ARCHAEOLOGY | HERITAGE | OUTREACH | EDUCATION

Built Heritage Assessment
Collingwood Terminals
Part Lot 44, Concession 8, Water Lot in Front of Lot 44, Concession 8, Water Lot K40
Geographic Township of Nottawasaga
Simcoe County
Town of Collingwood, ON

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EXECUTIVE SUMMARY

The Town of Collingwood retained Archaeological Research Associates Ltd. to evaluate the potential cultural heritage value or interest of the Collingwood Grain Terminals and surrounding area (henceforth subject property). The subject property is within the Downtown Collingwood Heritage Conservation District and is thus designated under Part V of the *Ontario Heritage Act.*

The assessment encompassed the entire Collingwood Terminals property at 1 Heritage Drive and 45 Heritage Drive. The subject property is located on the east side of the Collingwood Harbour and it includes both sides of Heritage Drive north of Huron Street. The subject property contains the Grain Terminals, the Collingwood Yacht Club, Watts Boat Building, Millennium Park and Harbourlands Park. The subject property is referred to locally as the Collingwood Pier. It is legally described as Part Lot 44, Concession 8, Geographic Township of Nottawasaga, Simcoe County, Town of Collingwood.

This Built Heritage Assessment was initiated to address the following items as outlined in the Town of Collingwood's Request for Proposal:

> *A built heritage assessment is required as a preface to the market engagement to determine the impact of any proposed development on the cultural heritage value of the property and the facility to the community, and to recommend an overall approach to the conservation of the heritage resource.*
>
> *The study will be based on a thorough understanding of the significance and heritage attributes of the cultural heritage resource, identify the potential impacts any proposed development or alteration may have, consider mitigation options, and will serve as the cultural heritage identification phase for any proposed development* (Town of Collingwood 2021a:34).

This report examines the design of the property, presents its history and describes its context. Three consultation events with the community were held to obtain input on the CHVI and heritage attributes. Using this information, the Cultural Heritage Value or Interest of the Collingwood Grain Terminals and surrounding area is evaluated against the criteria of *Ontario Regulation 9/06*.

The goal of the community consultation was to ensure that the community had the ability to participate and communicate their opinion on what they valued or did not value from a cultural heritage perspective about the Collingwood Grain Terminals and surrounding area. Community consultation included multiple methods of participation, including an in-person event and multiple online opportunities to provide feedback. Similarly, the surveys were offered in both hard copy and digital to accommodate member of the community who preferred print. The first survey, which had the highest response rate (over 400 responses), supplied a wealth of important information about where the community assigned cultural heritage value or interest and/or what they did not feel was valuable. The community input formed the basis of the Statement of Cultural Heritage Value or Interest and was integrated into the report where appropriate, given the legislative and heritage frameworks which guide the BHA. Additional follow up surveys (Survey #2, 48 participants and Survey #3 198 participants) helped refine the initial findings and helped confirm the findings of the Statement of CVHI and heritage attributes list.

The information presented in this Built Heritage Assessment should be used to inform the next steps as outlined in the *White Paper* for the of the Collingwood Grain Terminals.

The Collingwood Pier including the Collingwood Grain Terminals is designated under Part V of the *Ontario Heritage Act* as part of the Collingwood Downtown Heritage Conservation District. As part of this Part V designation, any alterations or potential development on the property would require the following:

- Once the preferred end state of Collingwood Grain Terminals is determined, the owner (or development partner) is required by HCD Plan to provide a Heritage Impact Assessment that considers the Statement of CHVI and heritage attributes outlined in the *HCD Plan*, as well as all the *HCD Plan* Policies and Guidelines.
- It is recommended that any HIA also consider the contents of this report and the Statement of CHVI and heritage attributes of the Collingwood Pier that were determined as part of this study. The high-level conservation and mitigation measures suggested in this report can also be used to inform this HIA.
- Once the preferred end state of Collingwood Grain Terminals is determined, the owner (or development partner) is required by HCD Plan to provide Conservation Plan. A Conservation Plan should draw upon the information and technical content provided in Section 10.0 - Considered Mitigation and Conservation Strategies. Additionally, it is recommended that a Conservation Plan should consider the Statement of Cultural Heritage Value and heritage attributes of the Collingwood Pier that were determined as part of this study.
- It is recommended that with any alterations or potential development, a reputable contractor(s) with proven expertise in cultural heritage resource materials, should be contracted as part of any future restoration, rehabilitation or redevelopment project;
    - The Architectural Conservancy of Ontario (ACO) North Waterloo Region maintains a *Directory of Heritage Practitioners* located in Ontario that claim to have experience with heritage properties: https://aconwr.ca/dohp.php
    - The Canadian Association of Heritage Professionals (CAHP) is an organization that establishes standards of practice, shares knowledge about heritage conservation and has a membership of heritage professionals: https://cahp-acecp.ca/membership-account/directory/
- The following additional conservation studies/activities are recommended once a preferred end state for the Collingwood Grain Terminals has been determined:
    - Additional work as recommended in the structural assessment for areas which previous studies did not access or thoroughly assess (i.e., marine tower, basement slab, and sub-surface wood piles). This work is related to the stability of the structures so should be prioritized/mandatory for redevelopment.
    - Individual condition assessments of window/door fixtures are recommended if the aim is conservation. If these are to be replaced rather than repaired/conserved, then individual condition assessments are not necessary.
    - Individual condition assessments of industrial equipment are recommended for those items which are intended for conservation. This report provides a broad overview for identifying deterioration, but to properly conserve an item, it is important to identify the specific location/degree/type of deterioration to inform how to best treat/mitigate further deterioration.
    - Because the structure is composed of an early 20th century concrete, there is a risk of increased variability in its composition and manufacture. Laboratory and

petrographic testing to identify specific ratios of ingredients and the degree to which non-visible deterioration is present will inform what material is best suited for repair (this applies to strength of the repair, ability to bond, prevent further deterioration, etc.). For example, if the existing concrete is softer and more porous than the material used to repair it, this will lead to further deterioration because the repair is not compatible.

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GLOSSARY OF ABBREVIATIONS

ARA – Archaeological Research Associates Ltd.
BHA – Built Heritage Assessment
BDAC – Biographical Dictionary of Architects in Canada
CAC – Canadian Association for Conservation
CAPC – Canadian Association of Professional Conservators
CHER – Cultural Heritage Evaluation Report
CHVI – Cultural Heritage Value or Interest
HCD – Heritage Conservation District
IAP2 – International Association for Public Participation
ICOMOS – International Council on Monuments and Sites
MMAH – Ministry of Municipal Affairs and Housing
MHSTCI – Ministry of Heritage, Sport, Tourism, and Culture Industries
OHA – Ontario Heritage Act
OP – Official Plan
O. Reg. – Ontario Regulation
PWGSC – Public Works and Government Services Canada
SON – Saugeen Ojibway Nation
TICCIH – The International Committee for the Conservation of Industrial Heritage

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Two-page curriculum vitae (CV) that demonstrate the qualifications and expertise of key team members to perform cultural heritage work in Ontario are provided in Appendix F.

1.0 INTRODUCTION

The Town of Collingwood retained Archaeological Research Associates Ltd. (ARA) to evaluate the potential cultural heritage value or interest (CHVI) of the Collingwood Grain Terminals and surrounding area (henceforth subject property). The subject property is within the Downtown Collingwood Heritage Conservation District (HCD) and is thus designated under Part V of the *Ontario Heritage Act.*

The assessment encompassed the entire Collingwood Terminals property at 1 Heritage Drive and 45 Heritage Drive. The subject property is located on the east side of the Collingwood Harbour and it includes both sides of Heritage Drive north of Huron Street. The subject property contains the Grain Terminals, the Collingwood Yacht Club, Watts Boat Building, Millennium Park and Harbourlands Park (see Map 1, Map 2 and Map 3). The subject property is referred to locally as the Collingwood Pier. It is legally described as Part Lot 44, Concession 8, Geographic Township of Nottawasaga, Simcoe County, Town of Collingwood.

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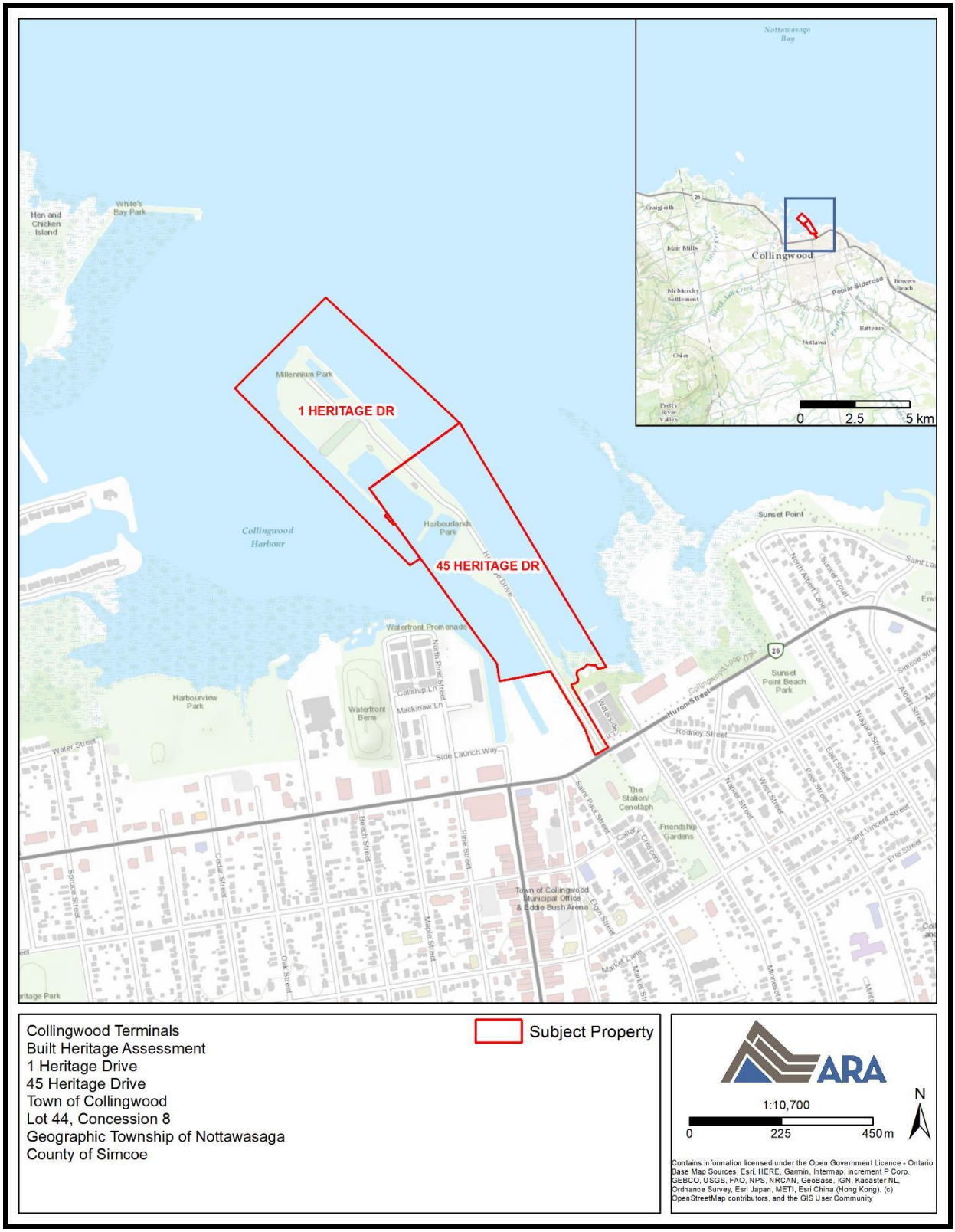
> *The study will be based on a thorough understanding of the significance and heritage attributes of the cultural heritage resource, identify the potential impacts any proposed development or alteration may have, consider mitigation options, and will serve as the cultural heritage identification phase for any proposed development* (Town of Collingwood 2021a:34).

This report examines the design of the property, presents its history and describes its context. Three consultation events with the community were held to obtain input on the CHVI and heritage attributes. Using this information, the CHVI of the Collingwood Grain Terminals and surrounding area was evaluated against the criteria of *Ontario Regulation 9/06* (O.Reg 9/06).

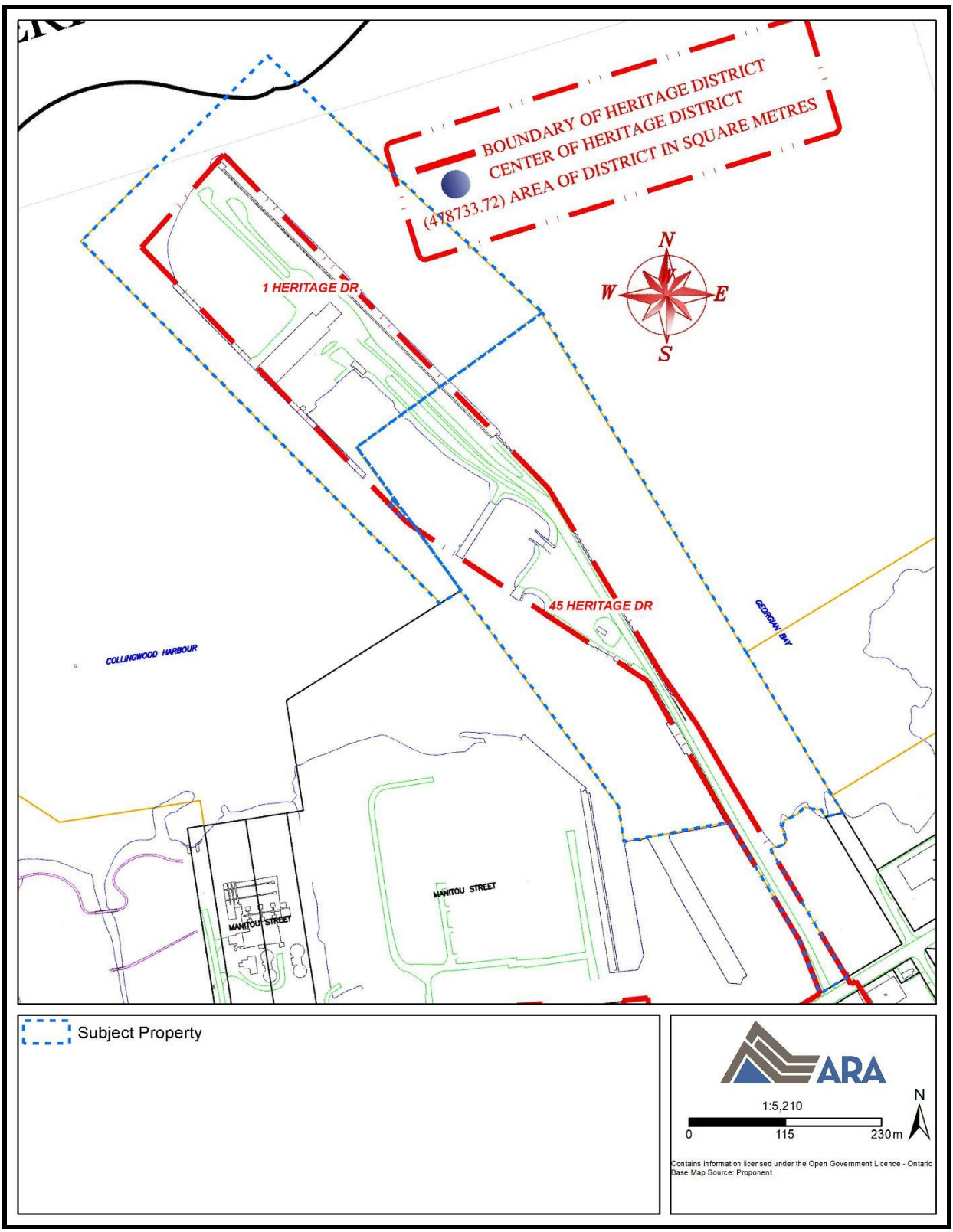
The potential end states (proposed development) for the Collingwood Grain Terminals have been evaluated against the potential impacts. As no designs for the options have been developed, these impacts are outlined at a high-level to demonstrate the types of impacts to heritage attributes that could be expected for each end state. Similarly, since final development alternatives for the Grain Terminals have not yet been determined, detailed mitigation and conservation strategies can not be provided. Nevertheless, based on heritage best practices, this report provides strategies for the physical conservation of the concrete materials and of industrial artifacts (chattel) as well as high-level mitigation measures to be considered.

The goal of this report is to provide information to inform the next steps as outlined in the *White Paper* for the re-development of the Collingwood Grain Terminals.



Map 1: Subject Property in the Town Collingwood
(Produced by ARA under licence using ArcGIS® software by Esri, © Esri)

Map 2: Aerial Image with Key Features Indicated
(Produced under licence using ArcGIS® software by Esri, © Esri; McMaster University 2021)



Map 3: Subject Property in the Downtown Collingwood Heritage Conservation District
(Produced by ARA under licence using ArcGIS® software by Esri, © Esri)

2.0 LEGISLATION AND POLICY REVIEW

The framework that has guided this assessment report is provided by federal guidelines, provincial heritage and planning legislation and policies, regional and local municipal *Official Plans* and guidelines. Local strategic and heritage plans have provided additional guidance for this assessment. Provincial heritage and planning policies broadly protect cultural heritage resources. This section details the review of policy framework within the Town of Collingwood including the current and draft policies, alternative forms of protection, recommendations of policies/provisions to conserve cultural heritage resources and/or heritage conservation districts.

2.1 Federal Guidelines

At the national level, *The Standards and Guidelines for Conservation of Historic Places in Canada* (Parks Canada 2010) provides guidance for the preservation, rehabilitation, and restoration of historic places, including cultural heritage landscapes (CHLs) and built heritage resources (BHRs). Such guidance includes the planning and implementation of heritage conservation activities.

