

**CORPORATION OF THE TOWN OF GRIMSBY
PLANNING DEPARTMENT**



GRIMSBY'S SPECIAL PLACES
Significant Cultural Heritage Landscapes
In the Town of Grimsby

January 2015

EXECUTIVE SUMAMRY

In order to have a more complete picture of the Town's significant cultural and heritage resources, the Town needs to expand its knowledge base beyond the recognition of individual heritage properties to the identification and protection of important cultural heritage landscapes. The purpose of this study is to provide a preliminary working inventory of the Town of Grimsby's cultural heritage landscapes which will serve as a planning tool in the assessment and management of these resources as the community changes and evolves.

Short term benefits will permit the retrieval of information related to the cultural history of the community and assist in planning matters such as Environmental assessment studies, heritage designations, background searches for information related to new development, and major infrastructure projects and other planning initiatives.

It is intended that this database not be considered a "completed" product, but rather the beginning of an extended process. Over the long term, the benefits of this project and its future steps through amendments to the Official Plan and subsequent public processes, may include the redirection of the development of the Town in a manner that preserves and protects identified resources which might otherwise go unnoticed or be at risk. It may also provide precedent for future changes to the Town's urban form as it continues to mature and re-invent itself. By so doing, the Town can move forward into the 21st Century confident that its unique cultural heritage resources will be less at risk and proceed in a manner that will allow the Town to develop and manage these resources in a manner unique to the Town of Grimsby.¹

This study has identified 39 potential cultural heritage landscapes within the Town of Grimsby. This is not an exhaustive list as further cultural heritage landscapes may be identified over time. Some cultural heritage landscapes overlap as cultural heritage and natural heritage attributes of many of the areas are largely interrelated.

Key recommendations include the adoption of the list of significant cultural heritage landscapes, inclusion a municipal inventory of cultural heritage landscapes and adoption of basic policies that enable review of impacts of change on the character of the cultural heritage landscapes. This step in the cultural heritage landscape process is intended to provide a preliminary high level review with minimal implications on property owners. Further steps include inclusion of the cultural heritage landscapes in the Official Plan, which would involve an extensive public process, the implementation of further more detailed study of each landscape and adoption of landscape specific policies.

1.0 INTRODUCTION

Through its Official Plan (2012) the Town of Grimsby has recognized the need to protect heritage resources which are important to the identity and character of the town.

Heritage resources include buildings and sites having historical and/or architectural value or interest and significant cultural heritage landscapes (CHL's).

Since 2012 Town Planning Department Staff have been working to identify and define cultural heritage landscapes in the Town of Grimsby. A study report was completed in-house by staff and 39 significant cultural heritage landscapes were identified within the Town of Grimsby. The purpose of this study is to provide a preliminary inventory of related cultural heritage resources of the Town of Grimsby in the form of cultural heritage landscapes, to provide base level recognition of the cultural heritage landscapes and identify preliminary strategies for their conservation.

The purpose of this study is to provide a high level identification and mapping of special character areas in the Town of Grimsby where there are areas of concentrations of cultural heritage resources, known as cultural heritage landscapes(CHL's), and to identify preliminary strategies for the effective management and conservation of these CHL's. The outcome of this study will assist the Town through its planning department in guiding development in special areas of the community to protect existing character in accordance with the Goals, Objectives and Policies of the Official Plan (2012). This will help provide greater clarity to potential applicants as well as Local, Regional and Provincial public works earlier in planning processes, which can lead to more successful outcomes.

This report represents a first stage in the identification and protection of cultural heritage landscapes within Grimsby. The base level identification of CHL's and associated policies are intended to serve as a preliminary step in CHL management in Grimsby. The outcomes of the recommendations in this report are as follows:

- Clearer identification of areas of cultural heritage landscape significance in Grimsby.
- An indicator to review processes involving planning act applications and public works projects that certain areas of the town have special cultural heritage landscape significance which should be taken into account.
- Direction to consider the inclusion of cultural heritage landscapes in the Official plan through an Official Plan Amendment or the next Municipal Comprehensive review (2017). and conduct associated public engagement processes.

The impact on individual property owners as a result of this stage of the cultural heritage landscape identification process would be little or none. Adoption of a cultural heritage landscape inventory is not intended to impact or delay building department processes such as building permits or demolition permits.

It is intended, however, that any potential development application involving a planning act process, a local, regional or provincial public work or other intervention requiring planning approval or commentary, where the development may impact a significant

cultural heritage landscape would be reviewed to determine and identify solutions for mitigation of any impacts on the significant cultural heritage landscape. **Town Planning Department Staff already review applications for compatibility with scenic and historic environments In the Town. The recommendations of this report will provide greater clarity in this regard.**

The Town already has a database of primarily *built* heritage resources in its designated properties, listed properties. This database would also include future heritage conservations districts. The inventory of cultural heritage landscapes will contribute an additional dimension of larger scale areas that expresses both the historical process of development and the physical outcome of that process.ⁱⁱ

Under the General policies of the Town of Grimsby Official Plan (8.1) it states that "*The Town shall encourage the preservation of buildings and sites having historical and/or architectural value or interest and significant cultural heritage landscapes*". In section 8.8, the Official Plan goes on to state that "The heritage committee shall identify the register of *built heritage resources*, based on the criteria provided in Sections 8.6 and 8.7 and may also identify significant *cultural heritage landscapes*". In 2008, the Town of Grimsby adopted a Heritage Register under Section 27, of the *Ontario Heritage Act*. While it has not formally adopted Cultural Heritage Landscapes, the Town of Grimsby Official Plan identifies certain areas of the Town as having special character including Grimsby Beach and Main Street East and West. The Downtown Grimsby Community Improvement Plan (2010) also identifies and provides strategies for the maintenance and enhancement of the special character of Grimsby's historic downtown.

Once adopted, this study will provide a preliminary management tool for known potential cultural heritage landscapes in the Town of Grimsby. It will identify boundaries and features of significance in each area. For known areas of significance, already identified in the Official Plan, such as Grimsby Beach and Main Street, this report is intended to build upon and refine understanding of existing policies, it is also intended to identify other areas of the town possessing concentrations of heritage resources and overall scenic character which have the potential to be identified as cultural heritage landscapes.

By identifying a comprehensive inventory of cultural heritage landscapes within the Town the Town will be better able to recognize and conserve the area's special character and consider and mitigate the impacts of future development on the area of special character. Cultural Heritage Landscapes are identified under the *Provincial Policy Statement* (PPS). The Town of Grimsby's Official Plan policies also make reference to CHLs and their protection and therefore this study will realize the Town policies that aim to protect Main Street and CHLs.

This study will examine the history, character, landscape and planning framework of the areas to document their features and determine its significance. The planning tools that may be used to manage significant Cultural Heritage Landscapes are to be

explored. As appropriate, the Study will make recommendations concerning the future of Grimsby's cultural heritage landscapes.

The documentation of significant cultural heritage landscapes in this report and the subsequent inclusion in Grimsby Inventory of Cultural Heritage Landscapes is intended to provide a high level recognition of places in the Town of Grimsby possessing special character. Over time more detailed cultural heritage landscape specific studies may be undertaken to further refine the understanding of the cultural heritage landscape and afford the opportunity to establish locally specific policies and guidelines to facilitate the conservation and good management of the Significant Cultural Heritage Landscape.

2.0 BACKGROUND

2.1 Location

Grimsby is a Town with a population of approximately 26,000, located on the QEW approximately half way (25 minutes) between Hamilton and St. Catharines, Ontario. Both Toronto and Buffalo are approximately one hour's drive from Grimsby.

2.2 History

United Empire Loyalists first arrived in Grimsby in the 1780s attracted by the area's fertile soil and moderate climate. Forty Mile Creek running through the Town became the site of early mills and Grimsby, then known as "The Forty", developed as an agricultural service centre. Grimsby was the site of the first municipal meeting in Upper Canada in 1790 and the location of the Engagement at the Forty in 1813, as part of the War of 1812. In 1816, the village became known as Grimsby, the name of the surrounding township.

In addition to agriculture, Grimsby has been a tourist destination since the 1850s when Grimsby Beach was the site of the Ontario Methodist Camp Ground, Canada's first Chautauqua was established. This was later replaced by the Grimsby Beach Amusement Park in the 1920s.

The Village of Grimsby was officially incorporated in 1876 and became a town in 1922. The town has gone through numerous changes, being first a small rural village; then a centre for the manufacture of farm machinery, hospital furniture, furnaces and other metal products; and later the hub of the Niagara Peninsula's fruit-growing industry. For many years, Grimsby also had a successful fishing industry which lasted until the 1960s. The Town of Grimsby and the Township of North Grimsby were amalgamated in 1970 with the formation of the Regional Municipality of Niagara. With a number of wineries and distilleries, Grimsby now serves as the starting point for touring the Niagara wine region.

Grimsby is also the birthplace of a now forgotten Hollywood director, Del Lord. He rose to acclaim as the director of most of the Three Stooges short vaudeville comedies Anthony Gabriel and Jordan Maslen. Later, under Columbia Pictures, he also directed nearly 200 feature films.

2.3 What is a Cultural Heritage Landscape?

While not identified in the *Ontario Heritage Act*, CHLs are defined in the *Provincial Policy Statement, 2005* (PPS) issued under the *Planning Act*:

A defined geographical area of heritage significance which has been modified by human activities and is valued by a community. It involves a grouping(s) of individual heritage features such as structures, spaces, archaeological sites and natural elements, which together form a significant type heritage form, distinctive from that of its constituent elements or parts. Examples include, but are not limited to, heritage conservation districts designated under the *Ontario Heritage Act*; and villages, parks, gardens, battlefields, main streets and neighborhoods, cemeteries, trailways and industrial complexes of cultural heritage value.

Section 2.6.1 of the *PPS* directs that, "Significant built heritage resources and significant cultural heritage landscapes shall be conserved." It is therefore appropriate that the concept of the CHL be used to better understand the cultural heritage value of areas of cultural heritage value or interest and scenic character within the Town of Grimsby.

CHLs and their associated policies and guidelines are not intended to freeze an area, prevent change or curtail legitimate traditional functions such as agriculture. The purpose of a CHL is to help understand the value of a place and to provide a framework for discussion that can help manage change in the future.

2.4 Report justification

The Town of Grimsby, through its Official Plan understands the importance of recognizing and preserving significant cultural heritage landscapes. Under Section 8.1 it notes that:

"The Town shall encourage the preservation of buildings and sites having historical and/or architectural value or interest and significant cultural heritage landscapes."

It goes on to state that:

"a) Heritage Resources will be protected and conserved in accordance with the Standards and Guidelines for the Conservation of Historic Places in Canada, the

Appleton Charter for the Protection and Enhancement of the Built Environment and other recognized heritage protocols and standards. Protection, maintenance and stabilization of existing cultural heritage attributes and features over removal or replacement will be adopted as the core principles for all conservation projects.”

Under Section 8.8, the Official Plan indicates that

“the heritage committee shall identify the register of built heritage resources, based on the criteria provided in Sections 8.6 and 8.7 and may also identify significant cultural heritage landscapes.”

CHL’s are defined in the Official Plan under Section 9.20.30 as follows:

“Cultural Heritage Landscape means a defined geographical area of heritage significance, which has been modified by human activities and is valued by a community. It involves a grouping(s) of individual heritage features such as structures, spaces, archaeological sites and natural elements, which together form a significant type of heritage form, distinctive from that of its constituent elements or parts. Examples may include, but are not limited to, heritage conservation districts designated under the Ontario Heritage Act; and villages, parks, gardens, battlefields, main streets and neighbourhoods, cemeteries, trailways and industrial complexes of cultural heritage value.”

There are a number of policies referencing CHL’s. Section 8.2.3 it notes:

“The Town will have regard for known built heritage resources, significant cultural heritage landscapes and known archaeological resources in the undertaking of municipal public works, such as roads and infrastructure projects carried out under the Municipal Class Environmental Assessment (EA) process.”

Under section 8.19 it notes

“Secondary Plan studies will identify buildings considered to be significant cultural heritage resources and significant cultural heritage landscapes and where appropriate, add these to the register.”

This study will identify known cultural heritage landscapes within the Town of Grimsby. Over time additional cultural heritage landscapes may be added to the inventory

Further Official Plan policies are identified in Appendix B:

2.5 Regional Policies

Amendments to the Official Plan for the Niagara Planning Area have been proposed and the following policies would be included in the amendments under RPPA 1-2011:

- 10.B.5 *The Region encourages local municipalities to establish Cultural Heritage Landscapes policies in their official plans and identify Significant Cultural Heritage Landscapes worthy of designation. The purpose of this designation is to conserve groupings of features (buildings, structures, spaces, archaeological sites and natural elements) with heritage attributes that, when taken as a whole, have greater heritage significance than their component parts.*
- 10.B.6 *The Region will assist local municipalities with the preparation of Cultural Heritage Landscape Conservation Plans for Significant Cultural Heritage Landscapes that cross municipal boundaries or are of Regional interest.*
- 10.B.7 *The Region, in collaboration with local municipalities, will prepare and maintain a Regional Implementation Guideline for Significant Cultural Heritage Landscape Conservation.*

Definition for Cultural Heritage Landscape: The Region includes a definition for Cultural Heritage Landscapes that is consistent with the definition in the PPS.

3.0 CONSERVATION PROCESS

The process for conserving a CHL involves the following steps:

1. Identify the candidate CHL
2. Inventory and map the candidate CHL
3. Assess the significance of the candidate CHL
4. Document the candidate CHL in a Conservation Plan that includes a statement of significance; a listing of heritage attributes; and recommendations for conservation measures (policy formation)
5. Adopt the CHL by council resolution through inclusion in the Municipal Inventory of Cultural Heritage Landscapes
6. Initiate an Official Plan Amendment to include the CHL in the Official Plan.
7. Designate the CHL in the Official Plan by amending the Official Plan
8. Conserve the CHL by implementing the policies contained in the Conservation Plan

This report completes step 1 to 6 of the conservation process by identifying candidate CHL's to be achieved through Official Plan Amendment or consideration during the 2017 Municipal Comprehensive Review.

4.0 LOCAL FACTORS INFLUENCING THE FORMATION OF GRIMSBY'S CULTURAL HERITAGE LANDSCAPES

By far the most significant influences on the human environment of the Town of Grimsby are the Niagara Escarpment crossing the Town east to west, and Lake Ontario which runs roughly parallel to the escarpment to the north. The narrow strip of arable land remaining between the Escarpment and the Lake created a unique settlement pattern bisected by the #8 highway, which began as a first nation's trail. Farms stretched southwards from #8 highway to the escarpment and northwards from the highway to the Lake. The relatively long farmsteads, with a dimension dictated by the space of land between the lake and the escarpment at particular points along #8 highway created a unique pattern of agricultural lots. Residences and farm buildings were relatively close together creating an urban like environment on the fringes of the agricultural lots.

The position of the Escarpment and the Lake created a unique microclimate in Grimsby north of the Escarpment which was favorable to the propagation of tender fruits. Tender fruit farming was a very profitable industry and this prosperity is reflected in the quality of the rural farmhouses running along Main Street and other roads which formed part of the original survey.

The variability of topography forged by the Escarpment, lakeshore and the forty mile creek created a unique and random human landscape, rich in scenic beauty and character, which has contributed over time to the development of visually appealing cultural landscapes in Grimsby.

5.0 HISTORICAL THEMES

As part of the process of identification and evaluation of cultural heritage landscapes association of landscapes with key historical themes is required. Themes of local significance are those essential to the understanding of the evolution of the Town and surrounding rural landscape and underpin its identity. Themes include:

- Prehistoric habitation and trails
- First exploration
- Pioneer Settlement
- Agriculture, industry and commerce
- Urban Development
- Transportation
- Lifeway's (Religion, ethnicity and Education)
- Governance
- Community Space

6.0 CULTURAL HERITAGE LANDSCAPES IN GRIMSBY

Landscape Name

Themes

6.1 Battlefields, War and Military Sites

- | | |
|--|----------------------|
| a) Engagement at the Forty Battlefield | - Pioneer Settlement |
| b) War and Military Sites | - Pioneer Settlement |

6.2 Commercial Industrial and Retail

- | | |
|---------------------|---------------------|
| a) Downtown Grimsby | - Urban Development |
|---------------------|---------------------|

6.3 Residential Neighbourhoods

- | | |
|---|--------------------------------|
| a) Old Grimsby Village | -Pioneer Settlement |
| b) Depot District | -Urban Development |
| c) Mountain Street | -Urban Development |
| d) Lakeview Survey – Garden Suburb – Shafer | -Urban Development |
| e) Patton Street | -Urban Development |
| f) Central School | - Lifeways / Urban Development |
| g) Robinson Street | - Urban Development |
| h) Park Road North | - Urban Development |
| i) Atchison Terrace – Victory Homes and Garden Suburb | -Urban Development |
| j) Grimsby Homebuilders Cooperative | - Urban Development |

6.4 Large Lot Residential / Estate Landscapes

- | | |
|------------------------------------|--------------------|
| a) Main Street East – Queen’s Lawn | -Agriculture / UD |
| b) Main Street East .- Park School | - Agriculture /UD |
| c) Main Street West | -Agriculture / UD |
| d) Kerman Avenue | - Agriculture / UD |

6.5 Resort Residential

- | | |
|------------------|----------------|
| a) Grimsby Beach | - Lifeways/ UD |
|------------------|----------------|

6.6 Rural / Agricultural

- | | |
|---------------------|--------------------------|
| a) Garden of Canada | -Agriculture |
| b) Beamer Falls | - Prehistoric Habitation |

6.7 Transportation Corridors

- | | |
|---|------------------|
| a) Old #8 Highway – First Nation’s Trail – HG and B Railway | – Transport / UD |
| b) Ridge Road | - Transport / UD |

- c) Bent Tree Native Settlement Markers - Pre-History
- d) Trail to the Nelles Settlement on the Grand River - Early Settlement
- e) Hamilton Grimsby and Beamsville Electric Railway -Transport

6.8 Parks and Natural Areas

- a) Beamer Memorial Conservation Area - Community Space
- b) Bruce Trail / Niagara Escarpment - Community Space
- c) Centennial Park - Community Space
- d) Fifty Point Conservation Area - Community Space
- e) Nelles Beach Park - Community Space
- f) Bell Park - Community Space
- g) Victoria Terrace - Community Space
- h) Irish Woodlot - Community Space

6.9 Water Course and Water Front Landscapes

- a) Forty Mile Creek Valley - Pre history/Early Settlement
- b) Lake Ontario Shoreline - Pre history/ Early Settlement

6.10 Cemeteries

- a) Thirty Mountain Cemetery - Early Settlement
- b) Queen's Lawn Cemetery - Early Settlement
- c) Neutral Indian Burial Ground - Pre-History/Early Settlement

6.11 Scenic Views (Town Wide) - Lifeways

7.0 IMPLICATIONS OF IDENTIFICATION OF CULTURAL HERITAGE LANDSCAPES

The key recommendations of this report are that the identified list of significant cultural heritage landscapes be identified, adopted by Council and included on a municipal inventory of cultural heritage landscapes, that a number of high level policies supporting conservation of the cultural heritage landscape be adopted.

The implications of identification and mapping of CHL's and inclusion in the Municipal Heritage Register to the individual property owner are relatively minimal. This step in the cultural heritage landscape process is intended to provide a preliminary high level review with minimal implications on property owners. Further steps include inclusion of the cultural heritage landscapes in the Official Plan, which would involve an extensive public process, the implementation of further more detailed study of each landscape and adoption of landscape specific policies.

At the present time the town informally reviews applications for development and public works in accordance with their impact on traditionally understood areas of cultural significance. The application of requirements to protect or reinforce character is currently achieved but is sometimes inconsistent. The formal identification of

significant cultural heritage landscapes at a base level through a municipal inventory by council resolution, as of areas with concentrations of heritage resources or possessing particular scenic character and beauty will provide greater certainty to Council, property owners, and developers when works are contemplated within or adjacent to these areas.

No additional permits would be required for works in the identified areas resulting from identification of a cultural heritage landscapes. Furthermore, the municipal inventory of cultural heritage landscapes is a high-level local tool for cultural heritage landscape identification. It in no way imposes implications under the Ontario Heritage Act such as designation or inclusion on the municipal heritage register.

It is recommended that any works requiring planning approval located within or adjacent to the identified cultural heritage landscape areas, which may impact the character of the area, be reviewed by Planning Department Staff for its impact on the character of the cultural heritage landscape and may be circulated to the Grimsby Municipal Heritage Advisory Committee for comment.

Identification of cultural heritage landscapes would enable the Town to clearly identify areas of significance to the municipality when upper level public works of the Region or Provincial Government are contemplated.

8.0 PUBLIC PROCESS

The cultural heritage landscape inventory is intended to be a preliminary high-level municipal tool for identification of areas of potential scenic, historical and cultural value in the town of Grimsby. It is not intended to impose any restrictions on land-use, new permitting requirements or delays in receiving building or demolition permits for individual property owners, rather its intent is to provide a high level of clarity to existing Official Plan policies which emphasize the need to protect local character.

The Grimsby inventory of Cultural Heritage Landscapes is a municipal identification tool only and imposes no implications under the Ontario Heritage Act such as designation or inclusion on the municipal heritage register.

The formal public process with respect to cultural heritage landscapes is intended to occur at the stage when the Cultural Heritage Landscapes are proposed for inclusion as a schedule with associated policies in the Official Plan. To achieve this there would be a need to undertake an official plan amendment or have the cultural heritage landscapes layer considered through the next municipal comprehensive Official Plan Review (2015).

9.0 RECOMMENDATIONS

- 1) That a Grimsby Inventory of Cultural Heritage Landscapes be established.

2) That the following cultural heritage landscapes located within the Town of Grimsby be approved and included on the Grimsby Inventory of Cultural Heritage Landscapes:

1. Engagement at the Forty Battlefield
2. Downtown Grimsby
3. Old Grimsby Village
4. Depot District
5. Mountain Street
6. Lakeview Survey – Garden Suburb – Shafer
7. Patton Street
8. Central School
9. Robinson Street
10. Park Road North
11. Atchison Terrace – Victory Homes and Garden Suburb
12. Grimsby Homebuilders Cooperative, 1955
13. Main Street East – Queen’s Lawn
14. Main Street East .- Park School
15. Main Street West
16. Kerman Avenue
17. Grimsby Beach
18. Garden of Canada
19. Beamer Falls
20. Old #8 Highway – First Nation’s Trail – HG and B Electric Railway
21. Ridge Road
22. Beamer Memorial Conservation Area
23. Bruce Trail / Niagara Escarpment
24. Centennial Park
25. Fifty Point Conservation Area
26. Nelles Beach Park
27. Bell Park
28. Victoria Terrace
29. Irish Woodlot
30. Forty Mile Creek Valley
31. Lake Ontario Shoreline
32. Thirty Mountain Cemetery
33. Queen’s Lawn Cemetery
34. Scenic Views
35. Hamilton Grimsby and Beamsville Electric Railway
36. Bent Tree Native Settlement Markers
37. Trail to Nelles Settlement on the Grand River
38. Neutral Indian Burial Ground
39. War and Military Sites

- 3) That the 39 identified cultural heritage landscapes be considered for inclusion on a new schedule in the Town of Grimsby Official plan along with associated cultural heritage landscape processes through either a town-initiated Official Plan Amendment or as part of the next scheduled Official Plan Review including required public consultation processes.
- 4) That applications for development under the planning act or municipal, regional, provincial or federal public works located within or adjacent to a cultural heritage landscape be reviewed by Town (Planning Department) staff to determine consistency with the character of the cultural heritage landscape and appropriate commentary provided.
- 5) That circulation to the municipal heritage advisory committee be considered for any development application received under the Planning act and/or notice given regarding public works located within or adjacent to the cultural heritage landscape which may in the opinion of municipal planning staff impact the special heritage and scenic character of the area.
- 6) That in reviewing applications for public works improvement or new construction within or adjacent to the cultural heritage landscape that consideration be given to the following principles:
 - a. Encouraging maintenance of the special character of the area.
 - b. Encouraging the conservation of built, natural and cultural heritage resources.
 - c. Encouraging the conservation of significant natural resources
 - d. Encouraging Preservation of significant trees
 - e. Interpretation of the history and character of the cultural heritage landscape through plaques, markers, etc.
 - f. Consideration that any proposed changes or infill development be designed to support the character of the cultural heritage landscape.
- 7) That consideration is given to the implementation of gateway and interpretive signage within cultural heritage landscapes to reinforce understanding of these areas of special character and heritage resources, subject to appropriate planning and municipal budgetary approval processes.
- 8) That the cultural heritage landscapes be more specifically reviewed in order to identify and document features and buildings which contribute to the character of the area and establish locally specific policies, subject to the municipal budgetary approval processes.
- 9) That consideration be given to undertaking studies, such as detailed study of an individual cultural heritage landscape, heritage district under Part V of the Ontario

Heritage Act or Community Improvement Plan to more clearly define cultural heritage landscapes and to provide access to potential of funding through the *Smarter Niagara Incentives programs* for improvements within the cultural heritage landscapes subject to the municipal budgetary approval processes.

10.0 CONCLUSION

Mapping CHL's and inclusion on a Grimsby Inventory of Cultural Heritage Landscapes will allow the Town to establish base level recognition and policies that provide guidance for future development and protection of significant cultural landscapes within the town. This will assist in achieving development that is cognizant of its cultural heritage surroundings and should create a desirable relationship between existing and new development and public works. Designating CHLs in the Official Plan will provide the Town with the tools under the Planning Act to implement the policies that are formed in the CHL conservation process.

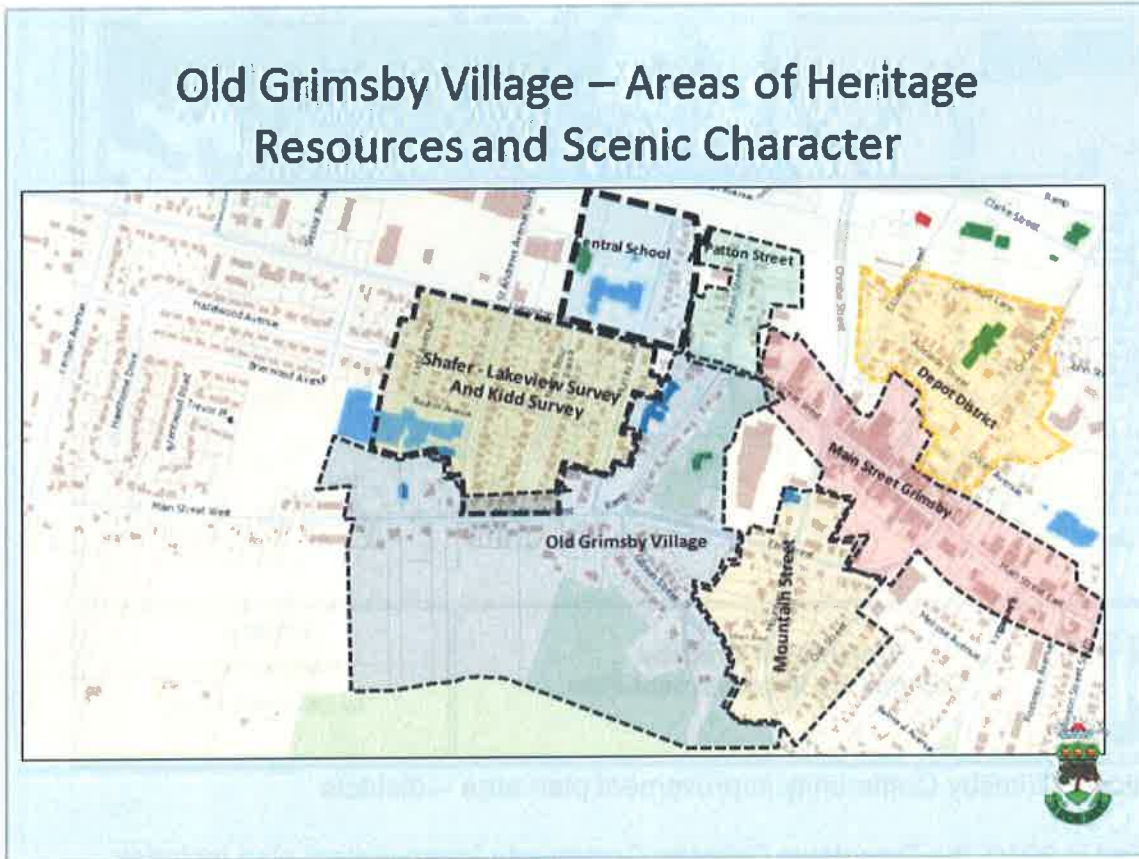
11.0 NEXT STEPS

The identification and evaluation of cultural heritage landscapes and inclusion in the Grimsby Inventory of Cultural Heritage Landscapes is one step in the conservation process and will continue to be an on-going planning exercise. It is anticipated that there may be additional landscapes added to the inventory and in some cases landscapes removed if for some reason they lose their heritage integrity or significance. While the conservation of some areas has already been adequately addressed through individual designations, other identified CHLs would be well served through further examination and consideration of new or additional conservation tools, with priority perhaps given to the Town's older residential neighbourhoods. These mechanisms must be a reflection of the combined level of heritage conservation and change management desired by the municipality, the public and property owners.

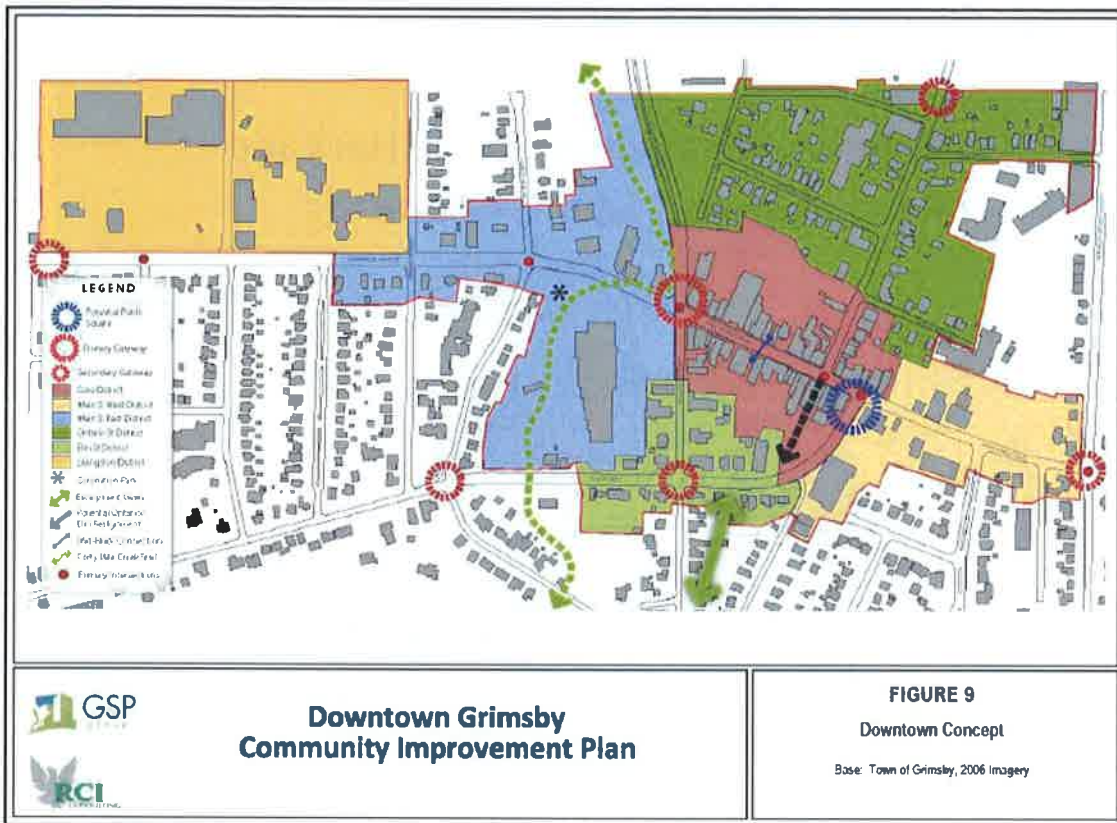
The implications of the recommendations of this report to property owners are minimal. It is intended to provide a base level identification and recommendations related to cultural heritage landscapes in Grimsby. In the future Cultural Heritage Landscapes could be considered for inclusion on the Municipal heritage Register Designation under the Ontario Heritage Act as well as designation as cultural heritage landscapes in the Official Plan (as per Municipal and Regional Official Plan policy), as well as the use of design guidelines. As these future processes could impose additional restrictions on land use, not contemplated at this step, these would be subject to extensive public consultation and review as required by the planning act and heritage act.

By recognizing and protecting cultural heritage landscapes, the Town of Grimsby can help reinforce existing official policies for the conservation of areas of special character in the municipality. It will also help to ensure more successful outcomes with urban development and public works by helping ensure that recognition and management of cultural heritage landscapes is considered at the beginning of planning processes.

APPENDIX A: CULTURAL HERITAGE LANDSCAPES



Cultural Heritage Landscapes in Downtown Grimsby

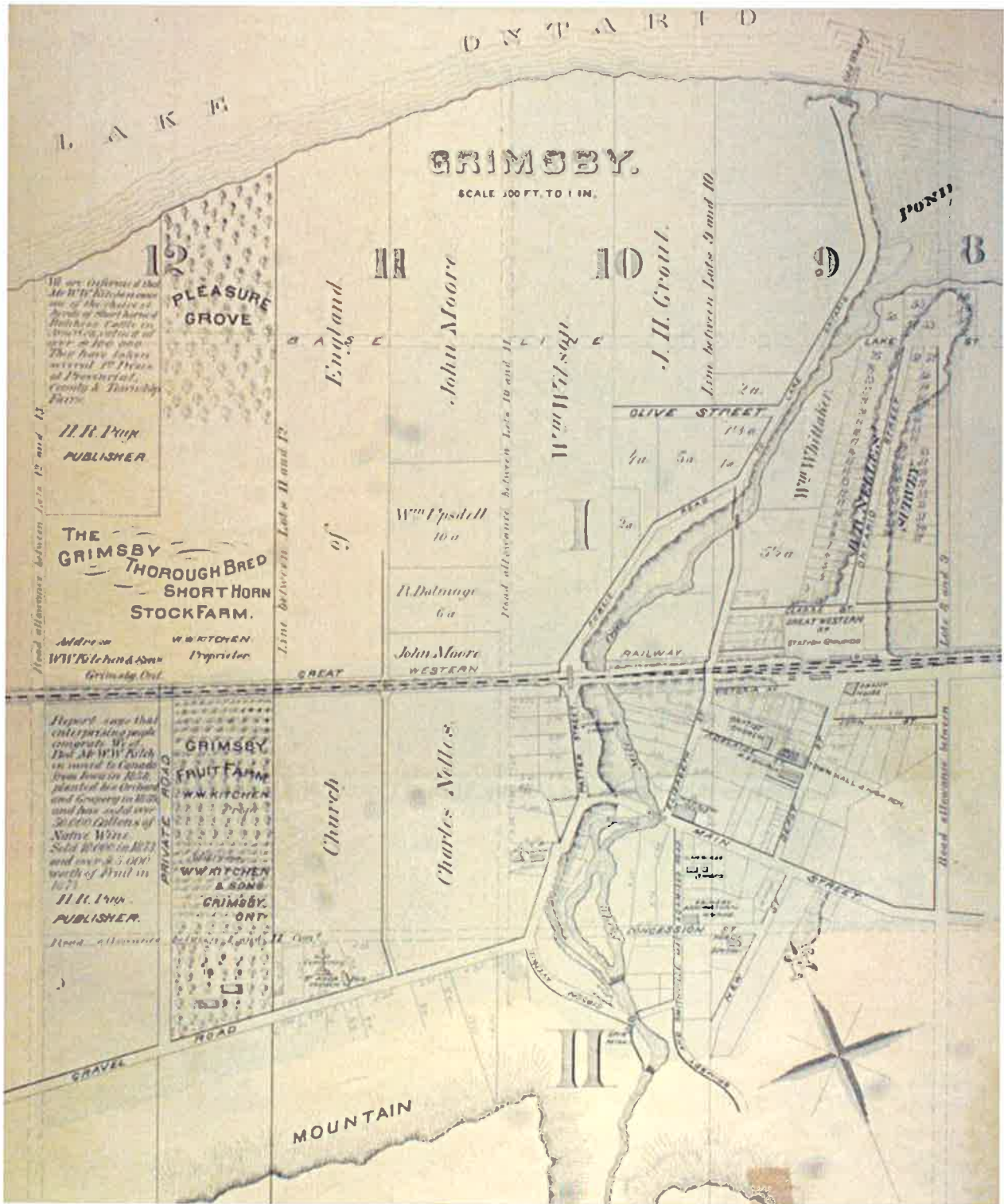


Downtown Grimsby Community improvement plan area – districts

Adopted in 2010, the Downtown Grimsby Community Improvement plan includes consideration of sub-districts with unique characteristics.



