APPENDIX D

Built Heritage and Cultural Heritage Reports

D1

Built Heritage and Cultural Heritage Landscape Assessment Report, (URS, June 2014)

Built Heritage and Cultural Heritage Landscape Assessment Report

East Boundary Road Corridor Study
in
The City of Cambridge, the Township of North Dumfries and
The Township of Puslinch



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Executive Summary

This report has been prepared as part of a Schedule C project under the Municipal Class Environmental Assessment process. In advance of project initiation, a number of pre-project works, including the *Preliminary Heritage Resources Report*, were undertaken in 2012 to determine more precisely the extent of the Study Area. URS carried out a preliminary inventory of Heritage Resources that have been identified within the East Boundary Road Corridor Study Area, either by Designation under the Ontario Heritage Act, or by Listing on Municipal Heritage Inventories, and also identified possible heritage resources based on historical mapping and documentation. This preliminary heritage assessment review served as the basis for the present report, adjusting for the exclusion of a large section of the original study area, and the addition of a small parcel not covered in the preliminary review.

A windscreen survey was carried out on August 7, 2013 to confirm the findings of the preliminary review and to document the resources. Within the Study Area, there are: one property that has been designated under Part IV of the Act; 10 properties that have been listed by the City of Cambridge, the Township of North Dumfries, or the Township of Puslinch and; five properties that have high potential as heritage properties and should be investigated further.

URS recommends that avoidance is the preferred mitigation option, in keeping with the stated policy of the Waterloo Region Official Plan (ROP), paragraph 3.G.1: “The Region and Area Municipalities will ensure that *cultural heritage resources* are *conserved* using the provisions of the Heritage Act, the Planning Act, the Environmental Assessment Act, the Cemeteries Act and the Municipal Act.”

If the proposed alignment has a direct impact (i.e., removal) on any Designated or Listed Heritage Property, Principle no. 2 of the Ontario Ministry of Culture's *Eight Guiding Principles in the Conservation of Built Heritage Properties* (2007) is applicable: “Respect for the Original Location: Do not move buildings unless there is no other means to save them. Site is an integral component of a building or structure. Change in site diminishes cultural heritage value considerably.”

If the proposed alignment has an indirect impact (i.e., encroachment, setting) on any Designated or Listed Heritage Property, the Provincial Policy Statement (2005) 2.6.3 is applicable: “Development and site alteration may be permitted on adjacent lands to protected heritage property 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. Mitigative measures and/or alternative development approaches may be required in order to conserve the heritage attributes of the protected heritage property affected by the adjacent development or site alteration.”

If the proposed alignment has a direct or indirect impact on any property identified in this assessment that has not been evaluated for heritage significance, a Cultural Heritage Evaluation Report (CHER) should be prepared by a qualified Built Heritage specialist to determine whether it meets the criteria for protection under the Ontario Heritage Act.

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Introduction

The purpose of the East Boundary Road Corridor Study is to identify an alignment for the proposed East Boundary Road Corridor that alleviates traffic along the existing arterial roads, accommodates future growth of the City of Cambridge and Region of Waterloo, complies with Regional and Provincial policies, and minimizes impacts on transportation, the natural environment, cultural environment, and socio-economic environment (including development). The work will be undertaken as a Schedule C project under the Municipal Class Environmental Assessment process. In advance of project initiation, a number of pre-project works, including the *Preliminary Heritage Resources Report*, were undertaken in 2012 to determine more precisely the extent of the Study Area.

The Study Area has now been refined, resulting in an overall reduction in extent, and the addition of a triangle of approximately 70 ha in the southwest corner of the Township of Puslinch (p. 18). These boundaries have been superimposed on historical mapping to illustrate the context of the Study Area over time (pp. 16-17).

This report presents the results of field review to document and confirm the current status of heritage properties within the Study Area that have been designated or listed by the municipalities on their Heritage Registers. Other properties that have not been listed but have high potential and require further study have also been identified. They may or may not be heritage resources, but they should be examined more closely to determine their status.

Policy Context

The Waterloo Region is responsible for administration and application of the Ontario Heritage Act within its component municipalities, which, respecting the Study Area, includes the City of Cambridge and the Township of North Dumfries. Waterloo Region Heritage Planning Advisory Committee (HPAC) co-ordinates the efforts of the Cambridge Municipal Heritage Advisory Committee (MHAC) and the Township of North Dumfries Municipal Heritage Committee, which are responsible for compiling and maintaining local Heritage Registers or Inventories.

The applicable Provincial and Municipal policies respecting Heritage Resources are as follows:

The Ontario Heritage Act RSO 1990, Part IV, 29 (1)(a), hereafter OHA, states that:
The council of a municipality may, by by-law, designate a property within the municipality to be of cultural heritage value or interest if, (a) where criteria for determining whether property is of cultural heritage value or interest have been prescribed by regulation, the property meets the prescribed criteria.

Provincial Policy Statement 2005 states that:

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

2.6.3 *Development and site alteration may be permitted on adjacent lands to protected heritage property 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. Mitigative measures and/or alternative development approaches may be*

required in order to conserve the heritage attributes of the protected heritage property affected by the adjacent development or site alteration.

The Waterloo Regional Official Plan (ROP)[1]

Identification of Cultural Heritage Resources

3.G.1 The Region and Area Municipalities will ensure that *cultural heritage resources* are *conserved* using the provisions of the Heritage Act, the Planning Act, the Environmental Assessment Act, the Cemeteries Act and the Municipal Act.

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

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

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

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

(a) listed on registers established and maintained by Area Municipalities;
(b) identified by the Federal or Provincial governments, and the Grand River Conservation Authority;
(c) identified through research by the Region, Area Municipalities, post-secondary institutions or local historical societies;
(d) of Regional interest; or Chapter 3 Liveability in Waterloo Region
(e) owned by the Region.

Cultural Heritage Landscapes

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

(a) a statement of significance;
(b) a listing of the *cultural heritage resources* and attributes being *conserved* within the *Cultural Heritage Landscape* through the use of existing planning tools, such as

[1] Regional Official Plan, as approved, with modifications on Dec. 22, 2010. As of January 24, 2011, this Plan in its entirety is currently under appeal before the Ontario Municipal Board (OMB).

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Heritage Act designations, listings on the Municipal Register, official plan policies, secondary plans and zoning by-laws; and
(c) recommendations for additional conservation measures.

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

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

Recommendations pertaining to the preservation of heritage resources and character will follow the *Standards and Guidelines for the Conservation of Historic Places in Canada* (Parks Canada, 2010), and the Ontario Ministry of Culture's *Eight Guiding Principles in the Conservation of Built Heritage Properties* (2007).

Methodology

Building on the preliminary report, the listing of Built Heritage Resources and Cultural Heritage Landscapes has been revised to reflect the new boundaries of the Study Area. Structures and cultural landscapes were documented during the field review on August 7, 2013, and the listing has been updated accordingly.

Historic mapping, census records, land registry data and other tools were used to assemble a profile of early settlement history. This was cross-referenced with recent aerial photography to locate and identify extant structures in addition to those Listed on the Municipal Registers or Designated under the Act, which may have potential as heritage resources.

All of the data thus collected has been collated in the **Table: Built Heritage Resources (BHRs) and Cultural Heritage Landscapes (CHLs)**, below. Among other local history sources and documents, this information was used to compile the **Historical Overview** to provide context for the resources.

Historical Overview

During the aftermath of the Revolutionary War, Sir Frederick Haldimand, the Governor of Quebec, issued the Haldimand Proclamation on October 25, 1784, granting to the Six Nations on behalf of the Crown all of the land for six miles either side of the Grand River from the mouth to the headwaters in compensation for loss of land in the United States, and in recognition of their services during the conflict.[2] Years of confusion ensued over whether the Six Nations were allowed to lease or sell parts of the grant as they chose, finally resolved in 1798 when six blocks of land of various sizes were parcelled off for sale. Block 1 eventually became Dumfries Township.

[2] *Haldimand Papers*, B222, 1061(Library and Archives Canada)



A detail of Thomas Ridout's "*Plan shewing the Lands granted to the Six Nation Indians",* dated at York on 2nd February 1821. The new township of Dumfries (Block no. 1) is indicated with its metes and bounds information *(Library & Archives Canada, NMC 3114).*

The original purchaser of Block 1 in 1795, Philip Stedman, [3] died in an American jail without ever making a payment on the property. There followed several claims, which all turned out to be fraudulent, before the deceased Stedman's sister was acknowledged as his heir in 1810.[4] The confusion arose partly due to the lack of clear and consistent means of transferring and registering property ownership, and partly because it was not clear whether the Six Nations were a sovereign people with the right to hold property in fee simple.

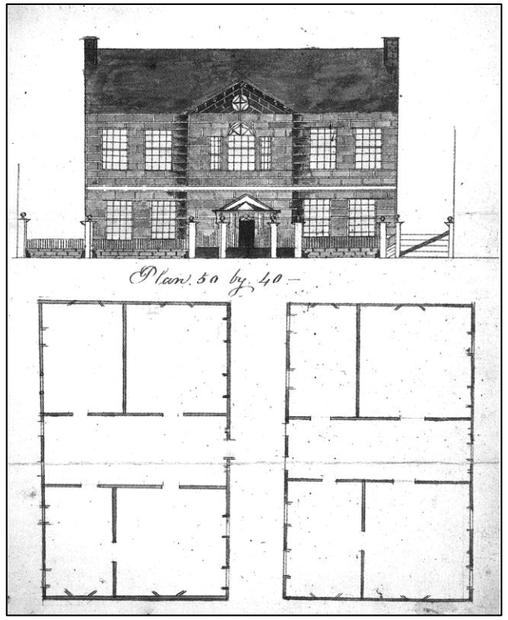
Hon. William Dickson (1769-1846) was born in Dumfries, Scotland, and came to Quebec in 1785. He was very well-connected – a cousin of Robert Hamilton (1753-1809), founder of Queenston, who with his business partner, Richard Cartwright (1759-1815), had built a commercial empire in

3 Grant of Block No. 1 to Philip Stedman, 1795

4 James Young. *Reminiscences of the Early History of Galt and the Settlement of Dumfries, in the Province of Ontario.* (Toronto: Hunter, Rose & Company, 1880), p. 15.

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Upper Canada, centred in Niagara and Kingston. Dickson worked for them as a forwarding agent on Carleton Island (near Kingston), and later managed his cousin's mills and store on the Twelve Mile Creek (St. Catharines). He came to Queenston in 1790. In 1811, at Newark, Dickson had built for himself a substantial brick house that included a valuable library of 1,000 books he had brought over from Britain.[5]



Elevation and plans of the William Dickson house in Newark, destroyed during the War of 1812-14, a fine example of the British Classical tradition of design that the Scots brought with them. *(LAC NMC 126556)*

In 1803 Dickson was granted a license to practice law, and in this capacity he carried out the legal work necessary for the Six Nations to sell blocks of land. In payment for these services, he was given 4,000ac. at the mouth of the Grand River. For several years Dickson tried to buy other land on speculation from the Six Nations, including Block 1. Finally, in 1811, Thomas Clark bought Block 1, apparently with his cousin William Dickson as a silent partner.

Dickson hoped to sell lots to a "higher class" of immigrants from the United States, but was prevented by prohibitions brought on by the rumbling hostilities. Consequently he focused his attentions on Scotland, specifically Dumfries, Roxburgh and Selkirk, encouraging leading Scots to consider the potential of Upper Canada. Unlike the tenant crofters who were being cleared from the Highlands around this time, these were people of some means and education.

5 Harold D. Kalman. *A History of Canadian Architecture, vol. 1* (Toronto: Oxford University Press, 1994), pp. 152-53.

In 1816, when full ownership of Block 1 was registered in Dickson's name, he hired Absalom Shade (1793-1862), a builder by trade, as his agent and manager in Dumfries. They travelled to the vicinity that summer to choose a site for establishing mills on the Grand River. They selected the site where the town of Galt grew up around the mills, but its original name was Shade's Mills. The place was densely forested and difficult to access. The Dundas Road was put through in 1795, but it was a crude affair and often impassable. Immigration was slow at first, but gradually increased in the 1820s.[6]

By 1819, when the first bridge over the Grand River was built,[7] there was sufficient critical mass that a meeting was held on January 4th to choose Town and Parish officers, a clerk, two assessors, a collector, two wardens, four pathmasters and a pound keeper.[8] The following year there were 10 buildings in Shade's Mills: Shade's house & store, a sawmill (1817), Dumfries Mill (1818), three log houses, a shanty, distillery (1820), the blacksmith's shop and the ruins of an old mill. A tavern opened in 1821.

Growth at the town site began to accelerate in 1825. Scottish immigrants were becoming concentrated in the north of Dumfries, buying their land east of the Grand River. William Dickson moved his family from Queenston to Shade's Mills, where he busied himself providing support for new arrivals to ensure that their ventures in clearing land and making a home were successful. This was not wholly altruistic – prosperous farmers made good business sense for Dickson, who had made his original fortune outfitting and provisioning Loyalists and the military establishment at Niagara.

Elsewhere in the township, Abel Mudge built grist and sawmills on the Nith River in 1824, which grew into the village of Ayr.

John Galt (1789-1839) passed through Shade's Mills in 1827, on his way to oversee the construction of a road on to Guelph. Galt was another of Dickson's connections from his schooldays in Scotland, and was also engaged in settling British immigrants in central Ontario as an agent of the Canada Company. The post office was established at Shade's Mills at about this time and was designated Galt in his honour. Soon after, the village became known as Galt as well.

Roads and transportation in general were problematic. The Dundas Road was nearly impassable through the Beverly swamp, and travellers were frequently harassed by wolves. An endeavour by Absalom Shade indicates how difficult it was to transport goods to markets: he set up a system using flat-bottomed "arks" rafted together to float goods down the Grand River to Lake Erie and through the Welland Canal to Lake Ontario at Port Dalhousie (approximately twice the distance as the Dundas Road). He operated this service from 1831-34.

Robert Dickson, one of William's sons undertook the construction of the Galt Dam in 1836, a project that included a canal, but it never materialized.[9] The concept was later picked up by

6 Dickson biographical details are condensed from the account of James Young, and from Wilson, Bruce G. "William Dickson," *Dictionary of Canadian Biography*, online edition (*DCB* online). http://www.biographi.ca/index-e.html, consulted 31 July 2012.
7 Young, p. 34.
8 Young, p. 134.
9 Young, p. 121

Absalom Shade with backing from William Dickson. However, Dickson backed out, and the idea was dropped.

The late 1830s were a time of many improvements in Galt and North Dumfries, generally. A committee was struck to establish a subscription and circulating library. The first game of curling took place during the winter of 1836-37, and the following year the Galt Curling Club was founded. It is still active, one of the oldest in the province. The Gore District Mutual Fire Insurance Co. was established with headquarters in Brantford, providing a valuable service to the district. The construction of a macadamized road from Dundas to Waterloo was begun in 1837, finally overcoming the dangers of the Beverly Swamp.

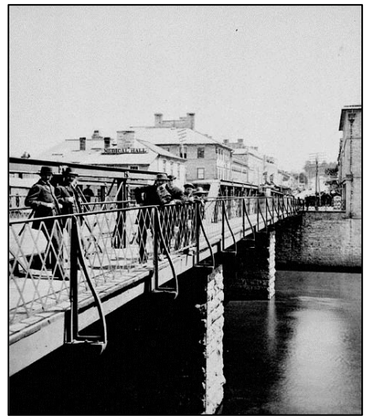
The area was also very politically engaged, and Dumfries' inhabitants took a keen interest in the developments leading up to the Rebellion. When William Lyon Mackenzie came to Galt and made a speech, Tory supporters in the crowd burned him in effigy. When Mackenzie and Samuel Lount fled after the rebellion ended, it was rumoured that Lount was in hiding near Galt for several days.[10] When Lord Durham began his commission into the Rebellion, the first public meeting was in Galt. The Dumfries Reformers were very active in raising petitions in support of Responsible Government.

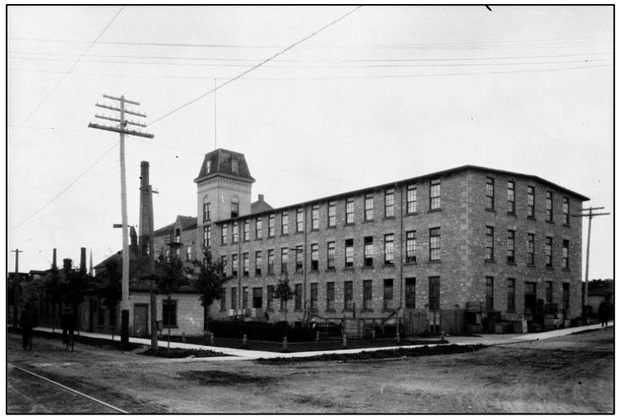
The political division in the township ran deep, but it could be put aside when necessary. In 1839, the Dumfries Agricultural Society was founded, an important institution for disseminating agricultural techniques, improving crops and breeding superior livestock. One of the rules stated emphatically that the discussion of politics was forbidden at DAS meetings and events, on pain of expulsion from the society.[11]

Other signs of growth and progress at this time include the construction of a Township Hall (1839) and the election of the first township officers to the Gore District Council, as well as school commissioners (1842). The first township newspaper, the Dumfries *Courier*, was established in 1844, followed by the Galt *Reporter*.

Galt was incorporated as a village under the Municipal Act in 1850, and the township elected five councillors. The population at this time was about 2,000. The community was served by two newspapers, the Tory *Dumfries Reporter*, and the Grit *Galt Reformer*. North and South Dumfries were split in 1852, with the south part of Brant County, the north with Waterloo.

10 Young, p. 162
11 Young, p. 182.

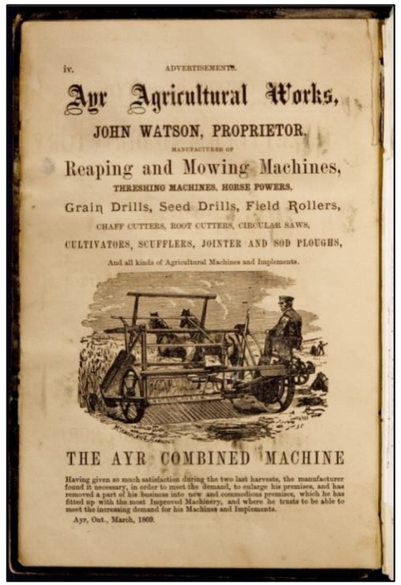




Bridge over the Grand River at Galt (left), and Trumbull's Woolen Mill (right). *(LAC, PA121773 and PA032757)*

The abundance of water power at Galt and Ayr formed the basis of a number of industries, including mills, foundries and manufacturing. At Ayr, John Watson opened the Ayr Agricultural Works in 1848, manufacturing farming implements at the site of the old Mudge mills. This business grew into an internationally known company, exhibiting its wares and winning awards at the Centennial Exposition in Philadelphia (1876) and at the Paris World's Fair (1878). Galt experienced an economic and industrial boom through the mid-19th century, rapidly developing a wide range of manufactured goods, tanneries, woollen mills, carriage works, breweries – even a paper collar factory.

Galt became known as the "Manchester of Canada."[12] The *Waterloo Gazetteer* described Galt in 1867 as the largest town in the county, and "in regard to its establishments, one of the principal in the Province," with "unlimited water power, and the employment of stone in building which abounds in the neighbourhood gives it a remarkably substantial appearance."[13]



iv. ADVERTISEMENTS.

Ayr Agricultural Works,

JOHN WATSON, PROPRIETOR,

MANUFACTURER OF

Reaping and Mowing Machines,

THRESHING MACHINES, HORSE POWERS,

Grain Drills, Seed Drills, Field Rollers,

CHAFF CUTTERS, ROOT CUTTERS, CIRCULAR SAWS,

CULTIVATORS, SCUFFLERS, JOINTER AND SOD PLOUGHS,

And all kinds of Agricultural Machines and Implements.

THE AYR COMBINED MACHINE

Having given so much satisfaction during the two last harvests, the manufacturer found it necessary, in order to meet the demand, to enlarge his premises, and has removed a part of his business into new and commodious premises, which he has fitted up with the most Improved Machinery, and where he trusts to be able to meet the increasing demand for his Machines and Implements.

Ayr, Ont., March, 1869.

12 Young, p. 230.

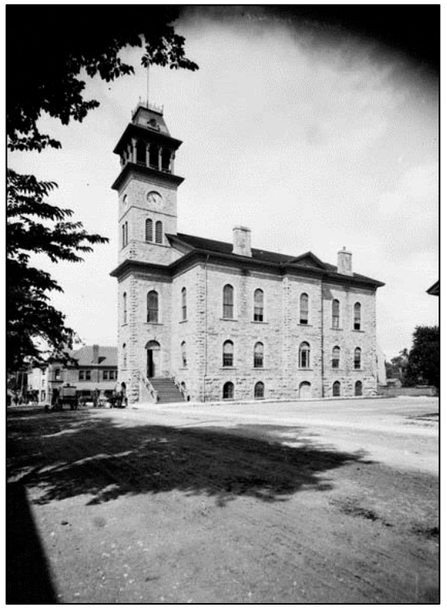
13 *Province of Ontario Gazetteer & Directory for 1869* (Library and Archives Canada, "Canadian Directories: Who was Where" database, http://www.collectionscanada.gc.ca/databases/canadiandirectories/001075-100.01-e.php), p. 164.

North Dumfries is described as "remarkable for its fertility," "well-watered by the Grand and the Nith Rivers and Cedar Creek. The soil is generally a light sandy loam, the surface rolling and well adapted for wheat and other cereals. Great attention is paid to stock raising, and a number of Durham cattle and Leicester sheep have been imported. The timber is a mixture of pine, oak, beech, maple, elm, cherry, basswood and cedar. Limestone of a superior quality is abundant. There are at present in the Township five flouring mills, two woollen mills and several sawmills."[14]
The part of Beverly Township that has been annexed to North Dumfries and is now part of the Study Area developed in much the same pattern as its neighbour.



Grand Trunk Railway Station at Galt *(LAC, PA 032756).*

14 W.H. Irwin and George E. Burnham. *Gazetteer & Directory of the County of Waterloo, 1867* (Toronto: Irwin & Burnham, Publishers, 1867), p. 1.



Galt Town Hall, built 1857*(LAC, PA031829)*

The limestone that is noted in *Gazetteer* entries for both Galt and North Dumfries was ideal for the incoming Scottish population, which has a long tradition of stone masonry construction. The unusually high proportion of buildings of all types in stone is due to the coincidence of an abundance of excellent stone with a skilled workforce.



Water Street Looking South, Galt *(LAC PA032759).*

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In 1854-55 the Great Western Railway connected Galt with its main line at Harrisburg. Sir Allan McNabb had turned the first sod at a ceremony in Galt, followed by a ball in 1852. In 1880 the Credit Valley Railway was completed through North Dumfries as well. With good rail connections to markets, agriculture and industry in the township continued to prosper through the 1860s, 1870s, and into the 1880s. At the same time, however, on-going improvements to the Great Lakes shipping canal system began to lure cargo away from the railway, offering cheaper, reliable transportation of goods all the way to the Lakehead by 1897. The industrial complex at Hamilton Harbour began to outstrip Galt during the latter part of the 19th century, and the heady days of the "Manchester of Canada" drew to a close.

Through the 20th century, the township and its principal urban centre settled into a stable era of agriculture and manufacturing, which changed little until new concepts of municipal administrative efficiency began to emerge in the 1960s. The communities of Galt, Hespeler, Preston and Blair had grown together, and it was deemed more practical to amalgamate them under a single city council. This happened in 1973, and the new municipality was named Cambridge. At the same time the Regional form of government replaced the old County system, and several boundary lines were changed with the result that parts of Beverly Township were annexed to the Township of North Dumfries.

Identification of Heritage Resources

The review of municipal heritage listings revealed that there are a number of properties within the Study Area that have been recognized as heritage resources. These include:

Township of North Dumfries

Properties in North Dumfries Township that are of architectural and historical interest based on the qualifications outlined in Ontario Regulation 9/06 are placed on the historically significant register. This does not mean the property is designated. The register is a list of structures that have potential to be protected under the Ontario Heritage Act; the register also gives the North Dumfries Municipal Heritage Committee (N.D.M.H.C) and the North Dumfries Council a 60 day negotiation period before the building is demolished.

Designated, Part IV Ontario Heritage Act,

- 1062 Clyde Road, Township of North Dumfries (CHL 02).

Listed Properties:

- Richard Bond House, 2591 Dundas Street South, Township of North Dumfries (CHL 05);
- Morris Shellard House, 1337 Shellard Side Road, Township of North Dumfries (CHL 11); and,
- Robert Henderson House, 1481 Shellard Side Road, Township of North Dumfries (BHR 12).

The following properties have received no heritage recognition at this time, but have high potential:

- 130 Robinson Road, Township of North Dumfries (BHR 09);

- Robert Young House, 1077 Shellard Side Road, Township of North Dumfries (BHR 10);
- Robert Turnbull House, 1654 Shellard Side Road, Township of North Dumfries (CHL 13); and,
- James Cunningham House, 1711 Shellard Side Road, Township of North Dumfries (CHL 14).

City of Cambridge, Ontario, Listed Buildings/Properties

The City of Cambridge Heritage Properties Inventory is a council endorsed inventory of known built heritage resources in Cambridge. It is a useful guide for the public to identify significant built heritage resources in their community. In addition, staff consults this inventory when processing applications for signage, building permits, development proposals, proposed amendments to the official plan and/or zoning by-law, and consents/variances under consideration by the City's Committee of Adjustment.[15]

The Inventory includes those built heritage resources, which are designated under Part IV and V of the Ontario Heritage Act, R.S.O. 1990 and those identified as properties of interest by the Cambridge Municipal Heritage Advisory Committee (MHAC) for their architectural and/or historical significance. Properties of interest on the Inventory are protected under the terms of the Act, which requires Heritage Evaluation and a Heritage Impact Assessment as part of the Planning approval process.

This document is updated to October 2010 and was endorsed by Cambridge Council on June 12, 2006. This listed was reviewed by the Cambridge Heritage Planner for updates to June 2014.[16]

Listed Properties:

- William Rankin House, 879 Avenue Road, Cambridge, Ontario (BHR 01);
- William McArthur House, 1791 Dundas Street South, Cambridge, Ontario (CHL 03);
- 5 Ripplewood Drive, Cambridge, Ontario (BHR 06);
- 29 Ripplewood Drive, Cambridge, Ontario (BHR 07); and,
- 105 Ripplewood Drive, Cambridge, Ontario (BHR 07).

The following property has received no heritage recognition at this time, but has high potential:

- Donald Fraser House, 2371 Dundas Street South, Cambridge, Ontario (CHL 04);
- Clyde Road roadscape (CHL 17);
- Former Credit Valley Railway Corridor (CHL 18).

Township of Puslinch

The Township has no Designated properties. The Township of Puslinch Heritage Committee has compiled a Heritage Registry of Listed Properties that was approved by the Municipal Council

[15] City of Cambridge, Municipal Heritage Advisory Committee. *City of Cambridge Heritage Properties Inventory* (October 2010), p. 2.

[16] Valerie Spring, Cambridge Heritage Planner, telephone conversation with F. Mackenzie 24 June 2014.

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ca.2010. Properties in the Registry are protected under the terms of the Act, which requires Heritage Evaluation and a Heritage Impact Assessment as part of the Planning approval process.[17]

Listed Property:

- Duncan McKellar House, 6526 Gore Road, Puslinch Township (CHL 16).

The following property has received no heritage recognition at this time, but has high potential:

- John Milroy House, 563 Townline Road, Puslinch Township (BHR 15).

All of these properties have been plotted on the **Study Area: Extant Built Heritage Resources & Cultural Heritage Landscapes** (p. 19, below). All data gathered on individual properties has been compiled in the **Table: Built Heritage Resources (BHRs) and Cultural Heritage Landscapes (CHLs)** (p. 20*ff*, below).

The purpose of the present assessment is to identify known and potential heritage resources within the Study Area. It is not within the scope of this study to determine specific heritage values and attributes of individual resources. For each resource that would be affected by the preferred corridor, a CHER will be required to make this level of determination.

Recommendations

1 URS recommends that avoidance is the preferred mitigation option, in keeping with the stated policy of the Waterloo Region Official Plan (ROP), paragraph 3.G.1: "The Region and Area Municipalities will ensure that *cultural heritage resources* are *conserved* using the provisions of the Heritage Act, the Planning Act, the Environmental Assessment Act, the Cemeteries Act and the Municipal Act."

2 If the proposed alignment has a direct impact (i.e., removal) on any Designated or Listed Heritage Property, Principle no. 2 of the Ontario Ministry of Culture's *Eight Guiding Principles in the Conservation of Built Heritage Properties* (2007) is applicable: "Respect for the Original Location: Do not move buildings unless there is no other means to save them. Site is an integral component of a building or structure. Change in site diminishes cultural heritage value considerably."

3 If the proposed alignment has an indirect impact (i.e., encroachment, setting) on any Designated or Listed Heritage Property, the Provincial Policy Statement (2005) 2.6.3 is applicable: "Development and site alteration may be permitted on adjacent lands to protected heritage property 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. Mitigative measures and/or alternative development approaches may be required in order to conserve the heritage attributes of the protected heritage property affected by the adjacent development or site alteration."

[17] Marilynn Crow, Chair of Township of Puslinch Heritage Committee, telephone conversation with F. Mackenzie 24 June 2014.

4 If the proposed alignment has a direct or indirect impact on any property identified in this assessment that has not been evaluated for heritage significance, a CHER should be prepared by a qualified Built Heritage specialist to determine whether it meets the criteria for protection under the Ontario Heritage Act Regulations 9/06 and 10/06, and to determine the Heritage Attributes of the resource. The completed CHERs will be sent to MTCS, local municipalities for review as well as local organizations who have expressed their interest in heritage.

5 If, upon completion of the CHER, a property is found to have cultural heritage value or interest under Ontario Regulations 9/06 or 10/06, a Heritage Impact Assessment will be required. The HIA will be prepared according to the guidelines identified in the Ontario Ministry of Tourism, Culture, and Sport's (MTCS) *Information Bulletin 3: Heritage Impact Assessments for Provincial Heritage Properties*. The tasks undertaken for the HIA will include a description of the property and the cultural heritage value of the property (as identified in the CHER for the property), assessment of site conditions, and description of the proposed undertaking along with the associated impacts, alternatives, and mitigation options. The completed HIAs will be sent to MTCS, local municipalities for review as well as local organizations who have expressed their interest in heritage.