The conservation strategy, including interventions, is dependent on the specific materials, their environs, and the degree to which deterioration is evident. “The value of architectural heritage is not only in its appearance, but also in the integrity of all its components” (ICOMOS 2003).

Parks Canada’s *Standards and Guidelines for the Conservation of Historic Places in Canada defines* conservation as the “actions and processes aimed at safeguarding the character-defining elements of an historic place to retain its heritage value and extend its physical life”. Recognizing the variability that exists between conservation projects, the Standards and Guidelines further defines three conservation processes or approaches. The three processes or approaches are Preservation, Restoration and Rehabilitation. A conservation project may incorporate any three or a combination of these processes.

A preservation approach to conservation includes protecting, maintaining and stabilizing the existing form, material or integrity of an historic place or individual component, while protecting its heritage value. Preservation is a typically a more cautious approach to conservation that retains materials includes short- and long-term measures that prevent deterioration or damage. Preservation should be considered the primary treatment when:

- Materials, features and spaces of the historic place are essentially intact and convey the historic significance, without extensive repair or replacement;
- Depiction during a particular period in its history is not appropriate; and
- Continuation or new use does not require extensive alterations or additions. (Parks Canada 2010:15)

A restoration approach to conservation includes accurately revealing, recovering or representing the state of an historic place or individual component as it appeared at a particular period in its history, while protecting its heritage value. Restoration should be considered a primary approach when:

- An historic place’s significance during a particular period in its history significantly outweighs the potential loss of existing, non character-defining materials, features and spaces from other periods;

- Substantial physical and documentary or oral evidence exists to accurately carry out the work; and,
- Contemporary additions or alterations and are not planned. (Parks Canada 2010:17)

Lastly, the Standards and Guidelines outlines a rehabilitation approach to conservation which is described as the "sensitive adaptation of an historic place or individual component for a continuing or compatible use, while projecting its heritage value". Rehabilitation should be considered the primary approach when:

- Repair or replacement of deteriorated features is necessary;
- Alterations or additions to the historic place are planned for a new or continued use; and,
- Depiction during a particular period in its history is not appropriate. (Parks Canada 2010:16)

Parks Canada's *Standards and Guidelines for the Conservation of Historic Places in Canada* outlines "General Standards for Preservation, Rehabilitation, and Restoration," and provides an explanation on how to fulfill these standards in alignment with principles supported by The Canadian Association for Conservation (CAC) and the Canadian Association of Professional Conservators (CAPC). These principles are meant to guide changes to cultural heritage resources to ensure that cultural heritage value or interest is conserved. These guidelines include the following:

1. *Conserve the heritage value of an historic place. Do not remove, replace, or substantially alter its intact or repairable character defining elements. Do not move a part of an historic place if its current location is a character-defining element.*
2. *Conserve changes to an historic place that, over time, have become character-defining elements in their own right.*
3. *Conserve heritage value by adopting an approach calling for minimal intervention.*
4. *Recognize each historic place as a physical record of its time, place, and use. Do not create a false sense of historical development by adding elements from other historic places or other properties, or by combining features of the same property that never coexisted.*
5. *Find a use for an historic place that requires minimal or no change to its character-defining elements.*
6. *Protect and, if necessary, stabilize an historic place until any subsequent intervention is undertaken. Protect and preserve archaeological resources in place. Where there is potential for disturbing archaeological resources, take mitigation measures to limit damage and loss of information.*
7. *Evaluate the existing condition of character-defining elements to determine the appropriate intervention needed. Use the gentlest means possible for any intervention. Respect heritage value when undertaking an intervention.*
8. *Maintain character-defining elements on an ongoing basis. Repair character-defining elements by reinforcing their materials using recognized conservation methods. Replace in kind any extensively deteriorated or missing parts of character-defining elements, where there are surviving prototypes.*
9. *Make any intervention needed to preserve character-defining elements physically and visually compatible with the historic place and identifiable on close*

> *inspection. Document any intervention for future reference* (Parks Canada 2010:22).

The Guidelines include further standards when conservation includes a restoration or rehabilitation approach.

Additional standards related to Restoration are:

- *Repair rather than replace character-defining elements from the restoration period. Where character-defining elements are too severely deteriorated to repair and where sufficient physical evidence exists, replace them with new elements that match the forms, materials and detailing of sound versions of the same elements.*
- *Replace missing features from the restoration period with new features whose forms, materials and detailing are based on sufficient physical, documentary and/or oral evidence.* (Parks Canada 2010:23)

Additional standards related to Rehabilitation are:

- *Repair rather than replace character-defining elements. Where character-defining elements are too severely deteriorated to repair, and where sufficient physical evidence exists, replace them with new elements that match the forms, materials and detailing of sound versions of the same elements. Where there is insufficient physical evidence, make the form, material and detailing of the new elements compatible with the character of the historic place.*
- *Conserve the heritage value and character-defining elements when creating any new additions to an historic place or any related new construction. Make the new work physically and visually compatible with, subordinate to and distinguishable from the historic place.*
- *Create any new additions or related new construction so that the essential form and integrity of an historic place will not be impaired if the new work is removed in the future*. (Parks Canada 2010:23)

The *Standards and Guidelines* also include the following measures to encourage informed decisions on appropriate intervention methods:

1. *Understanding the properties and characteristics of miscellaneous materials and their finishes or coatings, such as the age and availability of replacements and the chemical make-up of the product.*
2. *Documenting the properties, characteristics, and condition of miscellaneous materials before undertaking an intervention; for example, the chemical composition of the material and the type of substrate to which it is applied.*
3. *Protecting and maintaining miscellaneous materials by protecting fragile elements and preventing exposure to damaging environmental conditions. Failing to identify, evaluate and treat the causes of deterioration of miscellaneous materials, such as exposure to ultraviolet light, airborne pollution, and excessive moisture.*
4. *Cleaning miscellaneous materials using appropriate cleaning methods and products.*

5. *Retaining or reapplying coatings that help protect miscellaneous materials from wear, moisture, or ultraviolet light.*
6. *Ensuring that new coatings are compatible with the material, its earlier treatments, and its environment.*
7. *Retaining sound and repairable miscellaneous materials that contribute to the heritage value of the historic place.*
8. *Stabilizing deteriorated miscellaneous materials by structural reinforcement and weather protection, or correcting unsafe conditions, as required, until repair work is undertaken.*
9. *Repairing miscellaneous materials by patching, piecing-in, consolidating, or otherwise reinforcing, using recognized conservation methods.*
10. *Replacing in kind extensively deteriorated or missing parts of miscellaneous materials, based on documentary and physical evidence*. (2010:248)

The above guidelines are echoed in the International Council on Monuments and Sites (ICOMOS) "Principles for the Analysis, Conservation, and Structural Restoration of Architectural Heritage," which adds that "Before making a decision on structural intervention it is indispensable to determine first the causes of damage and decay, and then to evaluate the safety level of the structure" (ICOMOS 2003:2). Furthermore, "where possible, any measures adopted should be reversible, so that they can be removed and replaced with more suitable measures when new knowledge is acquired. Where they are not completely reversible, interventions should not limit further interventions" (ICOMOS 2003:3).

The "Charter for Industrial Heritage" adopted by the International Committee for the Conservation of Industrial Heritage (TICCIH) identifies additional conservation guidelines specific to industrial sites, which states that "Conservation of the industrial heritage depends on preserving functional integrity, and interventions to an industrial site should therefore aim to maintain this," and "The adaptation of an industrial site to a new use to ensure its conservation is usually acceptable […] New uses should respect the significant material and maintain original patterns of circulation and activity, and should be compatible as much as possible with the original or principle use" (TICCIH 2003).

The conservation advice included in this document is intended to provide high-level considerations for the requirements of a detailed condition assessment and conservation plan of the concrete terminals and associated industrial chattel. Information provided in this report conforms to industry best practices and standards as established by the guiding principles of the professional associations outlined above.

2.2 Provincial Policies and Guidelines

2.2.1 Planning Act

Section 2 of the Ontario *Planning Act* indicates that a council of a Municipality have regard for matters of provincial interest such as: "(d) the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest" (Government of Ontario 2018). Section 3 of the *Planning Act* directs a municipal Council's decisions to be consistent with the *Provincial Policy Statement* (PPS 2020).

2.2.2 The Provincial Policy Statement (2020)

The *Provincial Policy Statement* (PPS 2020) contains a combined statement of the Province's land use planning policies. It provides the provincial government's policies on a range of land use planning issues including cultural heritage outlined. As outlined in Section 2.0 on Wise Use of and Management of Resources: "Ontario's long-term prosperity, environmental health, and social well-being depend on conserving biodiversity, protecting the health of the Great Lakes, and protecting natural heritage, water, agricultural, mineral and cultural heritage and archaeological resources for their economic, environmental and social benefits" (MMAH 2020:24). The PPS 2020 promotes the conservation of cultural heritage resources through detailed polices in Section 2.6, such as "2.6.1 Significant built heritage resources and significant cultural heritage landscapes shall be conserved" and "2.6.3 Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property except where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved." (MMAH 2020:31).

2.2.3 Ontario Heritage Act

The *Ontario Heritage Act* (*OHA*), R.S.O. 1990, c.018 is the guiding piece of provincial legislation for the conservation of significant cultural heritage resources in Ontario. The *OHA* gives provincial and municipalities governments the authority and power to conserve Ontario's heritage. The *OHA* has policies which address individual properties (Part IV), heritage districts (Part V), and allows municipalities to create a register of non-designated properties which may have cultural heritage value or interest (Section 27).

In order to objectively identify cultural heritage resources, O. Reg. 9/06 made under the *OHA* sets out three principal criteria with nine sub-criteria for determining cultural heritage value or interest (CHVI) (MHSTCI 2006a:20–27). The criteria set out in the regulation were developed to identify and evaluate properties for designation under the *OHA*. Best practices in evaluating properties that are not yet protected employ O. Reg. 9/06 to determine if they have CHVI. In the absence of specific CHL evaluation criteria, potential CHLs O. Reg 9/06 is also applied to consider the built and natural features and the property as a whole. The O. Reg. 9/06 criteria include: design or physical value, historical or associative value and contextual value.

1. *The property has design value or physical value because it,*
    - *i. is a rare, unique, representative or early example of a style, type, expression, material or construction method,*
    - *ii. displays a high degree of craftsmanship or artistic merit, or*
    - *iii. demonstrates a high degree of technical or scientific achievement.*

2. *The property has historical value or associative value because it,*
    - *i. has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community,*
    - *ii. yields, or has the potential to yield, information that contributes to an understanding of a community or culture, or*
    - *iii. demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.*

> *3. The property has contextual value because it,*
> *i. is important in defining, maintaining or supporting the character of an area,*
> *ii. is physically, functionally, visually or historically linked to its surroundings, or*
> *iii. is a landmark.* O. Reg. 9/06, s. 1 (2).

The *OHA* provides three key tools for the conservation of built heritage resources (BHRs) and cultural heritage landscapes (CHLs). It allows for protection as:

1. A single property (i.e., farmstead, park, garden, estate, cemetery), a municipality can designate BHRs and CHLs as individual properties under Part IV of the *OHA*.
2. Multiple properties or a specific grouping of properties may be considered a CHL, as such, a municipality can designate the area as a Heritage Conservation District (HCD) under Part V of the *OHA*.
3. Lastly, a municipality has the authority to add an individual or grouping of non-*OHA* designated property(ies) (often called "listed" properties) of heritage value or interest on their Municipal Heritage Register.

An *OHA* designation provides the strongest heritage protection available for conserving cultural heritage resources. It allows a municipality to deny demolition permits, to guide change through development review of protected property(ies) and adjacent protected property(ies) and to control property alterations through a heritage permit system.

The *OHA* allows properties to be designated under both Part IV (Individual Properties) and Part V (Heritage Conservation Districts). As noted in MHSTCI's *Heritage Conservation Districts: A Guide to District Designation Under the Ontario Heritage Act* (2006b:10);

> *The cultural heritage value of individual sites can be expressed in terms of their design or physical, historical or associative or contextual values. The values that contribute to the character of heritage conservation districts may be expressed more broadly as natural, historic, aesthetic, architectural, scenic, scientific, cultural, social or spiritual values.*

The designation under Part IV and V may be an advantage in some cases. The HCD typically addresses heritage attributes that apply to the character of a large area (i.e., set back of buildings, layout, architectural styles) whereas a Part IV designation on an individual property can look more in depth at specific attributes of a building (i.e., specific door or window openings, construction materials, location, etc.). Both mechanisms of examination/protection are about expressing the cultural heritage value or interest of a place, as well as the heritage attributes, however the granularity of those attributes can differ. It should be noted that generally interior attributes of buildings are not included in either Part IV or Part V designation.

2.2.4 Eight Guiding Principles in the Conservation of Built Heritage Properties

The MHSTCI's *Eight Guiding Principles in the Conservation of Built Heritage Properties* (2007) provides statements on heritage conservation best practices. These statements form the ministry's position and are based on international charters and best practices. As with the *Standards and Guidelines for the Conservation of Historic Places in Canada,* these principles are

meant to guide changes to cultural heritage resources to ensure that cultural heritage value or interest is conserved. The statements are:

1. *Respect for documentary evidence*
2. *Respect for original location*
3. *Respect for historic material*
4. *Respect for original fabric*
5. *Respect for the building's history*
6. *Reversibility*
7. *Legibility*
8. *Maintenance* (MHSTCI 2007).

These statements echo the standards outlined in the Parks Canada *Standards and Guidelines for Conservation of Historic Places in Canada* (2010; see Section 2.1).

2.3 Cultural Heritage Landscapes

CHLs represent a wide range of geographies and can include a variety of built, social, associative, and natural elements or features. The multitude of definitions and approaches to understanding CHLs emphasizes that CHLs are complex, multi-layered spaces, with the potential for overlapping, or conflicting, values. The term cultural heritage landscape has been around for several decades and gained recognition after World War I when there was an international movement focused on protecting heritage. At a White House Conference in 1965, there was a call for a World Heritage Trust which would:

> *...stimulate international cooperation to protect 'the world's superb natural and scenic areas and historic sites for the present and the future of the entire world citizenry'. In 1968, the International Union for Conservation of Nature (IUCN) developed similar proposals for its members. These proposals were presented to the 1972 United Nations conference on Human Environment in Stockholm* (UNESCO 2021a).

In 1972, the convention concerning the Protection of World Cultural and Natural Heritage became the agreed upon text which brought together the two growing movements; "the first focusing on the preservation of cultural sites, and the other dealing with the conservation of nature" (UNESCO 2021a). The convention was adopted at the General Conference of UNESCO on 16 November 1972 (UNESCO 2021a). By regarding heritage as both cultural and natural, the convention emphasized the need to recognize and balance both elements. The convention sparked the creation of the World Heritage List. The international efforts to understanding the layers of value assigned to a place became the framework for the identification, protection, and management of CHLs on smaller scales. In 1992, the Convention was revised and resulted in,

> *...adequate legal and/or traditional protection and management mechanism to ensure the conservation...of cultural heritage landscapes. The existence of protective legislation at the national, provincial, and municipal level or well-established traditional protection and/or management mechanisms are therefore essential and must be stated in the nomination of.... these cultural landscapes* (UNESCO 2021a).

Using the international conventions as a starting point, provincial, regional, and municipal governing bodies have integrated the concept of CHLs into their governing policies.

In the last few decades, the field of heritage conservation has integrated tools to help identify, manage and protect significant CHLs. In Ontario, the PPS define a CHL as a:

> *geographical area that may have been modified by human activity and is identified as having cultural heritage value or interest by a community, including an Indigenous community. The area may include features such as buildings, structures, spaces, views, archaeological sites or natural elements that are valued together for their interrelationship, meaning or association. Cultural heritage landscapes may be properties that have been determined to have cultural heritage value or interest under the Ontario Heritage Act, or have been included on federal and/or international registers, and/or protected through official plan, zoning by-law, or other land use planning mechanisms* (MMAH 2020:42).

UNESCOs definitions of the general types of CHLs provide an understand of how we examine a potential CHL. The three types of CHLs include:

- Cultural Landscapes: This type of cultural landscape is clearly defined and was created intentionally by man. These landscapes include garden and parkland landscapes, which are constructed for esthetic reasons, which are often but not always associated with religious or other monumental buildings and ensembles.
- Evolved Cultural Heritage Landscapes: This type of cultural landscape results from an initial social, economic, administrative and/ or religious imperative, and has developed its present form by association with, and in response to, its natural environment. Such landscapes reflect that process of evolution in their form and component features. They fall into two sub-categories:
    - A relict (or fossil) landscape is one in which an evolutionary process came to an end at some time in the past, either abruptly or over a period of time. Its significant distinguishing features, however, are still visible in material form.
    - Continuing landscape is one that retains an active social role in contemporary society, which is closely associated with the traditional way of life, and in which the evolutionary process is still in progress. At the same time, it exhibits significant material evidence of its evolution over time.
- Associative Cultural Landscape: The inclusion of such landscapes on UNESCO's World Heritage List is justifiable by virtue of the powerful religious, artistic or cultural associations of the natural element, rather than material cultural evidence, which may be insignificant or even absent (UNESCO 2021b).

The framework recognizes that landscapes can operate on a sliding scale from "a modest size of a designed garden (less than an acre) to a vast northern Ontario panoramic vista stretching over several hundreds of square miles, as depicted in the artwork of the Group of Seven" (OHT 2012:1). CHLs are living spaces and the result of the dynamic process over time. In some instances, nested landscapes may no longer have physical features as the core values, however the intangible value placed on them may still be there. For examples, nested CHLs are often discrete CHLs which are found within a larger CHL.

To add to the complexity of CHLs they can often include both tangible and intangible layers which may be layered, overlapping, or nested within a larger CHL. As O'Donnell notes:

> *the tangible elements of the urban cultural landscape embody spirt of place. These physical aspects can be observed and documented. The historic character of the urban landscape, and the physical degree to which that character is evident today, guides the research and documentation of the inventory, and contributes to the assessment and planning for the future…. tangible forms, features and overall character of the urban cultural landscape that express sprit of place alongside the intangible values that are nested within place* (O'Donnell 2008:3).