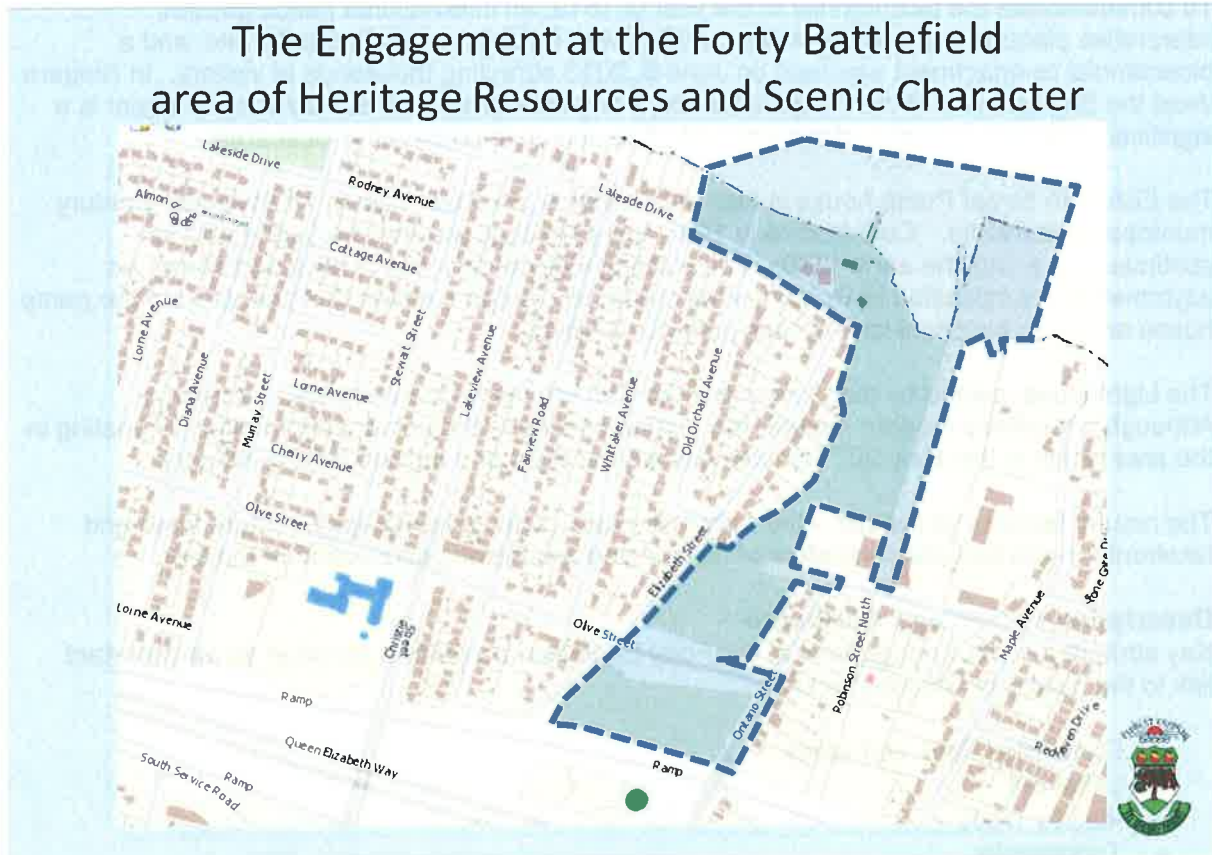
Grimsby as illustrated in the County Atlas of Lincoln and Welland, 1876



Map of Downtown Grimsby, Historical Atlas of Lincoln and Welland Counties, 1876

STATEMENT OF SIGNIFICANCE #6.1 a)

Cultural Heritage Landscape – Engagement at the Forty Battlefield



Description of Property – Mouth of the Forty Mile Creek and surrounding lands south to the Queen Elizabeth Way. The lands comprise Forty Mile Creek Park, Olive Street, and The Pump house Park, 477 Elizabeth Street Grimsby, Ontario. The lands are owned by the Town of Grimsby, Ontario. On June 8, 1813 the mouth of the Forty Mile Creek was the location of the Engagement at the Forty a War of 1812 battle between American Troops occupying the point and The Royal Navy, British Army and their native allies.

Statement of Cultural Heritage Value or Interest

The Engagement at the Forty Battlefield is of cultural heritage value as the site of a small but pivotal battle during the War of 1812, “The Engagement at the Forty”. The battle is commemorated by a plaque presented by the Historic Sites and Monuments board of Canada in June 1955, and placed on a cairn at the site of the Engagement near Lake Ontario. It reads in English and in French:

"Here at the Forty Mile Creek, on 8 June 1813, American forces, retreating after the Battle of Stoney Creek, were bombarded by a British flotilla under Sir James Lucas Yeo.

Indians and groups of the 4th and 5th Regiments Lincoln Militia joined in the attack and created such confusion in the enemy ranks that they abandoned this position and retreated to Fort George."

To commemorate the bicentennial of the War of 1812, an international peace garden, interpretive plaques and an interpretive pavilion was established on the battle site, and a bicentennial re-enactment was held on June 8, 2013 attracting thousands of visitors. In Niagara West the Engagement at the Forty Battle site, Forty Mile Creek and surrounding lakefront is a significant tangible reminder of the War of 1812 and its impact on the local area.

The Elizabeth Street Pump house is also of value as a good example of an early 20th Century municipal waterworks. Constructed in 1905, this municipal waterworks facility was in continuous use until the early 1990s. The building was constructed of brick and shows an asymmetrical composition of Romanesque character. A pier extends northwards from the pump house and is an historical lake access point for Grimsby.

The Lighthouse, owned by the Government of Canada marks the entrance to a marina. Although a relatively modern feature, the marina continues the century old tradition of boating in the area which in the early 20th Century was a focal point of a thriving fishing industry.

The natural features of the site – the forty mile creek, sloping topography, mature trees and lakefront provide tangible reminders of historic and pre-historic occupation of the site.

Description of Heritage Attributes

Key attributes of the Engagement at the Forty Battlefield that reflect its value as an important link to the history of Grimsby include:

- Forty Mile Creek and valley
- Lakefront
- Mature Trees
- Topography
- Elisabeth Street Pump house
- Pier
- Monuments to the Engagement at the Forty



Engagement at the Forty Battlefield and Surroundings
The *Illustrated Historical Atlas of the Counties of Lincoln and Welland*, was originally published by H. R. Page of Toronto in 1876



Elizabeth Street Pumphouse and Pier



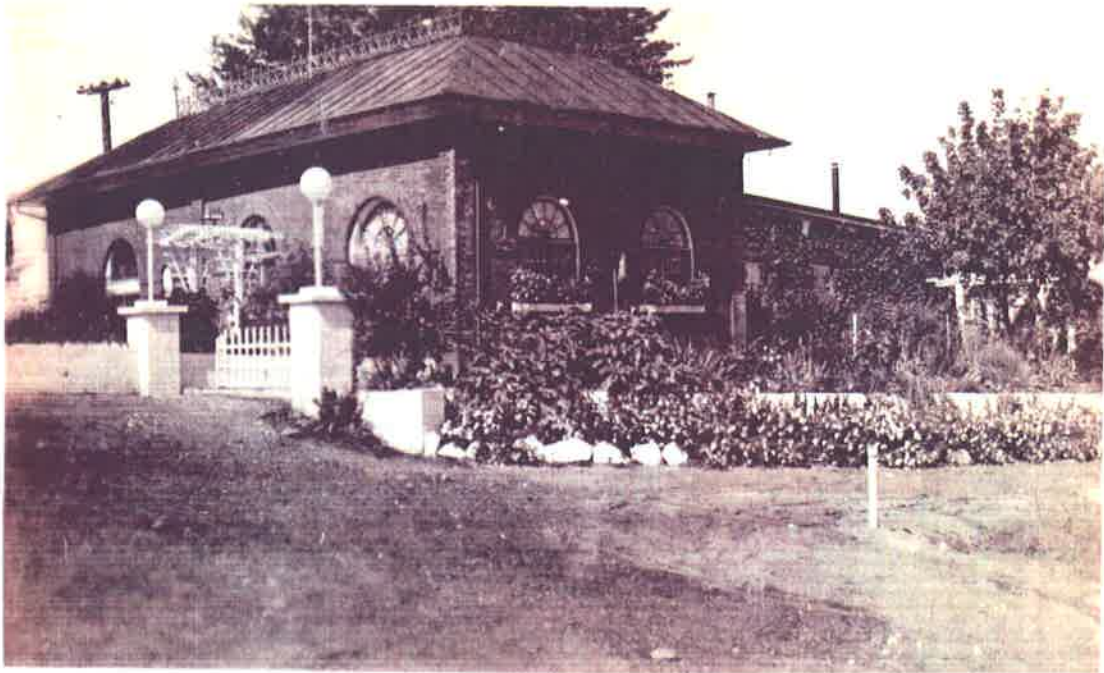
Engagement at the Forty Bicentennial Re-enactment, June 8, 2013



Cultural Heritage Landscapes in the Town of Grimsby



Mouth of the Forty Mile Creek

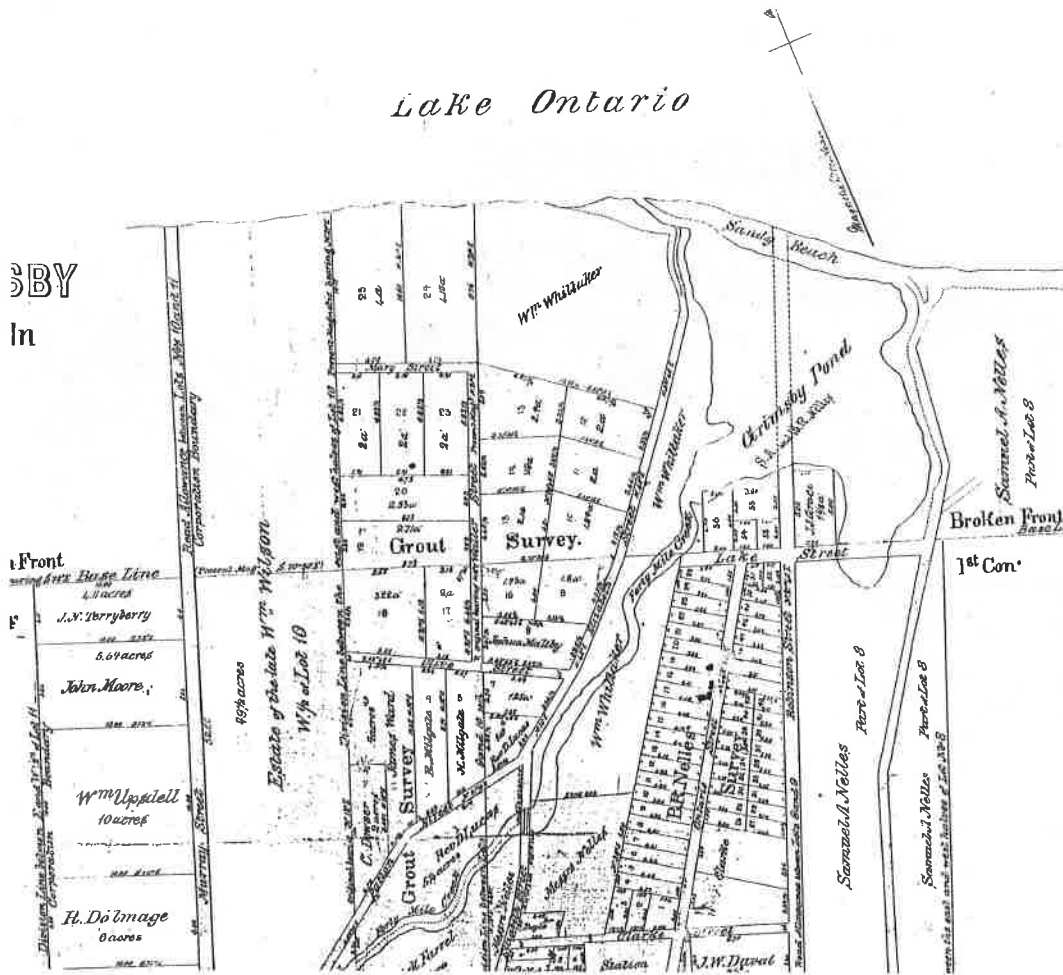


Elizabeth Street Pumphouse, circa 1920
Source, Grimsby Museum

MAP
of the Incorporated
VILLAGE of GRIMSBY
in the County of Lincoln
ONTARIO.

Note: Six or 6 chains equal one mile

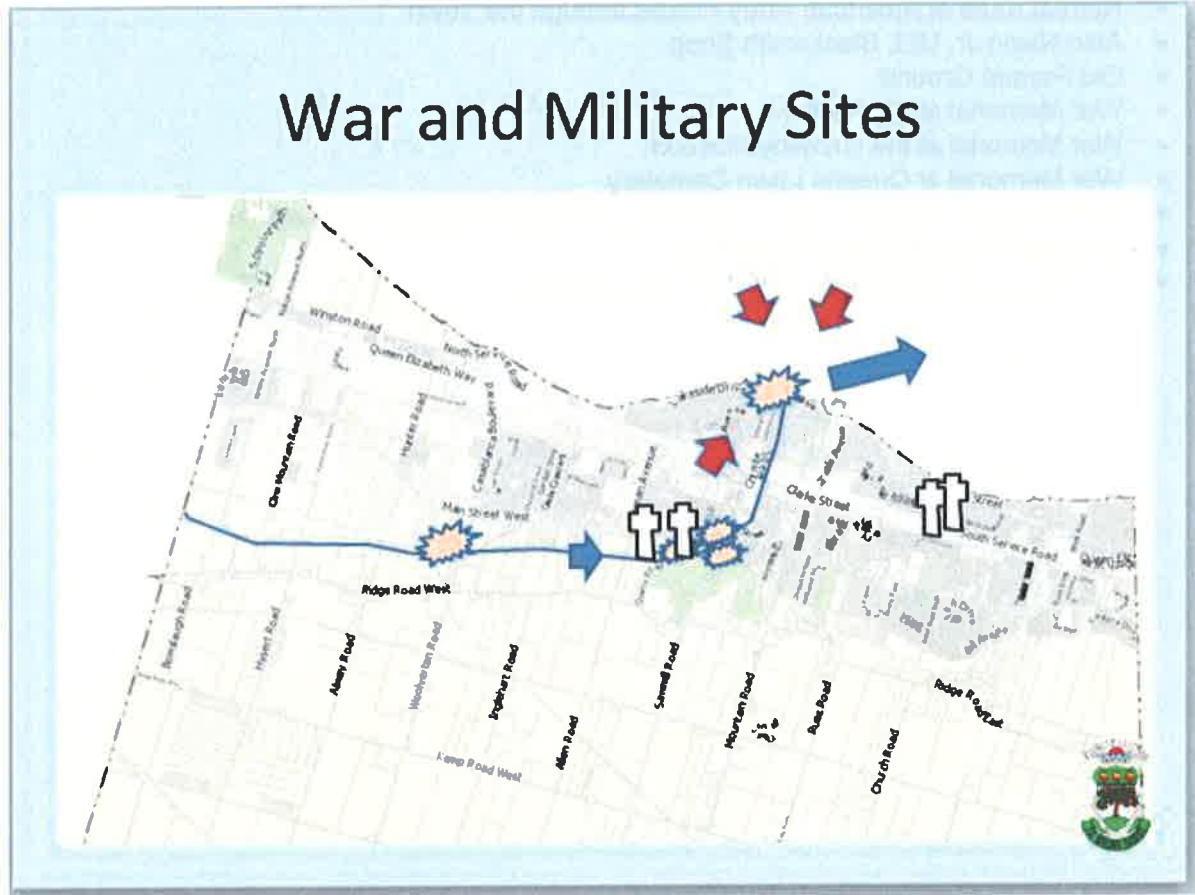
Lake Ontario



Map of Grimsby, 1877 Source (Town of Grimsby)

STATEMENT OF SIGNIFICANCE #6.1 b)

Cultural Heritage Landscape – War and Military Sites



Description of Property – Sites Related to War in Grimsby, primarily the War of 1812 but also the First and Second World Wars. The sites and trails are located across the town. .

Statement of Cultural Heritage Value or Interest

The War and Military related sites of Grimsby are significant to the history of Grimsby and district in its association with War, the commemoration of those who served in war and military activities.

The March of American Troops through Grimsby after the Battle of Stoney Creek followed the old #8 highway. Markers and sites such as the Alan Nixon Jr. (UEL) Blacksmith Shop are testament to this history. The old Parade Ground in front of the Grimsby Museum has been a significant location of military activity in Grimsby since the town was established.

Description of Heritage Attributes

Key attributes of the Engagement at the Forty Battlefield that reflect its value as an important link to the history of Grimsby include:

- Retreat route of American Army Forces through the Town
- Alan Nixon Jr. UEL Blacksmith Shop
- Old Parade Ground
- War Memorial at St. Andrews
- War Memorial at the Grimsby Museum
- War Memorial at Queens Lawn Cemetery
- Veterans last resting places - Queens Law and St. Andrews Cemeteries
- Engagement at the Forty Battlefield
- Grimsby Lakefront in the vicinity of the battlefield.



**Alan Nixon Jr. UEL Blacksmith Shop
Visited by USA Troops in the War of 1812**



Engagement at the Forty Battle Site



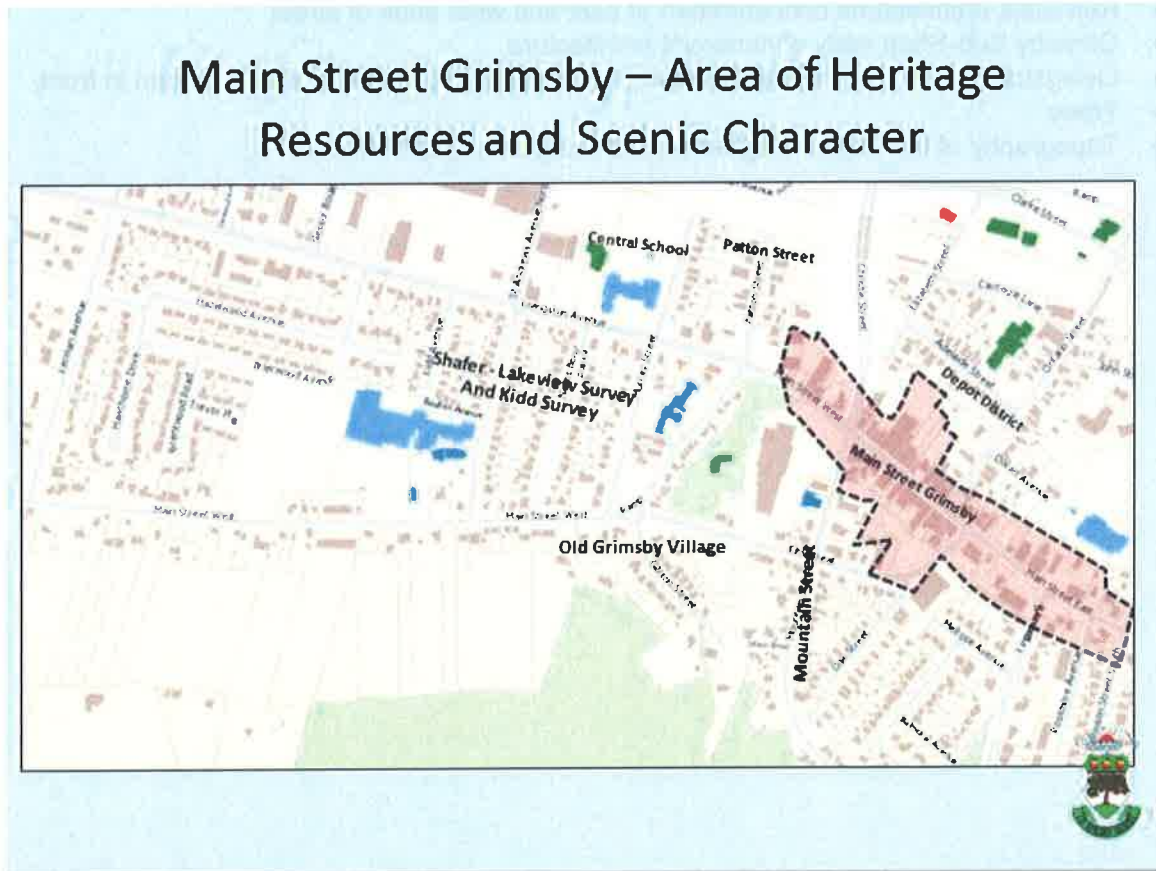
Nelles Fitch House – War of 1812 Prisoner of War Location



Nelles Manor

STATEMENT OF SIGNIFICANCE 6.2

Cultural Heritage Landscape – Grimsby Main Street – Commercial District



Description of Property – Main Street Commercial District, Grimsby, Ontario, both north and south sides of Main Street between Christie Street and Elm Street. The lands represent the historic commercial core of the Town of Grimsby, Ontario.

Statement of Cultural Heritage Value or Interest

The Grimsby Main Street Commercial District is of cultural heritage value as the historical downtown commercial centre of Grimsby. The buildings along the street largely comprise of 19th and early 20th Century commercial buildings unique to the town of Grimsby. The natural backdrop to the district provided by the Niagara Escarpment provides a rare scenic vista for a downtown in the largely flat Golden Horseshoe. With a few exceptions, approximately 80% of the pre-1920 building stock exists along Grimsby's Main Street providing unique historical commercial ambiance in the vicinity.

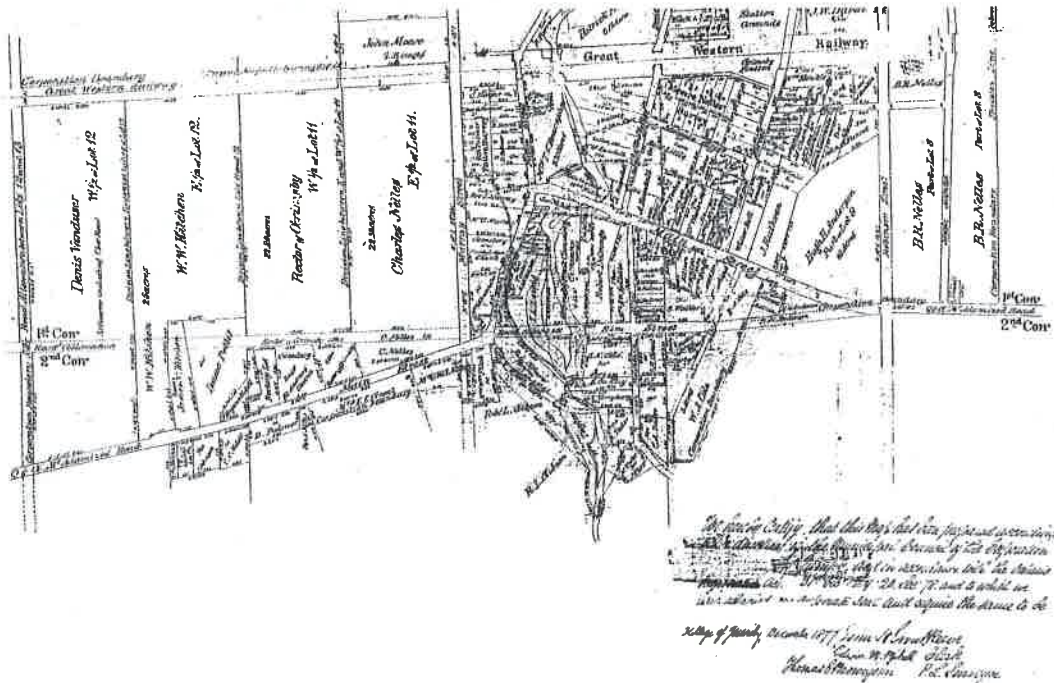
Description of Heritage Attributes

Key attributes of the Grimsby Main Street Commercial District that reflect its value as an important link to the history of Grimsby include:

- 19th and Early 20th Century Commercial Architecture (1830 to 1950)
- Red Brick architectural concentration at east and west ends of street
- Grimsby Sub-Shop early commercial architecture
- Livingston House a unique architectural landmark with turreted roof and garden in front.
- Trees
- Topography of the Street – higher on the south side than the north.



Whitaker Block, Downtown Grimsby, 2015

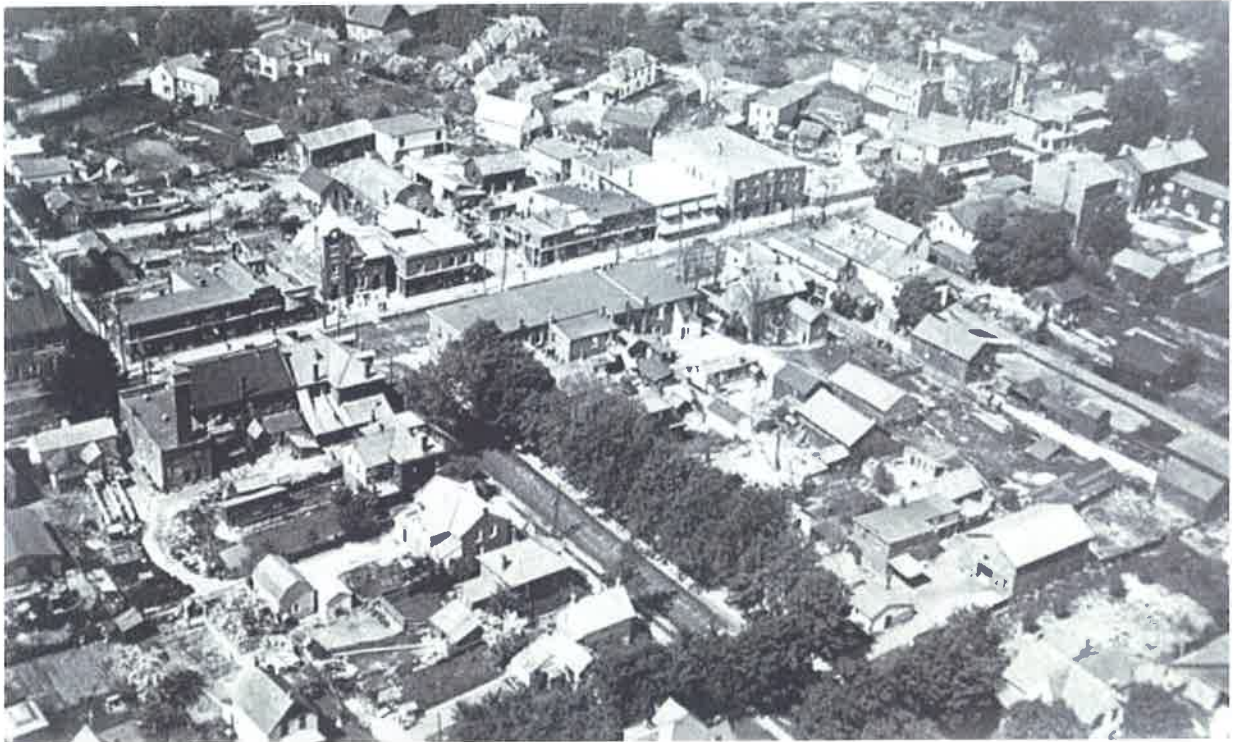




Main Street Grimsby, circa 1910 - Source : Grimsby Museum



Grimsby Main Street circa 1958 – Source, Grimsby Museum

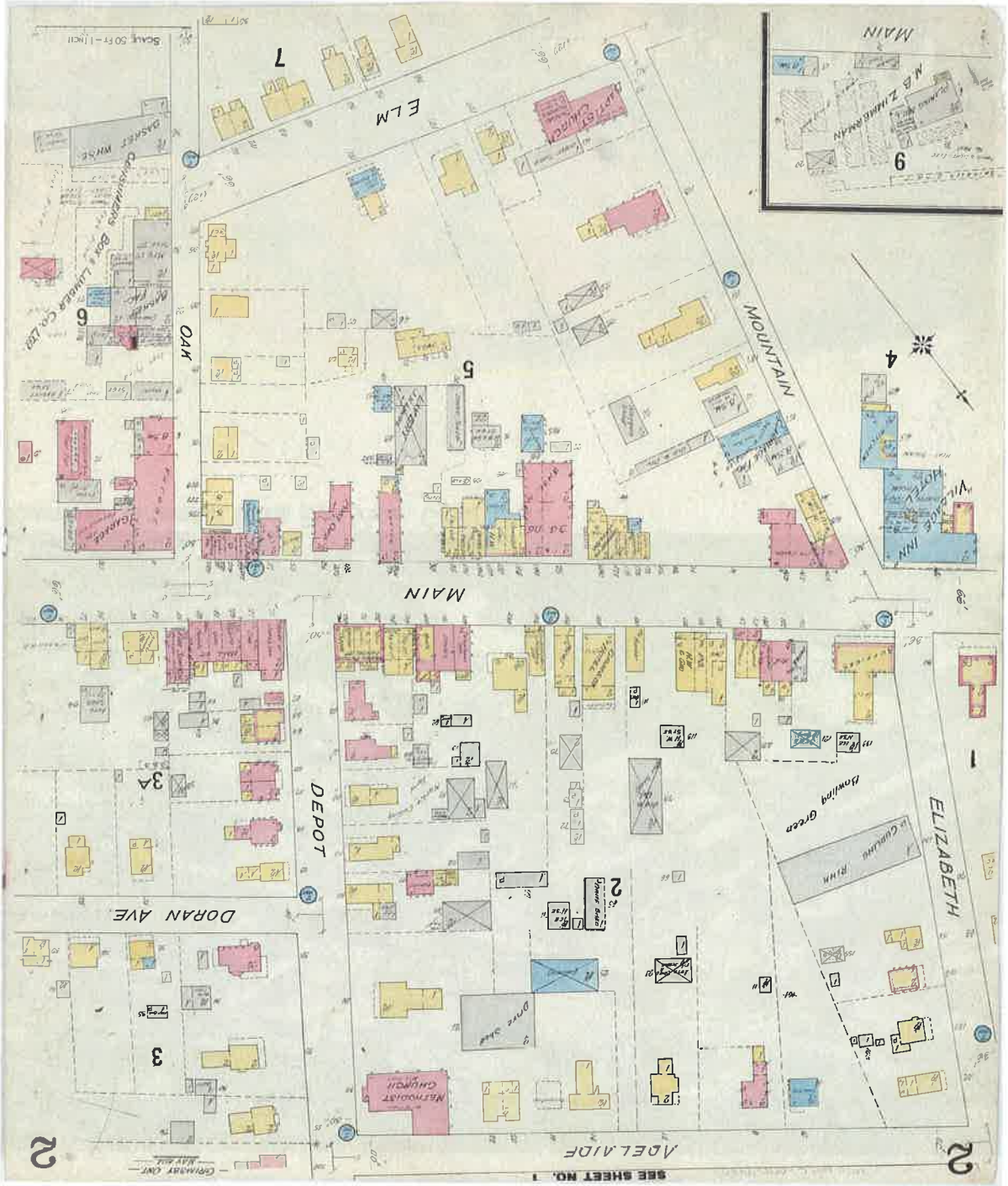


Downtown Grimsby, Birds Eye View, Circa 1925



Downtown Grimsby with Niagara Escarpment in Background, 2012

Fire Insurance Plan – Grimsby Main Street and Surroundings, May 1914
Source: National Archives of Canada





Grimsby Main Street, circa 1939, Source Grimsby Museum

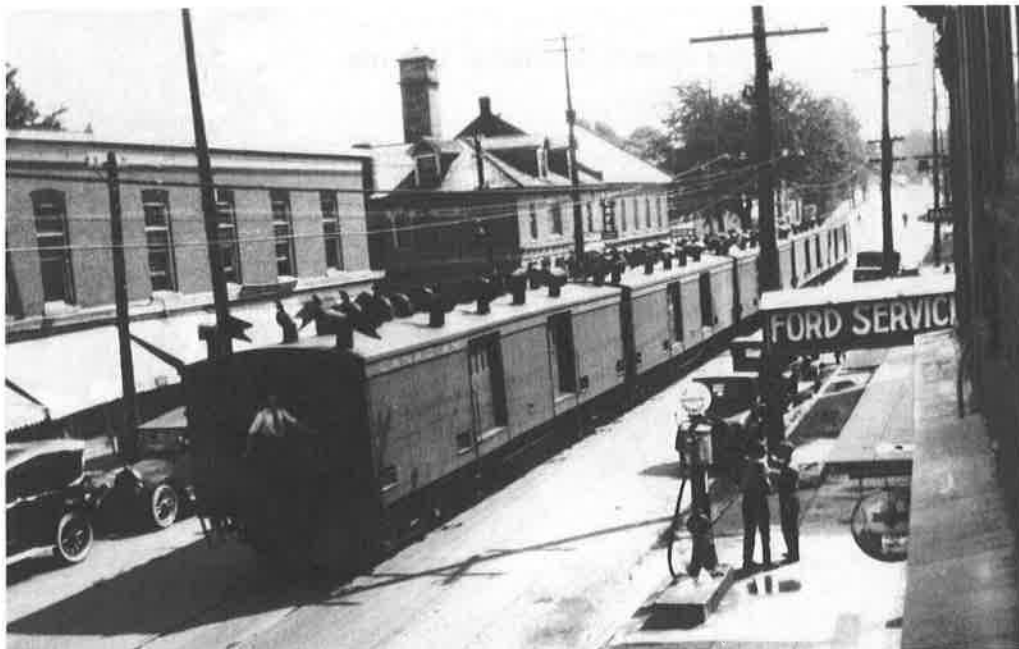


Grimsby Main Street, County Atlas of Lincoln and Welland, 1876



RESIDENCE OF J. A. LIVINGSTON, GRIMSBY.

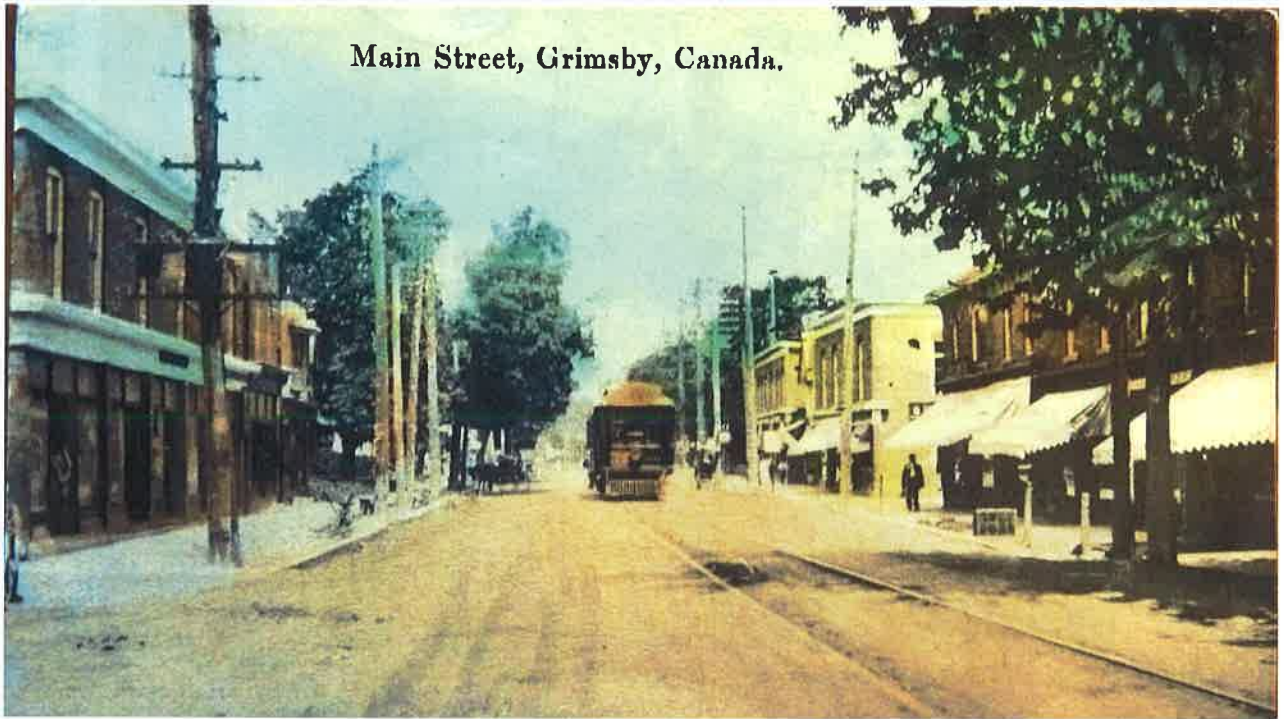
Livingston House, Main Street, circa 1900, source Grimsby Museum



Main Street Grimsby, circa 1920s - Source : Grimsby Museum



Main Street Grimsby, circa 1920s - Source : Grimsby Museum



Main Street, Grimsby, Canada.