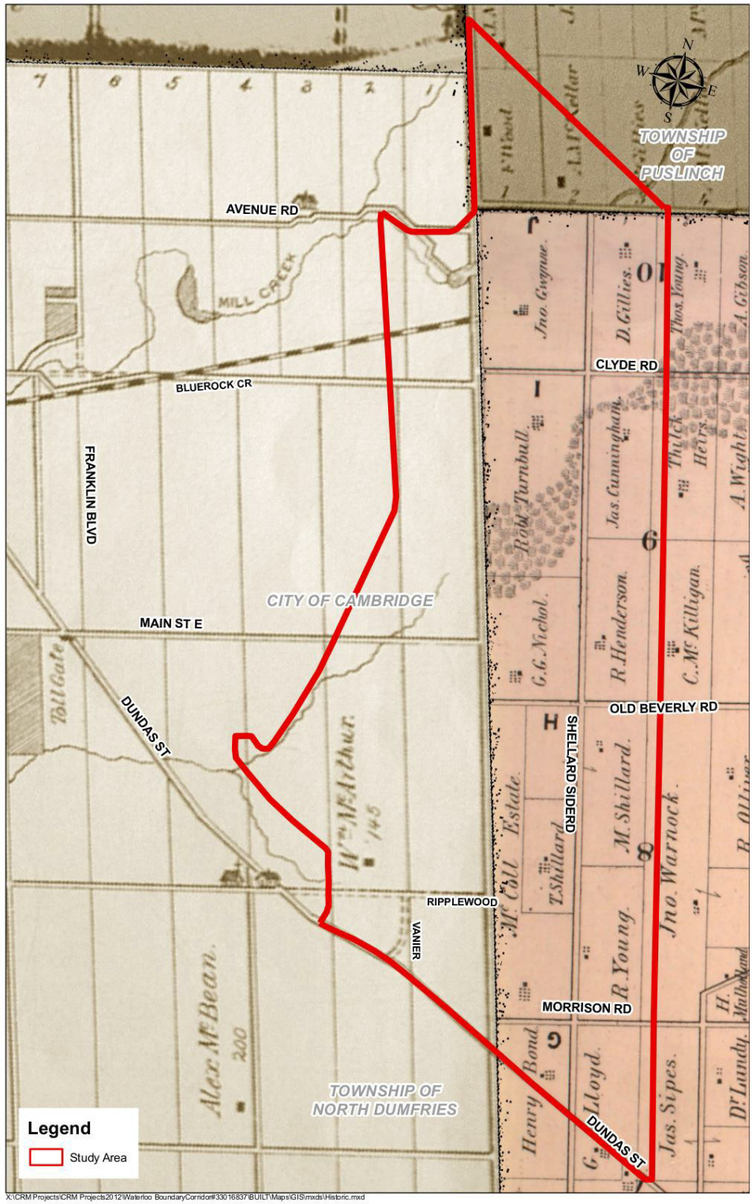
6 The former Credit Valley Railway corridor and Clyde Road retain much of their historic character, however, it is not anticipated that they will meet the required design/physical, associative or contextual value thresholds for a CHER. Instead, AECOM recommends the completion of the MTCS Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes in order to screen out the CHLs as potential heritage properties, followed by a Documentation Report to record their heritage character.

Built Heritage and Cultural Heritage Landscape Assessment Report
East Boundary Road Corridor Study
The City of Cambridge, the Township of North Dumfries and the Township of Puslinch

The Study Area: Historical Mapping

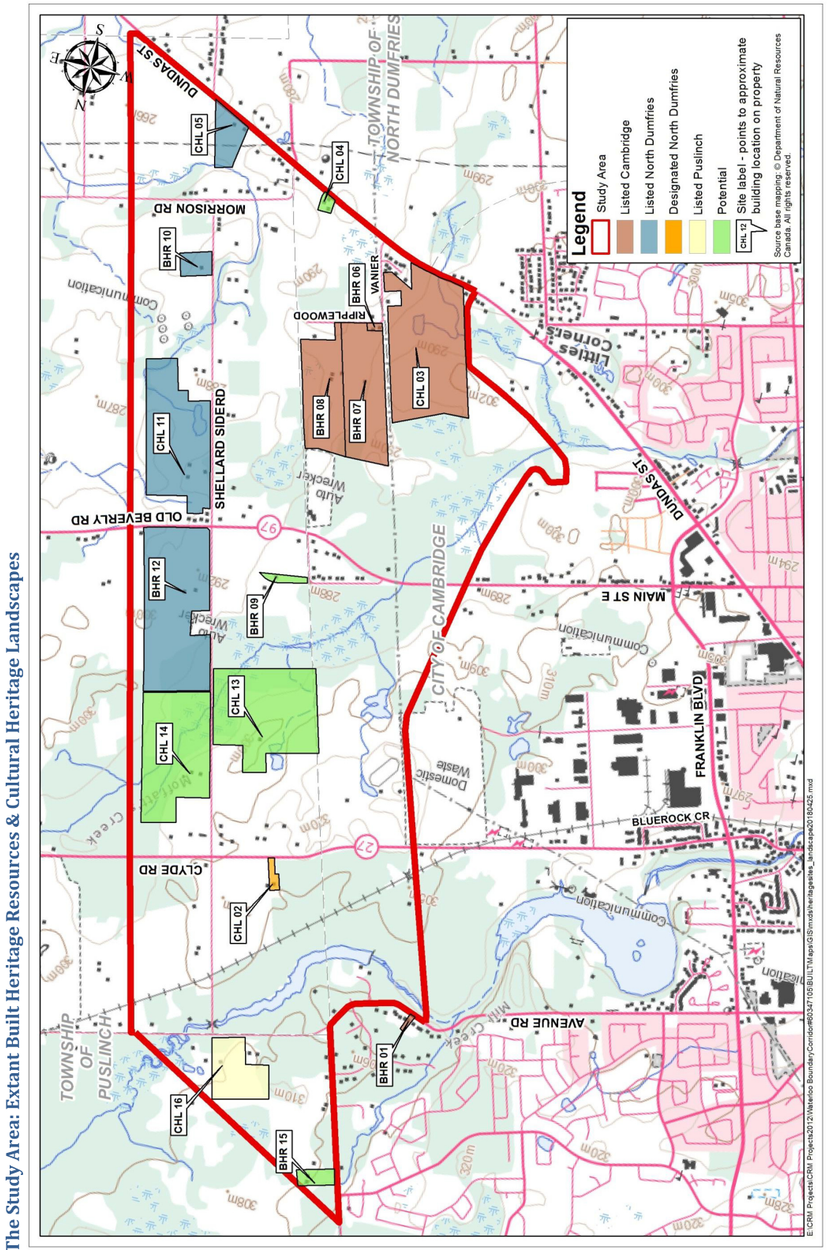


1 Detail from Thomas Ridout's "*Plan shewing the Lands granted to the Six Nation Indians",* dated at York on 2nd February 1821, indicating the situation of the Study Area. *(Library & Archives Canada, NMC 3114).*



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2 Composite details from *Illustrated atlas of the county of Waterloo* (Toronto: H. Parsell & Co., 1881), *Illustrated historical atlas of the county of Wentworth, Ont. (*Toronto: Page & Smith, 1875), and *Topographical and historical atlas of the county of Wellington, Ontario* (Toronto: Walker & Miles, 1877), indicating the location of the Study Area. It should be noted that only paid subscribers to the Waterloo atlas appear on the map, giving the impression that the Township of Dumfries North, on the left, was sparsely populated.



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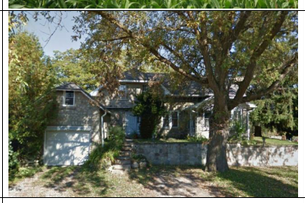
Map of the Study Area indicates the location of Cultural Heritage Landscapes (CHL) and Built Heritage Resources (BHR). The label arrow indicates the approximate location of BHRs on the property.

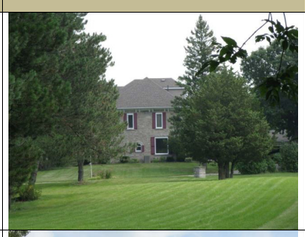
Table: Built Heritage Resources (BHRs) and Cultural Heritage Landscapes (CHLs)

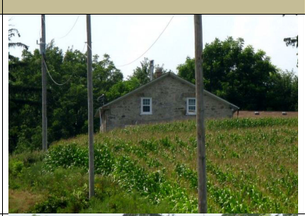
Census citations are written: Schedule A or B page no./line no., ex. B23/12-16
ASI refers to Archaeological Services Inc. *Built Heritage and Cultural Landscape Assessment, South Boundary Transportation corridor, Class Environmental Assessment, Regional Municipality of Waterloo, Ontario.* September 2007 (Revised April 2008).
WRG refers to Waterloo Region Generations. http://generations.regionofwaterloo.ca/index.php

Type/ Site no.	Property Description	Resource Description		Heritage Status	Citations/Notes
BHR 01	879 Avenue Road, City of Cambridge, Ontario Lot 2/XII North Dumfries .	1½ storey stone house with side-gable, low-pitched roof, 3-bay symmetrical façade, stone end chimneys; 6/6 double hung sash windows, flat transom, single panel door; addition on the east side. Built between 1851 & 1861, owner was a mason.		Listed, City of Cambridge	**WRG:** **Census** 1851: William Rankin, 51 b. Scotland, farmer, log house (1/21) **Young**, p. 118: Rankin was also a stone mason **Tremaine Map** (1861): Wm Rankin **Census** 1861: William Rankin 64 b. Scotland, farmer,1½-storey stone house **Waterloo Gazetteer** (1867): William Rankin **Census** 1871: William Rankin, 73 This house is located on the north side of the road, and therefore outside the Study Area proper, but it is very close and should be avoided
CHL 02	1062 Clyde Road, Township of North Dumfries, Ontario Lot J in the Gore/X, Beverly	Building not visible from the road; this farmstead is located approximately on the site of a residence indicated on the Atlas map (1875); there is also a large barn with a fieldstone ground storey.		Designated, Township of North Dumfries By-law 1939-01	**Census** 1851 (B23/15): Robert Scrimger **Gregory Map** (1859): Dr Gavin **Census** 1861: John Grieve, 47 b. Scotland, farmer, frame house, 189ac. **Atlas** (1875): Jno. Gwynne Grieve owned property over the town line in Dumfries North (Lot 1/XI), and was enumerated there in 1851, 1871 and after
CHL 03	1791 Dundas Street South, City of Cambridge, Ontario Lot 2/X North Dumfries	Yellow brick Italianate house, not visible from the road. Aerial photographs suggest a symmetrical façade with the entrance flanked by bay windows. The house was probably built in the 1870s or 1880s by William McArthur.		Listed, City of Cambridge	**Young (33):** Daniel McArthur arrived at Shade's Mills in 1817 **Census** 1851 (A15/23): Donald *(sic)* McArthur & family (including son William, 24), 1-storey frame house; came to Canada before 1827 **Tremaine Map** (1861): Daniel McArthur in S½ Lot 2/X & N pt 2/IX **Waterloo Gazetteer** (1867): William McArthur in Lot 2/X **Census** 1871: William McArthur listed as head of the house, father Daniel, 70, is also living in the residence **Census** 1891: lists 2-storey brick house, 15 rooms

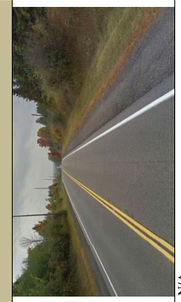
Preliminary Heritage Resources Report
East Boundary Road Corridor Study
The City of Cambridge, the Township of North Dumfries and the Township of Puslinch

Type/ Site no.	Property Description	Resource Description		Heritage Status	Citations/Notes
CHL 04	2371 Dundas Street South, City of Cambridge, Ontario Lot 1/IX North Dumfries	California bungalow with cobblestone piers, random stone (probably) veneer, recent windows; difficult to discern details from the road. Identified in ASI 2008 as a pre-1900 farmstead. No stone house is associated with this property historically. This may be a renovated 1920's house.		None at present Further investigation warranted	**Young (33):** Donald Fraser arrived at Shade's Mills in 1817 **WRG**: Donald Fraser b. 1791/2 in Canada **ASI:** Donald Fraser bought it in two parcels 1844 & 1853 **Census** 1851 (A33/19-28): log & frame, 1-storey **Tremaine Map** (1861): Daniel Fraser **Census** 1861: Donald Frazer, 1-storey frame house **Waterloo Gazetteer** (1867): Donald Fraser Jr. in Lot 1/IX **Waterloo directory** 1884: Donald and Thomas Fraser in Lot 1/IX **Census** 1891: Donald is gone (d. 1884), Thomas & family living in a 2-storey frame house, 10 rooms
CHL 05	2591 Dundas Street South, City of Cambridge, Ontario N½ Lot G/VII, Beverly	2 storey stone house with a hipped roof, 3-bay symmetrical façade, single panel door with flat transom and sidelights; squared rumble limestone masonry, one original limestone chimney; original windows have been replaced with 2/2 double-hung sash; full verandah features late 19th century posts, treillage, brackets etc. Built between 1851-61		Listed, Township of North Dumfries	**ASI**: Granted to John Clement 1807 (absentee); sold to George Ramsey in 1809; John Grieg in 1816; John, Donald, William McKenzie in1824; N½ to Thomas George Chapman 1836; Richard Bond 1844 **Census** 1851 (A9/24-30, B29/10): Richard Bond, 66 b. Scotland ca 1785, emigrated after 1837, log house, N½ 200ac **Gregory Map** (1859): R.S.H. Bond **Census** 1861: Richard Bond, 78 b. England, Gentleman, 2-storey stone house **Atlas** (1875): Henry Bond **Census** 1891: Henry Bond, 2-storey stone house with 8 rooms
BHR 06	5 Ripplewood Drive, City of Cambridge, Ontario Lot 1/X North Dumfries	As late as 1891 there is no evidence of a stone house at this location, nor any reference to a second house on the property. Much of the masonry appears to be veneer (the garage and the addition to the house directly behind it, for example). The aerial view of the roof configuration suggests that there may be an older structure at the core of the present building.		Listed, City of Cambridge	**ASI:** First owner in 1820 is James Keachie **WRG:** James Keachie b. Scotland ca. 1797, d. North Dumfries between 1842-51 **Census** 1851(A15/16): Widow Elizabeth Keachie, farmer, with sons James & Angus Keachie, in a frame 1½-storey house **Tremaine Map** (1861): J.A. and A.S. Keachie **Census** 1891: Alexander Keachie, wife and two adult sons in a frame house **ASI**: Property stayed in the family until at least 1907
BHR 07	29 Ripplewood Drive, Cambridge, Ontario Lot 1/X North Dumfries	"White sided farmhouse"	Not visible from the road	Listed, City of Cambridge	As above, BHR 15
BHR 08	105 Ripplewood Drive, Cambridge, Ontario Lot 1/X North Dumfries	"White sided farmhouse"	Not visible from the road	Listed, City of Cambridge	As above, BHR 15

Type/ Site no.	Property Description	Resource Description		Heritage Status	Citations/Notes
BHR 09	130 Robinson Road, Township of North Dumfries Lot I in the Gore/IX Beverly/Wentworth	2½-storey stone house with hipped roofs, windows of different sizes and shapes, Italianate brackets; no stone residence is historically documented at this location. Possibly a late 19th- early 20th century eclectic design.		None at present Further investigation warranted	**Census** 1851 (B29/20): Martin Nicol, 100 ac **Gregory Map**: (1859): Martin Nichol **Atlas** (1875): G.G. Nichol **Census** 1891: George G. Nichol , 1½-storey frame house, 6 rooms
BHR 10	1077 Shellard Side Road, Township of North Dumfries S½ Lot 1/VIII/Beverly/Wentworth	1½-storey yellow brick (load-bearing), 3-bay symmetrical façade with high upper storey, lancet window in the gable retaining some of its original glazing, muntins and surround. The soffits have been replaced, but treillage and decorative fascia treatment have been preserved; ground floor windows have been replaced with sympathetic sash, properly proportioned. Date stone below the gable window states construction in 1880; present owner, Mr. Gunn stated the rear wing was built in 1831, which was occupied in 1851 by widow, Mrs. A. Atkin.		None at present Further investigation warranted	**Census 1851:** Mrs. A. Atkin, widow, 50 b. Scotland, farmer, log house S½ (A29/43, B29/?); son Robert, 22 b. Scotland, labourer **Gregory Map** (1859): Rob[t] Young S½ I/VIII **Census 1861:** Robert Young, 32 b. Scotland, farmer, log house, 100ac. **Atlas Map** (1875): R. Young in the S½ **Cornell**: **Census 1891:** Robert Young, 61 b. Scotland, 2-storey brick house, 8 rooms
CHL 11	1337 Shellard Side Road, Township of North Dumfries Npt Lot 1/VIII Beverly/Wentworth	2½-storey stone house with hipped roof, symmetrical 3-bay façade, single panel door has flat transom and sidelights and a semi-circular porch with classical detailing; large 12/12 sash windows on the ground floor; second storey has round-arched central doorway with sidelights opening onto balcony with iron railing, flanked by windows slightly smaller than ground floor; attic storey windows are located in 3-light dormers all four sides, ornamented with pilasters; soffits feature modillions.		Listed, Township of North Dumfries	**Cornell:** Morris Shellard settled here in 1838 **Census** 1851 (B29/24): Morris Shellard, 100ac **Gregory Map** (1859): Shellard in the N½ Lot 1/VIII and E½ Lot H/VII, no house indicated **Atlas** (1875): M. Shellard, house on the location **ASI**: dates house1894 **Census** 1891: Morris Shellard (39), 2-storey stone house with 8 rooms
BHR 12	1481 Shellard Side Road, Township of North Dumfries S½ Lot 1/IX, Beverly/Wentworth	Italianate detailing, 2-storey stone house with hipped roof, rear wing; side hall plan; windows and front entrance have segmental arched windows; single panel door with transom; wooden frieze with paired brackets supporting the eaves .		Listed, Township of North Dumfries	**Cornell:** Henderson settled 1837-38 **Census** 1851 (B29/23): James Henderson, 100ac S½ Lot 1/IX **Gregory Map** (1859): Robert Henderson **Census** 1861: Robert Henderson, 25 b. C.W., farmer, log house 100ac. S½ **Census** 1871: Robert Henderson, 35 b. Scotland farmer **Atlas** (1875): Robert Henderson **Cornell** (68): between 1881-89 Henderson sold to John Caldwell of the Galt Nursery **Census** 1891: 2-storey stone house is occupied by James Brown & family, arrived from England between 1882-87

Type/ Site no.	Property Description	Resource Description		Heritage Status	Citations/Notes
CHL 13	1654 Shellard Side Road, Township of North Dumfries N½ Lot I in the Gore/IX, Beverly/Wentworth	1½-storey stone house, set well back from the road and only partially visible; based on the east gable-end façade, it is coursed rubble masonry; windows have voussoirs in a flat arch, 6/6 sash windows (possibly replaced), low-pitched side gable roof with no central gable on the south façade, suggests it was built in the early 1850s.		None at present Further investigation warranted	**Census** 1851 (B29/20): Martin Nicol **Gregory Map** (1859): Robert Turnbull **Census** 1861: Robert Turnbull, 39 b. Scotland, farmer, 1½-storey stone house, **Atlas** 1875: Robert Turnbull **Cornell:** Lot I was occupied by Mr. Williamson in 1889 **Census** 1891: Walter Williamson, 37 b. Ontario, 1½-storey stone house, 8 rooms
CHL 14	1711 Shellard Side Road, Township of North Dumfries N½ Lot 1/IX Beverly/Wentworth	View from the road is obstructed. 1½-storey stone house with low-pitched side-gable roof, gable over central entrance; visible window has an arched head, 2/2 sash; garage addition on the west side, another across the north.		None at present Further investigation warranted	**Gregory Map** (1859): John D. McKenzie **Census 1861:** John D. McKenzie, 67 b. Scotland, farmer, log house, 100ac. N½ **Atlas 1877:** James Cunningham **Census 1891:** James Cunningham, 57 b. Scotland, farmer, 2-storey stone house, 9 rooms
BHR 15	563 Townline Road, Township of Puslinch, County of Wellington pt Lot 1/Rear Gore Puslinch, Wellington	Fieldstone 1½-storey house with symmetrical 3-bay façade looking south, originally with a side gable roof it was raised into a gambrel roof at some point to make the upper storey more spacious. The former roofline is visible in the masonry. Coursed rubble masonry, windows have been replaced.		None at present Further investigation warranted	**Atlas 1877:** J. Milroy, NW part 55ac **1891 Census:** John Milroy, 62, b. Scotland, 1½-storey stone house, 8 rooms
CHL 16	6526 Gore Road, Township of Puslinch, County of Wellington pt Lot 2/Front Gore Puslinch, Wellington	1½-storey fieldstone house with low-pitched side gable roof, original end chimneys, symmetrical 3-bay façade with centre entrance, single panel door with sidelights and flat transom; windows are 6/6 double-hung sash with stone sills and lintels. Built between 1851-61.		Listed, Puslinch Township	**1851 census:** Duncan McKellar, 47 b. Scotland, farmer, log house; also son Angus, 22 b. Scotland, labourer (A22/23*ff*) **1861 census:** Duncan McKellar, 56 b. Scotland, farmer and son Alexander, 19, 1½-storey stone house, 136ac. (A74/12, B113/19) **1891 census**: Archibald McKellar, 35 b. Ontario, 1½-storey brick *(sic)* house, 10 rooms

Type/ Site no.	Property Description	Resource Description	Heritage Status	Citations/Notes
CHL 17	Clyde Road Roadscape	Clyde Road retains much of its historic character. The lands south of the road consist of active agricultural fields while the lands to the north consist of forest and wetlands. The two-lane road is paved with gently sloping gravel shoulders.	None at present Further investigation warranted	AECOM will complete the MTCS Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes in order to screen the roadscape out as a potential heritage properties followed by documentation reports.
CHL 18	Former Credit Valley Rail corridor	The Credit Valley Railway was incorporated in 1871 The line was acquired by the CPR in 1883. The line extends between the City of Toronto on Lake Ontario, west through Galt, Woodstock and Ingersoll to St. Thomas. In addition, branches were built into the communities of Orangeville and Elora.	None at present Further investigation warranted	AECOM will complete the MTCS Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes in order to screen the railway corridor out as a potential heritage properties followed by documentation reports.



N/A

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Spring, Valerie. M.A., M.C.I.P., R.P.P., Heritage Planner, City of Cambridge, Planning and Development Department, (519) 740-4650 ext. 4580.

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Ministry of Tourism, Culture and Sport

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Programs and Services Branch
401 Bay Street, Suite 1700
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Fax: 416 212 1802

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Ontario

June 6, 2014 (EMAIL ONLY)

Marcos Kroker, P.Eng
Senior Project Manager
Region of Waterloo
150 Frederick Street
Kitchener, ON N2G 4J3
E: mkroker@regionofwaterloo.ca

MTCS file #: 0001266
Proponent: Region of Waterloo
Subject: Notice of Commencement and Public Information Centre
East Boundary Road Corridor Study
Location: Region of Waterloo, Ontario

Dear Marcos Kroker:

Thank you for providing the Ministry of Tourism, Culture and Sport (MTCS) with the Notice of Commencement and Public Information Centre for your project. MTCS's interest in this EA project relates to its mandate of protecting, conserving and preserving Ontario's culture heritage, which includes:

- Archaeological resources, including land-based and marine;
- Built heritage resources, including bridges and monuments; and,
- Cultural heritage landscapes.

Under the EA process, the proponent is required to determine a project's potential impact on cultural heritage resources. Please provide MTCS with subsequent archaeological and a heritage impact assessments before issuing a Notice of Completion.

Aboriginal communities may have knowledge that can contribute to the identification of cultural heritage resources, and we suggest that any engagement with Aboriginal communities includes a discussion about known or potential cultural heritage resources that are of value to these communities.

Archaeological Resources
Thank-you for submitting a preliminary archaeological assessment (AA) that identifies registered archaeological sites and areas of archaeological potential within the study area, and recommends further work as the proposed transportation corridor location is refined. New sites continue to be registered in the MTCS Ontario Archaeological Sites Database, and the preliminary site inventory can be updated with new archaeological sites data through archaeologicalsites@ontario.ca. If your EA project area continues to exhibit archaeological potential, then further archaeological assessment (AA) by an *Ontario Heritage Act* (*OHA*) licensed archaeologist, who is responsible for submitting the report directly to MTCS for review, is required.

Built Heritage and Cultural Heritage Landscapes
Thank-you for submitting a draft Preliminary Built Heritage Assessment Report that summarizes identified and potential cultural heritage resources through a desktop survey, including built heritage and cultural heritage landscapes, and recommends further work as the proposed transportation corridor location is refined. The clerks for the municipalities encompassing your EA project can provide information updates on property registered or designated under the *Ontario Heritage Act*, as these can be added or removed from the register.

We recommend that both the overall project scope report and the preliminary built heritage assessment clarify the status of "listed" properties in each municipality. Prior to legislative amendments in 2005, "listed" properties comprised an informal inventory of properties of historical and/or archaeological interest with no legal encumbrance. Subsequently, properties identified as being of cultural heritage value or interest (CHVI), but not designated under the *Ontario Heritage Act*, could be formally added to the municipal Register of Properties of CHVI. This new status afforded such properties some process under the *OHA* when subject to applications for demolition. As the subject area falls under several municipal jurisdictions by area and tier, the provision of further details on whether some or all of these "listed" properties are also on the Register would be prudent.

A Cultural Heritage Evaluation Report can be carried out prior to a Heritage Impact Assessment, to determine the cultural heritage value or interest of a property and whether it would warrant a Heritage Impact Assessment (HIA). If your EA project will impact heritage resources, MTCS recommends that an HIA be prepared by a qualified consultant. Our Ministry's *Info Sheet #5: Heritage Impact Assessments and Conservation Plans* outlines the scope of HIAs. Please send HIAs to MTCS and the local municipalities for review, and make it available to local organizations or individuals who have expressed their interested in heritage. In addition, alterations to (including demolition or construction on) property designated under Part IV or Part V of the *OHA* may require a Heritage Permit.

Environmental Assessment Reporting
Please continue to incorporate and address AA and HIA reports and their recommendations within the EA project and report(s).

Thank-you for circulating MTCS on this project: please continue to do so through the EA process, and contact me for any questions or clarification.

Sincerely,

Joseph Muller, RPP/MCIP
Heritage Planner
Joseph.Muller@Ontario.ca

Copied to: Dave Hallman, P.Eng, MTE Consultants Inc.

Please notify MTCS if archaeological resources are impacted by EA project work. All activities impacting archaeological resources must cease immediately, and a licensed archaeologist is required to carry out a determination of their nature and significance.

If human remains are encountered, all activities must cease immediately and the local police be contacted as well as the Cemeteries Regulation Unit of the Ministry of Consumer Services must be contacted. In situations where human remains are associated with archaeological resources, MTCS should also be notified to ensure that the site is not subject to unlicensed alterations which would be a contravention of the Ontario Heritage Act.

Dave Hallman

From: Muller, Joseph (MTCS) <Joseph.Muller@ontario.ca>
Sent: Tuesday, February 13, 2018 1:24 PM
To: Dave Hallman
Cc: Justin Armstrong; Vince Pugliese; 'kevin.phillips@aecom.com'
Subject: RE: Waterloo/Cambridge East Boundary Road Corridor Study
Attachments: East Boundary Road Corridor 2014-06-06 CSU MTCS Comments.pdf

Thank-you Dave. I have attached our prior comments from June 6, 2014, for your information (when we last made comments on this project). Looking through prior correspondence and timelines, it my comments were made on the Pre-Project Scoping Report dated February 2013, which included a Preliminary Built Heritage Assessment Report (similar but distinct from the June 26, 2014, Built Heritage and Cultural Heritage Landscape Assessment Report you recently provided to me).

The preliminary report was desktop survey, prior to site visits, and the Pre-Project Scoping Report acknowledges that it was not possible to identify roadscape or other potential cultural heritage landscapes in the study area, which may be identified through a windshield survey, and the 2014 report did incorporate a windshield survey. Documentation of the properties of cultural heritage value or interest is exclusively of the built heritage features, however: although Cultural Heritage Landscape (CHL) locations are mapped on page 19, and a farmstead identified for one of the properties (CHL 02), the remainder of the report text does not describe the CHLs mapped. Additional potential landscape features described in the historical background of the 2014 report, and discussed briefly as potential features in the 2013 draft, are not identified, such as roadways associated with the settlement of the area such as Dundas Street, concession roads and railroad corridors. The brief mention of farmstead also overlooks the original organization of the landscape into lots and concessions for agricultural settlement, which remains in portions of the study area in the form of property boundaries marked by fencelines and hedge rows, allées and lanes, agricultural fields, ponds, early settlement areas, cemeteries, reforestation plots, and farmsteads. Identification of these features, and their evaluation for potential cultural heritage value or interest (CHVI) at this phase of the EA project allows for the inclusion of these factors in the evaluation of alternatives, and for mitigation of any possible impacts to any CHVI identified. Identification of cultural heritage resources does not preclude any alternative, but permits informed planning and the minimizing the risk of unanticipated impacts.

Understanding that this project may have undergone a hiatus, an update to the 2014 report is warranted. Please contact me if you have any questions or would like to discuss the project, and thank-you for your assistance. Take care,

Joe

Joseph Muller, RPP, MCIP

Heritage Planner
Ministry of Tourism, Culture and Sport
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From: Dave Hallman [mailto:DHallman@mte85.com]
Sent: February 8, 2018 3:16 PM

To: Muller, Joseph (MTCS)
Cc: Justin Armstrong; Vince Pugliese; 'kevin.phillips@aecom.com'
Subject: RE: Waterloo/Cambridge East Boundary Road Corridor Study

Hi Joseph. Please find attached the Built Heritage and Cultural Heritage Landscape Assessment Report completed by URS in June 2014 for the East Boundary Road Corridor Study and Class EA.

URS is now part of AECOM, and I have copied Kevin Phillips of AECOM on this message. Kevin has confirmed this is the latest BHA report completed for this project. If you have any questions regarding the report, please send them to me and between Kevin and I, we will get you the answer or provide you with the contact at AECOM to address your questions.

Thanks and please do not hesitate to call if you need anything else.

Dave

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From: Muller, Joseph (MTCS) [mailto:Joseph.Muller@ontario.ca]
Sent: Thursday, February 08, 2018 12:58 PM
To: Justin Armstrong
Cc: Dave Hallman
Subject: RE: Waterloo/Cambridge East Boundary Road Corridor Study

Thanks Justin, I was able to download and view the PCC#3 (and #2) information packages and display boards. Item 12 of the information package describes a cultural heritage resource inventory carried out, and I see that it is (to be?) posted as well. Again, can you point me to that? I see from our files that a Stage 1 Archaeological Assessment has been completed and entered into the Ontario Register of Archaeology Reports, so we have that in hand. Thanks, & take care,

Joe

Joseph Muller, RPP, MCIP

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From: Justin Armstrong [mailto:JuArmstrong@regionofwaterloo.ca]
Sent: February 8, 2018 12:33 PM
To: Muller, Joseph (MTCS)
Cc: Dave Hallman
Subject: RE: Waterloo/Cambridge East Boundary Road Corridor Study

Hi Joe,

Here is a link to the Region website Detailed Project Information page: http://www.regionofwaterloo.ca/en/gettingAround/resources/7299_-_EAST_BOUNDARY_ROAD_WEBSITE_INFO_SHEET.pdf.

