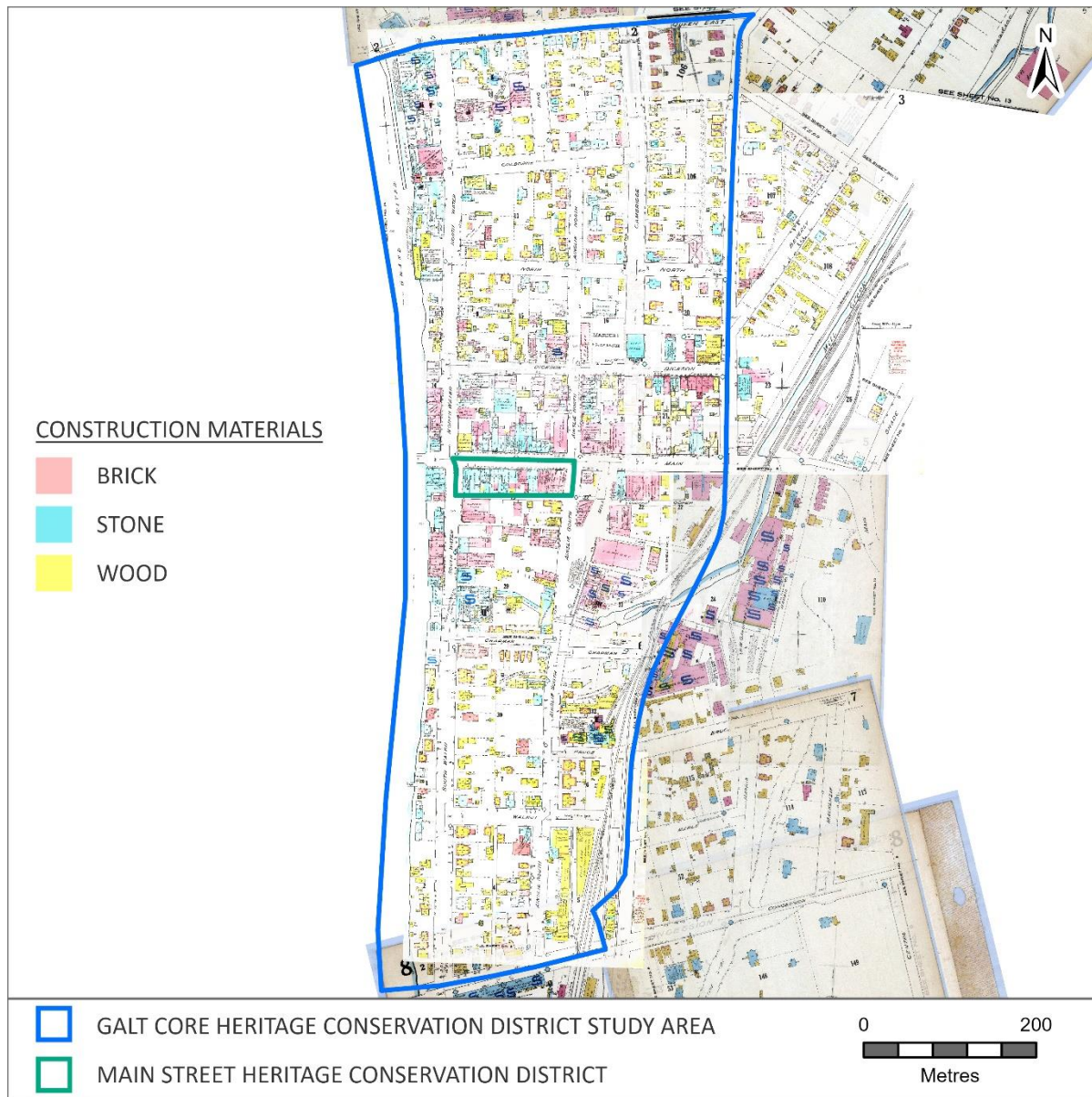
This Fire Insurance Plan showcases the stone commercial buildings along Main and Ainslie Streets and industrial enterprises along Water Street. Other stone structures are found sporadically elsewhere, generally indicative of buildings of prominence, such as the Town Hall and Methodist Church. Brick buildings are primarily large industrial operations or smaller commercial buildings and are principally found around the centre of the study area. The wood buildings are generally smaller in scale than the stone and brick counterparts and were most often residences or sheds. A notable change to the road network is that the combined Hawthorne and Mill Streets from previous mapping have been straightened and now form Ainslie Street South. Overall, the study area has filled in substantially, particularly with a new industrialized zone between Ainslie Street South and the railway.