Main Street Grimsby, circa 1910s - Source : Grimsby Museum



Engagement at the Forty 2014

STATEMENT OF SIGNIFICANCE #6.3 a)

Cultural Heritage Landscape – Old Grimsby Village



Description of Property – Original residential settlement of Grimsby located along Main Street West and the Forty Mile Creek Valley up to the brow of the Niagara Escarpment

Statement of Cultural Heritage Value or Interest

The Old Grimsby Village District is of cultural heritage value as the location of the original historical residential settlement of Grimsby. Located west of the downtown, the Main Street in the area is shaped by the Forty Mile Creek and the line of the toe of the Niagara Escarpment. The area contains one of the largest collections of 18th Century and pre-war of 1812 buildings in Ontario, a result of Grimsby being located along the Loyalist settlement route, its favourable conditions for agriculture and water power, and because unlike other contemporary settlements like Niagara-on-the Lake and Toronto Grimsby was not burned during the War of 1812 nor did it experience massive growth which obliterated the traces of early settlement as it did in Toronto. From the millstone of the original grist mill on the forty Mile Creek, to Loyalist Georgian homes such as Nelles Manor and the Nelles Fitch House, Regency influenced Canterbury Cottage, the distinctively designed St. Andrews Church and the last resting place of settlers St. Andrews

Cemetery, the area presents a significant and cohesive collection of heritage resources which tell the story of the early settlement of Grimsby and the influence of Col. Robert Nelles, a man whose influence on the formation of Grimsby cannot be underestimated. The natural backdrop to the district provided by the Niagara Escarpment and the Forty Mile Creek provides a beautiful scenic backdrop for the area for a downtown in the largely flat Golden Horseshoe. With a few exceptions, approximately 80% of the pre-1920 building stock exists along Grimsby's Main Street providing unique historical commercial ambience in the vicinity.

Many prominent loyalists who initially settled here went on to found or be significant in the growth of communities such as Greensville (John Green), Burlington (Walkers Line), Petits (Reve of Nelson Tsp). With a few exceptions approximately 80% of Grimsby's pre-1920 building stock exists along Grimsby Main Street providing unique historical commercial ambience in the vicinity.

Description of Heritage Attributes

Key attributes of the Old Grimsby Village that reflect its value as an important link to the history of Grimsby include:

- Main Street alignment, an historic first nations trail influenced by the natural features of the Forty Mile Creek and the Niagara Escarpment, still a key transportation corridor
- 18th and early 19th Century Residences:
 - Nelles Manor
 - Nelles Fitch House
 - Seamstress House
 - Canterbury Cottage
 - White House
 - Evergreens
 - Coronation Park
 - Centotaph
 - Gibson House
 - Bridge
 - Cypruss Inn Site.
- Places of Worship
 - St. Andrew's Anglican Church
 - Memory Hall – Former Presbyterian Church
- Cemetery
 - St. Andrew's Cemetery
- Millstone at the Forty Mile Creek
- Mature Vegetation
- Old Parade Ground in front of the Grimsby Museum
- Local Red limestone building material
- Cenotaph
- Grimsby Museum



Nelles Manor, built 1788-1797
(Said to be the oldest house between Kingston and Niagara)



Looking north towards Main Street and the Forty Mile Creek, circa. 1921



Presbyterian Church, now Memory Hall – view circa 1910
Source, Grimsby Museum



RESIDENCE OF REV. JOHN MUIR, GRIMSBY.

Presbyterian Manse, view circa 1900
Source Grimsby Museum



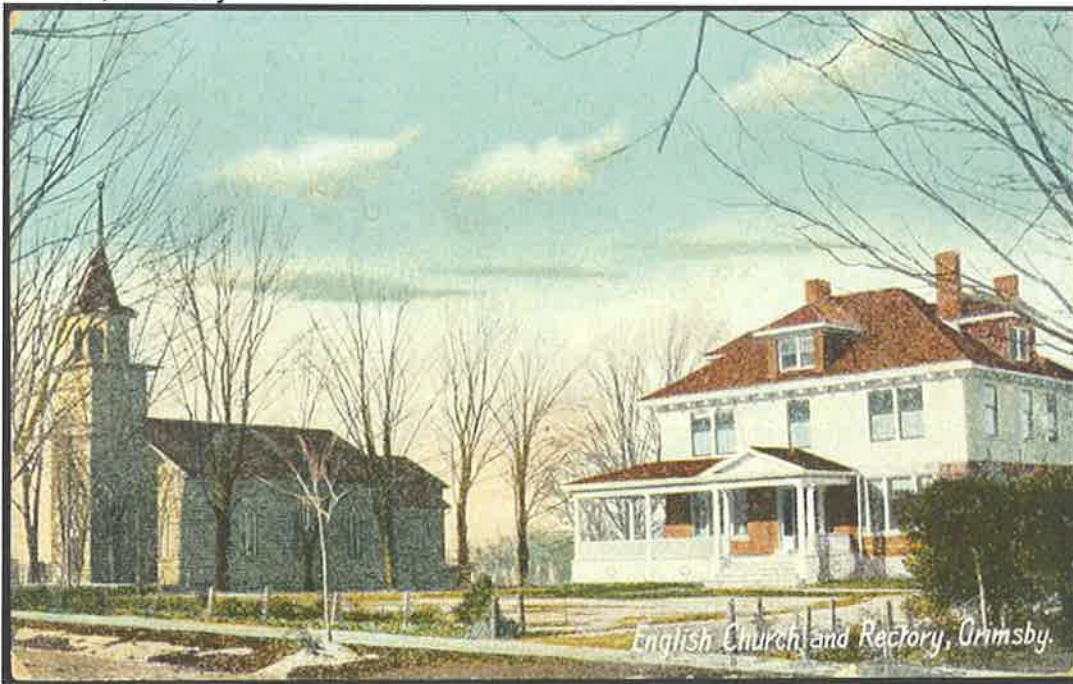
View of Main Street looking towards Niagara Escarpment, 1843
Source, National Archives of Canada



Main Street looking towards St. Andrew's Church, 1843
Source, National Archives of Canada

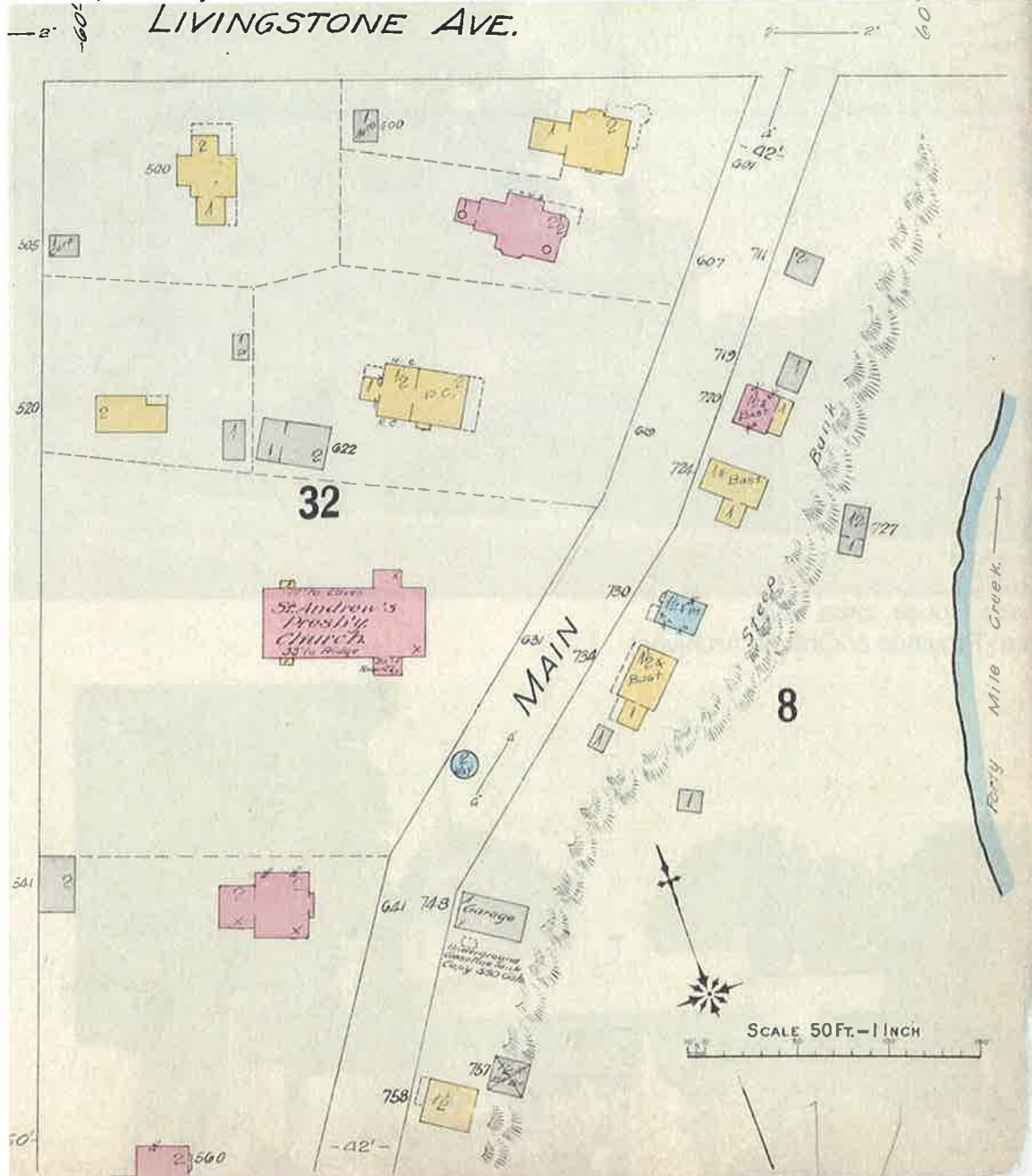


View towards Niagara Escarpment at Main Street, circa 1910
Source, Grimsby Museum



Anglican Church and Rectory, circa 1910

Source, Grimsby Museum



Fire Insurance Plan – Grimsby Main Street and Surroundings, May 1914
Source: National Archives of Canada



Dolmage House, circa 1920
Source (Province of Ontario Archives)



St. Andrew's Cemetery, Source Grimsby Museum



Nelles Fitch House and old Parade Ground, Grimsby Museum



Coronation Park

STATEMENT OF SIGNIFICANCE #6.3b)

Cultural Heritage Landscape – Depot District

Depot District– Area of Heritage Resources and Scenic Character



Description of Property – Residential Neighbourhoods in the vicinity of the Grimsby Great Western Railway Station along Ontario Street (formerly Depot Street)

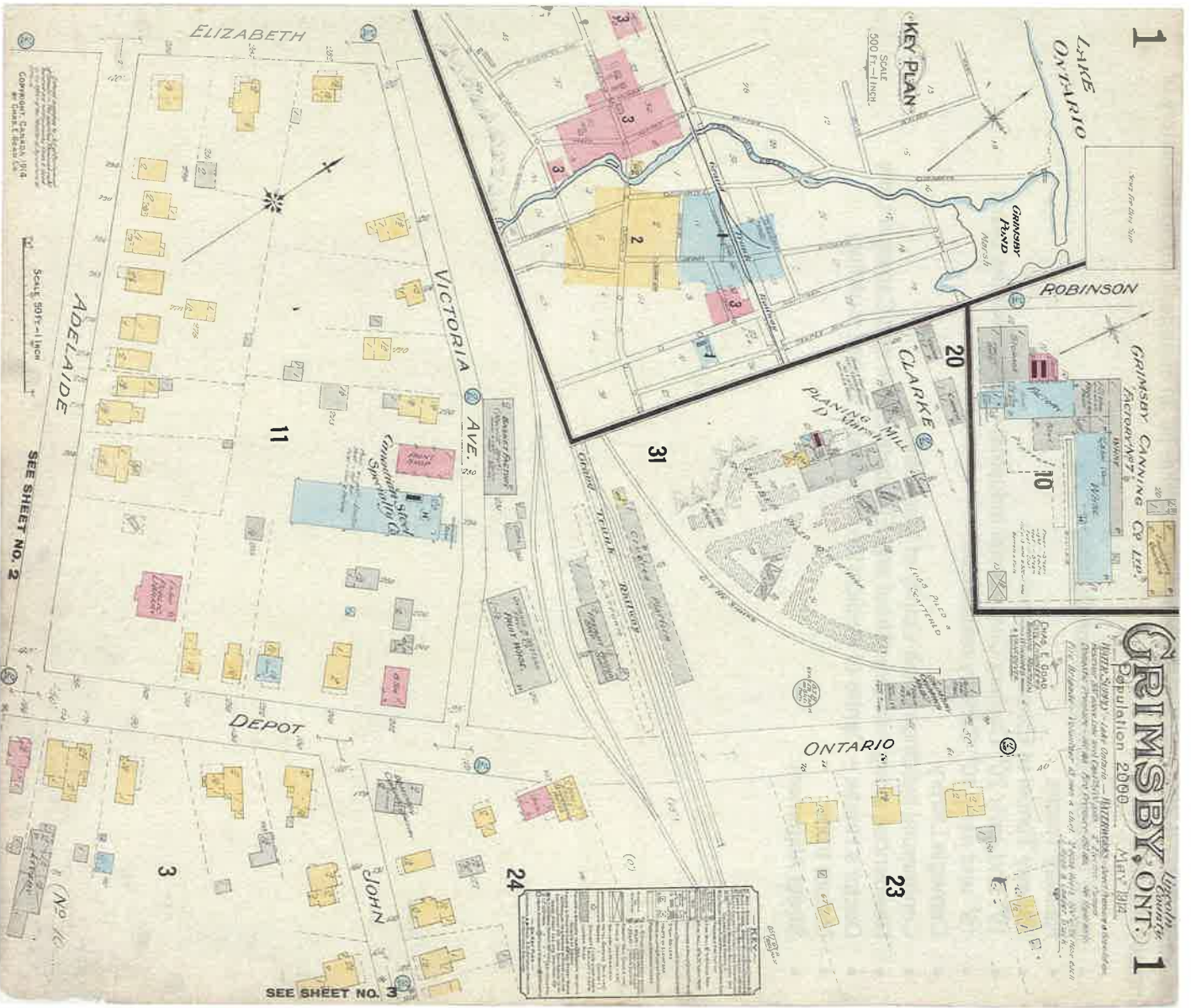
Statement of Cultural Heritage Value or Interest

The Depot District is of cultural heritage value as the location of a 19th Century residential settlement that grew up around the Great Western Railway Station (built 1853-54), said to be the oldest wooden railway station in Canada located within close proximity of its original location. The old station building is a dominant landmark in the district serving historically as both a train station and a centre of the local fruit industry when the station was displaced by a later station (destroyed 1994). Remnants of other local industries associated with the railway also continue to exist. Residential homes in the area date largely from the late 19th and early 20th Century can be seen throughout the area. Another significant landmark is the Carnegie Building built in the early 20th Century which has been a civic landmark for over a century.

Description of Heritage Attributes

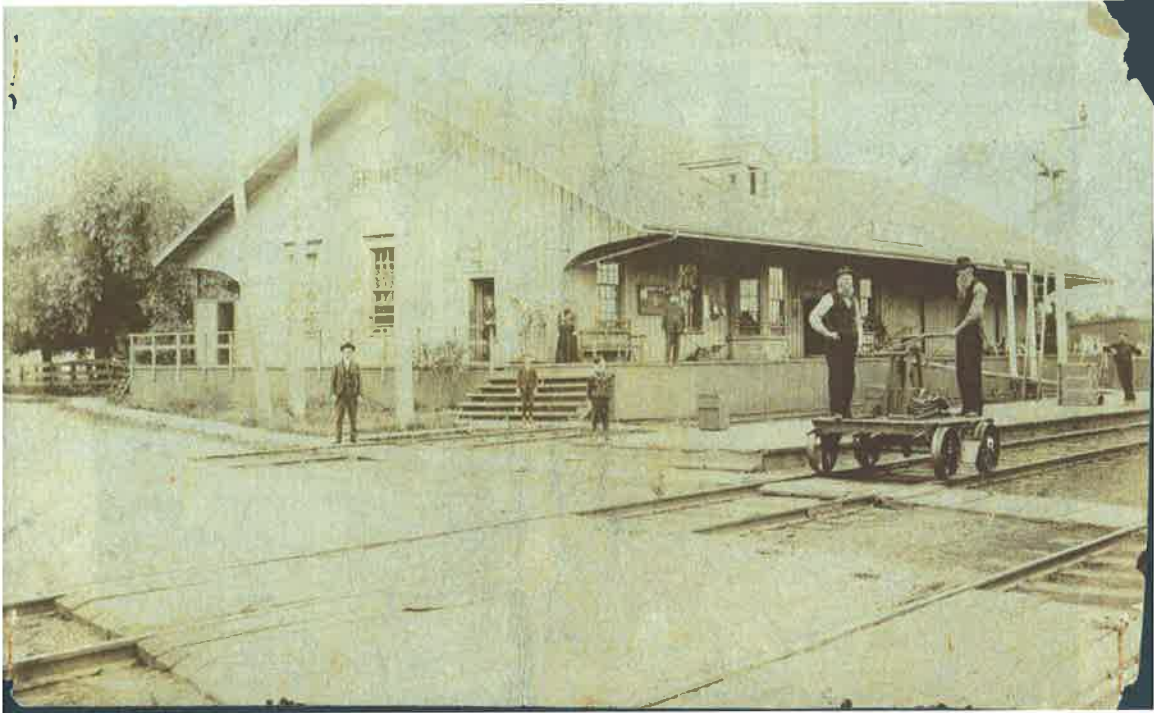
Key attributes of the Depot District that reflect its value as an important link to the history of Grimsby include:

- Great Western Railway Station Building
- Railway Tracks
- Railway Tunnel at Elizabeth Street
- 19th and early 20th Century Commercial Industrial Cluster near the depot
- 19th and early 20th Century residences
- Carnegie Library
- Commercial buildings in the vicinity of Main Street
- Residences along Adelaide Street and Elizabeth Street and Carnegie Lane
- Doctor's House – Centre of Medical life in Grimsby for half a century
- Mature trees
- Street Alignment



Library and Archives Canada / Bibliothèque et Archives Canada
www.collectionscanada.gc.ca

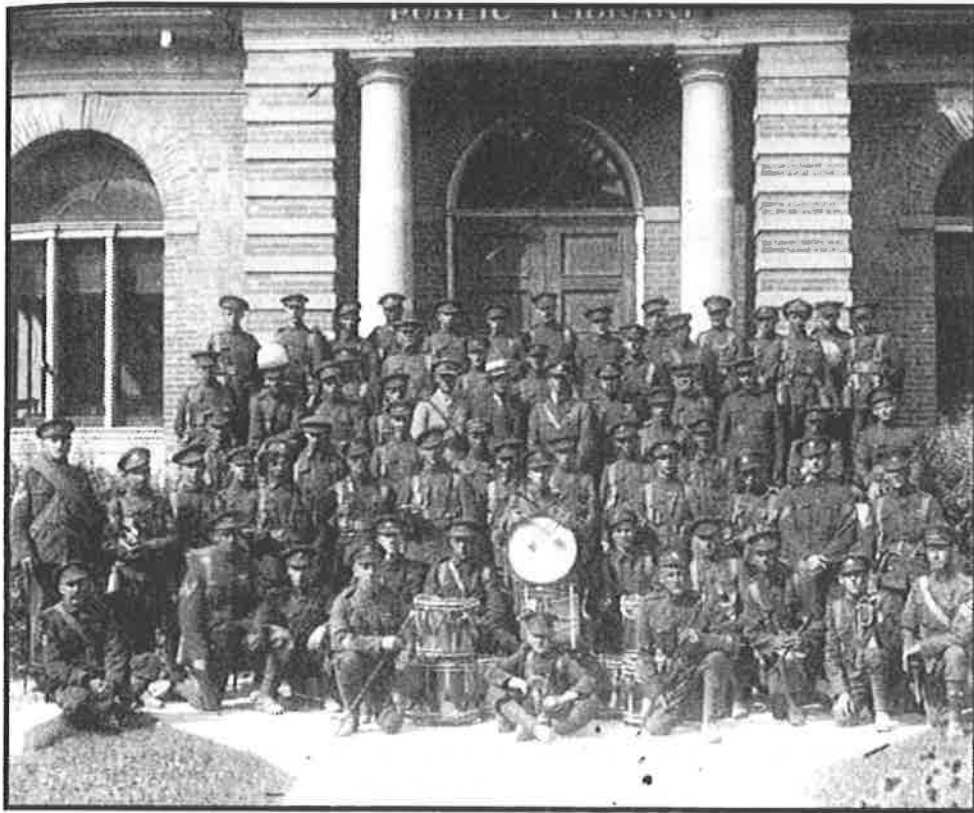
Fire Insurance Plan, May 1914
Source, National Archives of Canada



Grimsby Great Western Railway Station, Circa 1890s
Source, Grimsby Museum



Grimsby Grand Trunk Railway Station, 1900s to 1994
Source, Grimsby Museum



Carnegie Library during the First World War
Source (Grimsby Museum)



Carnegie Library and Bandstand, circa 1910, Source Grimsby Museum



Residences in Depot District looking towards Main Street circa 1925
Source (Grimsby Museum)



Railway Depot, circa 1900
Source Grimsby Museum



METHODIST CHURCH, GRIMSBY.

Methodist Church (Now Ukraninan orthodox)
Ontario Street
Circa 1900
Source, Grimsby Museum



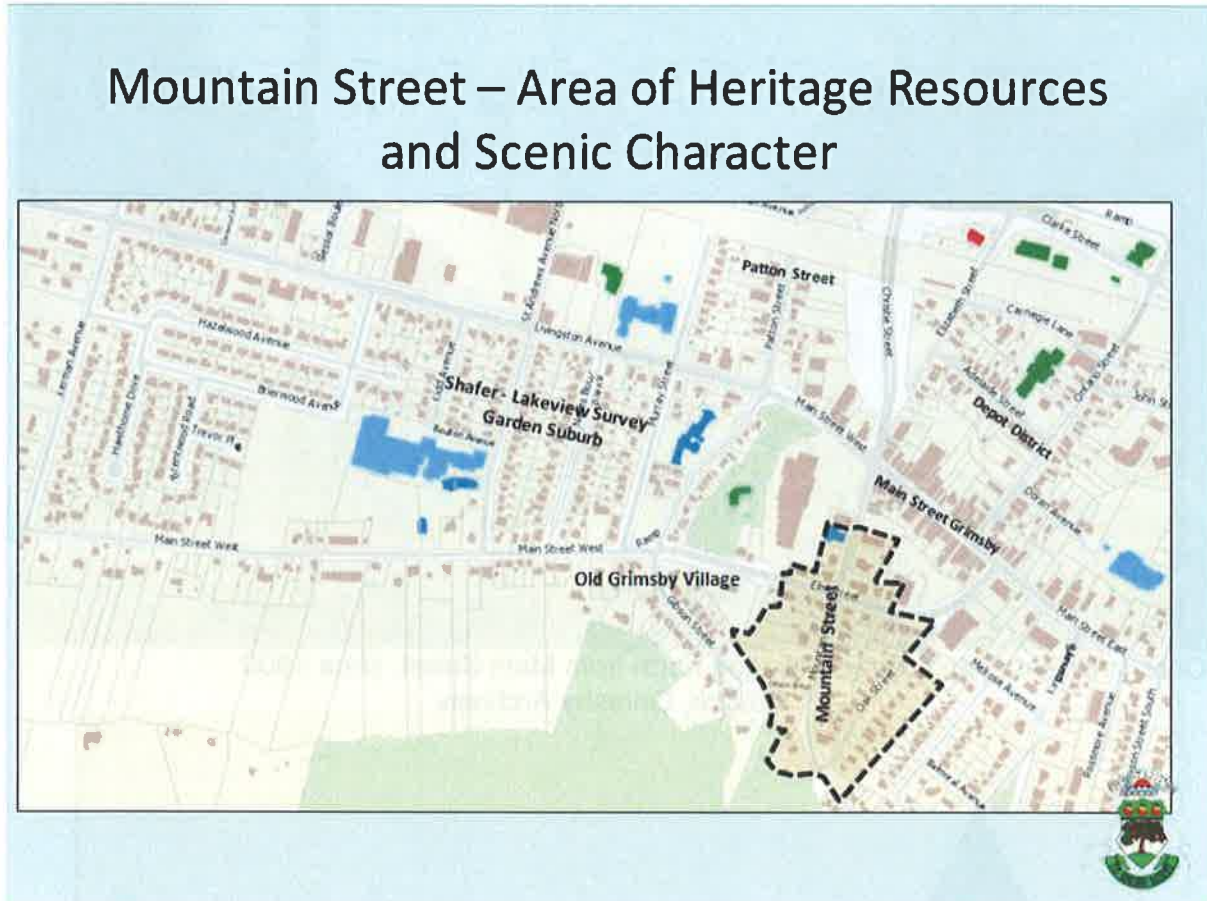
Ontario Street (Depot Street) looking north from Main Street, circa 1900
Source, Grimsby Archives



Grimsby GTR Station

STATEMENT OF SIGNIFICANCE #6.3 c)

Cultural Heritage Landscape – Mountain Street



Description of Property – Mountain Street south of the Grimsby Commercial District to the end of urban settlement on the Niagara Escarpment

Statement of Cultural Heritage Value or Interest

The Mountain Street District is of cultural heritage value as an intact historic 19th Century residential neighbourhood influenced by the natural features of the Forty Mile Creek and the Niagara Escarpment. The collection of buildings and the landscapes collectively form one of Grimsby's most scenic neighbourhood.

The site of the grist mill and the home of John Green are in this area. First Lt. Governor of Upper Canada, John Graves Simcoe visited the site in 1794 and described the scene vividly.

Description of Heritage Attributes

Key attributes of the Mountain Street District that reflect its value as an important link to the history of Grimsby include:

- 19th and early 20th Century Residential Architecture
- Baptist Church (Different Strokes)
- Presbyterian Church built in local stone
- Alignment of Mountain Street - Grid and meandering
- Forty Mile Creek Valley and bridge
- Trees
- Topography of the Street – higher on the south side than the north.



View towards Mountain Street
Source Province of Ontario Archives



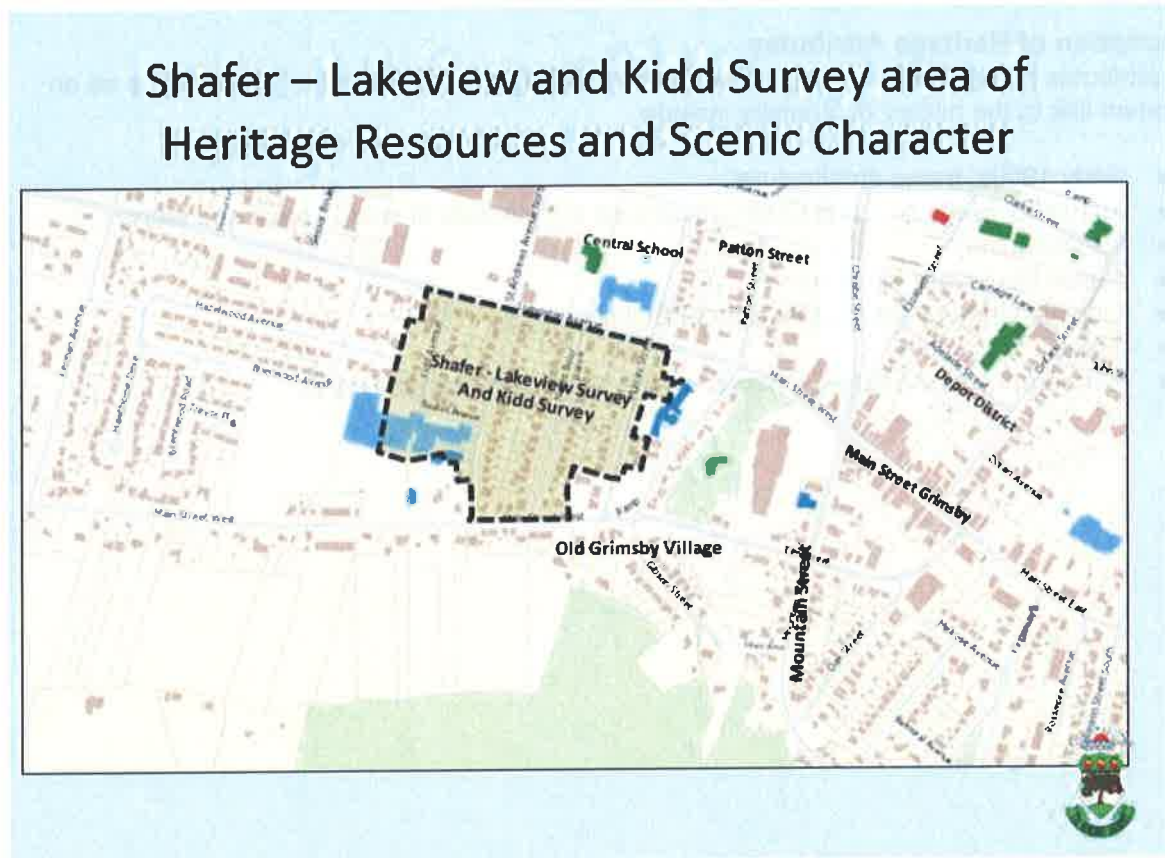
Baptist Church, Mountain Street,
Source, Grimsby Museum



St. John's Presbyterian Church

STATEMENT OF SIGNIFICANCE #6.3 d)

Cultural Heritage Landscape – Shafer – Lakeview Survey Garden Suburb



Description of Property – Residential Neighbourhoods located east of Downtown Grimsby. Murray Street, Nelles Boulevard, St. Andrew's Avenue, Boulton Avenue, Kidd Avenue, Livingston Avenue;

Statement of Cultural Heritage Value or Interest

The Shafer – Lakeview Survey Garden Suburb is of cultural heritage value as an intact early 20th Century residential neighbourhood featuring homes of the 1900s and arts and crafts homes of the 1910s and 20s. Character defining features of this neighbourhood include both the rectilinear street pattern and the boulevard on Nelles Boulevard. Many of the Arts and Crafts homes were built and designed by the Shafer builders, a locally known firm known for their quality of construction and design. The Arts and Crafts section of the neighbourhood is an example of how the "City Beautiful Movement" and Ebenezer Howard's Garden Suburbs could be incorporated into the residential landscape of Ontario's small town's. They are a testament to the foresight and quality of design, craftsmanship and urban planning that existed in Grimsby in the 1910's 20s. The Grimsby Secondary School Building is a continuing reminder of the

educational and recreational focus of this area. Which included the nearby public and high school buildings and the Grimsby Arena on the North Side of Livingston Avenue. Livingston Avenue was established to facilitate the arrival of the Hamilton Grimsby and Beamsville Electric Railway, its alignment is a reminder of this transit service.

Description of Heritage Attributes

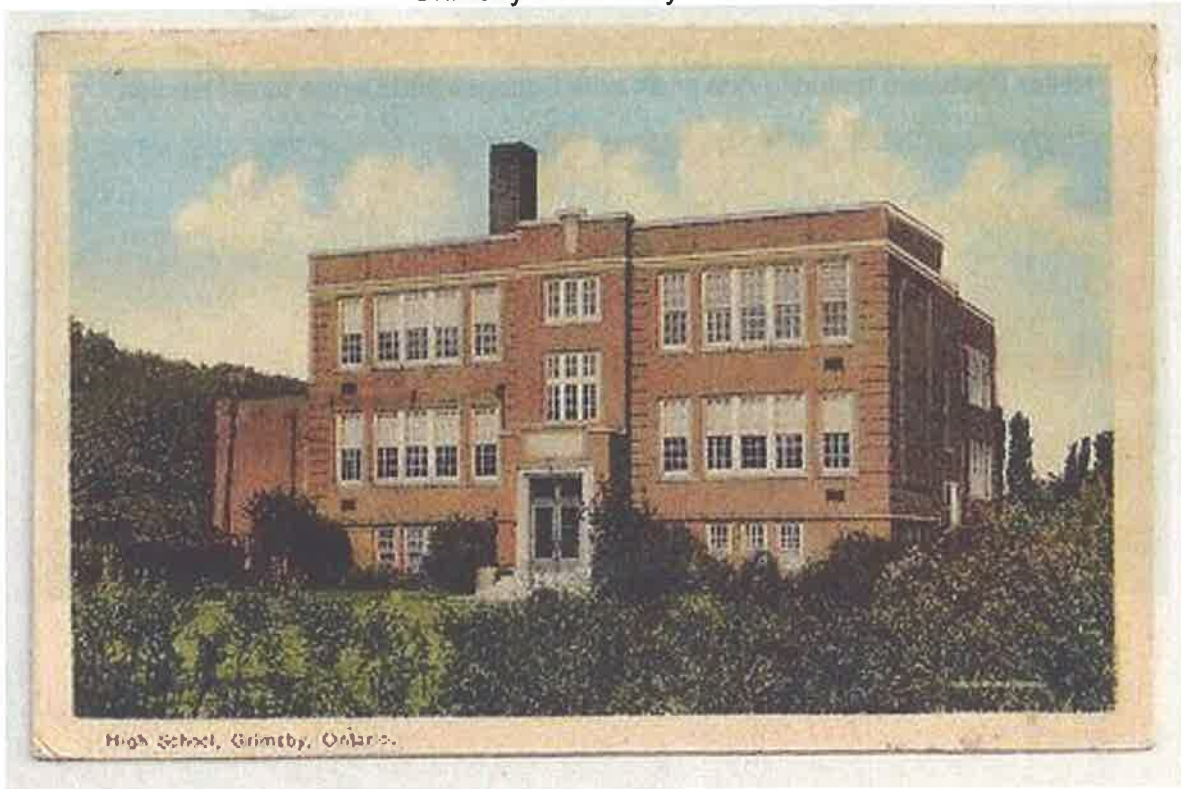
Key attributes of the Shafer – Lakeview Survey Garden Suburb that reflect its value as an important link to the history of Grimsby include:

:

- Early 1900s' frame architecture
- 1910's to 1930s Arts and Crafts influenced architecture of wood , brick and stone
- Landscaping,
- Nelles Boulevard Median
- Original Grimsby Secondary School Building
- Trees
- Topography of the Street – higher on the south side than the north.



Grimsby Secondary School



High School, Grimsby, Ontario.



Nelles Boulevard featuring Arts and Crafts Cottages and Centre Street median



Nelles Boulevard



Nelles Boulevard



Aerial view of Lakeview Survey

PLAN
Of The Subdivision of Part of Lot XI Concessional
Township of North Grimsby
VILLAGE OF GRIMSBY
The property of W.W. Kidd Esq.
Scale - 1 inch = 100 ft.

Tyrell & MacKay,
Civil Engineers & Surveyors,
Hamilton, Ontario.



(Name or Names)
To Whom
I, _____ of the City of _____
in the County of _____ do hereby certify
that I was personally present and saw the
within plan duly signed or duplicate by the
said _____
and that the said plan and duplicate were
signed in the City of _____
and that I have the said plan
and that I am a subscribing witness to the
said plan and duplicate

Given before me, a Notary of _____
this _____ day of _____ A.D. 1902.

The Municipality of the Township of North
Grimsby do hereby sanction the laying
out of the several streets of the within
as shown in this plan

(Clerk)

I hereby certify that this plan correctly
shows the manner in which the land
included hereon has been surveyed
and subdivided by me, and that this
plan has been compared in accordance
with the provisions of the Registry Act
Dated _____ A.D. 1902

Notary Public

This plan has been reviewed under my
instructions and with my approval for
Registry
Dated _____ A.D. 1902 _____ (Registrar)
_____ (Witness)

Received from Messrs _____
and filed this _____ day of _____ A.D. 1902 at _____
_____ Registrar

113

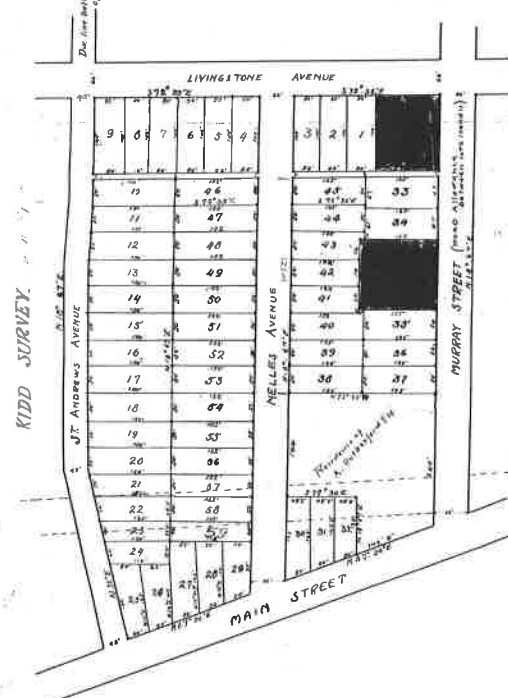
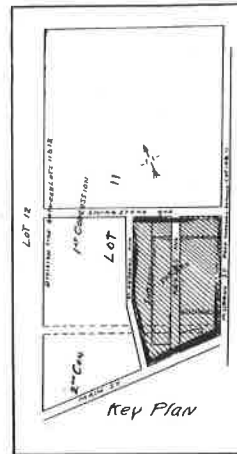
PLAN OF LAKEVIEW SURVEY

being a subdivision of

Part of Lot No. 11 in the 1st and 2nd Concession

"Village of Grimsby" in the
TOWNSHIP OF NORTH GRIMSBY.