Please let me know if you have any difficulty accessing the PCC 3 Information Package and Display Boards.

Justin Armstrong, P.Eng.
Senior Project Manager, Transportation Expansion
Design & Construction Division
Region of Waterloo
P: 519-575-4757 Ext. 3164 | F: 519-575-4430 | TTY: 519-575-4608
JuArmstrong@regionofwaterloo.ca

From: Muller, Joseph (MTCS) [mailto:Joseph.Muller@ontario.ca]
Sent: Thursday, February 08, 2018 12:28 PM
To: dhallman@mte85.com
Cc: Justin Armstrong
Subject: Waterloo/Cambridge East Boundary Road Corridor Study

Hello Dave Hallman:

Thank-you for the public consultation centre #3 notice on the above project. I took a brief look around the Region of Waterloo and web in general but have yet to see if the presentation/display materials have been posted – if they have, would you please point me towards the URL? If they haven't yet, please let me know where/when this will be done, or I would otherwise appreciate a digital copy being made available to me. Thanks in advance for your assistance,

Joe

Joseph Muller, RPP, MCIP

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D2

Cultural Heritage Evaluation Report

William McArthur House, 1971 Dundas Street South (CHL10), (AECOM, January 2019)

East Boundary Road Corridor Study

Cultural Heritage Evaluation Report (CHER)
William McArthur House, 1791 Dundas Street South Cultural Heritage Landscape (CHL) 10

Regional Municipality of Waterloo

January 2019

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- was prepared for the specific purposes described in the Report and the Agreement; and
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Quality information

Prepared by	Checked by	Verified by	Approved by
 Emily Game, B.A. Cultural Heritage Specialist			

Revision History

Revision	Revision date	Details	Authorized	Name	Position
0	November 29, 2018				
1	February 20, 2019				

Distribution List

# Hard Copies	PDF Required	Association / Company Name

East Boundary Road Corridor
Cultural Hertiage Evaluation Report
William McArthur House: 1791 Dundas Street South

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Executive Summary

AECOM Canada Ltd. (AECOM) was retained by the MTE Consultants Inc. (MTE) on behalf of the Region of Waterloo to conduct a Cultural Heritage Evaluation Report (CHER) for the East Boundary Road project, as part of a Schedule “C” Municipal Class Environmental Assessment. This project involves the planning of a new north-south four-lane road connecting Dundas Street South (Highway 8) with Townline Road at Avenue Road/Gore Road in the City of Cambridge. The proposed road will consist of a 40 metre wide right-of-way (**Figure 1**).

In 2014, the study area was evaluated in a Built Heritage and Cultural Heritage Landscape Assessment Report undertaken by URS Canada (now AECOM). Based on the findings of this report, and subsequent comments received from the Ministry of Tourism, Culture, and Sport (MTCS) (Appendix A), AECOM was retained by the MTE on behalf of the Region of Waterloo to conduct a Cultural Heritage Evaluation Report (CHER) for the property at 1791 Dundas Street South.

The CHER was prepared according to the *Ontario Heritage Act* (OHA) R*egulations* (O. Regs.) *9/06* and *10/06*, the *Ontario Heritage Toolkit*, and the *Standards and Guidelines for the Conservation of Provincial Heritage Properties*.

1791 Dundas Street South is located on the north side of Dundas Street South, west of Branchton Road (Lot 2, Concession X). The property consists of 40.05 hectares (ha) of land, the William MacArthur House and several outbuildings; all of which are set back approximately 480 metres from Dundas Street South. A complete description of the house, outbuildings and property was not included in this report as Permission to Enter (PTE) was not granted by the landowner. This information will be added to the report during the Detail Design phase of the project, prior to construction or potential impacts to the property.

Several attempts via phone, email, mail, and in-person were made by AECOM and the Regional Municipality of Waterloo in an attempt to gain access to the property. PTE, however, was not granted by the landowners. As a result, *O. Reg. 9/06* and *10/06* evaluations were not completed on the property due to property access restrictions and this report is considered incomplete until access to the property is granted. The CHER was prepared by a Cultural Heritage Specialist with AECOM.

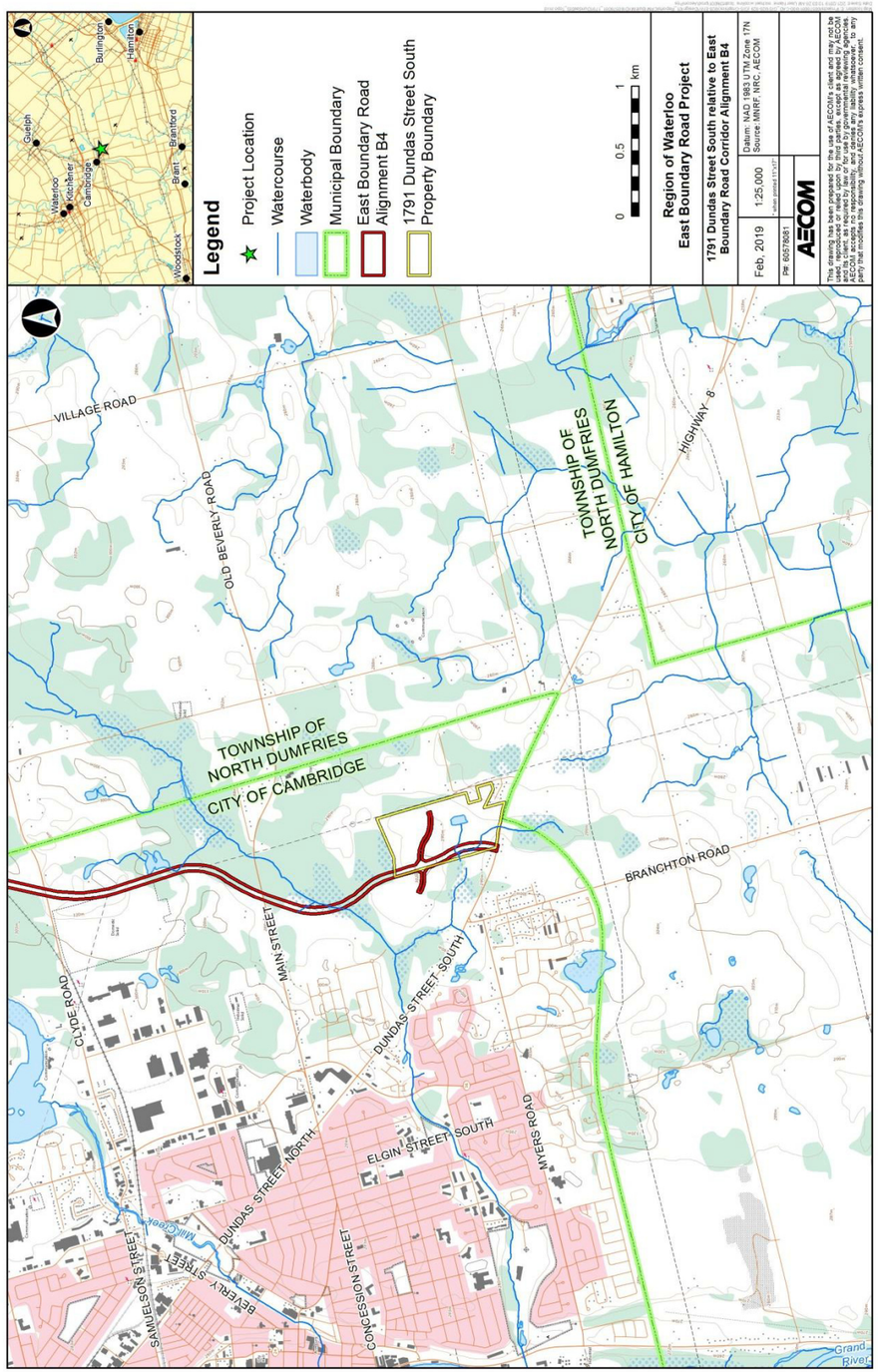


Figure 1: 1791 Dundas Street South relative to East Boundary Road Corridor Alignment B4 (Topographic)

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East Boundary Road Corridor
Cultural Hertiage Evaluation Report
William McArthur House: 1791 Dundas Street South

1. Introduction

AECOM Canada Ltd. (AECOM) was retained by MTE Consultants Inc. (MTE) on behalf of the Region of Waterloo (the Region) to conduct a Cultural Heritage Evaluation Report (CHER) for the East Boundary Road project, as part of a Schedule "C" Municipal Class Environmental Assessment. This project involves the planning of a new north-south four-lane road connecting Dundas Street South (Highway 8) with Townline Road at Avenue Road/Gore Road in the City of Cambridge. The proposed road will consist of a 40 metre wide right-of-way **(Figure 2)**.

The property, which includes the William McArthur House, was identified as a property of potential heritage significance in the Built Heritage and Cultural Heritage Landscape Assessment Report (BHCHL)[1] for the East Boundary Road Corridor Study, Schedule C project under the Municipal Class Environmental Assessment process. Based on the findings of the BHCHL, and subsequent comments received from the Ministry of Tourism, Culture and Sport (MTCS) (Appendix A), AECOM was retained by MTE on behalf of the region to conduct a CHER for 1791 Dundas Street South, specifically to determine the heritage value of the farm residence and other buildings within their landscape.

The CHER was conducted in accordance with the *Ontario Heritage Act* (OHA) *O. Reg. 9/06* and *10/06 and* the *Ontario Heritage Toolkit*. This report was prepared by Emily Game of AECOM's Cultural Heritage Management Department. Due to lack of Permission to Enter (PTE) a field review was not completed as part of the CHER; as such, the evaluation portion of the report is considered incomplete until PTE is granted by the landowner.

2. Methodology

This CHER was prepared in accordance with the *Ontario Heritage Toolkit*, and in accordance with *O. Reg. 9/06* and *10/06*. The following steps were taken:

- Research was carried out in primary and secondary sources to establish a historical context for the property;
- The City of Cambridge Heritage Properties Register, municipal heritage staff , the Ontario Heritage Trust (OHT), and the Ministry of Tourism Culture and Sport (MTCS) were consulted on several dates in May and November 2018 (see Section 5);
- A field review survey of the property was not carried out as PTE was not granted by the landowner, despite several attempts by AECOM and the Regional Municipality of Waterloo to gain access to the property; and
- The property at 1791 Dundas Street South was not evaluated against the *O. Reg. 9/06*, and *10/06* criteria due to lack of PTE. The property will be fully evaluated once PTE is granted and will take place as part of the Detail Design process prior to construction and any potential impacts to the property.

[1] URS Canada Inc. (now AECOM) *Built Heritage and Cultural Heritage Landscape Assessment Report East Boundary Road Corridor Study in the City of Cambridge, the Township of North Dumfries and the Township of Puslinch.* June 2014.

3. Historical Overview

During the aftermath of the Revolutionary War in the U.S., Sir Frederick Haldimand, the Governor of Quebec, issued the Haldimand Proclamation on October 25, 1784, granting to the Six Nations on behalf of the Crown all of the land for six miles either side of the Grand River from the mouth to the headwaters in compensation for loss of land in the United States, and in recognition of their services during the conflict. Known as the Haldimand Tract, these lands were for years the subject of confusion and dispute over whether the Six Nations were allowed to lease or sell parts of the grant as they chose. This was finally resolved in 1798 when six blocks of land of various sizes within the Tract were parcelled off for sale. Block 1 eventually became Dumfries Township.

According to the Land Registry for Dumfries Township, the original purchaser of Block 1 in 1795, Philip Stedman,[2] died in an American jail without ever making a payment on the property. Several claims followed, which all turned out to be fraudulent, before the deceased Stedman's sister was acknowledged as his heir in 1810.[3] The confusion arose partly due to the lack of clear and consistent means of transferring and registering property ownership, and partly because it was not clear whether the Six Nations were a sovereign people with the right to hold property in fee simple.

Hon. William Dickson (1769-1846) was born in Dumfries, Scotland, and came to Quebec in 1785. He was very well connected – a cousin of Robert Hamilton (1753-1809), founder of Queenston, who with his business partner, Richard Cartwright (1759-1815), had built a commercial empire in Upper Canada, centred in Niagara and Kingston. Dickson worked for them as a forwarding agent on Carleton Island (near Kingston), and later managed his cousin's mills and store on the Twelve Mile Creek (St. Catharines). He came to Queenston in 1790. In 1811, at Newark, Dickson had built for himself a substantial brick house that included a valuable library of 1,000 books he had brought over from Britain.[4]

In 1803 Dickson was granted a license to practice law, and in this capacity he carried out the legal work necessary for the Six Nations to sell blocks of land. In payment for these services, he was given 4,000 acres at the mouth of the Grand River. For several years Dickson tried to buy other land on speculation from the Six Nations, including Block 1. Finally, in 1811, Thomas Clark bought Block 1, apparently with his cousin William Dickson as a silent partner.

Dickson hoped to sell lots to a "higher class" of immigrants from the United States, but was prevented by prohibitions brought on by the rumbling hostilities that would ultimately lead to the War of 1812. Consequently he focused his attentions on Scotland, specifically Dumfries, Roxburgh and Selkirk, encouraging leading Scots to consider the potential of Upper Canada. Unlike the tenant crofters who were being cleared from the Highlands around this time, these were people of some means and education.

In 1816, when full ownership of Block 1 was registered in Dickson's name, he hired Absalom Shade (1793-1862), a builder by trade, as his agent and manager in Dumfries. They travelled to the vicinity that summer to choose a site for establishing mills on the Grand River. They selected the site where the town of Galt grew up around the mills, but its original name was Shade's Mills. The place was densely forested and difficult to access. The Dundas Road was put through in 1795, but it was a crude affair and often impassable. Immigration was slow at first, but gradually increased in the 1820s.[5]

By 1819, when the first bridge over the Grand River was built,[6] there was sufficient critical mass that a meeting was held on January 4th to choose Town and Parish officers, a clerk, two assessors, a collector,

[2] Grant of Block No. 1 to Philip Stedman, 1795
[3] James Young. *Reminiscences of the Early History of Galt and the Settlement of Dumfries, in the Province of Ontario.* (Toronto: Hunter, Rose & Company, 1880), p. 15.
[4] Harold D. Kalman. *A History of Canadian Architecture, vol. 1* (Toronto: Oxford University Press, 1994), pp. 152-53.
[5] Dickson biographical details are condensed from the account of James Young, and from Wilson, Bruce G. "William Dickson," *Dictionary of Canadian Biography*, online edition (*DCB* online). http://www.biographi.ca/index-e.html, consulted 31 July 2012.
[6] Young, p. 34.

two wardens, four postmasters and a pound keeper.[7] The following year there were 10 buildings in Shade's Mills: Shade's house & store, a sawmill (1817), Dumfries Mill (1818), three log houses, a shanty, distillery (1820), the blacksmith's shop and the ruins of an old mill. A tavern opened in 1821.

Growth at the town site began to accelerate in 1825. Scottish immigrants were becoming concentrated in the north of Dumfries, buying their land east of the Grand River. William Dickson moved his family from Queenston to Shade's Mills, where he busied himself providing support for new arrivals to ensure that their ventures in clearing land and making a home were successful. This was not wholly altruistic – prosperous farmers made good business sense for Dickson, who had made his original fortune outfitting and provisioning Loyalists and the military establishment at Niagara. Elsewhere in the township, Abel Mudge built grist and sawmills on the Nith River in 1824, which grew into the village of Ayr.

John Galt (1789-1839) passed through Shade's Mills in 1827, on his way to oversee the construction of a road on to Guelph. Galt was another of Dickson's connections from his schooldays in Scotland, and was also engaged in settling British immigrants in central Ontario as an agent of the Canada Company. The post office was established at Shade's Mills at about this time and was designated Galt in his honour. Soon after, the village became known as Galt as well.

Roads and transportation in general were problematic. The Dundas Road was nearly impassable through the Beverly swamp, and travellers were frequently harassed by wolves. An endeavour by Absalom Shade indicates how difficult it was to transport goods to markets: he set up a system using flat-bottomed "arks" rafted together to float goods down the Grand River to Lake Erie and through the Welland Canal to Lake Ontario at Port Dalhousie (approximately twice the distance as the Dundas Road). He operated this service from 1831-34.

Robert Dickson, one of William's sons undertook the construction of the Galt Dam in 1836, a project that included a canal, but it never materialized.[8] The concept was later picked up by Absalom Shade with backing from William Dickson. However, Dickson backed out, and the idea was dropped.

The late 1830s were a time of many improvements in Galt and North Dumfries, generally. A committee was struck to establish a subscription and circulating library. The first game of curling took place during the winter of 1836-37, and the following year the Galt Curling Club was founded. It is still active, one of the oldest in the province. The Gore District Mutual Fire Insurance Co. was established with headquarters in Brantford, providing a valuable service to the district. The construction of a macadamized road from Dundas to Waterloo was begun in 1837, finally overcoming the dangers of the Beverly Swamp.

The area was also very politically engaged, and Dumfries' inhabitants took a keen interest in the developments leading up to the Rebellion. When William Lyon Mackenzie came to Galt and made a speech, Tory supporters in the crowd burned him in effigy. When Mackenzie and Samuel Lount fled after the rebellion ended, it was rumoured that Lount was in hiding near Galt for several days.[9] When Lord Durham began his commission into the Rebellion, the first public meeting was in Galt. The Dumfries Reformers were very active in raising petitions in support of Responsible Government.

The political divisions in the township ran deep, but it could be put aside when necessary. In 1839, the Dumfries Agricultural Society was founded, an important institution for disseminating agricultural techniques, improving crops and breeding superior livestock. One of the rules stated emphatically that the discussion of politics was forbidden at DAS meetings and events, on pain of expulsion from the society.[10]

Other signs of growth and progress at this time include the construction of a Township Hall (1839) and the election of the first township officers to the Gore District Council, as well as school commissioners (1842). The first township newspaper, the Dumfries *Courier*, was established in 1844, followed by the Galt *Reporter*.

[7] Young, p. 134.
[8] Young, p. 121
[9] Young, p. 162
[10] Young, p. 182

Galt was incorporated as a village under the Municipal Act in 1850, and the township elected five councillors. The population at this time was about 2,000. The community was served by two newspapers, the Tory *Dumfries Reporter*, and the Grit *Galt Reformer*. North and South Dumfries were split in 1852, with the south part of Brant County, the north with Waterloo.

The abundance of water power at Galt and Ayr formed the basis of a number of industries, including mills, foundries and manufacturing. At Ayr, John Watson opened the Ayr Agricultural Works in 1848, manufacturing farming implements at the site of the old Mudge mills. This business grew into an internationally known company, exhibiting its wares and winning awards at the Centennial Exposition in Philadelphia (1876) and at the Paris World's Fair (1878). Galt experienced an economic and industrial boom through the mid-19th century, rapidly developing a wide range of manufactured goods, tanneries, woollen mills, carriage works, breweries – even a paper collar factory.

Galt became known as the "Manchester of Canada."[11] The *Waterloo Gazetteer* described Galt in 1867 as the largest town in the county, and "in regard to its establishments, one of the principal in the Province," with "unlimited water power, and the employment of stone in building which abounds in the neighbourhood gives it a remarkably substantial appearance."[12] North Dumfries is described as "remarkable for its fertility," "well-watered by the Grand and the Nith Rivers and Cedar Creek. The soil is generally a light sandy loam, the surface rolling and well adapted for wheat and other cereals. Great attention is paid to stock raising, and a number of Durham cattle and Leicester sheep have been imported. The timber is a mixture of pine, oak, beech, maple, elm, cherry, basswood and cedar. Limestone of a superior quality is abundant. There are at present in the Township five flouring mills, two woollen mills and several sawmills."[13]

The part of Beverly Township that has been annexed to North Dumfries and is now part of the Study Area developed in much the same pattern as its neighbour.

The limestone that is noted in *Gazetteer* entries for both Galt and North Dumfries was ideal for the incoming Scottish population, which has a long tradition of stone masonry construction. The unusually high proportion of buildings of all types in stone is due to the coincidence of an abundance of excellent stone with a skilled workforce.

In 1854-55 the Great Western Railway connected Galt with its main line at Harrisburg. Sir Allan McNabb had turned the first sod at a ceremony in Galt, followed by a ball in 1852. In 1880 the Credit Valley Railway was completed through North Dumfries as well. With good rail connections to markets, agriculture and industry in the township continued to prosper through the 1860s, 1870s, and into the 1880s. At the same time, however, on-going improvements to the Great Lakes shipping canal system began to lure cargo away from the railway, offering cheaper, reliable transportation of goods all the way to the Lakehead by 1897. The industrial complex at Hamilton Harbour began to outstrip Galt during the latter part of the 19th century, and the heady days of the "Manchester of Canada" drew to a close.

Through the 20th century, the township and its principal urban centre settled into a stable era of agriculture and manufacturing, which changed little until new concepts of municipal administrative efficiency began to emerge in the 1960s. The communities of Galt, Hespeler, Preston and Blair had grown together, and it was deemed more practical to amalgamate them under a single city council. This happened in 1973, and the new municipality was named Cambridge. At the same time the Regional form of government replaced the old County system, and several boundary lines were changed with the result that parts of Beverly Township were annexed to the Township of North Dumfries.

[11] Young, p. 230.
[12] *Province of Ontario Gazetteer & Directory for 1869* (Library and Archives Canada, "Canadian Directories: Who was Where" database, http://www.collectionscanada.gc.ca/databases/canadiandirectories/001075-100.01-e.php), p. 164.
[13] W.H. Irwin and George E. Burnham. *Gazetteer & Directory of the County of Waterloo, 1867* (Toronto: Irwin & Burnham, Publishers, 1867), p. 1.

3.1 Site History

The William McArthur House was historically located within the southern part of Lot 2, Concession X in the Township of Dumfries North, in the County of Waterloo. William's father, Daniel McArthur arrived at Shade's Mills in 1827.[14] By 1851, the census indicates that Donald (sic) McArthur and family (including son William, aged 24) were living in a 1-storey frame house; he is also shown as occupying the south half of Lot 2, and the north part of Lot 2, Concession IX.[15] The 1871 census lists William as head of the house, his father Daniel, 70, is also living in the residence. Ten years later, in 1881, the historical atlas map of Dumfries North shows the property is owned by William McArthur, with one house on the 145 acre property. The 1891 Census lists a 2-storey brick house with 15 rooms; this likely represents the current house at 1791 Dundas Street South. [16]

4. Site Description

4.1 Landscape Setting

1791 Dundas Street South is located on the north side of Dundas Street South, west of Branchton Road (Lot 2, Concession X). The property consists of 40.05 ha of land, the William MacArthur House and several outbuildings, set back approximately 480 metres from Dundas Street South. A complete description of the house, outbuildings and property was not included in this report as PTE was not granted by the landowner, this information will be added to the report during the Detail Design phase of the project.

5. Consultation

As part of the consultation process for this report, AECOM undertook consultation with the City of Cambridge, the MTCS, and the OHT. The results of the consultation efforts are identified below in **Table 1**.

Table 1: Consultation Undertaken for 1791 Dundas Street South

Contact	Contact Information	Date Contacted	Date response Received	Notes
City of Cambridge	(519) 623-1340	May 23, 2018 And November 28, 2018	Response pending from the City of Cambridge	Response pending from the City of Cambridge
Thomas Wicks Heritage Planner OHT	416-314-5972 thomas.wicks@heritagetrust.on.ca	May 23, 2018	May 23, 2018	The OHT confirmed that the property is not subject to an OHT conservation easement nor is it on their register.
Laura Hatcher Team Lead – Heritage	Laura.E.Hatcher@ontario.ca	May 23, 2018	May 24, 2018	The MTCS confirmed the property is not listed on their heritage register.

[14] Young. p. 33.
[15] Library and Archives of Canada. *1851 Census*. http://www.bac-lac.gc.ca/eng/census/1851/Pages/1851.aspx. Accessed May, 2018.
[16] Library and Archives of Canada. *1891 Census*. http://www.bac-lac.gc.ca/eng/census/1891/Pages/1891.aspx. Accessed May, 2018.

Contact	Contact Information	Date Contacted	Date response Received	Notes
Land Use Planning MTCS				
Canada's Historic Places	http://www.historicplaces.ca/en/rep-reg/place-lieu.aspx?id=14983	May 7, 2017	Not applicable	The William McArthur House is not listed on Canada's Historic Places.
Parks Canada Directory of Federal Heritage Designations	http://www.pc.gc.ca/apps/dfhd/search-recherche_eng.aspx	May 7, 2017	Not applicable	The William McArthur House is not listed on the Parks Canada Directory of Federal Heritage Designations.

6. Evaluation

6.1 Ontario Regulation 9/06, Criteria for Determining Cultural Heritage Value or Interest

At the time the CHER was prepared, PTE was not granted for the property – as a result, the application of the criteria for the William McArthur House and property were not completed. The application of *O. Reg. 9/06* will be completed once PTE is granted.

6.2 Ontario Regulation 10/06, Criteria for Determining Cultural Heritage Value or Interest of Provincial Significance

At the time the CHER was prepared, PTE was not granted for the property – as a result, the application of the criteria for the William McArthur House and property were not completed. The application of *O. Reg. 10/06* will be completed once PTE is granted.

7. Statement of Cultural Heritage Value or Interest

The Statement of Cultural Heritage Value or Interest and the list of Heritage Attributes will be completed once PTE for 1791 Dundas Street South is granted and the property is evaluated against *O. Reg. 9/06* and *10/06*.

8. Recommendations

No recommendations regarding the Cultural Heritage Value or Interest of the property at 1791 Dundas Street South can be made until the property is evaluated against *O. Reg. 9/06* and *10/06.* Until the Cultural Heritage Value or Interest of the property is determined, AECOM recommends avoidance of the property.

9. Figures

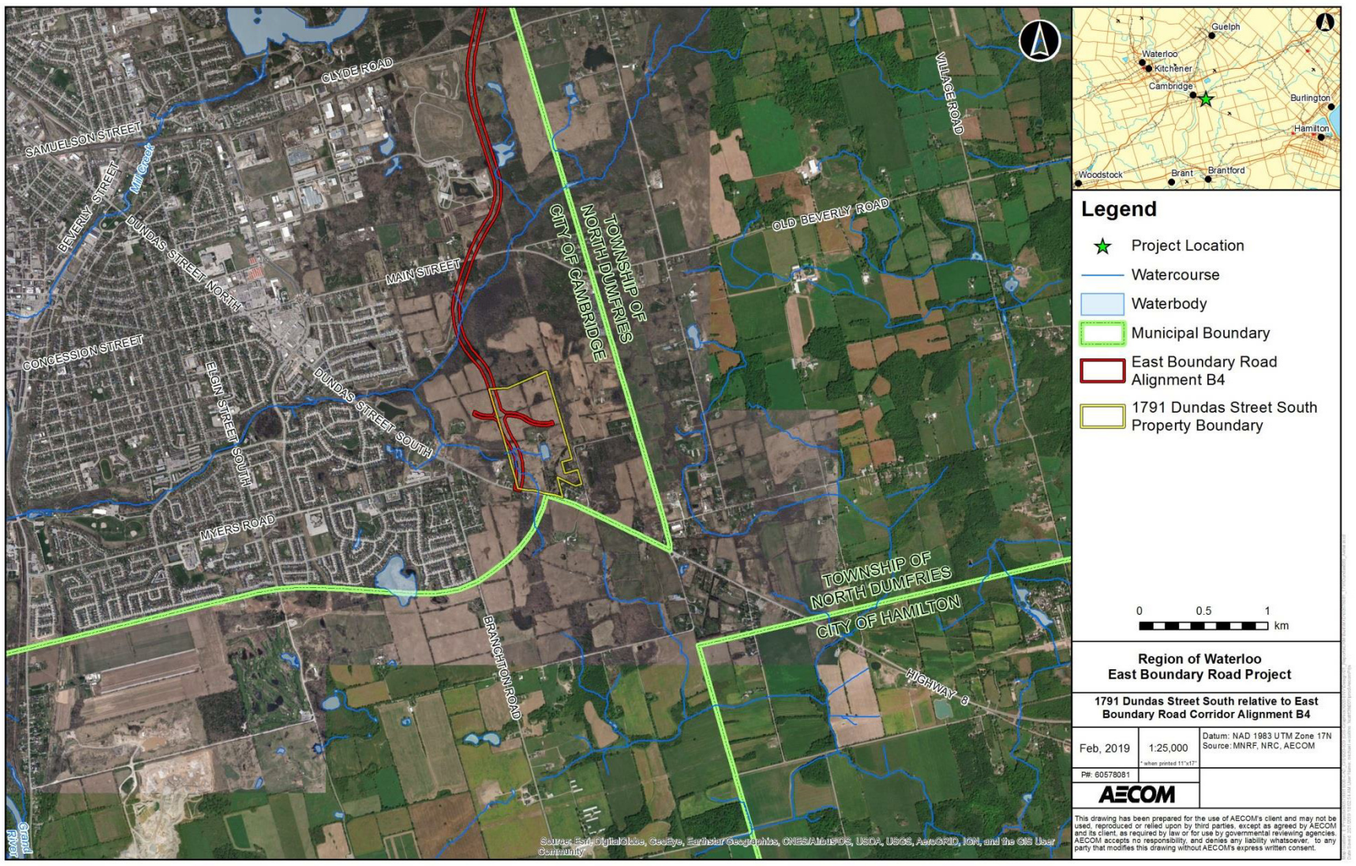


Figure 2: 1791 Dundas Street South relative to East Boundary Road Corridor Alignment B4 (Aerial).