Cultural landscapes must be understood as a collection of layers of meaning and the result of a dynamic process. The evaluation of a site, and the approach and method to the conservation of CHLs can be equally complex. There are three legislative tools available to conserve CHLs. These tools, as implemented under the OHA, include: Part IV designation of an individual Property, Part V designation of a Heritage Conservation District; and Listing of a CHL on the Municipal Heritage Register as an individual or grouping of non-designated properties of cultural heritage value or interest accompanied by a map or a description of the CHLs.

2.4 Municipal Policies

2.4.1 The County of Simcoe Official Plan

The *County of Simcoe Official Plan* addresses cultural heritage resources, with one of its goals being to: "protect, conserve, and enhance the County's natural and cultural heritage" (County of Simcoe OP 2016:5). Chapter 4.6 Cultural Heritage Resource Conservation, and Policy 4.6.1 states: "Significant built heritage resources, archaeological resources, and cultural heritage landscapes, collectively termed cultural heritage resources, will be conserved" (County of Simcoe 2016:87).

Policy 4.6.2 indicates that:

> *The County will work with local municipalities and heritage committees to create and maintain an inventory of local and significant cultural features including but not limited to:*
>
> *a) heritage resources designated under Parts IV and V of the Ontario Heritage Act;*
> *b) sites or areas having historical, archaeological, cultural, scenic, or architectural merit both on land and underwater;*
> *c) cemeteries; and*
> *d) other cultural heritage resources of community interest and significance* (County of Simcoe 2016:87).

Detailed policies continue in Section 4.6 that support local municipalities following the same goals and directives of cultural heritage conservation, as Policy 4.6.11 states: "Local Municipalities are encouraged to: a) Establish policies within their official plans that promote and encourage the designation of heritage properties under the *Ontario Heritage Act*…" (County of Simcoe OP 2016:88).

2.4.2 Town of Collingwood Official Plan

The *Town of Collingwood Official Plan* indicates that the goal of the County Plan is "To protect, conserve and enhance the County's natural and cultural heritage" (Town of Collingwood 2019a:6). Section 7.0 of the *Town of Collingwood Official Plan* contains policies addressing cultural heritage resources. Within this section under Policy 7.2.1 that addresses the Heritage Inventory, it is noted that the "identification of the Town's heritage resources will comprise an important component of the preservation process" (Town of Collingwood 2019a:135). The Collingwood *OP* also indicates that Council may include properties that have been "identified by the municipality as having cultural heritage value or interest, in a register" (Town of Collingwood 2019a:137 – Policy 7.2.2.3).

Heritage Conservation Districts are addressed in Policy 7.2.2.2. The *Town of Collingwood Official Plan* Policy 7.2.2.2 states that:

> *Areas or neighbourhoods may exist within the Town of Collingwood, that warrant preservation due to their heritage value. Council may, in consultation with the Collingwood Heritage Committee, pursue the designation of such areas as Heritage Conservation Districts under Part V of the Ontario Heritage Act* (Town of Collingwood 2019a:137).

Additionally, Policy 7.2.2.2 indicates that provisions of 7.2.2.1 of the *OP* shall apply, with "necessary changes" to "any building or structure and the land appurtenant thereto" that is located within an area that has been designated an HCD. Policy 7.2.2.1 addresses the designation of individual properties and outlines that:

> *Once a property is so designated, the demolition, removal or alteration of such buildings or structures, shall be in accordance with the provisions of the Ontario Heritage Act as administered by Council* (Town of Collingwood 2019a:136).

Awareness of cultural heritage resources is addressed in this plan such that Policy 7.2.4 states that:

> *Council shall encourage measures, which enhance public appreciation of heritage features, including the undertaking of studies to formulate and implement heritage plans and programs that promote public awareness of the Town's heritage resources* (Town of Collingwood 2019a:139).

2.4.3 Heritage District Status and Process for Change Approvals

In 2002, downtown Collingwood was studied as part of an initiative to create a Heritage Conservation District (HCD). Relevant to the current BHA, Heritage Drive and the Grain Terminals were first studied during the 2002 study. This resulted in a two-part report, which includes the *Collingwood Downtown Heritage Conservation District Study and Plan* (Carter 2002a) and the *Collingwood Downtown Heritage Conservation District Inventory of Buildings* (Carter 2002b). The HCD was established in 2003, with the enacting of By-law 02-12 (Town of Collingwood 2008). The area defined in By-law 02-12 is designated under Part V of the *Ontario Heritage Act*.

Many legislative changes occurred after the adoption of the By-law and as a result, the HCD was updated in 2008. In particular, the update needed to address the *Ontario Heritage Act* change, stating that a by-law designating a HCD in a municipality is to adopt an *HCD Plan* for each district designated in the By-law (Government of Ontario 1990). In addition to updating the By-law to address legislation changes, the update also provided a brief history of the district, a Statement of Significance and heritage attributes as well as "planning framework of objectives, policies,

design guidelines, and permit procedures" (Town of Collingwood 2008:16). Collingwood built form within the HCD has been categorized at a high level as the "Commercial Core" and the "House Form" (Town of Collingwood 2008:14).

Part III of the HCD addresses the Objectives and Policies of the *HCD Plan*. Section 5.0 has the overall objective for the plan which is: "achieve the preservation, enhancement, and stability of the District" (Town of Collingwood 2008:17). Section 5.1 of the *HCD Plan*, provides objectives and policies for heritage buildings, which include structures. This section states:

> *The objectives and policies of the HCD Plan in regard to the existing heritage buildings (meaning heritage buildings and structures) are:*
>
> - *To encourage the continuing adaptive re-use of heritage buildings*
> - *To apply exceptional measures to avoid demolition or removal of heritage buildings*
> - *To apply the provisions of the Ontario Heritage Act to control the demolition or removal of a heritage building or structure*
> - *To foster renewed economic uses of the heritage buildings that capitalize on the overall heritage character and quality of the District*
> - *To retain and conserve the heritage buildings by applying accepted principles and standards for heritage conservation*
> - *To encourage the revitalization, conservation, preservation, and restoration of heritage buildings based on documentary and physical evidence*
> - *To retain, repair, and restore distinguishing and/or original architectural features, qualities, technologies, and the overall character of the heritage buildings*
> - *To remove incompatible past alterations made to the heritage buildings*
> - *To encourage stewardship practices that include regular inspections to identify and undertake maintenance needs*
> - *To encourage interior and exterior maintenance to protect heritage buildings from damage or destruction from weather, flood, fire, and other hazards*
> - *To enforce the provisions and best practices of fire prevention and similar regulations*
> - *To apply the cultural heritage and archaeology resources policies of the Provincial Policy Statement of the Planning Act, notably 2.6.3 regarding adjacent lands*
> - *To enforce the building standards bylaw as permitted under s.45.1(1) of the Ontario Heritage Act, should such a bylaw be established*
> - *To apply the provisions of the Town's Sign Bylaw and the HCD Plan to ensure that signage contributes to and enhances the heritage character of the District* (Town of Collingwood 2008:17-18).

The policies and objectives within Section 5.2 speak to guidelines for new construction and Section 5.3 addresses townscape features. Objectives and policies for "Areas of Special Interest" outlined in Section 5.4 note that "The Spit and Grain Elevator Lands: The railway spit and the grain elevator at the waterfront contribute to the understanding and appreciation of the town's origin and development" (Town of Collingwood 2008:21). The remaining sections focusing on objectives and policies address community support and economic development and tourism. Sections within Part III of the *HCD Plan* include Section 6.0 Integrating the HCD Plan Within

Municipal Planning and 7.0 Amendments to the *HCD Plan*. Part IV of the *HCD Plan* outlines all aspects of Heritage Permits including that a heritage permit is necessary for:

> *alteration or addition to the exterior, or work that is visible from the exterior, including painting, of any building or structure in the District; for all new construction and development; and for the demolition or removal of a building or structure* (Town of Collingwood 2008:25).

Part V of the *HCD Plan* entitled "Design Guidelines – Conservation and Change Within the District" contains several sections including Principles and Standards for Heritage Conservation (Section 10.0) which highlight federal and provincial legislation and guidance documents (see Section 2.1 in this report above). Section 11.0 addresses conservation by referring to routine conservation (Subsection 11.1) and alterations and restorations that direct "conservation requiring change" in Subsection 11.2. The preservation of particular materials is discussed in Section 12.0. Topics addressed include: brick work (Subsection 12.2.1 - Exterior Masonry), non-masonry wall claddings (Subsection 12.2.2), paint colours (Subsection 12.2.3), windows (Subsection 12.2.4) and roofing (Subsection 12.2.5).

Within the *HCD Plan* there are a range of building types that are to be preserved and conserved. These are addressed in Section 13.0 of Part V. Commercial buildings and their storefronts/facades are addressed in Subsection 13.1, residential buildings, which are labelled "House Form", are discussed in Subsection 13.2. Subsection 13.2 states that early houses in the HCD were built for local workers many of whom were employed in positions at the waterfront. Subsection 13.3 speaks to Accessory buildings or Outbuildings, Subsection 13.4 to Non-Heritage Residential Buildings which are considered to range from "well-crafted "modern" designs, to utilitarian boxes", and how alterations and additions are to complement the well-crafted building and maintain the heritage character of the streetscape and District (Town of Collingwood 2008:64). Several institutional and public buildings are located within the District area and are addressed in Subsection 13.5. Industrial buildings that exist within the District are detailed in Subsection 13.6. Within this section, it is noted that:

> *The most important industrial site in the District is the complex of concrete, 1920s grain elevators at the waterfront. Industrial buildings contribute to the diversity of the built form of the District. Some may still have evidence of engineering works or other mechanical systems and building configurations necessary to their operation. Each should be examined carefully before undertaking alterations or removal* (Town of Collingwood 2008:66).

New construction within the District is to follow a range of policies or practices detailed within Section 14.0. New construction for building types include: Subsection 14.2 for new construction within the Commercial Core, Subsection 14.3 for "House Form" new construction and Subsection 14.4 for Accessory or Outbuildings. As there is no subsection that addresses industrial buildings within the HCD, Subsection 14.1 which provides the general principles for new construction provides guidance that may be considered relevant for any new development or construction to occur to the Grain Terminals. These include:

- *The design of a new building, or an addition, does not need to replicate historic design model to be compatible with the HCD. Attention to the form, alignment, height, massing, setback, architectural features, colour schemes, and materials*

can result in a design that maintains the architectural rhythm of the neighbouring buildings and streetscape, and thus the heritage character of the District.

- *The construction of an exterior addition should be avoided, if possible, and considered only after it is determined that the uses intended for the addition cannot be accommodated in the existing building.*
- *New construction must conform to the established design principles, qualities, and characteristics of the neighbourhood and the streetscape.*
- *If adjacent buildings are not in keeping with the heritage character of the district, principles of scale, materiality, mass, setback, and form should be consistent with the overall streetscape.*
- *New buildings should be designed to allow pedestrian amenities such as wider sidewalks, lack of obstruction to barrier free entry, and shelter at building entries.*
- *Mid block entrances and pathways are encouraged* (Town of Collingwood 2008:67).

The final sections of the *HCD Plan* provide design guidelines for Streetscapes, Lanes and Pathways (Section 15.0) and Townscapes (Section 16.0).

The *HCD Plan* acknowledges that alterations, new construction and demolition/building removals do occur within an HCD over time. Section 5.1 provides the objectives and policies for existing heritage buildings, which includes structures such as the Grain Terminals. Policies and objectives include continuing use through adaptive reuse/repurposing buildings, to conducting routine maintenance, restoring and repairing of buildings, which contributes to good stewardship and facilitates continued use of buildings/structures and to avoid demolition.

With respect to approaching alterations, any exterior alterations that are being considered to a property within the HCD are to be designed following the Design Guidelines in Part V (Sections 10.0 and 11.0), in general, and following specific relevant sections address material type or other features (Subsections 12.2.1-12.2.5) and specific building forms (Subsections 13.1-13.6). Alterations to the Grain Terminals would follow the principles and standards provided by federal and provincial legislation and guidance and the *HCD Plan* subsections 11.1 and 11.2.

If there is to be new development on a property within the HCD, the design for the new development is to refer to the *HCD Plan* subsections based on building forms (subsections 13.1-13.6) and Section 14.0 which guides new construction in general. Specific to the Collingwood Grain Terminals, there is no guidance for industrial building-types, so the general principles outlined in Subsection 14.1 are to be followed. If a property is proposed for demolition or removal, the process to be followed is outlined below.

A property owner is to apply for a heritage permit when considering property alterations, new construction or demolition. Part IV of the *HCD Plan* provides the details the process for applying for a Heritage Permit. Since the Collingwood Grain Terminals are designated under Part V of the *Ontario Heritage Act*, if Council made a decision to demolish or partially demolish or alter the exterior of the Terminals, there is a specific multi-step process to follow. Within MHSTCI's *Heritage Conservation Districts: A Guide to District Designation Under the Ontario Heritage Act* (2006b:35-36), the process and timelines for the potential acceptance of a heritage permit is outlined. Additionally, the MHSTCI's *Designating Heritage Properties: A Guide to Municipal Designation of Individual Properties Under the Ontario Heritage Act* provides information and a flow chart entitled *Demolition and Removal of a Structure* with details of the process of individual properties which has many of the same components (MHSTCI 2006c:40). Recent changes to the *OHA* as part of

Bill 108, indicate that a complete application is to be submitted as part of the heritage permitting process and the complete application is to include: photographs, drawings and written specifications technical studies, the reasons for the proposed alteration, demolition or removal, and the potential impacts to heritage attributes. Other items might include, but not be limited to, information or materials related to the by-law or the Official Plan.

2.4.4 Collingwood Waterfront Master Plan

The Town of Collingwood's waterfront is approximately 50 km in length and contains a variety of uses and ownerships from public to private (Town of Collingwood 2016). In the identification of key features and popular parks, it is noted that: "The Pier, with the iconic Terminal buildings, and the Side Launch and Dry Dock Basins, hearken back to Collingwood's vibrant history in shipbuilding and shipping throughout the Great Lakes" (Town of Collingwood 2016:3). Key priorities were identified through the master planning process, and they include:

1. *Cycling and walking connections*
2. *Public facilities supporting outdoor recreation (e.g. washrooms, pavilions, etc.)*
3. *Environmental and ecological health*
4. *Activities and play areas for kids*
5. *Arts and culture (e.g. theatre, music, events, festivals etc)*
6. *High quality, mixed-use development (e.g. restaurant, residential, commercial development, etc)*
7. *Non-motorized boating opportunities*
8. *Winter activities (e.g. winter festivals, skating, etc.)*
9. *Celebrating Collingwood's history*
10. *Motorized boating opportunities* (Town of Collingwood 2016:14).

The Master Plan Section 3.6, The Collingwood Pier, speaks to the importance of the Grain Terminals within the waterfront and within the community. The section begins stating:

> *The Pier is Collingwood's landmark feature, with the Terminals and marina signaling arrival to the Town from land or water. Introduction of a range of destinations and activities will improve the walking experience for pedestrians and create functional and comfortable spaces for hosting Town events* (Town of Collingwood 2016:34).

A key initiative suggested for the Collingwood Terminals was to re-purpose the Terminal support buildings to a restaurant and/or Brew Pub and provide outdoor seating and with LED lighting of the Terminals (Town of Collingwood 2016:34). As part of the future for the waterfront, there was a recommendation for an updated structural assessment of the Terminals. Additionally, cost estimates were calculated for actions such as improving parking at the Terminals, lighting the structure and Brew Pub building upgrades.

Policies, planning mechanisms and guidelines to protect and manage areas/districts of cultural heritage resources may be put in place. The Collingwood Waterfront Master Plan is a vision document and does not provide any policies or planning mechanisms for the conservation or reuse of the Collingwood Terminals.

2.5 Summary of Policies

Federal guidance, provincial legislation, policies of the *Simcoe County Official Plan* and the *Town of Collingwood Official Plan* call for the conservation, preservation and promotion of cultural heritage resources, the maintaining and promotion of inventories of heritage properties and the importance of conserving heritage properties though Heritage Conservation District designation. The *Downtown Collingwood Heritage Conservation District Plan* details the conservation of the area that contains the Grain Terminals in addition to many other properties. This Built Heritage Assessment will address these cultural heritage policies and guidelines as it examines the cultural heritage value or interest of the Grain Terminals as well as provides conservation and mitigation measures for a range of future uses being considered for the site.

3.0 SITE HISTORY

The site history of the subject property was constructed using background information obtained from aerial photographs, historical maps (i.e., illustrated atlases), archival sources (i.e., historical publications, land registry records), feedback from the community consultation and published secondary sources (online and print).

3.1 Settlement History

The Town of Collingwood and Simcoe County have a long history of Indigenous land use and settlement including pre-contact and post-contact Indigenous campsites and villages due to its favourable farmland and productive lakeside lands. It should be noted that the written historical record regarding Indigenous use of the landscape in Southwestern Ontario draws on accounts by European explorers and settlers. As such, this record details only a small period of time in the overall human presence in Ontario. Oral histories and the archaeological record show that Indigenous communities were mobile across great distances, which transcend modern understandings of geographical boundaries and transportation routes.

As the potential cultural heritage resources located within the subject property are tied to this history prior to the arrival of colonial settlers as well as the initial settlement and growth of Euro-Canadian communities in the Town of Collingwood, this historical context section spans the Pre-Contact Indigenous occupation history through Euro-Canadian settlement history to present. The early history of the subject property can be effectively discussed in terms of major historical events. The principal characteristics associated with these events are summarized in Table 1–Table 2.

