

APPENDICIES

Supporting information to help understand the policy framework and associated schedules in this Plan are provided in the following Appendices. These Appendices are a non-statutory component of this Plan. Further, these Appendices may be modified by Council resolution. A statutory Official Plan Amendment is not required to modify any of the attached Appendices.

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APPENDIX I

URBAN DESIGN + ARCHITECTURAL CONTROL GUIDELINES

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1.0 INTRODUCTION

The Urban and Township Urban Areas seeks to achieve a community with well designed and high-quality public and private realms. The Plan is premised on achieving a more compact and connected community, and includes measures to ensure:

- a standardized and highly interconnected pattern of lotting for development blocks;
- consistent built form and pleasing streetscapes;
- safety, accessibility and comfort in the pedestrian environment;
- promotion of development that is compatible with the existing community and respectful of its heritage context;
- achievement of an overall density that is appropriate for the surrounding context, considerate of Provincial and Regional requirements, and consistent with the overall growth management strategy of the Township of Woolwich; and,
- support for a variety of transportation modes including transit services, walking, and cycling in the Breslau community.

The purpose of these Design Guidelines is to provide design principles and specific guidelines for both the public and private sectors. While they are intended as a reference, they indicate the Township of Woolwich's expectations with respect to the character, quality and form of development in the Urban and Township Urban Areas. These guidelines also provide the Township staff with an objective, consistent evaluation framework to assess development applications.

2.0 DESIGN GUIDELINES FOR THE PUBLIC REALM

The public realm within the Urban and Township Urban Areas comprises public roads, municipal open spaces/parks/other green spaces, storm water management facilities and other public use activity areas. Further, it is the intent of these Guidelines to link the major components of the public realm with a connected system of sidewalks, pedestrian, other trails and bicycle paths.

This section of the document provides general guidance for the design of the major components of the public realm. These Guidelines are to be read in conjunction with the policies of the Urban and Township Urban Areas.

2.1 General Design Principles

1. To promote safety and security in public places, including roads, parks and open spaces, schools, public transit routes and the public use activity areas of buildings, the following measures are necessary:
 - the design and siting of new buildings shall provide opportunities for visual overlook, and ease of physical access, to adjacent roads, parks and open spaces;
 - clear, unobstructed views to parks and open spaces shall be provided from the adjoining roads;
 - appropriate signage and lighting, visibility and opportunities for informal surveillance shall be provided for primary walkways, parking lots, garages and outdoor amenity areas; and,
 - public use activity areas located within buildings shall be located at-grade and oriented to the public road.
2. To ensure ease of access for the pedestrian and the enjoyment of public roads and other outdoor spaces, the following measures are necessary:
 - public spaces and activity areas, including building entrances, terraces and porches, should be oriented toward public roads;
 - encourage the provision of public art in public spaces and activity areas;
 - provision of a consistent and/or complementary level of streetscape design, incorporating such elements as appropriate paving, planting, fencing, lighting and signage; and,
 - avoiding the location of building service areas, mechanical equipment and/or ventilation systems in pedestrian areas.

3. To ensure the road network, and the road right-of-ways, facilitate all modes of transportation in a highly interconnected and logical manner, the following measures are required:
- provide an interconnected grid of arterial, collector and local roads and associated public open spaces that organize development, that is pedestrian friendly, is highly connected and supports transit;
 - ensure that the road pattern establishes development blocks of appropriate size and geometry that achieve an orderly pattern of development and visual diversity;
 - provide adequate access for vehicles, pedestrians and bicycles, opportunities for vistas, view corridors and pedestrian amenity areas, and space for utilities and services;
 - design all streetscape elements such as paving patterns, seating, and signage, to be consistent and complementary to the character of the surrounding neighbourhood community at large;
 - design street lighting with regard for vehicular and pedestrian requirements so that the size, height, and style of lighting reflect the hierarchy of the road; and,
 - locate all utilities underground. Where components of utilities must be located above ground, they should be located either in a rear lane or along the street tree planting line to minimize clutter and disruption of the road's character.



Residential units define the street edge.



A residential road with street trees and planted median.



Utilizing lanes for more than garage access.



Greening laneways

2.2 Design Guidelines for Roads

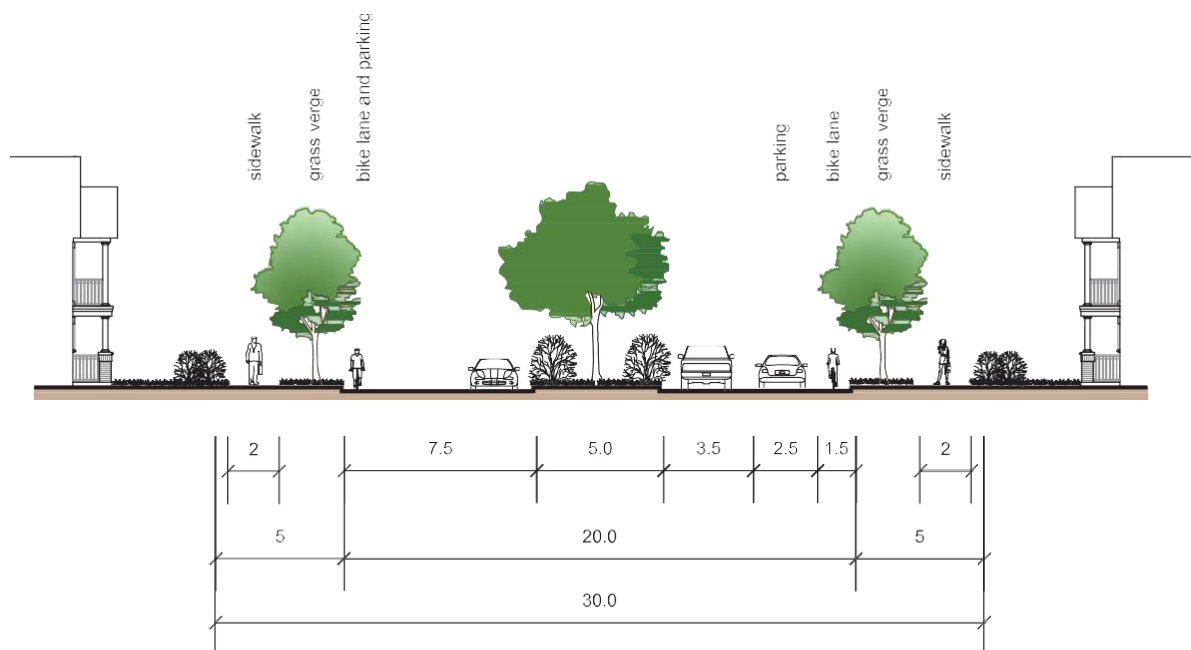
Regional Roads are primarily transportation facilities, providing through routes for vehicles, pedestrians and cyclists through Breslau and across the Township of Woolwich. Access to property can be permitted although the number, design and location of access points will be controlled so that the service to adjacent land does not detract from the primary function of moving the various modes of transportation.

Collector Roads

Collector Roads are intended to carry traffic between Provincial Highways/Regional Roads and other Collector Roads within the network. Through traffic will be discouraged from using these roadways. Limited access to properties abutting these roadways will be permitted. Collector Roads will generally have a minimum right-of-way width of between 30.0 metres and where these roads are single loaded, abutting the Natural Heritage Framework, a right-of-way width of approximately 23.0 metres.

Collector Road I (with Median)

1. Collector Road I with a median shall have a right-of-way width of 30.0 metres.
2. The road surface, including a median, a shared parking/cycling lane in each direction shall be 20.0 metres.
3. Boulevards on both sides of the pavement area shall be 5.0 metres and will include a grass verge, street trees and 2.0 metre sidewalks on both sides.

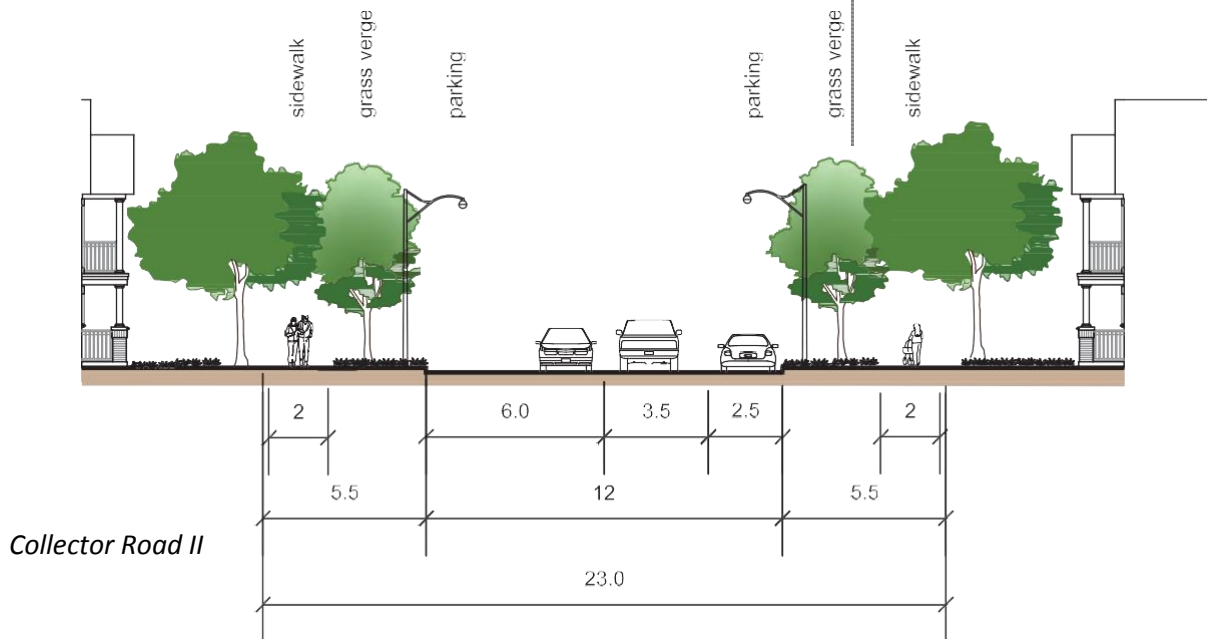


Collector Road I

4. A centre median shall be 5.0 metres. It will include street trees, shrubs and ground covers.
5. Transit facilities may be accommodated on any Collector Road I.
6. Individual direct access to any development site abutting a Collector Road I shall be limited to minimize disruptions to traffic flow and to maximize safety and the attractiveness of the road.
7. Buildings that abut a Collector Road I with medians shall present a façade with architectural detailing and landscape feature that address the road frontage. Reverse frontage development shall not be permitted adjacent to any Collector Road I.

Collector Road II

1. Collector Road II shall have a right-of-way of 23.0 metres.
2. The road surface, including parking lanes on both sides of the road shall be 12.0 metres.
3. Boulevards on both sides of the pavement area shall be 5.5 metres and will include a grass verge with street trees and 2.0 metre sidewalks on both sides.

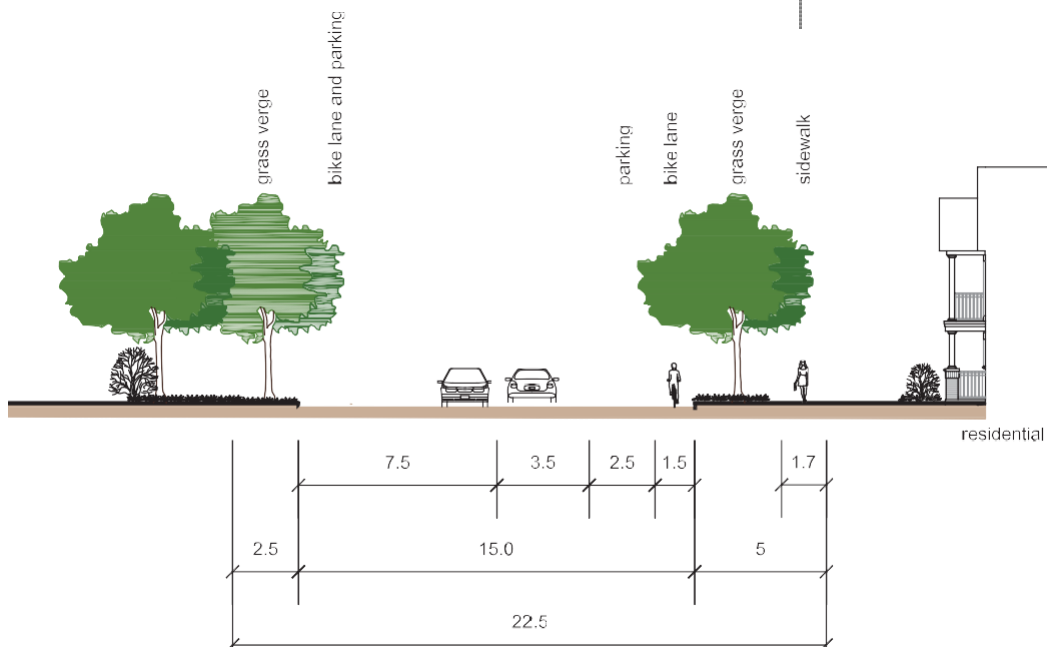


4. Individual, direct access from a Collector Road II is permitted subject to municipal requirements.
5. Transit facilities may be located on any Collector Road II.
6. Buildings that abut Collector Road II shall present a façade with architectural detailing and landscape features that address the road frontage. Reverse frontage development shall not be permitted adjacent to any Collector Road II.

Single Loaded Collector Roads

Single Loaded Collector Roads are an attractive component of any community, providing visual and physical access to the Natural Heritage Framework. In order to promote the inclusion of single-loaded roads a reduced boulevard may be appropriate.

1. Where a Single Loaded Collector Road abuts a publicly owned storm water management feature, open space, parkland or an environmental feature, the boulevard that abuts the publicly owned lands may be reduced.
2. For any Single Loaded Collector Road, the boulevard width on the side of the greenlands feature may be reduced from 5.0 metres to 2.5 metres, reducing the overall right-of-way required by 2.5 metres.
3. Transit facilities may be located on any Single Loaded Collector Road.
4. Individual direct access to any development site shall be limited to minimize disruptions to traffic flow and to maximize safety and the attractiveness of the road.



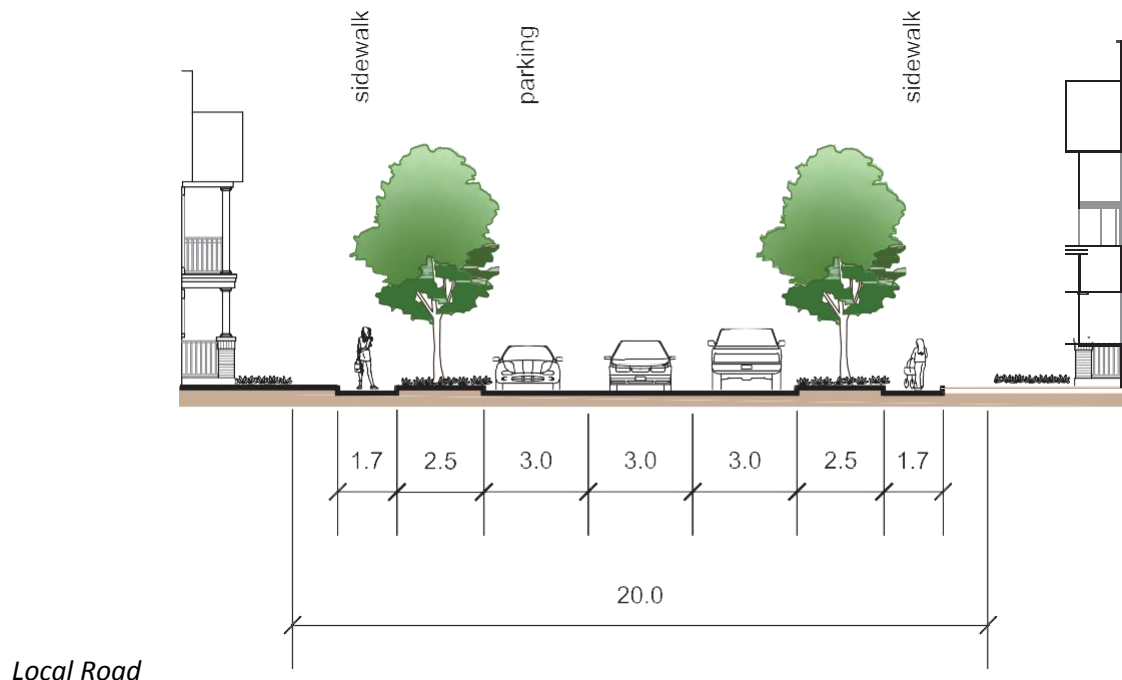
Single Loaded Collector Road

5. Buildings and lots that abut a Single Loaded Collector Road, 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 Single Loaded Collector Road.

Local Roads

Local Roads serve predominantly residential neighbourhoods and provide connections to the Collector Roads System, and often provide links to and between neighbourhood public spaces.

1. Local Roads should be designed with a right-of-way width of 20.0 metres.
2. The road surface, including a parking lane on one side of the road (that could alternate to both sides of the road) shall be a maximum of 9.0 metres.
3. Boulevards on both sides of the pavement will accommodate a grass verge with street trees and 1.7 metre sidewalks on both sides.
4. Individual direct access onto Local Roads is permitted subject to municipal requirements.
5. Buildings that abut Local Roads shall present a façade with architectural detailing and landscape features that address the road frontage.
6. Local Roads that are single loaded may include a 17.5 metre right-of-way, and a reduced boulevard abutting the publicly owned storm water management feature, open space, parkland or an environmental feature.

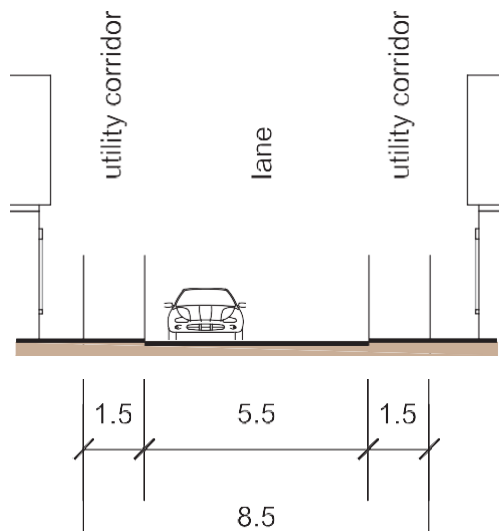


7. The Township may consider narrower Local Road rights-of-way, subject to a review of their sustainability by the Engineering Department.

Lanes

Lanes provide access to private garage facilities. Where the use and location of lanes is acceptable to the Township, the following general design requirements should be considered:

1. Lanes may be considered for use in situations where garages and driveways fronting directly on a road will detract from the character of a special location, such as along Arterial Roads and/or a Collector Road.
2. Lanes shall have a right-of-way of 8.5 metres.
3. The road surface shall be 5.5 metres and shall include a 1.5 metre utility corridor on either side of the lane.
4. The use of permeable materials shall be encouraged in lane construction in areas where sufficient drainage exists.



Laneway

Green Streets

Green Streets serve a special function in the community in that they provide for increased permeability and pedestrian connections within the community. They are meant to encourage pedestrian travel through neighbourhoods and/or open space features and are desirable features in themselves. They are unpaved right-of-ways, that have buildings facing onto them.

1. Green Streets can only be implemented in combination with a rear Lane.
2. Green Streets should have a maximum right-of-way width of 18.5 metres.
3. Green Streets should have two 1.5 metres sidewalks with space on both sides to accommodate a double row of trees.
4. Green Streets will be mainly sodded with enhanced landscaping adjacent to residences to reinforce the special character of these roads and encourage pedestrian activity.
5. Green Streets can accommodate underground utilities as well as emergency access.

Traffic Circles/Roundabouts

Traffic Circles are intended to calm traffic and direct traffic flows without necessarily requiring stop signs at intersections. The open spaces created in the traffic circles add to the character of neighbourhoods.

1. Whenever Traffic Circles/Roundabouts are used they should be treated as significant landscape features in the public realm, as well as serve traffic calming devices.
2. The design of a Traffic Circle/Roundabouts shall ensure ease of snow removal and maintenance.
3. The minimum radius for a Traffic Circle/Roundabouts should be in accordance with Table 1 below:

Table 1: Standards for Traffic Circles/Roundabouts

Intersection	Inscribed Circle Radius (i.e. outside circle dimension)	Radius of Inside Circle (at Mountable Apron)	Turning Road Width
Local-Local	12	6	6
Collector-Local or Collector- Collector	15	8	7
Collector-Single Lane	20	12	8
Arterial	27.5	18.4	9.1



Example of a green street.



Traffic circle with mountable apron and planting

2.3 Guidelines for Parks and Open Spaces

The Parks and Open Spaces System is a major functional and aesthetic component of a community and should be designed to provide for a distribution of amenity spaces for a range of users, in a linked network.

Natural Heritage Features

1. The Natural Heritage Framework within the Urban and Township Urban Areas shall be protected and integrated into the community parks and open space system.
2. The Natural Heritage Framework should, where appropriate and possible, be physically and visually accessible from the abutting roads.
3. Where appropriate the Natural Heritage Framework should be expanded to link to parks and other open spaces. Where necessary, indigenous and ecologically complementary planting guidelines should be developed and implemented by the Township.

Neighbourhood Parks

1. Neighbourhood Parks within the Urban and Township Urban Areas are expected to be diverse in scale, function and character.
2. Each Neighbourhood Park is located to perform a function within its context. Generally, they are located to be a terminus for street/neighbourhood events, are adjacent to a school and/or are integrated, where possible, with an adjacent natural heritage feature.
3. Neighbourhood Parks will provide opportunities for active and passive recreation for residents within an 800-metre radius (a 10-minute walk). Generally, they may include elements such as play structures, informal playgrounds, seating, hard surface areas, shaded areas under tree canopies or open-air structures, group mailboxes, lighting, distinctive tree, shrub and ground cover planting.
4. Neighbourhood Parks should have significant road frontage on all four sides. At a minimum, parks shall front on at least two public roads, with continuous frontage of at least 60 metres.
5. A Neighbourhood Park will generally be no less than 1.5ha of level land and can be as large as 2.0ha where they are designed predominantly for active recreation.
6. Pedestrian access to parks should be clearly defined using landscaping or architectural elements to ensure an appealing park presence.
7. Park design should ensure visual privacy for adjoining residents.



Retaining natural heritage features contributes to sense of place



Residential units front directly onto a park



Community mailbox adjacent to a park



Housing and pathway adjacent to park.

8. Where fencing is required, the design should be consistent around the perimeter of the park.
9. Street trees should be planted along the edge of parks, while not screening the view into parks.
10. Landscape design should enhance microclimate opportunities (wind, sun, shade etc.) Seating and shade areas should be designed in concert with pathways and play areas.
11. All residential units across from parks or adjacent to a park should front onto, not flank onto the park. Rear lotting adjacent to a Neighbourhood Park shall be discouraged.