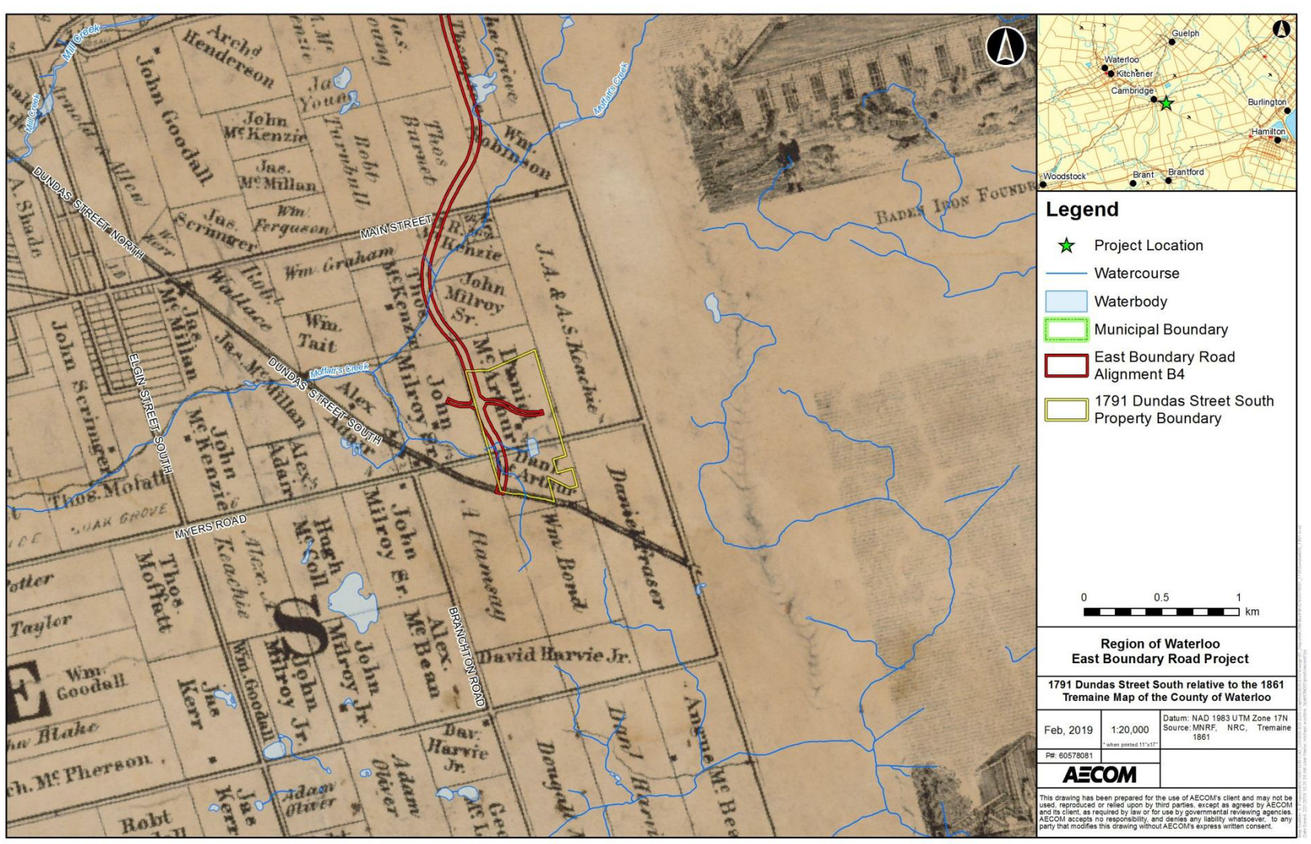


Figure 3: 1791 Dundas Street South relative to the 1861 *Tremaine Map of the County of Waterloo*

10. Photographs

No photographs were available for the property at 1791 Dundas Street South at the time this report was prepared. Once PTE is granted for the property, AECOM will complete a field review and include photographs of the house, outbuildings and property.

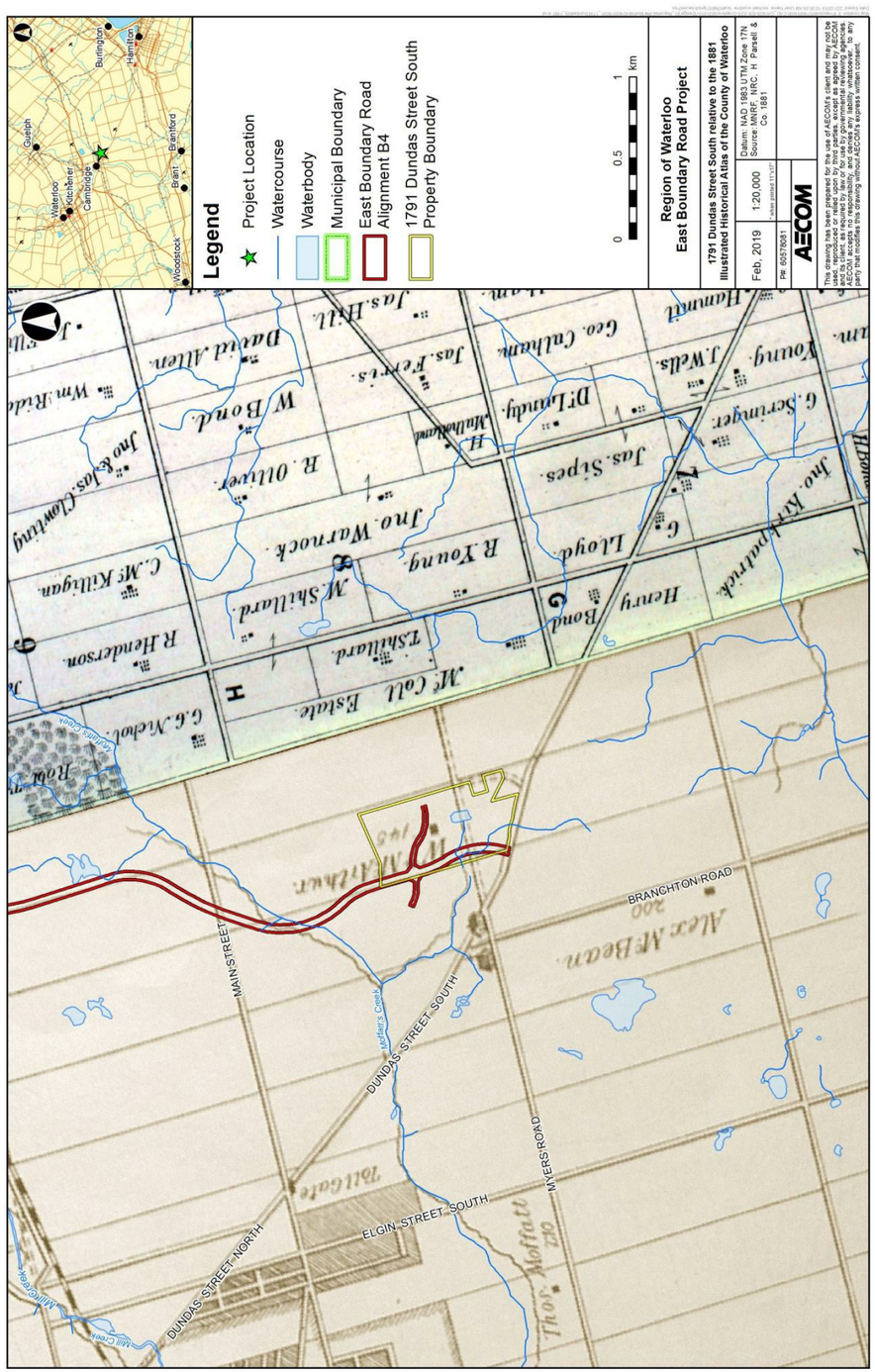


Figure 4: 1791 Dundas Street South relative to the 1881 *Illustrated Historical Atlas of the County of Waterloo*

11. References

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D3

Documentation Report - Clyde Road Roadscape (CHL 17) and the former Credit Valley Railway Corridor (CHL 18) (AECOM, January 2019)

Environment

Documentation Report
Clyde Road Roadscape (CHL 17) and the former Credit Valley Railway Corridor (CHL 18)
East Boundary Road
City of Cambridge, Region of Waterloo, and Township of North Dumfries, Ontario

Prepared by:

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905 780 5964 tel
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Project Number:

60578081

Date: January 2019

AECOM Signatures

Report Prepared By:



Liam Smythe, B.URPl.
Heritage Researcher

Report Reviewed By:



Emily Game, B.A.
Cultural Heritage Specialist

Executive Summary

AECOM Canada Ltd. (AECOM) was retained by MTE Consultants Inc. (MTE) on behalf of the Region of Waterloo (the Region) to conduct a Documentation Report for the East Boundary Road project, as part of a Schedule "C" Municipal Class Environmental Assessment. This project involves the planning of a new north-south four-lane road connecting Dundas Street South (Highway 8) with Townline Road at Avenue Road/Gore Road in the City of Cambridge. The proposed road will consist of a 40 metre wide right-of-way (**Figure 1**).

In 2014, the study area was evaluated in Built Heritage and Cultural Heritage Landscape Assessment Report undertaken by URS Canada (now AECOM).[1] Based on the findings of this report, AECOM was retained by the Region to conduct a Documentation Report for the following Cultural Heritage Landscapes in the geographical Township of North Dumfries, County of Waterloo (now the City of Cambridge in the Regional Municipality of Waterloo):

CHL 17 Clyde Road
Concession road between Concession XI and XII

CHL 18 Former Credit Valley Railway Right-of-Way
Mid-lot line, Lot 1, Concession XII

The Documentation Report was conducted in accordance with the *Ontario Heritage Act* regulations 9/06, and the *Ontario Heritage Toolkit*.

This report was prepared by Emily Game and Liam Smythe of the Cultural Heritage Management Department, AECOM. The field review was carried out by Liam Smythe on May 24, 2018.

[1] URS Canada Inc. *Built Heritage and Cultural Heritage Landscape Assessment Report East Boundary Road Corridor Study in the City of Cambridge, the Township of North Dumfries and the Township of Puslinch*. June 2014.

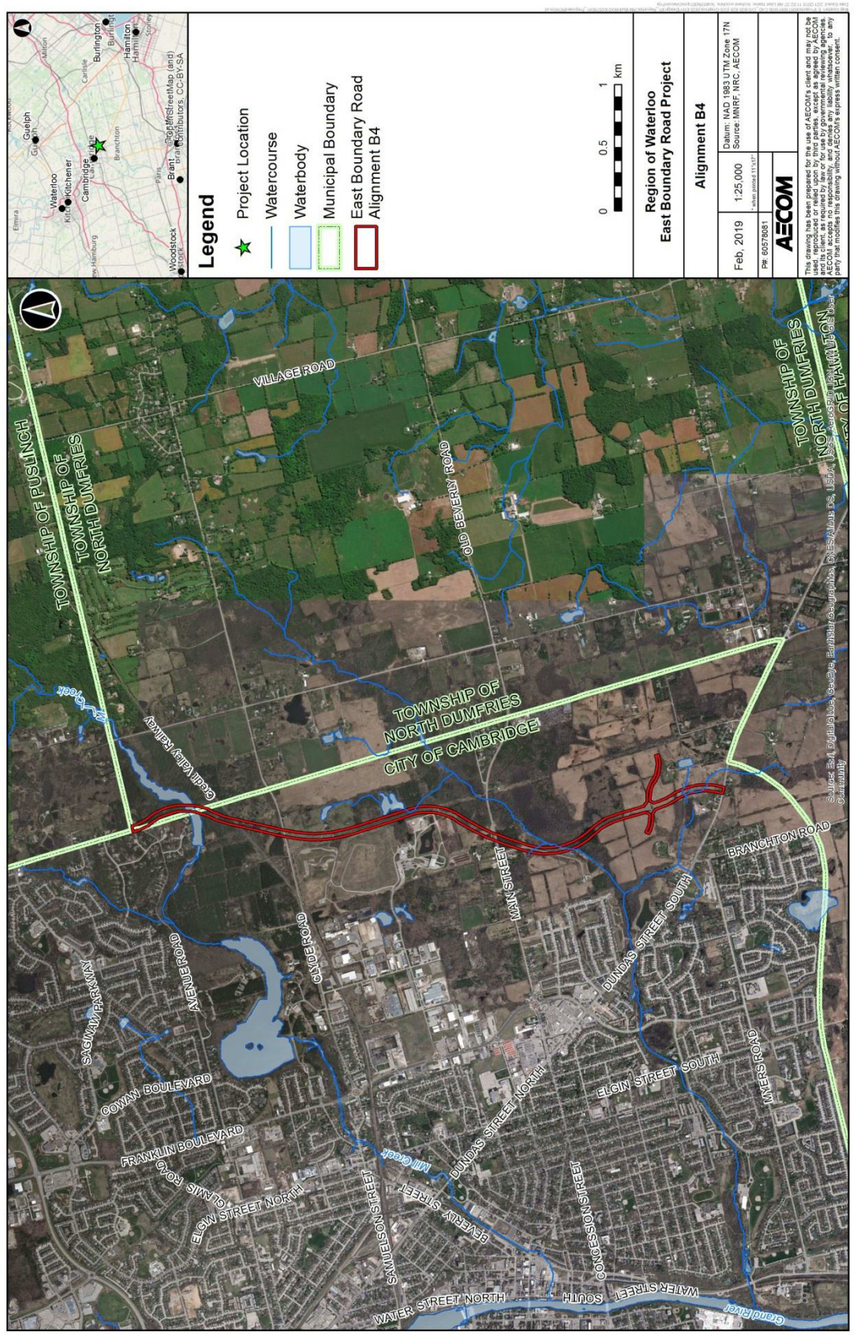


Figure 1: East Boundary Road Alignment B4 (Aerial)

Project Personnel

Project Manager	Charlton Carscallen, M.A.
Report Production	Emily Game & Liam Smythe
GIS Analyst	Michael Collins, B.Sc

AECOM Region of Waterloo Documentation Report, CHLs 17 and 18 East Boundary Road

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1. Introduction

AECOM Canada Ltd. (AECOM) was retained by the Regional Municipality of Waterloo to conduct a Documentation Report for 2 Cultural Heritage Landscapes (CHLs) within the East Boundary Road Study Area. This project involves the planning of a new four-lane road connecting Dundas Street South (Highway 8) with Townline Road at Avenue Road/Gore Road in the City of Cambridge. The proposed road will consist of a 40 metre wide right-of-way.

In 2014, the Study Area was evaluated in the *Built Heritage and Cultural Heritage Landscape Assessment Report: East Boundary Road Corridor Study in The City of Cambridge, the Township of North Dumfries and the Township of Puslinch* (BHCHL) by URS Canada (now AECOM). The purpose of the report was to identify cultural heritage resources within the East Boundary Road Corridor Study Area. In 2018, AECOM updated the BHCHL report and identified 2 potential CHLs within the proposed alignment of the corridor:

- Clyde Road Roadscape: **CHL17 (Figure 2); and**
- Former Credit Valley Railway Corridor: **CHL18 (Figure 3).**

The Assessment Report recommended the completion of a Cultural Heritage Evaluation Report (CHER) for any property directly impacted by the proposed that has not previously been evaluated for heritage significance. The report noted that while the Credit Valley Railway Corridor (CHL 18) and Clyde Road (CHL 17) retain much of their historic character, it did not anticipate that they will meet the required design/physical, associative or contextual value thresholds for a CHER. AECOM instead recommended the completion of the MTCS Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes in order to screen out the CHLs as potential heritage properties, followed by a documentation report to record their heritage character.

2. Project Background

Under Schedule "C" of the Municipal Class Environmental Process, the Region of Waterloo is undertaking a study to address a potential new transportation network facility in the southeastern portion of the City of Cambridge. The study is examining various alternatives for transportation facilities including potential new roadway alignments for an East Boundary Road, as identified in previous studies since the 1960s.

3. Impact of Corridor Extension

Figures 2 and 3 identify the intersection of CHLs 17 and 18 with the preferred alignment for the East Boundary Road.

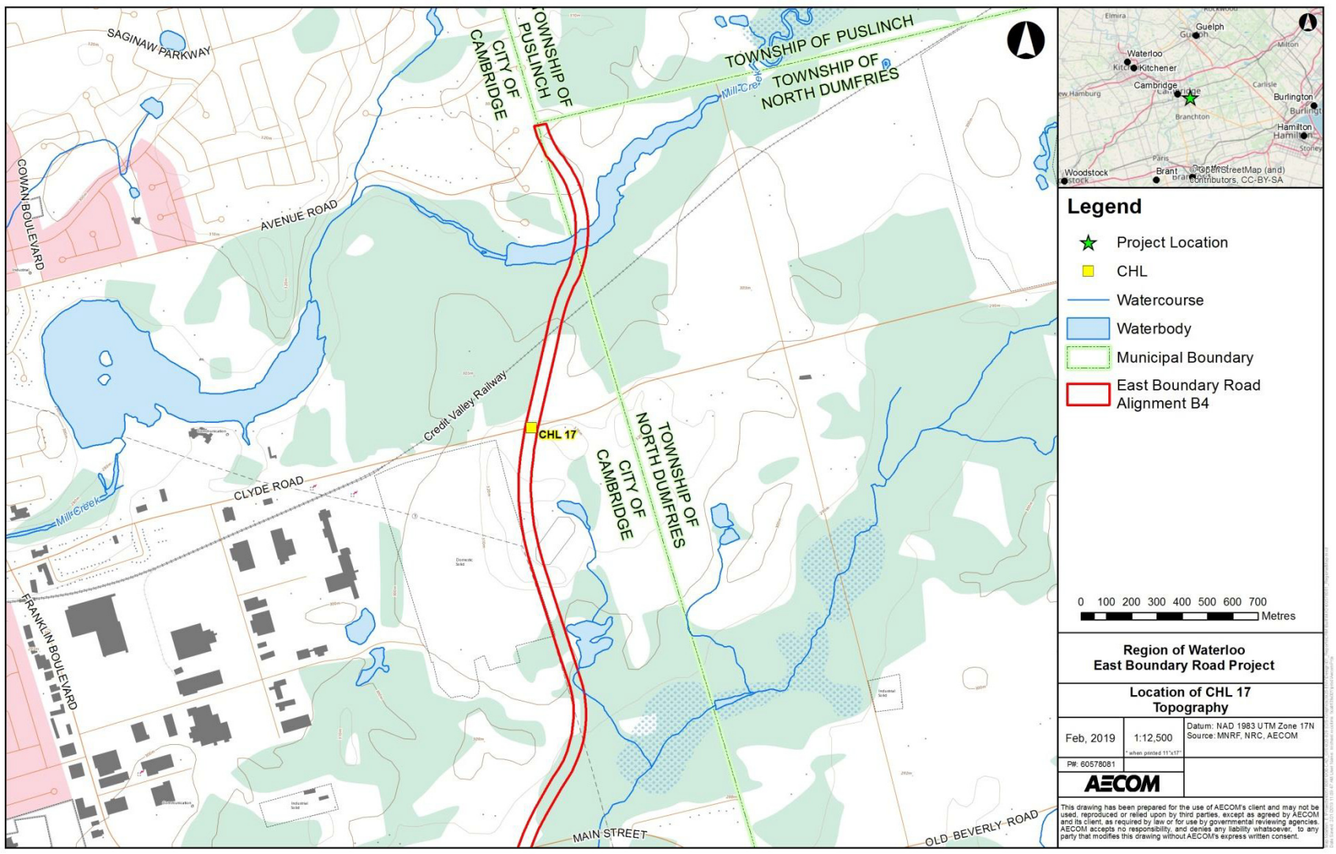


Figure 2: Intersection of the Clyde Road Roadscape (CHL 17) and East Boundary Road Alignment B4. (AECOM, 2018)

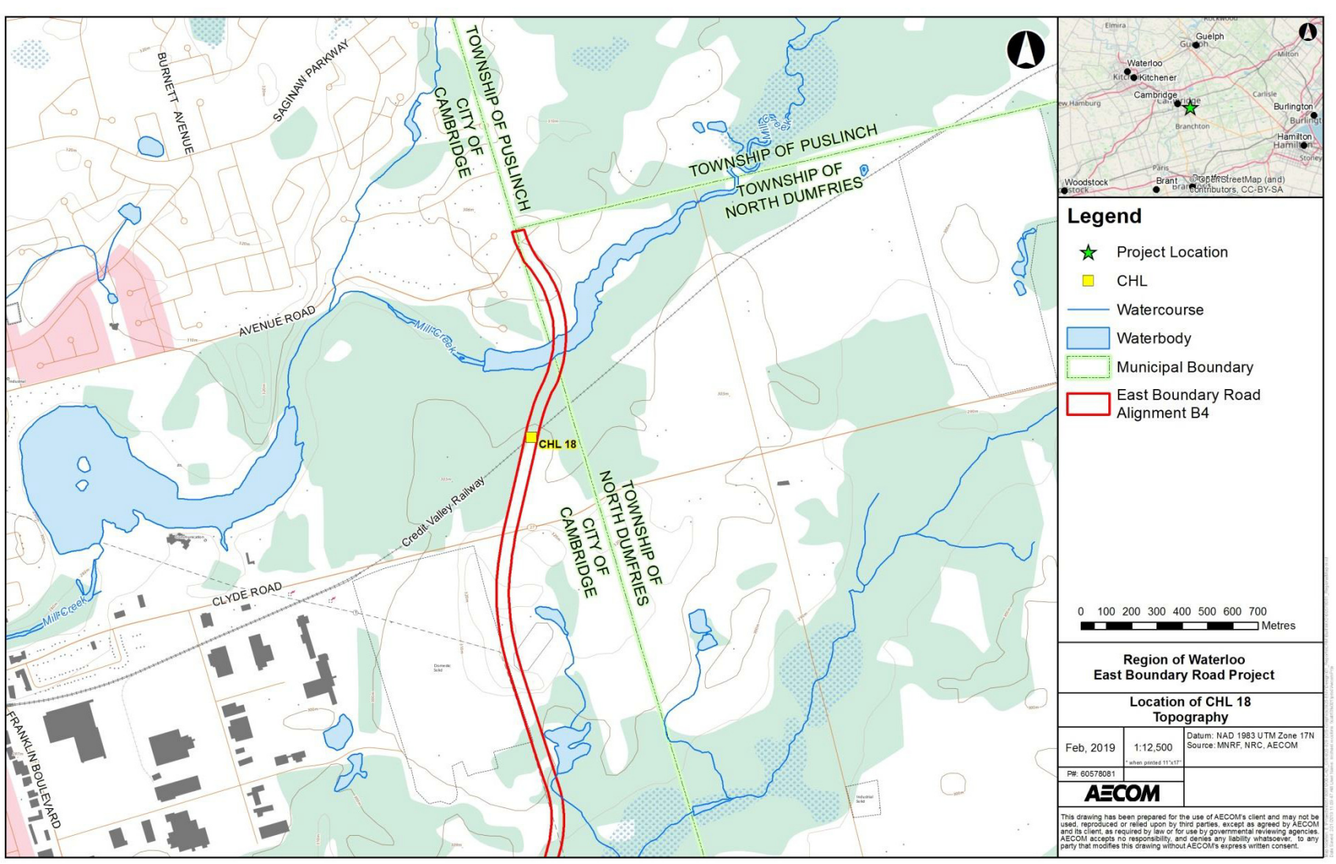


Figure 3: Intersection of the former Credit Valley Railway corridor (CHL 18) and East Boundary Road Alignment B4. (AECOM, 2018)

4. Resource Identification

Name: **Clyde Road (CHL 17)**
Location: Concession road between Concessions XI and XII geographical township of North Dumfries, County of Waterloo, now the City of Cambridge, Waterloo Region (**Photographs 1-6**)

Clyde Road is a two-lane asphalt road with a rural profile, narrow gravel shoulders and no ditches. Within the Study Area, the south side of the road borders agricultural land, separated from the road by a page-wire fence and patches of mature trees. The north side of the road is defined by sparse patches of mature trees and wetlands between the road and the railway right-of-way to the north. Wooden utility poles are present on both sides of the road.

The date that the road was built is not known, but Tremaine's 1861 *Atlas of the County of Waterloo* indicates that the fronting lots were populated by that time, and several houses had been constructed along the road. The road is the standard width of 66 feet (20 metres) provided by the original land surveys.

Name: **Former Credit Valley Railway Corridor (CHL 18)**
Location: CPR Galt Subdivision, Lot 1, Concession XII in the geographical Township of North Dumfries, County of Waterloo, now the City of Cambridge, Regional Municipality of Waterloo (**Photographs 7-12**)

The Galt Subdivision of the CPR in Concession XII follows the original right-of-way of the Credit Valley Railway as it passed through North Dumfries Township upon its completion in 1879. The Railway extended from the City of Toronto, through Galt, Woodstock, Ingersoll to St. Thomas, with branches into Orangeville and Elora. The single-track right-of-way remains an active rail line, forming part of the CPR's Galt Subdivision on the Montreal-Detroit freight corridor. Though no longer providing passenger service, the line forms an important link in the CPR's intermodal freight system. The railway corridor is bordered on both sides by forest and wetlands, with some agricultural lands to the east along Shellard Road (North Dumfries Twp. Rd. #17).

The CHL is a relict or vestigial Cultural Heritage Landscape representing early rail transportation in Ontario.

5. Heritage Status

There are 2 CHLs within the preferred alignment that have been identified as being of potential heritage interest or value: Clyde Road Roadscape (CHL 17) and the former Credit Valley Railway (CHL 18). None of the CHLs addressed in this report have been recognized or listed as having specific heritage value at the local, provincial, or federal level.

6. Historical Context

6.1 Township of North Dumfries and Village of Galt

During the aftermath of the Revolutionary War, Sir Frederick Haldimand, the Governor of Quebec, issued the Haldimand Proclamation on October 25, 1784, granting to the Six Nations on behalf of the Crown all of the land for six miles either side of the Grand River from the mouth to the headwaters in compensation for loss of land in the United States, and in recognition of their services during the conflict. Years of confusion ensued over whether the Six Nations were allowed to lease or sell parts of the grant as they chose, finally resolved in 1798 when six blocks of land of various sizes were parcelled off for sale. Block 1 eventually became Dumfries Township.

The original purchaser of Block 1 in 1795, Philip Stedman,[2] died in an American jail without ever making a payment on the property. There followed several claims, which all turned out to be fraudulent, before the deceased Stedman's sister was acknowledged as his heir in 1810.[3] The confusion arose partly due to the lack of clear and consistent means of transferring and registering property ownership, and partly because it was not clear whether the Six Nations were a sovereign people with the right to hold property in fee simple.

Hon. William Dickson (1769-1846) was born in Dumfries, Scotland, and came to Quebec in 1785. He was very well connected – a cousin of Robert Hamilton (1753-1809), founder of Queenston, who with his business partner, Richard Cartwright (1759-1815), had built a commercial empire in Upper Canada, centred in Niagara and Kingston. Dickson worked for them as a forwarding agent on Carleton Island (near Kingston), and later managed his cousin's mills and store on the Twelve Mile Creek (St. Catharines). He came to Queenston in 1790. In 1811, at Newark, Dickson had built for himself a substantial brick house that included a valuable library of 1,000 books he had brought over from Britain.[4]

In 1803 Dickson was granted a license to practice law, and in this capacity he carried out the legal work necessary for the Six Nations to sell blocks of land. In payment for these services, he was given 4,000 acres. at the mouth of the Grand River. For several years Dickson tried to buy other land on speculation from the Six Nations, including Block 1. Finally, in 1811, Thomas Clark bought Block 1, apparently with his cousin William Dickson as a silent partner.

Dickson hoped to sell lots to a "higher class" of immigrants from the United States, but was prevented by prohibitions brought on by the rumbling hostilities. Consequently he focused his attentions on Scotland, specifically Dumfries, Roxburgh and Selkirk, encouraging leading Scots to consider the potential of Upper Canada. Unlike the tenant crofters who were being cleared from the Highlands around this time, these were people of some means and education.

In 1816, when full ownership of Block 1 was registered in Dickson's name, he hired Absalom Shade (1793-1862), a builder by trade, as his agent and manager in Dumfries. They travelled to the vicinity that summer to choose a site for establishing mills on the Grand River. They selected the site where the town of Galt grew up around the mills, its original name was Shade's Mills. The place was densely forested and difficult to access. The Dundas Road was put through in 1795, but it was a crude affair and often impassable. Immigration was slow at first, but gradually increased in the 1820s.[5]

By 1819, when the first bridge over the Grand River was built,[6] there was sufficient critical mass that a meeting was held on January 4th to choose Town and Parish officers, a clerk, two assessors, a collector, two wardens, four postmasters and a pound keeper.[7] The following year there were 10 buildings in Shade's Mills: Shade's house & store, a sawmill (1817), Dumfries Mill (1818), three log houses, a shanty, distillery (1820), the blacksmith's shop and the ruins of an old mill. A tavern opened in 1821.

Growth at the town site began to accelerate in 1825. Scottish immigrants were becoming concentrated in the north of Dumfries, buying their land east of the Grand River. William Dickson moved his family from Queenston to Shade's Mills, where he busied himself providing support for new arrivals to ensure that their ventures in clearing land and making a home were successful. This was not wholly altruistic – prosperous farmers made good business sense for Dickson, who had made his original fortune outfitting and provisioning Loyalists and the military establishment at Niagara. Elsewhere in the township, Abel Mudge built grist and sawmills on the Nith River in 1824, which grew into the village of Ayr.

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[2] Grant of Block No. 1 to Philip Stedman, 1795.
[3] James Young. *Reminiscences of the Early History of Galt and the Settlement of Dumfries, in the Province of Ontario*. (Toronto: Hunter, Rose & Company, 1880), p. 15.
[4] Harold D. Kalman. *A History of Canadian Architecture, vol. 1* (Toronto: Oxford University Press, 1994), pp. 152-53.
[5] Dickson biographical details are condensed from the account of James Young, and from Wilson, Bruce G. "William Dickson," Dictionary of Canadian Biography, online edition (DCB online). http://www.biographi.ca/index-e.html. Accessed June 2018.
[6] Young *op.cit* p. 34.
[7] Young, *op.cit* p. 134.

John Galt (1789-1839) passed through Shade's Mills in 1827, on his way to oversee the construction of a road on to Guelph. Galt was another of Dickson's connections from his schooldays in Scotland, and was also engaged in settling British immigrants in central Ontario as an agent of the Canada Company. The post office was established at Shade's Mills at about this time and was designated Galt in his honour. Soon after, the village became known as Galt as well.

Robert Dickson, one of William's sons undertook the construction of the Galt Dam in 1836, a project that included a canal, but it never materialized.[8] The concept was later picked up by Absalom Shade with backing from William Dickson. However, Dickson backed out, and the idea was dropped.

6.2 The 19th Century

The late 1830s were a time of many improvements in Galt and North Dumfries, generally. A committee was struck to establish a subscription and circulating library. The first game of curling took place during the winter of 1836-37, and the following year the Galt Curling Club was founded. It is still active, one of the oldest in the province. The Gore District Mutual Fire Insurance Co. was established with headquarters in Brantford, providing a valuable service to the district. In 1839, the Dumfries Agricultural Society was founded, an important institution for disseminating agricultural techniques, improving crops and breeding superior livestock.[9]

Other signs of growth and progress at this time include the construction of a Township Hall (1839) and the election of the first township officers to the Gore District Council, as well as school commissioners (1842). The first township newspaper, the Dumfries *Courier*, was established in 1844, followed by the Galt *Reporter*.

Galt was incorporated as a village under the Municipal Act in 1850, and the township elected five councillors. The population at this time was about 2,000. The community was served by two newspapers, the Tory *Dumfries Reporter*, and the Grit *Galt Reformer*. North and South Dumfries were split in 1852, with the south part of Brant County, the north with Waterloo. Galt became town on January 1st, 1857 and the first town council was elected.[10]

The abundance of water power at Galt formed the basis of a number of industries, including mills, foundries and manufacturing. The village experienced an economic and industrial boom through the mid-19th century, rapidly developing a wide range of manufactured goods, tanneries, woollen mills, carriage works, breweries – even a paper collar factory.

Part of neighbouring Beverley Township was annexed to North Dumfries in the early 1970s and is now part of the Study Area. Beverley Township developed in much the same pattern as North Dumfries.