3.1.1 Pre-Contact

The Pre-Contact history of the region is lengthy and rich, and a variety of Indigenous groups inhabited the landscape. Archaeologists generally divide this vibrant history into three main periods: Palaeo, Archaic and Woodland. Each of these periods comprise a range of discrete sub-periods characterized by identifiable trends in material culture and settlement patterns, which are used to interpret past lifeways. The principal characteristics of these sub-periods are summarized in Table 1.

Table 1: Pre-Contact Settlement History
(Wright 1972; Ellis and Ferris 1990; Warrick 2000; Munson and Jamieson 2013)

Sub-Period	Timeframe	Characteristics
Early Palaeo	9000–8400 BC	Gainey, Barnes and Crowfield traditions; Small bands; Mobile hunters and gatherers; Utilization of seasonal resources and large territories; Fluted projectiles
Late Palaeo	8400–7500 BC	Holcombe, Hi-Lo and Lanceolate biface traditions; Continuing mobility; Campsite/Way-Station sites; Smaller territories are utilized; Non-fluted projectiles
Early Archaic	7500–6000 BC	Side-notched, Corner-notched (Nettling, Thebes) and Bifurcate traditions; Growing diversity of stone tool types; Heavy woodworking tools appear (e.g., ground stone axes and chisels)
Middle Archaic	6000–2500 BC	Stemmed (Kirk, Stanly/Neville), Brewerton side- and corner-notched traditions; Reliance on local resources; Populations increasing; More ritual activities; Fully ground and polished tools; Net-sinkers common; Earliest copper tools
Late Archaic	2500–900 BC	Narrow Point (Lamoka), Broad Point (Genesee) and Small Point (Crawford Knoll) traditions; Less mobility; Use of fish-weirs; True cemeteries appear; Stone pipes emerge; Long-distance trade (marine shells and galena)
Early Woodland	900–400 BC	Meadowood tradition; Crude cord-roughened ceramics emerge; Meadowood cache blades and side-notched points; Bands of up to 35 people
Middle Woodland	400 BC–AD 600	Saugeen tradition; Stamped ceramics appear; Saugeen projectile points; Cobble spall scrapers; Seasonal settlements and resource utilization; Post holes, hearths, middens, cemeteries and rectangular structures identified
Middle/Late Woodland Transition	AD 600–900	Gradual transition between Saugeen and Algonkian lifeways; Princess Point tradition emerges elsewhere (i.e., in the vicinity of the Grand and Credit Rivers)
Late Woodland	AD 900–1600	Practice of maize horticulture spread beyond the western end of Lake Ontario; Algonkian-speaking peoples lived along the Georgian Bay littoral; Known historically as the Odawa/Ottawa/Ondatauauat Nation, these people are best understood from early 17th century explorers; Primarily mobile hunters and gatherers who lived in small population groups; Bands began to build longhouses in some areas in the early 17th century

3.1.2 Post-Contact

The arrival of European explorers and traders at the beginning of the 17th century triggered widespread shifts in Indigenous lifeways and set the stage for the ensuing Euro-Canadian settlement process. Documentation for this period is abundant, ranging from the first sketches of Upper Canada and the written accounts of early explorers to detailed township maps and lengthy histories. The Post-Contact period can be effectively discussed in terms of major historical events, and the principal characteristics associated with these events are summarized in Table 2.

Table 2: Post-Contact Settlement History
(Smith 1846; Coyne 1895; Hunter 1909a–b; Cumming 1970; Lajeunesse 1960; Ellis and Ferris 1990; Surtees 1994; AO 2015)

Historical Event	Timeframe	Characteristics
Early Contact	Early 17th century	Brûlé explores southern Ontario in 1610; Champlain travels through in 1613 and 1615/1616, encountering a variety of Indigenous groups (including both Iroquoian-speakers and Algonkian-speakers); European goods begin to replace traditional tools
	Mid- to Late 17th century	Conflicts between various First Nations during the Beaver Wars result in numerous population shifts; European explorers continue to document the area, and many Indigenous groups trade directly with the French and English; 'The Great Peace of Montreal' treaty established between roughly 39 different First Nations and New France in 1701
Fur Trade Development	Early and mid-18th century	Growth and spread of the fur trade; Peace between the French and English with the Treaty of Utrecht in 1713; Ethnogenesis of the Métis; Hostilities between French and British lead to the Seven Years' War in 1754; French surrender in 1760
British Control	Mid-18th century	*Royal Proclamation* of 1763 recognizes the title of the First Nations to the land; Numerous treaties arranged by the Crown; First acquisition is the Seneca surrender of the west side of the Niagara River in August 1764
Loyalist Influx	Late 18th century	United Empire Loyalist influx after the American Revolutionary War (1775–1783); British develop interior communication routes and acquire additional lands; Constitutional Act of 1791 creates Upper and Lower Canada
County Development	Late 18th and early 19th century	Nominally became part of Kent County in 1792 and Simcoe County in 1798; Lake Simcoe-Nottawasaga Purchase completed in the east in 1818; First surveyed townships were Alta and Zero (later Collingwood and St. Vincent); Bond Head-Saugeen Treaty completed in the west in 1836; Keppel and Sarawak initially kept as reserves, but were later surrendered; Indian Strip acquired in 1851; Grey County created after the abolition of the district system in 1849
Township Formation	Early 19th century	Surveyed by Thomas Kelly in 1832 and Charles Rankin in 1833; First settlers arrived in 1834; Settlement initially facilitated by Crown Lands Agent H.C. Young, and four communities were founded (two Scottish, one Irish and one German); Scottish settlement at Bowmore (Duntroon) began with free grants, and 21 families settled there in 1834
Township Development	Mid-19th and early 20th century	Population reached 420 by 1842 (mostly Scottish); 7,628 ha had been taken up by 1846, with 623 ha under cultivation; 3 grist mills and 3 saw mills in operation at that time; Traversed by the Ontario, Simcoe & Huron Railway/the Northern Railway (1855) and a branch of the Hamilton & North Western Railway (1879); Collingwood was the principal settlement; Surrounding communities include Stayner, Nottawa, Batteaux, Duntroon, Singhampton, Glen Huron, Dunedin, Creemore and Avening

The Collingwood Harbour, of which the subject property forms part, is recognized and used by Indigenous Communities into the present. Specifically, the Town noted:

- As recognized by the Provincial and Federal government the territory of the Chippewas of Nawash Unceded First Nation and the Chippewas of Saugeen First Nation, collectively identified as the Saugeen Ojibway Nation (SON) includes the land and waters surrounding Collingwood
- The Saugeen Ojibway Nation people hold a sacred relationship with water and the duty to care and protect
- SON fisheries continue to actively operate in the region
- Indigenous peoples have lived and cared for the land and water since time immemorial, long before the development of the Collingwood Harbour

- Our understanding of the relationship and importance of the land and water continues to grow as we look to Elders and Knowledge Keepers who have helped guide our learning drawing upon oral histories and teachings
- The Awen' Gathering Place adjacent to the harbour captures a 'spirit of place'. Designed through a comprehensive Indigenous consultation process. Awen' recognizes First Nations presence in South Georgian Bay and specifically, the areas along Collingwood's waterfront as places of gathering as First Nation peoples travelled through the Territory on land or water

3.2 Town of Collingwood

The Town of Collingwood, named for Admiral Lord Cuthbert Collingwood, was established following the arrival of the Huron, Simcoe and Ontario Railway (later Ontario Northern Railway), which in 1853, proposed Collingwood by name as the terminus of the rail line. When the railway arrived in 1854, the landscape was described as an,

> *impenetrable mass of cedar swamp with no roads into or out of it. The surrounding county was a very sparsely settled, and in the now wealthy Township of Nottawasaga there were not half a dozen teams of horses. Indeed, in those days, Collingwood had no existence except on paper and in the prophetic visions of the determined pioneers who came to displace the swamp and forest* (Vuckson: 2015:2)

The settlement of the area that would become the Town of Collingwood began with the opening of the Centre Road (now Hurontario Street) from Nottawa to Collingwood around 1854 (Hunter 1909a:107). The opening of this section of Hurontario Street connected Lake Huron to Lake Ontario by road. With established roadways and shipbuilding becoming a major industry, the Town of Collingwood was incorporated as a Town by Act of Legislature of the United Canadas on January 1, 1858 (Collingwood Centennial Committee 1958; Cotton 2005:86). Around the time Hurontario Street was completed to Collingwood, the last leg of the Ontario, Simcoe and Huron Union Railway line was completed from Allandale to Collingwood. The Town was now connected by road, rail and water.

By 1860 the Lakeshore Road from Collingwood to Mulmur, which begun as a corduroy road to facilitate the construction of the railway in the area, was gravelled (Hunter 1909a:122). The population of Collingwood had grown to 1,408 people by 1861 (Cotton 2005:88). Logging continued to be a major industry at Collingwood toward the end of the 19th century, and a sawmill was erected near the foot of Pine, Hotchkiss and Peckham Streets (Cotton 2005:88). Gradually, timber stands were depleted, and the logging industry was replaced by shipbuilding and the shipping industries. Collingwood became a shipping locale on Georgian Bay in the mid-19th century following the construction of a grain elevator by the Ontario, Simcoe and Huron railway company at the northern extent of their rail line. Collingwood continued to receive grain shipments from western Canada for further distribution by rail at an increasing rate into the 20th century. In 1929, the Collingwood Terminals building was constructed to accommodate shipping demands. The imposing concrete structure is a landmark, noted to be visible from the crest of the hill at Duntroon at the time of its construction and remains so today (see Plate 1).

It should be noted that the subject property, the Collingwood Grain Terminals, and surrounding property (known locally as the Collingwood Pier), represents only a portion of the Collingwood Harbour. The Collingwood Harbour was home to many industries, including ship building.

Shipbuilding was one of the biggest industries that operated in the harbour for 103 years (1883 – 1986) and employed over 1,000 people at its height. Although this report touches on this broad industrial history at a high-level, it was beyond the scope of this report to provide a full history of the ship building industry or other industries within the larger Collingwood Harbour.

3.3 Subject Property - The Collingwood Grain Terminals and Surrounding Property

In an attempt to reconstruct the historic land use of the subject property and its context, ARA examined four historical maps documenting past residents, structures (e.g., homes, businesses and public buildings) and features during the 19th century, one topographic map from the early 20th century and two Fire Insurance Plans from the mid-20th century. Specifically, the following resources were consulted:

- Patent Plan, *Nottawasaga Township* (Rankin 1833) (NDMNRF);
- J. Hogg's *Hogg's Map of the County of Simcoe* (1871) (OHCMP 2021);
- H. Brosius', *Collingwood, Ontario, Canada* Bird's Eye View map (1875) (Leventhal Map and Education Centre 2021);
- The *Map of Nottawasaga Township* from H. Belden & Co.'s *Illustrated Atlas of the Dominion of Canada: Simcoe Supplement* (1881) (McGill University 2001);
- Fire Insurance Plans, *Collingwood, ON* from 1904 and 1955 (Goad 1904:4; USB 1955:7); and
- A historic topographic map from 1945 (OCUL 2021).

Further, ARA completed a Summary of Land Transactions for the subject property at 1 Heritage Drive and 45 Heritage Drive (see Table 3).

The subject property comprises part of Lot 44, Concession 8, the Water Lot in Front of Lot 44, Concession 8 and Lot K40 in the Geographic Township of Nottawasaga, Simcoe County, Ontario. The pier extending northerly from the lakeshore was constructed sometime between 1833 and 1845 (see Map 7). The Crown Patent for Lot 44, Concession 8 went to James Cromwell Jr. around 1845 (see Table 3). The exact date of the patent was missing from the abstract index for the lot, though it is known that it was owned by Cromwell by at least 1845 as he sold the land that year to George Jackson. Jackson sold the lot to John and James McGlashan in 1846 and the McGlashans sold the same lot to William McMaster and David Patterson in December of 1853. In July of 1854, William McMaster and David Patterson sold part of Lot 44, Concession 8 to the Ontario, Simcoe and Huron Railway Company for the construction of the remaining portion of the railway from Allandale to Collingwood.

The Ontario, Simcoe and Huron Union Railway Company was incorporated by 1853 with construction beginning that same year with the goal of connecting Toronto with Lakes Ontario, Simcoe and Huron (Hunter 1909a:165–166). The railway was the first in Canada West to open to both passenger and freight traffic. It was completed from Toronto to Allandale by October 1853, however the last leg from Allandale to Collingwood was not opened until January 1st, 1854 (Hunter 1909a:179). At Collingwood, the railway was extended into Georgian Bay on a pier constructed for that purpose. In circa 1855, the Ontario, Simcoe and Huron Union Railway Company constructed a small, wooden elevator on the railway pier for receiving shipments from the Great Lakes (see Plate 2–Plate 3). The railway became financially unstable and was in poor repair as the 1850s drew on. In 1859, the Crown assumed ownership of the Ontario, Simcoe and Huron Union Railway Company line after which it was renamed the Northern Railroad (Hunter 1909a:179).

The elevator constructed by the Ontario, Simcoe and Huron Union Railway Company on the pier was destroyed by fire in 1862 (Griffin 1996). It was replaced by a larger wooden elevator that was constructed between 1870–1871, although there are not any structures depicted on the property on a map from 1871 (see Plate 4 and Map 8). The new elevator was powered by steam produced in a nearby boiler house and had the storage capacity of 165,000 bushels of grain (Griffin 1996). The first shipment was received at the new elevator on September 16, 1871, which contained 16,000 bushels of corn that arrived from Chicago, Illinois on the schooner Potomac (EB 1937). In 1873, the Northern Railway passenger train station was constructed at the foot of the pier, south of Huron Street (Cotton 2005:99). This station was reconstructed in 1998 in the spirit of the 1873 station and currently functions as the Collingwood Museum.

It is interesting to note that a map showing the property from 1881 does not depict the pier nor any structures, though it is known that the pier had been in place for more than 15 years at this time and the Northern Railroad elevator was located there (see Map 10).

A Bird's Eye View map from 1875 provides a different perspective, facing the subject property southeast (see Map 9). Depicted within the subject property is the Northern Railroad elevator at the north end of the pier and the repair shop to the south of the elevator. Logging was still a major industry in the town at this time which is evidenced by the logs floating in the harbour and the Collingwood Mill to the southwest of the pier. The Crown Patent for the Water Lot in Front of Lot 44, Concession 8 (the pier) went to the Grand Trunk Railway Company in October of 1892 (see Table 3). The Grand Trunk Railway assumed operation the elevator constructed by the Northern Railway Company as well as the railway.

Due to the volume of shipments received at the Collingwood elevator, discussions about constructing a new elevator began as early as the 1890s. The Grand Trunk Railway lands were leased to John Daley of Chicago in 1904 for the erection of a new elevator, however the lease was terminated in 1907 after a new building did not materialize (see Table 3). A Fire Insurance Plan from 1904 depicts the subject property and structures therein, which included: a lumber wharf/spit at the north end of the pier along the east side, the "Old Northern Elevator' (also known then as the Grand Trunk Railway Elevator, the second elevator on subject property), at the west side of the pier to the south of the lumber wharf/spit, a frame repair shop southeast of the elevator and what may have been the boiler house to the northwest of the elevator. South of the elevator, the Grand Trunk Railway freight shed was located and clad in corrugated metal, as indicated on a Fire Insurance Plan from 1904 (Goad 1904). A plan of the Northern (Grand Trunk) elevator and surroundings provide further insight into the function of the buildings on either side of the elevation (see Plate 10). The 50th anniversary of the Grand Trunk elevator was celebrated in 1921 with a delivery of 358,000 bushels of corn from Chicago; considerably more than the first corn shipment in 1871. Employee William Hanley was onsite for the first shipment in 1871 while working as a "bin boy" and again for the anniversary shipment as the superintendent (EB 1937).

Planning for the erection of a new elevator begun in earnest in March 1928 with the creation of the Collingwood Elevator Committee under the direction of Henry I. Price. Committee members were H.I. Price, C.C. Beggs, E.I. Coombs, secretary T.W. Foran and representatives from the Town of Collingwood: Mayor Dr. F.R. Arthur, J.L. Smart and C.T. Stephens. On April 26, 1928, the Canadian Terminals System Inc. was established (Griffin 1996). Although discussions regarding the necessity for a new elevator at Collingwood had continued for almost 30 years, in 1928 planning for the terminals went considerably faster. The firm C.D. Howe and Company of Montreal was selected to design the terminals on July 31, 1928 (Griffin 1996; see Section 3.4). Shortly thereafter, E.G.M. Cape of Montreal began driving the 4,000 required piles to facilitate

construction of the new terminals on Water Lot K40, at the northern extent of the Grand Trunk Railway Pier (see Plate 14–Plate 16). The company was also responsible for the construction of the trestles, docks and revetments (Griffin 1996). An image from December 1928 shows the trestle with rail cars delivering fill materials for the construction of the pier that the terminals sit on, with two people and two horses in the left foreground behind the wall of the cofferdam (see Plate 15). The pier leading from the GTR elevator to the location of the new terminals appears to have had railway tracks laid at the time the pier was constructed. This part of the pier, south of the terminals, was used as a stock yard during construction and was later filled in eastward to the edge of the cofferdam (see Plate 17, Plate 18 and Plate 21).

Water Lot K40 was leased to the Town of Collingwood in January 1929, then transferred from the Crown to Collingwood Terminals Ltd. in September of 1932 by Quit Claim (see Table 3). Once the foundation was prepared, the construction of the concrete superstructure of the terminals was begun by Carter, Halls, Aldinger of Winnipeg in March 1929 (Griffin 1996). The concrete foundation of the terminals, reinforced with rebar, was poured in early 1929 and was quickly followed by the pouring for the concrete silos. It appears that the silos were constructed using wood cribbing that was filled with concrete (see Plate 21–Plate 23, Plate 25–Plate 26, Plate 29–Plate 33). Breakwalls were constructed on the east and west sides of the terminal building and the area between the eastern breakwall and rail line remained marshy and water-filled. Photographs of the terminals under construction showing the breakwall indicate that it was present during the pouring of the terminals (see Plate 34, Plate 36, Plate 37 and Plate 38). The Collingwood Terminals silos were built over 30 consecutive days beginning May 25, 1929, with concrete being continuously poured for 24 hours per day for the duration (EB 1993). A total of 40 men built the Terminals at a cost $800,000, with the marine tower and warehouse tower completed after the silos were poured (Collingwood Museum n.d.).