THE PROPERTY OF MR. RUTHERFORD.



Province of Ontario

I, John Rutherford of the Village of Grimsby in the County of Hamilton do hereby certify and say

1st That I was personally present and drew the within plan and duplicate duly signed in duplicate by the said John Rutherford and duplicate duly signed in duplicate by the said John Rutherford at the said Village of Grimsby

2nd That the said plan and duplicate were signed by the said parties

3rd That I know the said parties

4th That I am a subscribing witness to the said plan and duplicate

Witness my hand and seal this 16th day of February AD 1914

John Rutherford
Proprietor

John Rutherford
A Commissioner of the Court of Justice

This plan has been prepared under my instructions and with my approval for registration

Dated this 16th day of February AD 1914

Witness John Rutherford Owner Mr. C. Wells Rutherford

I hereby certify that this plan accurately shows the manner in which the land included therein has been surveyed and subdivided by me and that this plan has been prepared in accordance with the provisions of the Registry Act.

Dated this 16th day of February AD 1914

C. Wells Rutherford
Ontario Land Surveyor.

I hereby certify that I have received from Mr. C. Wells Rutherford the amount of \$100.00 for the day of February AD 1914 at 12:45 o'clock A.M. in full for the County of Hamilton in Plan No. 113 for the Village of Grimsby.

C. Wells Rutherford
Registrar

The Railway and Municipal Board does hereby approve of this Plan.

The Municipal Council of the Village of Grimsby does hereby approve of the laying out of this property as shown on this plan

Dated this 16th day of February AD 1914

G. S. Johnson Reeve
John Rutherford Clerk

Received from and registered this day of February AD 1914 at 12:45 o'clock A.M.

Scale 100 ft. = One Inch

STATEMENT OF SIGNIFICANCE #6.3e

Cultural Heritage Landscape – Patton Street

Patton Street - Area of Heritage Resources and Scenic Character



Description of Property – Patton Street Residential area

Statement of Cultural Heritage Value or Interest

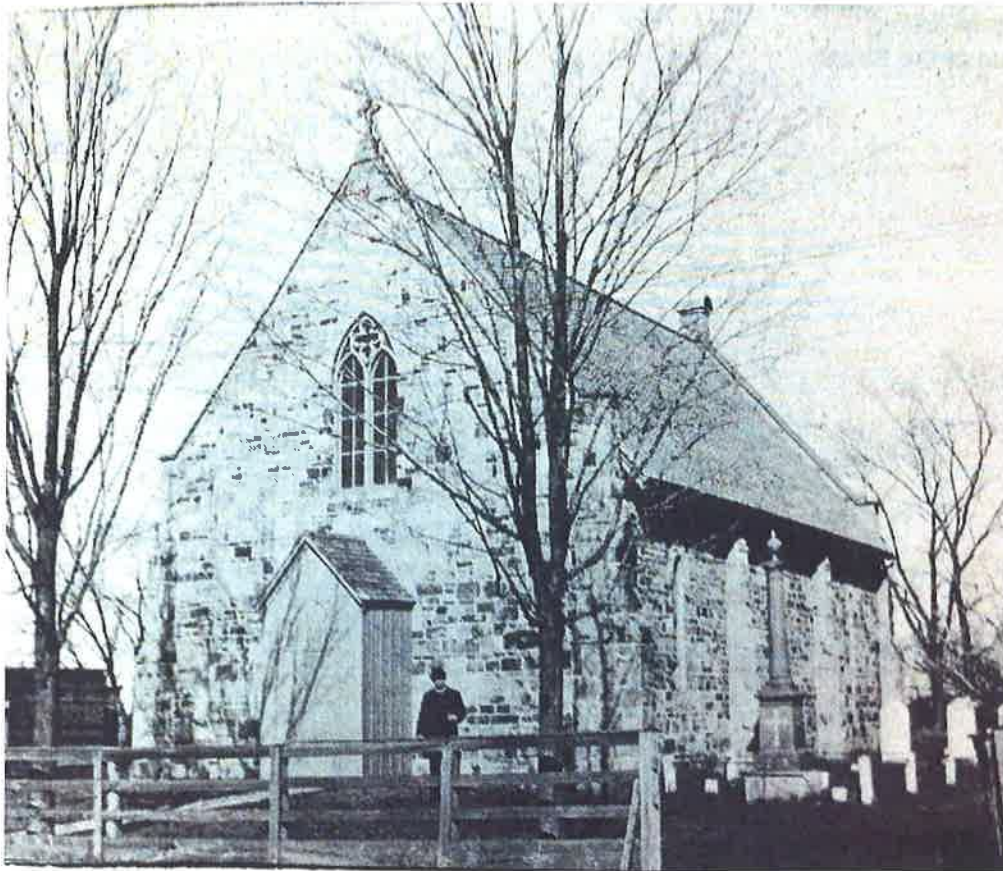
The Patton Street District is of cultural heritage value as an intact historic 19th and early 20th Century residential neighbourhood. A landmark of the street is the 19th Century stone catholic church building and cemetery.

Description of Heritage Attributes

Key attributes of the Patton Street Street District that reflect its value as an important link to the history of Grimsby include:

- 19th and early 20th Century Residential Architecture
- Catholic Church
- Cemetery

- Street Trees
- Plan of the Street



Roman Catholic Church and Cemetery, Patton Street
Source (Grimsby Museum)



ROMAN CATHOLIC CHURCH, GRIMSBY, ONTARIO



Patton Street



STATEMENT OF SIGNIFICANCE #6.3 f

Cultural Heritage Landscape – Central School

Central School– Area of Heritage Resources and Scenic Character



Description of Property – Central School and Surroundings, located at Murray Street, North of Livingston

Statement of Cultural Heritage Value or Interest

The Central School District is of cultural heritage value as a reminder of an early hub of activity in Grimsby at the turn of the 20th Century which included two schools, a radial car barn, Ice Hockey Arena/Fruit Storage Facility, Cannery and residential neighbourhood. While only remnants of the school, and housing remain area a place of future commemorative and archaeological potential.

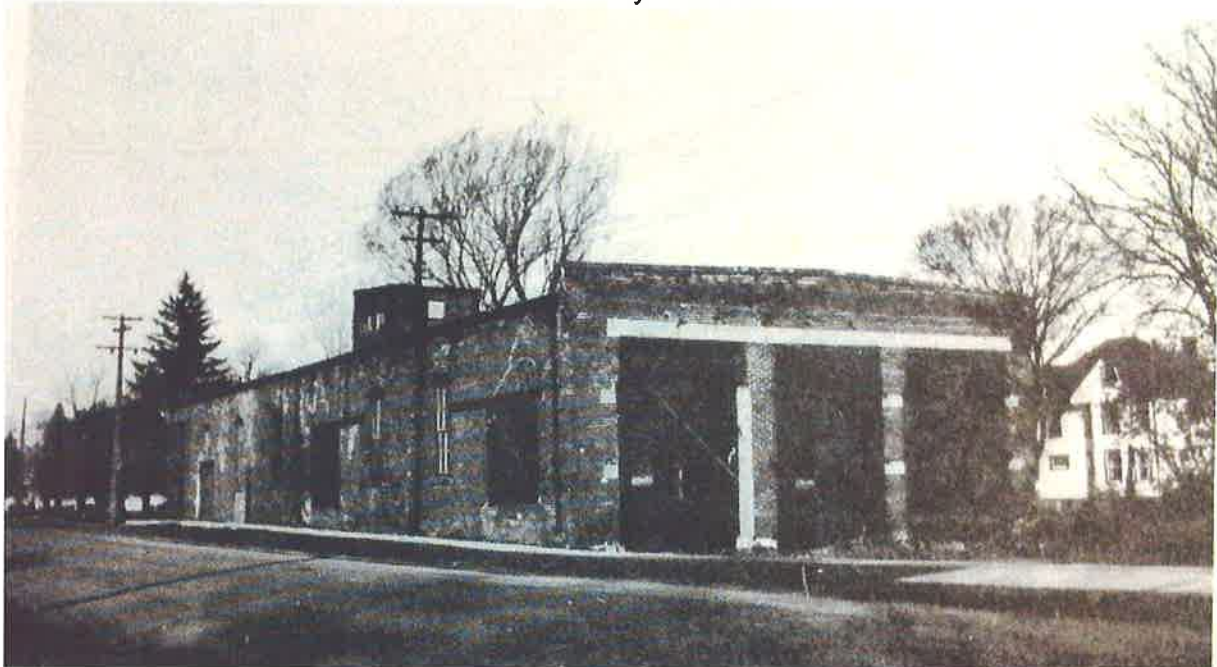
Description of Heritage Attributes

Key attributes of the Central School District that reflect its value as an important link to the history of Grimsby include:

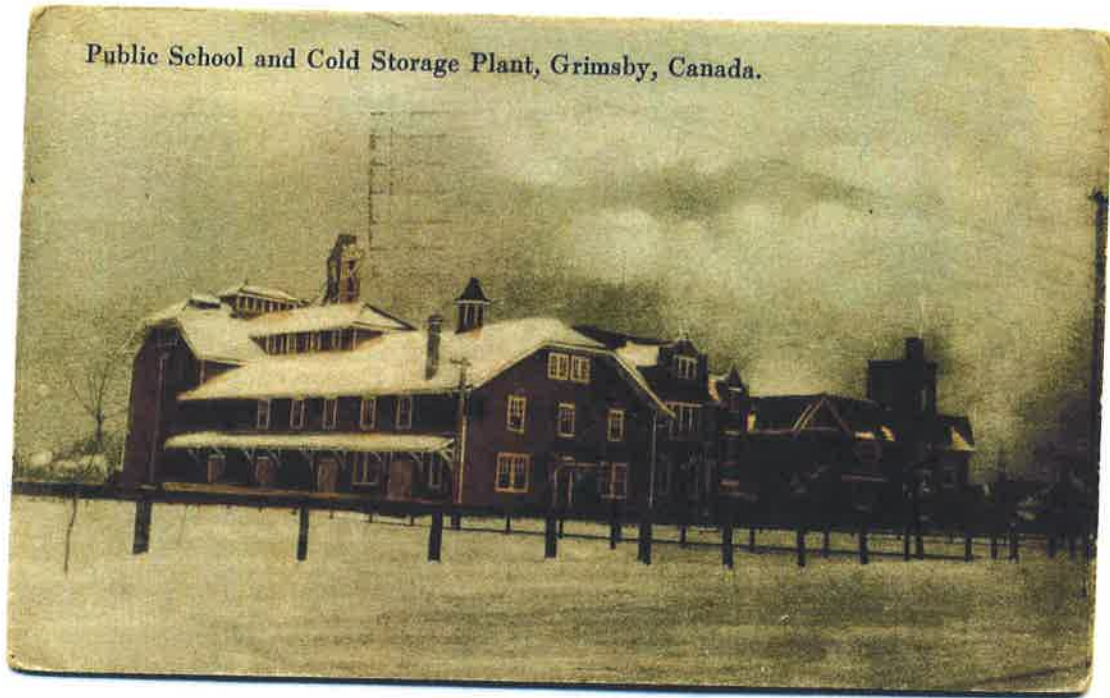
- 19th and early 20th Century Residential Architecture
- Central School (Original building)
- Street Trees
- Sports Fields
- Archaeological reminders of past uses



Grimsby Public and High School, Murray Street and Livingston Avenue
Source Grimsby Museum



Radial Railway Car Barn, in the 1950s, Livingston Avenue



Public School and Cold Storage Plant, circa 1910
Source, Grimsby Museum



Original Central School Building from Rear



Murray Street looking towards the Niagara Escarpment



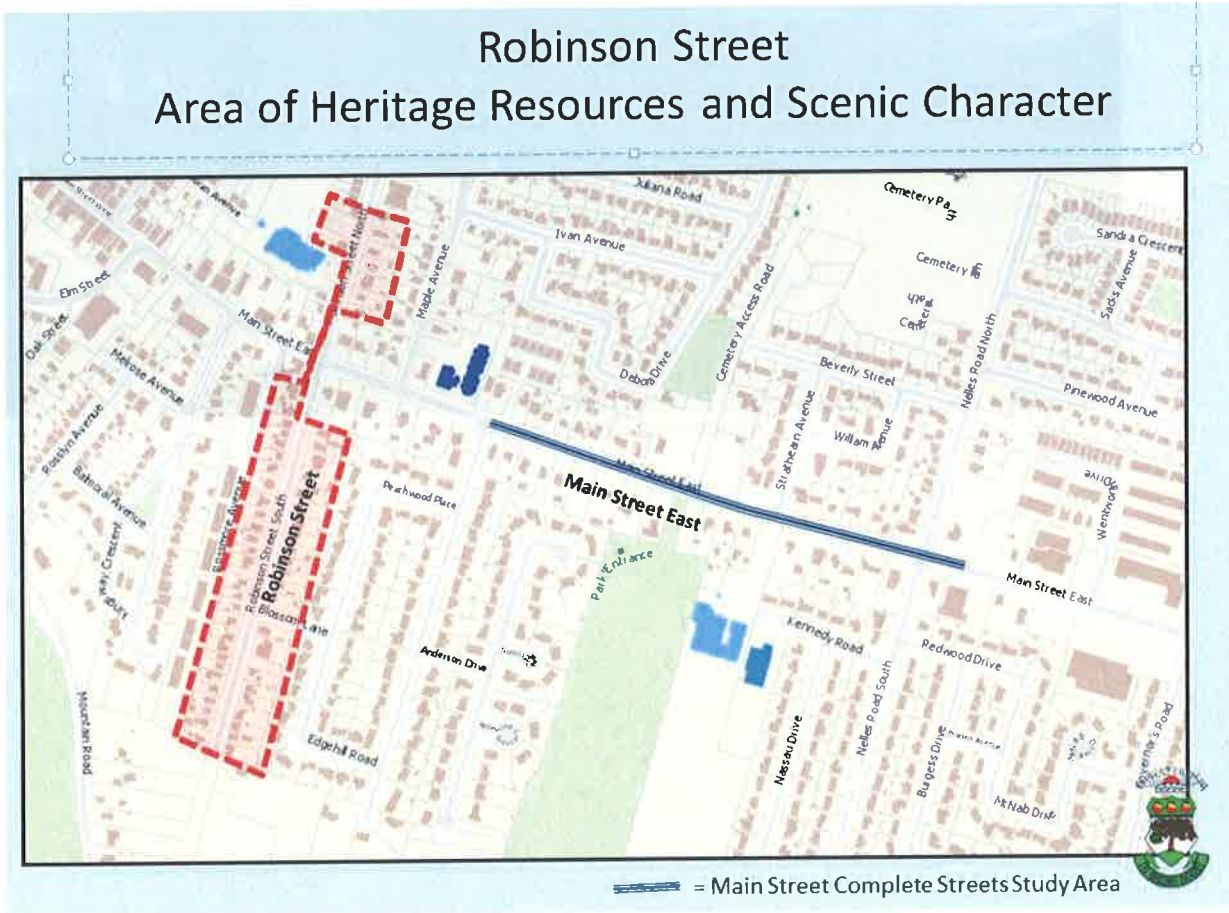
Dominion Cold Storage Facility and Grimsby Arena, Source Province of Ontario Archives



Grimsby Cannery Workers, Circa 1910,

STATEMENT OF SIGNIFICANCE #6.3 g)

Cultural Heritage Landscape – Robinson Street



Description of Property – Robinson Street Residential area

Statement of Cultural Heritage Value or Interest

The Robinson Street District is of cultural heritage value as an intact historic 19th and early 20th Century residential neighbourhood.

Description of Heritage Attributes

Key attributes of the Robinson Street District that reflect its value as an important link to the history of Grimsby include:

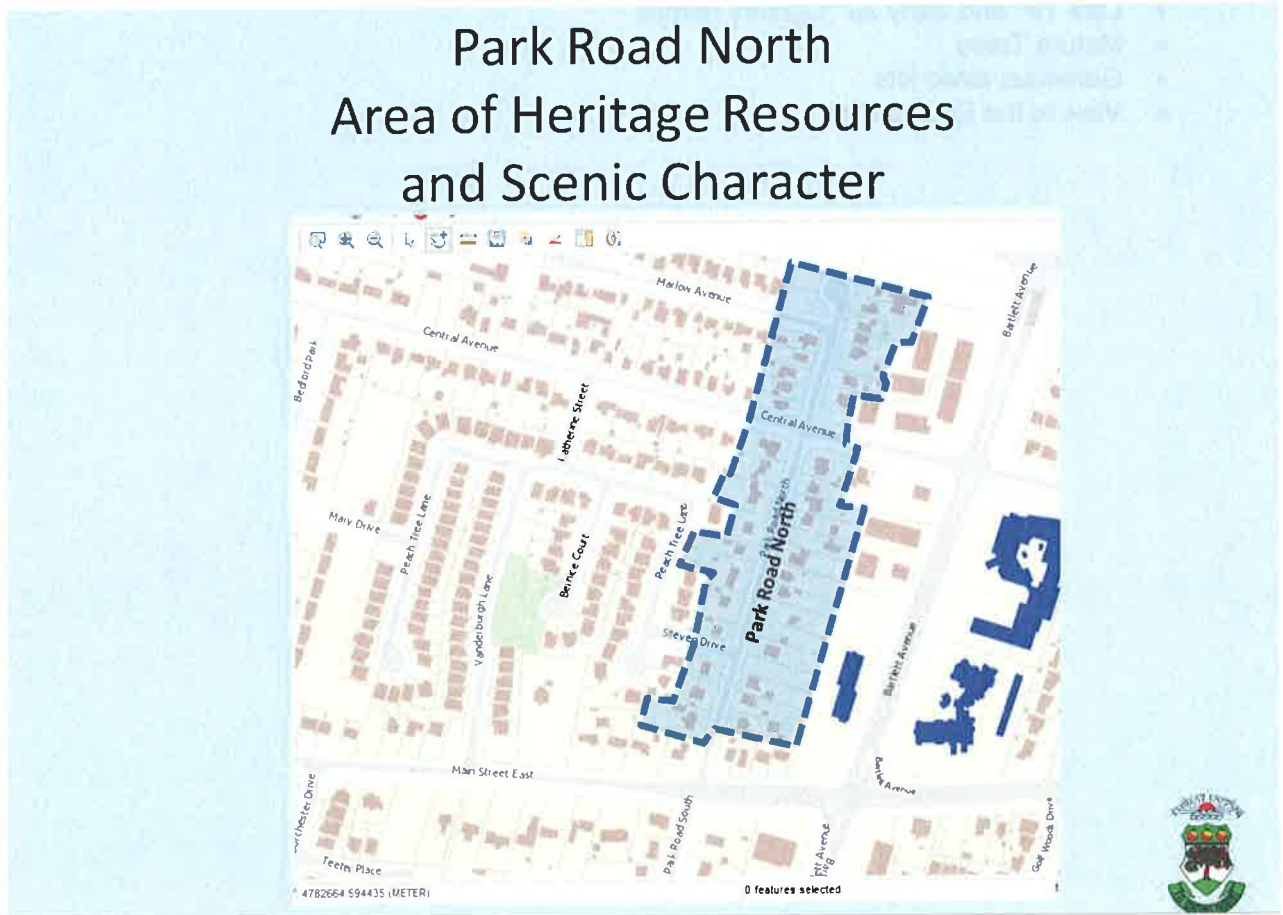
- 19th and early 20th Century Residential Architecture
- Street Trees
- Plan of the Street



Robinson Street South

STATEMENT OF SIGNIFICANCE #6.3 h)

Cultural Heritage Landscape – Park Road North



Description of Property – Park Road North between Main Street and the CNR railway Tracks.

Statement of Cultural Heritage Value or Interest

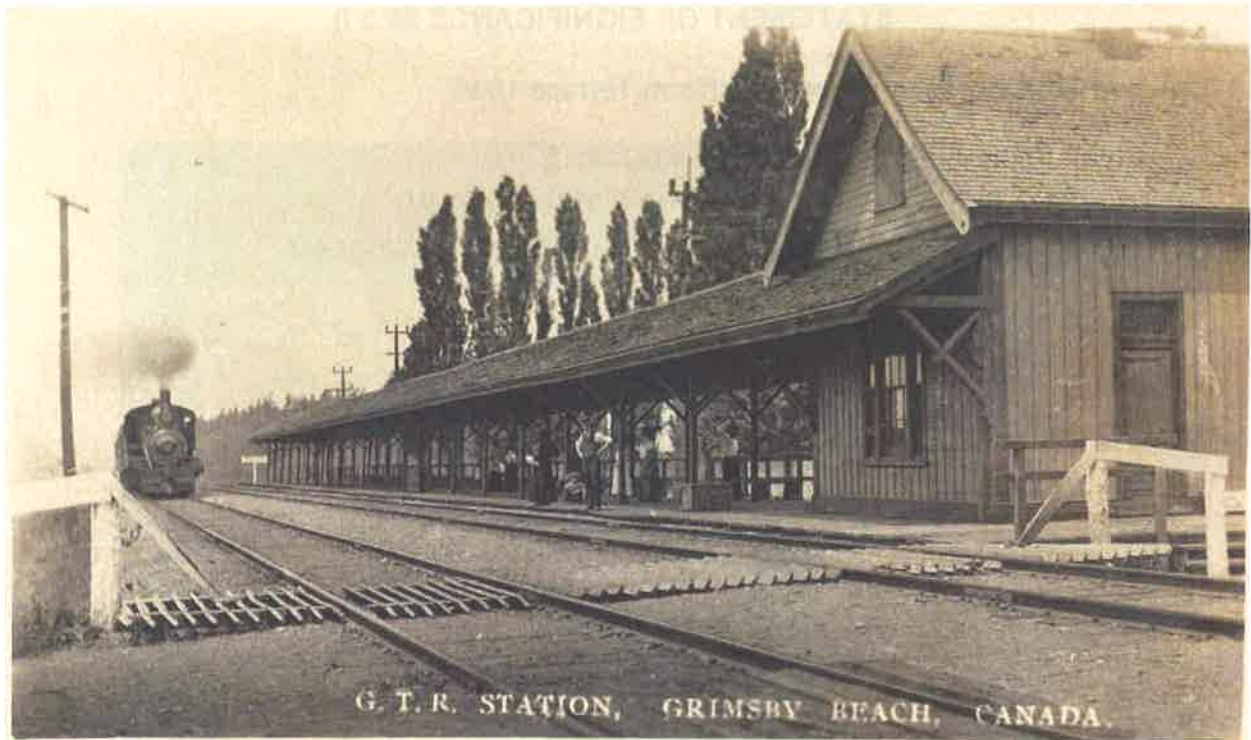
Park Road North is of cultural heritage value as an intact 19th Century urban streetscape in the middle of a rural area influenced by the adjacent Grimsby Park attraction. The Park Road North neighbourhood contains a significant concentration of homes built in the late 19th and early 20th Centuries. An original concession road, the area was influenced by the nearby Grimsby Park. It experienced significant development with the arrival of Hamilton Grimsby and Beamsville Electric Railway which provided easy access for tourists to the Park which was a major attraction in the Hamilton and Niagara area in the late 19th and early 20th Century. A station of the Grand Trunk Railway was established at the north end of Park Road North to serve Grimsby Park traffic.

Description of Heritage Attributes

Key attributes of Kerman Avenue that reflect its value as an important link to the history of Grimsby include:

:

- Late 19th and Early 20th Century homes
- Mature Trees
- Generous sized lots
- View to the Escarpment



Grimsby Park Station, circa 1900
Source, Grimsby Museum

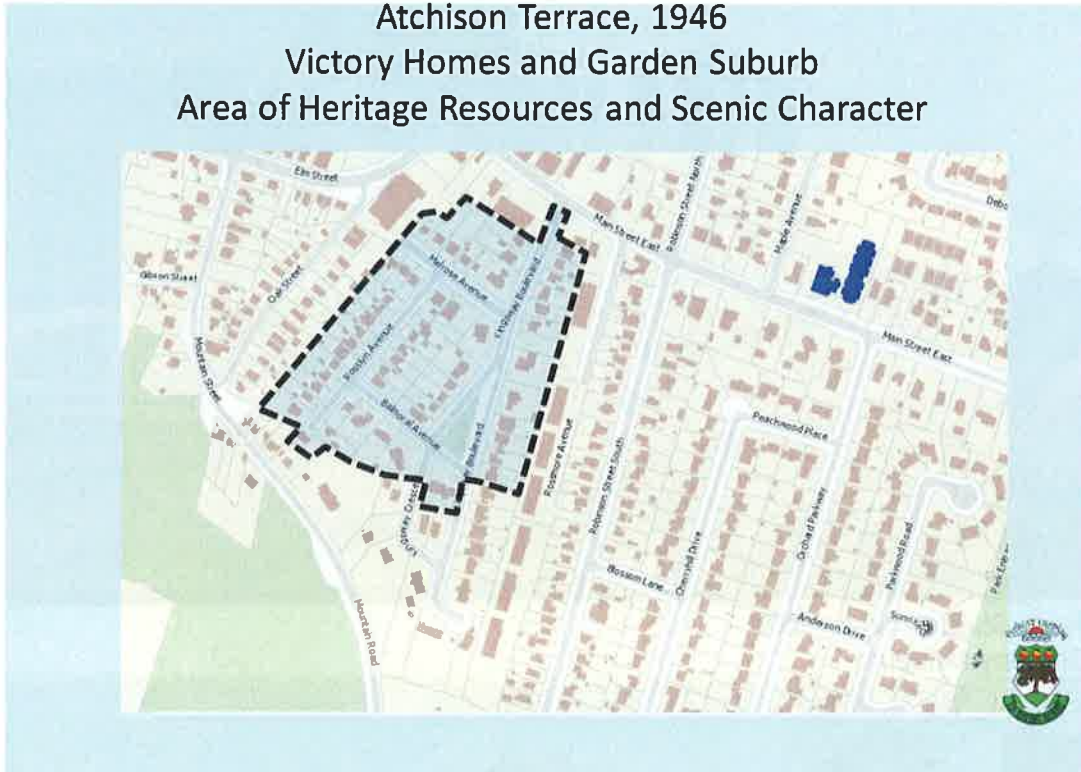


Park Road North

STATEMENT OF SIGNIFICANCE #6.3 i)

Cultural Heritage Landscape – Atchison Terrace 1946

Atchison Terrace, 1946 Victory Homes and Garden Suburb Area of Heritage Resources and Scenic Character



Description of Property – Atchison Terrace Neighbourhood – Kingsway Boulevard, Melrose, Rosslyn and Balmoral Avenue

Statement of Cultural Heritage Value or Interest

The Atchison terrace neighbourhood is comprised of homes built in the “Victory Style” particular to the post WWII housing developments in North America. The subdivision was established to provide homes for returning veterans who had served in the Second World War. With its triangular central park and treed boulevards the area demonstrates the influence of the city beautiful movement.

Description of Heritage Attributes

Key attributes of the Atchison Terrace District that reflect its value as an important link to the history of Grimsby include:

- Post WW2 Victory Housing
- City Beautiful influenced street layout
- Mature vegetation.



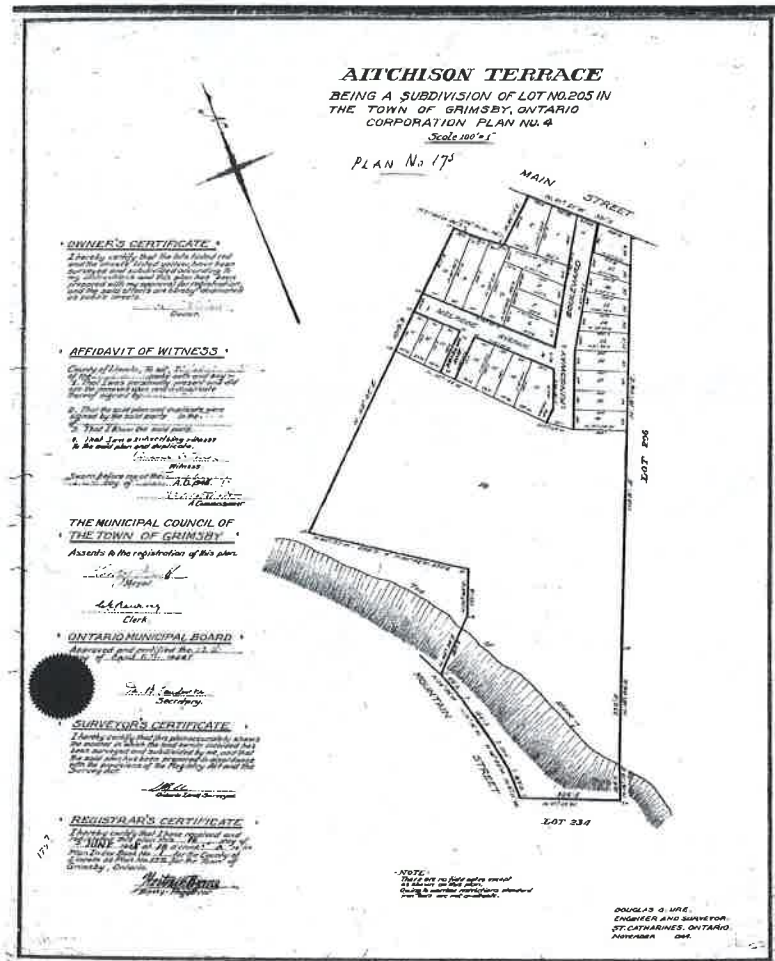
Kingsway Boulevard, Median



Kingsway Boulevard



Victory Cottages Rosslyn Avenue

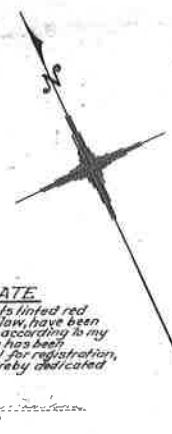


Atchison Terrace Survey 1944

ATCHISON TERRACE ADDITION

BEING A SUBDIVISION OF PART OF LOT 18
ATCHISON TERRACE, PLAN
TOWN OF GRIMSBY, ONTARIO.

Scale 1"=100' 0"



OWNER'S CERTIFICATE
I hereby certify that the lots lined red and the streets lined yellow, have been surveyed and subdivided according to my instructions and this plan has been prepared with my approval for registration, and the said streets are hereby dedicated as public streets.

OWNER

WITNESS

AFFIDAVIT OF WITNESS
County of Lincoln, To wit, I, _____ of the County of Lincoln, do hereby make oath and say:
1. That I was personally present and did see the enclosed plan and a duplicate thereof signed by _____
2. That the said plan and duplicate were signed by the said party in the _____
3. That I know the said party.
4. That I am a subscribing witness to the said plan and duplicate.

WITNESS
Sworn before me at the _____ day of _____ A.D. 1945.

A COMMISSIONER ETC.

THE MUNICIPAL COUNCIL OF THE TOWN OF GRIMSBY
Assents to the registration of this plan.

MAYOR

CLERK

SURVEYOR'S CERTIFICATE
I hereby certify that this plan accurately shows the manner in which the land herein included has been surveyed and subdivided by me, and that the said plan has been prepared in accordance with the provisions of the Registry Act and the Survey Act.

ONTARIO LAND SURVEYOR

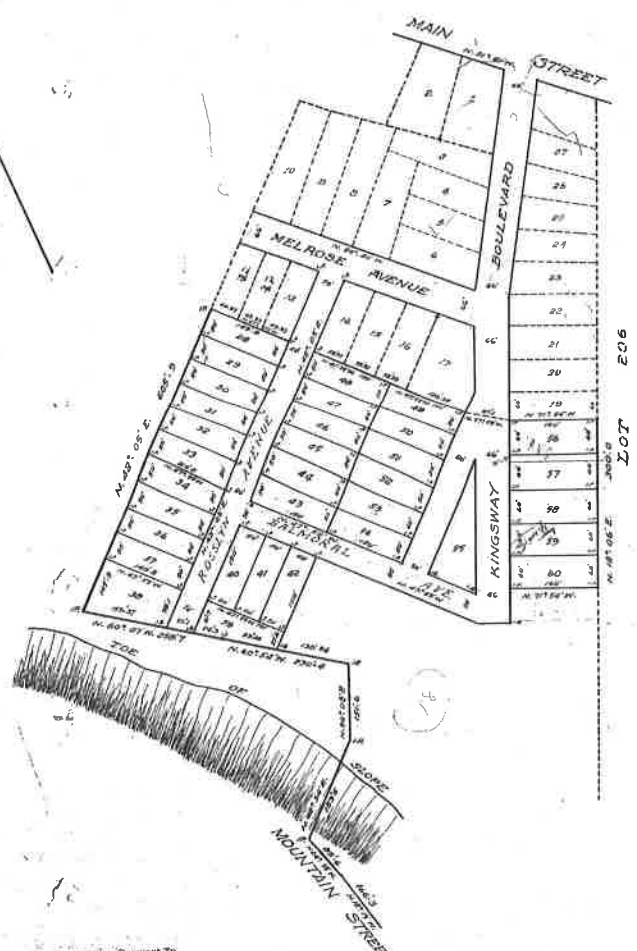
REGISTRAR'S CERTIFICATE
I hereby certify that I have received and registered this plan this _____ day of _____ 1945 at _____ o'clock _____ M. in Plan Index Book No. _____ for the County of Lincoln as Plan No. 111 for the Town of Grimsby, Ontario.

REGISTRAR

Approved for Registration Pursuant to THE PLANNING ACT 1940
MAY 17th day of AUGUST 1945

Dana Port
MINISTER OF PLANNING & DEVELOPMENT

NOTE: There are no field notes except as shown on this plan.



DOUGLAS G. URE
ENGINEER AND SURVEYOR
ST. CATHARINES,
ONT. L1C 1G1

Atchison Terrace Survey 1946

STATEMENT OF SIGNIFICANCE #6.3 j)

Cultural Heritage Landscape – Grimsby Home Builders Cooperative

Grimsby Home Builders Cooperative



Description of Property – Grimsby Home Builders cooperative, streets bounded by Stewart, Murray, Olive and Lakeside Drive.

Statement of Cultural Heritage Value or Interest

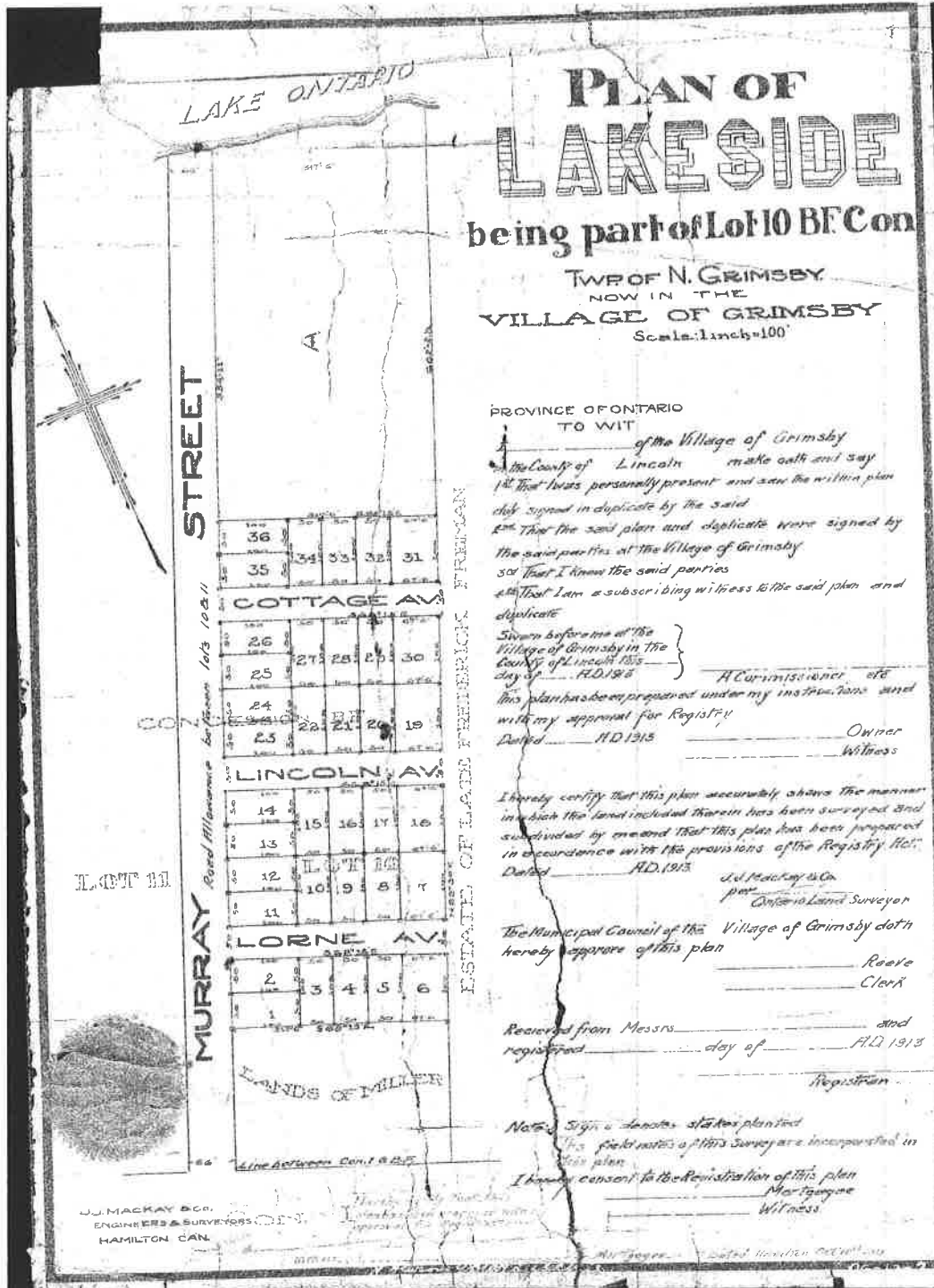
The Grimsby Home Builders cooperative is of cultural heritage value as a distinctive concept in the development of post-war affordable housing. Unique in Grimsby the cooperative forged a strong sense of community and identity that prevails over 60 years later.