6.3 Transportation

Roads and transportation in general were problematic during the early part of the 19th century. The Dundas Road was nearly impassable through the Beverley swamp, and travellers were frequently harassed by wolves. An endeavour by Absalom Shade indicates how difficult it was to transport goods to markets: he set up a system using flat-bottomed "arks" rafted together to float goods down the Grand River to Lake Erie and through the Welland Canal to Lake Ontario at Port Dalhousie (approximately twice the distance as the Dundas Road). He operated this service from 1831-34.[11] The construction of a macadamized road from Dundas to Waterloo was begun in 1837, finally overcoming the dangers of the Beverley Swamp.[12]

The Great Western Railway began operation in 1854, but did not reach Galt until the summer of 1855. Opened on August 21st, 1855, the first train left Galt on a return trip to Hamilton. The Galt and Guelph Railway opened in

[8] Young *op.cit.*, p. 121
[9] Young *op.cit* p. 182
[10] Young *op.cit* p. 252
[11] Young *op.cit.* p. 56-59
[12] Young *op.cit.* p. 120.

November of 1855 and connected Galt with Preston and Guelph. A proposal to connect Galt and Saugeen by rail never came to fruition despite a motion by council to provide £15,000 in assistance[13].

In 1879 the Credit Valley Railway was completed through North Dumfries as well, connecting Galt with the village of Parkdale west of Toronto.[14] With good rail connections to markets, agriculture and industry in the township continued to prosper through the 1860s, 1870s, and into the 1880s. At the same time, however, on-going improvements to the Great Lakes shipping canal system began to lure cargo away from the railway, offering cheaper, reliable transportation of goods all the way to the Lakehead by 1897. The industrial complex at Hamilton Harbour began to outstrip Galt during the latter part of the 19th century, and the heady days of the "Manchester of Canada" drew to a close.

6.4 20th Century

Through the 20th century, the township and its principal urban centre settled into a stable era of agriculture and manufacturing, which changed little until new concepts of municipal administrative efficiency began to emerge in the 1960s. The communities of Galt, Hespeler, Preston and Blair had grown together, and it was deemed more practical to amalgamate them under a single city council. This happened in 1973, and the new municipality was named Cambridge. At the same time the Regional form of government replaced the old County system, Waterloo County became the Regional Municipality of Waterloo, and several boundary lines were changed with the result that parts of Beverley Township were annexed to the Township of North Dumfries.

[13] Young *op.citp. 244-249*
[14] R. L. Kennedy. Credit Valley Railway. http://www.trainweb.org/oldtimetrains/OandQ/CVR/history_cvr.htm. Accessed May 2018.

7. Figures

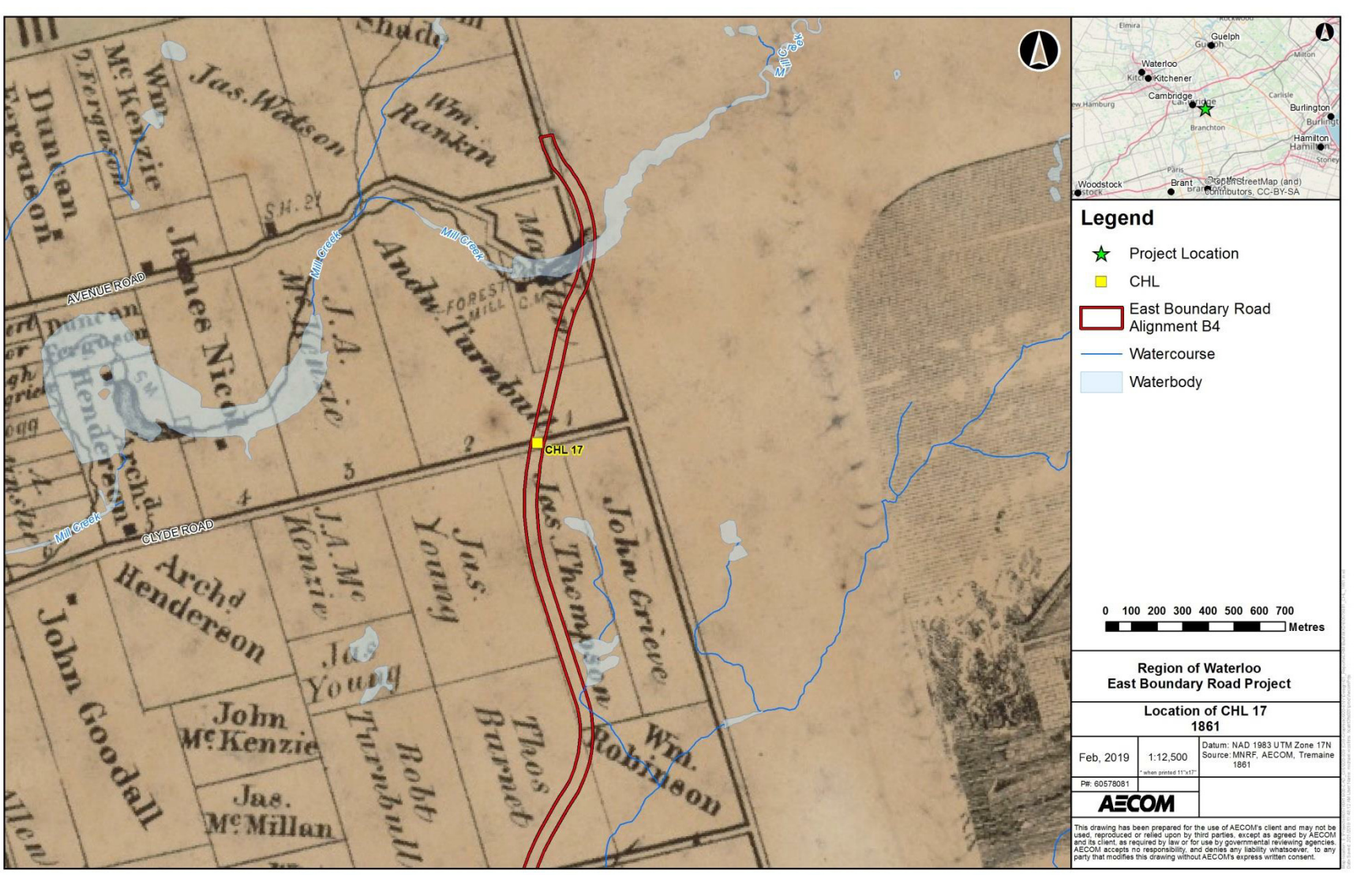


Figure 4: 1861 Location of CHL 17, Lots 1 & 2 between Concessions XI and XII, Township of North Dumfries. Map of Beverley Township (Right) could not be located. (*Tremaine's Map of the County of Waterloo, Canada West.* Toronto: Geo. R & G. M. Tremaine., 1861).

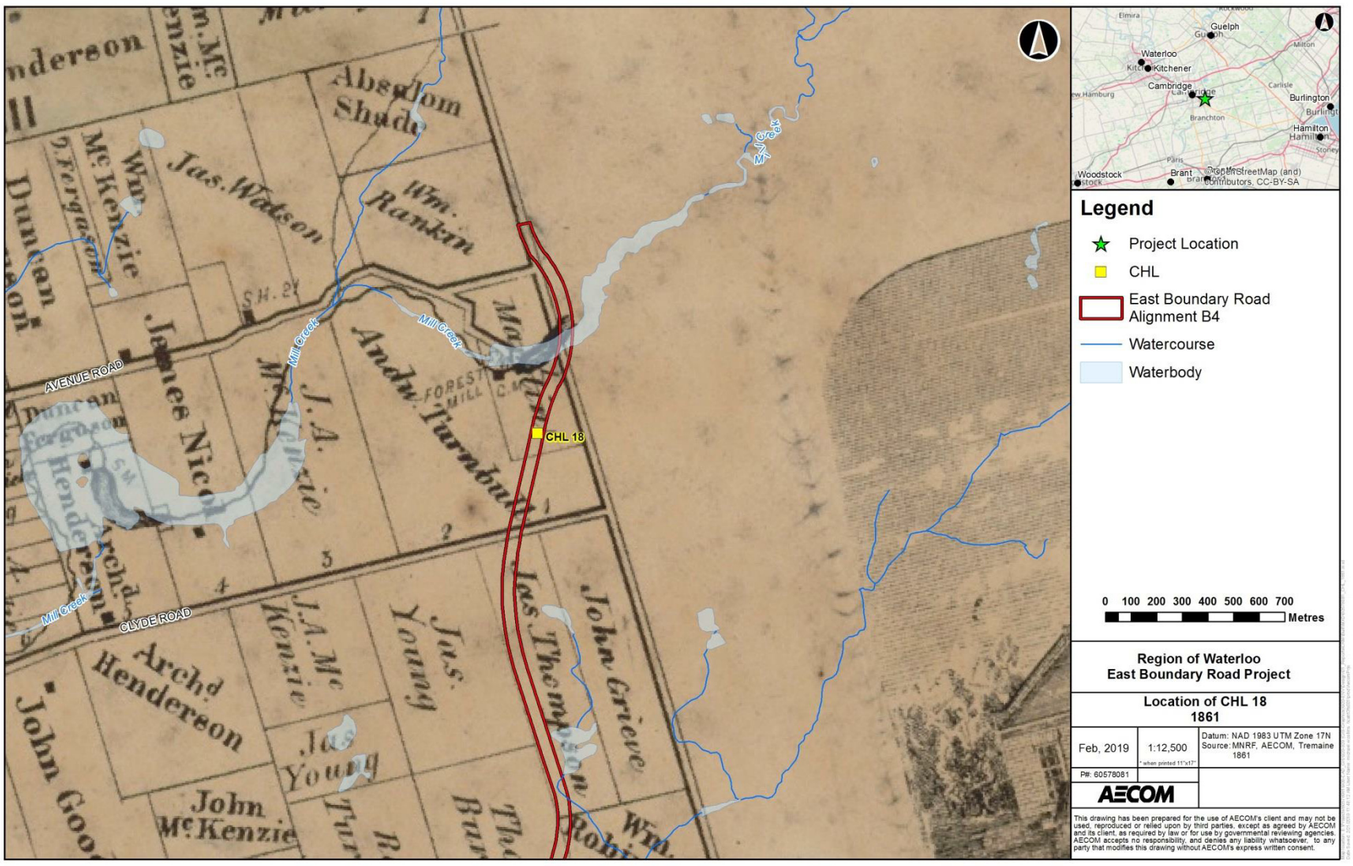


Figure 5: Ca. 1878: Location of CHL 17, Lots 1 & 2 between Concessions XI and XII, Township of North Dumfries. The map of Beverley Township at right is of an earlier date (1875), prior to the construction of the Credit Valley Railway. *(*H. Parsell & Co. *Illustrated Historical Atlas of the County of Waterloo.* Toronto: H. Parsell & Co. 1881; Page & Smith. *Illustrated Historical Atlas of the County of Wentworth*. Toronto: Page & Smith., 1875)

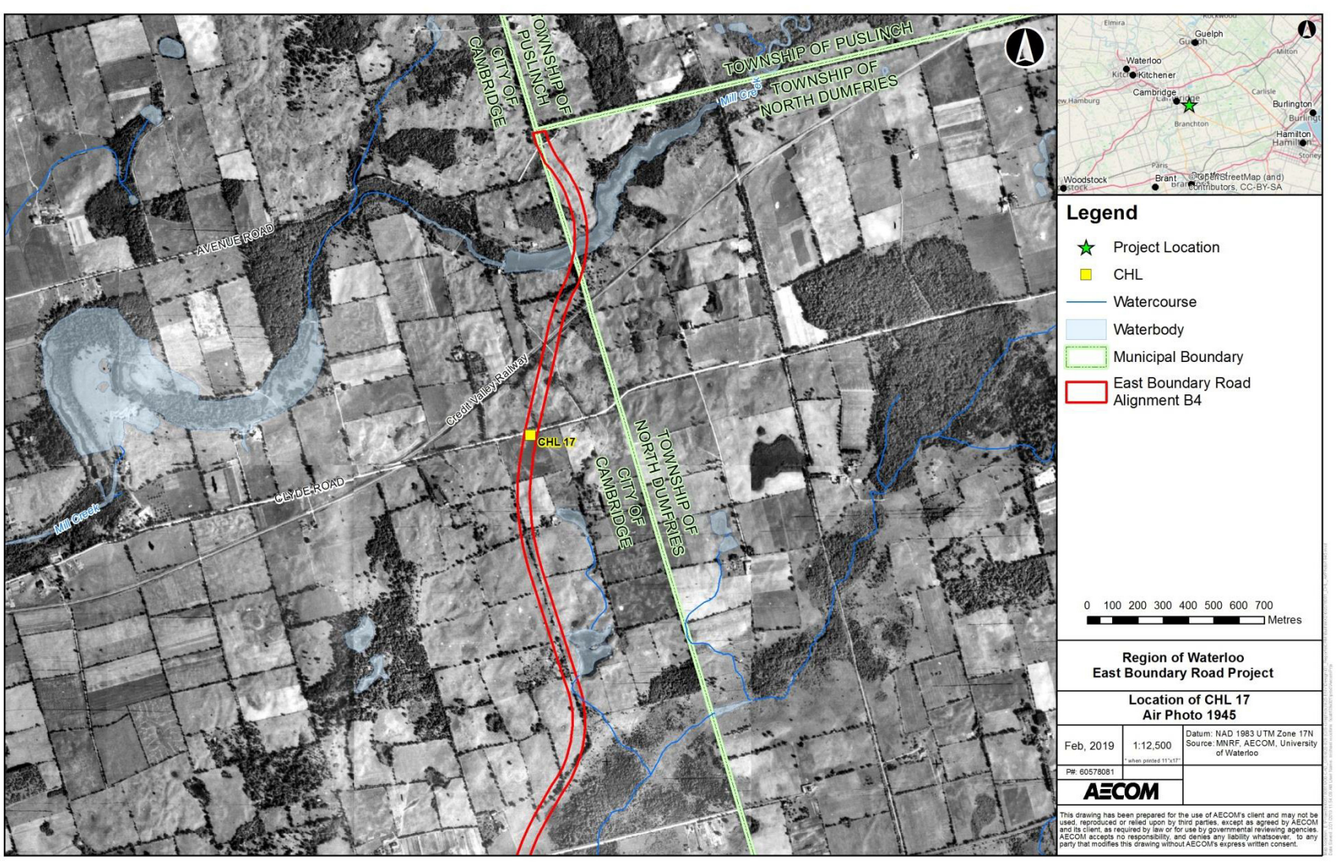


Figure 6: 1945: Location of CHL 17, Lots 1 & 2 between Concessions XI and XII, Township of North Dumfries *(University of Waterloo, Geospatial Centre. http://www.lib.uwaterloo.ca/locations/umd/project/).*

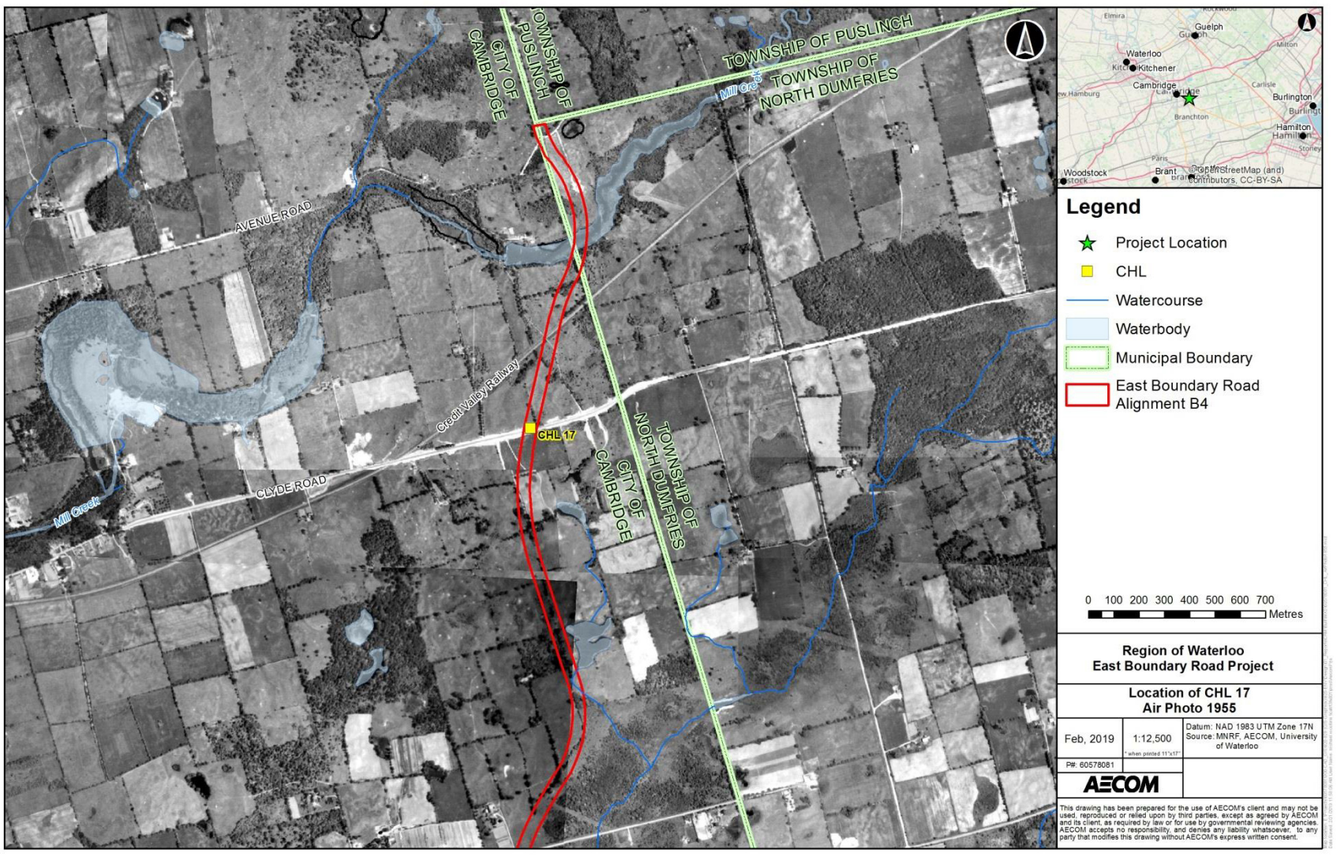


Figure 7: 1955: Location of CHL 17, Lots 1 & 2 between Concessions XI and XII, Township of North Dumfries. *(University of Waterloo, Geospatial Centre. http://www.lib.uwaterloo.ca/locations/umd/project/).*

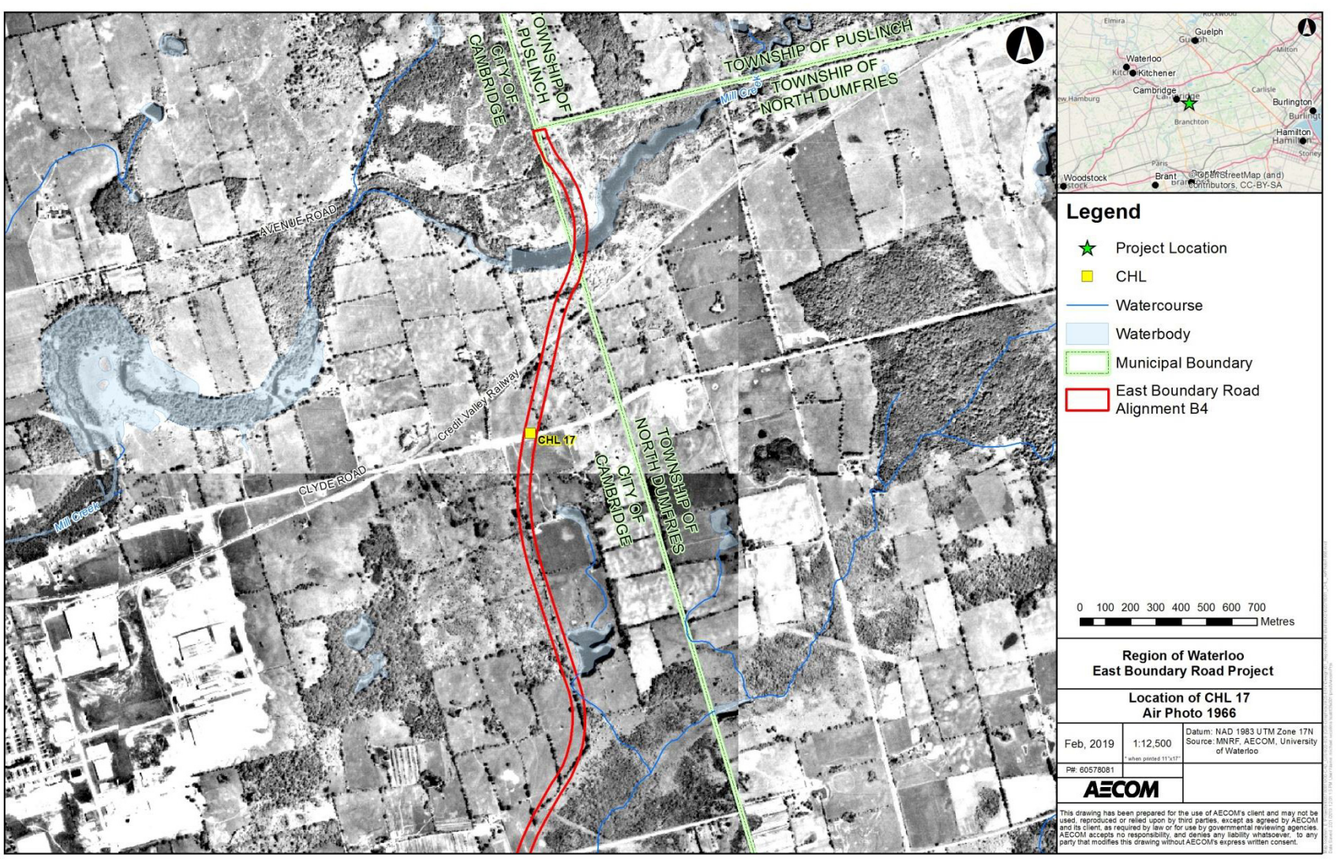


Figure 8: 1966: Location of CHL 17, Lots 1 & 2 between Concessions XI and XII, Township of North Dumfries *(University of Waterloo, Geospatial Centre. http://www.lib.uwaterloo.ca/locations/umd/project/).*

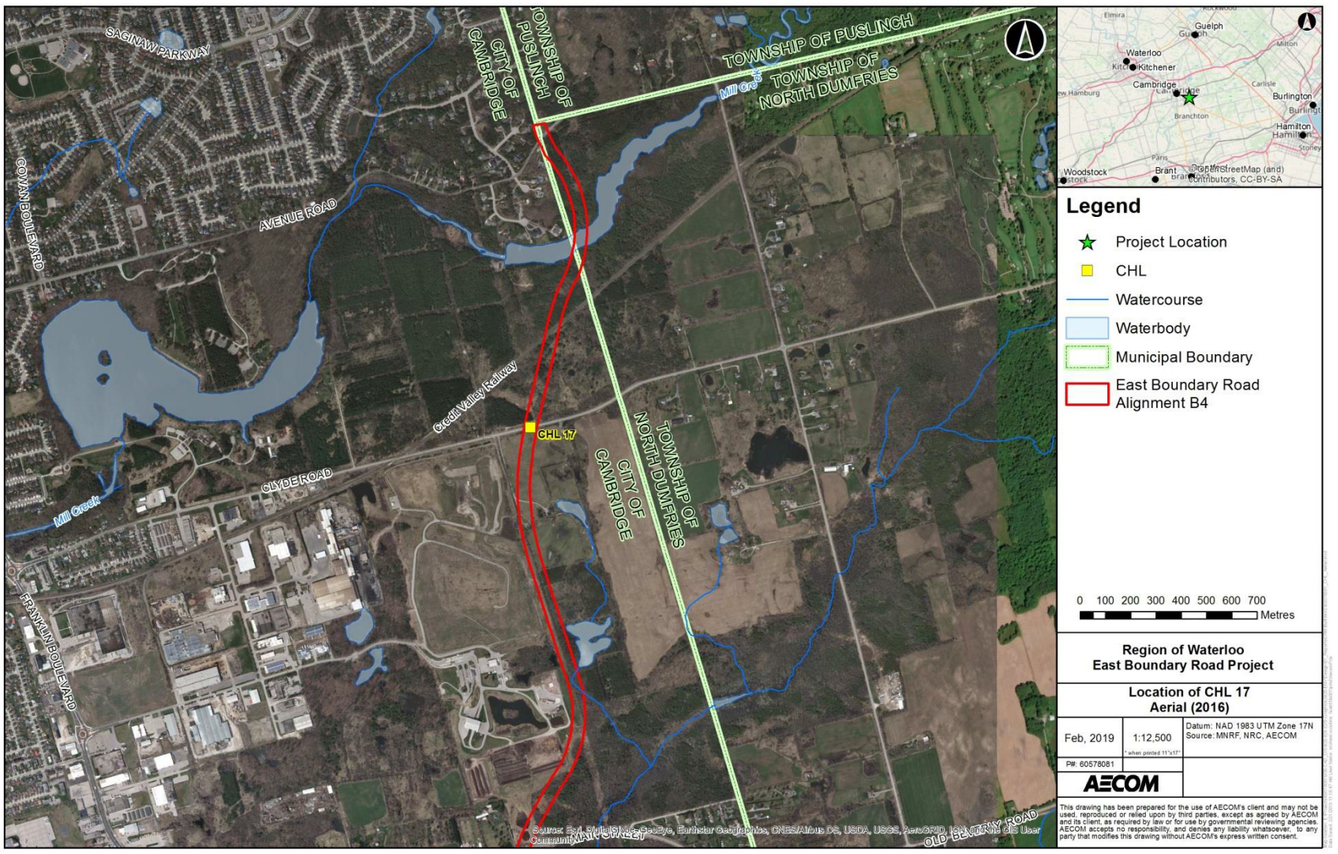


Figure 9: 2016: Location of CHL 17, Lots 1 & 2 between Concessions XI and XII, Township of North Dumfries (City of Cambridge)

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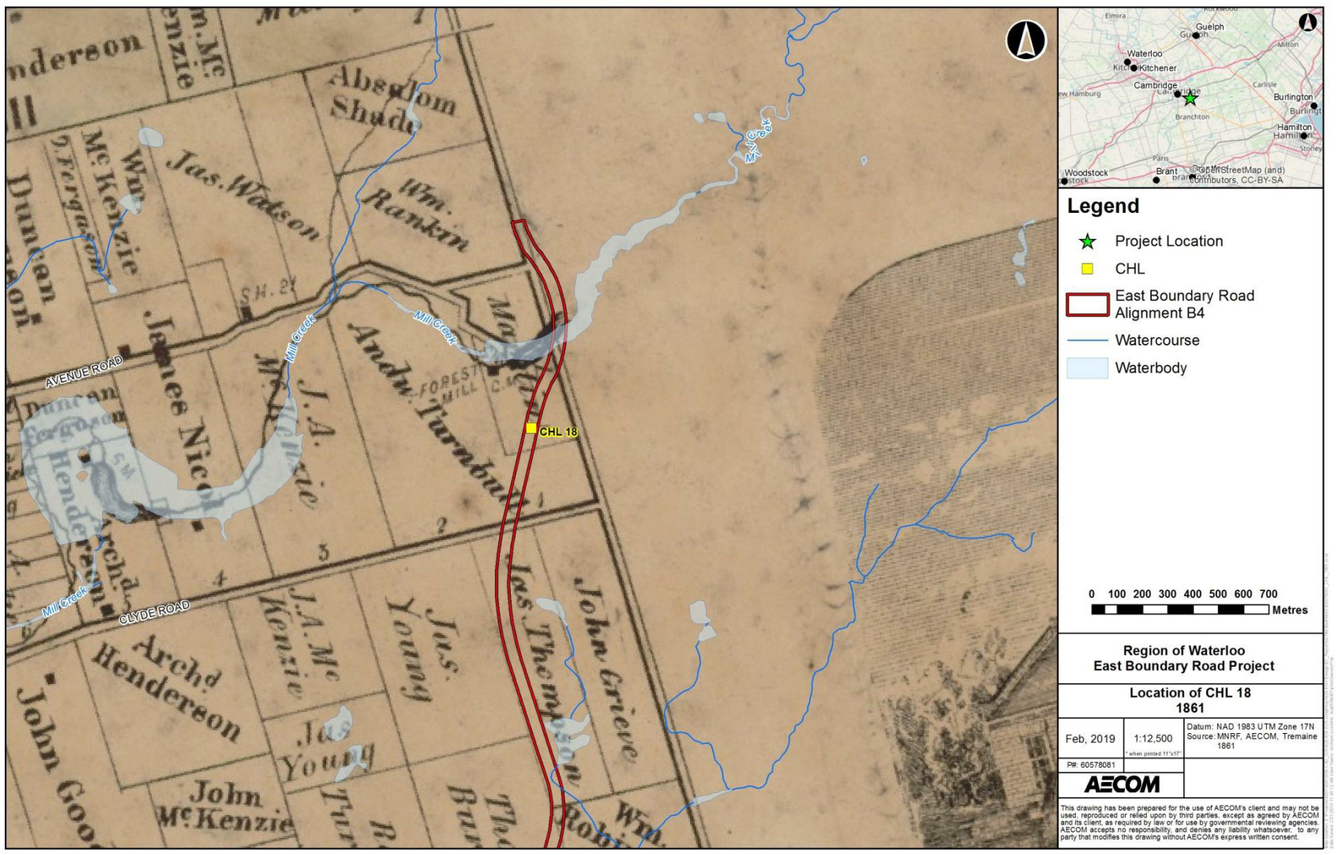


Figure 10: 1861: Lot 1, Concession XII, Township of North Dumfries, prior to construction of Credit Valley Railway. An adjoining map of Beverley Township from the same period could not be located. (*Tremaine's Map of the County of Waterloo, Canada West*. Toronto: Geo. R & G. M. Tremaine., 1861)