The slip form technique used in the construction of the terminals was invented and pioneered by James MacDonald of Collingwood, although developed by C.F. Haglin, allowed for the economical use of concrete in elevator construction (MacDonald 2000). The building was also fire-proof, with metal doors between rooms/floors and dust collectors to mitigate the risk of explosion. The whole operation was powered by an electric substation that was equipped to receive 22,000 volts, which were stepped down 550 volts, while 110–220 volts were required for lighting. The roof structure for the terminals was completed by July 1929 (Tacoma 2018). The completed terminals had 126 silos with a capacity of 2,000,000 bushels of grain, with additional storage afforded by the star bins within the space between each silo. An office building was constructed to the south of the terminals building along the western breakwall (see Plate 43).

The first ship to unload at the terminals was the steamer *Minesing* from Chicago with 275,000 bushels of corn in September 1929 (nine months after construction began) continuing the tradition started with the Ontario, Simcoe and Huron Union Railway Company elevator 74 years earlier (Griffin 1996). The first president of the Collingwood Terminals was William Hearst, who was followed by the Hon. E.C. Drury (1928–1931), Leslie H. Boyd (1931–1957), Senator Peter Campbell (1957–1964), N.D. Boadway (1964–1965), Harry N. Bawden (1965–circa 1973) (Collingwood Museum 1970). The first manager of the Terminals was H.R. Young from Meaford, Ontario in August of 1929 and Norman D. Boadway, formerly employed as an accountant with the Collingwood Shipyards Ltd., was the office manager. The Terminals employed 17 men and 14 longshoremen at that time (Griffin 1996).

By 1935, the “old Northern elevator” was determined to be too small and went into a period of disuse before it was demolished between 1937–1938 by the Atlas Wrecking Company of Toronto

(EB 1937). The Collingwood Terminals began to see a profit in 1939 as it continued to receive shipments of grain from western Canada and the United States for distribution to southern Ontario. During this time, corn from Chicago remained the primary American import. Following the recessions experienced during the Second World War, the Collingwood Terminals more than doubled the number of bushels of grain received between 1945 and 1948, by which year 52 ships delivered 17,000,000 bushels of cargo (Griffin 1996). A topographic map from 1945 shows the layout of the pier, however structures are not depicted on the map (see Map 11). The prosperity of 1948 did not last long and quite quickly shipments to the Terminals began to plummet; 1948 ended up being the peak year for the terminals. In 1950, a grain drying system was added and by 1953 11,000,000 bushels of cargo were delivered to the Terminals (Collingwood Museum 1970). The reduced activity at the Terminals has been credited to the rising popularity of transporting goods by truck rather than ship and rail which was not always as efficient. In 1959 the St. Lawrence Seaway was completed which facilitated the shipment of goods directly from the Great Lakes, along the St. Lawrence River then on to the Atlantic Ocean (Shaw and Kasczkowski 2015).

The Collingwood Terminals slowly became redundant in the ensuing years and the customer-base was entirely local by 1970, receiving only 6,000,000 bushels of cargo to distribute (Griffin 1996). Some local operations associated with the Collingwood Terminals at this time included: Weston's, Nabisco, Haycan, Nacan Starch (local), Barton Distilling (later Canadian Mist). Wheat was also shipped to Collingwood for feeding livestock (Griffin 1996). A grain drying system constructed at the east end of the Terminals in 1950 to house grinding equipment and hammermills as a means of keeping the terminals in business was not enough to save the place. Although the Terminals were busy in 1973 importing corn from the Canadian West and United States to augment the underproduced crop in Ontario, it spelled the last boom year. By the 1980s, it was more economical to purchase grain from Ontario rather than importing it from another province or from the United States.

In 1973 the Collingwood Terminals building was purchased by the Beattie family of Stayner, Ontario (EB 1993). Robert Beattie, P.Eng. was president of the Terminals until 1988 and it was during his tenure that Collwest Grain Products was established. Collwest was a plant that refined grain received at the Terminals before shipping as a means of helping keep the Terminals operation afloat. In 1986, the last rail cars were filled for shipment from the Terminals. Frank and Fred Hamilton purchased the Collingwood Terminals from the Beatties in 1987 and struggled to keep it operational for the next six years. By 1993 it was no longer financially feasible to maintain operation of the Terminals and they were closed (Griffin 1996). In 1994 the Canadian National Railway Company sold their lands on Lot 44, Concession 8 and the Water Lot in Front of Lot 44, Concession 8 to the Town of Collingwood. Three years later, in 1997, the Town of Collingwood purchased the Collingwood Terminals property (see Table 3). Building plans and blueprints held by the Town of Collingwood illustrate the Collingwood Terminals as built and also assist in understanding changes to the property over time (see Figure 7–Figure 24).

Since purchasing the Collingwood Terminals and Canadian National Railway parcels, the Town of Collingwood entered into a 29-year lease agreement with the Collingwood Yacht Club for their use of part of the Water Lot in Front of Lot 44, Concession 8 in 1996 (CYC 2021). In 2000, Millennium Park was created on the north side of the Terminals building within an area that was formerly marsh and Georgian Bay. An oblique image from circa 1997 shows the east elevation of the Terminals, with the marsh on the north side of the building and between the rail line and eastern breakwall (see Plate 47). Harbourlands Park was also established that same year at the south end of the pier and has commemorative plaques along the east side of the road, just north

of Huron Street. Plan 51R-29449 illustrates the property following the infilling north of the terminals and the creation of the lands for Millennium Park (see Figure 21). Since purchasing the Terminals, the Town of Collingwood has entered into lease agreements with telecommunications companies to allow for the erection of cellular towers on the top of the Terminals. Additionally, some spaces within the Terminals have been leased to community groups from time to time for short term projects. In 2002 the property was listed on the Collingwood Municipal Heritage Register and is part of the Downtown Heritage Conservation District (Town of Collingwood 2008).

Table 3: Summary of Land Transactions for 1 and 45 Heritage Drive (LRO #51)

Instrument #	Instrument	Date	Grantor	Grantee	Comments
Lot 44, Concession 8					
-	Patent	-	Crown	James Cromwell Jr.	All; Lot 44, Concession 8
5894	Bargain and Sale	27 May 1845	James Cromwell	George Jackson	All; Lot 44, Concession 8
6551	Bargain and Sale	13 Oct 1846	George Jackson	John and James McGlashan	All; Lot 44, Concession 8
13123	Bargain and Sale	7 Dec 1853	John and James McGlashan	William McMaster and David Patterson	All; Lot 44, Concession 8
14878	Bargain and Sale	19 Jul 1854	William McMaster and David Patterson	Ontario Simcoe and Huron Railway Company	Part
20568	Grant	22 Apr 1949	Canadian National Railway Company	Corporation of the Town of Collingwood	-
304124	Grant	27 Jun 1969	Canadian National Railway Company, formerly the Ontario, Simcoe and Huron Railroad Union	The Corporation of the Town of Collingwood	Part of lot
0173646	Transfer	16 Dec 1994	Canadian National Railway Company	The Town of Collingwood	“13) Part parts 1,2,3,5,6,7,8 and 10, Plan 51R25091…”
Water Lot in Front of Lot 44, Concession 8					
-	Patent	25 Jun 1874	Crown	[The Northern Railway Company]	[illegible]
-	Patent	24 Oct 1892	Crown	The Grand Trunk Railway Company	Water lot in front of the Town of Collingwood
8557	Agreement and Lease	20 Jan 1904	The Grand Trunk Railway Company of Canada	John J. Daley of Chicago	$100 per year; “Part of Water Lot granted by Crown to Grand Trunk Railway Company by [?] dated 24 Oct 1892…”
[9823]	[?] Lease	15 Jul 1907	John Daley of Chicago	The Grand Trunk Railway Company of Canada	As in 8557
01273646	Transfer	16 Dec 1994	Canadian National Railway Company	The Town of Collingwood	“13) Part parts 1,2,3,5,6,7,8 and 10, Plan 51R25091

Instrument #	Instrument	Date	Grantor	Grantee	Comments
					…"
Water Lot K40					
15947	Plan and Description	19 Jul 1928	-		Water Lot K40
16027	Plan and Description	22 Nov 1928	E. Steward, D. and O.L.S		Water Lot K40
16291	Patent of Lease	29 Jan 1929	Crown as Minister of Marine and Fisheries	The Corporation of the Town of Collingwood	All; Water Lot K40
166221	Quit Claim	28 Sep 1932	Crown	Collingwood Terminals Ltd.	Part of Water Lot K40
0133029	Transfer	6 Mar 1997	Collingwood Terminals Ltd.	The Town of Collingwood	As in 458931

3.4 C.D. Howe and Company

Clarence Decatur Howe (1886–1960) was an architect, engineer and later, politician who was born in Massachusetts, but spent more than half of his life in Canada. Howe was the chief engineer for the Board of Grain Commissioners of Canada from 1913–1916 during which time he was involved in designing and supervising the construction of industrial structures such as grain elevators, pulp mills and coal docks, after which he established his own firm specializing in elevator construction.

According to the *Dictionary of Architects in Canada* (2021), C. D. Howe:"…made a major contribution to the design of the iconic Canadian grain elevator building that became a symbol of progressive industrial design and architecture in North America" (BDAC 2021). Specifically, "his elevators were deemed to be a superior design that could be built more quickly at a lower overall cost using progressive slip form concrete construction methods" (Tacoma 2018:1). C. D. Howe designed over "20 reinforced concrete grain elevator buildings" (BDAC 2021). In addition to the Collingwood Terminals, grain elevators and terminals designed by C.D. Howe and Company include:

1) Dominion Government elevator at Edmonton, Alberta (1923),
2) a major addition to the Parrish and Heimbecker elevator complex in Fort William (Thunder Bay), Ontario (1926),
3) Ogden Point Dock grain elevator in Victoria, British Columbia (1927),
4) Vancouver Milling and Grain Company in Kamloops, British Columbia (1928),
5) New Westminster Harbour Board elevator in Liverpool, British Columbia (1928),
6) Saskatchewan Pool Terminals at Port Arthur, Ontario (1929),
7) Randall, Gee and Mitchell elevator in Victoria, British Columbia (1928),
8) Maple Leaf Milling Company elevator in Toronto, Ontario (1928),
9) United Grain Growers Ltd. Elevator in Port Hope, Ontario,
10) a Canadian Government elevator at Moose Jaw, Saskatchewan (1929),
11) a Canadian Government elevator at Prescott, Ontario (1941),
12) a major addition to the Three Rivers Grain and Elevator Company elevator at Trois Riveres, Quebec, (1941),
13) an addition to the Alberta Wheat Pool Grain Elevator No. 1 in Vancouver, British Columbia (1941),
14) Toronto Elevators Ltd. elevator in Toronto, Ontario (1935) and;

15) a major addition to the Saskatchewan Wheat Pool Terminal Company in Port Arthur, Ontario (1948) (BDAC 2021).

The Collingwood Terminals are typical of the terminals work undertaken by C.D. Howe and Company: It is constructed of reinforced concrete and used the slip form concrete construction method.

In 1935, Howe became a Member of Parliament for Port Arthur, Ontario and was appointed Minister of the Department of Reconstruction under Mackenzie King after the Second World War (BDAC 2021).

3.5 Watts Boat House

The Watts Boat House was constructed around 1870 for the Watts family of boat builders. It is the only remaining building from Collingwood's extensive boat building industry. Mathew and William Watts arrived at Collingwood in the early 1850s and established a boatworks at the harbour north of today's Side Launch Way (see Plate 48 for original location). The Watts family is credited as a being the oldest and longest running boat builders in Collingwood. They built tugs, scows and canoes, were well known for their construction of the Mackinaw (also known as Collingwood) skiff and also built lifeboats under contracts with the government. The business of lifeboat construction grew large enough that the Watts brothers had a building constructed to house boats that had been completed (Murdoch 2007). It is believed that the Watts Boat House is the building that was constructed for lifeboat storage (see Plate 44).

The Watts family sold the majority of their harbourfront lands to the Collingwood Shipyards in 1943 to facilitate the construction of Corvettes (Canadian Army warship) during World War II. The sale included "machinery, building and property". The Watts Boat House was retained, and William Watts & Sons continued their business from there. The building continued to be used in boat construction by the Watts family into the 1950s. In March 2007, the Watts Boat House was relocated to the east side of Heritage Drive for use as a boathouse and clubhouse for the Collingwood Dragon Boat and Canoe Club; the building was donated by Peter Watts (Murdoch 2007). Murdoch, in her HIA on moving the building concluded that "Given the cultural heritage value of the Watts Shop, its relocation to the district is appropriate" (2007: 21).

3.6 Collingwood Yacht Club Building

The building used today by the Collingwood Yacht Club formerly functioned as the administration building for the Collingwood Grain Terminals. It appears that the building remains in its original location between the harbour and former railway line, where it would have faced the railway. The building was constructed sometime between 1929 and 1938 based on the earliest date noted on the basement water measure (see Image 90).

3.7 Harbour

The *HCD Plan* notes that the value of the district is:

> *"its representation of the history and economic prosperity experienced by the town from its founding in 1855 as a railway and shipping terminus on Georgian Bay, to the early 20th century… The District preserves the historic street plan with its duo-orientation to the port and shipbuilding activity at the shoreline, as well as*

> *the railway line…The District is integral to the preservation of Collingwood's identity and origin as a small, 19th century Ontario, waterfront town (2008:15)*

The *HCD Plan* also notes: "The most important industrial site in the District is the complex of concrete, 1920s grain elevators at the waterfront" (2008:66) and acknowledges "It is also critical to the long-term economic vitality of the community" (2008:15). In short, the development of the town's economic prosperity as well as its physical layout can be directly tied to the Harbour.

The subject property represents a portion of the 19th century harbour. It includes a pier built on piles that extends north from the lakeshore, dating between 1833-1845.

Documentation from Public Works and Government Services Canada (PWGSC) shows the harbour in 1995 (see Plate 46). The East Breakwater was originally built between 1921 and 1925 with repairs occurring in 1959 and 1966. The construction is described as "stone-filled timber crib sub-structure with mass concrete super structure, protected on the east face with 3-5 tone armour stone" (PWGSC 1995:25).

A portion of the harbour was under federal jurisdiction and documented in a report by PWGSC (1995). The Small Boat Wharf, which today is part of the Collingwood Yacht Club is located to the north of Harbourland Park and follows an east-west orientation. PWGSC (1995) notes that this wharf was constructed 1947 to 1948.

Mooring Stations are located north of the dry docks, now situated on the west side of the Harbourlands Park. According to PWGSC they were constructed in 1962-1963 to replace the original stone filled timber cribs at this location (PWGSC 1995). These form part of Harbourlands Park/the recreational boat docks.

North wharf and south wharf are part of the Elevator Terminal wharf on the "marine" or dock side of the terminals. PWGSC notes that the construction date of these wharfs is unknown but a major reconstruction was undertaken in the 1950s (1995:16). The construction is noted as being "stone-filled timber crib sub-structure with precast concrete block and in-situ concrete super structure" (PWGSC 1995:16).

3.8 Parks

Following the closure of the Terminals and purchase of the property by the Town of Collingwood, Millennium Park (also known as Millennium Overlook Park) was established. This Park was created by filling in the marsh on the north side of the Terminals and between the dock and break wall, including filling between the eastern break wall and railbed. In this location the "disposal facility berm" which is dated to 1986 (PWGSC 1995). It comprises 4.79 hectares (11.83 acres) and is accessed along Heritage Drive north of Huron Street (Town of Collingwood 2021b; see Image 98–Image 100). Heritage Drive follows the general alignment of the former railway to the federal government dock on the west side of the pier. Northward from the dock, the railway was located to the west of current Heritage Drive in line with the new location of the Watts Boat House. The tracks formerly led to the track shed on the east side of the terminals and continued though the shed to the north side of the Terminals. The tracks were removed from the former pier during park construction, though some railway ties remain visible on the north side of the Terminals, opposite the track shed. It is on the north side of the Terminals that Heritage Drive again follows the route of the railway.

At the south end of the pier, Harbourlands Park (also known as Shipbuilder's Park) commemorates the shipbuilding industry at Collingwood Harbour. More than 60 replica hull plates are embedded in the sidewalk on the east side of Heritage Drive. Large marine artifacts, including a large green buoy, are located along the "Harbourlands Walk of History" to help interpret the shipbuilding past. The walkway was opened circa 2003. Harbourlands Park and Millennium Park are connected by Heritage Drive and pedestrian trails which form part of the larger Collingwood Waterfront Trail system.

4.0 PROPERTY DESCRIPTION

The field survey component of the project involved the collection of primary data through systematic photographic documentation of all potential cultural heritage resources within the subject property, as identified through historical research and community consultation. Photographs of the subject property are taken, as are general views of the surrounding landscape. The field survey also assists in confirming the location of each potential cultural heritage resource and helps to determine the relationship between resources. The *Ontario Heritage Toolkit: Heritage Property Evaluation*, recommends that a property be examined at least twice (MHSTCI 2006a:19).

A field survey was conducted on July 14, 2021. Permission to Enter (PTE) was organized by the Town of Collingwood. Three town staff joined ARA staff members K. Jonas Galvin and S. Clarke for the field survey. The field survey began with an examination of the exterior of the Collingwood Terminals. The field survey continued with the interior of the terminals, rail shed and warehouse addition. During the field survey the Yacht Club building exterior and interior were examined, followed by the exterior examination of the Watts Boat House. The interior of the Watts Boat House was not accessible. A second field survey was conducted by K. Jonas Galvin and A. Barnes on September 18, 2021, which included building exteriors and the surrounding landscape.