Description of Heritage Attributes

Key attributes of Scenic Views of Grimsby that reflect their value as an important link to the history of Grimsby include:

- Street Plan
- Post War Victory Style and Co-op homes
- Park

- Original Trees and Landscaping



Lakeside Survey, 1915 Source, Town of Grimsby



Grimsby Homebuilders Cooperative, late 1950s
Source Grimsby Homebuilders Cooperative



House under construction, 1950s, Grimsby Home Builders Cooperative, Source Hamilton Spectator



Co-op adventure built homes and dreams in Grimsby

Grimsby Homebuilders' Co-op celebrates 50 years on Oct. 7 at Pumphouse



Co-op adventure built homes and dreams in Grimsby

Lloyd Enman, at left and Charlie Gallagher stop to talk with neighbour Jo Morrison, wife of the late Grimsby alderman John Morrison, during a walk down Stewart Street in the Lakemount Terrace subdivision.



Niagara This Week - St. Catharines

GRIMSBY - Imagine working 30 hours a week, on top of regular job commitments of 44-48 hours, to build a community of 59 new homes and not even know which house would be your own.

That was the "esprit de corps" of a co-operative movement that brought together a group of young men and women from Hamilton who put their faith in God and the credit union and rolled up their sleeves to build the Lakemount Terrace community in Grimsby.

It was 1953 and a generation that was marked by its determination and joy in the freedom to set the course for its own destiny. The only qualification for joining the co-op was to be in need of a house.

It's been 50 years since that group of intrepid men and women formed the housing cooperative and together built their homes and future in Grimsby.

The Grimsby Pumphouse is booked for October 7 to celebrate the special anniversary of the Grimsby Homebuilders' Housing Co-op. And just like they did a half-century ago, the same group of enterprising adventurers is planning the party from the foundation up.

Pat and Charlie Gallagher had just returned from their honeymoon in Niagara Falls when they saw the ad in the church paper. They had travelled by bus, Canada Coach, to the honeymoon capital "and we weren't even seated together," Charlie recalled during a recent conversation in his comfortable kitchen on Stewart Street. To this day they still joke that they travelled stand-by.

It was June 1953 when several hundred people met at Cathedral School in Hamilton. They were there to hear two Catholic priests, Bishop John Sherlock and Monsignor William O'Brien explain a house-building program that had been inspired by Bishop Francis Marrocco, head of the Institute of Social Action at St. Patrick's College in Ottawa, who had formed a systematic approach to the housing shortage that existed in the late 1940s and early 1950s. Co-op movements were springing up across the country from roots that were planted in Nova Scotia by fishermen and miners in search of affordable housing.

The Hamilton meeting was open to people of all faiths and cultures, as long as they needed a home and were willing to work for it. They were split into units and for the next year met every week to learn about financing, buying materials and finding a suitable building site. Under the scheme couples were expected to be able to build for about half the cost by doing much of the work themselves. The homes cost between \$7,000 to \$9,000.

Charlie and Pat had joined with two home building companies that were formed, "Cathedral Heights" and "Sher-Brien," to build together as one group.

After searching in vain in the Hamilton area, the site selection committee found a piece of property in Grimsby. It was an 11-acre lakeshore parcel and the price was \$14,000. When the site was announced at a meeting at Cathedral High, a mass migration took place of families who thought that 16 miles out of Hamilton was just too far away. The decision saw three-quarters of the people drop out and as Charlie recalled, Grimsby council members were even less happy with the plan that was taking shape. A group of 400 formed the original study group and of that, 60 families were to participate in the Grimsby site.

According to newspaper accounts, the town and council had some trepidation when the co-operative home builders arrived in town in search of property. There were concerns about the type of housing that would accompany the "mushroom growth" and that the average income of the group might be too low for such a large-scale building proposition. It was pointed out at a

council meeting that Grimsby "was a top heavy residential town now and would rather have some industry" But others countered that the population of Canada was growing rapidly and that it seemed only fair that Grimsby should have its share. They were reassured that Central Mortgage and Housing Corporation would ensure the project was not dropped midway to completion and it was agreed that the additional assessment and tax base would benefit the town. Council eventually decided to sell the land.

The groups had approval for a \$500,000 blanket mortgage through the Central Mortgage and Housing Corporation which provided the funds as the project progressed.

Pat and Charlie were flush with \$300 at the time. They borrowed another \$300 from a friend and signed on to a \$1,000 interest-only loan from the credit union.

"It was more than a team effort," Charlie recalled. More than 50 per cent were veterans and they shared "esprit de corps" in a wave cooperative spirit that served them over the next 18 months and the 50 years since as neighbours and friends.

The sod turning ceremony was held in January 1955 and the homebuilding was underway. It was completed in July 1956.

The bush on the property was cleared by hand, the homes were staked out and the building got underway with the first footings poured just after the New Year in 1955.

"The men had a great time and worked 90 hours a week," Charlie said, adding, "but the women had it tougher," as they kept the Hamilton home fires burning, for the most part living in cramped rented rooms and raising young families.

The men travelled to the site in groups, hauling loads of building materials across the lane of oncoming traffic along the Queen Elizabeth Way onto Murray Street and slogging through red clay to build their homes.

Newspapers excerpts said "the men travelled to the site in groups, with drivers alternating, leaving right after work on week days, eating their dinners from their laps and working as long as light was available." They provided all the unskilled labour, assisting sub-contractors hired to do the block and brick work, framing, siding, electrical and plumbing.

Two shifts were formed, the men on shift work during the day and the office workers in the evening. Crews were set up to pour the footings, load the blocks in the basements, pouring basement floors, sub-flooring, roofing, shingling, heating, insulation, drying walling and trimming out the homes all built on 140 by 55-foot lots. .

As the houses were finished and liveable, families were moved in and paid rent to help defray costs for the credit union loan, until all the houses were completed. While each family had picked out the specific plan for their home, they didn't not know where it was to be located. A time clock, purchased for \$15, kept tabs on the men's hours and the members with most hours

had first pick for a lot. Hugh Cole excavated and backfilled each lot for \$43.50. Kitchen cupboards were \$16 a foot; a breadboard cost an extra \$1.25 and a Super-Test gas pump was installed at the work site, pumping gas at 36 cents a gallon.

At the time Charlie was putting in 48-hour work weeks at a Dominion Store and 30 hours at the building site.

Lakemount Terrace resident Lloyd Enman was putting in the same kind of hours with his job at the TH&B Railway. One of the first hurdles he recalled was that the town wanted roads, sewers and water to go in first and the co-op had to pay. Lloyd sold his car to help make up the shortfall of funding and from there had to hitch rides to put in his hours with the building crews.

He moved in Halloween night, 1955 with his wife Lorraine and three children, ages 2,3 and 5 at the time. They would have a total of 10 children, but unfortunately lost two as babies. "We were one of the first in," Lloyd he recalled in Charlie's kitchen, adding, "in fact the stairs to the second story weren't even in".

Lloyd recalled how group member Willard Price was able to get a good price on appliances for everyone. Wilf Worley, the enthusiastic backbone of the entire project had his appliances before his home and when Lloyd moved in he generously said, "take mine and I'll get yours when I move in".

"We didn't just get a home," Lloyd said. "We got a community of neighbours we love and trust and our lives have been enriched. It was a good place to raise kids."

Everyone was in by June, 1956. The subdivision consists of the homes they built on Stewart, Cherry, Lorne, Stanley, Cottage and Lakeside streets.

References in numerous newspapers articles mention Mr. Worley, as the backbone of the project. The "Co-op Prayer" composed by Mr. Worley, May 1955, read in part: "Almighty Father, we thy servants desire Thy fatherly guidance and protection in this our vast undertaking. Help us, O Lord, to be as one in work, in prayer and in our daily living...Let our co-operative spirit be such that others may see and understand that we who work together are enjoying the vast fellowship of man regardless of race or creed".

When the project was completed, a party was planned to be held at Marrocco Park which had been dedicated to the inspirational bishop. A huge storm blew up, but the group of 120, undaunted, picked up and moved the entire party to the home Reg Pendlebury on Stewart Street. "The home wasn't finished, the staircase hadn't been installed, but the beer tub was full," Charlie recalled.

"We felt very supported by the credit union," Charlie said. In fact, by 1958, the co-op had surplus funds and provided a \$200 loan to launch the Grimsby Community Credit Union.

Over the years Lakemount residents have made major contributions to the fabric of Grimsby, building baseball teams, businesses, schools, churches, and best of all, life long friendships.

STATEMENT OF SIGNIFICANCE #6.4 a)

Cultural Heritage Landscape – Main Street East

Main Street East – Queens Lawn Area of Heritage Resources and Scenic Character



Description of Property – Main Street East, located between the Downtown Commercial District and the Hospital Area commercial district.

Statement of Cultural Heritage Value or Interest

The Main Street East District is of cultural heritage value as an intact historic 19th and early 20th Century agricultural landscape of the tender fruit farming industry. Situated midway between the Escarpment and Lake Ontario, Farms stretched both north and south. The shape of the farms was generally long and narrow as a result of landscape features and the original survey pattern. This resulted in Farm dwellings being situated in relatively close proximity forming a near urban environment. The Quality and scale of the Architecture on this stretch of Main Street is testament to the prosperity of the tender fruit farming industry and the fertility of the land. The construction date of most of the houses is in the late 1800s and early 1900s an indication of the prosperity that came with the arrival of the Hamilton Grimsby and Beamsville Electric Railway in

1894. A defining feature of the landscape are the distinctive fruit barns. Many of the original fruit barns still survive to this day, located just to the rear of the houses. A landmark of the area is the Queen's Lawn Cemetery Gates. A memorial to the local men and women who fell in the First World War. The gate is constructed of local red limestone. It is a reminder of the significance of the conflict on the community which saw many local families impacted.

Description of Heritage Attributes

Key attributes of the Main Street East District that reflect its value as an important link to the history of Grimsby include:

:

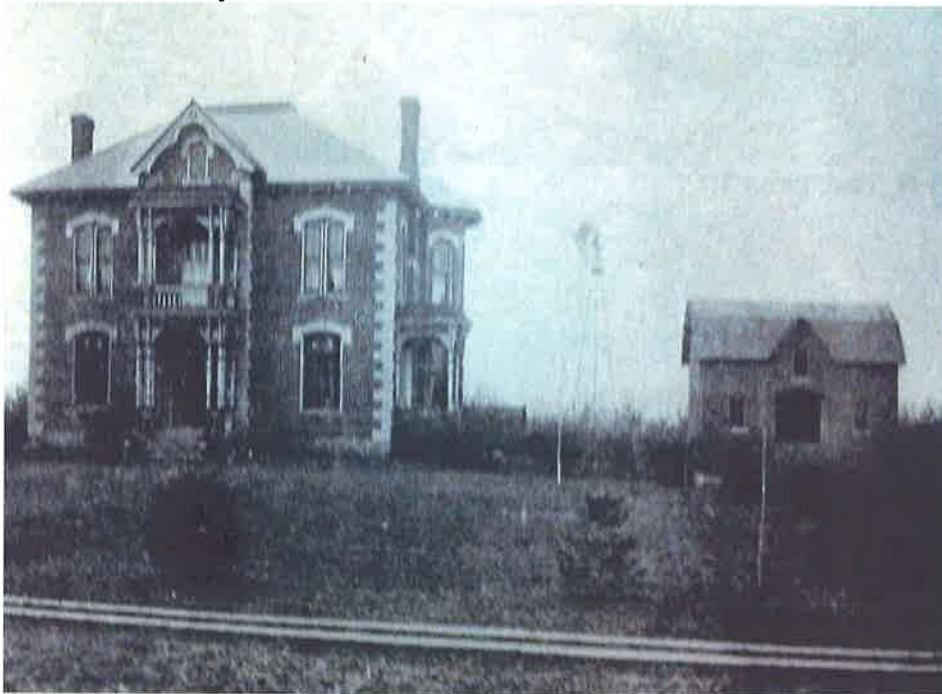
- 19th and early 20th Century Residential Architecture
- Mature Trees
- Fruit Barns
- Queen's Lawn Cemetery Gates
- Centennial Park (1967) view to the escarpment
- Backdrop view towards the Niagara Escarpment



Aerial view Main Street East, circa 1925



Dennis VanDuzer House, Main Street East
Source, Grimsby Museum



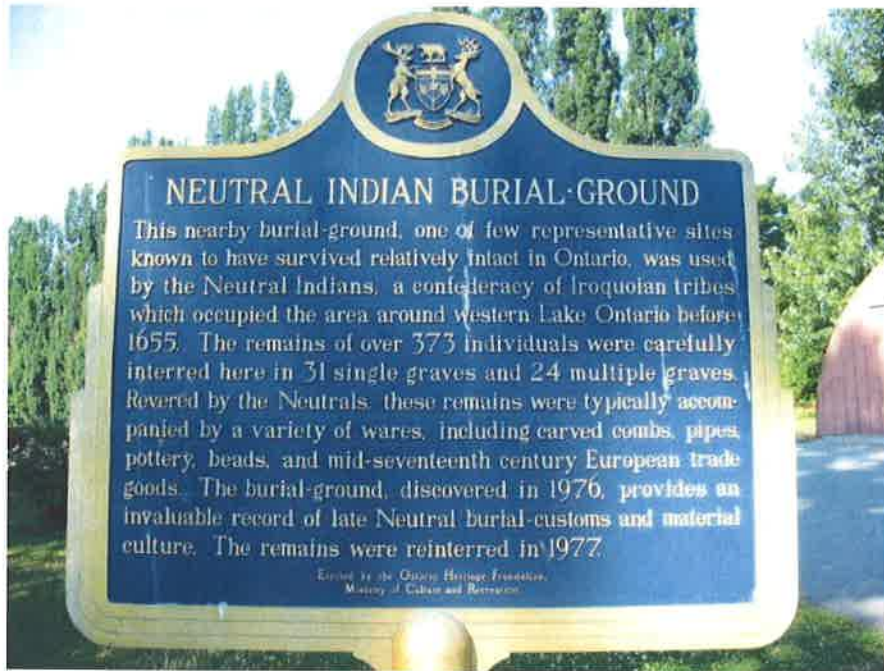
Walker House and Fruit Barn, Main Street East
Source, Grimsby Museum



**Main Street East Cultural heritage Resources
Main Street Visioning Study – Niagara Region**



Main Street East



Centennial Park – Neutral Indian Burial Ground





Queen's Lawn Cemetery Gates

STATEMENT OF SIGNIFICANCE #6.4 b)

Cultural Heritage Landscape – Main Street East / Park School

Grimsby Main Street East / Park School Scenic Highway Heritage Route



Description of Property – Main Street East, located between West Lincoln Memorial Hospital and the East Town Boundary and Park Road South of Main Street to the Brow of the Escarpment.

Statement of Cultural Heritage Value or Interest

The Main Street East / Park School District is of cultural heritage value as reminder of an historic 19th and early 20th Century agricultural landscape of the tender fruit farming industry. Situated midway between the Escarpment and Lake Ontario, Farms stretched both north and south. The shape of the farms was generally long and narrow as a result of landscape features and the original survey pattern. This resulted in Farm dwellings being situated in relatively close proximity forming a near urban environment. The Quality and scale of the Architecture on this stretch of Main Street is testament to the prosperity of the tender fruit farming industry and the fertility of the land. The construction date of most of the houses is in the late 1800s and early 1900s an indication of the prosperity that came with the arrival of the Hamilton Grimsby and Beamsville Electric Railway in 1894. A defining feature of the landscape are the distinctive fruit

barns. Many of the original fruit barns still survive to this day, located just to the rear of the houses.

A landmark of the area is the Park Public School. One of the most prominent historic public buildings in Grimsby.

Along Park Avenue, south of Main St are the lands of the Park Road Consortium. The area east of Park Road and south of Main Street was at one time long narrow strips of farmland belonging mostly to professors from the Ontario Agricultural College (OAC – now part of Guelph University) who used them as hobby farms or to carry out experiments on particular crops that interested them.

Description of Heritage Attributes

Key attributes of the Main Street East District that reflect its value as an important link to the history of Grimsby include:

- 19th and early 20th Century Residential Architecture
- Mature Trees
- Fruit Barns
- Park School
- Backdrop view towards the Niagara Escarpment



Park Public School



Vinifera House

STATEMENT OF SIGNIFICANCE #6.4 c)

Cultural Heritage Landscape – Kerman Avenue

Kerman Avenue Area of Heritage Resources and Scenic Character



Description of Property – Kerman Avenue between Main Street and Livingston

Statement of Cultural Heritage Value or Interest

The Kerman Avenue neighbourhood contains a significant concentration of homes built in the late 19th and early 20th Centuries. An original concession road, the area experienced significant development with the arrival of the Hamilton Grimsby and Beamsville Electric Railway, the tracks of which diverted north to Livingston Avenue from Main Street at this point. Homes on the street have generous setbacks, many of the earlier houses likely participating in the tender fruit industry.

Description of Heritage Attributes

Key attributes of Kerman Avenue that reflect its value as an important link to the history of Grimsby include:

- Late 19th and Early 20th Century homes
- Mature Trees
- Generous sized lots on the west side
- View to the Escarpment



Kerman Avenue House, circa 1900



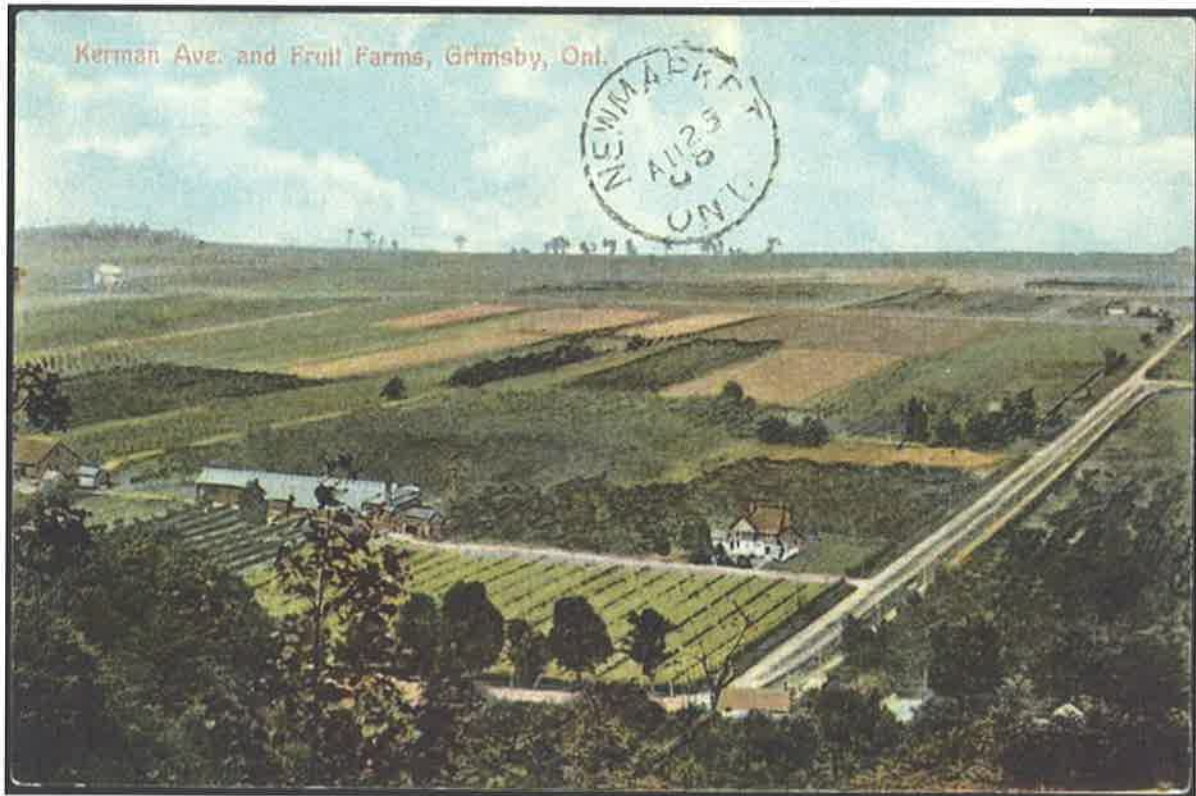
Kerman Avenue looking towards the Niagara Escarpment



Kerman Avenue House



Kerman Avenue



STATEMENT OF SIGNIFICANCE #6.4 e)

Cultural Heritage Landscape – Main Street West



Description of Property – Main Street West, located between St. Andrew's Cemetery and Casablanca Boulevard

Statement of Cultural Heritage Value or Interest

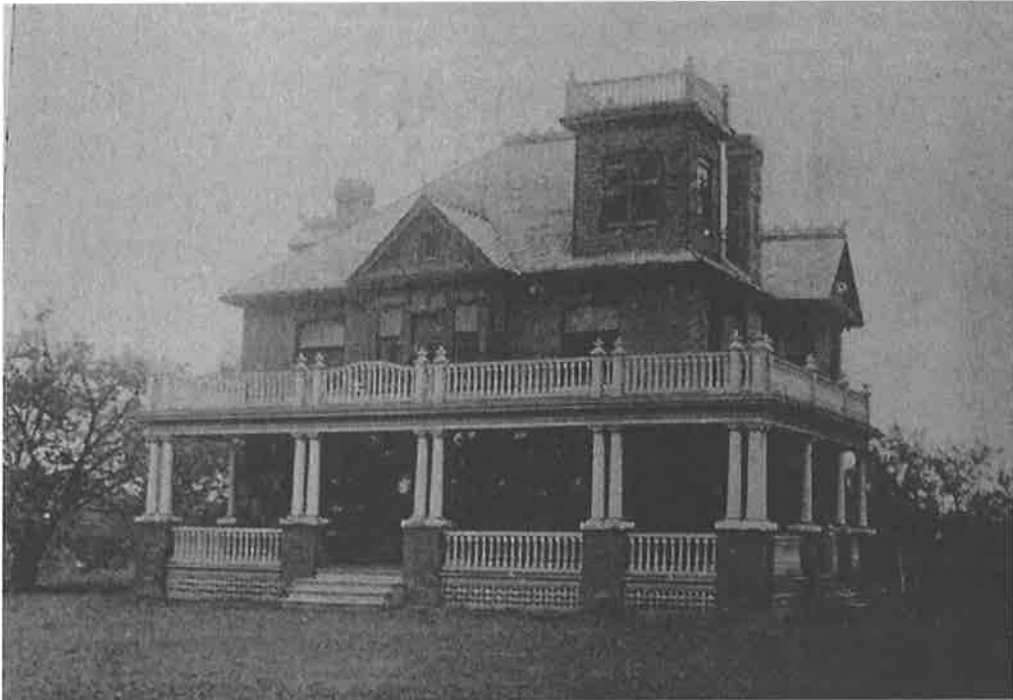
The Main Street West District is of cultural heritage value as an intact historic 19th and early 20th Century agricultural landscape of the tender fruit farming industry. Situated across from the Escarpment and Lake Ontario, Farms stretched northwards. The shape of the farms was generally long and narrow as a result of landscape features and the original survey pattern. This resulted in Farm dwellings being situated in relatively close proximity forming a near urban environment. The Quality and scale of the Architecture on this stretch of Main Street is testament to the prosperity of the tender fruit farming industry and the fertility of the land. The construction date of most of the houses is in the late 1800s and early 1900s an indication of the prosperity that came with the arrival of the Hamilton Grimsby and Beamsville Electric Railway in 1894.

Description of Heritage Attributes

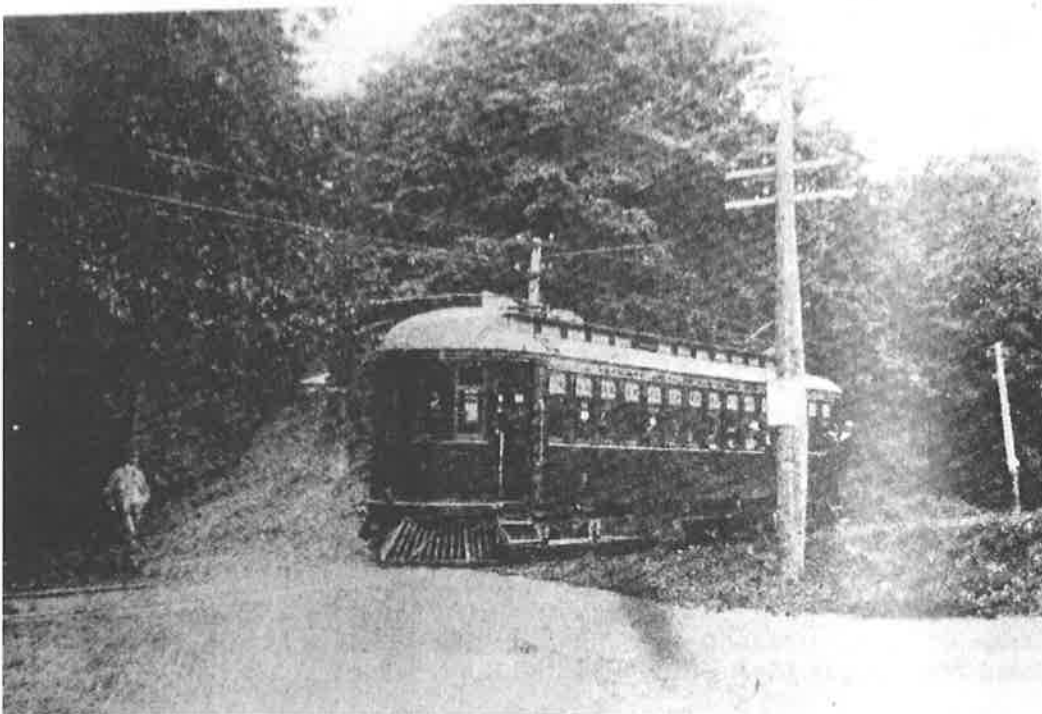
Key attributes of Main Street West that reflect its value as an important link to the history of Grimsby include:

:

- Late 19th and Early 20th Century homes
- Stone Shop Blacksmith Shop circa 1900
- Mature Trees
- Generous sized lots
- Views to the Escarpment
- Juxtaposition of the Escarpment Landscape and the Main Street Landscape



Pettit House, Main Street West
Source (Grimsby Museum)



HG and B Electric Railway at Wolverton Road and Main Street
(source Grimsby Museum)



The Stone Shop (Alan Nixon Jr. UEL Blacksmith Shop), circa 1800



Edwardian Classicism House, Main Street West

STATEMENT OF SIGNIFICANCE #6.5 a)

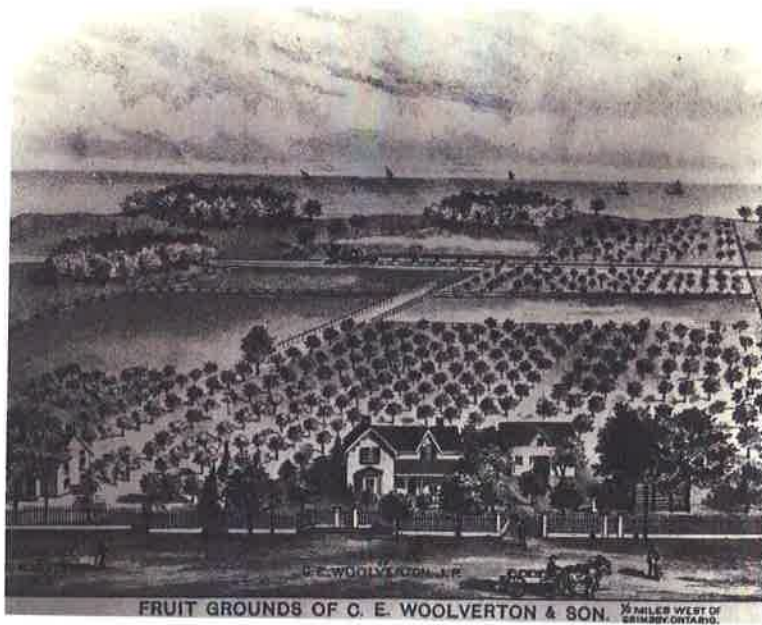
Cultural Heritage Landscape – Grimsby Beach / Grimsby Park



Description of Property – Grimsby Beach Community, formerly Grimsby Park and Methodist Campground. Located north of Queen Elizabeth Way, West of Bartlet Avenue.

Statement of Cultural Heritage Value or Interest

Grimsby Beach is of cultural heritage value as possibly the most intact example in Canada of a Chautauqua/Methodist Campground community. Begun in 1859, as an annual campground, the Grimsby Methodist Campground pre-dated the original New York Station Chautauqua by 15 years. The landscape features the narrow lanes, small lots and cottages and public open spaces of a 19th Century resort centred on a temple structure (demolished 1920s), the outline of which was never built upon. The park was founded as an annual campground for Methodists to gather during the mid-19th Century. Early Methodists missed the fellowship of church attendance, so each summer for a week or ten days, a mammoth camp meeting would be held so that everyone could absorb enough religious fervour to last through the long winter. The



camp meeting was an important social as well as religious event. These meetings were held in various locations, but in 1859 John Bowslaugh donated the land on the shores of Lake Ontario for a permanent Ontario Methodist Camp Meeting Ground.

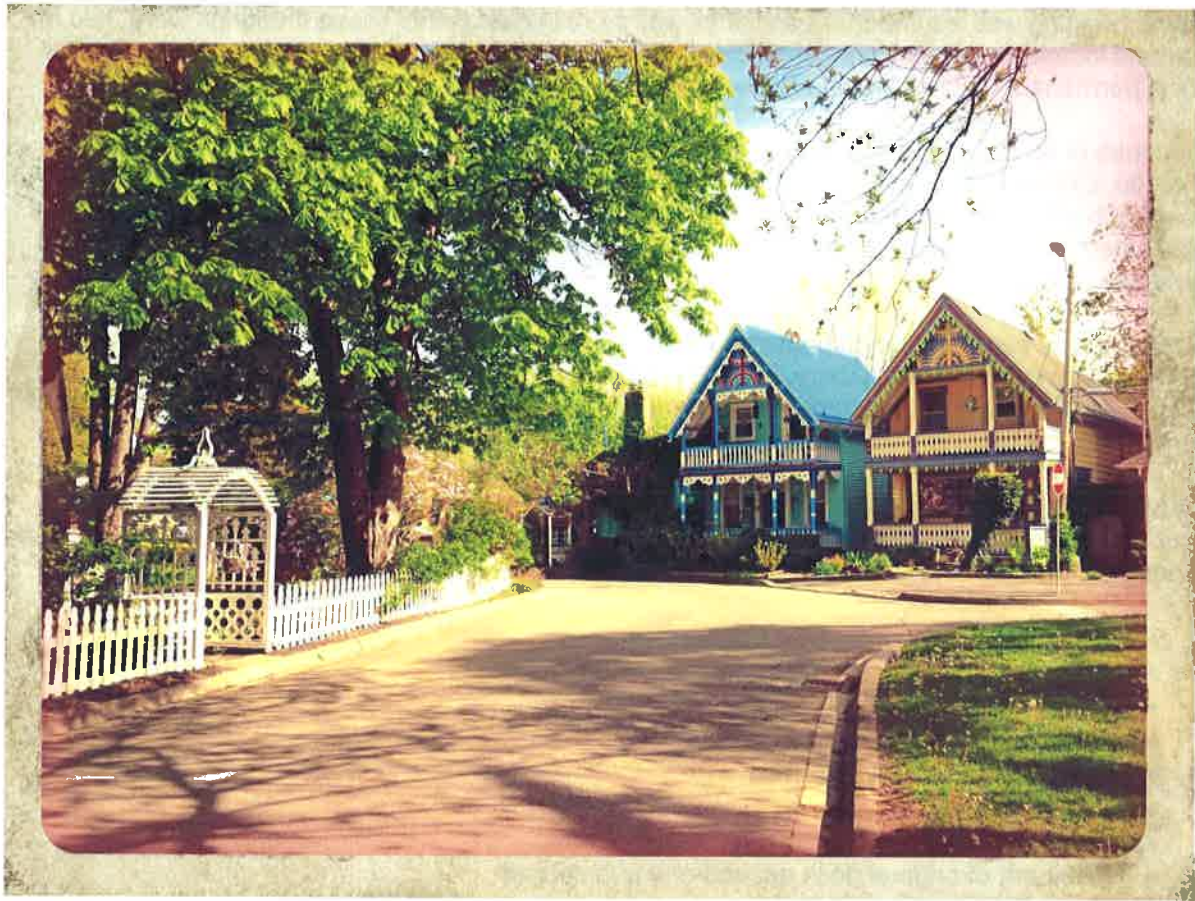
Because of its continued success, sixteen years later a company was incorporated to manage the site. Cottages were built and a community grew that included a grocery store, barber shop, telegraph office, hotels and even its own railway stopping. By 1888 a new temple was built and dedicated which could seat up to 7000 people. Steamers travelled daily from Toronto to land at Grimsby Park's Pier.