Parkettes

1. A Parkette is a small component of the public open space system, that can be soft surfaced and green or hard surfaced. A Parkette is most likely a park that connects larger pieces of the greenlands system.
2. Parkettes provide an opportunity to close gaps within the natural heritage system shall be dispersed throughout the community. They are expected to provide key connecting links and enhance the overall greenlands system. Parkettes can also be associated with areas of high pedestrian activity, such as within Mixed-Use and/ or retail areas.
3. Parkettes should be located on visible road frontages and their entries should be clearly defined through landscape treatment and built form elements.
4. Design should provide a focal area or feature that gives character and provides for a range of passive and informal uses.
5. Pathways within Parkettes should connect to pedestrian sidewalks and trails within broader community system.
6. View corridors terminating at a Parkette should be highlighted through landscape treatment and/or built form elements.
7. Plant material and construction materials for Parkettes should contribute to the distinctive character of the local communities.
8. Community mailboxes and information boards should be considered in Parkettes.
9. All residential units across from Parkettes or adjacent to Parkettes should front, not flank the park. Rear lotting adjacent to a Parkette shall be prohibited.



Street trees enhance the visual appearance of the park



Neighbourhood parkette



Parkettes create spaces for people to gather in

2.4 Guidelines for Pedestrian & Cycling Trails Network

1. The trails network includes trails within natural features, storm water management facilities, open spaces and parks and the road system
 - sidewalks and bicycle paths.
2. Trail design and type will be based on each site's sensitivity in order to minimize environmental impacts.
3. Where site conditions allow, trails for pedestrians and cyclists combined shall be 2.4 metres wide. Pedestrian-only-trails shall be a maximum of 2.0 metres wide. Sidewalks shall be a minimum of 1.7 metres wide, or as identified in the road cross-sections.
4. Where appropriate, trails will be designed to accommodate a range of users and abilities. Slopes, where possible, should be under 5 percent. Curb-cuts will be provided to improve access at road crossings. The use of permeable materials shall be encouraged in trail construction in areas where sufficient drainage exists. Where slopes are greater than 5 percent, hard top surfaces may be used.
5. Where possible and appropriate, trails should be clearly signed regarding permitted use. Wayfinding signage shall be provided throughout the trail network and must follow Ont. Reg. 413/12 Accessibility Standards.
6. Trails should be designed to reflect safe passage and restrict access to private neighbourhood properties.
7. Benches, waste and recycling receptacles, lighting, bicycle racks and natural or built shade structures should be provided at trail heads and at regular intervals along the route. Where possible and appropriate, in some more remote areas, nighttime usage of trails should be discouraged.
8. Where appropriate, trails located in proximity to sensitive natural features, or adjacent to storm water management facilities should incorporate interpretive signage at various locations to promote stewardship initiatives that will protect and enhance the features and functions of the natural environment.
9. Cycling facilities may be located within the road right-of-way where possible but shall be appropriately demarcated and/or separated from the asphalt by a landscaped buffer.
10. Where trails intersect with motorized vehicle infrastructure or roads, clear signage and safety features will be provided for the safety of both the trail user and motorized vehicle user.



Trails provide opportunities for recreation



Cycling Trail.



Trail system

2.5 Guidelines for Storm Water Management Facilities

1. Storm water management facilities will be key features within the community contributing to the appearance and ambience, while achieving functional objectives related to stormwater flow moderation and water quality.
2. Native species and flood tolerant water's edge plants, including a mixture of herbaceous and woody vegetation, shall be planted to stabilize banks of ponds. The perimeter of the permanent pool shall be planted with emergent, strand and submergent species to improve the aesthetics and enhance the performance of the facility.
3. Ponds are envisioned to blend with the natural landscape; therefore, geometric forms and standard slope gradients will be avoided in favour of organic shapes and landform grading designed to replicate natural landforms in the area. Inlet and outlet structures will be concealed using a combination of planting, grading and natural stone.
4. Where there is a need to discourage public access to areas around the perimeter of the ponds, living fences and barrier planting will be utilized in place of fencing. Barrier planting will be comprised of multiple rows of predominantly thorn bearing shrub species planted at a spacing of 0.6 to 0.9 metres contingent on species. Barrier planting will be installed along the crest of steep slopes, adjacent deep-water areas and around inlet and outlet structures.
5. Ponds will not be fenced, but rather will be designed with trails, overlooks and interpretive signage so that they are an integral part of the greenlands system and trails network.
6. Public walking/cycling trails should encircle ponds and extend along stormwater channels, where possible.



Pond enhancing natural landscape



Ponds provide opportunities to create unique neighbourhood features



A pedestrian/cycling trail adjacent to a pond



Houses backing onto a Storm Water Pond

3.0 DESIGN GUIDELINES FOR THE PRIVATE REALM

The private realm within the Urban and Township Urban Areas is comprised of the built form development blocks and lots and their relationship to open spaces and roads with respect to their location. The residential, institutional and commercial/mixed use buildings within a community contribute to its character and can assist in further defining and complementing the public realm.

This section of the document provides general guidance for the design of built form and how it should address the streetscapes and open spaces. These Guidelines are to be read in conjunction with the policies of the Breslau Settlement Plan.

3.1 All Development

Development Blocks and Lots

1. Developable lands should be subdivided into a series of development blocks, defined by a highly interconnected grid, or modified, system of public roads and lanes.
2. The size and configuration of each development block will:
 - be appropriate to its intended use;
 - facilitate and promote pedestrian movement; and,
 - provide a sufficient number and, where appropriate range of building lots to achieve cost effective and efficient development.
3. Each development lot in a block will:
 - have frontage on a public road or private road within an approved plan of condominium; and,
 - be of sufficient size and appropriate configuration to accommodate development that reflects the planning and urban design policies set out in the Secondary Plan and these Design Guidelines.
4. A lot that does not have frontage on a public road may be permitted, provided the front lot line adjoins public open space (i.e. a "Green Street") fronting a public road, and the rear lot line adjoins, and has access from a rear lane.
5. Mixed-use development blocks having substantial frontage on a Regional Road and/or a Collector Road, may be permitted to have a second access to parking from either an Arterial Road and/or a Collector Road provided:
 - the block contains a comprehensively designed development;



The use of light and dark colours produces visual interest



Building projections, such as porches, provide transitional building elements



Buildings fronting onto a park have direct walkway connections from main entrances.



Enhanced features promote pedestrian movement

- the principle access to the required service areas on the block is from the exterior side yard,
- the need for a second access to parking can be demonstrated to be necessary to facilitate the development pattern, but will not interfere with, or promote unsafe traffic and pedestrian movement; and,
- the development pattern is otherwise consistent with the provisions of the Secondary Plan and these Design Guidelines.

Built Form

1. A full range of housing types and tenures should be provided to make a variety of housing options available to the community.
2. The design of built form shall incorporate principles of sustainable development, energy and resource efficiency.
3. Architectural styles of individual units and blocks should be sensitive to and complement each other.
4. A variety of architectural elements such as entry porches, dormers, material detailing will be employed to create a distinctive character for each block.
5. New development will be compatible with adjacent and neighbouring development by ensuring that the siting and massing of new buildings does not result in undue adverse impacts on adjacent properties particularly in regard to adequate privacy conditions for residential buildings and their outdoor amenity areas.

To ensure that building compatibility is achieved, the implementing zoning by-laws will establish consistent relationships between buildings and their associated property limits.

6. For reasons of public safety and convenience, primary building entrances to principle buildings shall be clearly visible and located on a public road or onto public open spaces.
7. Access from sidewalks and public open space areas to primary building entrances shall be convenient and direct, with minimum changes in grade, and shall, for required spaces, conform with Provincial and municipal policies.
8. To minimize disruptions to traffic flow and to maximize safety and the attractiveness of Arterial Roads and the Collector Roads, individual direct vehicular access shall be minimized, and, in some cases prohibited.
9. To enhance the quality and safety of the public streetscapes the construction of parking lots/structures which occupy significant proportions of the at-grade frontage of public roads shall not be permitted.



Porches provide for “eyes on the park”



Residential built form frames the park



Landscaped median features provide visual interest in the streetscape



Consistent building setback reinforces the street edge

10. To reduce the impact of surface parking and to provide at grade amenity areas, the provision of structured parking shall be encouraged for higher density forms of development. Where it is not feasible to locate parking in structures either below or above grade, parking should be located to the rear of principle buildings and/or within the side yard.

Location of Buildings with Respect to Roads and Open Space

1. To reinforce the road, lane and block pattern, the following measures will be employed:
 - all buildings will be aligned parallel to a public road;
 - buildings will be located in proximity to the property line adjoining the public road;
 - siting and massing of buildings will provide a consistent relationship, continuity and enclosure to the public roads;
 - buildings located adjacent to, or at the edge of parks and open spaces will provide opportunities for overlook into the open space;
 - the massing, siting and scale of buildings located adjacent to, or along the edge of a park or open space will create a degree of enclosure or definition appropriate to the type of open space they enclose; and,
 - buildings of significant public use or architectural merit may be sited to specifically differ from the surrounding urban fabric in order to emphasize their importance as landmarks.



Buildings adjacent to naturalized areas should relate to the open space



Pairing of driveways minimizes their impact on the street.



Houses overlooking a park.

3.2 Guidelines for Residential Buildings

Single Detached & Semi-Detached Houses

1. Buildings must have front and exterior side façades parallel to the road with front doors, windows and entry features facing the road to create a consistent street wall.
2. The setback to the main building face should be from 4.5 to 7.5 metres from the edge of the right-of-way. The setback to a main building face, which could be the main front wall, second floor room over or beside the garage, or significant element such as a roofed porch or verandah.
3. Garages shall be set behind or flush with the main building face or accessed from a rear lane. In the case of houses with a double car garage and double-wide driveway, the garage doors facing a public road, shall be set back a minimum of 6 metres from the road right-of-way. This guideline does not apply to Public Lanes.
4. Houses with a one-car garage and single width driveway, should provide a driveway length that could accommodate two mid-size cars between the garage and public road curb.
5. Corner lots and homes facing, or abutting parks are priority lots within the neighbourhood. The design of these homes shall include the following considerations:
 - where sides or flankage of buildings are visible, they should have windows, materials, and other architectural treatments equal to the front elevation of the house;
 - the main front entrance should be located on the exterior side elevation, corner windows and wrap-around porches should be included to emphasize a corner location; and
6. Porches, stairs, canopies and other entrance features can encroach into the required setbacks.
7. Entry features and other architectural elements shall be incorporated into the front elevation of the house to reduce the visual dominance of the garage and the front drive.
8. Shared or grouped driveways will be encouraged to reduce the amount of asphalt on front yards.
9. Windows should vary in design to distinguish individual units within a block while creating a uniform image.



Semi-Detached unit with recessed and covered garage



Single detached house with integrated garage



Variation in roof configuration creates diversity on streetscape



The wrap around porch addresses both streets as frontage.

Townhouses/Live Work Units

1. The siting, massing, and façade design of Townhouse units shall be coordinated on a block-by-block basis.
2. The elevation of the Townhouse block shall be articulated in a manner that provides variation between units and reinforces common characteristics that visually unites the block.
3. Variety in the design of roofs is required to break up the massing of Townhouse blocks.
4. The massing and built form of Townhouse units adjacent to single/ semi-detached dwellings shall be broken down with architectural elements to promote visual integration.
5. Where appropriate, garages may be accessed from a rear public Lane. Where they are not, garages should be paired to allow for more substantial front yard green space. Garages shall not protrude beyond the main front wall of the dwelling unit.
6. Townhouse built form will be limited to a maximum of 8 units, with 6 units preferred. Where 8 units are proposed, individual unit widths should not exceed 6.5m.
7. Townhouses should be dispersed and integrated throughout new developments rather than being concentrated in one location within a subdivision.
8. Where the Townhouse is designed as a Live Work unit, the unit shall have frontage on a Collector Road, with the workspace component comprising the front of the at-grade floor.



Townhouses with garages on rear lane



Apartment building oriented to public road



Low rise apartment complex with interior courtyard



Apartment Buildings

1. Apartment buildings should be oriented to front, face and feature the public road. A substantial portion of the building should front the public road at a minimum setback.
2. Entrances should be located and oriented to public roads.
3. Permanent parking, loading and service areas should be located inside or rear yards and set back from the front façade of the building.
4. A visitor drops off area should be located at the front of the building.
5. Rooftop mechanical equipment should be screened with materials that are complementary to the building.

Residential Buildings - Architectural Features and Details

Porches and Entry Features

1. Porches on detached units shall be deep enough to allow a seating area (a minimum of 1.5m, although a 1.8m depth is encouraged).
2. Where railings are used, they should be consistent with the character of the house. Maintenance-free, pre-finished railings with a range of colours preferably in a natural colour palette, with at least two colours considered.
3. The porch width is encouraged to encompass the entry door and windows on the front façade of the unit.
4. Porch steps shall be detailed in the same material as the porch itself. Wood steps are not permitted.
5. Entry features shall be articulated through detailing and/or a variation of materials.
6. An exposed frieze detail is required at the top of the support columns on the underside of the porch roof soffit.

Utilities and Mechanical Equipment

1. On interior lots utility meters are encouraged to be limited to the side elevation of dwellings and coordinated between units to generate consistency. Landscaping as a means of screening meters is encouraged.
2. Where meters are located on side elevations of lots flanking streets, parks, or other highly visible locations the meters should be placed at an inconspicuous location, recessed and treated with an architectural surround or screened by landscaping, where permitted by utility company standards.
3. Air conditioning units, vents for dryers, exhaust fans, etc., shall not be located on any elevation facing the street.

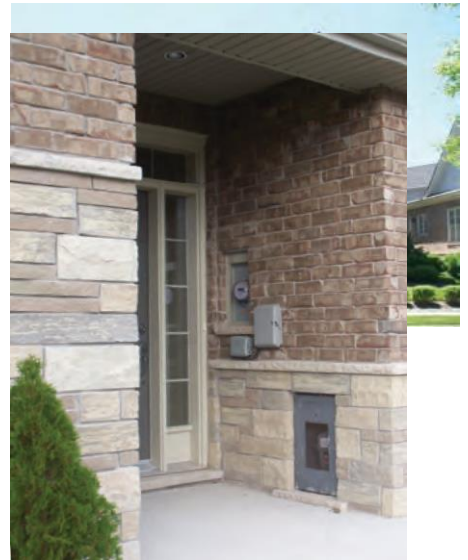
Garages

The design of garages can have a major impact on the visual character of the individual dwelling and the collective streetscape. Therefore, the design and material of attached garages should complement, not dominate, the main dwelling to create a cohesive streetscape.

Builders are responsible for ensuring that all relevant provisions of the Township of Woolwich's Zoning By-law are met, including minimum setbacks and permitted driveways widths. The requirements noted below are in addition to these provisions.



Entries create "Eyes on the street"



Porches should be incorporated into the design of a house wherever possible. Utility meters should be recessed and hidden from view.

Builders are encouraged to provide a variety of garage types including attached front garages, detached garages and lane-based garages. In addition, plans for both single and double car garages should be prepared to provide for a varied streetscape.

Front Garages

1. Attached garages must be a natural extension of the design, massing, and materials of the main dwelling.
2. Where the building face, including the porch/veranda, make up less than 4.5m of width, the dwelling face or porch/veranda is encouraged to extend a minimum of 1.5m closer to the street line than the garage portion.
3. A second storey, built over the garage, should be setback a maximum 2.5m from the front face of the garage. In addition, the area built over the garage should cover approximately 75% of the garage width. Exceptions will be made on a limited basis subject to review by the Township or the Township approved Control Architect.

Rear Yard Garages

Garages can be located in rear yards by means of a driveway running the depth of the lot to the rear yard or by means of a driveway from a flanking street on corner lots. Garages can be detached or attached to the dwelling.

1. A rear yard garage is possible on lots with a minimum depth of 30m, with the following lot width:
 - A single-car garage is possible on lots with a minimum lot width of 11.0m;
 - A detached double-car garage is possible on lots with a minimum lot width of 12.2m; and,
 - An attached double garage is possible on lots with a minimum lot width of 15.2m.

Driveway Treatments

1. For individual driveway access, on units with double car garages, the maximum width of a driveway shall be as per Township standards.
2. Driveways should be located as far as possible from parks, open space features, public walkways, schools and intersections.
3. Where three car garages are present, the driveway will be tapered to a width of 6.5m at the curb.



Above: Attached front garages.



Attached rear yard garage accessed by a laneway



Example of a detached laneway garage.



Front driveway treatment with car port

3.3 Guidelines for Public/Institutional Buildings

Public/Institutional uses form an important aspect of community identity. Buildings serving these uses act as important built landmarks. Careful attention must be paid to the design of these structures to ensure that they reflect the built quality and integrate with the scale of the surrounding neighbourhood.

1. Public/Institutional buildings shall be sited prominently and where possible, should terminate views.
2. Public/Institutional buildings shall front on Collector Roads, or in some cases on Arterial Roads, and be located close to the road to reinforce the street wall and define intersections.
3. Public/Institutional buildings shall exhibit a high standard of architectural design and reflect the scale and character of surrounding neighbourhoods.
4. Special landscape features are encouraged to distinguish important landmark buildings at the pedestrian level.
5. Public/Institutional buildings shall be designed as special landmark buildings with high quality design, materials and finishes. The site should be well landscaped in recognition of their prominent locations and status as landmark buildings.
6. The front door of all Public/Institutional buildings shall be easily accessed and connected with a walkway to the sidewalk on the road.
7. Vehicular parking shall be located at the side or rear of the building. Parking for cyclists should be located near building entrances and where visual surveillance can be maximized.
8. Drop-off areas should be provided for buses and cars at the side of the building but may be located in the front of the building subject to building design and site plan considerations.
9. Consideration for a road lay-by should be given for buses and cars.
10. Rooftop mechanical equipment shall be screened with materials that are complementary to the building or through parapet height where applicable.



Projecting entry and tower element emphasize the main entrance



School reinforcing the road edge



School located adjacent to natural Features

3.4 Guidelines for Commercial/ Mixed Use Buildings

1. Retail/commercial uses will be encouraged at the ground level and office commercial and residential uses are encouraged on the upper levels of buildings.
2. Both the residential and commercial components of buildings should be of quality construction and architectural details and should respond to neighbouring structures in massing, height and materials.
3. The side and rear of buildings abutting low to medium density residential properties should be of similar height as the residential dwellings or should be stepped to maintain an appropriate scale in relation to adjacent residential uses.
4. Buildings should be oriented to front, face and address public roads, especially with buildings located at corners.
5. Building façades along the public roads should be articulated with colour, material variations, windows and other treatments of the wall plane to provide a high quality of design, detail, and variety. The design treatment of flanking façades visible from the road should be similar to that of the front façade.
6. All façades that overlook roads and open spaces should have windows. Reflective mirror glass should not be used for windows at grade.
7. Building façades should be treated as pedestrian areas and public spaces:
 - pedestrian areas in front of the buildings should be wide and well-landscaped with furniture, lighting and planting;
 - tree planting should be carefully planned with signage to avoid conflicts;
 - canopies should be considered to provide weather protection to pedestrians; and,
 - planting should be in large continuous planting beds.
8. Building entrances should be prominent and linked to sidewalk through walkways, covered porches or hard-surfaced patios/ parkettes.
9. Ground level floor-to-floor height should allow for conversion from residential to commercial uses.
10. The front yard could be either hard or soft surface, depending on use and should include a low, visually permeable fence at the edge of the sidewalk to define the semi-private areas and to add continuity to the streetscape.



Example of mixed-use building with retail/commercial uses on ground floor



Mixed use building overlooking onto public road



Variations in colours and materials create a visually appealing facade



Similar materials and colours encourage integration between different uses

11. A variety of roof shapes should be considered to avoid the monotony of flat roofs.
12. All utility equipment, rooftop mechanical equipment, hydro transformers and garbage storage facilities shall be incorporated into the design of a building. If this is not possible, equipment should be positioned so as not to be visible from the public road and screened with materials that are complementary to the building design.
13. Parking areas should be designed in small sections and include lighting, substantial landscaping, and special paving to break up expanses of parking and to provide places for pedestrian connections.
14. Trees, shrubs and ground covers should be planted at grade in wide, continuous planting beds that serve to define pods of parking and provide the preliminary pedestrian circulation.
15. Parking areas should be screened from view from roads, open spaces and adjacent residential areas with low fencing and planting.
16. Parking areas should be located at the side or rear of the development and set back from the road right-of-way.
17. Servicing and loading areas should be located behind buildings and be screened from view. Conflicts between shipping vehicles and pedestrians must be minimized through signage and delineation of the pedestrian right-of-way.
18. Signage should provide a high level of clarity, visibility, and visual interest and shall complement the architecture of the building(s) in its scale, materials, consistency, and design.



A clear pedestrian route, enhanced by tree planting in retail plaza parking lot



Landscape treatment screens surface parking areas



A variety of complementing signage add interest to the facade

3.5 Design Guidelines for Employment Land I and Commercial/Business Park Designations

Buildings

1. Building façades along the public streets shall be articulated with colour, material variations, windows and other treatments of the wall plane to provide a high quality of design, detail and variety.
2. The design treatment of flanking façades visible from the road shall be equal to the that of the front façade.
3. Windows shall be encouraged on all façades that overlook streets and open spaces; reflective mirror glass shall not be used for windows at grade.
4. Entrances to buildings shall be prominent and visible with entrance canopies, awnings and other architectural elements.
5. Rooftop mechanical equipment shall be screened with materials that are complementary to the building.

Gateways

1. Buildings located at the entry road from Highway 7 is identified as a Gateway and should be designed to include landmark buildings with consideration to minimizing setbacks, special landscape treatment, streetscaping, and unique building treatment.
2. The massing and design of buildings at the identified Gateways should indicate the importance of the location. This includes higher buildings, higher roofs and unified architectural detailing. In addition, no parking shall be permitted between the building and the public street right-of-way.
3. To facilitate the construction of the identified Gateways, partnerships among the Town, developers and/or service clubs shall be encouraged.

Loading and Parking

1. Loading and service areas should not be located at the front or exterior side of the buildings.
2. Loading and service areas should be screened from view from the street, public open spaces and adjacent residential areas.
3. Parking areas should be located at the side or rear of the building and set back from the street right-of-way.

4. Parking areas should be designed in small sections and include lighting, substantial landscaping, and special paving to break up expanses of parking and to provide places for pedestrian connections.
5. Parking areas should be screened from view from streets, open spaces, and adjacent residential areas with low fencing and planting.
6. Runoff from parking lot areas that are prone to higher levels of contamination should be conveyed over land, where possible, to biofilters or swales and, where required, to storm sewers and storm water management ponds.