Map 7: NTS Map, Galt Sheet, 1923 (Department of National Defence 1923)

NTS Map, Galt, 1923

This map illustrates intensification of buildings and neighbourhoods radiating out from the historical core. Residential areas in all directions from the study area have largely filled in, with forest and fields surrounding the urban core. Industrial sites continue to predominate around the railway line and along Water Street. Galt has also extended further west on the west side of the Grand River, with residential areas to the west and south of Grand Avenue and George Street. Four bridges cross the Grand River within the study area.



Map 8: Galt Fire Insurance Plan, 1929 (University of Waterloo)

Galt Fire Insurance Plan, 1929

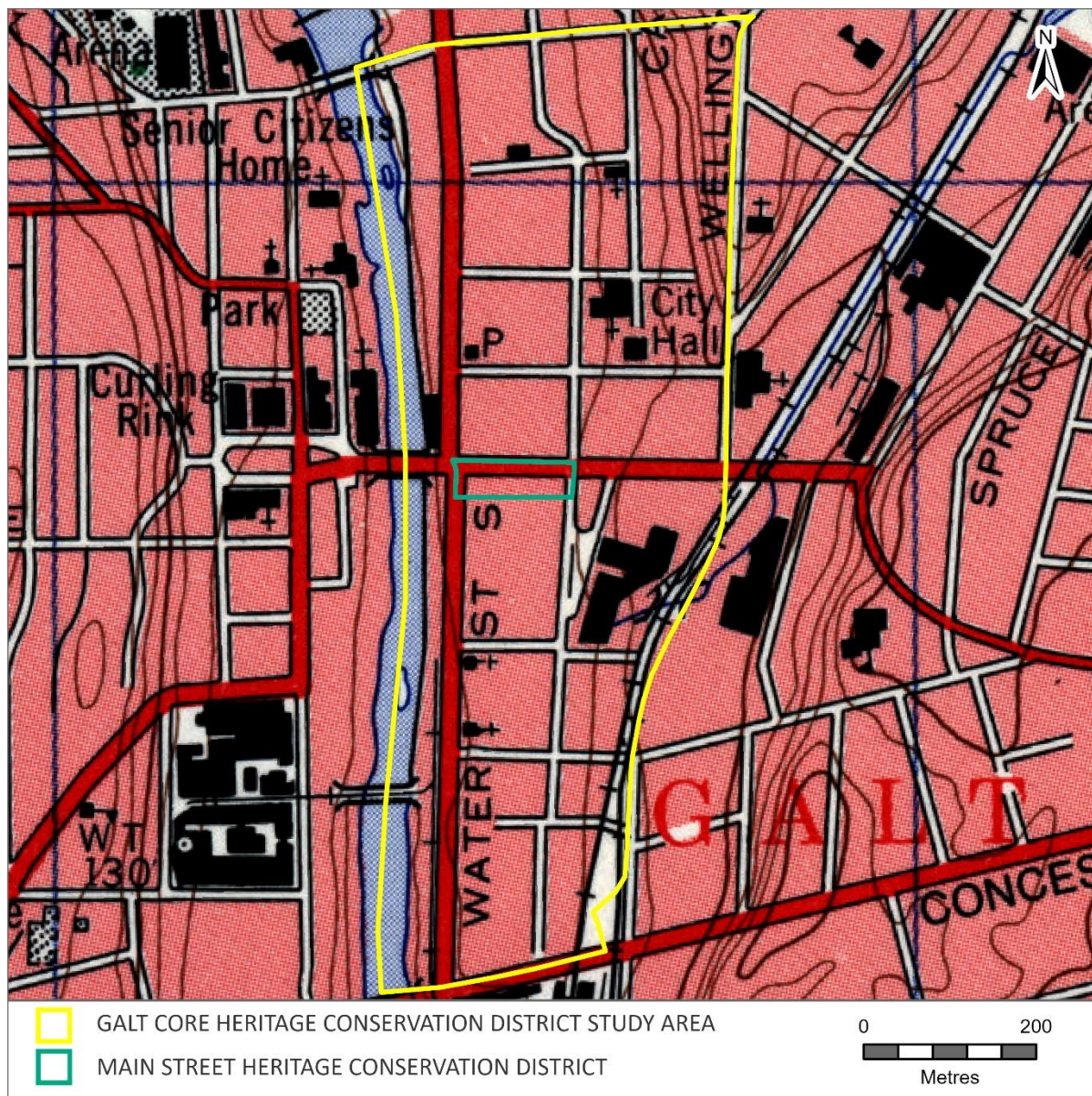
By 1929, the study area had grown to express an urbanized form and character, with few lots not occupied by a structure, whether that be residential, institutional, commercial, or industrial. There appear to be no designated zones for these various land uses; instead, they tended to bleed into each other. However, some degree of land use concentrations is evident with industrial operations along the railway corridor and along Water Street North; commercial activity along Water, Main, Dickson, and Ainslie Streets; and residences in the vicinity of Cambridge Street in the north of the study area and northwest of Concession and Ainslie Streets in the south of the study area.