The photo locations were collected with ESRI ArcGIS Collector Application which allows ARA to efficiently collect digital information. The application allows site data and photos to be spatially placed in real-time using GPS technology. As such, the photo locations are mapped with +/- 5m accuracy and with the use of the ESRI ArcGIS application the location and direction of each photograph taken is illustrated on a map. The map and photos can be found in Appendix C.

4.1 Harbour Landscape

4.1.1 Description

The subject property at 1 and 45 Heritage Drive in Collingwood containing the Collingwood Grain Terminals is approximately 76.91 acres (1 Heritage Drive- 36.32 acres and 45 Heritage Drive- 40.59 acres) and is a roughly rectangular property. The property, called the Collingwood Pier, is bounded on the north, east and west by Georgian Bay, while the south end of the pier connects with the lakeshore at Huron Street. Heritage Drive follows the former alignment of the railway and extends northwesterly beyond the grain terminals. The pier comprises Collingwood Harbour, Harbourlands Park, the Collingwood Grain Terminals building, the Watts Boat building, the yacht club building and Millennium Park (see Image 102, Image 9, Image 97, and Image 99).

4.1.2 19th Century Harbours

A sample of 19th century harbours in Ontario was generated to determine the typical characteristics of this landscape-type (see Table 4) to allow for a high-level comparative analysis

to be considered. The materials were extracted from various planning exercises (i.e., landscape studies, heritage conservation district designations, master plans) which included an examination of the harbours' cultural heritage value or interest. As a result of the variation in report-types consulted, the consistency of detail also varies. Additional research related to each sample harbour is beyond the scope of this project. Despite the limitation, this high-level comparative exercise is sufficient to determine typical characteristics of 19th century harbours in Ontario.

All the harbours examined are organically evolved landscapes. All harbours examined involved man-made interventions to river mouths or lakeshores to create a landscape to support industrial uses. The key features of "artificial harbours are breakwaters, concrete walls (sea walls), and other forms of barriers designed to protect the harbour from storms and reduce the tidal range" (Shipping and Freight Resource 2018). All the landscapes appear to retain buildings that represent their various historic industrial and commercial uses. To some degree most harbours now support recreational uses (only Goderich Harbour and Owen Sound Harbour retain their industrial use in addition to recreational use). Features that are distinctive are the types of historic industrial/commercial uses and the current dominant uses. There appear to only be a few harbours that incorporate commemoration as a key feature (Collingwood, Goderich, Oakville and Bronte Creek Harbour), and only some have beaches (Owen Sound, Bronte Creek, Goderich and Port Stanley harbours) or include trails (Collingwood, Owen Sound, Bronte Creek, Oakville and harbours). A small number of harbours have extant grain terminals (Collingwood, Owen Sound and Goderich Harbours). This high-level review provides sufficient detail to determine that Collingwood Harbour, of which the Collingwood Pier is part, shares many of the characteristics with the harbours that were examined, and therefore can be considered "representative".

Table 4: Characteristics of 19th Century Harbours in Ontario

Harbour Name	Study Outlining Key Features, CHVI and Heritage Attributes	Year	Indigenous Significance Noted in Study (Yes/No)	Company or Individual Responsible for Harbour Construction (Name)	River Mouth Modified by Humans for Industrial Uses (River/Lake Name)	Remnants of earlier Harbour infrastructure Remain (Yes/No)	Structures Related to industrial Uses Remain (Yes/No)	Industrial Uses (Industries listed in Study)	Pathways and Trails Throughout the Landscape (Yes/No)	Historic Recreational/ Cottage Use (Yes/No)	Beaches Related to Recreational Use (Yes/No)	Place of Commemoration (Noted in study)	Close Relationship to Rail Line (i.e., rail line into harbour)	Evolved Landscape or Designed Landscape	Grain Terminals Extant	Dominant Current Uses
Collingwood Harbour	This study	**Circa 1855**	**Yes**	**Unknown**	**River – Black Ash Creek**	**Yes**	**Yes**	**Shipping, ship building, grain storage, lumber hooking**	**Yes**	**Yes**	**No**	**Yes**	**Yes**	**Evolved**	**Yes**	**Recreational**
Owen Sound Harbour		Circa 1840	Yes	Unknown	River – Garafraxa River, Pottawatomi River	Yes	Yes	Shipping, grain storage, fishing, ship building, lumber hooking	Yes	Yes	Yes	Unknown	Yes	Evolved	Yes	Industrial/ Recreational
Bronte Creek Harbour	Bronte Harbour Cultural Heritage Conservation Plan	1856	Yes	Company – Bronte Harbour Company	River – Bronte Creek (Twelve Mile Creek)	Yes	Yes	Stone hooking, grist mill and shipping for grain, boat building, fishing	Yes	Yes	Yes	Yes	No	Evolved	No	Recreational boating
Oakville Harbour	Town of Oakville Inventory Reports: 5 Walker Street, Oakville Harbour and Shipyard Park; 8 Navy St & 110-114 King Street, Erchless Estate; 144 Front Street, Lakeside Park; and 10-22 Walker Street, Tannery Park	Circa 1833	Yes	Individual - William Chisholm	River – 16 Mile Creek	Yes	Yes	Shipping and Shipbuilding	Yes	No	No	Yes	No	Evolved	No	Recreational/ Recreational boating
Goderich Harbour	Goderich Harbour Cultural Heritage Landscape Study (HRC 2010)	First Piers constructed between 1830 and 1850	Yes	Company – Canada Company	River	Yes	Yes	Salt Mining, Shipping, Grain storage and shipping, flour and lumber mills, fishing	Yes	Yes	Yes	Yes	Yes	Evolved	Yes	Industrial/ Shipping, Recreation-al uses

Harbour Name	Study Outlining Key Features, CHVI and Heritage Attributes	Year	Indigenous Significance Noted in Study (Yes/No)	Company or Individual Responsible for Harbour Construction (Name)	River Mouth Modified by Humans for Industrial Uses (River/Lake Name)	Remnants of earlier Harbour infrastructure Remain (Yes/No)	Structures Related to industrial Uses Remain (Yes/No)	Industrial Uses (Industries listed in Study)	Pathways and Trails Throughout the Landscape (Yes/No)	Historic Recreational/ Cottage Use (Yes/No)	Beaches Related to Recreational Use (Yes/No)	Place of Commemoration (Noted in study)	Close Relationship to Rail Line (i.e., rail line into harbour)	Evolved Landscape or Designed Landscape	Grain Terminals Extant	Dominant Current Uses
Port Stanley	Village of Port Stanley Heritage Conservation District Study (MHBC 2013)	1822	No	Was not included in HCD study	Kettle Creek	Yes	Yes	Shipping for grain, include sawmills and grist mills, storage warehouses and passenger steamboats, commercial fishing	No	Yes	Yes	No	Yes	Evolved	Demolished	Recreational boating
Picton Harbour	Picton Heritage Conservation District Study (ERA 2012)	Circa 1816	Yes	Was not included in HCD study	Natural harbour - extent of modification not described	Was not included in HCD study	Limited remains	Passenger steamships, commercial shipping, warehouses, brewery	No pedestrian access	No	No	Was not included in HCD study	Was not included in HCD study	Evolved	No	Recreational boating
Port Credit Harbour		Circa 1834	Yes	Company - Credit Harbour Company	River – Credit River			Stone hooking, commercial fishing, freight terminal		no				Evolved	No	Recreational boating

4.2 Parks

Two parks are located within the subject property: Habourlands Park and Millennium Park. Harbourlands Park functions as a gateway to the pier/Heritage Drive. A poured concrete sign at the entrance to the park is located on the east side of Heritage Drive at the south end of the street (see Image 102). Artifacts from the ship building industry, as well as marine objects, are situated at various locations throughout the park (see Image 103 and Image 104). Replica hull plates are in the sidewalk, located on the east side of Heritage Drive, south of the Yacht Club building (see Image 106 and Image 107). Additionally, other plaques can be found throughout the park, including one commemorating the departure point of the North West Mounted Police at Collingwood, one commemorating the lives lost at the shipyards, a walk of history plaque, harbour history plaque, and plaques sharing the history of the area prior to the arrival of settlers to Collingwood (see Image 105, Image 108, Image 109, Image 110, and Image 111).

At the northern extent of the pier and Heritage Drive, Millennium Park occupies the lands on the north side of the Collingwood Terminals. A circular parking lot is located at the north end of Heritage Drive which provides visitors a panoramic view of Georgian Bay. Sidewalks extend from the east and west sides of the parking lot and connect with sidewalks and pathways at either side of the pier. Plaques sharing the history of the area prior to the arrival of settlers to Collingwood are located on the north side of the circular parking lot (see Image 98, Image 99, Image 100, and Image 101).

4.3 Grain Terminals

4.3.1 Grain Terminal Construction

Grain elevators have been used in North America since their invention in 1842 by Joseph Dart and Robert Dunbar for use along the Erie Canal (AgHires 2021). It is believed that the first one in Canada was “circular stone structure built a Niverville, Manitoba, in 1879, a year after the first shipment of western Canadian grain for overseas markets reached Glasgow” (Kalman 2000: 361). Associated with the grain trade, the structures are also known as “elevators” because they “have machinery for raising the grain to the top of the storage vessels” (City of Toronto 2016” 7). Grain elevator construction methods evolved over time, from wood to steel and concrete. With the onset of large-scale industrial production in North America, large concrete terminals were constructed at ports within the Great Lakes. The construction method of these terminals was developed following the reinforced concrete, or “ferro-concrete”, construction process was established in Europe in the late 19th century.

Minneapolis, MN grain dealer F.H. Peavey, commissioned C.F. Haglin to design concrete terminals for construction in the United States. According to McVarish in *American Industrial Archaeology: A Field Guide* (2008):

> *Heglin recognized the inherent structural advantages of the cylindrical bin, particularly in view of the large volume of storage required for the bulk, American grain trade. Heglin also devised a new system of form work that did not need to be “struck” after every lift and dispensed with the need for full scaffolding. His forms consisted of two circular rings separated by yokes* (McVarish 2008:252).

This is the method of construction that was employed at the Collingwood Terminals. Typically, concrete elevators included a marine tower, lofting legs and a workhouse for vertical elevation, while horizontal transfer was undertaken with conveyors on the feed floor and bin floor, loading hoppers and trippers and a car unloading conveyor. Shipping and receiving at the concrete terminals made advantageous use of gravity with garners, hoppers, scale hoppers, turn spouts and bin spouts (LoC 1990). Grain was unloaded from ships on the marine side of the terminals using the marine leg, which elevated the grain from under the hatch of the ship to the top of the silos by conveyor. At the top of the silos, grain was then discharged to the scale hoppers for weighing before being transferred to a silo for storage prior to shipping by rail (LoC 1990; see Plate 49–Plate 50).

According to Vervoort:

> *The grain elevator, an ordinary industrial building of American origin, has over the years emerged as a popular symbol of Canadian life, albeit one that is now vanishing from the landscape. Both the tall, wooden country elevators in Prairie towns and the concrete terminal elevators of port cities have taken on this symbolic role, although praise for "the grain elevator" has often not differentiated the two* (2006:181).

Vervoort goes on to elaborates that: "In the earlier part of the twentieth century, the grain elevator indicated economic prosperity and recognized the contributions of individual farmers and small towns to the international wheat trade" (2006:204).

Vervoort provides specific details about the disappearance of grain elevators and notes "In 1935 the number of country elevators was at its peak at 5,758, with a capacity of 189.9 million bushels. By 2004 only 361 primary elevators had licences to operate" (2006:181). Winters, in his thesis on the Collingwood terminals, inventoried urban concrete Grain Terminals on the Great Lakes. A total of 162 were identified, with almost half (67) having been demolished (2019). As such, the Collingwood terminals represent an increasingly rare type of industrial building on the Great Lakes (see Plate 51).

According to Fram, industrial/functional architecture (1900-1930) has a "long tradition of increasingly massive engineering structure not by style-labels but by function, form and size: grain elevators, bridges and gasworks" (1998:29). He further notes that the composition is "geometric forms based on structural and functional requirements: silos for bulk storage…." And notes that the details are "dependant on materials and function, seldom applying decoration, except when in public view" (Fram 1998:29). Kalman elaborates on industrial architecture stating that "on the whole, the design of these buildings exhibited a straightforward, no-frills, vernacular approach that was intended primarily to serve their utilitarian functions – in contrast to the more style-concious architecture of other building types. Nevertheless, they usually achieved a pleasing sense of balance and proportion" (1998:192).

When examined against the typical characteristics of industrial architecture, specifically Port city grain elevators as outlined in *Well-Preserved: The Ontario Heritage Foundations Manual of Principles and Practice for Architectural Conservation* (Fram 1998), City of Toronto designation reports on the Victory Soya Mills Silos (2016), the Canadian Malting Complex (2010) and *A Concise History of Canadian Architecture* (Kalman 2000), the building exhibits many of the characteristics of the style and can therefore be considered a representative example of port city grain terminals (see Table 5).

Table 5: Characteristics of Grain Elevators

Urban Grain Terminal Characteristics (Fram 1998, City of Toronto 2016, 2010)	Characteristics of the Collingwood Grain Terminals
Solid Concrete Cylindrical Forms	Yes
Unadorned exterior	Yes
Monumental scale	Yes
Functional design	Yes
Marine leg	Yes

4.3.2 Grain Elevators – Exterior

The Collingwood Grain Terminals building is located at the northern extent of Heritage Drive, just southeast of Millennium Park. The building is rectangular in shape and is oriented northeast–southwest on a pier that extends northwesterly from Huron Street. The terminals comprise 52 concrete silos approximately 100 feet (30.48 metres) tall situated above the base of the building and are arranged in 4 rows of 13 silos. The building was constructed using the slipform method of concrete construction. The façade of the building is the south elevation, which has the sign "COLLINGWOOD TERMINALS LIMITED" painted in black on the silos. The exterior of the terminals building has been painted white, with the exception of the rail shed and a red brick addition on the east elevation (see Image 9–Image 12, Image 19 and Image 22). The cylindrical silos are exposed on the exterior of the terminals building. Rectangular enclosed openings are located at the base of each silo at the terminals base on the north and south elevations (see Image 13 and Image 14). The bin floor is situated on top of the silos, with marine tower above the bin floor at the west end of the terminals and the shipping tower at the east end (see Image 9). The bin floor is two storeys tall and is glazed on all sides to allow for natural light.

The marine leg is located at the west elevation of the terminals and the marine tower extends three storeys above the bin floor (see Image 14, Image 19). Access to the location of the marine leg has been blocked off for safety reasons, however the marine leg and marine tower are visible from both the north and south sides of the terminals building (see Image 17, Image 19 and Image 20). The east elevation of the marine tower has two doorways and a metal stairwell connecting bottom floor to the top floor of the marine tower (see Image 15 and Image 16). The north, south and west elevations of the marine tower have a continuous row of window openings spanning the full length (see Image 16).

The shipping tower is four storeys tall and is located atop the bin floor at the east end of the terminals (see Image 9 and Image 17–Image 24). The west elevation has window openings that extend the length of each wall for all storeys (see Image 12). The roof of the terminals (silos and bin floor) is flat and covered in tar and gravel (see Image 24–Image 25). The marine tower and shipping tower also have flat roofs, though it is unclear how they are clad.

At ground level abutting the eastern silos, is the rail shed and brick warehouse addition. The original garage doors on the south elevation of the rail shed have been enclosed and smaller garage doors have been added. The third storey of the shed has two window openings and one doorway that opens to a widow's walk along the exterior (see Image 10). On the north elevation of the rail shed, the original garage door openings remain and there are two window openings on the third storey. The rail shed has a fourth storey on the east half of the building which was used to house the hydro transformer (see Image 22). The east elevation of the fourth storey of the rail shed has two large window openings that overlook the brick warehouse to the east.

On the east side of the rail shed there is a three-storey brick warehouse addition. The first storey of the warehouse has three large window openings that have been boarded up. A doorway leading from above the westernmost window opening provides access to the ground from the exterior of the building. Three narrow window openings are located at the top of the north wall (see Image 22). The east elevation of the warehouse has four enclosed window openings on the first floor, and the second opening to the north of the south side of the building have been converted to a loading dock. The loading dock door has also been enclosed and currently a double door opening is in its place. Below the third window north of the south side of the building is a wood, gable roofed shed that provides access to the basement of the building (see Image 23). On the south elevation of the warehouse there is an enclosed garage door opening located centrally. On the west side of the garage door opening is a single door opening with a window opening above. The upper storey of the warehouse has a large central window opening with two window openings above (see Image 10). The window and door openings on the warehouse building have concrete sills. A small window opening on the west elevation of the warehouse that extends south of the rail shed may have been a later addition and does not have a concrete sill (see Image 11).

4.3.3 Grain Elevators – Interior

4.3.3.1 Ground Floor

The ground floor interior of the terminals comprises an arrangement of poured concrete silo bases which creates long corridors that formerly housed conveyors to move grain (see Image 26–Image 29). A window opening at the silo base has four-over-four glazing and provides additional light to the dark ground floor (see Image 28). Many of the window openings at the silo bases around the perimeter of the terminals building have been enclosed. On the ground floor it is possible to view the interior of the star bins (interstitial bins) which were created from the space between each silo for additional grain storage. A lofter inside the bins transported grain within the terminals (see Image 32).

A single elevator, with heavy metal fire prevention doors is located at the east end of the terminals (see Image 30). The elevator is a small lift that is enclosed by a retractable metal gate and facilitates access to the top of the terminals (see Image 31).