Landscaping

1. The front yard setback should be landscaped to define pedestrian walks, outdoor employee lounge areas, the main building entrance and to screen parking areas.
2. Planting should visually enhance individual sites, screen parking and loading areas while enabling views of buildings and create a consistent landscape treatment along streets.
3. Landscape design shall relate to the architecture of the building with particular attention to entrances and windows, architectural massing, rhythm, detailing and sightlines.
4. Buffer planting should consist of a mix of indigenous evergreen and deciduous plant species of a suitable height and configuration to provide a visual screen between adjacent properties during all seasons.
5. Trees, shrubs and groundcovers should be planted at grade in wide, continuous planting beds that serve to define pods of parking and provide the preliminary pedestrian circulation.

Private Realm Landscape Guidelines

1. Provide a variety of plant material including perennials, shrubs, coniferous and deciduous trees, and groundcovers with a hardiness zone rating of at least 5b.
2. Provide a diversity of plant species that are chosen for their ecological compatibility.
3. Choose plant material that is appropriate for the site conditions (soil, microclimate etc.).
4. Choose plant material for seasonal variety, drought tolerance and salt tolerance.

5. Locate plant material to *conserve* energy and modify temperature and wind extremes.
6. Plant material shall be regionally grown and conform to the Canadian Standards for Nursery Stock.
7. Trees must have a minimum caliper of 50 measured at 150 mm above the stem flare.
8. Trees must be balled and burlapped.
9. Shrubs must be container grown.
10. Exotic or non-native species, which are considered evasive, shall not be used.

3.6 Design Guidelines for Employment Land II, South Breslau Industrial Area and Safety Kleen Industrial Designations

Buildings

1. Building façades along the public streets should be articulated with colour, material variations, windows and other treatments of the wall plane to provide a high quality of design, detail and variety.
2. Entrances to buildings should be prominent and visible with entrance canopies, awnings and other architectural elements.
3. Rooftop mechanical equipment shall be screened with materials that are complementary to the building.

Loading and Parking

1. Loading and service areas should not be located at the front of the buildings.
2. Parking areas should be screened from view from any adjacent residential areas with fencing and planting.
3. Runoff from parking lot areas that are prone to higher levels of contamination should be conveyed over land, where possible, to biofilters or swales and, where required, to storm sewers and storm water management ponds.

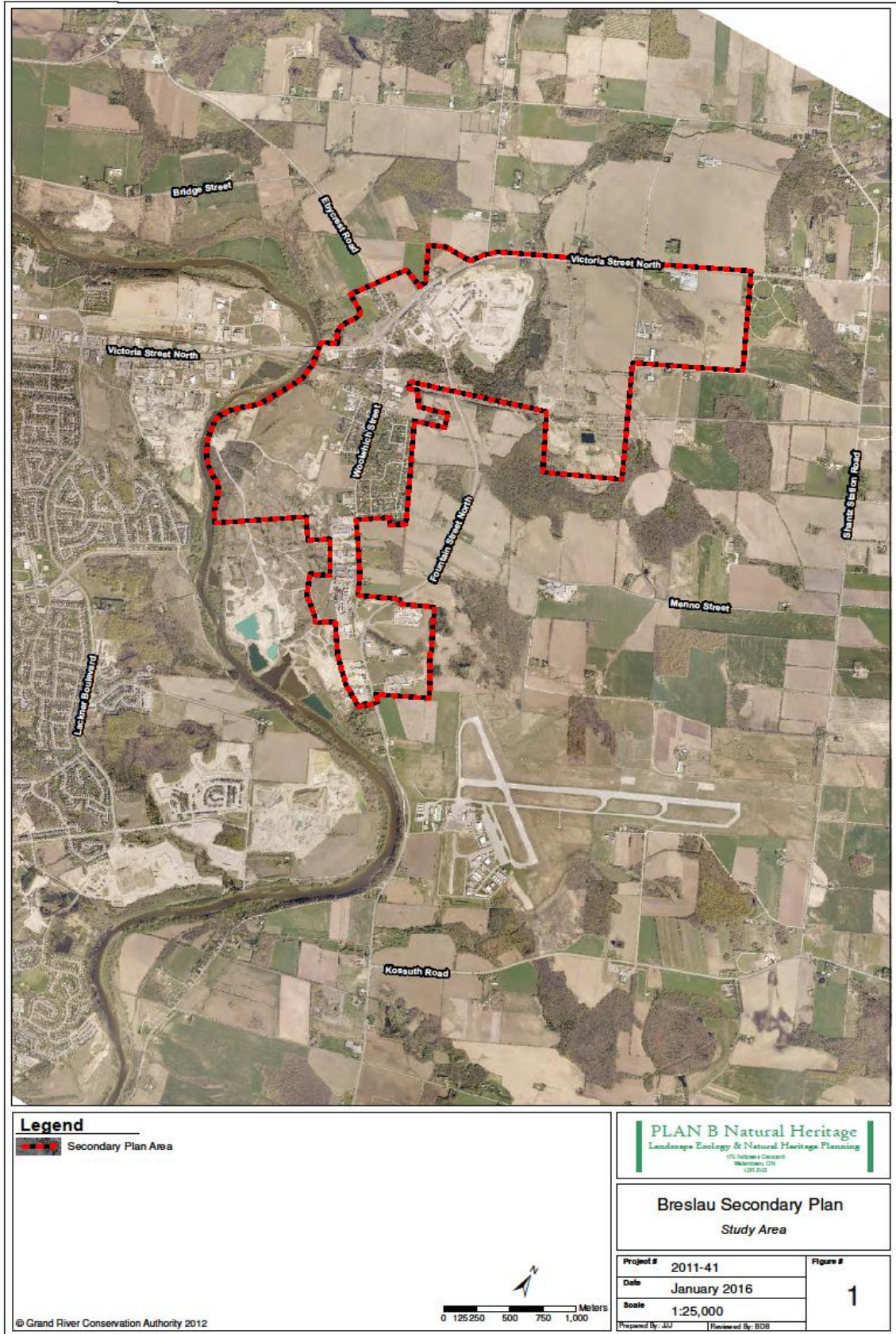
Outdoor Storage

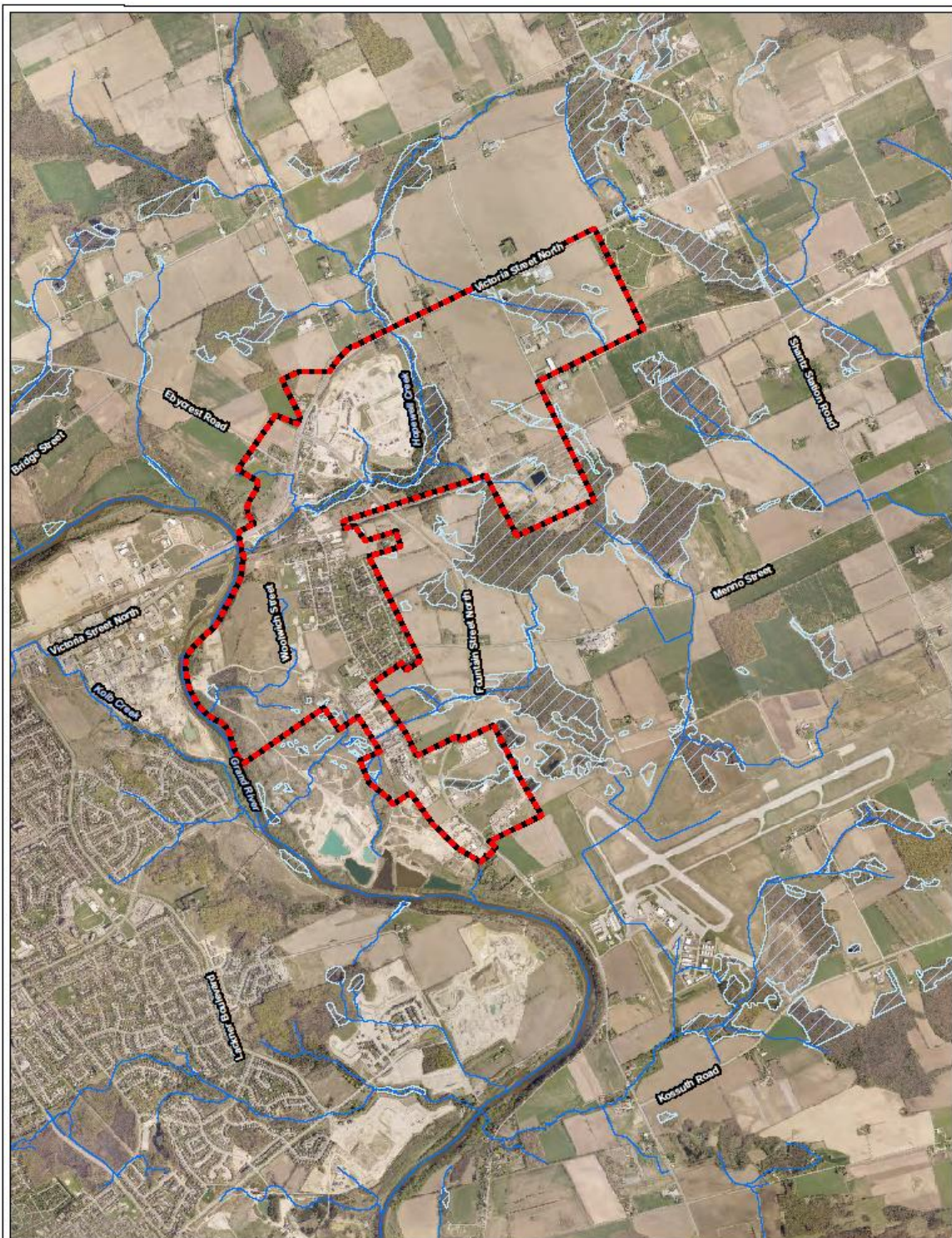
1. Outdoor storage areas that face public streets should be avoided. Where site planning constraints necessitate outside storage in visually prominent locations, they should be screened with architectural elements and/or berms and/or landscaping.

Landscaping

1. Planting should visually enhance individual sites, screen parking and loading areas – while enabling views of buildings – and create a consistent landscape treatment along streets.
2. The front yard setback should be landscaped to define pedestrian walks, outdoor employee lounge areas, the main building entrance and to screen parking areas.
3. Landscape design shall relate to the architecture of the building with particular attention to entrances and windows, architectural massing, rhythm, detailing and sightlines.
4. Buffer planting should consist of a mix of indigenous evergreen and deciduous plant species of a suitable height and configuration to provide a visual screen between adjacent properties during all seasons.
5. Trees, shrubs and groundcovers should be planted at grade in wide, continuous planting beds that serve to define pods of parking and provide the preliminary pedestrian circulation.

APPENDIX II

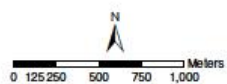




Legend

- Secondary Plan Area
- Drainage (GRCA)
- Wetland (GRCA)
- Woodlands (MNR)

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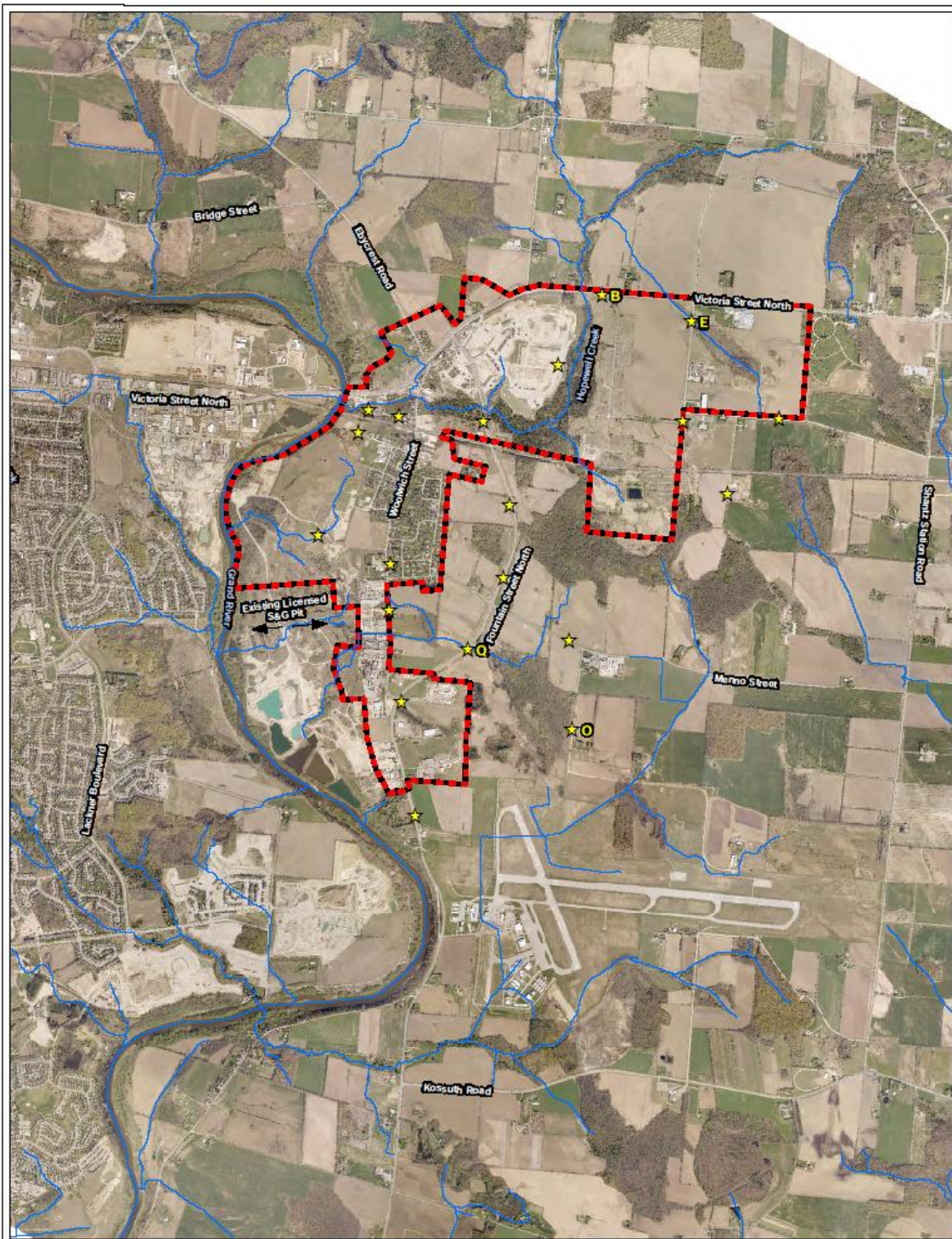


PLAN B Natural Heritage
Landscape Ecology & Natural Heritage Planning
175 Victoria Avenue
Windsor, ON
N9A 5B3

Breslau Secondary Plan Existing Conditions

Project # 2011-41
Date January 2016
Scale 1:25,000
Prepared By: JCU

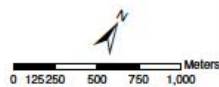
Figure #
2
Reviewed By: BOB



Legend

- - - Secondary Plan Area
- Drainage (GRCA)
- ★ Wildlife Monitoring (birds, amphibians, mammals & corridor function)

© Grand River Conservation Authority 2012

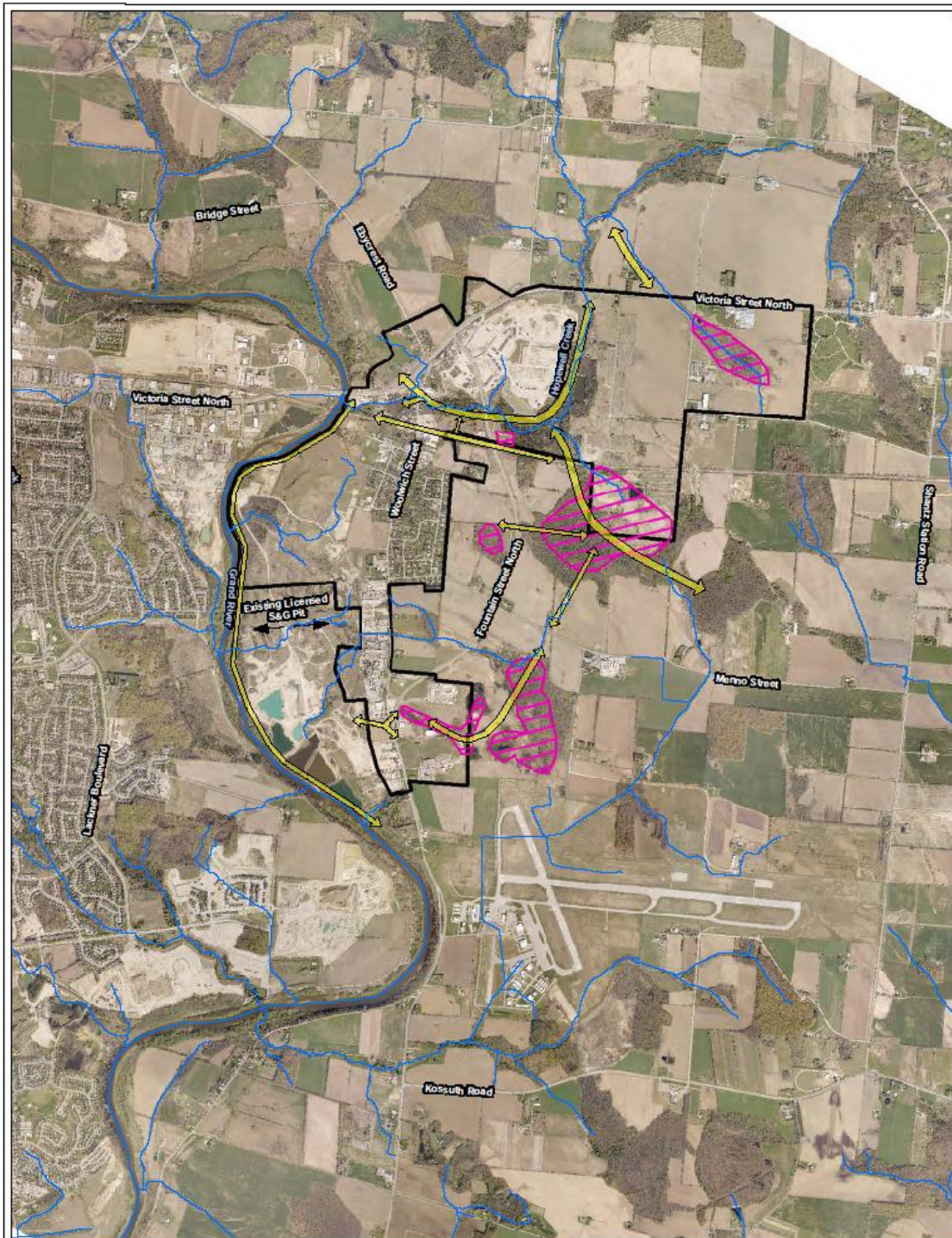


PLAN B Natural Heritage
Landscape Ecology & Natural Heritage Planning
1715 Midland Ave. Cambridge
Ontario, Canada
N1H 2K9

Breslau Secondary Plan Wildlife Monitoring

Project # 2011-41
Date January 2016
Scale 1:25,000
Prepared By: JJJ Reviewed By: BOB

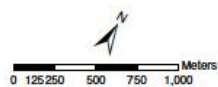
Figure #
3



Legend

- Secondary Plan Area
- Drainage (GRCA)
- Wildlife Corridors
- High Concentration of Frog Calls