Gradually the camp meetings became a thing of the past. The year 1910 saw a new owner bring a mid-way, shooting gallery, merry-go-round and more. The park was now a summer resort. As time passed, the cottages became homes and the summer fun of Grimsby park turned into the more regular life of a little community

Description of Heritage Attributes

Key attributes of Grimsby Beach that reflect its value as an important link to the history of Grimsby include:

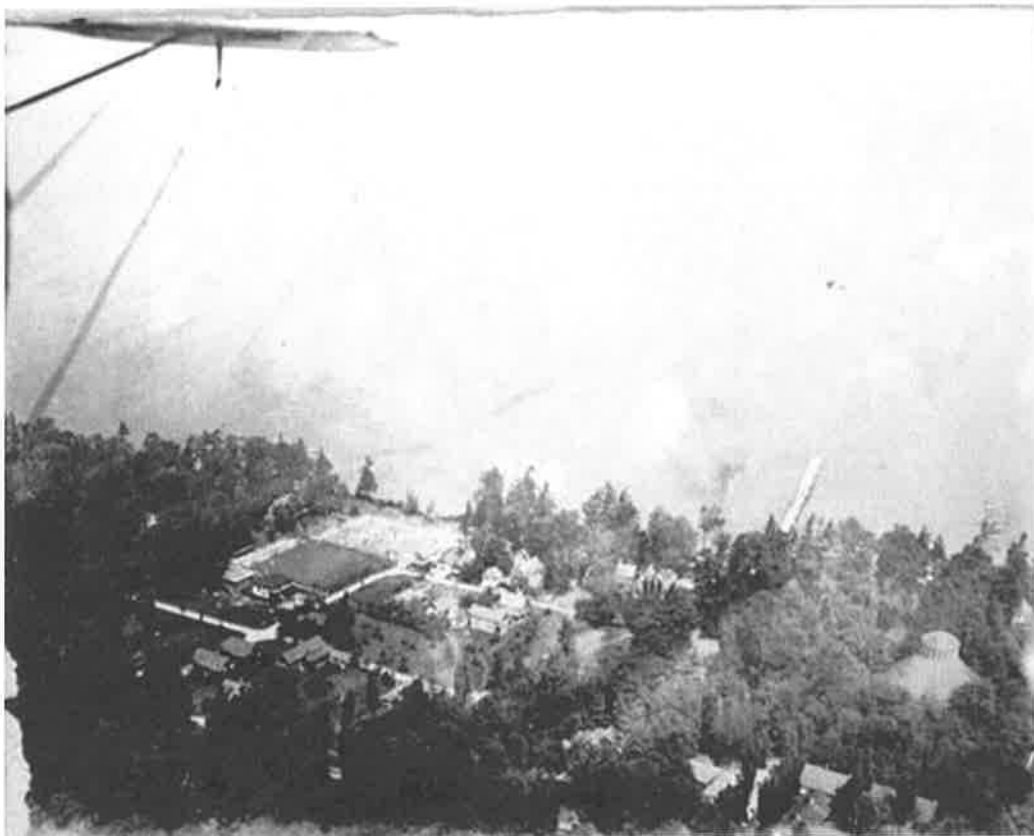
- Victorian G Cottages
- Early 20th Century Cottages
- Street Layout
- Public Spaces
- Irregular placement of homes
- Rear lanes
- Distinctive Gingerbread
- Remnant of original dock on land and submerged
- Public Spaces (Victoria Terrace, Auditorium Circle and Bell Park)
- Bell Park Bell
- Archaeological remnants and Ghosting of features from the Grimsby Park Chautauqua
- Landscape and Topography
- Mature Trees
- Beach Hall
- Grimsby Park Gates
- View to Lake Ontario



Grimsby Beach, 2012



Grimsby Park, circa 1921 looking towards pier



Aerial View of Grimsby Park, circa 1921
Source provincial archives

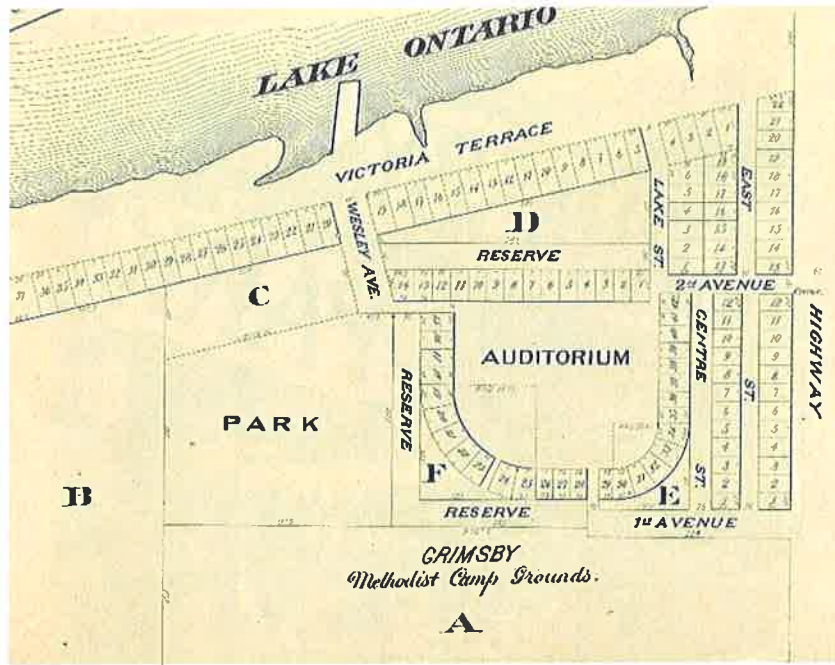


Bell Park, Grimsby Park, circa 1900
Grimsby Museum

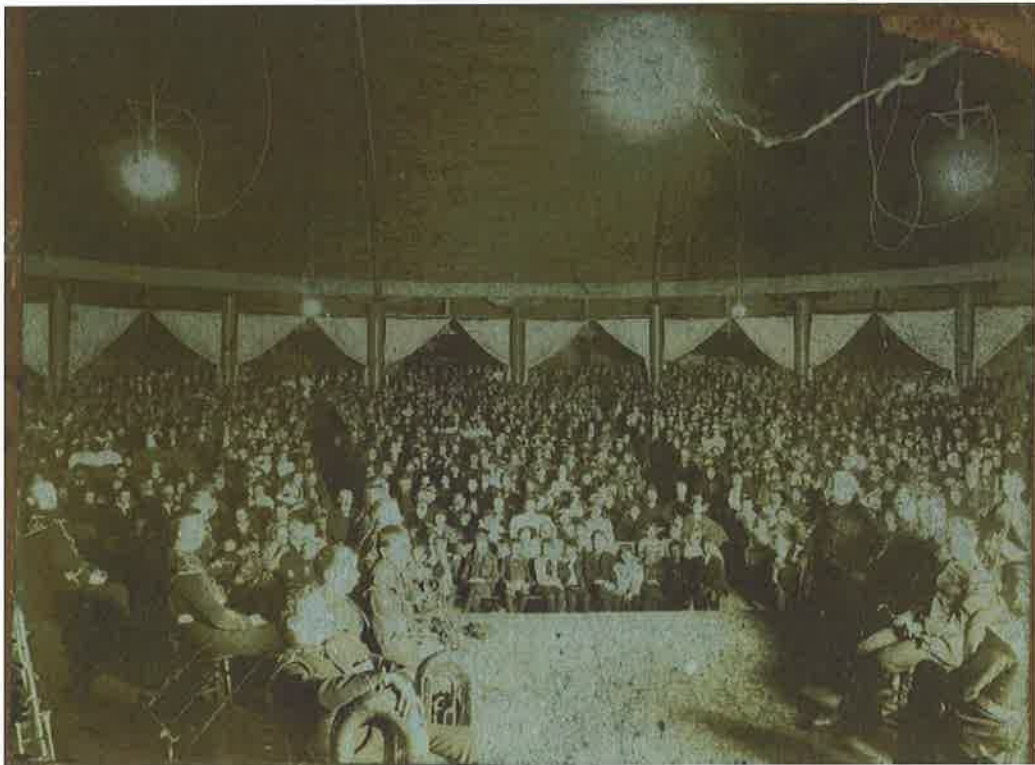


Property of Richmond Hill Public Library

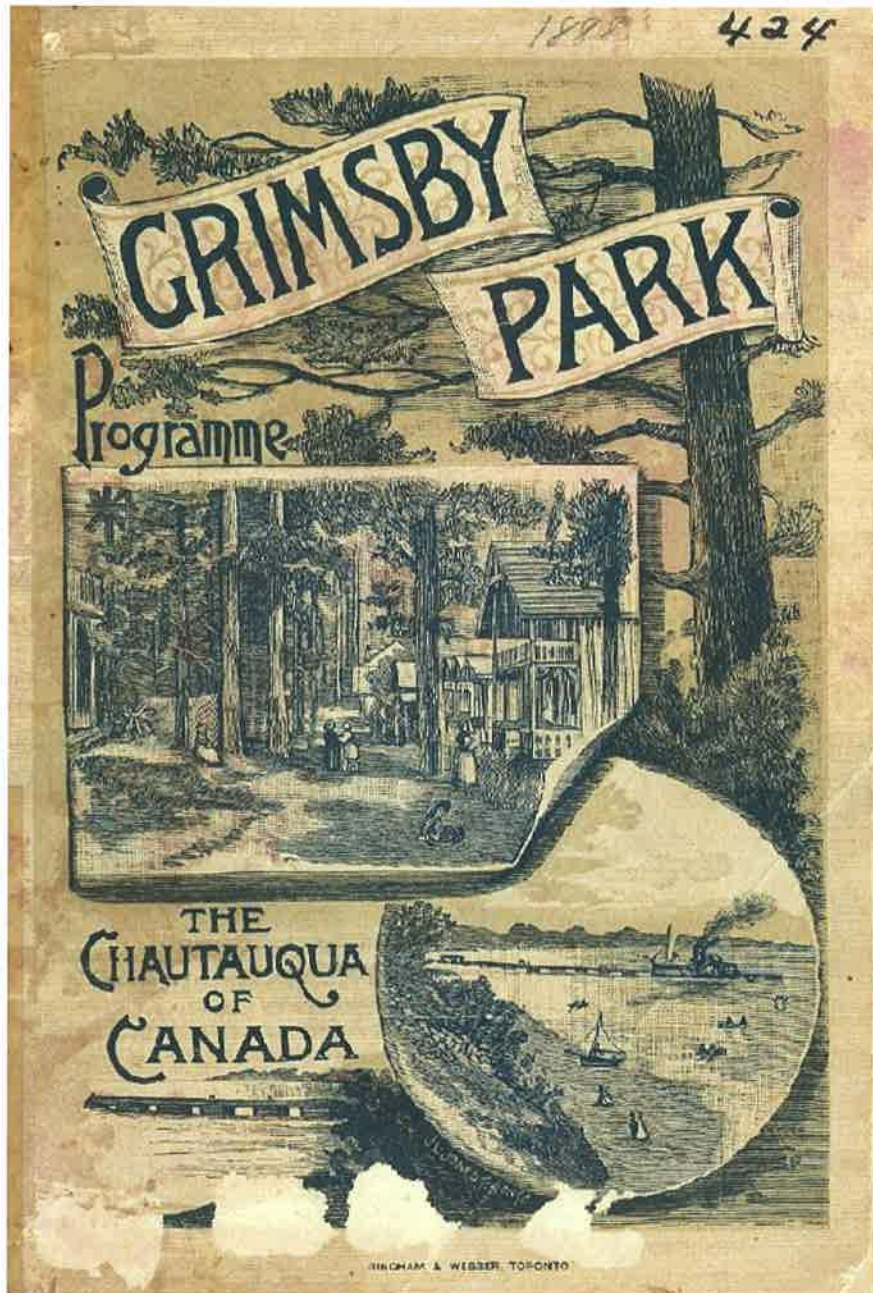
Grimsby Beach Cottage, circa 1900, Source Richmond Hill Public Library



Grimsby Methodist Campground, 1876



Interior of Grimsby Park Temple
Circa 1890s, Source, Grimsby Museum



Grimsby park Programme
1883, , Source, Grimsby Museum



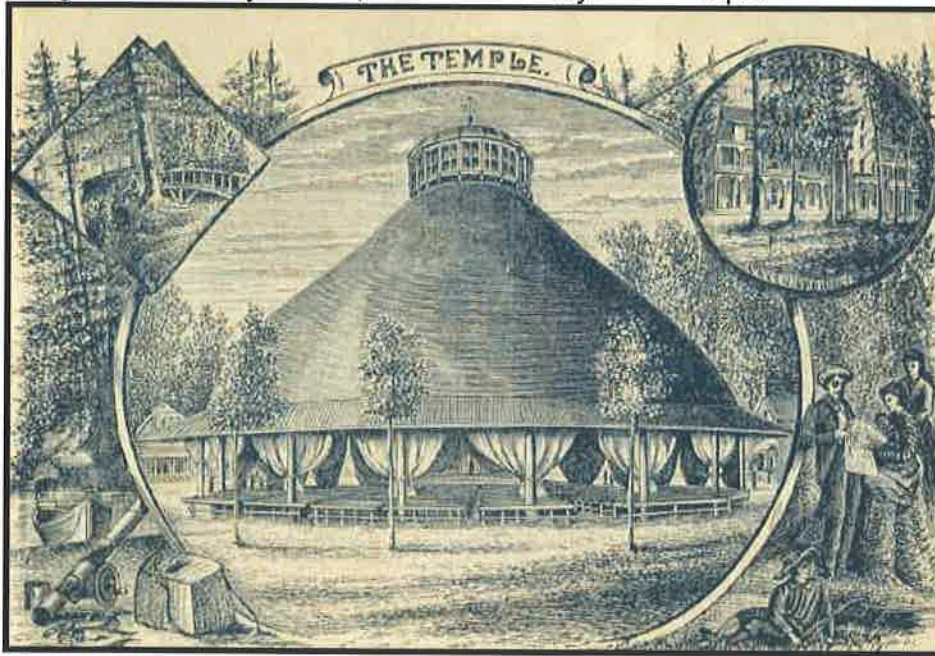
Images of Grimsby Park, Source Grimsby Museum

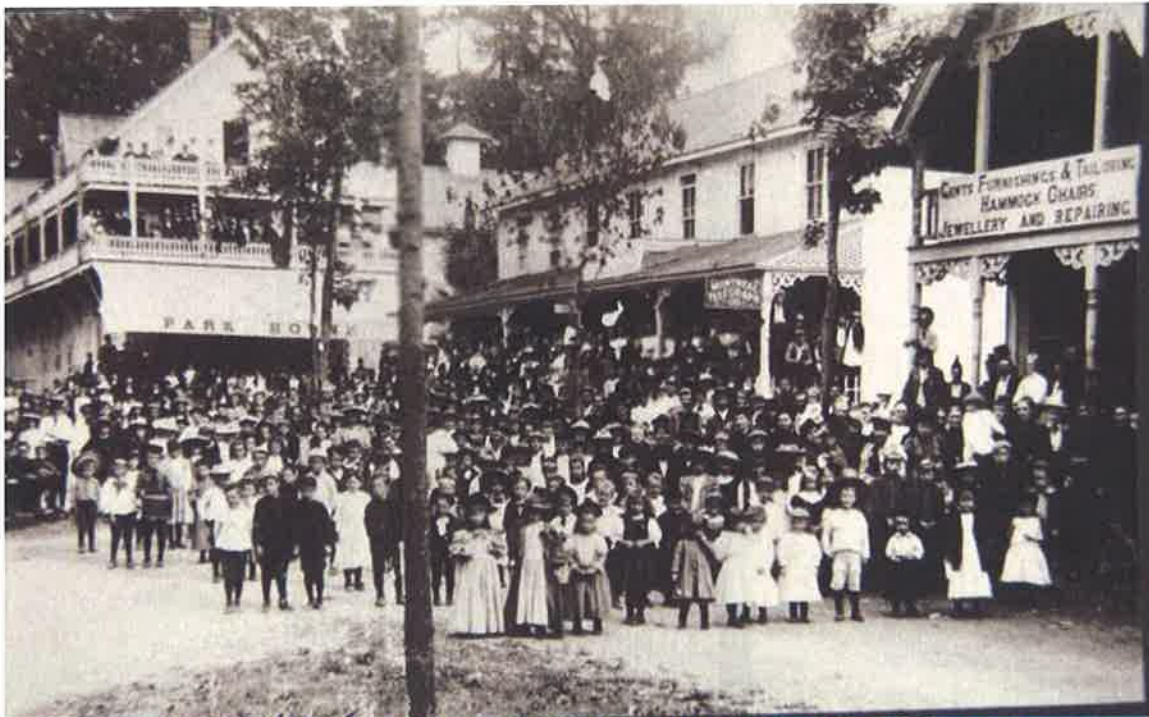


Grand Avenue Tree Stand

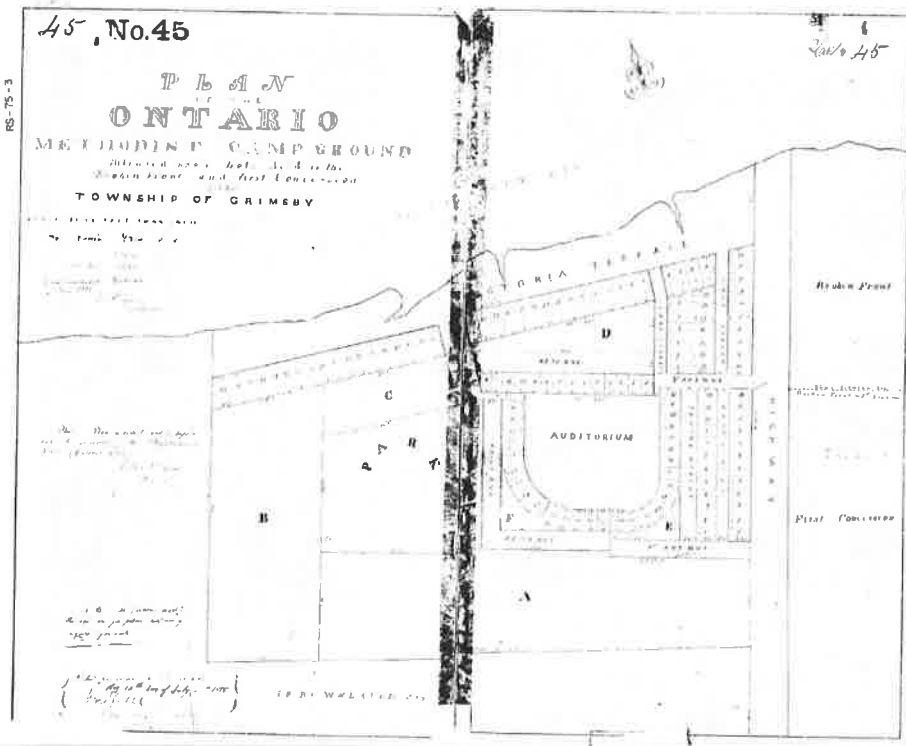


Images of Grimsby Beach, Source Grimsby Chautauqua

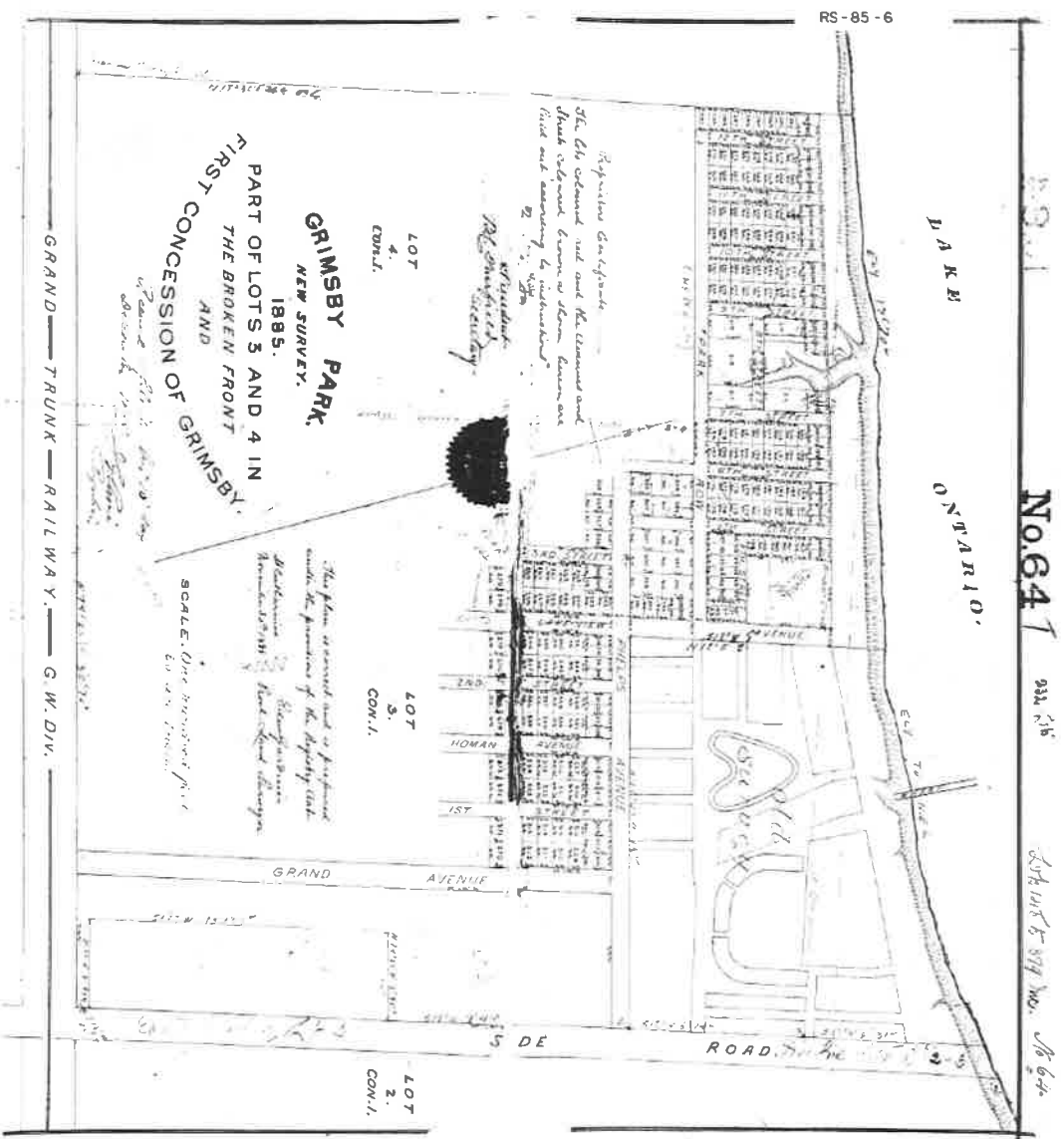




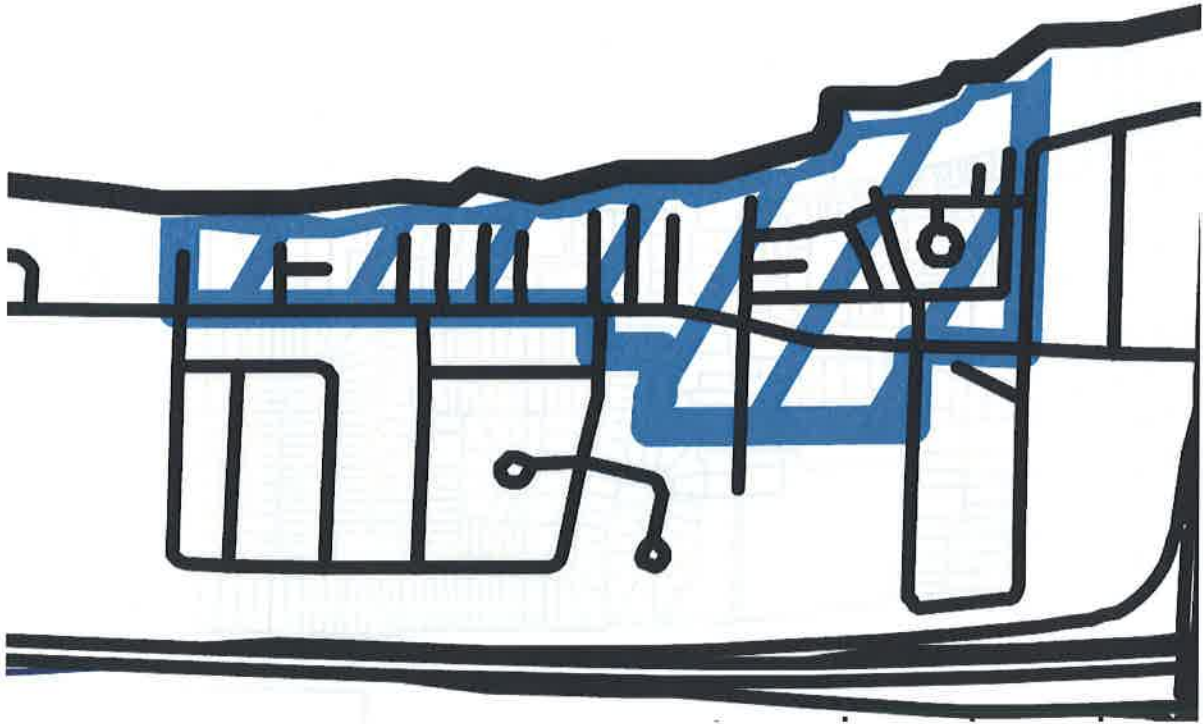
Images of Grimsby Park, Source Grimsby Museum



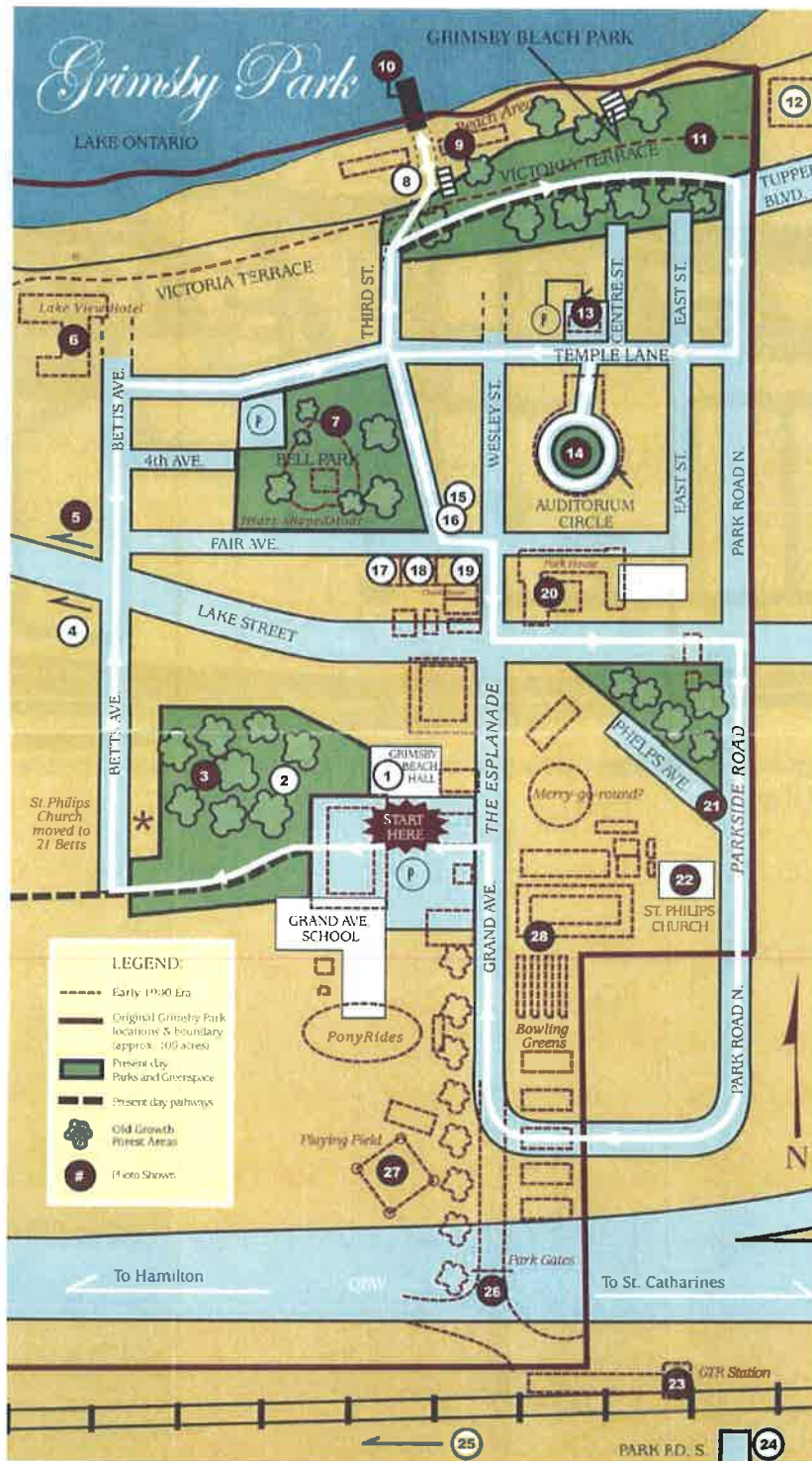
Grimsby Beach Survey, 1875



Grimsby Beach New Survey, 1885 source Town of Grimsby



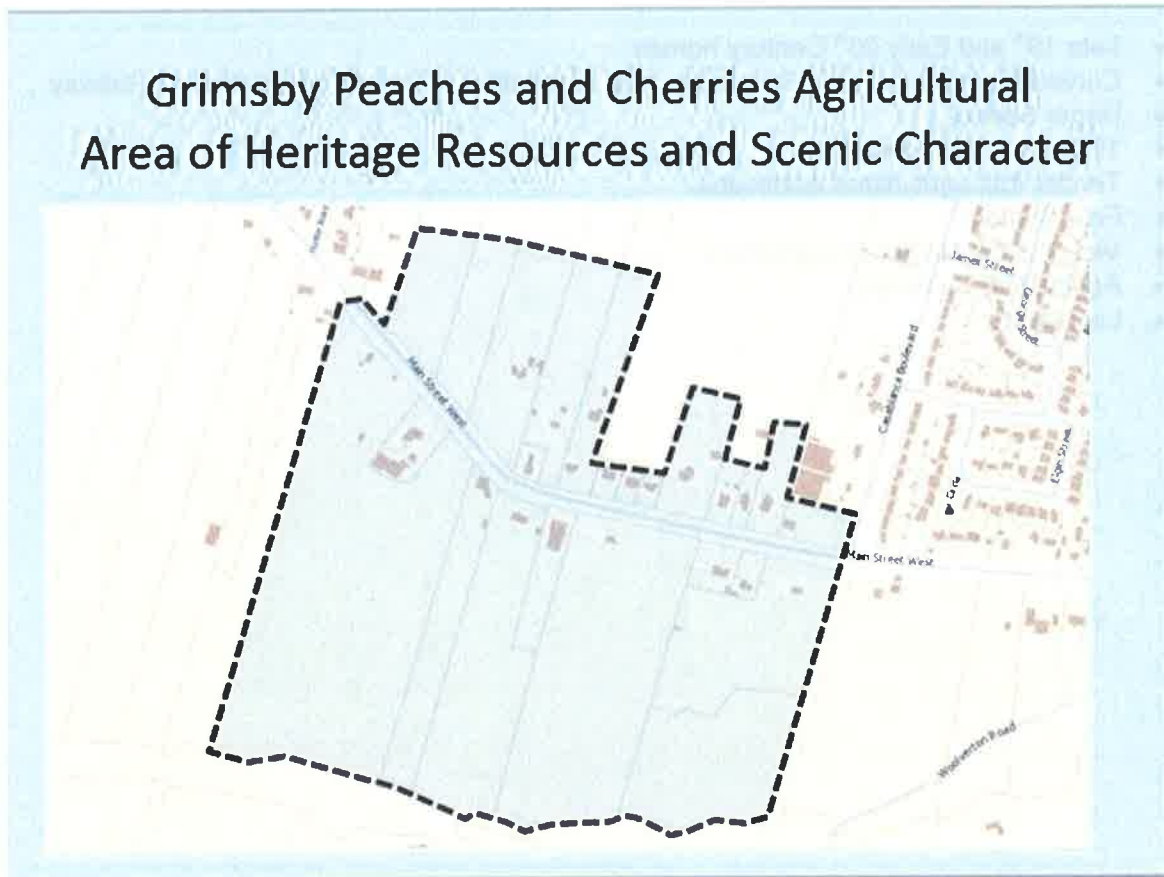
The Grimsby Beach Area is indicated by the blue outline and hatched area from Schedule D of the Town of Grimsby Official Plan.



The Grimsby Beach Cultural Heritage Landscape concentration area is indicated in the above image taken from the Historic Walking Tour of Grimsby Park guide published by the Historical Society.

STATEMENT OF SIGNIFICANCE #6.6 a)

Cultural Heritage Landscape – Grimsby peaches and Cherries Agricultural Area of Heritage Resources and Scenic Character



Description of Property – Main Street West, Casablanca Boulevard and Hunter Road.

Statement of Cultural Heritage Value or Interest

The Garden of Canada area is of cultural heritage value as an intact 19th Century agricultural landscape, largely unchanged for 100 years. The Garden of Canada district is so named as the area was known as the Garden of Canada in the post confederation world due to the prosperity of the farming industry and in particular tender fruit. In the late 19th and early 20th Century the Garden of Canada referred to the scenic railway route between Hamilton and Beamsville along the base of the escarpment. The agricultural landscape with its curved road pattern affords some of the most scenic views of the Niagara Escarpment and adjacent agricultural landscape in Grimsby. Many of the 19th and early 20th Century buildings along the landscape continue to exist including the Smith House and the Hagar School. The landscape in the area is largely

productive tender fruit agricultural. The area is a reminder of the type of landscape and land use that was once the predominant land use across the entire Town of Grimsby.

Description of Heritage Attributes

Key attributes of Main Street West that reflect its value as an important link to the history of Grimsby include:

- Late 19th and Early 20th Century homes
- Curved Alignment of old #8 highway, also a reminder of the HG and B electric Railway.
- Hagar School
- 1920s tea room complex.
- Tender fruit agricultural landscape.
- Fruit Stands
- Views to the Niagara Escarpment.
- Agricultural Buildings.
- Lot pattern

GARDEN OF CANADA CULTURAL HERITAGE LANDSCAPE



1900

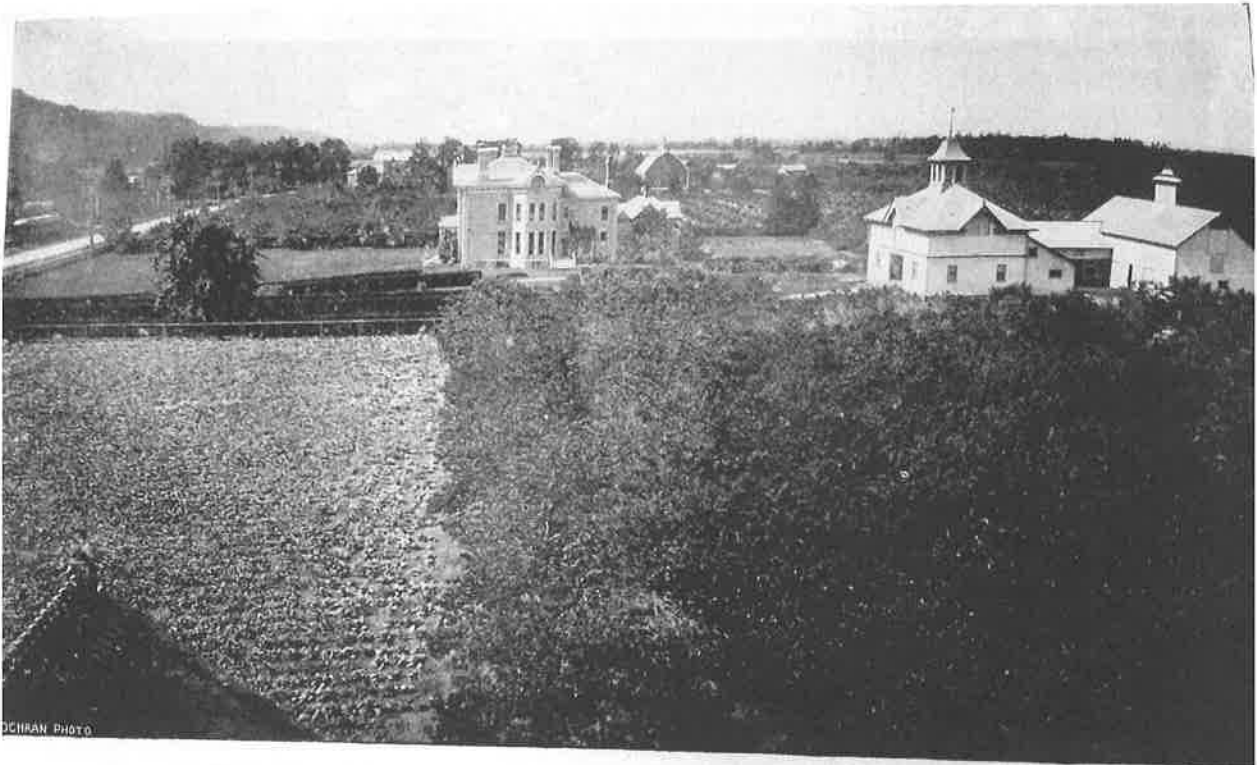


2014



Views along Main Street East to Clovelly house, circa 1910





RESIDENCE OF MRS. J. HENRY SMITH AND E. W. SMITH, GRIMSBY.

"Through the Garden of Canada," via the Hamilton, Grimsby and Beamsville Railway.

Smith House and Farm with Radial Railway car at left, circa 1920
Source (Grimsby Museum)



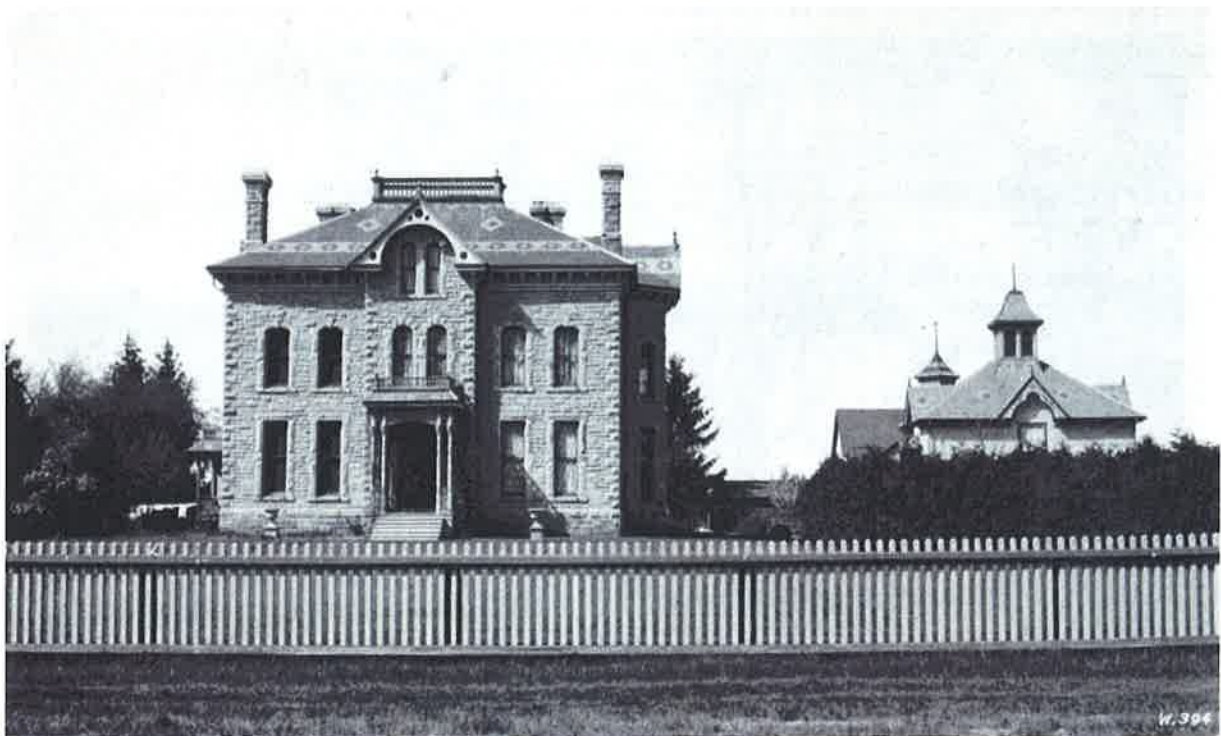
RESIDENCE AND ORCHARDS OF GEORGE SMITH, GRIMSBY.