4.3.3.2 Bin Floor

The bin floor is located above the silos and extends from the marine tower to the shipping tower. Window openings with glazing and metal mullions extend for almost the full length of each wall and a garage door opening with a metal retractable door is located on east end of the north facing wall (see Image 34 and Image 35). Two tripper conveyors are located on the bin floor flanking a central walkway for conveying grain to ducts (see Image 39–Image 44). The numbered ducts deposited grain to the corresponding numbered silo (see Image 34, Image 38 and Image 39). A blackboard shows the plan view arrangement of the silos by number for tracking bin contents (see Image 37). A small office is located at the east end of the bin floor and is separated by a metal door (see Image 46). There is a window opening on the east facing wall of the office with glazing and metal mullions. The walls have been painted and the top of the west wall has been clad with plywood. There is hardwood flooring on the office floor (see Image 45–Image 46). Narrow, metal spiral stairwells are also found within the terminals to provide access to the upper storeys of the marine tower and shipping tower (see Image 52).

4.3.3.3 Marine Tower

The marine tower is located at the west end of the terminals and contains hoppers and ducts for transferring grain from ships into the terminals (see Image 47–Image 51). The upper and lower floors of the marine tower have window openings on the west wall with glazing and metal mullions (see Image 48). A large metal hopper is located on the lower floor of the marine tower, which extends to the upper floor (see Image 50–Image 51).

4.3.3.4 Shipping Tower

The shipping tower is located at the east end of the terminals above the bin floor. The top floor of the shipping tower is the location of the scale room. The scale room has two scales for weighing grain (see Image 53–Image 56). An intercom is affixed to the west wall (see Image 57). The scale room is also the location of graffiti on the walls from previous employees (see Image 58–Image 61). The graffiti varies from names of former employees to notes about the weather and shipping. Some notable graffiti includes: "1st snowfall, Nov. 5, 1931, Oct. 20, 1933, Oct. 28, 1934" and "Peace declared with Germany on May 7, 1945 10 am and they wouldn't let us go home" (see Image 59 and Image 61). The lower floor of the shipping tower is the location of ducting that transports grain from the scale room (see Image 62–Image 66). There are window openings that are glazed with metal mullions extending the length of all walls (see Image 64).

4.3.3.5 Rail Shed

The rail shed is constructed of concrete. On the south wall of the ground floor there are two garage door openings that have been enclosed to make the openings smaller (see Image 67). On the ground floor north wall there are two garage door openings with their original retractable metal garage doors (see Image 67). The ceiling of the ground floor is the location of ducts that distributed grain to rail cars for shipping (see Image 68). These ducts are also visible on the upper floor of the rail shed (see Image 70). The upper floor of the rail shed is also the location of the main hydro control panel and substation for the terminals (see Image 71–Image 76).

4.3.3.6 Masonry Warehouse

The warehouse is constructed from concrete and brick masonry. The basement of the warehouse is accessed from an exterior doorway and has glazed window openings on the north and south walls (see Image 77–Image 78).The first floor has a concrete floor and a window opening on the east wall (see Image 80). A garage door opening is located on the south wall of the warehouse and other window openings have been enclosed (see Image 79–Image 80). The second floor of the warehouse has painted walls divided by brick pillars. A large window opening is on the south wall of the second floor and is glazed with metal mullions. The second floor is two storeys high and has hardwood flooring (see Image 81).

4.4 Yacht Club

4.4.1 Yacht Club – Exterior

The yacht club is a one storey stuccoed building with a hip roof. The façade has four bays with an extended entrance and a gable roof (see Image 82). There are two window openings on the north elevation on the ground floor and one opening on the basement floor. The west elevation includes various sizes of window openings (see Image 83). A chimney extends above the roofline at the north end of the west elevation and a two-storey porch is located at the south end.

4.4.2 Yacht Club – Interior

The yacht club ground floor interior has been altered to include a kitchen and lounge area (see Image 84–Image 86). The basement floor has small, double hung windows which may be original to the building (see Image 87). The basement is the location of a water level meter that extends below the basement floor into the harbour (see Image 88). Dates have been recorded on the meter, with the earliest recorded date being 1938 (see Image 90). In recent years, the water levels have been recorded on a wall above a window opening to the right of the meter (see Image 89).

4.5 Watts Boat House

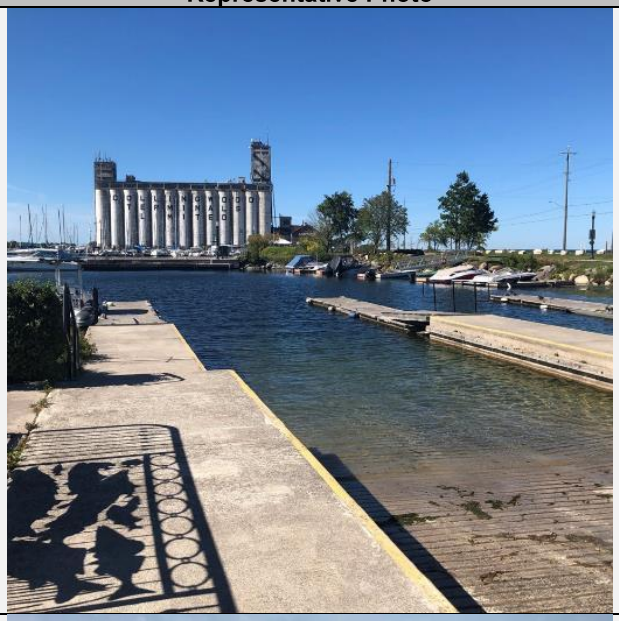
The Watts Boat House is a one storey frame building that measures 50 feet by 25 feet (15.24 metres by 7.62 metres) (Murdoch 2007). The building is clad in clapboard and roughcast plaster and has a gable roof with a chimney at each gable end (see Image 91). The north elevation is clad in clapboard and has a double door opening and one window opening. A sign below the gable says: “W. Watts & Sons Boat Builders, Collingwood, ONT” (see Image 92). The east and west elevations have six rhythmically spaced window openings with double-hung, six-over-six windows with wood frames and sills (see Image 93 and Image 96). The east and west elevations are clad in roughcast plaster. The façade has a large door opening covered by a sliding door on a horizontal track with a sign above which reads “Watts Boats” (see Image 95).

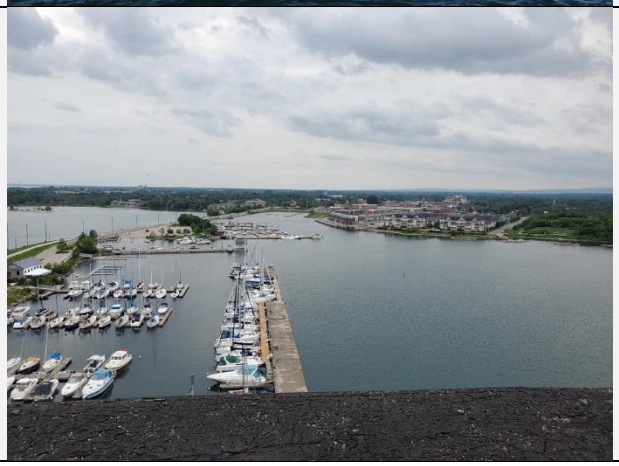
4.6 Views

The examination of views was limited to one season (summer), as a result, additional views may be identified in different conditions (i.e., trees without leaves, etc.). There are no views protected within the HCD, however, the orientation of Heritage Drive along the former railway and the pier’s orientation perpendicular to the shoreline of Georgian Bay, creates views to and from the property’s features. The key views identified as part of the field surveys, and corroborated during the consultation, are described in Table 6.

Table 6: Significant Views within the Property

View #	View	Representative Photo
View 1	Views along the walkway on the east side of Heritage Drive/along the east breakwater to the Collingwood Grain Terminals. This view is continuous.	  

View #	View	Representative Photo
View 2	Views from Harbourland Park and the boat launch to the Collingwood Grain Terminals	
View 3	Views from Millennium Park to the Grain Terminals	
View 4	View from the Port of Collingwood Sign to Grain Terminals	

View #	View	Representative Photo
View 5	View from Wharf to Collingwood Grain Terminals and Watt's Boat House	
View 6	Views from the Collingwood Grain Terminals to dry docks and downtown Collingwood	

Several views that are outside the property boundary that contribute to the CHVI were also noted during the field survey and community consultation. These include:

- Views from the Lake approaching Collingwood
- Views from the escarpment
- View from Duntroon
- View from the Collingwood Harbour shoreline

5.0 COMMUNITY ENGAGEMENT

5.1 Method

The engagement strategy used for this project adheres to the International Association for Public Participation (IAP2) principles for engagement. The IAP2 is an international leader in public participation and their mission is to "advance and extend the practice of public participation through professional development, certification, standard of practice, core values, advocacy and key initiatives with strategic partners around the world" (IAP2 2021). The IAP2 Public Participation Spectrum identifies five levels of engagement: inform, consult, involve, collaborate, and empower. The level of engagement most appropriate for this project is to 'consult' with the public at large. The scope of engagement is to obtain heritage specific feedback on where the community assigns

cultural heritage value to the Grain Terminals and surrounding property. The Grain Terminals property includes the entire property and outbuildings. The promise to the public is to keep them informed, acknowledge, and consider feedback, and integrate the feedback within the BHA.

Community consultation was undertaken throughout the entire project and informed the final BHA. At the onset of the project an engagement strategy was created to provide meaningful opportunities to understand where the community assigns cultural heritage value associated with the Grain Terminals and the surrounding landscape. The community engagement process was open to the general public at large.

Due to the Covid-19 global pandemic and health and safety measures in place during duration of the BHA, community engagement was primarily conducted in a virtual setting using virtual platforms and engagement tools. A number of virtual initiatives were undertaken to promote the project and seek input. The community consultation was run through the existing EngageCollingwood Grain Terminals webpage. The website ensures continuity of information related to the larger planning processes.

One in-person event was carried out as part of the community consultation. The community had the opportunity to attend the information booth on September 18, 2021, from 10 a.m. to 1 p.m. to review information posters, ask questions, and gain more information about the BHA. Two ARA staff along with Town Staff were on hand for this event.

A summary of initiatives undertaken for the BHA included:

- EngageCollingwood webpage which included: contact information, important links to related resources and past studies, Timelines (specific to the BHA and the larger planning initiatives), An ongoing newsfeed which provided understanding of the BHA and description of the subject property; ways the community could get involved; survey links, and a platform for the public to provide stories and ask questions (see Figure 1);
- A notice of project commencement was placed in on the EngageCollingwood website August 11, 2021, detailing the goal of the initiative, timeline, and engagement opportunities;
- A notice of project commencement was posted on the Town's Facebook platform on August 14, 2021, which was shared through ARA's social media channels;
- An article was written August 13, 2021, by Erika Engle entitled "Town asks for stories and memories of grain terminals for heritage assessment". The story can be accessed online here: https://www.collingwoodtoday.ca/local-news/town-asks-for-stories-and-memories-of-grain-terminals-for-heritage-assessment-4220484 (see Figure 2);
- Any questions submitted directly to the Town were provided a reply;
- ARA and Town staff ran an information booth on Saturday September 18, 2021. Information posters were on hand to help the community understand the process. Hard copies of Survey #2 were distributed at the booth as requested;
- Regular posting on Facebook provided ongoing reminders about online and in person consultation initiatives (see Figure 3);
- ARA conducted a live Zoom presentation on September 22, 2021. The presentation included information about the Built Heritage Assessment Process, an overview of the draft list of heritage attributes followed by a Question-and-Answer period. This was a recorded presentation, and a copy of the presentation was posted on YouTube. The YouTube link was made available through EngageCollingwood and Facebook;

- An article written by Erika Engle on November 4, 2021, entitled “Survey asks what parts of Collingwood Terminals have heritage value”. The Story can be found online at https://www.collingwoodtoday.ca/local-news/survey-asks-what-parts-of-collingwood-terminals-have-heritage-value-4723330 (see Figure 4);
- Facebook announcement noting the final survey and engagement opportunity; and
- Three online surveys were conducted as part of the Built Heritage Assessment.

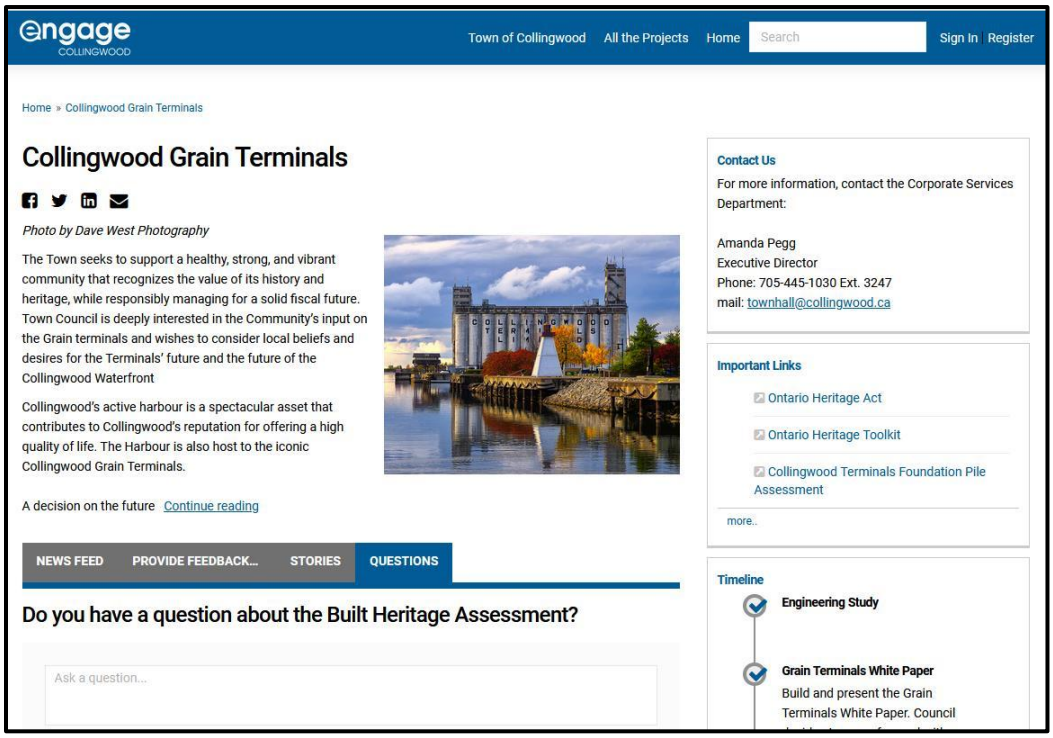


Figure 1: EngageCollingwood – Collingwood Grain Terminal Website (Town of Collingwood 2021)

Figure 2: News Article Promoting Community Participation in Built Heritage Assessment (Collingwood Today 2021)

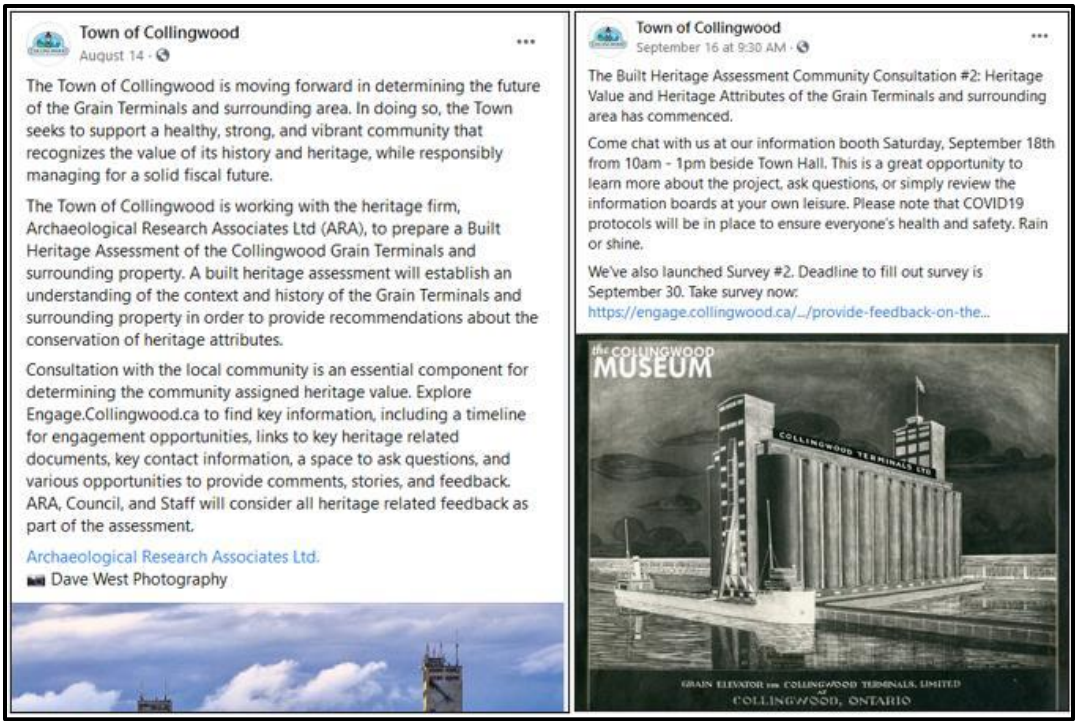


Figure 3: Example of Facebook Posting on the Town's Facebook Page (Town of Collingwood 2021)

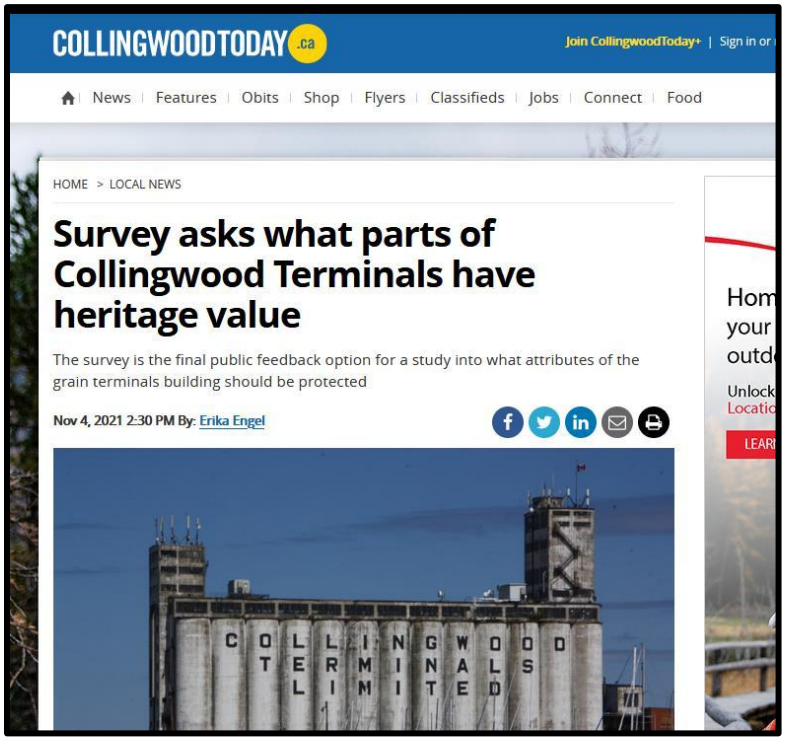


Figure 4: News Article Promoting the Third and Final Survey (Town of Collingwood 2021)

5.2 Community Consultation #1 Summary

The first community consultation included an online survey to gain insight on how familiar the community was with the BHA process, the Ontario Heritage Act, and the framework for heritage evaluations. Overall, it was designed to understanding where the community assigned cultural heritage value and/or where it does not assign cultural heritage value at a high-level. The survey was launched August 12, 2021, and closed September 1, 2021. In total, 783 people viewed the EngageCollingwood page and a total of 427 people completed the survey. A detailed summary Survey 1 results are outlined in Appendix E. The results of the survey were used to guide the preparation of presentation for Community Consultation #2 and inform the draft Statement of CHVI as well as the heritage attribute list.