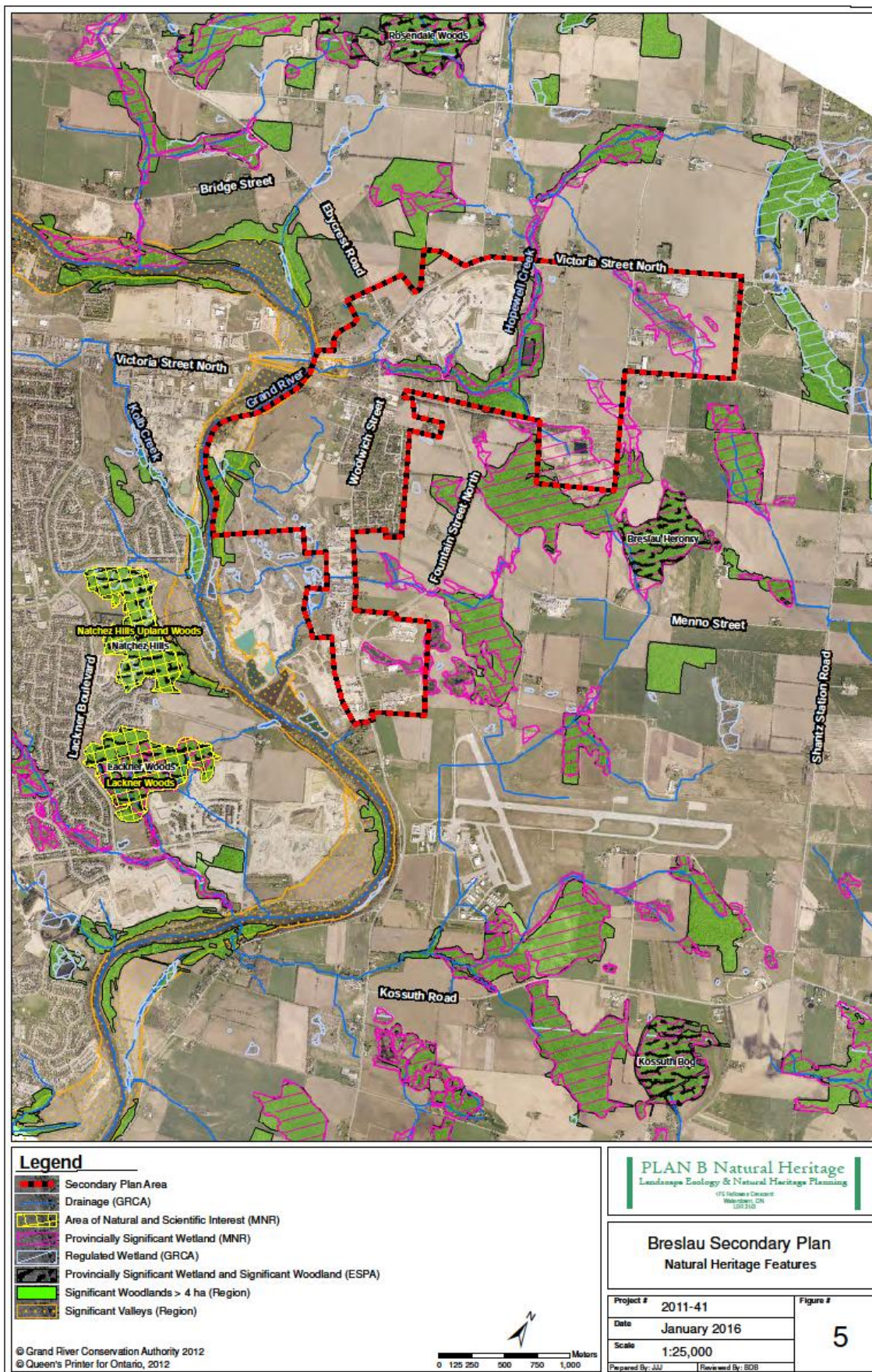
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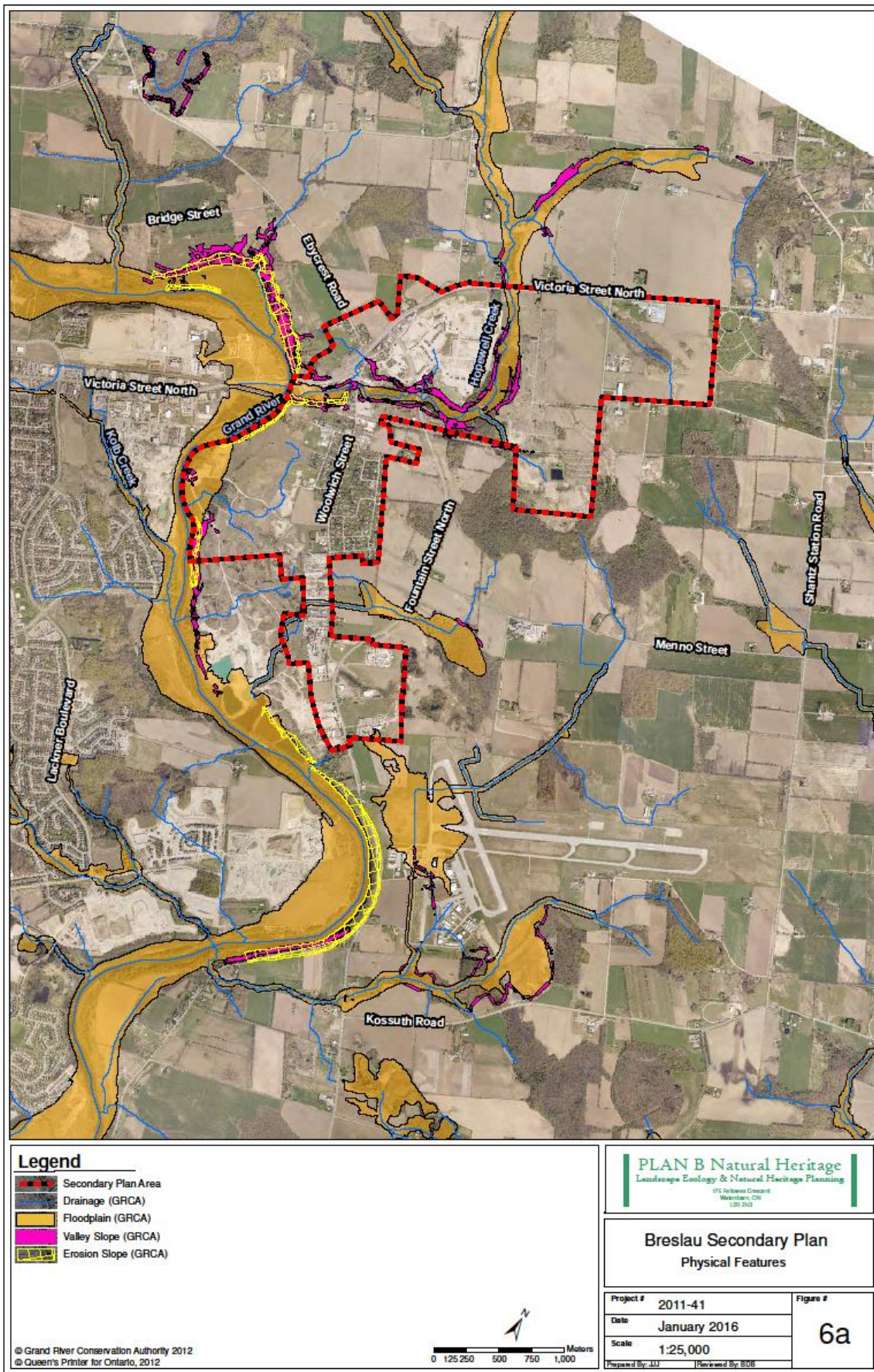


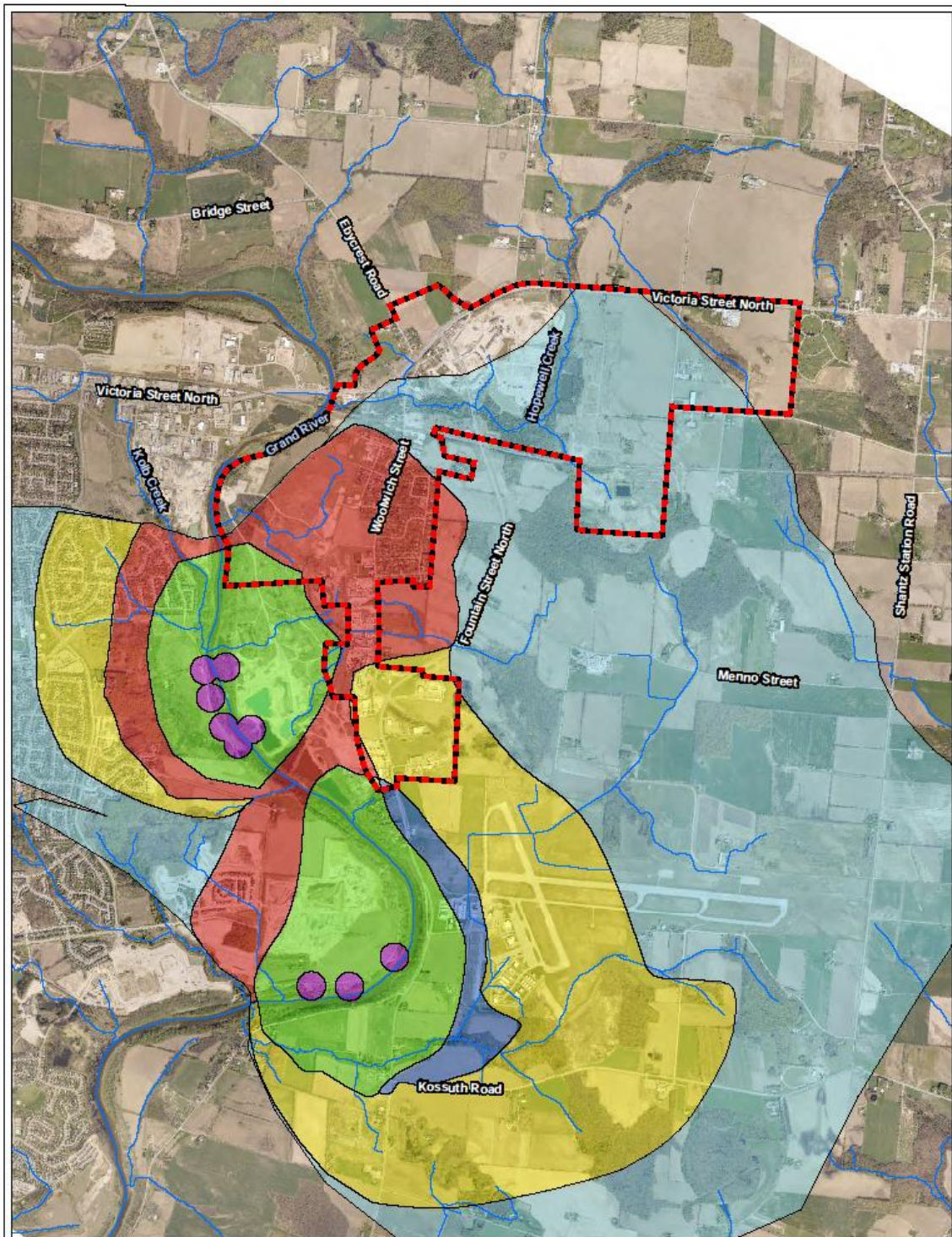
PLAN B Natural Heritage
Landscape Ecology & Natural Heritage Planning
1750 Highway 10, Unit 10
Windsor, ON
N9A 6P5

Breslau Secondary Plan Corridors and Frog Concentration

Project #	2011-41	Figure #
Date	January 2016	4
Scale	1:25,000	
Prepared By: JJJ	Reviewed By: BDB	



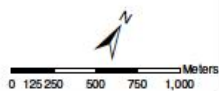




Legend

- - - Secondary Plan Area
- - - Drainage (GRCA)
- Well Head Protection Sensitivity Area 1
- Well Head Protection Sensitivity Area 2
- Well Head Protection Sensitivity Area 4
- Well Head Protection Sensitivity Area 5
- Well Head Protection Sensitivity Area 7
- Well Head Protection Sensitivity Area 8

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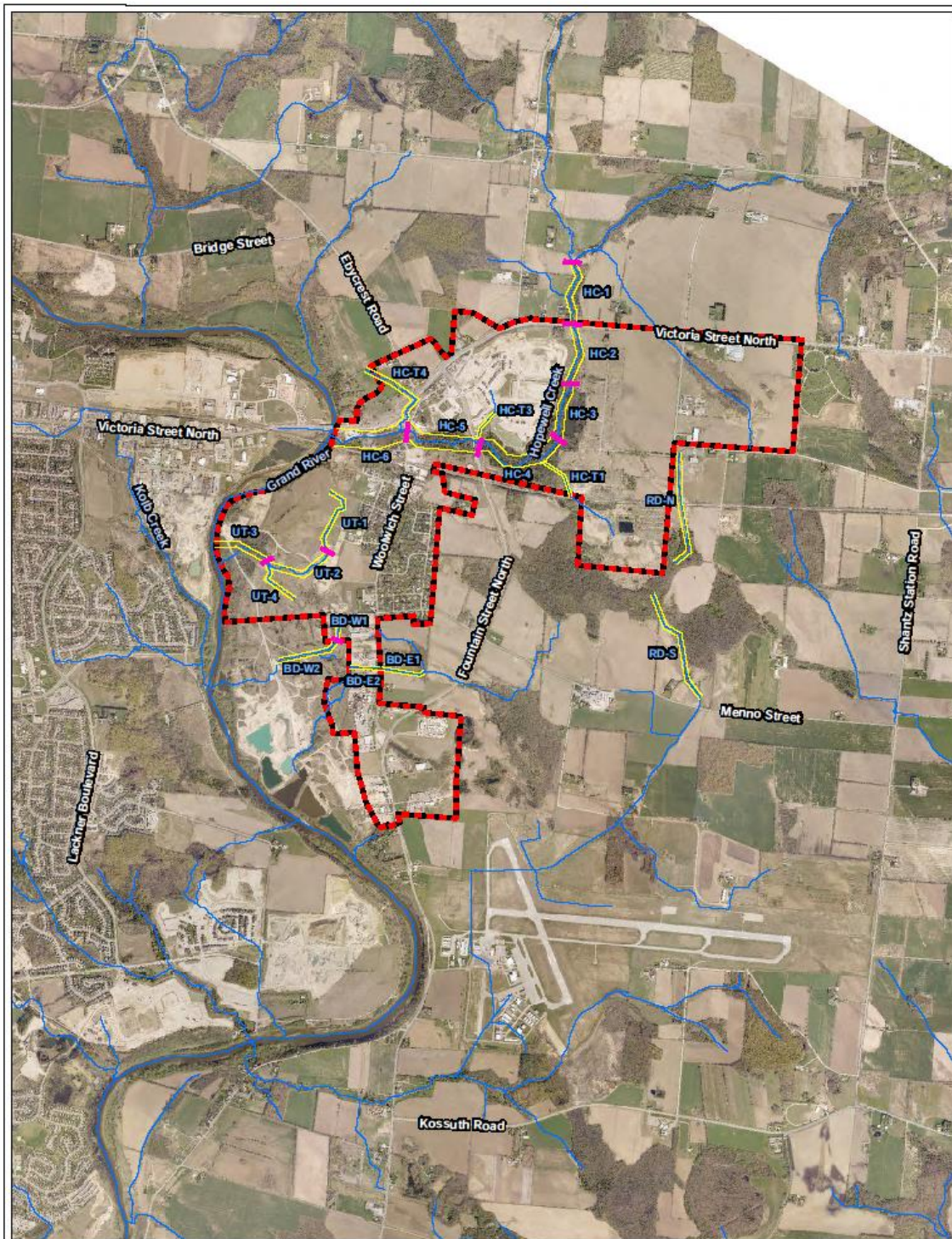


PLAN B Natural Heritage
Landscape Ecology & Natural Heritage Planning
1515 Indiana Avenue
Middletown, OH 44645

Breslau Secondary Plan Well Head Sensitivity Areas

Project # 2011-41
Date January 2016
Scale 1:25,000
Prepared By: JJL Reviewed By: BOB

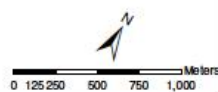
Figure #
6b



Legend

- - - Secondary Plan Area
- Drainage (GRCA)
- Preliminary Meander Belt Width
- Reach Break

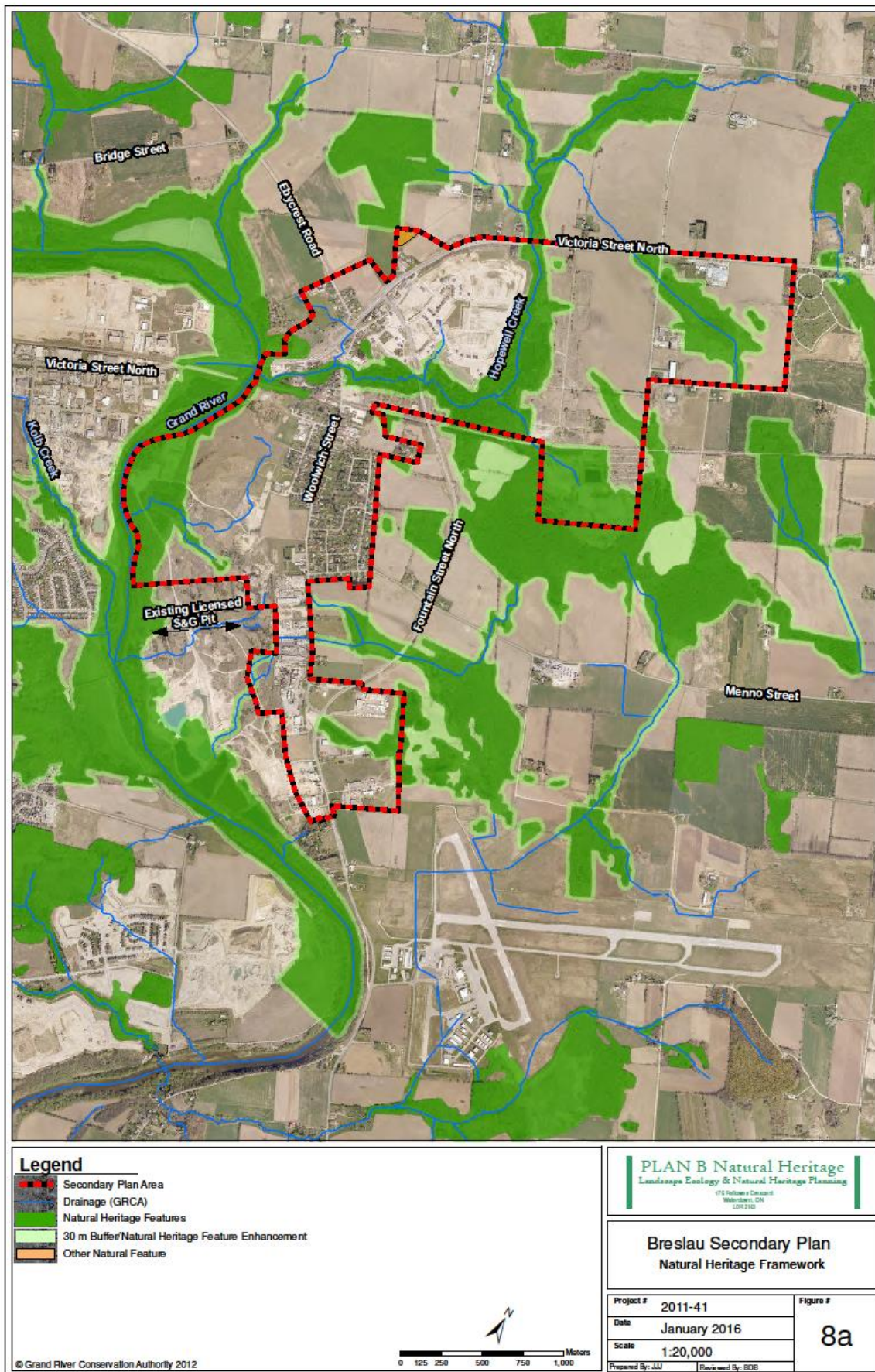
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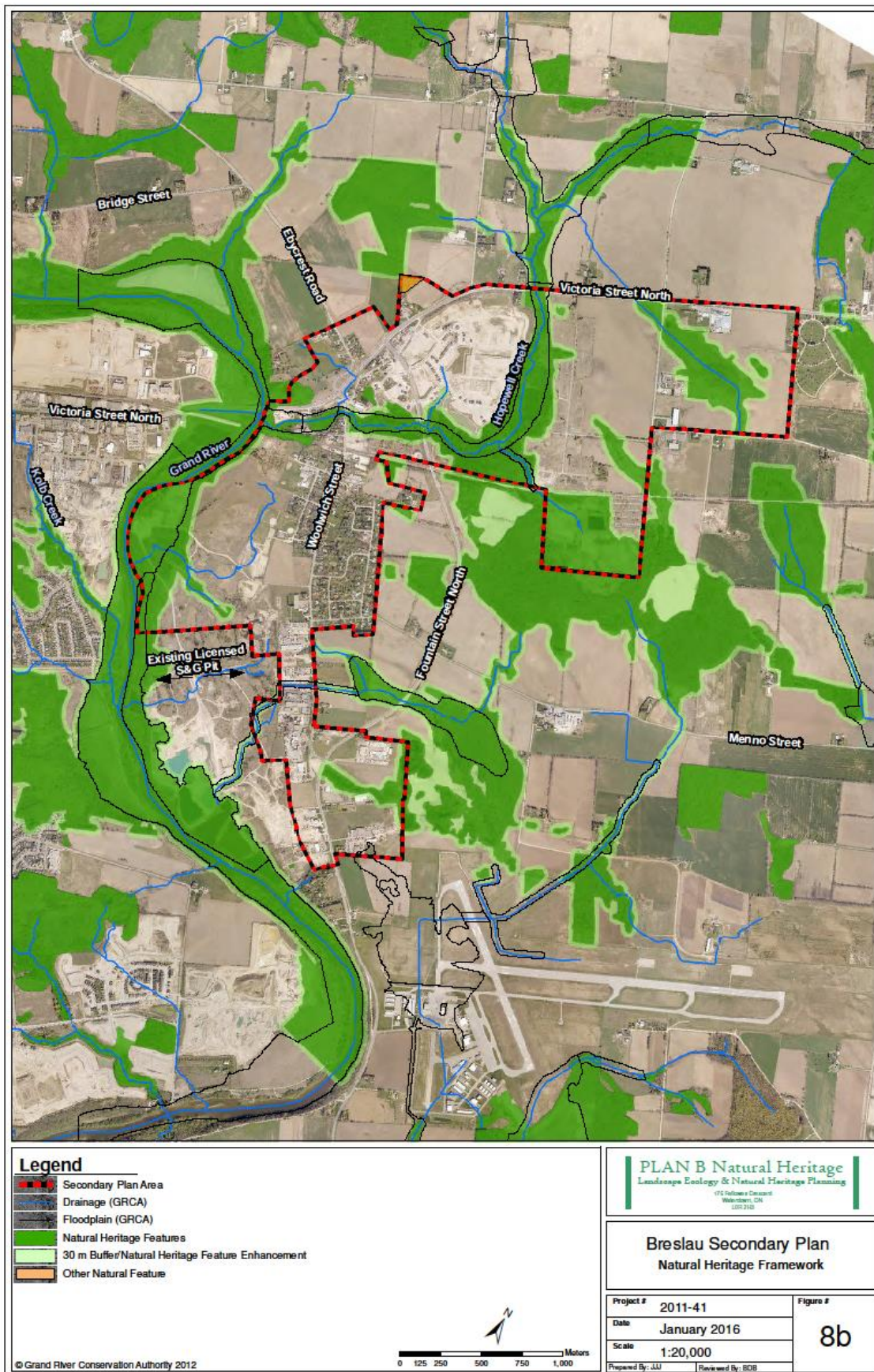


PLAN B Natural Heritage
Landscape Ecology & Natural Heritage Planning
1575 Lakeshore Drive, Suite 100
Windsor, ON
N9A 6B2