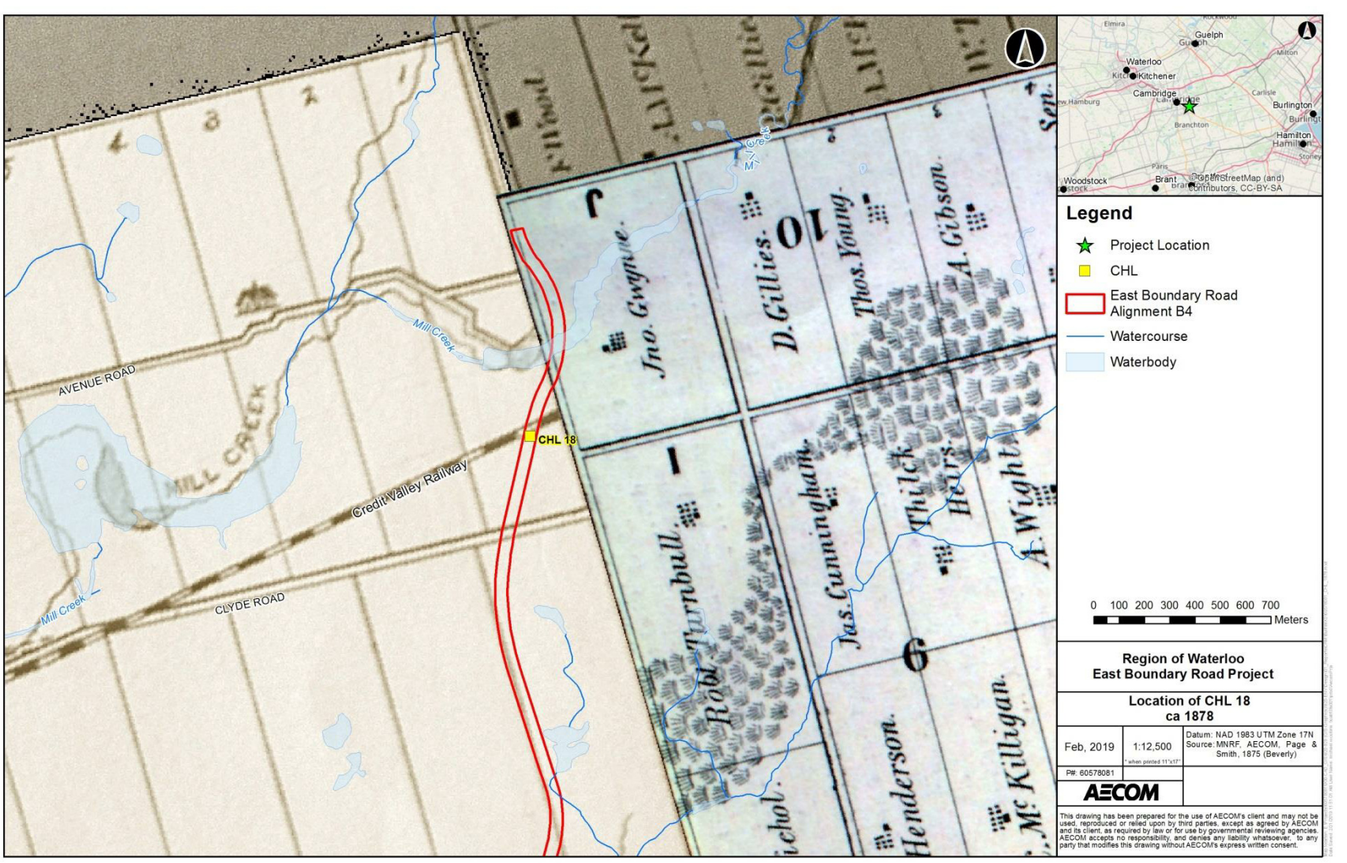


Figure 11: Ca. 1878: Lot 1, Concession XII, Township of North Dumfries (City of Cambridge). The map of Beverley Township at right is of an earlier date (1875), prior to the construction of the Credit Valley Railway (H. Parsell & Co. *Illustrated Historical Atlas of The County of Waterloo*. Toronto: H. Parsell & Co. 1881; Page & Smith. *Illustrated Historical Atlas of the County of Wentworth*. Toronto: Page & Smith., 1875)

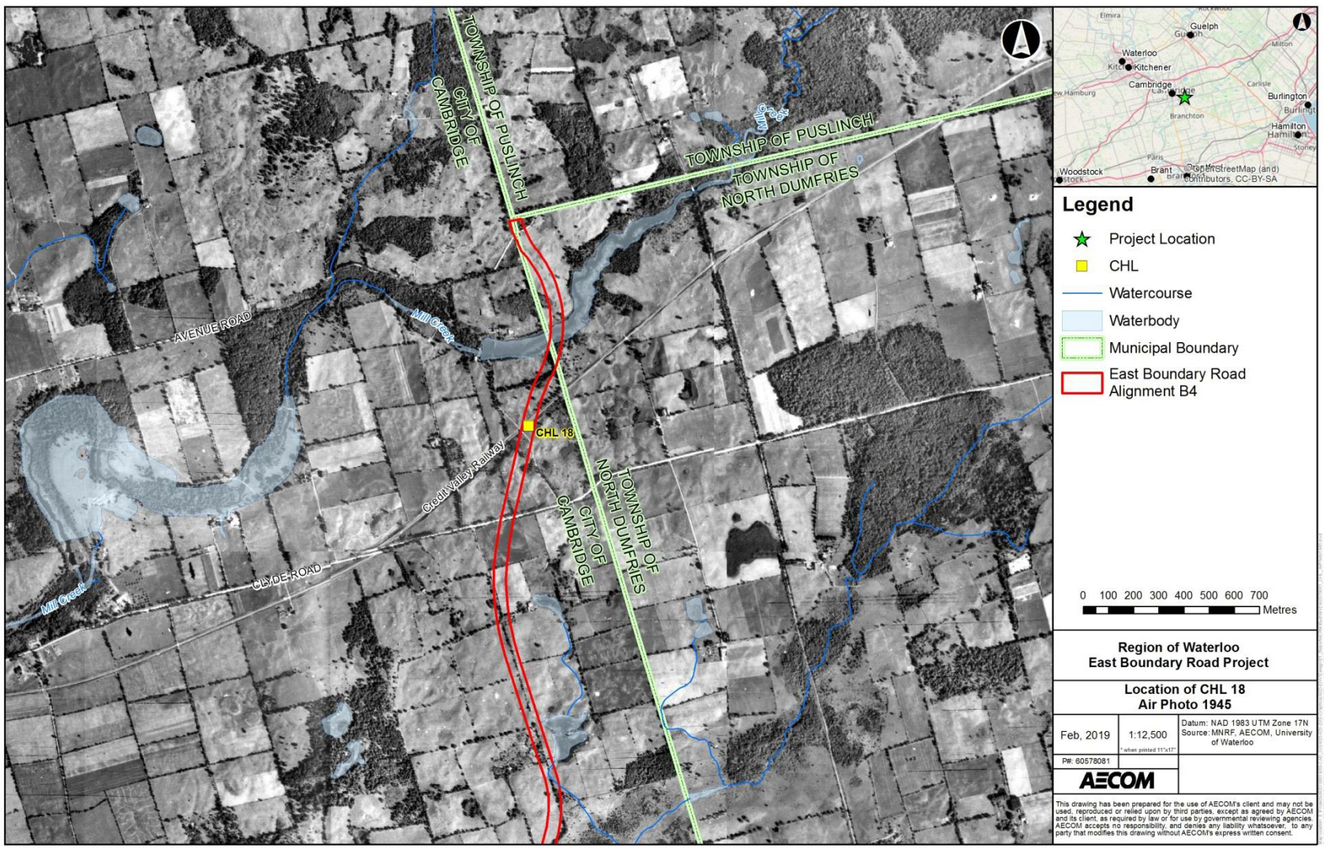


Figure 12: 1945: Lot 1, Concession XII, Township of North Dumfries *(University of Waterloo, Geospatial Centre. http://www.lib.uwaterloo.ca/locations/umd/project/).*

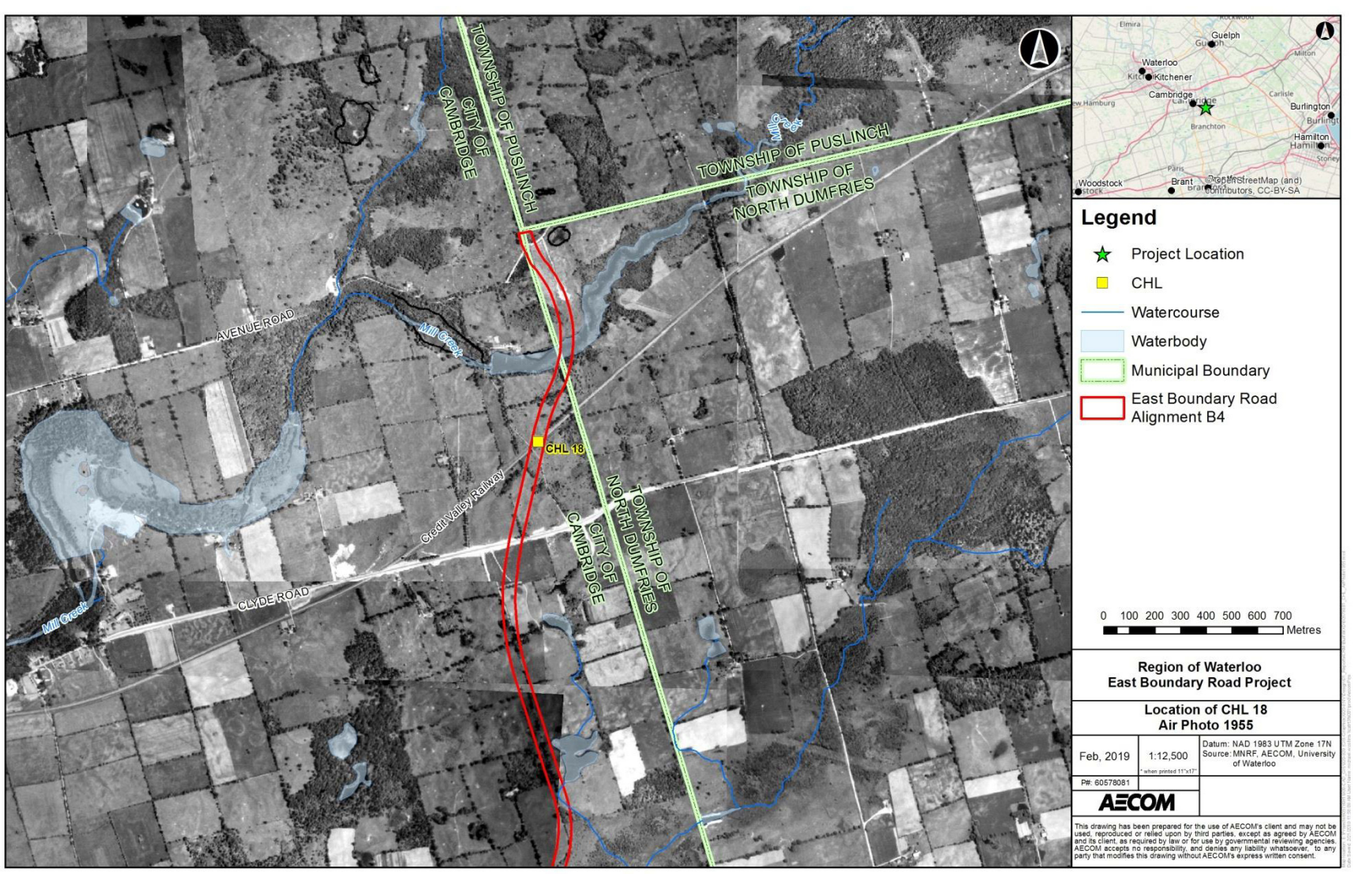


Figure 13: 1955: Lot 1, Concession XII, Township of North Dumfries *(University of Waterloo, Geospatial Centre. http://www.lib.uwaterloo.ca/locations/umd/project/).*

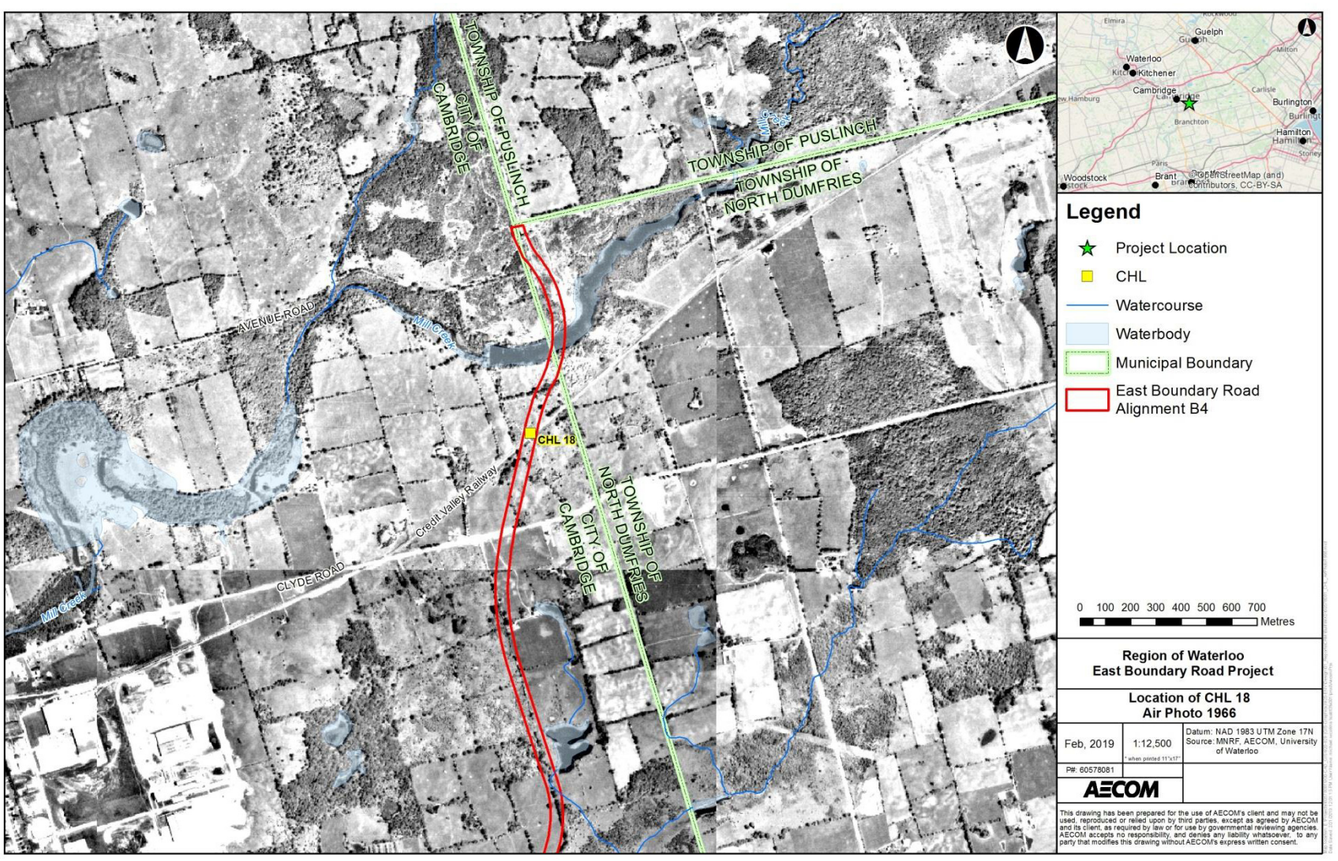


Figure 14: 1966: Lot 1, Concession IX, Township of North Dumfries *(University of Waterloo, Geospatial Centre. http://www.lib.uwaterloo.ca/locations/umd/project/).*

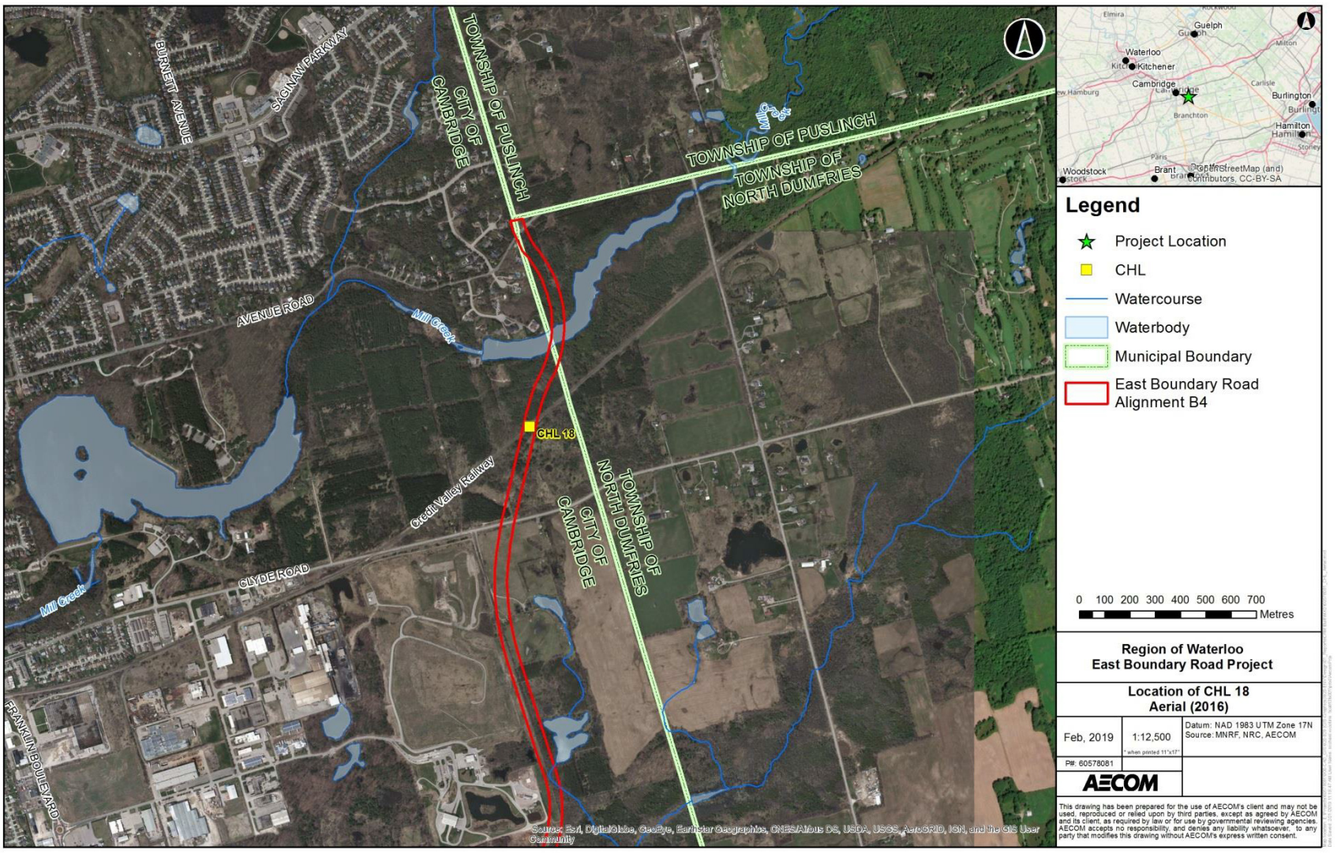


Figure 15: 2016: Lot 1, Concession IX, Township of North Dumfries

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8. Photographs

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Photograph 1: Clyde Road looking west from Study Area, forest and wetlands along the north side *(AECOM, 2018).*



Photograph 2: Clyde Road looking east from Study Area *(AECOM, 2018).*



Photograph 3: Detail of shoulders, south side of road looking east *(AECOM, 2018).*



Photograph 4: Looking south-east from Clyde Road, showing agricultural lands along south side of road *(AECOM, 2018).*

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Photograph 5: Driveway to property on north side of Clyde Road *(AECOM, 2018).*



Photograph 6: Forest on north side of Clyde Road *(AECOM, 2018).*



Photograph 7: Former Credit Valley Railway Corridor, facing northeast from level crossing at Clyde Road. Due to difficulties in accessing the corridor within the Study Area, all photos are taken from public rights-of-way adjacent to the Study Area *(AECOM, 2018).*



Photograph 8: Looking northeast from Clyde Road, rail corridor at left *(AECOM, 2018).*



Photograph 9: Private wooden road bridge crossing corridor. Looking northeast from level crossing at Clyde Road *(AECOM, 2018).*



Photograph 10: Rail corridor looking southwest from level crossing at Shellard Side Road. Agricultural lands to the south *(AECOM, 2018).*



Photograph 11: Looking southwest along corridor from level crossing at Shellard Side Road. Utility poles at left. *(AECOM, 2018).*



Photograph 12: Looking south along Shellard Side Road. View of level crossing and adjacent agricultural lands *(AECOM, 2018).*

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APPENDIX E

Stage 1 Archaeological Assessment (URS/AECOM, 2013)

STAGE 1 ARCHAEOLOGICAL ASSESSMENT

East Boundary Road Corridor Study
City of Cambridge, the Township of North Dumfries and the Township of Puslinch
Regional Municipality of Waterloo

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PIF# P123-0202-2013 (Associated PIF# P123-103-2012)

October 2013
Project No.: 33016837
Report Type: Original

EXECUTIVE SUMMARY

URS Canada Inc. was contracted for the Regional Municipality of Waterloo to conduct a Stage 1 archaeological assessment of the East Boundary Road Corridor study area, located within the eastern edge of the City of Cambridge, the western edge of the Township of North Dumfries, and the southwest edge of the Township of Puslinch. The purpose of the East Boundary Road Corridor Study is to identify an alignment for the proposed East Boundary Road Corridor that alleviates traffic along the existing arterial roads, accommodates future growth of the City of Cambridge and Region of Waterloo. The work will be undertaken as a Schedule C project under the Municipal Class Environmental Assessment process.

The study area is 1,126 hectares in size and is generally bounded by Avenue Road/Gore Road to the north, with a small segment running north of Avenue Road, along Townline Road, by Dundas Street South/Highway 8 to the south, and by limits 500 m east of Shellard Road and west of Shellard Road ranging from from 1.2 kilometres to approximately 2 kilometres.

This Stage 1 assessment documents the geographic, archaeological and land use history of lands identified within the study area in order to assess the potential for them to contain archaeological resources. A property inspection was conducted September 11, 2013 which indicated that portions of the study area were seemingly undisturbed and could potentially contain archaeological resources.

The results of the Stage 1 assessment indicate that, while some of the lands within the existing study area appear to have been disturbed by past development, much of the study area has high archaeological potential. This is based on the presence of historic homesteads, the proximity of historic roads, certain physiographic features, a relatively high number of known archaeological sites inside or within 1 kilometre of the study area, and the fact that most of this area is not disturbed and is indicated as having potential on the Regional Municipality of Waterloo Archaeological Master Plan.

Therefore, URS Canada Inc. makes the following recommendations:

1) Once an alignment for the proposed East Boundary Road Corridor is identified, a Stage 2 archaeological assessment will be conducted by a licenced consultant archaeologist using the pedestrian survey method at 5m intervals in areas which have been recently ploughed and are in appropriate condition at the time of the survey (areas marked in orange in **Figure 8**).

2) Once an alignment for the proposed East Boundary Road Corridor is identified, a Stage 2 archaeological assessment will be conducted by a licenced consultant archaeologist using the test pit survey method at 5m intervals in areas which have not recently been ploughed or do not have appropriate conditions for pedestrian survey at the time of the Stage 2 assessment (areas marked in green in **Figure 8**).

3) No further archaeological assessments are recommended for areas that are marked in red in **Figure 8,** as these areas are disturbed or have been previously subject to an archaeological assessment.

4) The Stage 2 archaeological assessment will follow the requirements set out in the 2011 *Standards and Guidelines for Consultant Archaeologists* (MTCS 2011).

URS CANADA INC.

PROJECT PERSONNEL

Project Director:	Charlton Carscallen, M.A. [P088]
Project Administrator:	Glenn Kearsley, M.A [P123]
Report Preparation:	Emily Game, B.A. [R307] Glenn Kearsley
Archival Research:	Fern Mackenzie, M.A.
Graphics:	Michael Collins, B.Sc
Report Reviewer:	Charlton Carscallen

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1.0 PROJECT CONTEXT

1.1 DEVELOPMENT CONTEXT

In 2012, URS Canada Inc. was contracted by the Regional Municipality of Waterloo to conduct a Stage 1 archaeological assessment of the East Boundary Road Corridor study area. As noted, the study area is 1,126 hectares in size and is generally bounded by Avenue Road/Gore Road to the north, with a small segment running north of Avenue Road, along Townline Road, by Dundas Street South/Highway 8 to the south, and by limits 500 m east of Shellard Road and west of Shellard Road from 1.2 kilometres to approximately 2 kilometres (**Figure 1**).

The purpose of the East Boundary Road Corridor Study is to identify an alignment for the proposed East Boundary Road Corridor that alleviates traffic along the existing arterial roads, accommodates future growth of the City of Cambridge and Region of Waterloo, complies with Regional and Provincial policies, and minimizes impacts on transportation, the natural environment, cultural environment, and socio-economic environment (including development). The work will be undertaken as a Schedule C project under the Municipal Class Environmental Assessment process. .

This Stage 1 archaeological assessment involves background research to describe the geography, land use history, previous archaeological fieldwork and current condition of the lands within the study area in order to evaluate their archaeological potential and to support recommendations for Stage 2 survey for all or parts of these parcels.

In addition to the Stage 1 field review, satellite imagery, aerial photographs, thematic and historic maps and past archaeological reports were analyzed in order to evaluate the archaeological potential of the East Boundary Road Corridor study area. The archaeological master plan for the Regional Municipality of Waterloo was also reviewed by URS Canada. This report, entitled "*The Regional Municipality of Waterloo Archaeological Facilities Master Plan"*, was developed in 1989 and covers the City of Cambridge and the Townships of North Dumfries and Beverly. According to the updated master plan, large sections of the study area have archaeological potential (Region of Waterloo 2012).

The Stage 1 archaeological assessment was carried out under the project direction of Charlton Carscallen [professional archaeological licence #P088] and the archaeological licence of Glenn Kearsley [P123] (URS Canada) in accordance with the provisions of the *Ontario Heritage Act (2005*) and with the *Standards and Guidelines for Consultant Archaeologists (2011a),* formulated by the Ministry of Tourism, Culture and Sport (MTCS). The Stage 1 field review was completed under the direction of Emily Game [R307]. This report presents the results of the Stage 1 background research and makes several recommendations.

1.2 HISTORICAL CONTEXT

Pre-Contact Period

A detailed discussion of the pre-contact temporal and cultural affiliations that are represented in the Region of Waterloo is provided in the archaeological master plan for the Region (Region of Waterloo 1989). A brief summary is provided here in order to incorporate some updated archaeological findings that have occurred since that report.

Although the Region of Waterloo was exposed after glacial retreat as early as 13,000 B.C., it was not until 10,400 B.C. to 8,000 B.C. that land access routes opened up allowing the first inhabitants, known as Paleo-Indians, into the area. Paleo-Indians were widely scattered, nomadic groups that occupied the sub-tundra-like environment that prevailed in southwestern Ontario during that time. Past research indicates that these groups likely followed big game (such as Caribou) across the landscape, preferring to camp on high ground, immediately adjacent to water sources, such as glacial lakes or spillways, where smaller game and plant foods would have been harvested.

Due to the relative antiquity of Paleo-Indian sites, all that remains at their occupations are stone tool fragments and their characteristic spear points known as “fluted points”. At least two Paleo-Indian sites have been identified in the Region of Waterloo indicating these early inhabitants were in the area. The first is the Steckle site (AiHc-36), a small campsite near the City of Kitchener (Mayer, Pihl and Poulton 1988:1 as cited in the Region of Waterloo 1989). The second is the Alder Creek site (AiHd-75), a small campsite located along the Highway 7/8 corridor between Kitchener and New Hamburg (Timmins 1994). The Twisted Point Site (AiHb-341) is located within a kilometre of the study area and is described as an isolated Late Paleo Point (MTCS, 2013)

The subsequent Archaic period (8,000 B.C. to 800 B.C.) is characterized by a warming climate and a temperate forest environment in which was cris-crossed by streams and rivers and surrounded by large fresh water lakes that would have supported many species of fish, shorebirds and mammals. Small hunting and gathering bands (20-50 people) utilized the lake shores during the spring and summer months, then broke into family groups and moved inland for the fall and winter to hunt and trap. During the Archaic Period, tool assemblages consisted of both chipped and ground/polished stone implements indicating a wider variety of activities, such as fishing, woodworking and food preparation/grinding, were now taking place.

Numerous Archaic sites have been identified in the Region of Waterloo including 14 within 1 kilometre of the study area, and one site inside the study area itself (**Table 2**). These sites are described as either campsites or ‘findspots’ where isolated Archaic projectile points were found.

The Archaic period was followed by the Woodland period (800 B.C. to A.D. 1650) which is subdivided into three phases. The Early Woodland period (circa 900 – 400 B.C.) is characterized by the introduction of pottery as a means of food production / storage and an increase in regional trade networks. This trading of exotic goods,

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such as obsidian, silver, copper and sea shells persists into the Middle Woodland period (circa 300 B.C. to A.D. 900) when horticulture was introduced to southern Ontario resulting in a more sedentary lifestyle in seasonal villages, and more elaborate burial ceremonies – including the construction of large, earthen mounds. The Late Woodland period (circa A.D. 900 - 1650) is marked by the establishment of palisaded villages (often containing dozens of longhouse structures), intensified agriculture and an increase in regional warfare.

A total of 5 Early Woodland sites have been identified within 1 kilometre of the study area (**Table 2**). All of these were isolated findspots. The Middle Woodland period is represented by four sites that are located within 1 kilometre of the study area, and include two campsites and one campsite / burial. Two Late Woodland sites, including a campsite and a findspot have been identified within 1 kilometre of the study area.

Post-Contact / Historical Overview of the Townships of North Dumfries, North Beverly and Puslinch

The study area straddles the border of what were the historic Townships of North Dumfries and North Beverly. During the aftermath of the Revolutionary War, Sir Frederick Haldimand, the Governor of Quebec, issued the Haldimand Proclamation on October 25, 1784 granting to the Six Nations on behalf of the Crown all of the land for six miles either side of the Grand River from the mouth to the headwaters in compensation for loss of land in the United States, and in recognition of their services during the conflict (Johnston 1964: 147-149). Years of confusion ensued over whether the Six Nations were allowed to lease or sell parts of the grant as they chose, finally resolved in 1798 when six blocks of land of various sizes were parcelled off for sale. Block 1 eventually became Dumfries Township (**Figure 5**).

Hon William Dickson (1769-1846) was born in Dumfries, Scotland, and immigrated to Quebec in 1785. In 1790 he settled in Queenston, in the Niagara region. In 1803 Dickson was granted a license to practice law, and in this capacity he carried out the legal work necessary for the Six Nations to sell blocks of land. In payment for these services, he was given 4,000 acres at the mouth of the Grand River. For several years Dickson tried to buy other land on speculation from the Six Nations, including Block 1. Finally, in 1811, Thomas Clark bought Block 1, apparently with his cousin William Dickson as a silent partner (**Figure 5**).

Dickson hoped to sell lots to a “higher class” of immigrants from the United States, but was prevented by prohibitions brought on by the rumbling hostilities. Consequently he focused his attentions on Scotland, specifically Dumfries, Roxburgh and Selkirk, encouraging leading Scots to consider the potential of Upper Canada. Unlike the tenant crofters who were being cleared from the Highlands around this time, these were people of some means and education.