Map 9: Aerial photograph of Galt, 1955 (City of Cambridge Archives)

Aerial Photograph of Galt, 1955

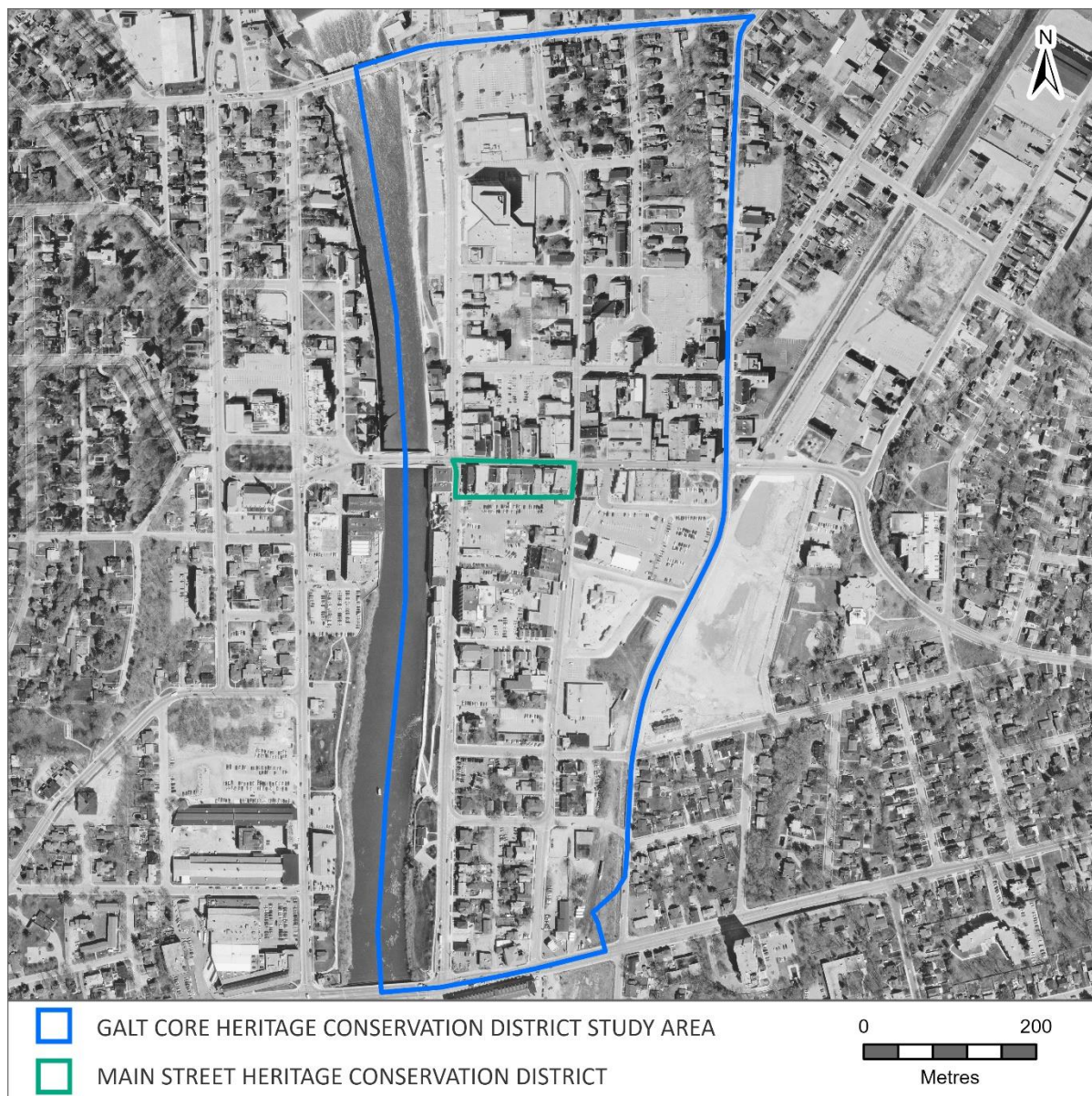
This aerial photograph from 1955 shows that the study area has been almost entirely filled in; there are few empty lots and/or unoccupied areas. In terms of vegetation, the northeast and southwest sections of the study area – the only areas that are primarily residential – have dense tree coverage while the commercial and industrial areas have none. Residential neighbourhoods in all directions outside of the study area have extensive tree coverage. Water Street North and close to the railway south of Main Street within the study area and north of Cedar Street on the west side of the Grand River are characterized by their industrial nature, evident by their substantial size in comparison with the surrounding buildings. With these manufacturing sites generally concentrated in the same location as they had been a century earlier, it showcases the stability and continuity of industrial areas within the study area.