Breslau Secondary Plan Meander Belt

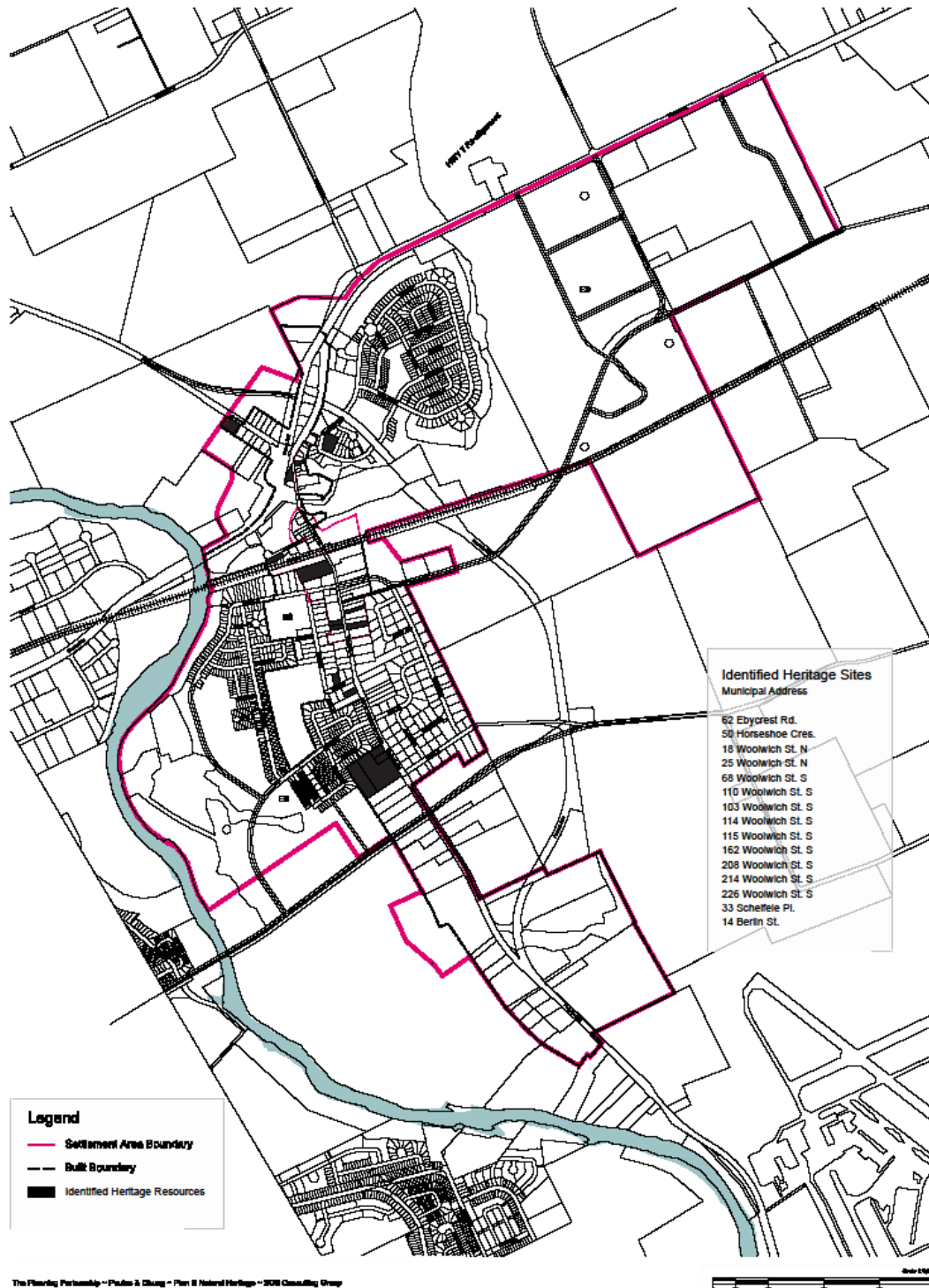
Project #	2011-41	Figure #	7
Date	January 2016		
Scale	1:25,000		
Prepared By: JJJ	Reviewed By: BDB		





APPENDIX III

Township of Woolwich | Appendix III- Cultural Heritage Resources Mapping



APPENDIX IV

Breslau Settlement Plan_Appendix IV- Growth Management /Development Yields

Settlement Boundary (Including Built Boundary) = 567.397 hectares

Built Boundary = 157.919 hectares

Settlement Area Boundary Land Use	Hectares (ha.)	
Village Residential (Includes Village Main Street)	47.609	
Low / Medium Density Residential	118.553	
Medium / High Density Residential	26.634	
Commercial / Mixed Use	19.868	
Commercial / Business Park	2.281	
Commercial / Retail	7.335	
Institutional (Includes ES- Elementary School Site)	5.509	(3.332 ES)
Employment Lands I	21.19	
Employment Lands II	21.351	
South Breslau Industrial Land	54.258	
South Breslau Industrial Land (Restricted Area)	2.058	
Go Station	8.285	
Natural Heritage System	151.513	
Open Space	12.84	
ROWS + Miscellaneous Inefficiencies	68.113	
TOTAL	567.397	

Built Boundary Land Use	Hectares (ha.)	
Village Residential (Includes village Main Street)	45.978	
Medium / Low Density Residential	- - -	
Medium / High Density Residential	2.773	
Commercial / Mixed Use	8.016	
Commercial / Business Park	- - -	
Commercial / Retail	1.559	
Institutional (Includes ES- Elementary School Site)	5.509	(3.332 ES)
Employment Lands I	- - -	
Employment Lands II	- - -	
South Breslau Industrial Land	50.108	
South Breslau Industrial Land (Restricted Area)	- - -	
Go Station	- - -	
Natural Heritage System	11.339	
Open Space	7.927	
ROWS + Miscellaneous Inefficiencies	24.71	
TOTAL	157.919	

APPENDIX V



The Demonstration Plan

DEMONSTRATION PLAN

The Demonstration Plan on the following page is to provide a graphic interpretation of what might happen if future development were to conform to the policies of the Stockyards Area Secondary Plan. In association with the Urban Design and Architectural Control Guidelines (Appendix II), the Demonstration Plan provides direction to both the public and private sectors to clarify the design intent of the municipality with regards to future development.

The Stockyards Area Demonstration Plan



APPENDIX VI



Urban Design and Architectural Control Guidelines

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INTRODUCTION

These guidelines are intended to provide design direction to private sector developments, the Township of Woolwich and Region of Waterloo during the ongoing development of the Stockyards Area. All new development in the public or private realm will be reviewed for consistency with these guidelines.

The public realm is the responsibility of the Township of Woolwich for parks, open space, public road allowances, public stormwater management facilities, and other properties owned by the Township, and the Region of Waterloo for King Street and Weber Street. The private realm includes all land owned by individuals and private companies.

These guidelines will be implemented through the zoning by-law and site plan control provisions of the Planning Act. The guidelines are to be adopted by Council. They may be amended, from time to time, at the discretion of Council without an amendment to the Stockyards Secondary Plan.

The purpose of these guidelines is to establish a high standard of design for how the Stockyards Area will look and feel, in terms of the quality of its architecture, streets and public spaces. A key goal of the overall vision is to build upon its existing character – a rural vernacular aesthetic that has evolved over time. Character-defining elements of the Stockyards Area include:

- Ontario Livestock Exchange – rural/industrial shed structures, and the sights, sounds and smells of livestock;
- St Jacobs Farmers Market – a variety of large and small scale structures, permanent and temporary, for selling a wide range of food products, crafts and other goods;
- Outlet Mall – barn form with red gambrel roof;
- St. Jacobs Country Playhouse – colourful structure with green siding, red metal roof, and strong architectural volumes;
- Other buildings exhibiting similar characteristics to varying degrees; and
- Horse and buggy traffic along roadways, including a horse stall at the Walmart site.

STREETS



Streets with trees and seating opportunities.



Double row of street trees.

The streets of the Stockyards Area are fundamental to establishing a welcoming, high quality image that attracts people to the area, and to provide comfortable ways for moving about. The Stockyards Area can be extremely busy with pedestrians during market days, with trips made between parking areas, the market, and other development blocks, often at some distance from each other. For this reason, and to support the vision, streets will become attractive, green corridors that are welcoming to pedestrians. Key goals of the street network include:

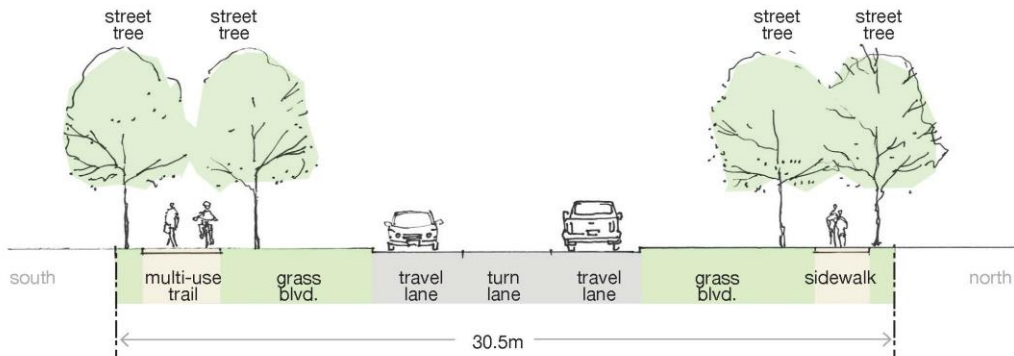
- Providing wide sidewalks on each side of the street. Sidewalks should be 2.0 metres in width, space permitting, in order to comfortably accommodate two-way foot traffic and people with mobility aids. The sidewalk network functions as an extension of the trail system;
- A double row of street trees on each side of the street. Where space is not available within the right of way, an additional row of trees can be located on adjacent development sites;
- Clear crosswalks at all intersections, and continuous, direct connections between the sidewalk network and walkways on all adjacent development sites; and
- Seating provided along the street/sidewalk network, particularly around the market area and pedestrian routes that are highly traveled. Seating can be seasonal and even informal - logs, stones, moveable chairs and low walls.

These simple design standards will create a visually distinct environment that sets the Stockyards Area apart. The following describes the intended characteristics of each street or street type. Note that all road allowances and dimensions are to be confirmed through engineering study.

To ensure the streets of the Stockyards Area thrive as green corridors it is important to adopt an urban forestry strategy that considers trees as fundamental components of the street infrastructure. This means attention to soil quality (pollutant sources, soil compaction, drainage, access to water and air, etc.) and soil volume. It also means selecting tree species to resist pests and diseases, and that are suited to their growing environment. Trees should be selected for:

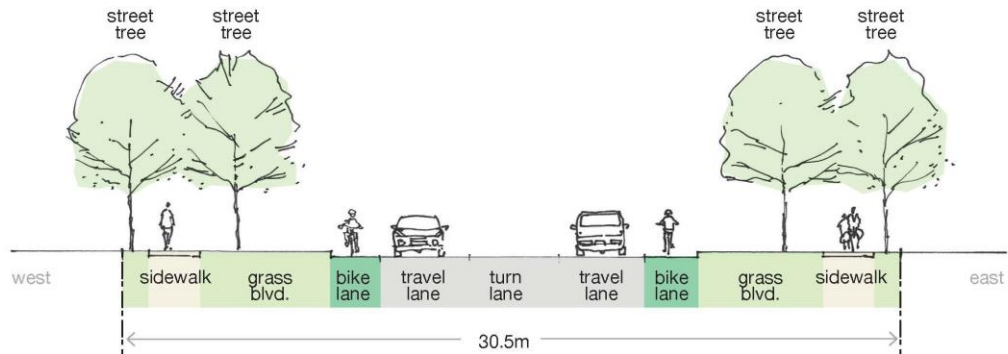
- resilience, both individually and as a collective: a diversity of species will be more resistant to pests, and will not result in total tree loss if/when one species is decimated;
- a mix of forms, types and growth habits;
- different growth rates, so that fast growing species can create immediate impact, while slower growing but longer lived species will fill in over time;
- seasonal interest and appeal; and
- an emphasis on native and non-invasive species.

King Street



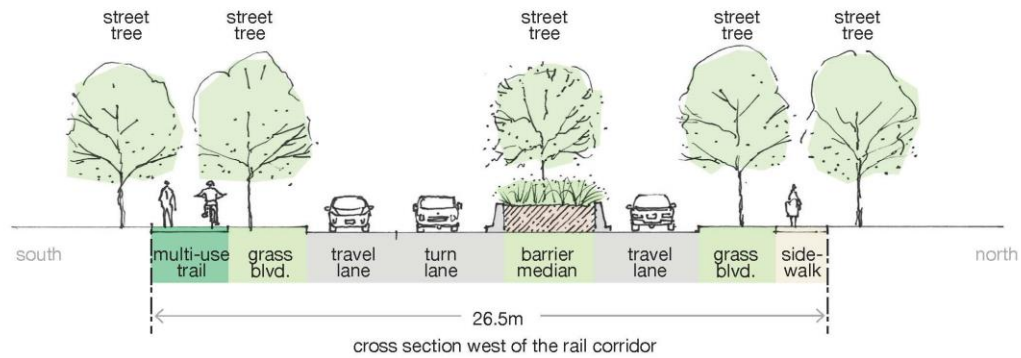
- Two lane road with central left turn lanes
- Grass boulevards adjacent to vehicular pavement
- Wide sidewalk on the north side
- 3.0m multi-use trail on the south side
- Double row of street trees straddling each sidewalk

Weber Street



- Two lane road with central left turn lanes
- Dedicated, on-street bicycle lanes
- Grass boulevards adjacent to vehicular pavement
- Wide sidewalks
- Double row of street trees straddling each sidewalk

Farmers Market Road



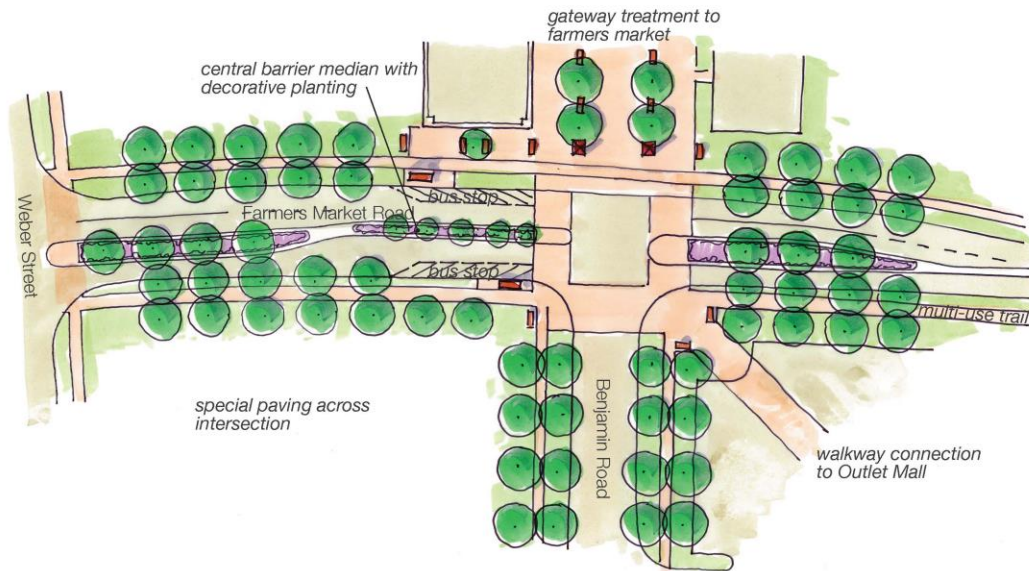
East of the rail corridor

- No change from existing profile
- Additional street trees within the road allowance and on adjacent private development lands

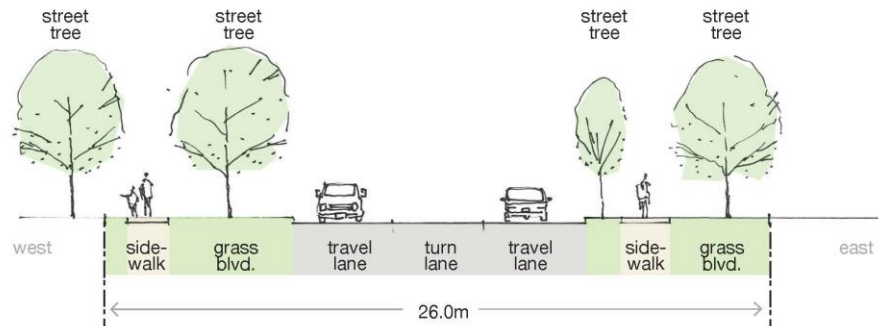
West of the rail corridor

- Widened road allowance to 26.0m, to be determined through further study
- Two lane road with central left turn lanes
- Grass boulevards adjacent to vehicular pavement
- Central median with barrier treatment and landscaping to create a controlled, signalized pedestrian crossing at Benjamin Road & Farmers Market Road
- Minimum median width must be 5.0m to accommodate trees in centre
- Wide sidewalk on north side
- Continuation of 3.0m multi-use trail on south side to Weber Street
- Double row of street trees straddling the sidewalk and multi-use trail, with second row of street trees located on adjacent private property if necessary
- Ensure location of trees, and height of barrier median and associated planting, does not obscure sight lines to the pedestrian crosswalk, signal and signage

Demonstration Plan of Farmers Market Road and Benjamin Road Intersection Treatment

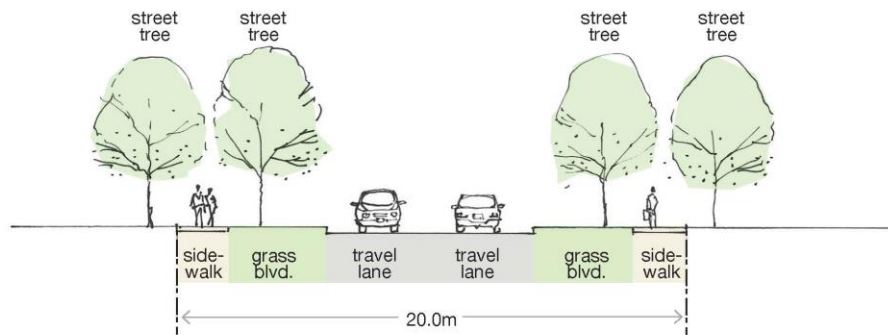


Benjamin Road



- No change from existing profile
- Additional street trees within the road allowance and on adjacent private development lands

Proposed Connector Roads



- Two lane road
- Grass boulevards adjacent to vehicular pavement
- Wide sidewalks
- Double row of street trees straddling each sidewalk
- Second row of street trees located on adjacent private property

*Proposed Connector Roads, where privately owned, built and maintained, may be developed within a right-of-way that is less than 20 metres in width.

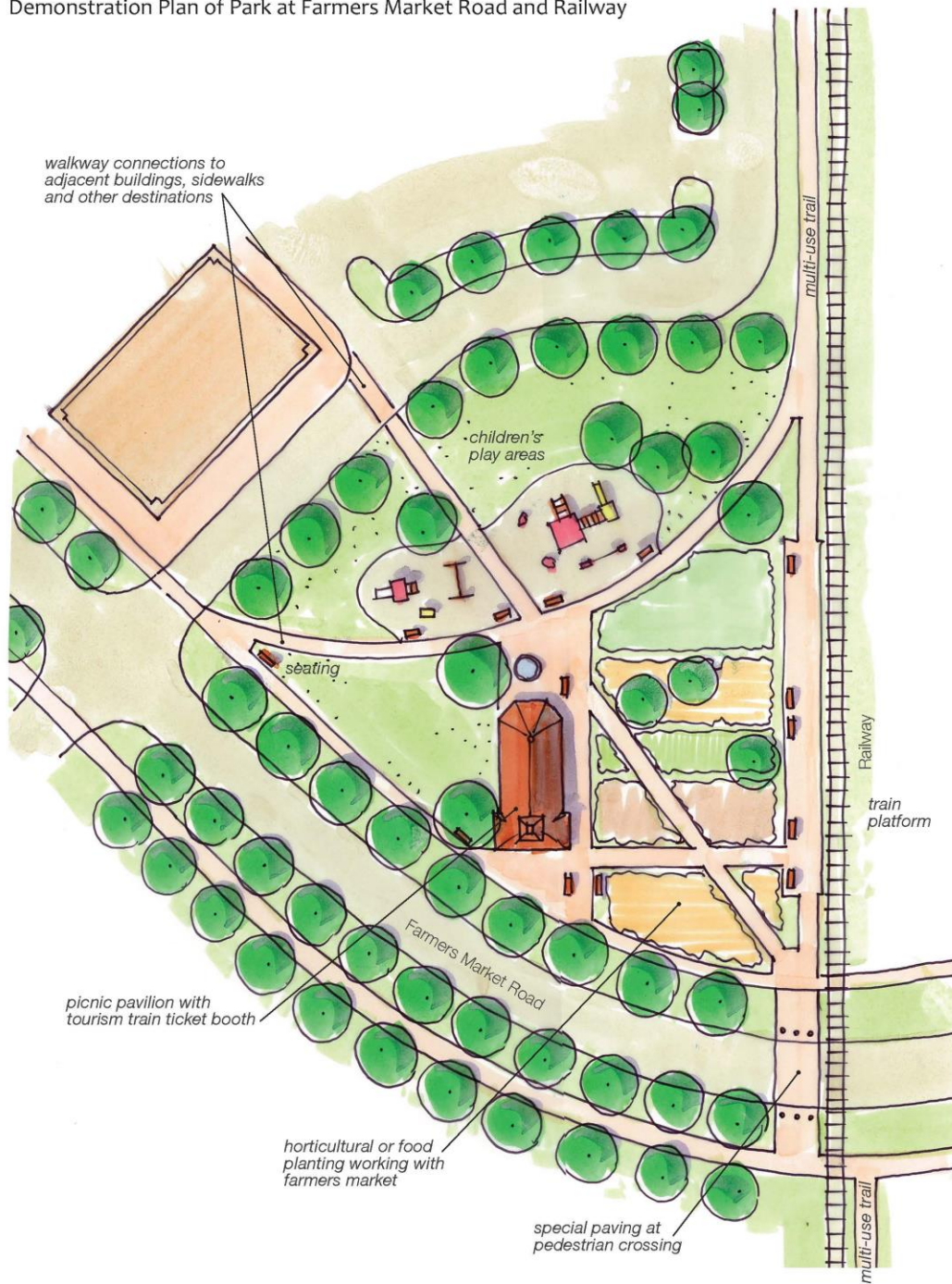
PARKS

The location, size and configuration of parks shown in the Secondary Plan is conceptual. The amenities that parks will provide will depend on their ultimate size, location, and relationship to adjacent development. In general, parks are intended to be small areas of greenery for rest, relaxation, gathering and enjoyment. Potential amenities include seating, walkways, picnic facilities such as shelters or BBQs, ticket vending for the tourist train, children's play, small water features, flexible grass areas, and horticultural displays. However, parks may also have a more urban character with a plaza-type treatment where they relate to a market or shopping cluster.

Guidelines

- Parks should be located to provide a minimum of one of their frontages or sides along a public street, fully visible and accessible to the public street
- At least two other park frontages should be along:
 - public streets or spaces; or
 - adjacent to buildings that front, face and feature the park, and where the public can access the park.
- Parks should be accessible from the adjacent sidewalk and walkway system, with direct pedestrian connections to all internal amenities, adjacent destinations such as building entrances, and external walkways.
- At least 50% of park areas should be grass or soft landscaping areas.
- Parks should accommodate significant tree planting along their edges and/or internally, such that at maturity over 50% of the park will be under tree canopy.
- Parks will provide significant opportunities for seating throughout.
- Seek opportunities to partner with the Farmers Market or local organizations to create community gardens, demonstration gardens, or horticultural displays that emphasize the area's unique agricultural products.

Demonstration Plan of Park at Farmers Market Road and Railway



Stormwater Management Ponds

Publicly owned stormwater management ponds will be designed as attractive and accessible features contributing to the ambiance of the area. They will not be fenced, but rather designed with trails, overlooks, and/or interpretive signage so that they form part of the open space system.

Guidelines

- Ensure trails or overlooks are directly connected to the adjacent sidewalk network and adjacent private walkways as appropriate.
- Where there is a need to discourage public access around the perimeter of ponds, use living fences and barrier planting in place of fencing. Barrier planting can include multiple rows of thorn bearing shrub species and/or thicket plants. Barrier planting may be located along steep slopes, adjacent to deep water areas and around inlet and outlet structures.
- Use organic shapes and landform grading. Avoid geometric forms and standard slope gradients.
- Use native vegetation appropriate to microclimatic and soil moisture requirements, including at pond fringes, pond perimeter, and upland areas.