Main Street looking north towards Smith farm from the escarpment
Woodlot is in the background (source Grimsby Museum)



Hagar School



California Smith Farm
Circa 1900,
Province of Ontario Archives



California Smith Farm 2012



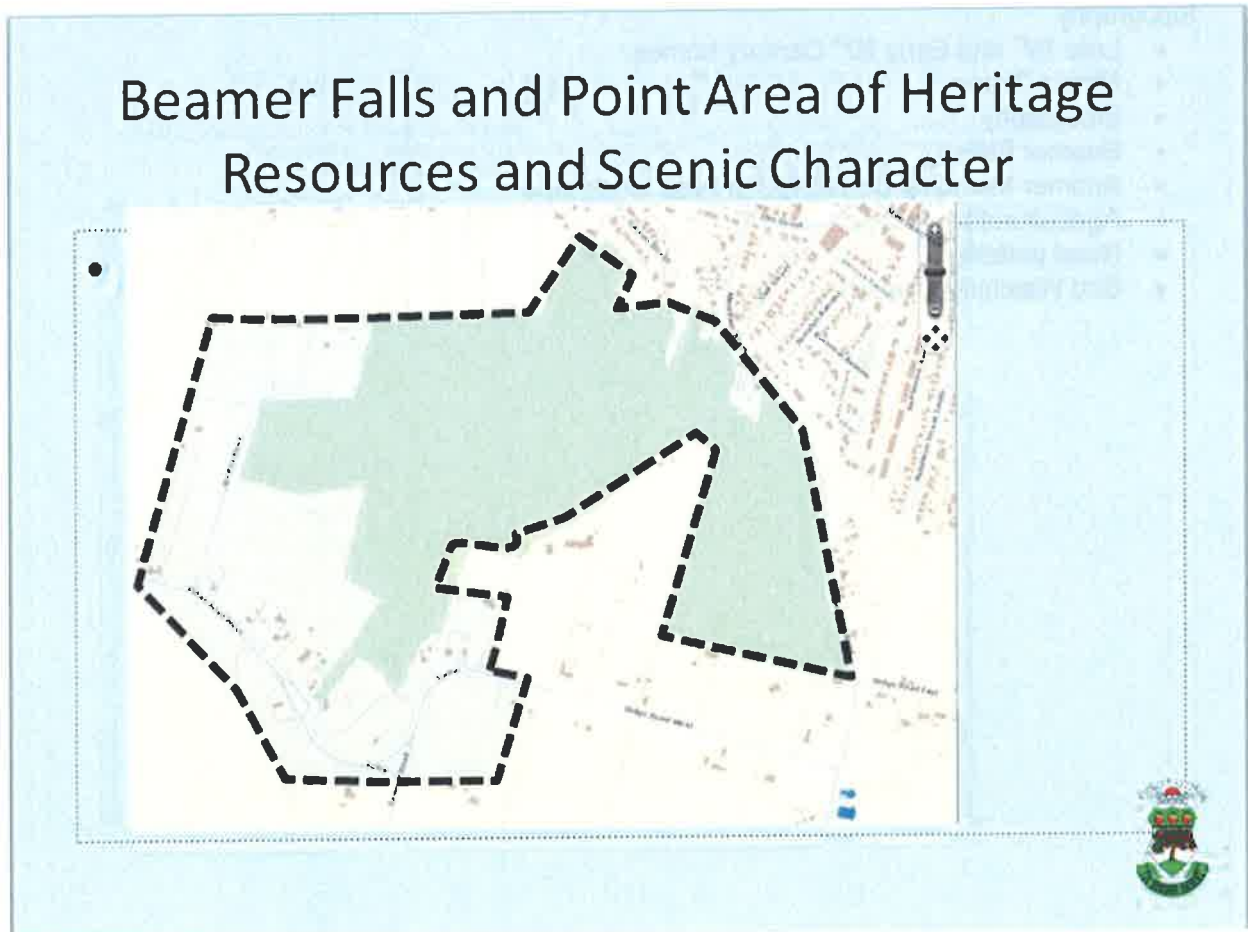
B. 266. Letson's Cafe, Grimsby West, Rooms and Refreshments.



Fruit Barn – Smith's two century farms

STATEMENT OF SIGNIFICANCE #6.6 b)

Cultural Heritage Landscape – Beamer Falls



Description of Property – Ridge Road east of Quarry Road in the vicinity of Beamer Falls

Statement of Cultural Heritage Value or Interest

The landscapes in the vicinity of Beamer Falls are of cultural heritage value as a demonstration of how nature has influenced the human landscape. Winding roads are testament to the topography of the area, farmsteads and agricultural landscapes demonstrate the centuries old tradition of fruit farming, mostly apples and pears on the escarpment in this area. Beamer Falls, and the Beamer Memorial Conservation Area have been a destination for visitors since the early 1900s since the birth of the conservation movement spurred an interest in nature. Beamer Falls and the landscapes of the Point have long been frequently photographed locations in Grimsby.

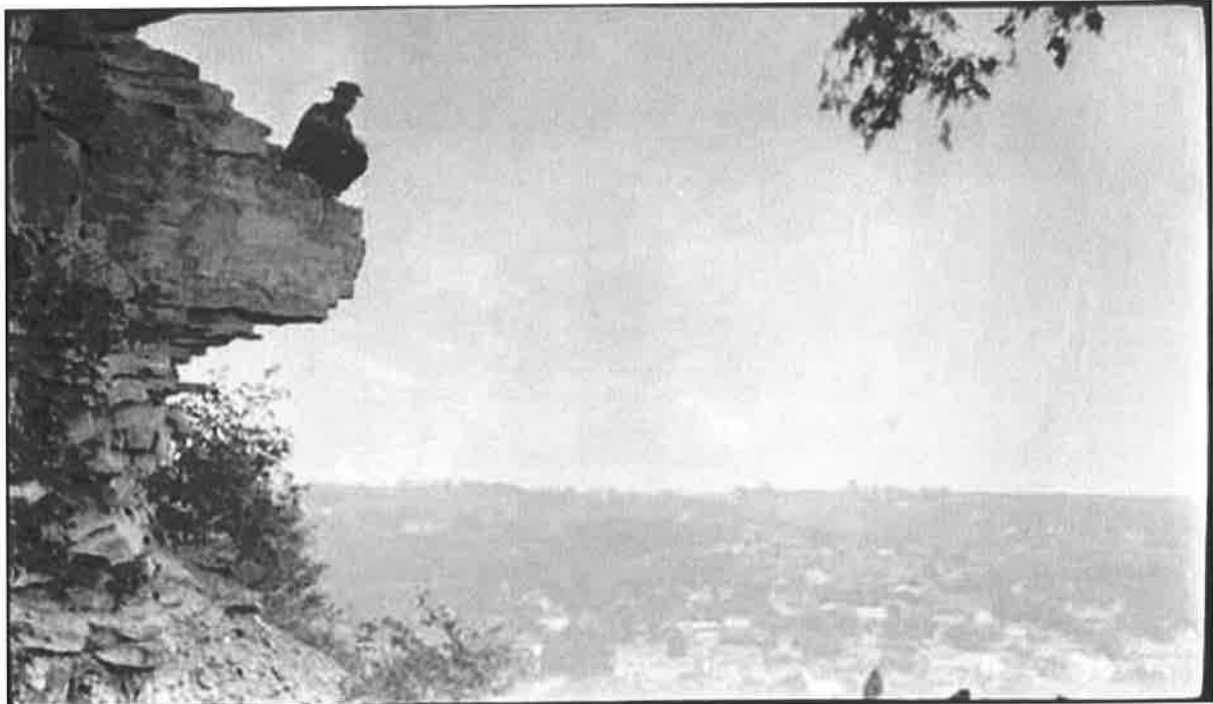
The Metcalf family tearoom was once located at Grimsby Point. The Beamer Falls Manor Heritage home is a reminder of the history of the area (Beamer Metcalf Travis)

Description of Heritage Attributes

Key attributes of Kerman Avenue that reflect its value as an important link to the history of Grimsby include:

:topography

- Late 19th and Early 20th Century homes
- Mature Trees
- topography
- Beamer Falls
- Beamer Memorial Conservation Area landscape
- Agricultural landscape
- Road pattern
- Bird Watching Tradition



Beamer Point, circa 1910



The Brick House, Ridge Road West



Beamer Upper Falls

STATEMENT OF SIGNIFICANCE #6.7 a)

Cultural Heritage Landscape – Grimsby Main Street



Description of Property – Main Street from Hamilton to Lincoln

Statement of Cultural Heritage Value or Interest

The landscapes along Main Street are of cultural heritage value as the route is a key story teller of the history of the community. The route was first established as a first nations trail in pre-historic times. As the loyalists arrived, the route became a primary route. The alignment of the route is influenced by natural features most notably the Niagara Escarpment. As settlers established farms, the nature of the landscape dictated that farms either stretched north to the Lake or south to the Escarpment along Main Street. Farmsteads were typically long and narrow. The tender fruit industry was by all accounts a prosperous industry which influenced the quality of the architecture along the route.

At the centre of Main Street is the commercial downtown featuring commercial blocks. East of downtown another agricultural landscape pattern is seen, similar to that seen to the west.

Highway #8 was a travel route for troops of both American and British Armies through Grimsby during the War of 1812.

In the 1890s Main Street became a railway route as the Hamilton Grimsby and Beamsville Electric Railway was built. The first inter-urban electric railway in Canada according to some accounts.

Description of Heritage Attributes

Key attributes of Main Street that reflect its value as an important link to the history of Grimsby include:

- Alignment of Main Street
- Farm houses and farmstead remnants (fruit barns) and active farms
- Commercial Main Street
- Agricultural landscape
- Mature Trees



Main Street – Downtown



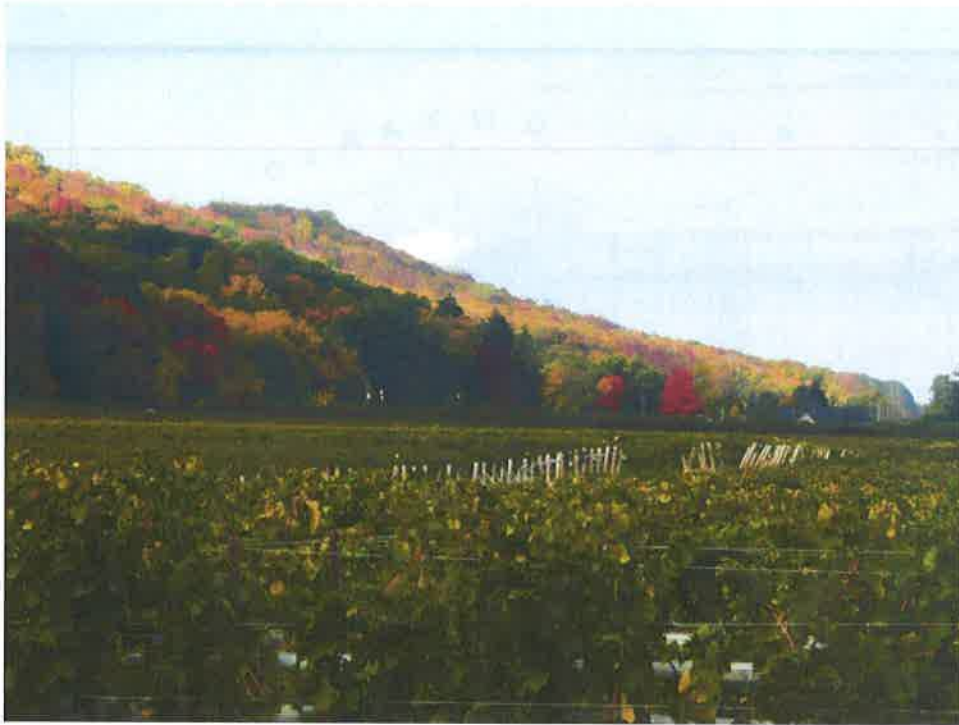
Highway #8, circa 1920s
Source (Grimsby Museum)



The Main Street Cultural Heritage Landscape is indicated by the red line that is imposed on the 1876 Atlas Map of Grimsby.



Fruit Farm – Main Street West – 2012



Vineyard– Main Street West – 2012



Images of Main Street



STATEMENT OF SIGNIFICANCE #6.7 b)

Cultural Heritage Landscape – Ridge Road



Description of Property – Ridge Road from Hamilton to Lincoln

Statement of Cultural Heritage Value or Interest

The landscapes along Ridge Road are of cultural heritage value as the route is a key story teller of the history of the community. The route is a primary and scenic east west route at the top of the Niagara Escarpment. The undulating topography of the areas creates beautiful and significant Vistas. A landmark is the St. Mary's Dormation Ukrainian Catholic Church. A reminder of the settlement in the area by Ukrainians in the mid-20th Century

Description of Heritage Attributes

Key attributes of Ridge Road that reflect its value as an important link to the history of Grimsby include:

- Alignment of Ridge Road

- Farm houses and farmstead remnants (fruit barns) and active farms
- Agricultural landscape
- Mature Trees
- St. Mary's Dormation Ukrainian Catholic Church



St. Mary's Dormation Ukrainian Catholic Church



St. Mary's Ukrainian Catholic Church, 1950s

STATEMENT OF SIGNIFICANCE #6.7 c

Cultural Heritage Landscape – Bent Tree Native Trail Markers

Description of Property – Bent Tree Native Trail Markers visible along old Highway #8 and elsewhere in Grimsby.

Statement of Cultural Heritage Value or Interest

Bent Tree Native Trail markers represent a tangible link to the travel patterns of pre-historic peoples in the Grimsby area.

Across Canada., you can find trees that are oddly shaped. Their trunks have odd kinks in them, or bend at strange angles. While some of them may indeed be simple quirks of nature, most of these trees are actually landmarks that helped guide indigenous people on their way. Indigenous Peoples would bend young trees to create permanent trail markers, designating safe paths through rough country and pointing travelers toward water, food or other important landmarks. Over the years, the trees have grown, keeping their original shape, but with their purpose all but forgotten as modern life sprang up around them. Today, we may not need these "trail trees" to navigate, but their place in history makes them invaluable

Description of Heritage Attributes

Key attributes of Grimsby's major scenic parks that reflect its value as an important link to the history of Grimsby include:

- Bent Trees
- Route of Bent Trees



Bent Tree, Canterbury Cottage – Main Street, Grimsby

STATEMENT OF SIGNIFICANCE #6.7 d

Cultural Heritage Landscape – Route to the Nelles Settlement on the Grand River

Description of Property – Historical Trail across Grimsby to the Nelles Settlement on the Grand River

Statement of Cultural Heritage Value or Interest

An historical Trail to the Nelles Settlement on the Grand River.

The Ontario Provincial Plaque for the Nelles Settlement is as follows:

After receiving lands on the Grand River in 1784, the Six Nations Indians invited captain Hendrick Nelles, a Loyalist from the Mohawk Valley, to settle there with five of his sons. He and Robert, the eldest established farms in what is now Seneca Township and built houses in which they lived until Captain Nelles' death in 1791 and Robert's removal to Grimsby. Their grants confirmed in 1787, were later changed to 999 year leases and John Nelles leased 325 acres across the river. William Warner and Abraham Nelles receive Crown patents in 1836 for their original Nelles Tract in Seneca granted to their father and brother in 1787. The Nelles Settlement contained about thirty families in 1828.

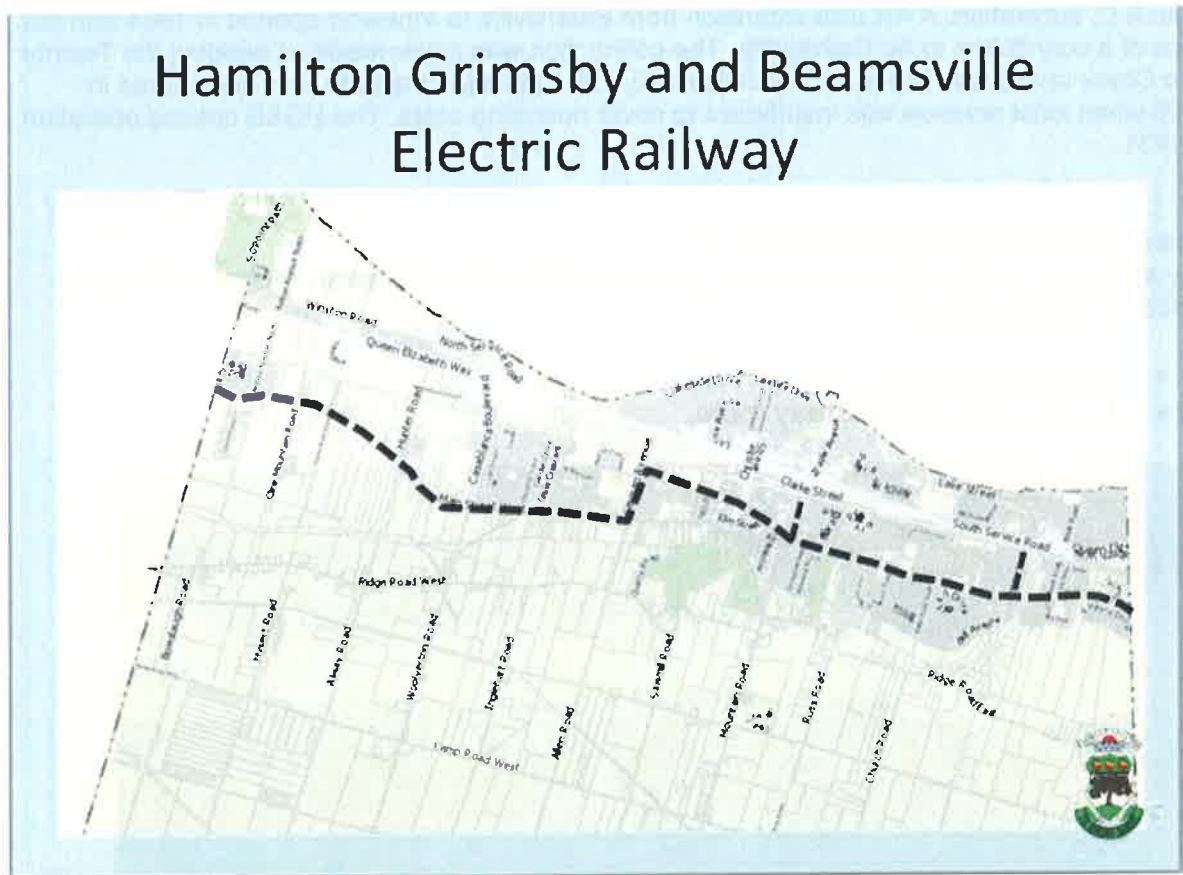
Description of Heritage Attributes

Key attributes of Grimsby's major scenic parks that reflect its value as an important link to the history of Grimsby include:

- Route to the Nelles Settlement

STATEMENT OF SIGNIFICANCE #6.7 e

Cultural Heritage Landscape – Hamilton Grimsby and Beamsville Electric Railway



Description of Property – Route of the Hamilton Grimsby and Electric Railway through the Town of Grimsby.

Statement of Cultural Heritage Value or Interest

The route of a former radial railway line running through Grimsby between Hamilton and Vineland. Livingston Avenue west of downtown Grimsby was opened as part of the route of the railway. The line largely runs along old #8 highway. Few physical features of the railway exist other than the route itself, landmarks that it would have passed along the route. The railway had a significant influence on the development of the town in the first quarter of the 20th Century.

The Hamilton, Grimsby and Beamsville Electric Railway was incorporated in 1894 and remained in service until 1931 when the line was abandoned and torn up. The Hamilton, Grimsby & Beamsville Electric Railway began operation in 1894. Its interurban line ran for 22 miles along the southern shore of Lake Ontario. The HG&B interchanged freight cars with other lines in the Hamilton Radial System, with the TH&B [Kinnear Yard] and with the Grand Trunk [Winona].

Spur lines were constructed to Grimsby Park and the canning factories. The HG&B derived a large amount of revenue by hauling fruit grown in the northern section of the Niagara Peninsula. It built a car shop in Grimsby and a coal-fired steam-electric D.C. generator at Stoney Creek. In 1904 the HG&B began using A.C. power from Hamilton Cataract's hydro-electric generator at Decew Falls, two miles south of St. Catharines, It then converted its Stoney Creek D.C. station to an A.C. substation. A 4½ mile extension from Beamsville to Vineland opened in 1904 with the hope of a connection to St. Catharines. The connection was never made as bridging the Twenty Mile Creek ravine was economically unfeasible. The Vineland extension was abandoned in 1905 when local revenue was insufficient to cover operating costs. The HG&B ceased operation in 1931.

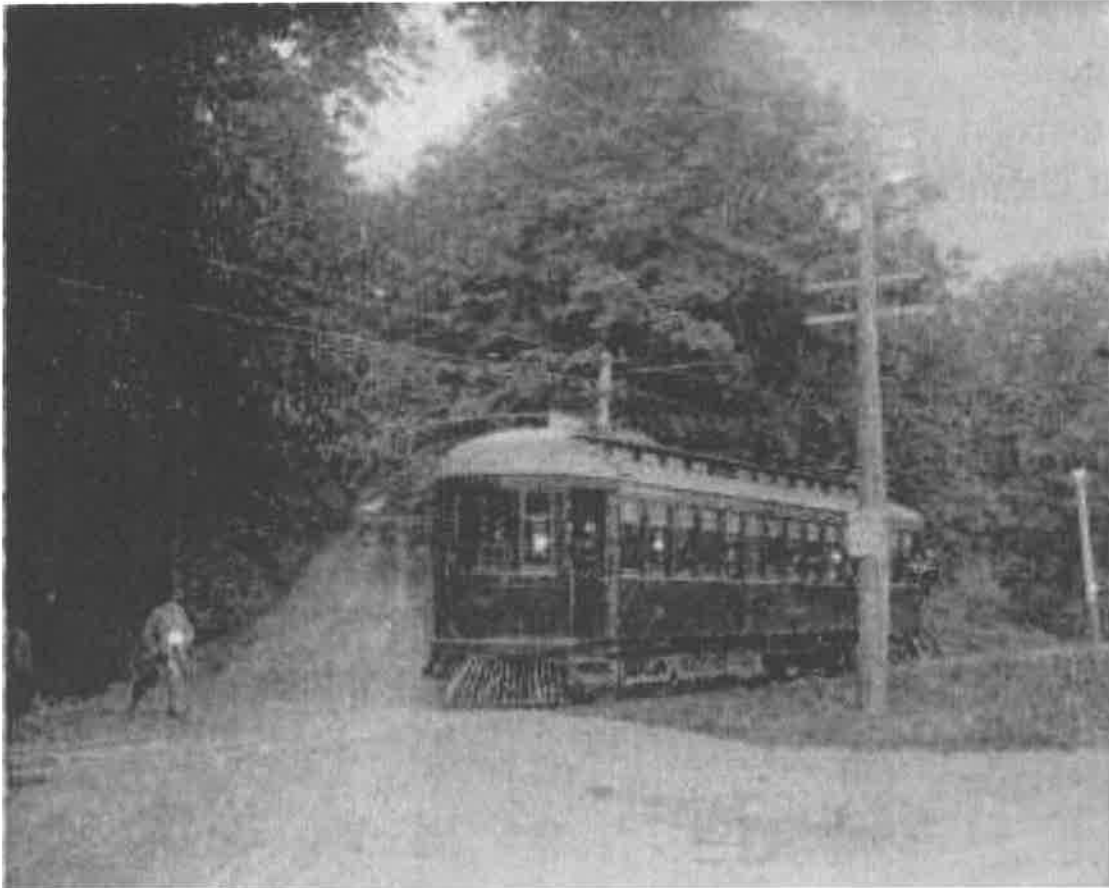
Description of Heritage Attributes

Key attributes of Grimsby's major scenic parks that reflect its value as an important link to the history of Grimsby include:

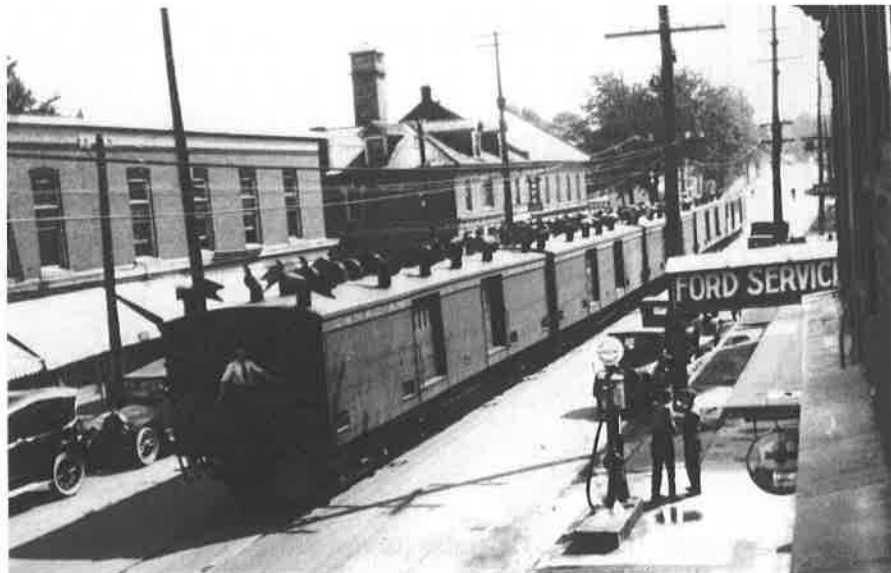
- Route of the railway
- Scenery along the railway route.



HG and B Electric Railway Map, circa 1900



HG and B Electric Railway Car at Woolverton Road and Main Street (Souce Grimsby Museum)

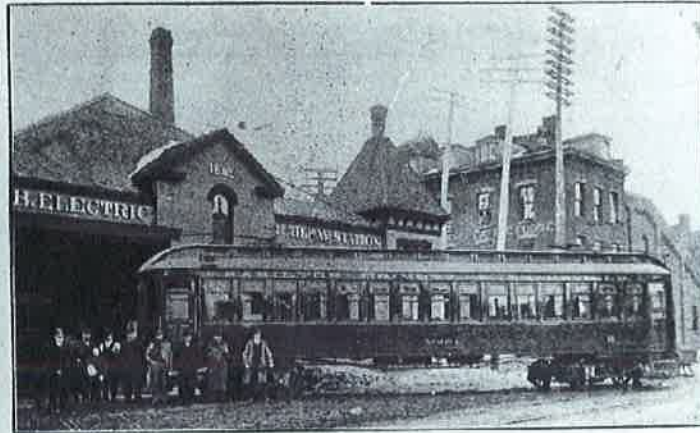


Freight Cars travelling along Main Street (1920s) Source, Grimsby Museum

Through
the Garden
of Canada
Season, 1901



The
Hamilton, Grimsby
and Beamsville
Electric Railway



Runs from the City of Hamilton through the villages of Bartonville, Stony Creek, Fruitland, Winona, Grimsby to Beamsville, distance of 23 miles, passing the battlefield of Stony Creek and through the orchards and vineyards of this great Fruit District of Canada. This is a favorite and convenient route to Grimsby Park, and visitors wishing an outing or desirous of visiting nearby on business or pleasure can do so in large, elegant cars, cool and comfortable, without smoke or dust.

During the Park season, cars will leave the Park gate every hour, east and west.
Reduced rates for excursion parties on application to the Company's agents.

A. J. NELLES, MANAGER

- 27 -

Advertisement Hamilton Grimsby and Beamsville Electric Railway (Source – Grimsby Museum)

| DESTINATION | STATIONS | TO |
|-------------|--------------------------------|----|
| 3 | HAMILTON | |
| | RESERVOIR | |
| 6 | BARTONVILLE | |
| | RED HILL | |
| 8 | STONEY CREEK | |
| | FRUITLAND | |
| 10 | SMITH | |
| | NONA | |
| 12 | CLINE'S | |
| | GRIMSBY | |
| 15 | GRIMSBY PARK | |
| | THIRTY | |
| 18 | BEAMSVILLE | |
| 20 | HALF FARE | |
| 25 | RETURNS | |
| 30 | 26342 | |
| 35 | | |
| 40 | | |
| 45 | | |
| 50 | Jan. Feb. Mar. Apl. May. June | |
| 55 | July Aug. Sept. Oct. Nov. Dec. | |
| 60 | 1 2 3 4 5 6 7 8 9 10 11 | |
| 65 | 12 13 14 15 16 17 18 19 20 21 | |
| 70 | 22 23 24 25 26 27 28-29 30 31 | |

HAMILTON, GRIMSBY & BEAMSVILLE ELEC. RY.

CONDUCTOR'S TRAIN TICKET—This ticket must be punched before it is separated, and this half given to passenger. Punched marks must indicate the stations from and to which fare is paid, and direction travelled.
Geo. B. Mallin, Gen. Pass. Agent.

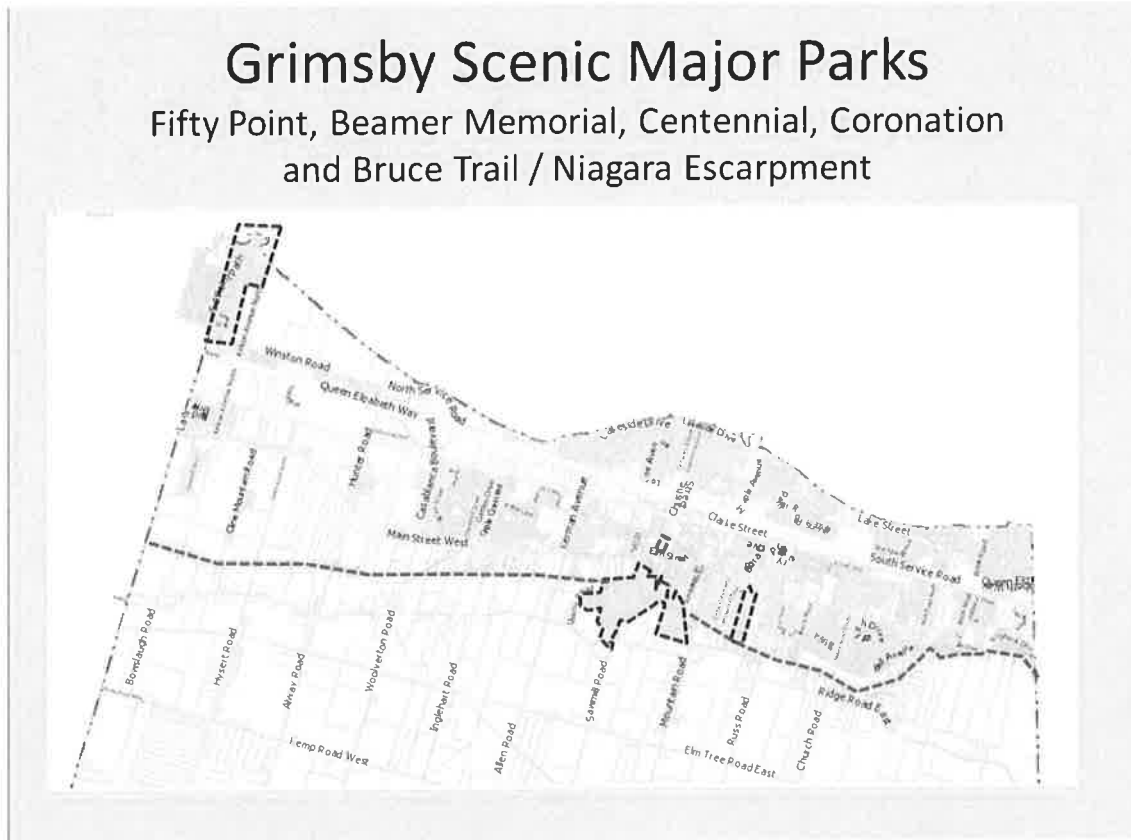
NO STOP-OVER ALLOWED.

ILLUSTRATED
SOUVENIR
AND
TIME TABLE
OF THE
**HAMILTON
GRIMSBY
AND
BEAMSVILLE**
ELECTRIC
RAILWAY COMPANY

HG and B Ticket (Grimsby Museum) HG and B Timetable (Grimsby Museum)

STATEMENT OF SIGNIFICANCE #6.8 a to g

Cultural Heritage Landscape – Grimsby Scenic Major Parks



Description of Property – Major Scenic Parks in the Town of Grimsby – Fifty Point Conservation Area, Beamer Memorial Conservation Area, Centennial Park, Coronation Park, Forty Mile Park, Nelles Beach Park, Bell Park, and the Bruce Trail

Statement of Cultural Heritage Value or Interest

The landscapes of Grimsby's scenic major parks are of cultural heritage value as places of public enjoyment in the Grimsby community that allow the public a connection with nature and a place of recreation and scenic beauty.

Description of Heritage Attributes

Key attributes of Grimsby's major scenic parks that reflect its value as an important link to the history of Grimsby include:

- Mature trees
- Natural landscapes
- Pathways

- Bridges
- Sculptures
- Views



Centennial Park Rose Garden



Beamer Memorial Conservation Area – Bruce Trail

STATEMENT OF SIGNIFICANCE #6.8 h)

Cultural Heritage Landscape – Irish Woodlot



Description of Property – Irish Woodlot, Hunter Road, west of Casablanca Boulevard south of the CNR line

Statement of Cultural Heritage Value or Interest

The Irish woodlot is of cultural heritage value as a significant woodlot maintained by human activity for more than a century.

Description of Heritage Attributes

Key attributes of the Irish Woodlot that reflect its value as an important link to the history of Grimsby include:

- Mature trees
- Natural landscapes
- Views



The Irish Woodlot



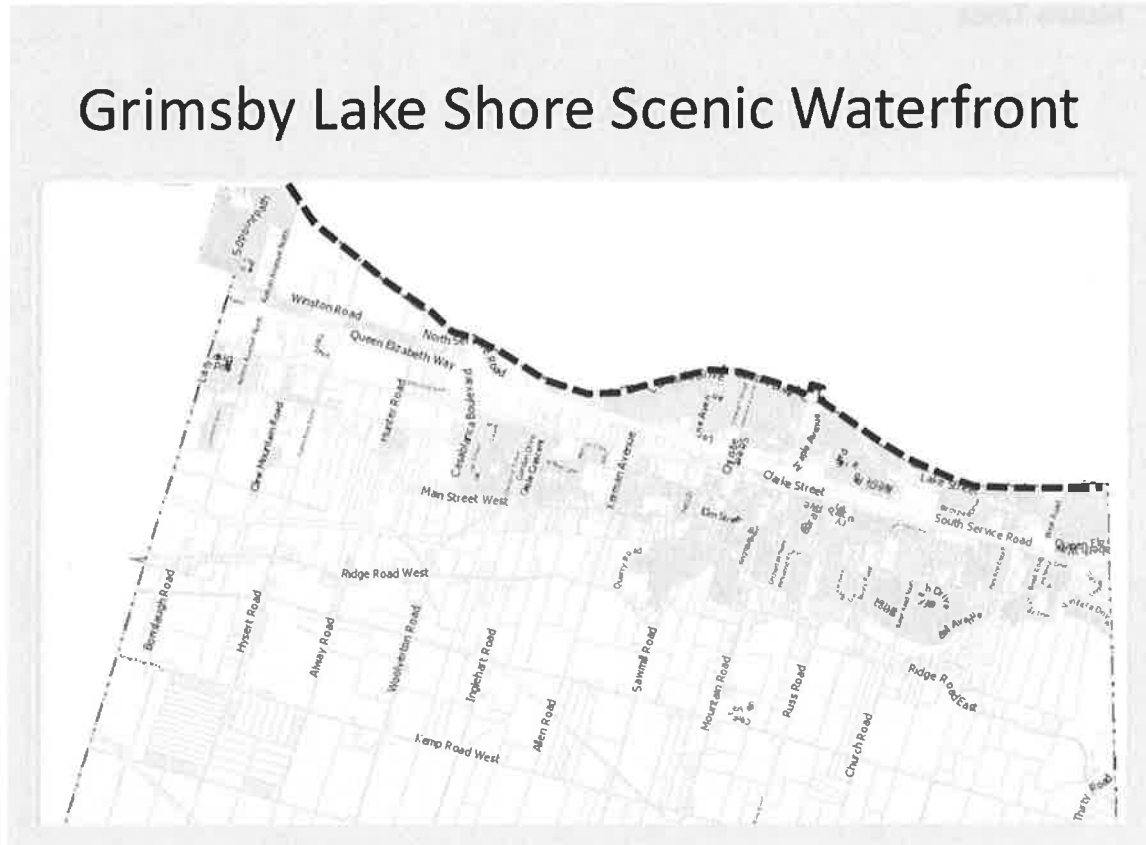
The Woodlot – source Town of Grimsby GIS



Postcard of Grimsby, circa 1910 showing Woodlot at left in background

STATEMENT OF SIGNIFICANCE #6.9 a)

Cultural Heritage Landscape – Grimsby Lake Shore



Description of Property – Grimsby Lakeshore between Hamilton and Lincoln and Forty Mile Creek from Headwaters to the Lake.