Map 10: NTS Map, Cambridge-Galt Sheet, 1975 (Department of Energy, Mines, and Resources, 1975)

NTS Map, Cambridge-Galt Sheet, 1975

This 1975 map shows several prominent structures both inside and outside the study area. Within the boundary are several churches, the Post Office at the corner of Dickson and Water Street North, City Hall, and the armoury. Outside the boundary are schools, factories, churches, and recreational sites. Mill Creek is not illustrated within the study area, though it appears north of Main Street adjacent to the rail line just east of the study area. Other than the Grand River to the west and the railroad to the southeast, no clear identifying markers separate the study area from its surroundings. This map also shows the variation in topography, with the study area situated within the river valley with higher plateaus along Wellington Street in the northeast and along the railway corridor along the western boundary of the study area.



Map 11: Aerial photograph of Galt, 2000 (City of Cambridge Archives)

Aerial photograph of Galt, 2000

Taken in the year 2000, this aerial photograph shows a marked change from the 1955 aerial photograph included above. The industrial sites along Water Street North have been demolished and replaced with parkland and parking lots on the west side and a grocery store, office tower, and parking lots on the east side. The industrial strip east of Ainslie Street South has been demolished, replaced by parking lots and a bus station. Similarly, several small buildings southeast of Water and Main Streets have been demolished and replaced by a parking lot. The railway has been removed, as have several buildings that ran adjacent to it on either side.

Appendix E: Architectural Style Guide

The buildings in the study area express several architectural styles, elements of architectural styles, or related built forms derived from a property's original function or use. The key elements of those various styles are described below, with examples to assist in the illustration of these styles in the context of Galt. It should be noted that this guide to architectural styles has been tailored to describe styles specifically as they appear within the study area. In most cases, the expression of architectural styles found in Galt are modest and vernacular interpretations designed by local builders.

For each style, the guide provides a brief description of typical form and materials, and any associated detailing. Associated detailing may not be found on all buildings and the more modest expressions may only utilize the form and materials common to the style.

Sources consulted to develop and tailor categories of architectural styles as represented in the Study Area include:

- *Ontario Architecture: A Guide to Styles and Building Terms, 1784 to the Present* (Blumenson 1990)
- *Ontario House Styles: The Distinctive Architecture of the Province's 18th and 19th Century Homes* (Mikel 2004)
- "Building Styles" page of the *Ontario Architecture* website (Kyles 2005)
- *A Guide to Canadian Architectural Styles* (Maitland et al. 1992)

Primary Architectural Styles in the Study Area

Georgian



Figure 15: Example of Georgian style at 55 Ainslie Street North.

The style was typically used in Ontario between 1750 and 1850 and is characterized as having an uncluttered design which adheres to conventional rules of symmetry and proportion, with classical detailing. The style was popular for use in both residential and commercial buildings. Buildings in this style are typically one to two-and-a-half storeys in height with three or five bays and a side gable or

hipped roof. Stone was the most popular material choice for construction and exterior cladding, though brick was also utilized.

Ontario Cottage



Figure 16: Example of attached Ontario Cottages at 79-81 Ainslie Street South.

Popular in Ontario between 1820 and 1900, this Ontario Cottage is a variation of the Regency Cottage and often represents a local vernacular interpretation of the style and form. The residential style is characterized as simple and compact with varying levels of ornamentation that could include Georgian, Neoclassical, Gothic, or Italianate details. Buildings in this style are typically one storey in height with hipped or side gable roof and symmetrical façade with centre hall plan. Ontario Cottages are generally brick or wood frame construction though stone is also used.