Attractive stormwater management features.

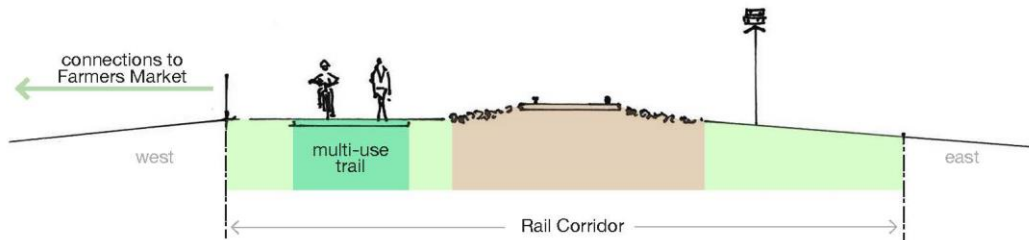
Trails/Active Transportation

The Trans Canada Trail is planned to be realigned within the Stockyards Area. It will connect the ION LRT in Waterloo along the existing rail corridor, north into the Stockyards Area up to Farmers Market Road. At that point, it will re-join its existing alignment along the multi-use trail on Farmers Market Road, continuing north towards King Street and along the Conestoga Parkway. In addition, the Avon Trail shares part of this trail alignment, diverging to follow Township Road.

The intent of this plan is to build upon these trails to create a linked network of sidewalks, bike lanes and multi-use trails throughout, including a new multi-use trail connection along King Street towards St. Jacobs.

Rail Trail Guidelines

- Locate a 3.0 metre multi-use trail on the west side of the rail tracks along the edge of the Farmers Market, where it is most convenient to the market. Provide a number of walkways between the trail and the market area.
- Integrate rail platforms with the trail design in a widened profile, to incorporate seating and station signage opportunities.
- Provide markings or special paving across Farmers Market Road to delineate a pedestrian crosswalk. Identify this locations with warning signs for drivers.
- At the junction of the rail trail and King Street, provide a barrier of hard and soft landscape elements to prevent pedestrian crossings of King Street in this mid-block location. Provide a wayfinding sign and map that identifies the location, appropriate crossing points, the directions of the TransCanada and Avon trails, and the trail and sidewalk locations within the Stockyards Area.
- Provide trail connections from the rail trail to other adjacent destinations, including the Walmart site and stormwater management ponds that have trails.



Other Trails

- Locate a 3.0 metre multi-use trail along the south side of King Street, connecting the crosswalk at the King Street/Highway 86 Off-ramp intersection, with Weber Street. This will ultimately connect with a planned trail along King Street to St. Jacobs
- Create a trail connection from Benjamin Road to the Township's stormwater management pond at the south limit of the Stockyards Area. This may be a shared maintenance access route and trail.

Gateways

Gateways are symbolic entrances to the Stockyards Area that help to establish its unique sense of place and differentiate it from surrounding areas. Gateways are important because the Stockyards is a significant regional destination drawing people from hundreds of kilometres away. Gateways will provide a sense of arrival and reinforce its character.

There are two kinds: landscape gateways where the primary gateway experience is created by landform, planting, and landscape elements; and built form gateways, where the building itself forms some or all of the gateway experience.

Landscape Gateway Guidelines

- Trees, shrubs and groundcovers should be planted in large, continuous zones or beds that serve to create a massed appearance.
- Plant species and planting patterns should be chosen to highlight local natural and agricultural practices. This could include, for example, rows of trees, shrubs or grasses that suggest orchards, crops or hedgerows; or tree and shrub species that suggest forests.
- Planting should enhance adjacent development sites, screen parking and loading areas, and enable views of buildings.
- A vertical element in the landscape is encouraged to act as a focal point and landmark. It should be of sufficient scale to be seen from a distance.



Hard and soft landscaping define gateway.

Built Form Gateway Guidelines

- Buildings located at or near a gateway location should be designed as landmarks, with consideration to minimizing setbacks and unique architectural treatments. Buildings should frame the 'threshold' to the Stockyards Area.
- Building massing and design should indicate the importance of the gateway location through higher buildings, higher roofs, and/or prominent visual features such as towers, gables, dormers, main entrances, use of transparency, and enhanced architecture.



Building element to define gateway.

A rural vernacular character in contemporary and traditional expressions.



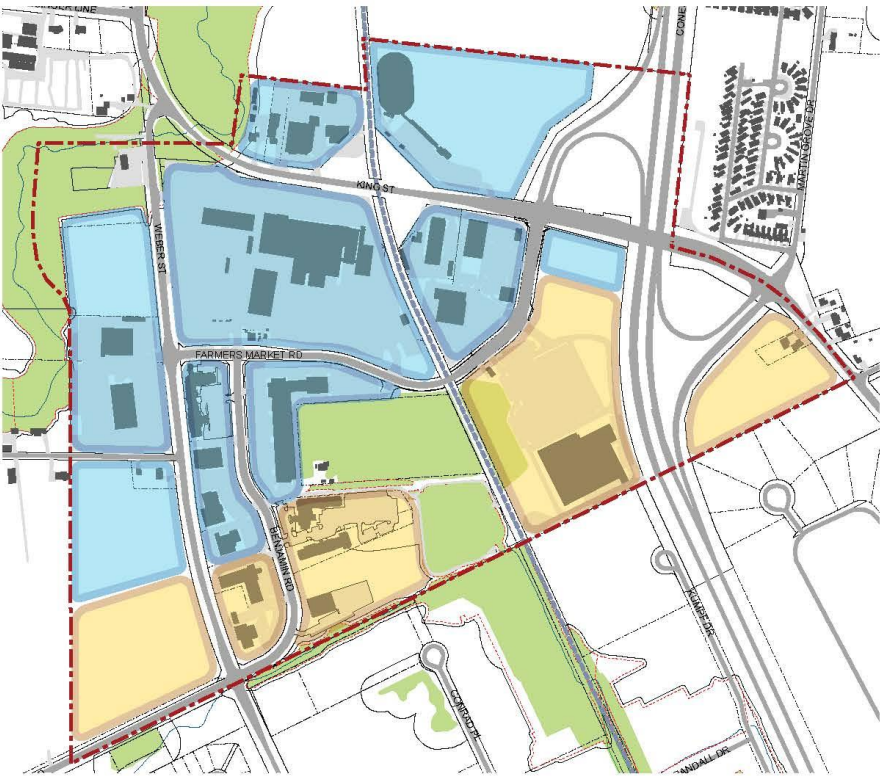
PRIVATE REALM
DEVELOPMENT

Introduction

Built form will be the primary means to reinforce the rural vernacular of the area. While the existing rural vernacular is rooted in historical styles and traditional building materials and techniques, it is not the intention of these guidelines to limit contemporary expression. New construction should be consistent with some of the elements of the rural vernacular, but should feel free to express them in different ways, if desired.

Different areas of the Stockyards, and different land uses within it, will express the rural vernacular to varying degrees. The Core Areas are the most important areas to express the design character in these guidelines, because they are the primary destination areas for visitors. Supporting Areas will be consistent with the Core Areas, but not necessarily as reflective of its rural character. In addition, large buildings have some different guidelines than small buildings.

- Core Area
- Supporting Area



Guidelines

General Requirements

The following guidelines apply to all new buildings and construction within the Stockyards.

Architectural Considerations



Simple massing.



Change of plane and materials relates to elements of the building.



Emphasis on entrances.



Transparency and interest at ground level.

➤ Architectural expression will be consistently applied to all facades. This does not mean that all facades must be the same or articulated to the same degree.

➤ A simplified approach to massing is preferred. Building volumes should be expressed as simple geometric shapes. All walls visible from adjacent streets and public spaces should avoid changes in plane for stairs, servicing bump outs, mechanical rooms, etc. Avoid changes in roofline and parapet conditions.

➤ All changes of wall plane should relate to distinct program elements of the building, for example, the main front entrance. For large buildings, projections should be a minimum of 3 metres from the wall plane and 10 metres in width, and for small buildings a minimum of 1 metre from the wall plane and 5 metres in width. This will help to establish clear spatial volumes.

➤ Main building entrances shall be visible from adjacent streets, and covered or otherwise weather protected.

➤ Building mounted signs will generally be integrated with the architectural expression, located within sign bands, bays or datum lines of the architecture. Rooftop signs are discouraged.

➤ All changes in materials should coincide with architectural datum lines, projections, or roofline. A change in materials from one wall plane to another will have a minimum 3 metre return.

➤ Facades facing public streets and spaces shall include a high degree of transparency at ground level through the placement of windows and doors. Clear glass shall be used. Retail uses at ground level should feature the display of goods in windows, and no large posters, vinyl wraps or opaque glass are permitted.

➤ Articulate windows individually or in groupings. Spaces between windows shall be divided by the elevation material and/or trim, as opposed to continuous window bands of glass.

- Materials shall include painted or natural wood, vertical-oriented siding, brick, field stone, poured in place concrete, and cement board. Materials to be avoided include precast concrete, horizontally oriented siding, stucco, horizontally oriented stone veneer, vinyl, and artificial stone.
- Colours shall be strong hues and natural tones such as red, green, grey and dark blue. Avoid beige, pastels, and primary colours.
- Buildings located within 5 metres of the right of way shall be designed with main front entrances facing the sidewalk.
- All buildings will have street addressing clearly visible from the nearest street.

Site Considerations

- Locate loading and service areas at the rear of buildings, or at the side if screened from public view. No loading or servicing areas will be located at the front of buildings.
- Large parking areas shall be landscaped along the street edge with a combination of hard landscape elements such as columns and fences, and low planting such as shrubs, grasses and groundcovers.
- Adjacent to Township roads and where required, provide an additional row of street trees along the edge of the right of way, framing the sidewalk.
- Where buildings are set back from the street edge, a wide pedestrian walkway will link the sidewalk and the front façade of the building. The walkway zone will include a 2.0 metre wide hard surface walkway and a landscape strip inclusive of trees, low shrubs, grasses and/or groundcovers. Where the walkway crosses internal driveways, the surface material of the walkway will be continued across the driveway to indicate pedestrian crossings.
- Within large sites with multiple buildings, provide an internal walkway network that connects to all building entrances, the adjacent sidewalk network, and principal parking areas.
- Very large areas of parking of more than 200 cars will be divided into smaller pods by walkways and/or landscaped strips, inclusive of trees. Landscaping



Individual windows.



Agricultural colours.



Loading and servicing at the rear.



Walkways to building entrances.



Walkways and landscape divide large parking areas.



Walkways and landscaping divide large areas of parking and lead to main entrances.

within and around the edges of very large parking areas shall provide 1 tree for every 5 parking spaces.

➤ Select plant materials that are:

- diverse;
- ecologically compatible;
- resilient;
- a mix of forms, types and growth habits, including deciduous and coniferous;
- seasonally interesting and appealing;
- appropriate for the microclimate including drought and salt tolerance; and
- native and non-invasive.

Character Guidelines

The following guidelines offer a variety of techniques for achieving the built form character within the Stockyards. Buildings are not intended to exhibit all of these characteristics, but to express enough of them that, as a collective, they reinforce the image and sense of place of the Stockyards.

Character Guidelines – Major

New construction in the Core Area should exhibit any 3 of the following characteristics, 1 in Supporting Areas.



➤ Gable or gambrel roof. No hip roof.



➤ Standing seam metal roof.



➤ Clerestory volume which is also expressed internally.



➤ Covered porch or exterior display areas that occupies 50% or more of the principal façade.



➤ Functional wood columns along the frontage supporting porches, gables, or roof systems. For large buildings, columns should be a minimum of 60cm diameter/width, and for small buildings a minimum of 30cm diameter/width. This can include double columns.



➤ Individual cut out letters and graphics for all major building mounted signs intended to be viewed from adjacent streets and public spaces.

Character Guidelines – Minor

New construction in the Core Area should exhibit any 9 of the following characteristics, 6 in the Supporting Areas.



- Use of wood for 50% or more on principal elevations.



- Use of field stone for 25% or more on principal elevations.



- Covered porch extends across an entire façade.



- Wrap around or side porch.



- Exposed wood structure and/or visible joinery such as pegged wood.



- For medium to small buildings, decorative trim, mouldings, cornices, bands and sills.



- Divided windows with mullions.



- For medium to small buildings, vertical window proportions, double hung windows, and/or use of transoms.



- Decorative exterior building-mounted light fixtures that illuminate signage or pedestrian areas.



- Use of stone curbs, stairs, ramps or paving in exterior landscaping and parking areas.



- Functional rural structural details such as diagonal or X reinforced walls, gates, or doors.



- Use of enhanced materials such as cast iron, heavy steel, heavy timbers, copper or zinc.



- Substantial emphasis of main entrance through massing, roofline, and width of entrance/multiple doors.



- Decorative chimneys in masonry, steel or wood, consistent with principal architectural expression.



- Upper storey balconies.



- Industrial style or decorative garage style doors used in façade.



- Wood sidewalks or decks in public realm in front of building.



- Cast iron, steel, chrome, decorative or colour-coordinated vents, pipes and mechanical equipment, where visible to the public realm.



> Clerestory with window band of separate windows.



> Large dormers.



> Use of decorative details in scale with the principal building such as weather vanes, agricultural windmills, etc.



> Large hanging signs and/or decorative brackets along building and/or parking areas.



> Sheltered horse and buggy parking.

APPENDIX VII

WEST MONTROSE CULTURAL HERITAGE LANDSCAPE CONSERVATION PLAN

BACKGROUND

Township of Woolwich Official Plan Amendment 18, introduced policies to protect the West Montrose Cultural Heritage Landscape Policy Area (“WM-CHL”).

The approved policies then required that a Conservation Plan be prepared (Section 12.7.3.10) for the WM-CHL, which would include a more detailed description of the WM-CHL’s Character Defining Attributes and their relationship within the broader WM-CHL, and any specific features of the Attributes that in particular require conservation.

The Conservation Plan will provide guidance and direction for the review of Development Applications within the WM-CHL.

BASIS

In accordance with the Township’s Official Plan, Section 12.7.3.10, this plan is to form the West Montrose Cultural Heritage Landscape Conservation Plan.

LOCATION

The West Montrose Cultural Heritage Landscape is a defined geographical area of heritage significance which has been modified by human activities and is valued by the community. It is made up of a grouping of individual heritage features that together form a significant type of heritage form, distinctive from that of its constituent attributes or parts. In this regard, the West Montrose CHL is identified in the Official Plan and attached as Appendix A hereto.

PURPOSE

The existing Official Plan, Section 12.7.3.10 of the Township of Woolwich Official Plan, requires the Township to prepare a Conservation Plan for the WM-CHL, which would include a more detailed description of the WM-CHL’s Character Defining Attributes and their relationship within the broader WM-CHL, and any specific features of the Attributes, that in particular, require conservation. The intent of the conservation plan is to:

- guide the type and extent of development;
- provide greater detail to the approved Official Plan policy;
- conforms to, complements and helps implement the approved WM-CHL policies in the Official Plan; and
- provide guidance to developers, landowners and the public and assist the Township, and the Region in evaluating future development applications such as zoning, plans of subdivision/consent, minor variance, and site plans.

THE PLAN

1.0 West Montrose Cultural Heritage Landscape Conservation Plan

This plan shall form the West Montrose Cultural Heritage Landscape Conservation Plan, which is intended to provide context and understanding of the West Montrose Cultural Heritage Landscape, Character Defining Attributes within the West Montrose Cultural Heritage Landscape (WM-CHL) and any specific features of the Attributes that, in particular, require conservation, the methods to be used to conserve these Character Defining Attributes, and the themes as outlined in Section 12.7, being:

- Pioneer Settlement – Scottish and Mennonite settlement of Woolwich Township
- Transportation – Bridges; and,
- Lifeways – Old Order Mennonite Culture.

The detailed and specific boundaries of the West Montrose CHL are identified Section 12 of the Township Official Plan.

The Character Defining Attributes of the West Montrose CHL consist of:

1. The West Montrose Covered Bridge;
2. 19th century stone cottages (245 Hill Street, 1238 and 1242 Rivers Edge Drive);
3. The three school locations including the first location at 245 Hill Street, the location in the floodplain next to the bridge, and the two room stone schoolhouse c. 1874 (1060 Rivers Edge Drive);
4. Swope House, old stone house (52 Hill Street);
5. Former Blacksmith shop, gas station, and 19th century Victorian house, former B&B (5 Covered Bridge Drive);
6. West Montrose United Church and Cemetery, c. 1907;
7. Winterbourne Mennonite Meeting House and Cemetery (Letson Drive);
8. Gole Park (former blacksmith shop, 15 Covered Bridge Dr.);
9. Grand River, its valley and floodplain;
10. Canagagigue Creek and valley;
11. Views of the river valley and Covered Bridge from Regional Road 86, views of the river valley and Covered Bridge from Jigs Hollow Road, views of the village from Letson Dr (at Rivers Edge), Hill Street, Rivers Edge Drive and Covered Bridge Drive, views of the rural area from Letson Drive, Hill Street and Jigs Hollow Road;
12. Lotting pattern in rural area associated with German Company Tracts;
13. Organic lotting pattern within the village;
14. The private buggy bridge;
15. River's Edge Drive, Hill Street, Covered Bridge Drive, Letson Drive and Buggy Lane in terms of the transportation theme;
16. The General Store (12 Covered Bridge Drive);
17. The storage sheds on the east side of the river just north of the Covered Bridge;
18. Farming on the rural lands (such as the farm building clusters, open fields);
19. Views and viewsheds associated with these identified Character Defining Attributes.

Details in regard to the WM-CHL and these significant Character Defining Attributes we outlined in the background and study approved by the Township (Report E14-2011).

The Conservation Plan shall be used as a guide for the review of development applications within, and in the vicinity of, the WM-CHL that are subject to a Cultural Heritage Impact Study.

This Conservation plan therefore also provides guidance for development applications within the WM-CHL that are required to prepare a Cultural Heritage Impact Study.

1.1 Review

All development applications preparing a Cultural Heritage Impact Study as required in Section 12.7.3.3 must review the Conservation Plan and consider the Character Defining Attributes in terms of the Attribute itself, the relationship between the Attribute, and the Attribute's contextual landscape, the relationship between the Attribute and other nearby Attributes and the relationship between the Attribute and the rest of the Cultural Heritage Landscape.

1.2 Demonstrate

All applications shall demonstrate to the satisfaction of the Township of Woolwich that the heritage values (significance of attributes and landscape characteristics relative to the threat and/or opportunity), heritage attributes and the integrity (an understanding of how an attributes relate to its significance) of the Landscape have been understood, reviewed and assessed based on the standards for Conservation Treatment which includes preservation, rehabilitation and restoration.

2.0 History

2.1 Historical Context

The West Montrose CHL is an organically evolved rural community that retains strong visual and cultural links to its origins as an early mill-based settlement of Scottish and Mennonite settlers located at the intersection of the Grand River and an early Provincial highway. The village is best known as the picturesque pastoral rural setting of a well-known landmark in the form of the West Montrose Covered Bridge, the last remaining covered bridge in the Province of Ontario. The village is an excellent surviving example of Waterloo Region's early settlement patterns.

Cultural Heritage Value Criteria		✓	Description
The landscape and/or an element within the landscape has design value or physical value	Is a rare, unique, representative or an early example of a style, type, expression, material or construction method.	✓	<p>The area is an organically evolved village landscape representative of a mid-20th century (1911) Scottish and Mennonite settlement pattern. The village is surrounded by farmsteads, environmental features (including woodlots and wetlands), that are characteristic of Woolwich Township. The residential lots in and around the village are large.</p> <p>The village population peaked around 1890 with 210 people. The village core area was bypassed by both railway and the highway, and as a result has retained many historic resources and attributes.</p> <p>The covered bridge is a rare and early example of the Queen-post truss covered bridge design.</p>

	Displays a high degree of design or aesthetic appeal.	√	Picturesque setting; red bridge and stone residences in lush wide winding agricultural valley
	Demonstrates a high degree of technical or scientific achievement.		
The landscape has contextual value	Has direct association(s) with a theme, event, belief, person, activity, organization or institution that is significant to a community.	√	<p><u>Jacob Benner</u> was one of the earliest known settlers in the area, owner of the first saw and woolen mills on Spring Creek and the local blacksmith shop, was postmaster and the donor of land for the first church "Montrose Chapel" and gave money for an 1860s bridge, the predecessor of the covered bridge.</p> <p><u>Andrew L. Anderson</u> named the village after his hometown, Montrose, in Scotland.</p> <p><u>John and Benjamin Bear</u> were the covered bridge designers and builders.</p> <p><u>Letson</u> family owned land in and around the village, the saw mill, a threshing machine, and were home builders.</p> <p><u>Leander Gole</u>, 'Grandpa', blacksmith, centenarian</p>
	Yields, or has the potential to yield, information that contributes to an understanding of a community or culture.	√	Associated with the historic themes of pioneer settlement (German Mennonite and Scottish), early transportation (covered bridge) and the current Old Order Mennonite culture.
	Demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.		
The landscape and/or an element within the landscape has historical value or associative value	Defines, maintains or supports the character of an area.	√	<p>The landscape supports the character of Waterloo Region by representing the area's rural origins and the local conservative Mennonite community.</p> <p>This includes environmental features such as woodlots, slopes, wetlands. Where woodlots continue to be used for sugar bushes, heating fuel, fence posts and similar historic uses.</p>
	Contains elements that are physically, functionally, visually or historically linked to their surroundings.	√	The heritage resources within the landscape remain in the original settlement pattern of a rural village on the river and along an early Provincial highway.
	Is or contains a landmark.	√	Contains the last covered bridge in Ontario

2.2 A summary of the relevant West Montrose history:

Location

The settlement of West Montrose is in the Township of Woolwich, and the Regional Municipality of Waterloo. It is located south of Line 86 between Elmira and Guelph, and straddles the east and west banks of the Grand River on Lots Seventy, Seventy-one, and Seventy-four of the German Company Survey.

The community is representative of the settlement patterns along the Grand River, which occurred throughout Woolwich Township in the mid-19th century (an Organically Evolved Village landscape). As well, the area around the bridge is recognized for its artistic value (Associative Landscape – i.e., religious, artistic or cultural associations of the natural element.)

The hamlet is best known as the site of Ontario's sole remaining covered bridge, and is within a broader rural agricultural area that supports the well known Mennonite communities of Elmira and St. Jacob's. However, the origins of West Montrose lie within both Scottish and Mennonite settlement, which is characteristic of Woolwich Township. The associated historic themes of West Montrose are:

- Pioneer Settlement – Scottish and Mennonite
- Transportation; and,
- Lifeways – Old Order Mennonite culture.

Physiographic Description

In the central part of the watershed, through the Region of Waterloo, the Grand River flows through a wide, winding valley carved through gravel glacial deposits. The area is characterized by the Waterloo hills, which contain woodlots, wetland and highly productive aquifers. Urban and rural development has resulted in fragmentation of the original natural forest cover, comprised of the mixed deciduous forests. The Grand River Valley supports provincially significant flora and fauna, including a brown trout fishery.