In 1816, when full ownership of Block 1 was registered in Dickson’s name he hired Absalom Shade (1793-1862), a builder by trade, as his agent and manager in Dumfries. They travelled to the vicinity that summer to choose a site for establishing mills on the Grand River (Absalom Shade’s map, **Figure 7**). They selected the site where the town of Galt grew up around the mills, but its original name was Shade’s Mills. The place was densely forested and difficult to access. The Dundas Road

was put through in 1795, but it was a crude affair and often impassable. Immigration was slow at first, but gradually increased in the 1820s (Young 1880:34)

By 1819, when the first bridge over the Grand River was built (Young 1880:34), there was sufficient critical mass that a meeting was held on January 4th to choose Town and Parish officers, a clerk, two assessors, a collector, two wardens, four pathmasters and a pound keeper (Young 1880:134). The following year there were 10 buildings in Shade's Mills: Shade's house & store, a sawmill (1817), Dumfries Mill (1818), three log houses, a shanty, distillery (1820), the blacksmith's shop and the ruins of an old mill. A tavern opened in 1821.

By 1825 growth at the town site began to accelerate, with Scottish immigrants becoming concentrated in the north of Dumfries. William Dickson moved his family from Queenston to Shade's Mills, where he busied himself providing support for new arrivals to ensure that their ventures in clearing land and making a home were successful. This was not wholly altruistic – prosperous farmers made good business sense for Dickson, who had made his original fortune outfitting and provisioning Loyalists and the military establishment at Niagara.

John Galt (1789-1839) passed through Shade's Mills in 1827, on his way to oversee the construction of a road on to Guelph. Galt was another of Dickson's connections from his schooldays in Scotland, and was also engaged in settling British immigrants in central Ontario as an agent of the Canada Company. The post office was established at Shade's Mills at about this time and was designated Galt in his honour. Soon after, the village became known as Galt as well.

Roads and transportation in general were problematic. The Dundas Road was nearly impassable through the Beverly swamp, and travellers were frequently harassed by wolves. An endeavour by Absalom Shade indicates how difficult it was to transport goods to markets: he set up a system using flat-bottomed "arks" rafted together to float goods down the Grand River to Lake Erie and through the Welland Canal to Lake Ontario at Port Dalhousie (approximately twice the distance as the Dundas Road). He operated this service from 1831-34. The construction of a macadamized road from Dundas to Waterloo was begun in 1837, finally overcoming the dangers of the Beverly Swamp.

Other signs of growth and progress include the construction of a Township Hall (1839), and the election of the first township officers to the Gore District Council, as well as school commissioners (1842). The first township newspaper, the Dumfries Courier was established in 1844, followed by the Galt Reporter.

Galt was incorporated as a village under the Municipal Act in 1850, and the township elected five councillors. The population at this time was about 2,000. The community was served by two newspapers, the Tory Dumfries Reporter, and the Grit Galt Reformer. North and South Dumfries were split in 1852, with the south part of Brant County, the north with Waterloo.

The abundance of water power at Galt and Ayr formed the basis of a number of industries, including mills, foundries and manufacturing. At Ayr, John Watson opened the Ayr Agricultural Works in 1848, manufacturing farming implements at the site of the old Mudge mills. This business grew into an internationally known

company, exhibiting its wares and winning awards at the Centennial Exposition in Philadelphia (1876) and at the Paris World's Fair (1878). Galt experienced an economic and industrial boom through the mid-19th century, rapidly developing a wide range of manufactured goods, tanneries, woollen mills, carriage works, breweries – even a paper collar factory.

Galt became known as the "Manchester of Canada" (Young 1880:230). The Waterloo Gazetteer described Galt in 1867 as the largest town in the county, and "in regard to its establishments, one of the principal in the Province." "The surrounding area is remarkable for its fertility" with unlimited water power, and the employment of stone in building which abounds in the neighbourhood gives it a remarkably substantial appearance (**Figure 6**) (Province of Ontario 1869:164).

North Dumfries is described as "well-watered by the Grand and the Nith Rivers and Cedar Creek. The soil is generally a light sandy loam, the surface rolling and well adapted for wheat and other cereals. Great attention is paid to stock raising, and a number of Durham cattle and Leicester sheep have been imported. The timber is a mixture of pine, oak, beech, maple, elm, cherry, basswood and cedar. Limestone of a superior quality is abundant. There are at present in the Township five flouring mills, two woollen mills and several sawmills" (Irwin 1867:1).

The part of Beverly Township that has been annexed to North Dumfries and is now part of the study area developed in much the same pattern as its neighbour.

In 1854-55 the Great Western Railway connected Galt with its main line at Harrisburg. Sir Allan McNabb had turned the first sod at a ceremony in Galt, followed by a ball in 1852. In 1880 the Credit Valley Railway was completed through North Dumfries as well.

Study Area Specific Land Use

Both illustrated historic atlases as well as textual documentary sources were consulted when researching the history of the Townships of North Dumfries, North Beverly and Puslinch and compiling the specific land use history for each lot in the study area.

Due to the paucity of information in the *Illustrated Atlas of the Township of North Dumfries, Waterloo County (1881)*, additional sources were drawn upon when compiling the land use history for lots in North Dumfries. The *1851 Census of Canada* was cross-referenced with the *Gazetteer & Directory of the County of Waterloo, 1867* to ensure accuracy and gain a broader picture of the land use history of North Dumfries in the 19th Century. **Table 1**, below, illustrates the land use history of each lot in the study area for both North Dumfries and North Beverly, according to these 19th Century sources. Historic County Atlases from the 19th Century indicate that the study area was largely used for agricultural purposes at that time (**Figures 4 and 6**). Documentary sources collaborate that farming was the profession of the majority of inhabitants from the time of settlement of the area in the early 19th into the 20th Century (Young 1880, Cornell 1889, and Census of Canada 1851 and 1871).

TABLE 1: HISTORIC LAND OWNERS AND FEATURES LOCATED WITHIN THE STUDY AREA

Township	Concession	Lot	Owner/Resident(s)	Illustrated or Recorded Features
North Dumfries	XII (South ½)	1	Andrew Turnbull*	1 storey frame structure*
		2	No information	
North Dumfries	XI	1	William Thompson (North part)*	Log structure*
		2	Arthur Burnett (South part) *	Log house*
North Dumfries	X	1	Widow Elizabeth Keachie, farmer, & James and Angus Keachie, & John Moffat*	Two 1 ½ storey frame structures (associated with Moffat and Keachie)*
		2	Wm McArthur+, & Jared Swan*	Homestead illustrated+, log house*
		3	John Milroy*	House illustrated+, 1 ½ storey stone structure*
North Dumfries	IX	1	Donald Fraser*	
North Beverly	X	J	Jno. Gwyne+	Homestead and orchard+
		1	D. Gillies+	Homestead and orchard+
North Beverly	IX	I	Rob. Turnbull (North part), & G.G Nichol (South part).+	Both Turnbull and Nichol have a homestead and orchard illustrated on their property. +
		1	Jas. Cunningham (North part), & R. Henderson (South part). +	Both Cunningham and Henderson have a homestead and orchard illustrated on their property. +
North Beverly	VIII	H	McColl Estate (West part), & T. Shillard (East middle part). +	Both McColl and Shillard have a homestead and orchard illustrated on their property.

				+
		1	M.Shillard (North part), & R.Young (South part). +	Both Shillard and Young have a homestead and orchard illustrated on their property. +
North Beverly	VII	G	Henry Bond (North part). +	Homestead and orchard
		1	G. Lloyd	Nothing mapped in Study Area
Gore / Puslinch		1	F. Wood	Homestead on property
		1 Rear	J. Milroy	1 ½ storey stone house
		2	A. McKellar	1 ½ storey brick house

* From the 1851 Census, cross-referenced with 1867 directory
+ From the *Illustrated Atlas of the Township of North Dumfries, Waterloo County* (1881) and *Illustrated Atlas of the Township of North Beverly, Wentworth County* (1875) (**Figure 4**).

In order to confirm archaeological site potential within the study area, and to determine the degree to which development and landscape alteration have affected that potential, a property inspection in the form of a 'windshield survey' was conducted under the direction of Emily Game [R307] on September 11, 2013. The windshield survey conformed to the standards identified in Section 1.2 of the *Standards and Guidelines for Consultant Archaeologists* (2011) in that weather conditions were favorable (sunny and hot) and ground visibility was good. The study corridor was assessed from the existing rights-of-way (RoW) since URS Canada did not have permission-to-enter (PTE) on the adjacent properties. Where safety permitted to pull the vehicle off to the shoulder along the highway and side roads, photographs were systematically taken of the parcels of land requiring assessment.

Historic maps (**Figures 2 and 3 in Appendix 1**) were reviewed before the 'windshield survey' in order to gain an understanding of the land use history within the Study Corridor and to determine the general locations of any historic buildings that may intersect with any areas proposed by the project which may result in an impact by the project.

During the field review, landscape features were investigated, such as watercourses and undisturbed agricultural / wooded terrains, to provide insight into areas of archaeological potential. Areas that are in proximity to watercourses, historic travel routes, historic homesteads, previously registered sites, physiographic features such as elevation, and other archaeological resources are identified as having a high potential necessitating a Stage 2 archaeological assessment.

Photos 1 to 15 in **Appendix 1** illustrate the results of the Stage 1 field review of the study area. These maps, and the photos in **Appendix 1**, document the present

conditions of the study area and identify whether or not a Stage 2 archaeological assessment will be required and, if so, what type of assessment is recommended. The maps and photos also include details of disturbed areas which are anticipated to have no archaeological potential. These photos document the nature of the disturbance where disturbance has been noted on the maps.

The field review determined that the study area is a mix of transportation, industrial and commercial development, residential, as well as many agricultural fields and woodlots.

1.3 ARCHAEOLOGICAL CONTEXT

Description of the Study Area

As noted, the study area is 1,126 hectares in size and is generally bounded by Avenue Road/Gore Road to the north, with a small segment running north of Avenue Road, along Townline Road, by Dundas Street South/Highway 8 to the south, and by limits 500 m east of Shellard Road and west of Shellard Road from 1.2 kilometres to approximately 2 kilometres. Overall, the study area is comprised of open cultivated fields, low-lying wetlands, floodplains, densely vegetated forests, and fallow (pastoral) lands (**Figures 1-2**). Some commercial / industrial development occupies the western section.

The study area is divided east-west by two main roads including Clyde Road in the north and Main Street/Old Beverly Road in the central section. Numerous small roads intersect with these main roads and provide access to the various commercial, industrial and residential areas in the western section of the study area. Shellard Road runs north-south in the eastern section. The Region of Waterloo Waste Management Facility is in the north-central section of the study area, at the east end of Savage Drive. The Canadian Pacific Railway line traverses the northern section and a hydro corridor runs north-south through the centre of the study area. Rural farm and residential dwellings are scattered across the remainder of the study area.

Determining Archaeological Potential

Based on past archaeological findings in the province, the Ministry of Tourism, Culture and Sport has identified criteria that can be used to evaluate a property's archaeological potential. These criteria are related to various geographic and cultural-historic features which would have influenced land / resource use and settlement by past peoples (MTCS 1997, 2011a), and include such characteristics as:

- previously known archaeological sites within 300 metres of the subject property
- water sources within 300 metres of the subject property, including primary (lakes, rivers, streams, creeks), secondary (springs, marshes, seasonal creeks and streams) and past (glacial shorelines or relic stream channels) water sources
- elevated topography (drumlins, knolls, plateaux)

- areas of well-drained, sandy soils
- distinctive land formations that might have been special or spiritual places (waterfalls, rock outcrops, caves, mounds and promontories and their bases)
- resource areas (animal migratory routes, spawning areas, raw material or plant procurement locations) and early Euro-Canadian industry (fur trade, logging and mining)
- areas of early Euro-Canadian pioneer settlement and / or transportation routes (trails, roads, railways, portage routes, wharf or dock complexes)
- properties that local histories or informants have identified with possible archaeological sites, historical events, activities, or occupations

By determining if one (or any) of these criteria are present, archaeologists are able to estimate whether a property has low, moderate or high potential for containing archaeological remains.

Physiography of the Study Area

The East Boundary Road Corridor study area is located in the Waterloo Hills Physiographic Region of Ontario (Chapman and Putnam 1984: 136). This region is composed of sandy hills and kames with outwash sands occupying the hollows in between. Numerous kettle lakes and small swamps are scattered across these hilly areas. Adjoining the hilly region are the extensive alluvial terraces of the Grand River which also contain sand and gravel (Chapman and Putnam 1984: 136). The majority of soils in the Waterloo Hills Physiographic Region are well drained and consist of Grey Brown Luvisolic soils that are classified in four series: Guelph, Harriston, Dumfries and Waterloo (Chapman and Putnam 1984: 136).

The original vegetation in this area consisted of pine and hardwoods such as maple, beech, wild cherry and red oak. Much of this however, has been cleared in favour of mixed field crop and livestock agriculture (Chapman and Putnam 1984: 136-137).

The soil within the study area itself is comprised mainly of the Dumfries Series (Class 4) which consist of relatively stone-free, well drained loam soils that are characteristic of areas where steep and complex slopes prevail (Presant and Wicklund 1971: 29). The study area also has pockets of well drained sandy loam, and fine-grained sandy loams that are well to imperfectly drained and occupy moderately sloping landscapes (Presant and Wicklund 1971: 25).

Topography ranges from relatively flat to gently rolling with numerous ponds and marsh / wetlands scattered throughout (**Figure 2**). Two main water courses traverse the study area and include Mill Creek along the northern edge and Moffet Creek through the central section. Both of these have low-lying floodplains associated with them as they drain into the Grand River approximately 2 kilometres to the west.

Registered Archaeological Sites

In order to compile an inventory of archaeology resources for the study area, three sources of information were accessed: the site record forms for registered sites housed at the Ministry of Tourism, Culture and Sport, published and unpublished documentary sources.

In Ontario, information concerning archaeological sites is stored in the Ontario Archaeological Sites Database (OASD) maintained by the MTCS. This database contains archaeological registered sites within the Borden system. Under the Borden system, Canada has been divided into grid blocks based on longitude and latitude. A Borden block is approximately 13 kilometres east to west, and approximately 18.5 kilometres north to south. Each Borden block is referred by a four letter designation and sites located within the block are numbered sequentially as they are found. The East Boundary Road Corridor study area is located within the *AiHb* Borden block.

According to the OASD (MTCS 2011b), 59 archaeological sites have been previously registered within 1 kilometre of the study area including one site that is actually inside the study area itself (**Supplementary Documentation: Figures 1 and 2**). All 59 sites are summarized in **Table 2**. As can be seen, both Aboriginal and Euro-Canadian sites have been identified. The presence of these registered sites inside or within a 1 kilometre of the study area indicates that this area was very attractive for past occupation and indicates that there is potential for both Aboriginal and Euro-Canadian sites within the study area.

TABLE 2: REGISTERED ARCHAEOLOGICAL SITES INSIDE OR WITHIN 1KM OF THE STUDY AREA

Borden	Site Name	Cultural Affiliation	Site Type	Researcher	Comments
AiHb-104	n/a	Undetermined	Undetermined	MPA	No further work required
AiHb-105	n/a	Aboriginal	Undetermined	MPA	Small number of chert flakes. No further work required.
AiHb-160	Asp	Aboriginal: Early Woodland / Late Archaic	Findspot	ASI, 1990	1 stemmed projectile point. No further work required.
AiHb-162	n/a	Aboriginal: Late Archaic	Findspot	MPA, 1990a	1 stemmed Lamoka point and 1 chert flake.
AiHb-171	Big Tree	Aboriginal: Middle Archaic	Campsite	D. Knight, 1992a	To be impacted by subdivision development. Appropriate mitigative options recommended.
AiHb-172	Radtke	Aboriginal: Early Woodland	Findspot	D. Knight	
AiHb-174	Dundas	Euro-Canadian	Stone house	D. Knight, 1992b	LACAC has designated this structure. Historic artifacts were found from disturbed soil around site.
AiHb-193	Zeppelin	Aboriginal	Undetermined	Fisher, 2002	No further work required.
AiHb-196	Oak	Aboriginal: Pre-Contact	Campsite	Fisher, 2002	No further work required.
AiHb-197	Small	Aboriginal: Pre-Contact	Lithic Scatter	Fisher, 2002	No further work required.
AiHb-198	Moffat Knoll	Aboriginal: Pre-Contact	Campsite	Fisher, 2002	No further work required.
AiHb-199	Hawk	Aboriginal: Pre-Contact	Lithic Scatter	Fisher, 2003	No further work required.
AiHb-200	Daffodill	Aboriginal: Pre-Contact & Euro Canadian	Lithic Scatter & Homestead	Fisher, 2003	No further work required.

Borden	Site Name	Cultural Affiliation	Site Type	Researcher	Comments
AiHb-201	Anderson	Euro Canadian	Homestead	Fisher, 1998	LACAC Point of Interest. Burnt down in 1970's.
AiHb-226	Gawitrha	Aboriginal: Archaic	Campsite	Fisher, 2001	No further work required
AiHb-27	Townline Road 1	Aboriginal: Undetermined	Findspot	Janusas, 1986a	These roadways were graded at the time of survey and were not named.
AiHb-85	Grandy	Aboriginal: Late Woodland	Findspot	Janusas, 1989a	N/A ***In study area***
AiHb-15	GRCA	Aboriginal: Archaic	Campsite	J. Redmond (Reference N/A)	Field is slated for development. Disturbance from sewer main just n of site.
AiHb-28	Townline Road 2	Aboriginal: Undetermined	Findspot	Janusas, 1986a	These roadways were graded at the time of survey and were not named.
AiHb-283	N/A	Aboriginal: Early Archaic	Findspot	Fisher, 2002	No further work required.
AiHb-29	Townline Road 3	Euro-Canadian	Midden	Janusas, 1986a	Only the perimeter of roadways examined. It is possible further historic evidence such as a structure may be located within the woodlot. Roadways were graded at time of survey but not named.
AiHb-30	Deercrest	Aboriginal: Late Archaic Euro-Canadian	Station, chipping Historic hearth	Janusas, 1986b	Original report suggested a Paleo/Early Woodland multicomponent occupation. Site is now considered a Late Archaic single occupation with the presence of an insignificant historic hearth.
AiHb-31	N/A	Aboriginal: Late Archaic	Findspot	Williamson, 1986	Site to be destroyed in 1987.
AiHb-317	N/A	Abroiginal: Late Woodland	Findspot	Fisher, 2004	No further work required.
AiHb-32	N/A	Aboriginal: Undetermined	Findspot	Williamson, 1986	Site to be destroyed in 1987.
AiHb-33	N/A	Aboriginal: Woodland, Early Meadowood	Findspot	Williamson, 1986	Site to be destroyed in 1987.
AiHb-337	N/A	Euro-Canadian	Midden & stone structure	Fisher, 2008	Archaeologically significant. Recommended that the limits of AiHb-337 be indicated as a No Impact Zone and be fenced off & avoided during construction activities.
AiHb-34	N/A	Aboriginal: Early Woodland	Findspot	Williamson, 1986	Site to be destroyed in 1987.
AiHb-35	Franklin	Aboriginal: Archaic?	Campsite	Williamson, 1986	Site to be destroyed in 1987.
AiHb-59	Lamplight Village	Euro-Canadian	Homestead	ASI, 1988a	Site to be destroyed by development. Mitigation before development.
AiHb-60	Moffat Creek	Aboriginal: Undetermined	Findspot	ASI, 1988b	Site to be destroyed by development.
AiHb-61	N/A	Aboriginal: Late Archaic	Findspot	ASI, 1988b	Site to be destroyed by development.
AiHb-7	Mill Creek	Aboriginal: Late Woodland	Campsite	George MacDonald, 1961	N/A
AiHb-84	Birch	Aboriginal: Undetermined	Findspot	Arch. Res. Assess.	Requires additional surface collection, followed by test excavation. Site lies in field which was ploughed for the first time in over 23 yrs.
AiHb-194	Civiero	Aboriginal: Pre-Contact	Campsite	Fisher, 1998, 2002	No further work required.

Borden	Site Name	Cultural Affiliation	Site Type	Researcher	Comments
AiHb-87	N/A	Aboriginal: Undetermined	Campsite	Poulton, 1990b	No further work required
AiHb-88	N/A	Aboriginal: Middle Woodland	Campsite and burial	Poulton, 1990b	No further work required
AiHb-89	N/A	Aboriginal: Late Archaic	Campsite	Arch. Res. Assess.	No further work required
AiHb-90	N/A	Euro-Canadian	Farmstead	Poulton, 1990b	No further work required
AiHb-91	N/A	Aboriginal: Late Archaic	Campsite	Poulton, 1990b	No further work required
AiHb-92	N/A	Aboriginal: Undetermined	Lithic scatter	Poulton, 1990b	No further work required
AiHb-93	N/A	Aboriginal: Middle Woodland	Campsite	Poulton, 1990c	No further work required
AiHb-94	N/A	Aboriginal: Undetermined	Campsite	Poulton, 1990b	No further work required
AiHb-95	N/A	Aboriginal: Undetermined	Campsite	Poulton, 1990c	No further work required
AiHb-106	N/A	Aboriginal: Late Archaic	Findspot	Poulton, 1990?	Municipal Plan Ref. No. 30T-87008
AiHb-107	N/A	Aboriginal: Undetermined	Campsite?	Poulton, 1990?	No further work required
AiHb-108	N/A	Aboriginal: Undetermined	N/A	Poulton, 1990?	No further work required
AiHb-109	N/A	Aboriginal: Undetermined	N/A	Poulton, 1990?	No further work required
AiHb-120	N/A	Aboriginal: Archaic and Woodland	Campsite (seasonal)	ASI, 1997	No further work required
AiHb-195	Hedgerow	Aboriginal: Pre-Contact	Campsite	Fisher, 1998	No further work required.
AiHb-153	Mark Antony	Aboriginal: Middle Archaic	N/A	ASI 1990	No further work required
AiHb-154	Brutus	Aboriginal: Middle Archaic	Findspot	ASI 1990	No further work required
AiHb-155	Britpark I	Aboriginal: Archaic and Middle Woodland	Campsite?	ASI 1990	No further work required
AiHb-157	Caesar	Aboriginal: Archaic	Findspot	ASI 1990	No further work required
AiHb-158	Cleopatra	Aboriginal: Meadowood and Early Woodland	Findspot	ASI 1990	No further work required
AiHb-159	Serpent	Aboriginal: Undetermined	N/A	ASI 1990	No further work required
AiHb-83	Hilborn	Aboriginal: Middle Woodland	Village?	Janusas, 1989	
AiHb-86	--	Aboriginal: Early Archaic to Early Woodland	Campsite	Janusas, 1989	
AiHb-341	Twisted Point	Aboriginal: Paleo-Indian	Findspot	N/A	

Previous Archaeological Research

According to the Ontario Archeological Site Database (OASD) there are seventeen reports dealing with land in or within a minimum of 50 metres of the study area. Copies of these reports were requested from MTCS in order to gain a thorough understanding of the archaeological history of the study area. Of the seventeen reports, eleven were available to access. These eleven reports have been reviewed and are summarized here. Detailed references with PIF numbers, where available, are included in the references at the end of the report.

1. A Stage 1 archaeological assessment was conducted on a southern section of the study area in 2007 (ASI 2007). While this assessment covered a large area south of Cambridge for the South Boundary Road Corridor Study, approximately 200 hectares overlaps the present East Boundary Road Corridor study area (**Figure 3**) in an area north of Dundas Street South from Studiman Road in the east to Branchton Road to the west. According to this Stage 1 assessment, there is moderate to high potential for archaeological sites within these 200 hectares (ASI 2007: 7).

2. In 2009, *Parker Archaeological Consulting* was contracted to conduct a Stage 1 and 2 Archaeological Assessment on part of Lot 1, Concession VIII, in the Township of North Dumfries. This property is located southwest of the study area. At the time of assessment, the study area was made up of active agricultural fields and a woodlot, which were assessed through pedestrian survey and test pitting, respectively, both at 5 metre intervals. Some late 19th to mid-20th century artifacts were found, but were the result of modern refuse scattering and not deemed to be significant. The assessment concluded that no further work was required in the study area (Parker Archaeological Consulting 2009).

3. In 2007, *AMEC Earth & Environmental* conducted a Stage 1 and 2 Archaeological Assessment on part of Lot 1, Concession IX, in the Township of North Dumfries. The study area for the assessment lies approximately 100 metres beyond the limits of our study area, just west of Dundas St. South, in Lot 1 of Concession IX. At the time of the assessment, the study area was comprised of agricultural fields totaling 36 acres. The study area was assessed through pedestrian survey at 5 metre intervals. No artifacts were found and the assessment concluded that no further work was required in the study area (AMEC 2007).

4. In 2008, *Detritus Consulting* conducted a Stage 1 and 2 Assessment on part of Lot J, Concession X, in the Township of North Dumfries. This property is located within our study area. At the time of assessment the property was a combination of active agricultural fields, residential lawn and garden, and bush. The property was assessed through pedestrian survey and test pitting, both at 5 metre intervals. No artifacts were found, and the assessment concluded that no further work was required in the study area (Detritus Consulting 2008).

5. In 2006, *Detritus Consulting* conducted a Stage 1 and 2 Assessment on part of Lot 1, Concession X, in the Township of North Dumfries. This property is located within our study area. At the time of assessment the property was comprised of a woodlot, residential lawn, and wetland. The property was assessed through test pitting at 5 metre intervals. No artifacts were found, and the assessment concluded that no further work was required in the study area (Detritus Consulting 2006).

6. In 2004, *Fisher Archaeological Consulting* conducted a Stage 1 and 2 Assessment on part of Lot 3 in Concession X, in the Township of North Dumfries. The total area surveyed was 1.2 hectares, and is a golf course comprised of areas of fairway (manicured lawn), rough shrubbery, and fill.

This property is located within our study area. The property was assessed through test pitting at 5 metre intervals in areas of high potential and 10 metre intervals in areas of moderate potential. No artifacts were found, and the assessment concluded that no further work was required in the study area (Fisher 2004b).

7. In 1997, *Material Culture Management Inc.* conducted a Stage 1 and 2 Assessment on part of Lot H in Concession VIII, in the Township of North Dumfries. The total area surveyed was 1.62 hectares. This property is located outside our study area, and was comprised of residential lawn. The property was assessed through test pitting at 5 metre intervals. The assessment recovered one Onondaga flake fragment, an isolated findspot. Test pitting around the flake fragment was intensified and no other artifacts were recovered. The assessment concluded that no further work was required in the study area (Material Culture Management Inc. 1997d).

8. In 1997, *Material Culture Management Inc.* conducted a Stage 1 and 2 Assessment on part of Lot 1 in Concession IX, in the Township of North Dumfries. The total area surveyed was 3 hectares. This property is located within our study area, and was comprised of a residence and barn, a manicured lawn, agricultural fields, and a wetland. The high potential portions of the property were assessed by pedestrian survey at 5 metre intervals. The assessment recovered two isolated find spots, both pieces of non-descript ironstone. Intensified searching around both findspots did not result in the recovery of any more artifacts. The assessment concluded that no further work was required in the study area (Material Culture Management Inc. 1997c).

9. In 1997, *Material Culture Management Inc.* conducted a second Stage 1 and 2 Assessment on part of Lot 1 in Concession IX, in the Township of North Dumfries. The total area surveyed was 3 hectares. This property is located within our study area, and was comprised of a residence, driveway, pool and outbuildings, residential lawns, and some wooded area. The moderate and high potential portions of the property were assessed by test pitting at 5 metre intervals, while areas of low potential were tested at 10 metre intervals. The assessment recovered three isolated find spots; the first was interior glazed earthenware, the second was an Onondaga tertiary thinning flake, and the third was domestic mammal ribs, wire, and floral ironstone transferware. Intensified searching around all three findspots did not result in the recovery of any more artifacts. The assessment concluded that no further work was required in the study area (Material Culture Management Inc. 1997b).

10. In 1997, *Material Culture Management Inc.* conducted a Stage 1 and 2 Assessment on part of Lot 1 in Concession X, in the Township of North Dumfries. The total area surveyed was 8.77 hectares. This property is located within our study area, and was comprised of a residence, barn, pool, and other outbuildings, pasture with a garden, and a manicured lawn. The high potential portions of the property were assessed by test pitting at 5 metre intervals, while low potential areas were not tested. No artifacts were recovered, and the assessment concluded that no further work was required in the study area (Material Culture Management Inc. 1997a).

11. Lastly, in 1996 *Material Culture Management Inc.* conducted a Stage 1 and 2 Assessment on part of Lot 1 in Concession IX, in the Township of North Dumfries. The total area surveyed was 4 hectares. This property is located within our study area, and was comprised of a several buildings; two residences and their outbuildings, two ponds and landscaped lawns, fallow fields and an additional field used as a paddock. While most of the area had been subject to a high degree of disturbance, the high potential portions of the property were assessed by test pit survey at 5 metre intervals. The assessment recovered one isolated find spot, a single Onondaga flake. Intensified searching around the flake findspots did not result in the recovery of any more artifacts. The assessment concluded that no further work was required in the study area (Material Culture Management Inc. 1996).

2.0 SUMMARY AND ANALYSIS

The results of the Stage 1 assessment indicate that, while some of the lands within the existing study area have been disturbed by past development, much of the study area has archaeological potential. This potential includes both Euro-Canadian and Aboriginal resources. Indeed, a review of archaeological assessments in the areas immediately adjacent to and within the study area indicates that the Waterloo Region in general and the study area in particular have an extremely rich archaeological inventory.

The mapping in the Regional Municipality of Waterloo Archaeological Facilities Master Plan (Region of Waterloo 1989: 28-32) was initially done in 1989 using base maps and some, but not all, of the features indicating archaeological potential now included in the *2011 Standards and Guidelines for Consultant Archaeologists* (MTCS 2011:17-18). Subsequent archaeological research in the province combined with more detailed mapping and satellite imagery indicate that areas once deemed to have no archaeological potential may, in fact, contain additional features of archaeological potential not visible on the original base maps that were used.

The results of the field review indicate that much of the lands within the study area contain moderate to high archaeological potential. Due to the proximity to watercourses, historic roadways and homesteads, as well as the large number of previously identified archaeological sites, areas of the study area that have not been previously assessed or are not identified as disturbed require Stage 2 Archaeological Assessment. The areas within the study area that require a Stage 2 pedestrian survey are shaded in green, and the areas requiring a Stage 2 test pit survey are shaded in orange (**Appendix 1, Figure 8**). A review of the archaeological potential mapping in the Region of Waterloo Archaeological Master Plan confirms the high level of potential for the study area. This is also supported by the background research that indicates the presence of historic homesteads, the proximity of historic roads, certain physiographic features, a relatively high number of known archaeological sites inside or within 1 kilometre of the study area, and the fact that most of this area is not disturbed.

Stage 1 Archaeological Assessment
East Boundary Road Corridor Study
City of Cambridge, the Township of North Dumfries and the Township of Puslinch,
Regional Municipality of Waterloo

3.0 RECOMMENDATIONS

In light of these results, the following recommendations are made:

1) Once an alignment for the proposed East Boundary Road Corridor is identified, a Stage 2 archaeological assessment will be conducted by a licenced consultant archaeologist using the pedestrian survey method at 5m intervals in areas which have been recently ploughed and are in appropriate condition at the time of the survey (areas marked in orange in **Figure 8**).