Romanesque Revival



Figure 17: Example of Romanesque Revival style at 47 Water Street South.

This style was typically used in Ontario between 1840 and 1900. It is characterized by its imposing massing and use of wide arch openings. Buildings in this style are typically two storeys in height or higher with steeply pitched or complex roof shape. Romanesque Revival buildings often feature restrained or abstracted ornamentation and often makes use of polychrome brickwork. Romanesque Revival buildings are generally brick or wood frame construction with brick exteriors, and occasionally stone or terracotta decorative details.

Italianate



Figure 18: Example of Italianate style at 111 Ainslie Street North.

This style was typically used in Ontario between 1850 and 1900. It is characterized as a highly decorative style with ornate detailing. More modest expressions of the style still typically feature some level of ornamentation with bracketed cornices, projecting eaves or key stones above windows. Buildings in this style are typically two storeys in height with hipped or a combination hipped and gable roof and often contain a bay window feature. Italianate buildings are generally brick or wood frame construction though stone is also used.

Renaissance Revival



Figure 19: Example of Renaissance Revival style used for a commercial building at 20-22 Main Street.

Popular in Ontario between 1870 and 1910, this style is characterized by a symmetrical arrangement that incorporates classical ornamentation. This style is typically used for commercial buildings and features a rusticated, robust-looking finish on the ground floor, with more refined and decorated upper storeys. Buildings in this style are typically two to three storeys in height with flat roofs. Ornamentation is generally located on window hoods and cornices. Renaissance Revival buildings were typically constructed of brick or stone.

Vernacular



Figure 20: Example of vernacular style at 24 Warnock Street.

The vernacular style is defined as a local interpretation or expression of a style or built form. A building constructed in a vernacular style may refer to an established architectural style but may not include some key elements or may combine features typical of a variety of styles and are usually more modest or restrained expressions. Generally vernacular architecture utilizes local materials, and the structures are designed and constructed by local builders. As such, there is not a general period of construction, or a consistent material used beyond a local context.

Edwardian Classical



Figure 21: Example of Edwardian Classical style used for a commercial building at 11 Ainslie Street North.

Popular in Ontario between 1890 and 1916, this style characterized as having balanced design that incorporates classical features. Commercial buildings in this style tend to be more dramatic in their expression of the style, with added surface decoration, whereas domestic interpretations are generally more modest and subdued. Buildings in this style are typically two to three storeys in height with flat roofs generally used for commercial buildings and hipped or front gable roofs for residential. Edwardian Classical buildings typically feature a brick exterior and are usually either brick or frame construction.

Additional Styles in the Study Area

There are several styles that are minimally represented (five or less properties) in the study area that are common in Ontario. These styles are listed below with a visual example from the Galt context.

Gothic Revival



Figure 22: Example of Gothic Revival style used for the Wesley United Church at 51 Ainslie Street North.

Nineteenth Century Commercial



Figure 24: Example of Nineteenth Century Commercial style at 11 Main Street.

Classical Revival



Figure 23: Example of Classical Revival style at 81 Water Street South.

Second Empire



Figure 25: Example of Second Empire style at 138 Main Street.

Beaux Arts



Figure 26: Example of Beaux Arts style used for the public library 33 Water Ainslie North.

Craftsman Bungalow



Figure 29: Example of Craftsman Bungalow style at 76 Wellington Street.

Industrial



Figure 27: Example of Industrial style at 35 Water Street South.

Tudor Revival



Figure 30: Example of elements of the Tudor Revival style at 55 Water Street North.

Tudor Gothic



Figure 28: Example of Tudor Gothic style used for the Cambridge Armoury at 1 Valour Place.

Art Deco



Figure 31: A modest example of the Art Deco style at 27 Water Street North.



Art Moderne



Figure 32: Example of the Art Moderne style at 52-58 Main Street.

Ranch House



Figure 35: Example of Ranch House style at 80 Wellington Street.

Modernist



Figure 33: Example of the Modernist style at 50 Ainslie Street North.

Brutalist



Figure 36: Example of Brutalist style at 72-76 Main Street.

50s Contempo



Figure 34: Example of 50s Contempo style at 55 Water Street South.

Post-Modern



Figure 37: Example of Post-modern style at 55 Dickson Street.



Contemporary



Figure 38: Example of Contemporary style at Cambridge City Hall on Dickson Street.

Contemporary Historicist



Figure 39: Example of Contemporary Historicist style at 26 Water Street North.