Land Uses and Activities

The origins of Woolwich Township lie in the Grand River Six Nations land grant known as Block Three, sold by the Six Nations to William Wallace, around 1798. Following early forfeiture by Wallace, the land was resold around 1807 to the German Company, which was established by a group of German Mennonites from Pennsylvania, seeking agricultural land further north. A number of Pennsylvania Germans had already purchased land and settled in Waterloo Township. The Block Three land purchase was led by John and Jacob Erb, of the German Company and Augustus Jones, a government surveyor.

The German Company lands were surveyed by Jones into 130 lots of about 350 acres each which were primarily sold to Mennonites from Pennsylvania. Lots Seventy, Seventy-one, and Seventy-four of the Germany Company survey in Woolwich Township were purchased from the German Company sometime after 1807: Lot Seventy by Daniel Erb, Lot Seventy-one by David Eby, and Lot Seventy four by Christian Stauffer. Although land purchase occurred early, settlement of this area would not take place until around the 1830s, with records indicating that key parcels of land changed hands several times before settlement took place.

One of the earliest known settlers to the West Montrose area was Jacob Benner who owned the majority of land in Lot Seventy-one and portions of Seventy-two. In 1858, Benner established a woolen factory on Spring Creek. This factory was the community's first industry. By 1861,

Benner also ran a steamed-powered sawmill. As with other areas the presence of Benner's mills initially encouraged settlement in the West Montrose area, although the mills, other than the sawmill, only remained in operation until 1873. West Montrose received its first post office in 1866, managed by post-master J.B. Kilbourne, and became the postal village for the surrounding areas of the Township of Woolwich. Andrew L. Anderson, a native of Scotland, arrived in the area sometime after 1845. He is believed to have named the village after his hometown of Montrose, Scotland, later adding West to the name to distinguish it from another community near Niagara Falls. The name Montrose of Woolwich Township appears as early as 1861 with West Montrose in common use by about 1865. By 1869, West Montrose is said to have been a small settlement of about 100 inhabitants, with a post office, blacksmith, wool mill, sawmill, lumber yard, a gunsmith, a carpenter, a hotel, a stock dealer, general merchant, several coopers, and a minister. Although the majority of the mills had closed some years earlier, by 1890 West Montrose had reached a population of about 200, and serviced the surrounding farming area.

Patterns of Spatial Organization

A notable exception to the customary Southern Ontario survey of lots and concessions occurs within the German Company Tracts, and some of the associated smaller tracts of Waterloo and Woolwich townships. In these locations the surveyor laid out 350 to 400 acre lots based on providing access to a stream or river on each lot, without road allowances. With the interests of most Mennonites lying in farming, rather than industry, this settlement in large blocks ensured the availability of land for subsequent generations.

The resulting pattern of settlement in the German Company survey areas of Woolwich Township was somewhat haphazard, and is evident both in the larger farm parcels and in the existing road network that surrounds West Montrose, which does not reflect a traditional grid pattern.

Cultural Traditions

The origins of the Mennonites lie in the European Anabaptist movement of the 16th century, and the teachings of Menno Simons, an Anabaptist leader. In search of agricultural land, and freedom to pursue their religious beliefs, Mennonites from Switzerland and southern Germany immigrated to Pennsylvania in the late 1600s. Following the American Revolution in 1776, a number of Mennonites moved northward into Ontario to settle on the Niagara Peninsula and along the Grand River, in Waterloo and later Woolwich Township. The Regional Municipality of Waterloo is now home to one of the largest Mennonite communities in Canada.

The earliest church congregation in West Montrose was the United Brethren. It is believed that the first services were in the blacksmith shop of Jacob Benner, with a number of denominations attending including Mennonites, Methodists, and Baptists. In 1862, the first United Brethren church was built with the West Montrose congregation sharing a circuit preacher among other communities of Woolwich Township and Waterloo County. It later became part of the United Church of Canada in 1925.

The Winterbourne Mennonite Meeting House and cemetery is located a short distance south of West Montrose at 1118 Letson Drive. This traditional wood frame meeting house was constructed in 1965 by other Woolwich Old Order Mennonite congregations, in response to expanding numbers of members.

The first school of West Montrose began sometime before 1865. It was a one-room stone school located about 2.4 kilometres west of the community along what is now Hill Street (formerly Elmira Road). In 1865, a new stone school was built. Children of both the community

and surrounding areas attended the school. The school was apparently located in the floodplain and was subjected to the annual spring flooding of the Grand River. In 1874 another stone school was built just east of the community in an area known as Zubers Corners (intersection of Line 86 and Katherine Street), on land donated by William Veitch. This was a two room school which, depending upon attendance, used one or both rooms for lessons. The school remained open until 1967.

There is strong visual evidence of Old Order Mennonite farms and continued traditions and practices throughout the study area, and beyond. This is evident both through physical manifestations, such as the continued use of traditional meeting houses as well as in the cultural and social practices of everyday living.

Site Context

At the core of the village, where the road crosses the Grand River, the historic context remains relatively intact. The West Montrose Bridge, with its distinctive red painted wood cladding, is the focal point, offset against the surrounding pastoral setting of the river, its floodplain, slopes and treed areas. To the north of the bridge, several 19th and early 20th century residences, the former blacksmith shop, the general store and the West Montrose United Church recall the village history. Further to the northeast within the village boundaries a modern subdivision has been established, to the east of the main street. Still, the historical essence of the village remains, with traditional views on entry to the village from all directions.

Immediately to the south, along Rivers Edge Drive (formerly Bridge Street) are 19th century stone houses which overlook the river, a heavily treed slope, which together with the views of the river and bridge provide the well-known West Montrose setting. The modern bridge on Line 86 over the Grand River terminates the easterly view, contrasting with the historic bridge and demonstrating the ongoing evolution of the area's transportation network. The broad green floodplain on the north side of the river keeps views of the newer residential area, and a trailer park at a distance.

Circulation Networks

The road passing through West Montrose was originally Highway 86 until the present by-pass was completed. A bridge across the Grand River at West Montrose may have been present as early as 1843. Historical research has indicated that when a petition was presented to local authorities in 1844 by landowners of the area, mention was made of a road crossing the Grand River in the West Montrose area. What is well known is that the existing two span covered bridge was designed and constructed by John and Benjamin Bear in 1881, following a contract to inspect several existing bridges in Woolwich Township. The total cost, including design and construction was \$3,557.65. John Bear had experience in building local barns, but the West Montrose bridge was his first bridge, and only the second covered bridge in the entire County. The very fact the Covered Bridge was retained and a separate bridge built on Line 86 has preserved this community in the state it is today.

The buggy bridge over the Grand River is located at the end of Letson Drive at the end of Buggy Lane. The bridge connects 1155 Crooks Tract Road and 1051 Buggy Lane and has long been used by the horse and buggy community, and is a unique and important role to the surrounding rural community.

Buildings, Structures and Objects

The most significant built feature of the West Montrose area is the West Montrose Bridge itself, which is the last remaining covered bridge in Ontario. Constructed of pine, the Queen Post bridge supports measure 9" by 18" by 50 feet, which is said to be at the time, the largest Queen Post truss ever built. The full bridge measured approximately 208 feet long, 17 feet wide and 13 feet high, the original pier and abutments were cedar cribs filled with loose stone, the flooring was oak with 7 inch wrought iron spikes, while the rafters were pine. The timbers were milled at the West Montrose sawmill, owned by W.J. Letson, located at what is now the southeast corner of Rivers Edge Drive and Letson Drive.

There is evidence of the 19th century settlement of West Montrose remaining on both the north and the south sides of the river. In the core of the village are several fine Victorian residences, including the manor house of what is now Olde Bridge Place Bed & Breakfast, which overlooks the covered bridge north of the river. On this property is a wood-sided frame building, albeit altered, which once housed the blacksmith shop of Charles Mansfield. The shop was later rented by Leander Gole, an employee of Mansfield's. Gole later bought a building on the SE corner of Hill, Church & Bridge (the latter now Covered Bridge Drive), across from the general store and established the village blacksmith and later a carpentry shop. Gole was well-known locally as the 'Blacksmith of West Montrose', and was the subject of newspaper columns, Bill Brahmas Ontario on Global TV, a Canadian photographic essay, and a painting. Leander Gole lived to the age of 104. In 1985 the house was destroyed by fire, the property was purchased by the Township in 1987 for a park.

The striking West Montrose United Church (former Congregational Church), c. 1907, and its cemetery establish a visual marker to the village core on entry from the north along Covered Bridge Road, while the westerly approach along Hill Street includes several noteworthy residences. South of the covered bridge, two picturesque stone cottages remain at 1238 and 1242 River's Edge Drive, both dating to the 1840's.

In the village centre, the general store, circa 1902, still operates as the Lost Acre Variety at the intersection of Hill Street and Covered Bridge Drive (12 Covered Bridge Drive). The horse and buggies in its parking lot are evidence that the general store still serves the local Mennonite farming community, as well as village residents and visitors.

On Rivers Edge Drive and Letson Road are also the sheds and the red brick house which are connected to the industrial woolen factory on Spring Creek that took place on this edge of the community.

To the east of the hamlet, the later stone schoolhouse, c. 1874, which served both Zuber's Corners and West Montrose, remains at 1060 Rivers Edge Drive, now an elegant residence. To the south of the village on Letson Drive as it proceeds easterly to Winterbourne is a traditional Mennonite meeting house, with hitching posts, and a pioneer cemetery.

Farming

Contextually, West Montrose is set in a broader agricultural landscape of century farms with clear evidence of a strong Mennonite community to the south and west along Letson Drive, Hill Street and Jigs Hollow Road. Most farms in the area are set well back from the road on traditional large acreages, with the large collection of barns and outbuildings, and generally having access to a woodlot, reflecting their farming traditions.

Vegetation Related to Land Use

The landscape setting of the West Montrose comprises open agricultural lands, bisected by the generally steep sided valley of the Grand River, and several creek tributaries. Through the West Montrose area, the shallower valley provided fording for the historic bridge crossing. Remnant woodland areas remain in association with the valley corridor. A limited number of woodlots remain on farm properties. Common tree species in the upland forests of this portion of the central Grand River watershed, include sugar maple, beech, hemlock, and soft maple.

The lowland areas of the Grand River valley and along the lesser creek tributaries, which feed it, are cedar swamps, as well as stands of ash, birch, hemlock, balsam fir, hard and soft maple, aspen, and balsam poplar. Vegetation along Rivers Edge Road between West Montrose and Zubers Corners is characteristic of this typology. The farm complexes surrounding West Montrose include various windbreaks and hedgerows of mature oak, maple and spruce. Mature trees and well established landscapes are present on the heritage properties within the village limits.

The valley and vegetation frames and defines the views of the covered bridge from different perspectives. As a result the bridge is almost viewed in isolation from much of the surrounding community.

2.3 Statement of Historical Integrity

The integrity of the historic landscape has been maintained over the history of the community. The covered bridge, the store and the majority of the residences in the village core date from the late 1800s and early 1900s. The built heritage resources and natural features are in their original locations and have retained their relationships to the historic road alignments, the Grand River and the surrounding countryside. The village continues to be the commercial and social heart of this small rural community. Recent additions to the community, for the most part, have been sympathetic or in a manner that did not have a significant impact on Character Defining Attributes, thereby retaining integrity.

Integrity is summarized by the following aspects and statements.

Aspect of Historic Integrity	Statement of Integrity
continuing landscape in the same use and or compatible use (agricultural, commercial, residential or institutional)	The village continues to be a small agricultural or “sleepy rural” village on the Grand River and along an early provincial highway. The covered bridge, store and residences are still in use. The nearby school has been converted to a residence. Tourism traffic has replaced the original provincial highway traffic. A B&B has replaced the local garage. The wool mill, sawmills, and blacksmith shop are no longer present.
continuity of ownership or occupation of the site, dating to an historic period	Most sites have retained continuity of use.
buildings and other built elements survived in their original form and are in relatively sound condition	<p>The majority of the early historic (1850-1910) building stock is in good to excellent condition and in its original location.</p> <p>Surviving fieldstone buildings in and around the area include:</p> <ul style="list-style-type: none"> - 4 homes within the village, - 2 schools on the outskirts, and - 7 homes on surrounding farms. <p>Replacement of the covered bridge was considered first in 1937 and again in 1942. In 1959 the provincial highway was re-routed around the village relieving pressure from the bridge. Bridge restoration work was undertaken in 1954, 1966 (Bailey bridge), 1971, 1987, 1995/6 and in 1998 when the Region of Waterloo took possession of the structure.</p>
other built elements (fences, walls, paths, bridges, corrals, pens, garden features, lighting, sidewalks, fountains, piers, etc.) that have survived	<p>Highway 86 from Amberley (Lake Huron) to Guelph ‘opened’ in 1936 using the route locally that is now Hill St., Covered Bridge Dr. and River’s Edge Rd. In 1959, the Line 86 bypass was built with a new bridge over the Grand allowing the original roads to be preserved in an historic state, maintaining the quiet rural character by keeping heavier traffic away from the village.</p> <p>Minimal street lights were added within the village in 2002. None are in the area of the bridge.</p> <p>There are no sidewalks or road curbs. There were likely outbuildings and fences associated with the Somers and Letson farmsteads but only the houses remain.</p>

Intact relationships between historic buildings and other landscape elements (yards, fields, paths, parks, gardens, etc.)	The village has kept the large lots and pastoral landscape from earlier times. There are no longer farmsteads in the village, and open spaces have replaced some buildings.
historical relationship to prominent natural features (cliff, stream, etc.) still exists both for the site as a whole and within the site	The Grand River is central to the area. The Covered Bridge connects the community on both sides of the river. The valleylands and surrounded by rolling hills and steep treed embankments still remain intact. These features are significant with respect to views.
'designed' plantings (hedgerows, windrows, gardens, shade trees, etc.) are still discernible, and so is their traditional relationship to buildings, lanes, roadways, walks and fields	The village has tree-lined streets and grassy river banks (floodplain) that have been maintained by residents for many years.
How closely does the existing view of the site compare to the same view captured in a historic photo	<p>Many of the views and attributes have been retained over time.</p> <p>New subdivisions are not in viewshed sight lines. Campground is located upstream from the Covered Bridge, and does not distract from the aesthetic village core area. Infill and rebuilt homes are of the appropriate massing and scale to blend into existing streetscape.</p>

3.0 Inventory of Cultural Heritage Resources, Attributes and Conservation Measures

3.1 Buildings & Structures, Architectural Details & Landmarks

- 3.1.a)** The WM CHL includes historic buildings from the late 1800s and early 1900s. Five of these buildings are fieldstone, dating from as early as the 1850s. The covered bridge is a provincially significant landmark dating from the same time period that is designated under the Ontario Heritage Act.

The other buildings have been protected to varying degrees under the Heritage Act, and confirmation as to the level of protection should be verified and considered relative to the development application.

Each of the identified Character Defining Attributes as it relates to buildings and structures are list below, including known relevant notes and key aspects for preservation.

HILL STREET

Swope House – stone farmhouse (1858/59)

Location: 52 Hill St.



The house has been referred to as “a quintessential Mennonite homestead”. Georgian freestyle, two-storey, well-mortared fieldstone home built into an embankment. Built by Swope.

The building has been restored and is used as a residence.

Significant Aspects:

- See designation.

Somers House – stone farmhouse (1850)

Location: 31 Hill St.



The building is intact but has a new addition to the front. May have been built by Reist.

Significant Aspects:

- The house is a Georgian freestyle, two-storey, fieldstone home.

House – Yellow Brick (1897)

Location: 28 Hill St



Significant Aspects:

Yellow brick, front façade, front porch with balcony, roof line, decorative fascia and porch millwork.

Stone Cottage – 1st school (pre-1865)

Location: 245 Hill St



First school house at West Montrose (now a residence on Hill Street).
School was in session here until 1865.



This building was used as the first school house with the teacher residing on the second floor. It is 2.4 km west of the village. In 1865 it was decided that the school should be located closer to the village and a school was built in the location of what is now Letson Park. The building has been modified and is now used as a residence.

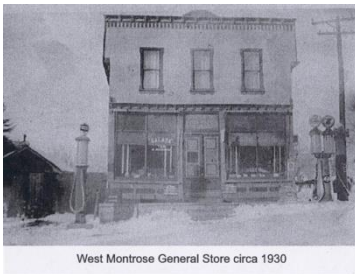
Significant Features:

Stone, proximity to the road, gable in roof with door, chimneys on either side.

COVERED BRIDGE DR.

General Store (1902)

Location: 12-14 Covered Bridge Dr.



West Montrose General Store circa 1930



Built by John P. Jupp.

Significant Aspects:

- The building is intact and is still in commercial use.
- Three upper and two lower window locations, central front door, uncovered front

House (1880)

Location: 6 Covered Bridge Dr.



Home of Prof Bill Tutte: awarded Tory Medal by Royal Society of Upper Canada in 1975, Killiam Prize 1982, CRC-Fields Institute Prize, Fellow of the Royal Society of London 1987, Officer in the Order of Canada 2001, associated with University of Waterloo, and significant achievements during World War II in Nazi code breaking.

Significant Aspects:

Roof line, building treatment.

Letson House (1910/28 to replace the 1870 log cabin)

Location: 17 Covered Bridge Dr.



The house was built by the Letson family to replace the original log home. It was originally part of a farmstead.

Significant Aspects:

Roof line, central front door with windows on either side.



Small, "quaint" structure, not dominating landscape even though close to road.

Kumpf House (1870)

Location: 11 Covered Bridge Dr.



The building is intact but has been modified and is used as a residence.

Significant Aspects:

Location and aspect to the road.

Tree planting along road.

Olde Bridge Pl. B&B (1890)
Location: 5 Covered Bridge Dr.



Graff's garage



Victorian Manor House and the former Graff's Garage. The property is also the former location of 1st Blacksmith Shop (repair shop) built by W. J. Letson.

Both buildings have undergone extensive renovation, but are in original locations and currently operate as a B&B.

Significant Aspects:
Context to the road, Commercial uses

House (1860)
Location: 2 Covered Bridge Dr.



The building is in near original condition.

Significant Aspects:
Location to the road, front porch, size and scale of dwelling.
Trees around building and property.

Covered Bridge (1881)
Location: Covered Bridge Dr



1952 Ministry of Transportation Photo

The bridge was built by brothers John and Benjamin Bear and is a covered Queen-post truss covered bridge.

Significant Aspects:
See Heritage Designation

United Church (1907), cemetery (1860s?)

Location: 42 Covered Bridge Rd.



The building is in near original condition. Both the church and the cemetery continue to be used by the United Church congregation and reflect the historic faith of urban area and some of the surroundings.

Significant Features:

Building - Yellow brick, Decorative brick work, façades, Round window, Rounded/peaked windows and doors frames, offset tower/entry, close proximity to the road.

Cemetery – metal entry frame, setback from the road and has an open, rural feel,

RIVER’S EDGE DR.

3rd Schoolhouse (1874-1966)

Location: 1060 River's Edge Dr.



West Montrose School S.S. #6 1935



This building was built as the village’s third school and was in use for 92 years. The building is intact and is now used as a residence.

Significant Aspects:

Exterior stone facade, Windows, Front door, gable roof, hillside placement.

House (1870)

Location 1221 River's Edge Dr.



The building is intact but has been modified and is used as a residence.

Significant Aspects:

Duplex, Proximity to the road, relation to the surrounding landscape in terms of height and shape.

Sheds (in 1870s photos)

Location: 1221, 1230 River's Edge Dr.



The buildings are intact but in need of maintenance. One has since collapsed and been removed.

The owner should be encouraged to maintain these vernacular buildings as they have been a part of the landscape for 140 years.

Significant Aspects:

Vertical wood boards, location at end of Letson Dr., gable roof, one storey, size, and

Second Benner House – Stone Cottage (1800's)

Location: 1238 River's Edge Dr.



One of the oldest fieldstone houses in the village



The building is in near original condition and is used as a residence.

Significant Aspects:

Gable roof, original full front porch with hip roof, central front door, building height, exterior façade, and chimney's on either side.

John Benner's House – Stone Cottage (1800's)

Location: 1242 River's Edge Dr.



The building is in near original condition and is used as a residence.

Significant Aspects:

Stone exterior, cottage look, one storey, hip roof, windows,

House (1890)

Location: 1260 River's Edge Dr.



Significant Aspects:

1 ½ storey, covered front porch,

LETSON DR

Letson House (1910 burned, rebuilt 1933)

Location: 1488 Letson Dr.



Originally built by William John Letson to face the Letson saw mill, for sawyer Joe Letson. The house burnt and was rebuilt in 1933. The sawmill located across Letson Dr. burned in 1935. The building is intact and is now used as a residence.

Significant Aspects:

2 storey, red brick, porch, location on hillside.

Stateliness in comparison to other structures in

Winterbourne Meeting House and Cemetery

Location: 1118 Letson Dr



Although a newer structure, the building and property are significant and reflective of the lifestyle/way of life.

Building is minimalistic, one storey, white, metal roof with horse tie up around the property.

Significant Aspects:

BUGGY LANE

Private Buggy Bridge

Location 1051 Buggy Lane



The bridge is a connection for the horse and buggy community connecting Crooks Tract Road to Letson Drive. Playing a significant role in this community the bridge is another connection. It is a unique element that provides access and connection to the Settlement, and by mix of material and construction shows resourcefulness.

Significant Aspects: private, openness, mix of materials (steel truss, wood, concrete),

3.1 b) Conservation Measures

The Township will list in the Municipal Register, the buildings and structures that constitute Character Defining Attributes of the West Montrose CHL. The Township has listed (Report E30-2014):

1. 245 Hill Street;
2. 1238 Rivers Edge Drive;
3. 1242 Rivers Edge Drive;
4. 5 Covered Bridge Drive;
5. 42 Covered Bridge Drive;
6. 1118 Letson Drive;
7. 12 Covered Bridge Drive;
8. 1239 Rivers Edge Drive;
9. 1060 Rivers Edge Drive; and
10. Private buggy bridge (1051 Buggy Lane).

Landowners will be encouraged to co-operate in the designation of these building and structures under the Heritage Act. Those properties and structures protected under the Heritage Act shall be conserved under the provision of the Act. Existing building and structures already designated within the WM CHL include the Covered Bridge and the Swope House at 52 Hill Street.

Conservation measures for those Character Defining Attributes that are buildings and structures include maintaining the structures with their current uses, original uses or uses similar thereto, and to conserve the significant features.

Development and alterations in the WM-CHL shall not be permitted unless it has been demonstrated that the heritage values (significance of attributes and landscape characteristics relative to the threat and/or opportunity), heritage attributes and the integrity (an understanding of how an attributes relate to its significance) of the Landscape has been understood, reviewed and assessed based on the standards for Conservation Treatment which includes preservation, rehabilitation and restoration.