Statement of Cultural Heritage Value or Interest

The landscapes along the Grimsby Lakeshore are of cultural heritage value as the northern gateway to Grimsby since the beginning of settlement in the area. The lakeshore affords views to and from Lake Ontario.

Description of Heritage Attributes

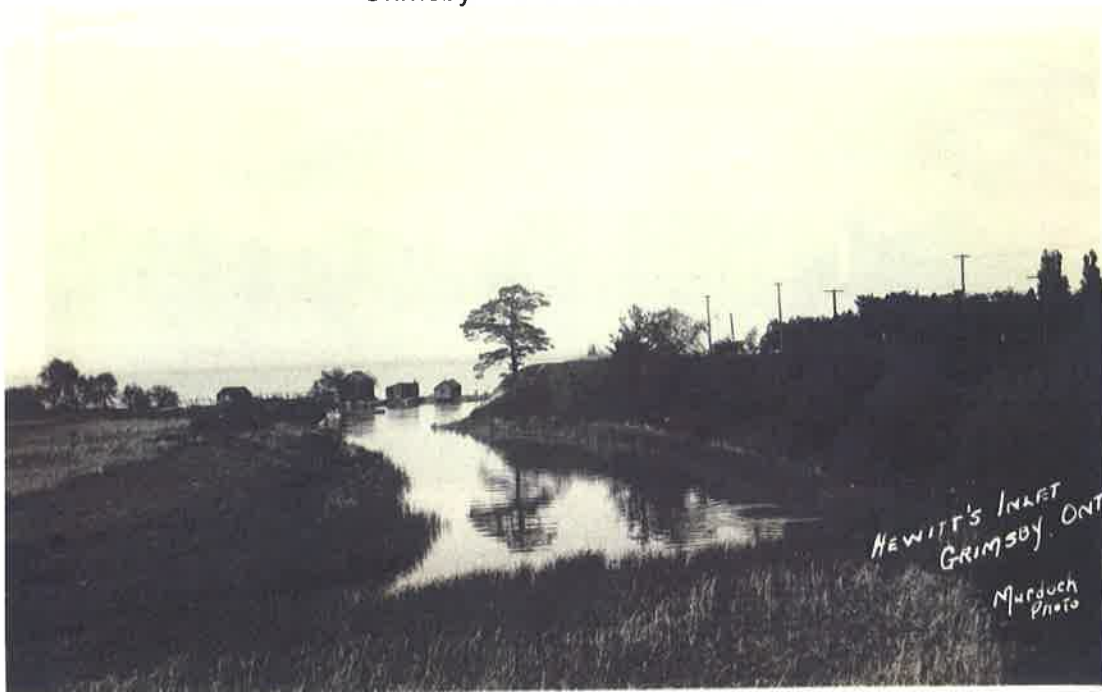
Key attributes of the Lake Ontario Shoreline that reflect its value as an important link to the history of Grimsby include:

- Lakeside topography.
- Lakeside vegetation
- Lakeside homes
- Forty Mile Creek mouth

- Grimsby Beach
- Engagement at the Forty Battlefield
- Views from the lake
- Views to the lake.
- Mature Trees



Grimsby Lakefront circa 1900



Grimsby Lakefront circa 1900



Fifty Point Conservation Area



Grimsby Lighthouse



Nelles Lake Park



STATEMENT OF SIGNIFICANCE #6.9 b)

Cultural Heritage Landscape – Grimsby Lake Shore and Forty Mile Creek

Forty Mile Creek Scenic Watercourse



Description of Property – Forty Mile Creek from Headwaters to the Lake.

Statement of Cultural Heritage Value or Interest

The landscapes along the Forty Mile creek are of cultural heritage value as the water power of the forty mile creek provided an initial power source and inspiration for industry and settlement in the area. In the 21st Century the Forty Mile Creek is an area of scenic beauty and a destination for tourists.

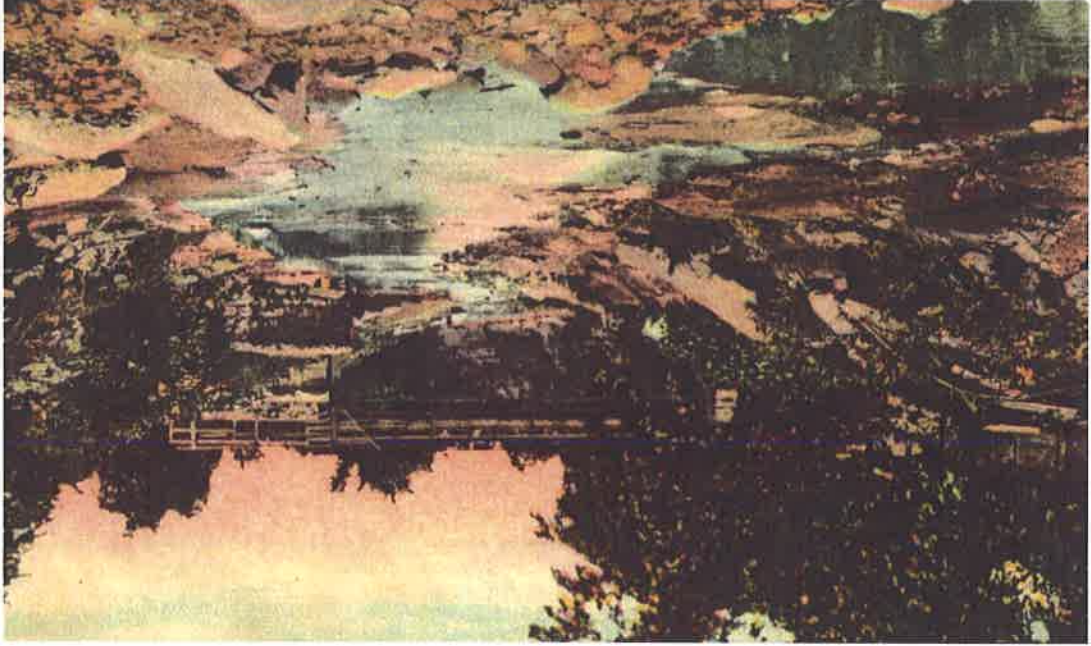
Description of Heritage Attributes

Key attributes of the Lake Ontario Shoreline that reflect its value as an important link to the history of Grimsby include:

- Creekside topography.
- Creekside vegetation

- Mill remnants
- Engagement at the Forty Battlefield
- Views within and to the valley
- Mature Trees
- Beamer Conservation Area
- Historical Bridges

Forty Mile Creek and Bridge, circa 1900

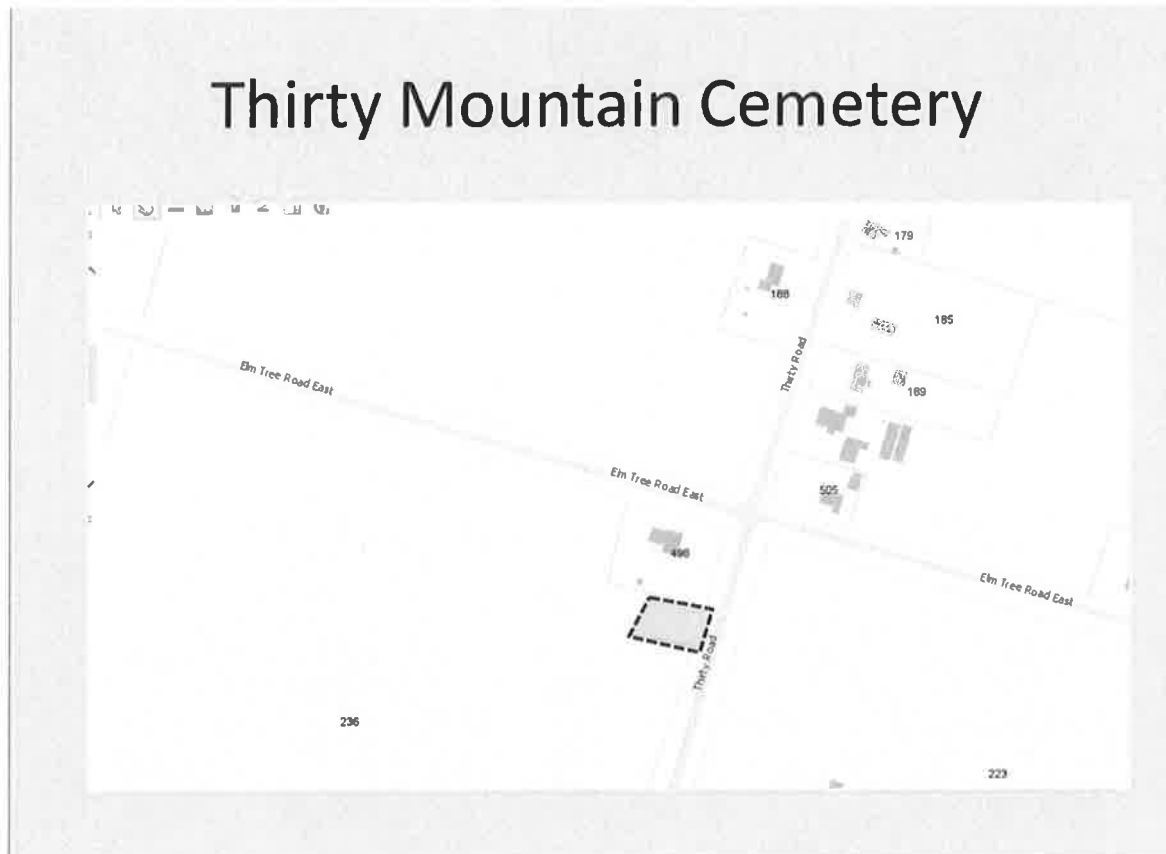


FORTY MILE CREEK VALLEY



STATEMENT OF SIGNIFICANCE #6.10 a)

Cultural Heritage Landscape – Thirty Mountain Methodist Cemetery



Description of Property – Pioneer Cemetery on Thirty Road south of Elm Tree Road, owned by the Town of Grimsby

Statement of Cultural Heritage Value or Interest

The Thirty Mountain Cemetery is of cultural heritage value as a pioneer cemetery that is the last resting place for a number of Grimsby's earliest settlers. The cemetery is also the last resting place of the Reverend Ryan who was a significant influence on the establishment of the Methodist Church in Canada.

Description of Heritage Attributes

Key attributes of Thirty Mountain Cemetery that reflect its value as an important link to the history of Grimsby include:

- Grave Markers

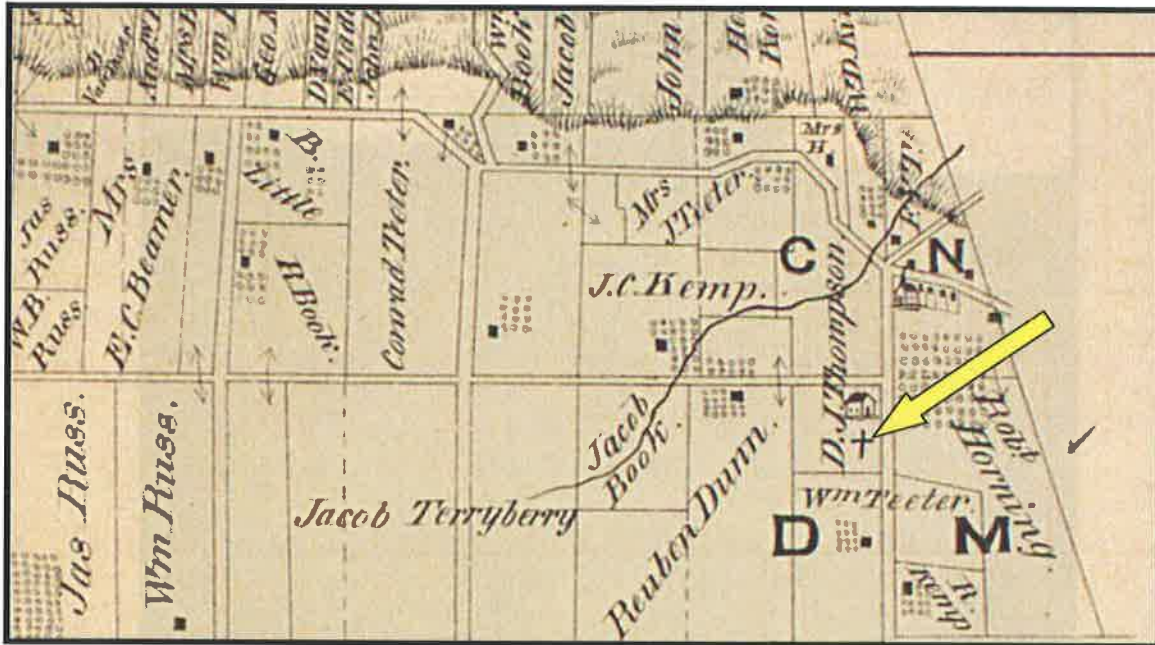
- Burial Sites
- Topography
- Vegetation



Thirty Mountain Methodist Cemetery, Source Sharon Mattuz



The location of Thirty Mountain Methodist Cemetery is depicted in the above image by the yellow outline. (Source: MiTown, August, 2013).



The Thirty Mountain Methodist Cemetery in the 1876 Atlas of Lincoln County – indicated by the yellow arrow. A place of worship can be seen Thirty Road to the northeast of the subject property. (Source: 1876 Atlas of Lincoln and Welland County).



Head stone of the Rev. Henry Ryan (1775-1833)

Rev. Henry Ryan
 Born in Massachusetts 22nd April 1775
 Died in Gainsboro 14 Aug 1833

STATEMENT OF SIGNIFICANCE #6.10 b)

Cultural Heritage Landscape – Queen’s Lawn Cemetery



Description of Property – Pioneer Cemetery on Main Street and Nelles Road.

Statement of Cultural Heritage Value or Interest

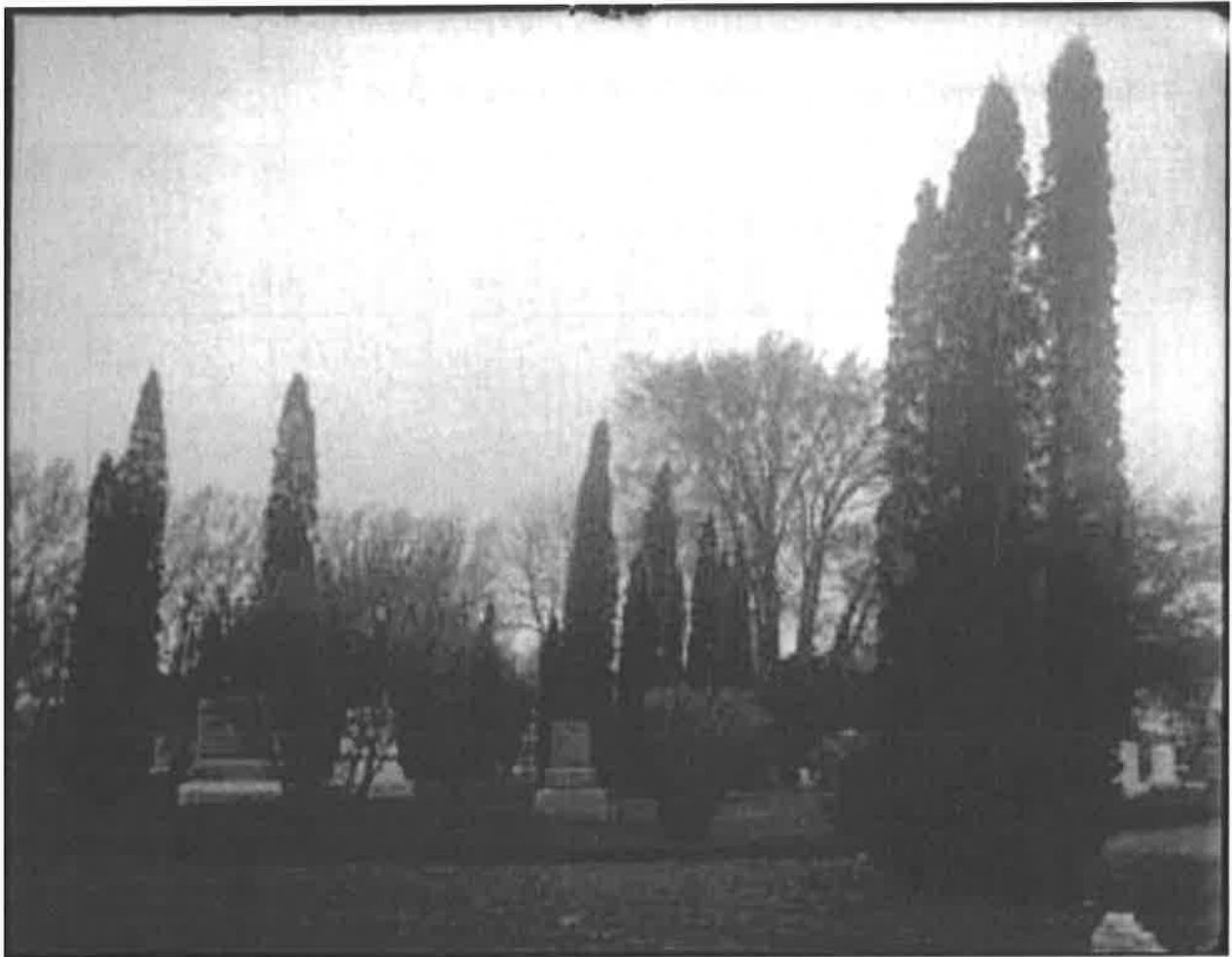
Queen’s Lawn Cemetery is of cultural heritage value as a pioneer cemetery that is the last resting place for a number of Grimsby’s earliest settlers. The cemetery includes the soldiers plot which is the last resting place for local veterans. A landmark feature of the cemetery is the Queens Lawn Cemetery Gates, a memorial to the men and women of Grimsby and District who gave their lives in the First World War.

Description of Heritage Attributes

Key attributes of Queen’s Lawn Cemetery that reflect its value as an important link to the history of Grimsby include:

- Grave Markers
- Burial Sites
- Topography

- Vegetation
- Soldiers Plot
- Cemetery Gates



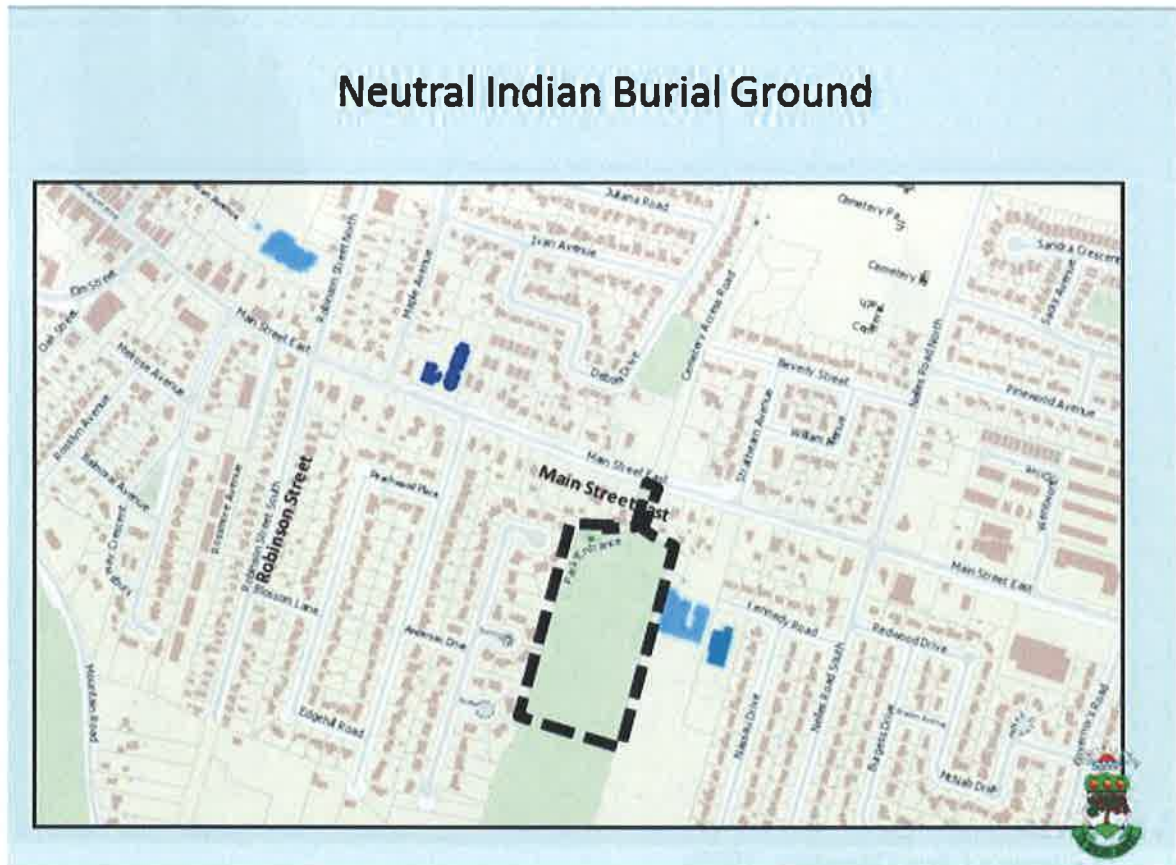
Queen's Lawn Cemetery, 1920s
Source (Province of Ontario Archives)



Headstone, Queens Lawn Cemetery

STATEMENT OF SIGNIFICANCE #6.10 c)

Cultural Heritage Landscape – Neutral Indian Burial Ground



Description of Property – Pre-historic first nations burial ground on the west side of Centennial Park on Main Street West, Grimsby

Statement of Cultural Heritage Value or Interest

The Neutral Indian Burial Ground is of significance as one of the most recognizable examples in Niagara of a First Nation's burial ground and the resting place of a significant first nations people.

This burial ground, one of the few representative sites known to have survived relatively intact in Ontario was used by the neutral Indians, a confederacy of Iroquoian tribes which occupied the area around western Lake Ontario before 1655. The remains of over 373 individuals were carefully interred here in 31 single graves and 24 multiple graves. Revered by the Neutrals, these remains were typically accompanied by a variety of wares including carved combs, pipes and pottery, and mid-17th Century European Trade goods.

Description of Heritage Attributes

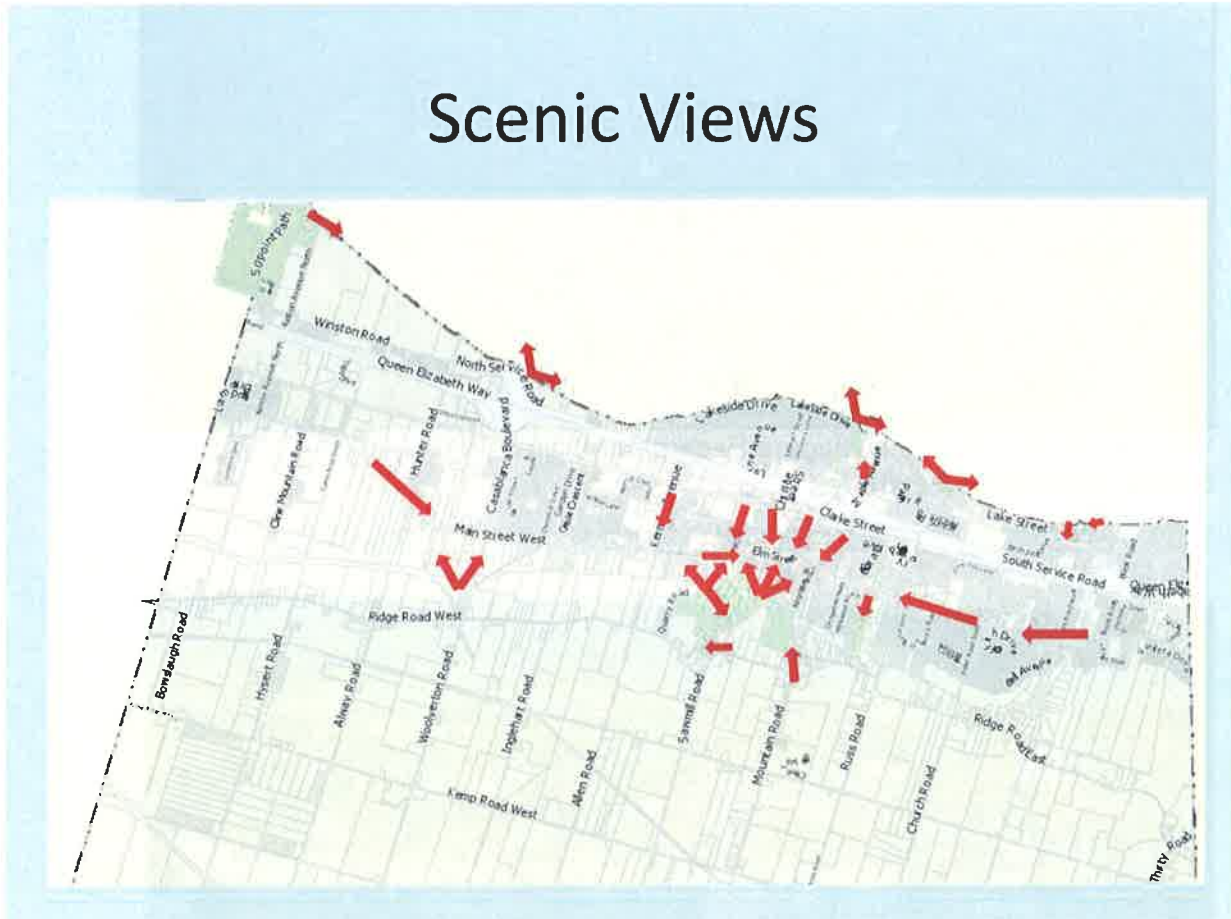
Key attributes of Neutral Indian Burial Ground Cemetery that reflect its value as an important link to the history of Grimsby include:

- Burial Ground Site



STATEMENT OF SIGNIFICANCE #6.11

Cultural Heritage Landscape – Scenic Views



Description of Property – Scenic views to, from and within Grimsby.

Statement of Cultural Heritage Value or Interest

Scenic Views are of cultural heritage value as the location from which the people of Grimsby have viewed the significant natural landscapes of their community for a century or more.

Description of Heritage Attributes

Key attributes of Scenic Views of Grimsby that reflect their value as an important link to the history of Grimsby include:

- View sheds
- Landmarks



View of Grimsby from the Niagara Escarpment, circa 1910
Source Grimsby Museum



View of Grimsby from the Niagara Escarpment, 2010



View of Escarpment and Downtown Grimsby from Christie Street



International Peace Garden – Engagement At the Forty Battlefield - Lighthouse

APPENDIX B – TOWN OF GRIMSBY OFFICIAL PLAN POLICIES RELATING TO CULTURAL HERITAGE LANDSCAPES

2.6 Grimsby Official Plan

Cultural Heritage Landscape policies are contained within Section 8 of the Official plan, Cultural Heritage and Archaeology. These are documented below: In addition the Town of Grimsby Official Plan, The Town of Grimsby Official Plan contains a number of other policies relevant to the conservation of general and specific cultural heritage landscapes as follows:

General Policies:

- 8.1 *The Town shall encourage the preservation of buildings and sites having historical and/or architectural value or interest and significant cultural heritage landscapes.*
- 8.8 *The heritage committee shall identify the register of built heritage resources, based on the criteria provided in Sections 8.6 and 8.7 and may also identify significant cultural heritage landscapes.*
- 8.15 *The Town shall undertake heritage plans and programs in accordance with a system of priorities. In particular, the following shall be identified as priorities for the Town:*
- a) *The protection of heritage resources within and adjacent to the Downtown District;*
 - b) *The protection of the Main Street corridor;*
 - c) *The stimulation of preservation, restoration, rehabilitation, and utilization of heritage resources by the public;*
 - d) *Selective restoration and rehabilitation of heritage resources by the Town;*
 - e) *Re-establishment and enhancement of Grimsby's historic linkages to Lake Ontario, the Escarpment and Forty Mile Creek; and*
 - f) *Recognition and enhancement of the special character of Grimsby Beach.*
- 8.19 *Secondary Plan studies will identify buildings considered to be significant cultural heritage resources and significant cultural heritage landscapes and where appropriate, add these to the register.*
- 8.23 *The Town will have regard for known built heritage resources, significant cultural heritage landscapes and known archaeological resources in the undertaking of municipal public works, such as roads and infrastructure projects carried out under the Municipal Class Environmental Assessment (EA) process.*

Definition for Cultural Heritage Landscape: The Official Plan includes a definition for Cultural Heritage Landscapes that is consistent with the definition in the PPS.

3.4.7 Design Policies for Residential Neighbourhoods

Objectives:

The Town's objectives for urban design within Residential Neighbourhood designations are:

1. To enhance the livability and physical appeal of the Town through the quality, layout and attractiveness of the public streetscape and private spaces and buildings.
2. To provide development proponents with an understanding of the design intent of the Town.
3. To ensure that development within *stable residential neighbourhoods* reflects and fits in with the established character.
4. To create a built environment within the designated Greenfield areas and the Major Intensification Areas, which provides:
 - i) Sensitive integration of new development with existing development;
 - ii) Visual diversity, interest and beauty;
 - iii) A well-defined public realm, including an interconnected open space network and Natural Heritage System;
 - iv) A transit supportive and pedestrian oriented development pattern; and,
 - v) A road system that recognizes and preserves the historic character of the Town's neighbourhoods.

3.4.7.4 Compatibility Criteria for *Stable Residential Neighbourhoods*

a) It is a fundamental principle to avoid and/or mitigate any inappropriate interface between buildings and/or uses. As such, the concept of *compatible development* is of paramount importance throughout Residential Neighbourhood areas. All *development* applications shall be reviewed with respect to their compatibility with existing and/or approved *developments*.

b) New dwellings within *stable residential neighbourhoods* shall provide a consistent relationship with existing *adjacent housing* forms and the arrangement of these existing houses on their lot. As such, new dwellings shall:

- i) Provide a building height which reflects the pattern of heights of *adjacent housing*;
- ii) Provide for a similar lot coverage to *adjacent housing* to ensure that the massing or volume of the new dwelling reflects the scale and appearance of *adjacent housing*;
- iii) Maintain the predominant or average front yard setback for *adjacent housing* to preserve the streetscape edge, and character;

- iv) Provide for similar side yard setbacks to preserve the spaciousness on the street;
- v) Provide a built form that reflects the variety of façade details and materials of *adjacent housing*, such as porches, windows, cornices and other details; and
- vi) Provide a limitation on the width of a garage so that the dwelling reflects the façade character of *adjacent housing*.

c) Site specific zoning may be required for new dwellings to ensure that the criteria set out in subsection b) and h) are met.

d) Notwithstanding subsection b), on larger infill properties where new streets and blocks are created, greater variation from the existing conditions may be considered, provided a transition is created between existing housing and the new dwellings wherein the dwelling meet the requirements of subsection b).

e) New lots within *stable residential neighbourhoods* shall provide a consistent relationship with existing *adjacent housing lots*. As such applications for consents and plans of subdivision shall:

i) On smaller infill properties, provide lots, which maintain the established rhythm of lot sizes and frontages on *adjacent housing lots*;

ii) On larger infill properties, incorporate a transition area so that lots of similar size and character are located adjacent to existing lots; and

iii) Create a street and block pattern, which serves as a seamless extension of the surrounding neighbourhoods by providing an interconnected block structure and the extension of the existing local road network.

g) Within Grimsby Beach, as illustrated on **Schedule D**, the Town shall prepare architectural design guidelines for new and altered buildings to reflect the existing character and compact form of the area including guidance on setbacks, coverage, building massing, building materials and patterns of detailing. Given the proximity of these homes to the Lake there may be design elements (for windows, sunrooms etc.) that are needed to address the hazards associated with the Lake (e.g. wave uprush).

h) Along and fronting onto Main Street East and West, new *development* shall:

- i) Reflect the character of large estate houses; and
- ii) Meet the requirements of subsection b) and e); and
- iii) Preserve Main Street's wooded character

i) Notwithstanding subsection h), where properties are deep, low density housing forms may be permitted 'behind' the frontage lots provided the frontage lots respect the large

estate lot character of the street and the 'rear' lots meet the requirements of subsection b) and e).

7.0 STREETScape DESIGN POLICIES

Intent

Streets are important not only for their transportation and goods movement functions but also for establishing the character of the Town or specific neighbourhoods and sectors of the Town. The public streetscape realm includes the roadway as well as the sidewalk and boulevard. It is within these latter areas where sidewalk widths and design, landscaping and street furniture can provide pedestrian comfort and interest as well as to influence the character of the Town.

Goals

To create a pedestrian comfortable environment and to enhance the character of the Town through streetscape design.

Objectives

1. To provide a grid of Town Arterial, Collector and Local Roads and associated public open spaces that organize *development*, are pedestrian friendly, and are highly connected.
2. To ensure that the road and street patterns establish *development* blocks that achieves an orderly pattern of development and visual diversity.

7.1 GENERAL POLICIES

7.1.1 The Town shall consider the following as general design policies for the road and street network:

- a) Provide access for vehicles, pedestrians and bicycles, opportunities for vistas, view corridors and pedestrian amenity areas, and space for utilities and services.
- b) Design all streetscape elements such as sidewalks, paving patterns, seating, and signage, to be consistent and complementary to the character of the community.
- c) Design street lighting with regard for vehicular, cyclist and pedestrian requirements so that the size, height, and style of lighting reflects the hierarchy of the road.

7.1.2 In new *developments* within the Urban Settlement Area, all utilities shall be located underground, where feasible. Where components of utilities must be located above ground, they should be clustered or grouped where possible to minimize visual impact and be located either in a rear lane or along the street tree planting line, to the extent possible, to minimize clutter and disruption of the road's character. The Town encourages utility providers to consider innovative methods such as containing utility services on or within streetscape features such as gateways, lamp posts, transit and shelters.

7.1.3 New *developments* within the *Designated Greenfield Area* shall endeavour to preserve, to the greatest extent, mature vegetation, remnants of agricultural activity and natural features along the street edge.

7.1.4 New *developments* within the *built boundary* shall maintain existing street trees and maintain and enhance the existing pattern of landscaping, tree planting and lighting along the street.

7.1.5 Adjacent to parks, parkettes and natural areas, sidewalks and bike lanes shall provide a strong connection to the pedestrian and cycling networks within those areas.

7.1.6 All new *development* shall provide for coordinated tree planting within the street allowance and where setbacks permit within the front yard.

7.1.7 Surface parking lots adjacent to the street rights of way should be screened through landscaping, and other means to reduce the visual presence of the parking lots.

7.1.8 Non-residential and mixed use *developments* shall provide clearly defined pedestrian routes from the building entrances and parking areas to the street to allow for safe movement of pedestrians.

7.1.9 Along the Waterfront, on-street bike lanes and boulevard sidewalks shall be coordinated within bike lanes and walkways through waterfront parks to create a continuous waterfront trail system.

7.2 TOWN ARTERIAL AND COLLECTOR ROADS

7.2.1 Boulevards on both sides of the pavement should be of a minimum width to accommodate a grass verge with a single row of street trees and sidewalks on both sides.

7.2.2 Individual direct access to any *development* site shall be limited to minimize disruptions to traffic flow, maximize safety, and improve the attractiveness of the road.

7.2.3 Buildings that abut Town Arterial or Collector Roads shall present a façade with architectural detailing and landscape features that address the road frontage. Reverse frontage *development* shall not be permitted adjacent to any Town Arterial or Collector Road.

7.2.4 Dedicated cycle routes should be incorporated into the roadway wherever the right-of-way permits.

7.3 MAIN STREET

7.3.1 Along Main Street outside of the Downtown District, additional streetscape design requirements shall apply as follows:

- a) Preserve to the greatest extent, mature vegetation, remnants of agricultural activity and other natural features within the site and along the street edge and at the *Escarpment*; and
- b) Incorporate areas for pedestrian paths to connect to the existing, informal walking paths and footbridges; and,
- c) Require larger building setbacks to maintain the existing streetscape character.

7.3.2 Within the Downtown portion of Main Street, the character of the Downtown shall be maintained through an appropriate right-of-way width, by requiring enhanced landscape treatment and by encouraging on-street parking.

7.3.3 Within the Downtown, the Town shall encourage the introduction of streetscape elements that create a more comfortable and attractive area for pedestrians, such as benches, coordinated waste receptacles, bicycle parking posts, planters, and other streetscape features that integrate and/or enhance the character of the existing streetscape elements.

7.3.4 Within the Downtown, the Town shall create and erect coordinated signage for street names, entries to small parking areas, and general orientation.

ⁱ City of Kitchener Cultural Heritage Landscapes, October 2014, Goldsmith Borgal

ⁱⁱ City of Kitchener Cultural Heritage Landscapes, October 2014, Goldsmith Borgal