2) Once an alignment for the proposed East Boundary Road Corridor is identified, a Stage 2 archaeological assessment will be conducted by a licenced consultant archaeologist using the test pit survey method at 5m intervals in areas which have not recently been ploughed or do not have appropriate conditions for pedestrian survey at the time of the Stage 2 assessment (areas marked in green in **Figure 8**).

3) No further archaeological assessments are recommended for areas that are marked in red in **Figure 8**, as these areas are disturbed or have been previously subject to an archaeological assessment.

4) The Stage 2 archaeological assessment will follow the requirements set out in the 2011 Standards and Guidelines for Consultant Archaeologists (MTCS 2011).

The above recommendations are subject to Ministry of Tourism, Culture and Sport approval, and it is an offence to alter any archaeological site without Ministry of Tourism, Culture and Sport concurrence. No grading or other activities that may result in the destruction or disturbance of an archaeological site are permitted until notice of Ministry of Tourism, Culture and Sport approval has been received.

4.0 STANDARD CLAUSES

a) This report is submitted to the Minister of Tourism, Culture and Sport as a condition of licencing in accordance with Part IV of the *Ontario Heritage Act, R.S.O. 1990, c 0.18.* The report is reviewed to ensure that it complies with the standards and guidelines that are issued by the Minister, and that the archaeological fieldwork and report recommendations ensure the conservation, protection and preservation of the cultural heritage of Ontario. When all matters relating to archaeological sites within the project area of a development proposal have been addressed to the satisfaction of the Ministry of Tourism, Culture and Sport, a letter will be issued by the ministry stating that there are no further concerns with regard to alterations to archaeological sites by the proposed development.

b) It is an offence under Sections 48 and 69 of the *Ontario Heritage Act* for any party other than a licensed archaeologist to make any alteration to a known archaeological site or to remove any artifact or other physical evidence of past human use or activity from the site, until such a time as a licensed archaeologist has completed archaeological fieldwork on the site, submitted a report to the Minister stating that the site has no further cultural heritage value or interest, and the report has been filed in the Ontario Public Register of Archaeological Reports referred to in Section 65.1 of the *Ontario Heritage Act*.

c) Should previously undocumented archaeological resources be discovered, they may be a new archaeological site and therefore subject to Section 48 (1) of the *Ontario Heritage Act*. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed consultant archaeologist to carry out archaeological fieldwork, in compliance with Section 48 (1) of the *Ontario Heritage Act*.

d) The *Cemeteries Act*, R.S.O. 1990, c.C.4 and *the Funeral, Burial and Cremation Services Act,* 2002, S.O. 2002, c.33 (when proclaimed in force) require that any person discovering human remains must notify the police or coroner and the Registrar of Cemeteries at the Ministry of Consumer Services.

Documentation related to the archaeological assessment of this project will be curated by URS Canada until such a time that arrangements for their ultimate transfer to Her Majesty the Queen in right of Ontario, or other public institution, can be made to the satisfaction of the project owner, the Ontario Ministry of Tourism, Culture and Sport any other legitimate interest groups.

Stage 1 Archaeological Assessment
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City of Cambridge, the Township of North Dumfries and the Township of Puslinch,
Regional Municipality of Waterloo

5.0 REFERENCES CITED

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APPENDIX 1: MAPS AND PHOTOS

URS

Stage 1 Archaeological Assessment
East Boundary Road Corridor Study
City of Cambridge, the Township of North Dumfries and the Township of Puslinch,
Regional Municipality of Waterloo

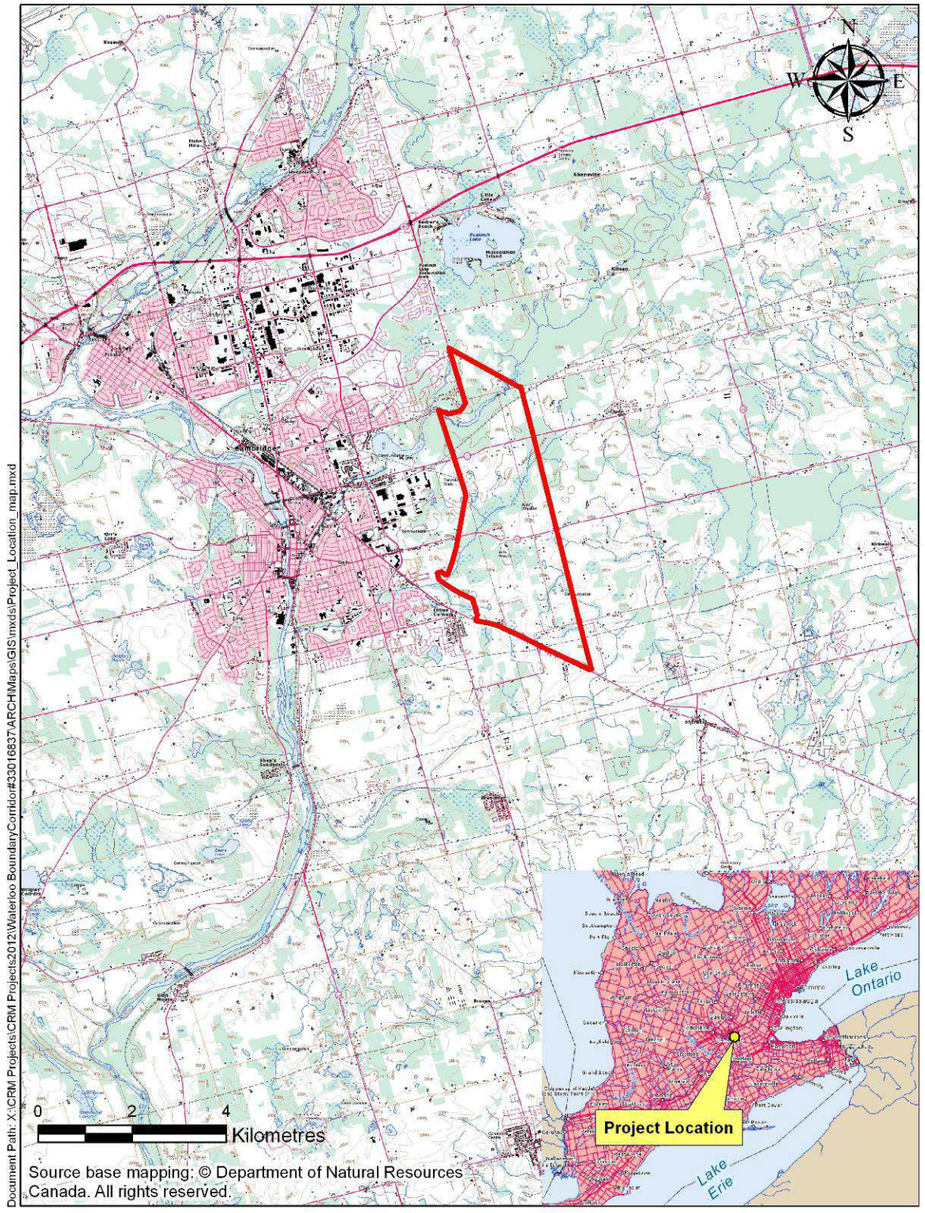


FIGURE 1: LOCATION OF STUDY AREA

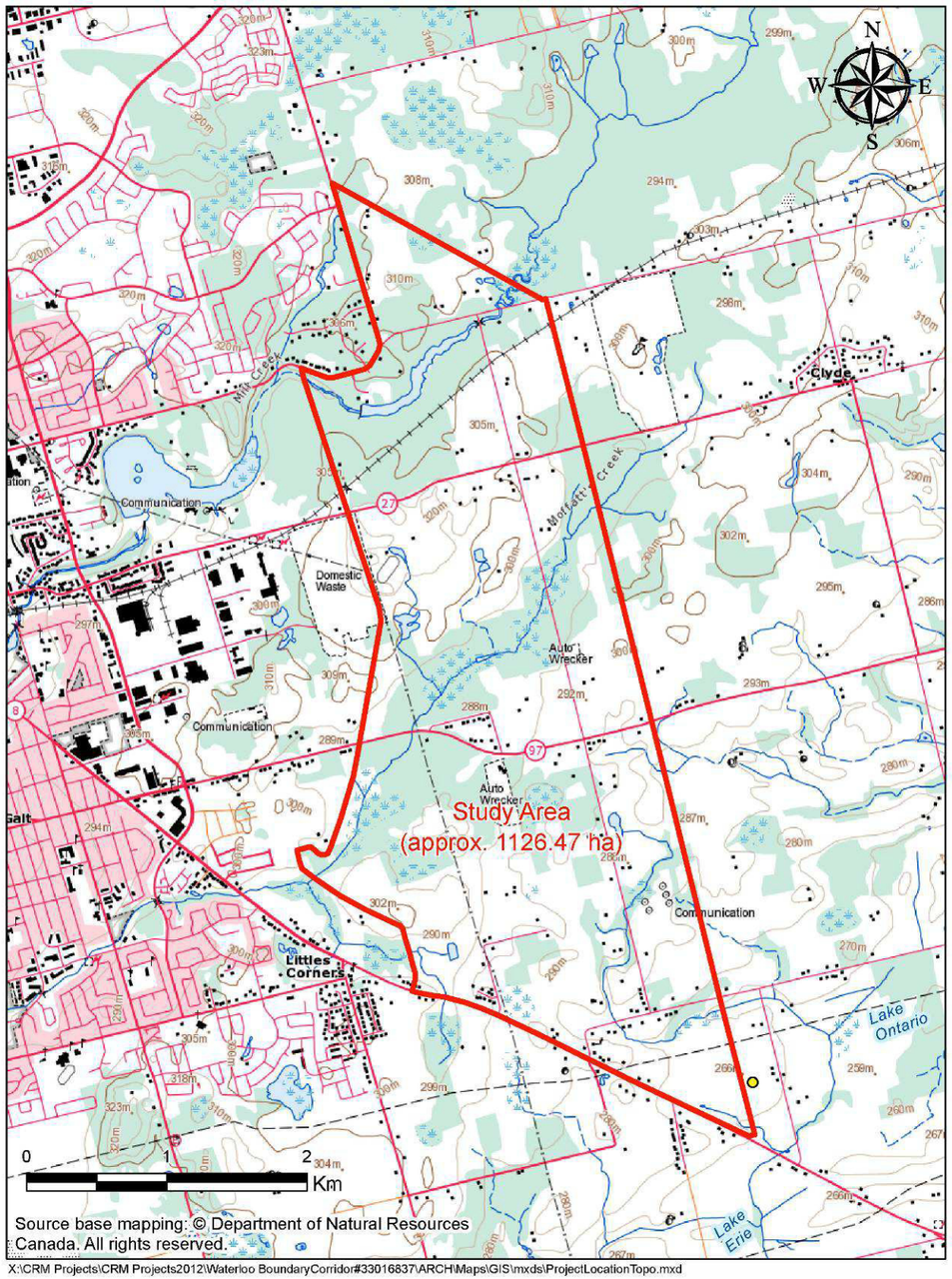


FIGURE 2: TOPOGRAPHY OF STUDY AREA

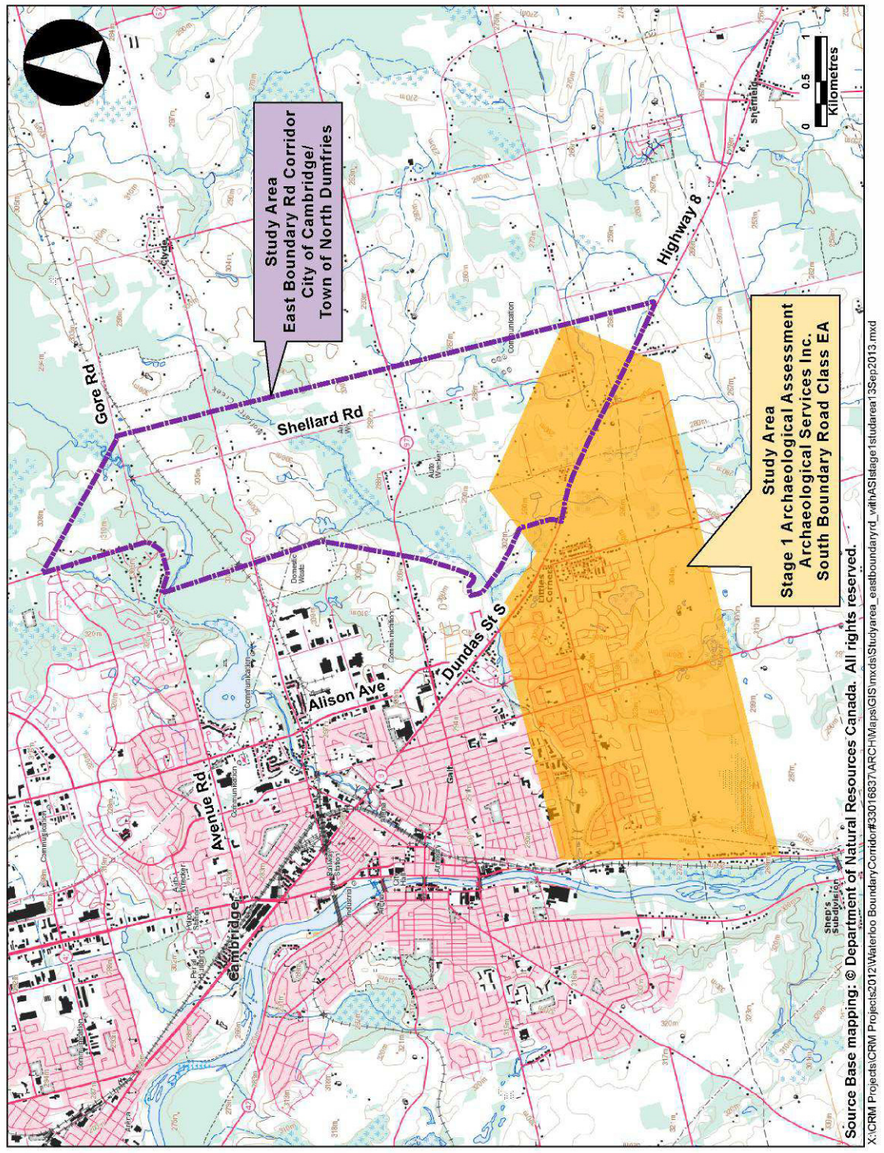


FIGURE 3: LOCATION OF 2007 STAGE 1 ARCHAEOLOGICAL ASSESSMENT THAT OVERLAPS PRESENT STUDY AREA

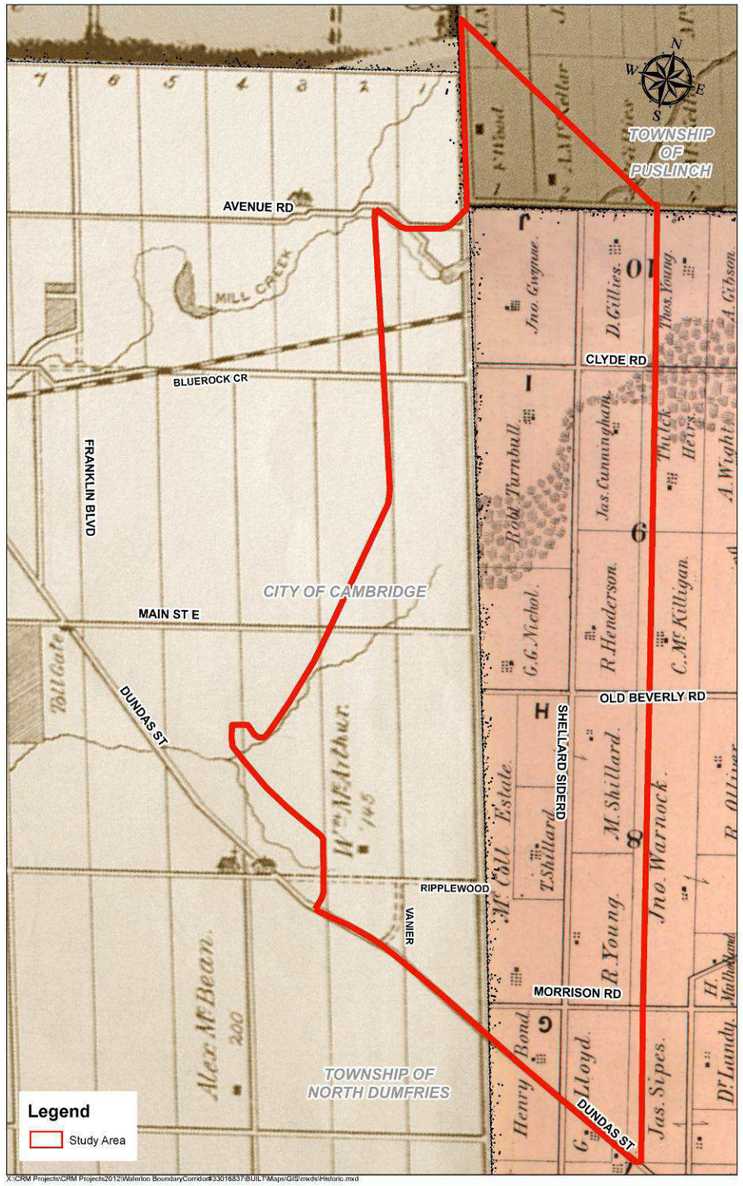


FIGURE 4: STUDY AREA OVERLAID ON THE ILLUSTRATED ATLAS OF THE COUNTY OF WATERLOO (1881), ILLUSTRATED HISTORICAL ATLAS OF THE COUNTY OF WENTWORTH (1875) AND THE TOPOGRAPHICAL HISTORICAL ATLAS OF THE COUNTY OF WELLINGTON (1877)



FIGURE 5: STUDY AREA OVERLAID ON PLAN SHOWING LAND GRANTED TO THE SIX NATION INDIANS, 1821 (THOS. RIDOUT)

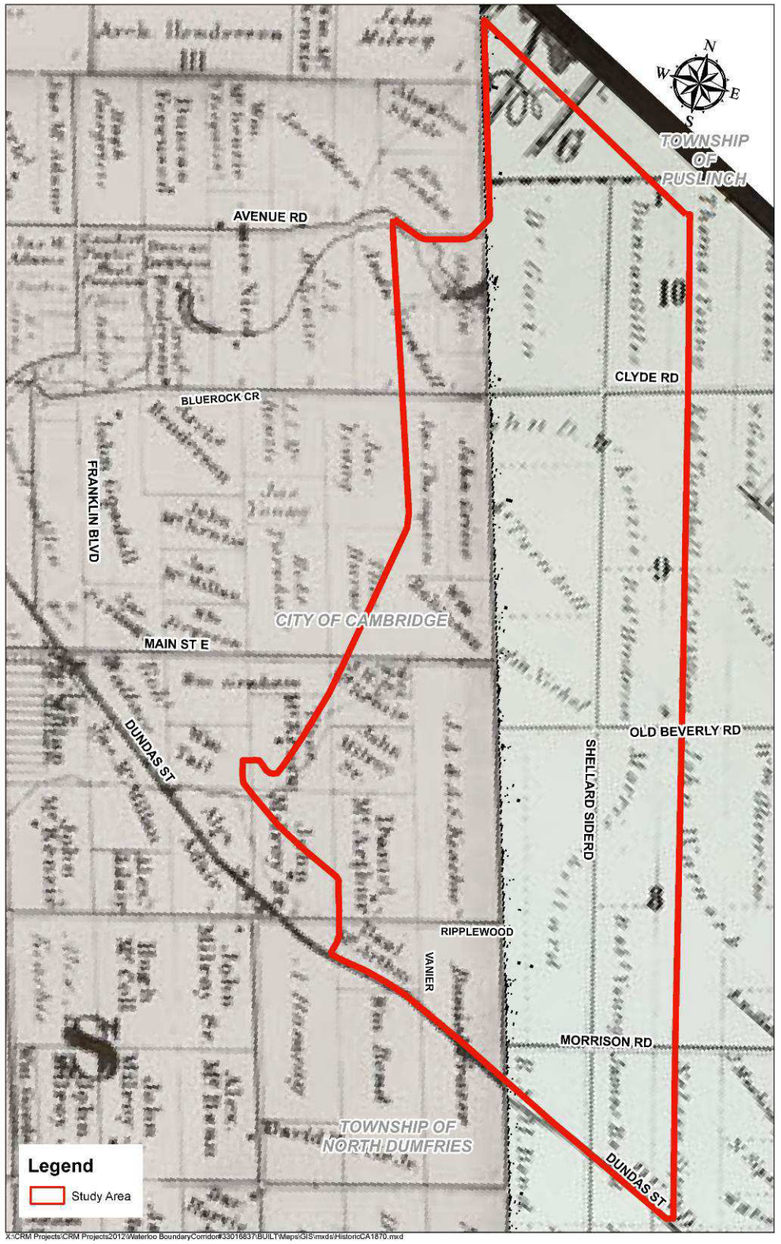


FIGURE 6: STUDY AREA OVERLAID ON THE TREMAINE MAP OF THE COUNTY OF WATERLOO, 1861, AND HARDY GREGORY'S MAP OF THE COUNTY OF WENTWORTH, 1859

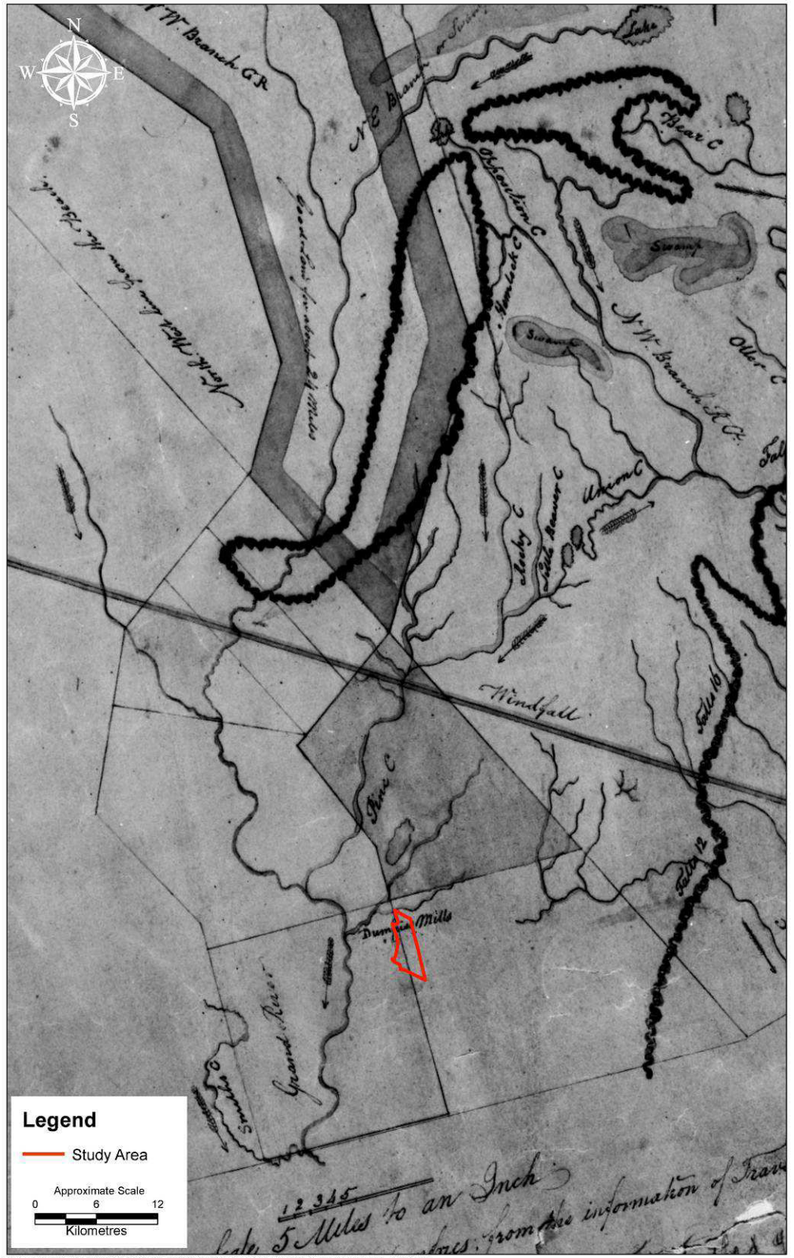


FIGURE 7: STUDY AREA OVERLAID ON 1820 MAP OF DUMFRIES, WATERLOO AND WOOLWICH (ABSALOM SHADE)

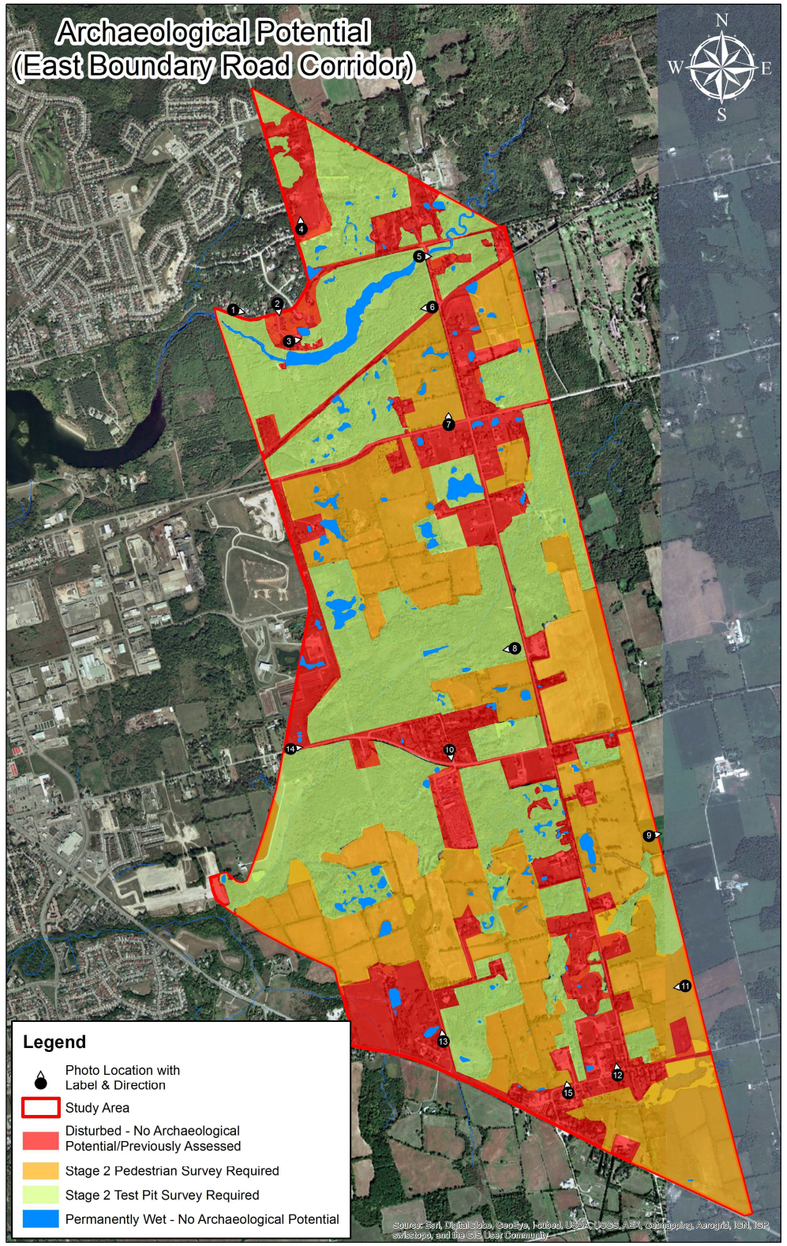


FIGURE 8. MAP SHOWING RESULTS OF THE STAGE 1 FIELD REVIEW AND PHOTO LOCATIONS

Stage 1 Archaeological Assessment
East Boundary Road Corridor Study
City of Cambridge, the Township of North Dumfries and the Township of Puslinch,
Regional Municipality of Waterloo



Photo 1: Overview of Avenue Road, looking east.



Photo 2: Example of disturbance, typical residential streetscape on Grandy Lane, facing south.



Photo 3: Example of marsh and forested area on Grandy Lane to the north east.



Photo 4: View of Townline Road, looking north.



Photo 5: View of Mill Creek to the east.

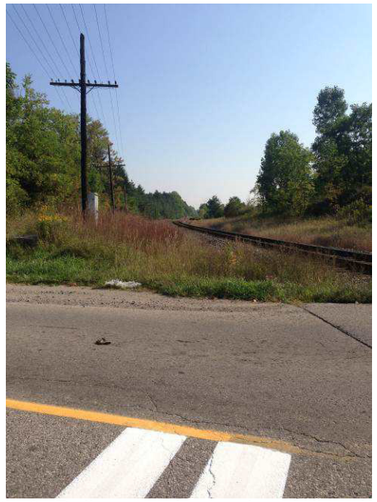


Photo 6: Railway and associated disturbance facing south west on Shellard Road.



Photo 7: Example of agricultural field on Clyde Road, facing north.

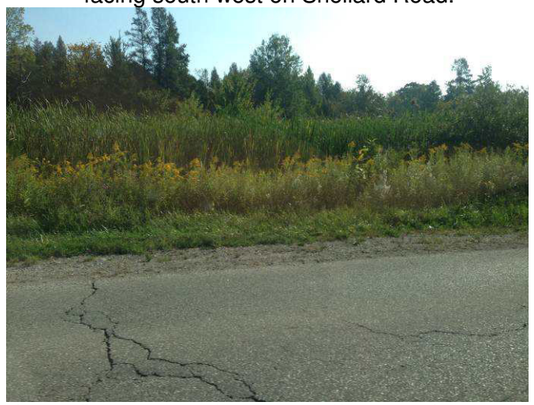


Photo 8: Example of Marsh on Shellard Road, facing west



Photo 9: Example of agricultural field on Shellard Road, facing east.



Photo 10: Area disturbed by auto-wrecking yard on Old Beverly Road, facing south.



Photo 11: Example of disturbance on Shellard Road, facing east.



Photo 12: Example of disturbance on Morrison Road, facing north.

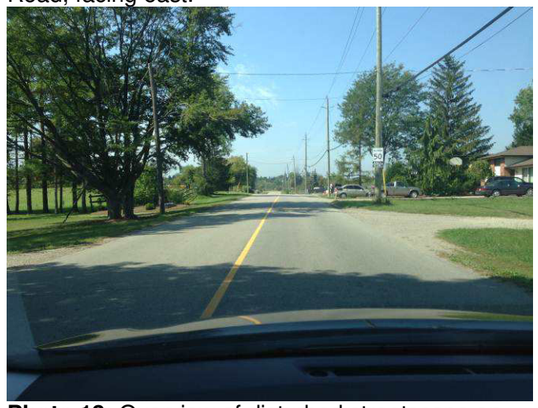


Photo 13: Overview of disturbed streetscape on Main Street, facing east.



Photo 14: Overview of disturbed streetscape on Vanier Drive, facing north



Photo 15: Area disturbed by gravel pit / nursery on Morrison Road, facing north.