Where significant Character Defining Attributes or designated heritage properties must be replaced due to age, fire or forces of nature, relief from building setbacks, height restrictions or

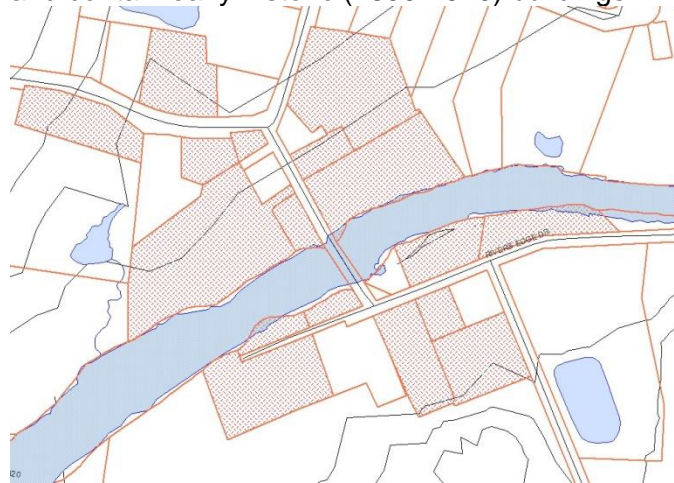
other conditions that would otherwise change the new structure's location or historic form will be considered to allow reconstruction on the original building footprint and in the original building form.

3.2 Land Use Patterns

3.2 a) The West Montrose Area CHL is a 'Sleepy' rural village with several different Significant Aspects related to land-use patterns which includes the overall lotting pattern, setbacks, and farming on the rural lands (farm buildings, clusters, open fields). The settlement consists of an organic lotting pattern for what mainly residential uses along with some limited commercial uses in the core. Outside the settlement it is characteristic to see farms with farm building clusters and open fields. This can all be broken down into the following:

- i. the **historic residential area** with large residential lots, smaller single family homes, detached garages, mature street trees, pastoral lawns, and perennial and vegetable gardens;
- ii. the **open lands** on some larger lots along the river, that are a mixture of manicured lawn and naturalized floodplain;
- iii. the **core commercial section** (Covered Bridge Rd. from the bridge to Hill St.) that has buildings set close to the street front on smaller lots;
- iv. the **lots along the south side of the river**, tucked between the river and the road, which are long and narrow, some have steep wooded embankments along the valleys;
- v. the farm lands, with open fields in crop production, farm buildings in a cluster, and
- vi. **Continuity of Lotting Patterns –**

- a) In the village core, the majority of lots (shaded below) are as originally subdivided and contain early historic (1850-1910) buildings.

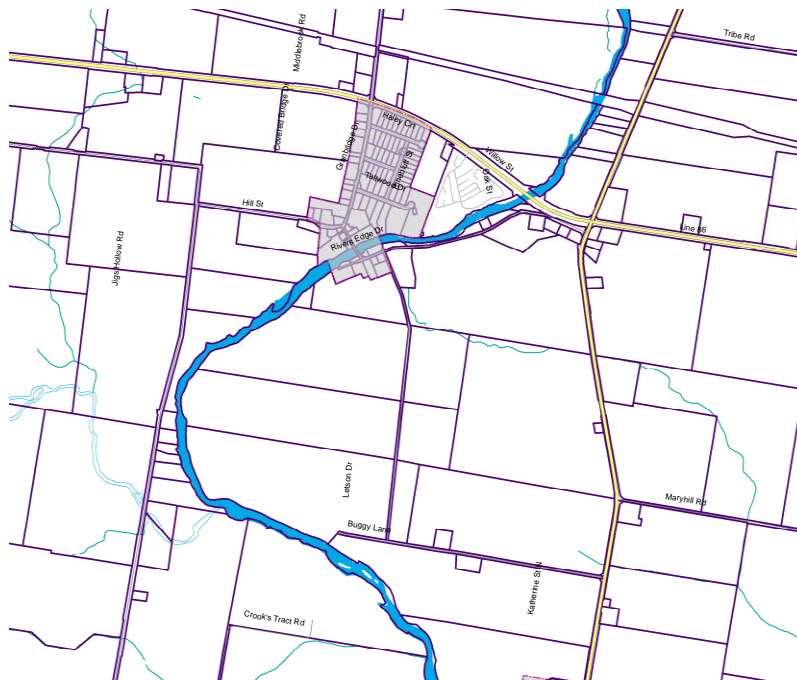


Original lots with intact early historic buildings or continual open space

- b) In the rural area, larger farm parcels is the predominant pattern. The majority of lots were of different sizes of large farm parcels, and the overall existing fabric is still represented. However, over time a number of severances and adjustments have taken place, especially along the west side of the Grand River in the area of the Canagagigue Creek, which is inconsistent with the historic rural fabric and rural character of the broader area. Lots along the river are generally rectangular and perpendicular to the river.



Map of early farmsteads – Tremaine Map (1861)



Parcel Fabric 2014

3.2 b) Conservation measures shall include:

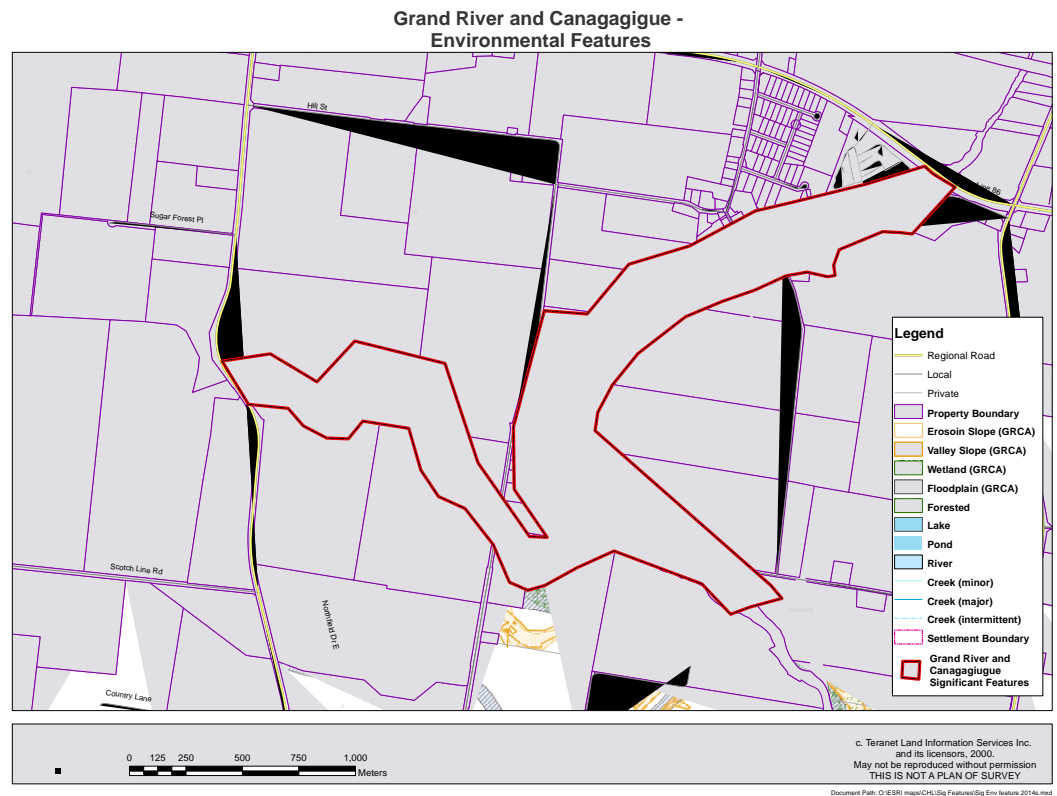
- i. For the urban fabric shall include:
 - a. Reflect the lotting patterns
 - b. infill should blend into the landscape with respect to building placement and scale relative to the lot and using consistent and similar building setbacks.
 - c. lots should be consistent to the area they are located in (historic residential, open lands, core commercial, or south side of river)
- ii. Protection measures for the rural area include maintaining the existing rural larger farm parcels and farm building clusters and preventing further subdivisions of the land for non-farm related development as well as encouraging livestock and crop farming on the tilled sections of the farm parcels.

3.3 Grand River Valley and Canagagigue Creek and Valley, - Natural features & Vegetation

3.3 a) The Grand River and Canagagigue Creek valley's and floodplain are part of the complex of natural features and vegetation of the area. The Grand River has and continues to play a role in the community as part of the past industrial uses, but is now more so connected to the passive and active recreational uses. Historic flooding in the low areas remains constant. These natural features and vegetation fall into the following aspects:

- i. **Topography** – The village is nestled in a wide winding river valley, with some steep embankments of the Grand River, especially along Rivers Edge Dr.
- ii. **Water Courses/Wetlands** – Include the Grand River, Spring Creek, Mill ponds and wetlands. With the Grand River, flooding in the low areas from Line 86 to the buggy bridge area is common. The river valley includes the associated flood plain and wetlands where development is prohibited and historically been limited. The Grand River and the valley have aesthetic value and are used for passive and active recreation.
- iii. **Trees** – Large oaks and maples line the streets and shade the yards of the village. Willows, Cedars and Birch are found along the river and on the steep embankments of the valley. Some trees have been planted, while others appear naturalized. Most trees are either native or traditional species, with very few specimen trees. Conserving the landscape's trees along the slopes and along the valleys through maintenance and replanting is important as the trees provide shade and privacy, and are used to frame views and as vegetative buffers.
- iv. **Wildlife** – Although wildlife is found in the terrestrial and aquatic ecosystems, it is less important in the context of the overall CHL. The connection to the Significant features is the fishing in the Grand River, as well as preserving overall water quality and water quantity.

Generally these features are outlined as identified below:



3.3 b) Conservation of the Natural Features

Conservation of the identified Grand River, Canagagigue Creek and tributaries along with the associated valleys includes maintaining the function of the natural systems in terms of water quality and quantity, retaining the general topography of the river and valleys, and maintenance or enhancement of the vegetated areas along the valleys.

The floodplain is to remain free of development. Steep slopes and the edges of the river valley shall be encouraged to be treed for slope stability, wildlife enhancement and water quality. Detailed protection of natural features shall be in accordance with environmental policies in the Official Plans of the Township of Woolwich, Region of Waterloo and in accordance with the policies of the GRCA.

Use of street trees, with an emphasis on native species is recommended along the road allowances in the settlement area.

3.4. Archaeological Resources

The area has high archaeological potential due to its proximity to water and early historic settlement. Only one archaeological assessment has been undertaken in the area and no significant artifacts were discovered.

In accordance with standard Ministry and Region of Waterloo requirements for archaeological requirements, studies must be completed as part of the development process. Where resources are found the necessary appropriate actions shall be undertaken in accordance with Provincial and Regional policies.

3.5. Transportation

Transportation is directly connected to the roads within the CHL. All the roads within the CHL are local or Township owned and maintained roads consisting of River's Edge Drive, Hill Street, Covered Bridge Drive, Letson Drive and Buggy Lane. Along the edges of the CHL are Regional Roads including Line 86, Northfield Drive and Katherine Street North.

The historical road alignment of the old highway 86 within the CHL includes Hill St. from Jigs Hollow to Covered Bridge Dr., Covered Bridge Dr. from Hill St. to the bridge and River's Edge Dr. from the bridge to Katherine Street.

The Township roads within the CHL are generally narrow and indirect. The indirect pattern comes in part from the Y shape in the core, T – intersections of River's Edge Dr and Letson Dr and Covered Bridge drive and River's Edge Drive, L-shaped pattern of Letson Drive and Hill Street, and dead ends at Rivers Edge Drive and Buggy Lane create this meandering and indirect nature.

The roads follow the local topography and offer views of the surrounding lands. The road surface treatment of gravel, tar and chip and asphalt with and absence of curbs and gutters adds to the rural character of the area.



Early roadways – Parsell Map (1881)

Notably, the Grand River as a transportation route provides recreational opportunities as do local trails.

Protection and conservation measures will continue to maintain the current road pattern as well as the general rural character. Generally roads will maintain the surface treatment currently in use, and maintain a more rural cross section/width to semi-urban cross-section. Alterations to provide sidewalks, curb and gutter or alter aspects of the roads will require approval from Township Council after public consultation and considering the CHL impacts.

3.6 Public Places

Two of the Character Defining Attributes, being the location of the second school (Letson Park), and the former Blacksmith shop (Gole Park) are publicly owned parcels which do not contain buildings or structures. These former privately owned lands played roles in the public lives, and now under municipal ownership play new roles for the community.

Letson Park

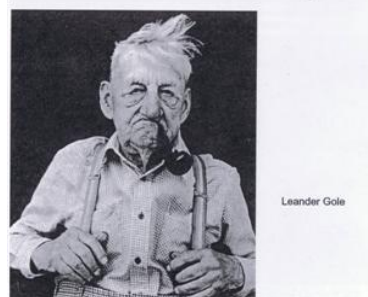


This land was the site of the second school (1865 -1874), used for only 9 years as it was subject to flooding and then a store. The well treed park donated by the Letson family provides parking and a picnic area for the public.

Gole Park formerly the Blacksmith Shop (1900)



Leander Gole's Blacksmith shop, built in 1886. The picture was taken when the building was partially demolished in 1987.



Leander Gole

This lot was once the home and shop of Leander Gole the village 'smithy', who was referred to a 'grandpa' by most of the villagers and lived to be 104. The house burned in the mid 1980's and the blacksmith shop was removed in 1987.

Land is named Gole Park and is used as a public parking area with a bank of mailboxes and a bulletin board.

The park is currently used for parking, community and mail boxes and is significantly paved.

As prominent sites on both sides of the river, the properties are commonly used by the community and visitors for parking and picnicking.

Letson Park remains in the floodplain, prone to flooding, and is a lower, wetter site. Gole Park as a central site in the core is in a prominent location. The park is to remain for parking, and community purposes.

The Township shall maintain the parks for parking, picnicking, with tree plantings. Enhancements of these parks for passive uses may be completed by the Township to improve the function and use therefore.

3.7 Views

Views are a unique and challenging aspect of the Cultural Heritage Landscape. The following views and viewsheds have been identified as Significant Aspects:

- Long Range - Views of the Bridge
- Short Range views of the Bridge and Core
- Views of the Character Defining Attributes

A description of each of the views is as follows.

3.7.1 Long Range Views of the Bridge

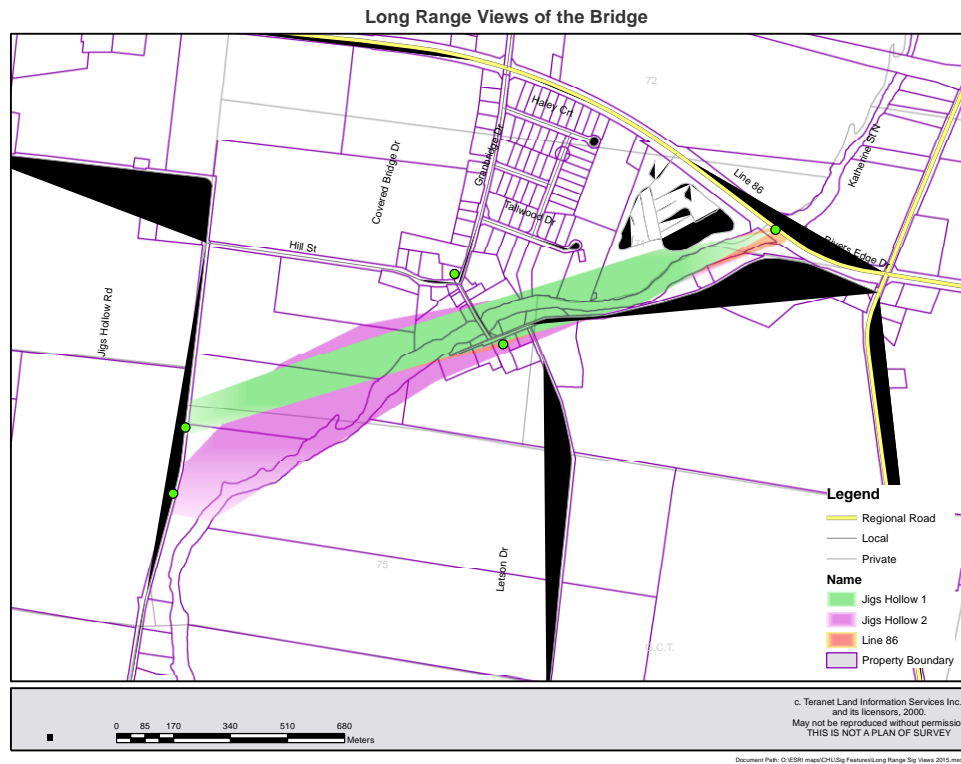
Long Range views of the Covered Bridge are: from the bridge on Line 86, and from two areas along Jigs Hollow Road. These views focus to the river and the bridge and are framed by the river valley and vegetation (trees).

The key views from these vantage points, being the lines of focus (river, bridge, farm fields, and the *flood plain* i.e., open river valley) are identified in the map below. Development within the lines of focus shall not be permitted.

Development within the areas that frame the “lines of focus”, being the outer edges of the noted lines of focus and somewhat beyond, shall be reviewed for their impact and shall not compete, negatively impact, or detract from the lines of focus.

Contextual views, includes some aspects and are slightly broader than the river valley. These peripheral/contextual aspects are part of the experience associated with the Jigs Hollow view points. These views capture other parts of the CHL are of the farmland around the settlement which is generally made up of farms and typical rural life. This would include views along the roads leading to the views from Jigs Hollow Road, being views from the village up Hill Street, and along Jigs Hollow Road, or the broader views seen from the two Jigs Hollow Road view points. These peripheral or contextual views are more about the rural setting, and development should reflect the rural character of the area.

There are no contextual views from the Line 86 view point.

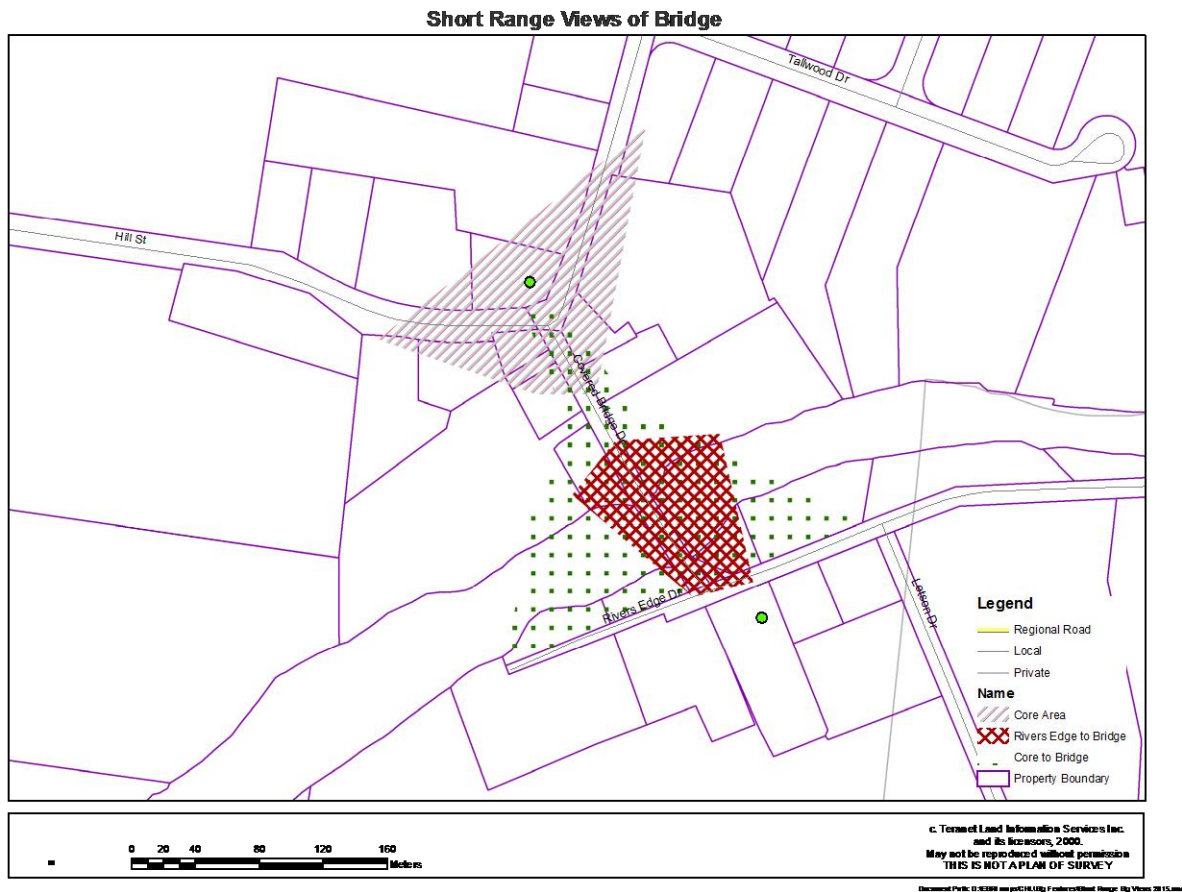


3.7.2 Short Range Views of the Bridge and Core Area

Short Range views of the Covered Bridge are from locations in close proximity to the bridge and include views of Covered Bridge Drive to the intersection of Covered Bridge Drive and Hill Street. These views focus on the bridge, river and embankments of the river, up the river valley and again are framed by the river valley and vegetation (trees). The view areas are identified in the map below along with some photographic references.

Peripheral or contextual views from this area are limited to a few fields along Jigs Hollow Road as part of the rural context, and settlement uses.

Views include the village fabric, valleylands (floodplain, cedars, willows) and agricultural lands (remnant woodlots, fields, fences). Development in and along the river valley has and remains protected by regulations by the Grand River Conservation Authority due to floodplain, slopes and wetlands.



3.7.3 Views of the Character Defining Attributes

Each of the Character Defining Attributes identified have a visual connection from the public realm. The historic nature and appearance of the buildings are part of the overall landscape, thereby adding to the feeling and set the larger context of the village feel.

Development applications on or near an identified building or structure in Character Defining Attributes should maintain or enhance the view of the Character Defining Attribute and the historical features thereof. Conservation measures will include the use of setbacks, façade treatments, building styles and landscaping.

Development applications impacting lands or environmental features of the Character Defining Attributes, (being Gole Park, the Grand River and its valley and floodplain, Canagagigue Creek and Valley, and Farming) shall seek to conserve the nature of these attributes, and be consistent with the rural or settlement character of the area. Conservation of the Attribute is not necessarily intended to prohibit change but ensure change conserves the CHL by demonstrating that heritage values, attributes and integrity will be retained.