5.3 Community Consultation #2: Survey, Information Booth and Online Presentation

The second community consultation included a second online survey to gain feedback on the draft Statement of CHVI and list of heritage attributes. The draft lists were derived from the historic research, Community Consultation #1 and informed by the legislative heritage framework. The goal of the survey was to gather information related to understanding which features or elements best represent the cultural heritage value or interest of the Grain Terminals and surrounding area. The survey was launched September 16, 2021, and closed October 13, 2021. Online reminders and links to the survey were posted multiple times through the Town's Facebook account. In total, 73 people visited the EngageCollingwood survey, a total of 26 people completed the survey. An additional 22 hard copies of the surveys were submitted in person and considered. A detailed summary Survey 2 results are outlined in Appendix E.

An in-person information booth was set up on Saturday September 18, 2021, outside of City Hall (97 Hurontario Street). The purpose of the booth was to allow for an in-person community engagement opportunity (see Figure 5). A series of information panels were set up for participants to help guide the discussion or read at their own leisure. ARA and Town staff were on hand to answer questions and provide more information about the BHA. In total 45 people stopped into the booth to ask questions, get more information and/or fill out a paper copy of the survey. The majority of the discussion with the community focused on explaining how a BHA is conducted, the legislative framework being used, and why and where this step fits into the larger planning process.

A live presentation hosted on Zoom was conducted on September 22, 2021, from 7 p.m.- 8 p.m. The presentation included an introduction from Town staff which outlined the reasons the BHA is being undertaken, followed by a detailed presentation by ARA staff. The presentation covered the following topics:

- The Ontario Heritage Act and planning framework;
- Discussion about Heritage Attributes (what is considered and not considered)
- An overview of the draft Statement of CHVI and Heritage Attributes with examples; and
- How the public could get involved and provide feedback.

The presentation was followed by a question period. Questions were solicited from attendees through the Question-and-Answer chat to ensure that all in attendance felt comfortable participating and were provided a chance to have their questions addressed. The presentation

was recorded and the link to the YouTube recording was shared through Facebook and EngageCollingwood.

Figure 5: In Person Information Booth
(ARA 2021)

Figure 6: Screenshot from Zoom Presentation
(ARA 2021)

5.4 Community Consultation #3

The third and last community consultation included an online survey to gain additional feedback related to specific features or elements that support the cultural heritage value or interest of the Grain Terminals and surrounding area. Throughout the consultation the importance of conserving some specific features required more clarification or understanding. The third survey was designed to get a better understanding of specific views, features and attributes. The survey was launched October 25, 2021, and closed November 10, 2021. In total, over 500 people viewed the EngageCollingwood survey page, and a total of 198 people completed the survey. A detailed summary Survey 3 results are outlined in Appendix E. The results of the survey were used to refine and/or confirm the Statement of CHVI as well as the heritage attribute list.

5.5 Summary of Community Consultation

The goal of the community consultation was to ensure that the community had the ability to participate and communicate their opinion on what they valued or did not value from a cultural heritage perspective about the Collingwood Grain Terminals and surrounding area. Community consultation included multiple methods of participation, including an in-person event and multiple online opportunities to provide feedback. Similarly, the surveys were offered in both hard copy and digital to accommodate member of the community who preferred print.

The first survey, which had the highest response rate (well over 400 responses), supplied a wealth of important information about where the community assigned cultural heritage value or interest and/or what they did not feel was valuable. The community input formed the basis of the Statement of Cultural Heritage Value or Interest and was integrated into the report where appropriate given the legislative and heritage frameworks which guide the BHA. Additional follow up surveys (Survey #2, 48 participants and Survey #3 198 participants) helped refine the initial findings and for the most part confirmed the findings of the Statement of CVHI and heritage attributes list.

Overall, the feedback received encompassed the whole spectrum of opinions and sentiments about the Collingwood Grain Terminals and often included opinions and feedback which was not related to cultural heritage and/or beyond the scope of the BHA.

6.0 CULTURAL HERITAGE EVALUATION

6.1 Evaluation Using Ontario Regulation 9/06

Using the information collected through the historical research, field survey and community consultation initiatives, 1 Heritage Drive and 45 Heritage Drive was evaluated against the criteria of *Ontario Regulation 9/06* to determine if the property has cultural heritage value or interest (see Table 7).

Table 7: Evaluation of the CHVI of 1 and 45 Heritage Drive using Ontario Regulation 9/06

EVALUATION OF PROPERTY			
Criteria	**Description**	✓	Value Statement
Design or Physical Value	Is a rare, unique, representative or early example of a style, type, expression, material or construction method	✓	The Collingwood Pier has physical/design value as a representative example of an organically evolved harbour landscape dating from the mid-19th century. The pier, a critical part of the Collingwood Harbour, reflects an evolution of over 100 years of continuous modifications shaped by human activity. The Collingwood Pier contains the only remaining building from Collingwood's extensive boat building industry. The Collingwood Grain Terminals represent an increasingly rare type of industrial building on the Great Lakes. The Collingwood Grain Terminals are a representative example of urban grain terminal construction.
	Displays a high degree of craftsmanship or artistic value		Neither the Collingwood Pier or the Grain Terminals display a high degree of craftsmanship or artistic value.
	Displays a high degree of technical or scientific achievement	✓	The Collingwood Grain Terminals displays a high degree of technical achievement.
Historical or Associative Value	Has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community	✓	The Collingwood Pier is directly associated with the growth and development of the Town of Collingwood. Watts Boat House, although not originally located on the site, is an important tie to the harbour's historical activities.
	Yields or has the potential to yield information that contributes to the understanding of a community or culture		The Collingwood Pier and Collingwood Grain Terminals do not yield or have the potential to yield information that contributes to the understanding of a community or culture.
	Demonstrates or reflects the work or ideas of an architect, builder, artist, designer or theorist who is significant to a community	✓	The Collingwood Grain Terminals are associated with well known Canadian architect, engineer, and later politician, Clarence Decatur Howe (1886–1960). The Collingwood Terminals building is typical of the terminals work undertaken by C.D. Howe and Company: It is constructed of reinforced concrete and used the slip form concrete construction method.
Contextual Value	Is important in defining, maintaining or supporting the character of an area	✓	The Collingwood Pier, the spit that extends into Georgian Bay, is important in defining the Collingwood waterfront, both as an area that has the physical remains of the historical industrial past of the waterfront – both grain and boat building, as well as an area of continued evolution for recreational activities.

EVALUATION OF PROPERTY			
Criteria	**Description**	✓	Value Statement
	Is physically, functionally, visually or historically linked to its surroundings	✓	The Collingwood Pier is functionally and historically linked to its surroundings as the site of numerous industries which contributed to the Town's growth and development. It is also the site where industries that operated in the larger Collingwood Harbour, such as boat building, have now been commemorated. The Collingwood Pier continues to be an integral part of the Town of Collingwood as an important part of the Downtown Heritage Conservation District and as recreational space linked to two parks and recreational boating activities.
	Is a landmark	✓	The Collingwood Grain Terminals is a landmark. The Collingwood Grain Terminals is a visual landmark as an imposing concrete structure which is visible from Downtown Collingwood and the surrounding shorelines. It can be seen as far away as the crest of the hill at Duntroon. Many businesses have adopted the Grain Terminals for use in their logos and products.

In order to be considered of cultural heritage value or interest, a property must meet one of the criteria as outlined in Ontario Regulation 9/06. The above table demonstrates that the Collingwood Pier meets seven criteria of the *O. Reg 9/06* and can therefore be considered to have cultural heritage value or interest.

6.2 Heritage Attributes

An examination of the relationship between the heritage attributes and the cultural heritage value or interest outlined in Table 8 assisted with the development of the list of heritage attributes.

Table 8: Relationship of Heritage Attributes to Cultural Heritage Values

Cultural Heritage Value or Interest	Heritage Attribute
The Collingwood Pier has physical/design value as a representative example of an organically evolved harbour landscape dating from the mid-19th century. The pier, a critical part of the Collingwood Harbour, reflects an evolution of over 100 years of continuous modifications shaped by human activity. The Collingwood Pier contains the only remaining building from Collingwood's extensive boat building industry.	• Collingwood Grain Terminals • Watts Boat House • Pier extending into Georgian Bay, including east breakwater's alignment • Heritage Drive alignment which follows the general alignment of the former railway line • Open spaces as part of Harbourland Park and Millennium Park • System of foot paths and trails that connect the landscape and provide views to the landscape, harbour and lake, including Harbourland Walk of History
The Collingwood Grain Terminals represents an increasingly rare type of industrial building on the Great Lakes and are a representative example of urban grain terminal construction.	• Collingwood Grain Terminals ○ Contribution to the Collingwood Pier as a visual landmark and historic connection to the grain industry ○ Concrete construction ○ Cylindrical bins exposed on the exterior ○ Monumental scale including 52 monolithic concrete silos rising approximately 100' above the base and the arrangement of the bins in 4 rows of 13 cylinders ○ Unadorned exterior typical of industrial architecture ○ Marine tower on the west end of the bins ○ Shipping Tower on the east end of the bins ○ Rail shed at east end ○ Brick masonry Warehouse building ○ Location on pier, oriented towards the lake and town to accommodate shipping and rail traffic ○ Painted sign on the south elevation with the lettering "Collingwood Terminal Limited" ○ Window openings that run the length of the bin floor
The Collingwood Grain Terminals displays a high degree of technical achievement.	• Collingwood Grain Terminals ○ Concrete construction ○ Cylindrical bins exposed on the exterior ○ Monumental scale including 52 monolithic concrete silos rising approximately 100' above the base and the arrangement of the bins in 4 rows of 13 cylinders.

Cultural Heritage Value or Interest	Heritage Attribute
The Collingwood Pier is directly associated with the growth and development of the Town of Collingwood.	• Collingwood Grain Terminals • Watts Boat House • Pier extending into Georgian Bay, including east breakwater's alignment • Heritage Drive alignment which follows the general alignment of the former railway line

The Collingwood Grain Terminals is associated with well known Canadian architect, engineer, and later politician, Clarence Decatur Howe (1886–1960). The Collingwood Terminals is typical of the terminals work undertaken by C.D. Howe and Company: It is constructed of reinforced concrete and used the slip form concrete construction method.	• Collingwood Grain Terminals
	  ○ Concrete construction
	  ○ Cylindrical bins exposed on the exterior
	  ○ Monumental scale including 52 monolithic concrete silos rising approximately 100' above the base and the arrangement of the bins in 4 rows of 13 cylinders

The Collingwood Pier, the spit that extends into Georgian Bay, is important in defining the Collingwood waterfront, both as an area that has the physical remains of the historical industrial past of the waterfront – both grain and boat building, as well as an area of continued evolution for recreational activities.	• Collingwood Grain Terminals
	• Watts Boat House
	• Pier extending into Georgian Bay, including east breakwater's alignment
	• Heritage Drive alignment which follows the general alignment of the former railway line
	• Open spaces as part of Harbourland Park and Millennium Park
	• System of foot paths and trails that connect the landscape and provide views to the landscape, harbour and lake, including Harbourland Walk of History
	• Views to/from heritage attributes including
	  ○ Views along the walkway on the east side of Heritage Drive/along the east breakwater to the Collingwood Grain Terminals
	  ○ Views from Harbourland Park and the boat launch to the Collingwood Grain Terminals
	  ○ Views from Millennium Park to the Grain Terminals
	  ○ View from the Port of Collingwood Sign to Grain Terminals
	  ○ View from Wharf to Collingwood Grain Terminals and Watt's Boat House
	  ○ Views from the Collingwood Grain Terminals to dry docks and downtown Collingwood

The Collingwood Pier is historically linked to its surroundings.	• Collingwood Grain Terminals • Watts Boat House • Pier extending into Georgian Bay, including east breakwater's alignment • Heritage Drive alignment which follows the general alignment of the former railway line

The Collingwood Grain Terminals are a landmark.	• Collingwood Grain Terminals
	  ○ Contribution to the Collingwood Pier as a visual landmark and historic connection to the grain industry
	  ○ Concrete construction
	  ○ Cylindrical bins exposed on the exterior
	  ○ Monumental scale including 52 monolithic concrete silos rising

Cultural Heritage Value or Interest	Heritage Attribute
	approximately 100' above the base and the arrangement of the bins in 4 rows of 13 cylinders. o Unadorned exterior typical of industrial architecture o Marine tower on the west end of the bins o Shipping Tower on the east end of the binds o Rail shed at east end o Brick masonry Warehouse building o Location on pier, oriented towards the lake and town to accommodate shipping and rail traffic o Painted sign on the south elevation with the lettering "Collingwood Terminal Limited" o Windows openings that run the length of the bin floor

7.0 STATEMENT OF CULTURAL HERITAGE VALUE OR INTEREST

Introduction and Description of Property

The property is municipally known as 1 Heritage Drive and 45 Heritage Drive. It is located on the east side of the Collingwood Harbour, and it includes both sides of Heritage Drive north of Huron Street. The property includes the Grain Terminals, the Collingwood Yacht Club, Watts Boat Building, Millennium Park and Harbourlands Park and is referred to locally as the Collingwood Pier. It is legally described as Part Lot 44, Concession 8, Geographic Township of Nottawasaga, Simcoe County, Town of Collingwood.

The Collingwood Pier is an organically evolved cultural heritage landscape. The first grain elevator associated with the landscape was constructed on the pier in 1855 by the Ontario, Simcoe and Huron Union Railway Company. The cultural heritage landscape comprises lands on either side of Heritage Drive north of Huron Street along the Collingwood Pier.

Statement of Cultural Heritage Value or Interest

The Collingwood Pier has physical/design value as a representative example of an organically evolved harbour landscape dating from the mid-19th century. The pier, a critical part of the Collingwood Harbour, reflects an evolution of over 100 years of continuous modifications shaped by human activity. The pier extending northerly from the lake shore was constructed sometime between 1833 and 1845. In July of 1854, the water lot of the current pier was sold to the Ontario, Simcoe and Huron Railway Company for the construction of the remaining portion of the railway from Allandale to Collingwood. The Ontario, Simcoe and Huron Union Railway Company was incorporated by 1853 with construction beginning that same year with the goal of connecting Toronto with Lakes Ontario, Simcoe and Huron. Circa 1855, the Ontario, Simcoe and Huron Union Railway Company constructed a small, wooden elevator on the railway pier for receiving shipments from the Great Lakes. It was destroyed by fire in 1862 and replaced by a larger wooden elevator that was constructed between 1870–1871. At this time the harbour also contained industries such as logging, including the Collingwood Mill to the

southwest of the pier, and the Town's extensive ship building industry. Planning for the erection of a new elevator begun in earnest in March 1928 with the creation of the Collingwood Elevator Committee under the direction of Henry I. Price. The construction of the concrete superstructure of the terminals began in March 1929. The first ship to unload at the terminals was the steamer Minesing from Chicago with 275,000 bushels of corn in September 1929. At its peak between 1945 and 1948, 52 ships delivered 17,000,000 bushels of cargo. The Collingwood Terminals slowly became redundant in the ensuing years and the customer-base was entirely local by 1970, receiving only 6,000,000 bushels of cargo to distribute. By 1993 it was no longer financially feasible to maintain operation of the Terminals and they were closed. The Town of Collingwood purchased the Collingwood Terminals property in 1997. Since purchasing the Collingwood Terminals and Canadian National Railway parcels, the Town of Collingwood entered into a 29-year lease agreement with the Collingwood Yacht Club. In 2000, Millennium Park was created on the north side of the Terminals building within an area that was formerly marsh and Georgian Bay. Harbourlands Park was also established that same year at the south end of the pier and commemorative plaques honouring the Town's ship building history were erected along the east side of the road, just north of Huron Street.

The Collingwood Grain Terminals represents an increasingly rare type of industrial building on the Great Lakes and is a representative example of urban grain terminal construction. An inventory of urban concrete grain terminals on the Great Lakes (both in Canada and the United States) found a total of 162 terminals, with almost half (67) having been demolished. As such, the Collingwood Grain Terminals represent an increasingly rare type of industrial building on the Great Lakes. Typical of these types of grain elevators is the solid concrete cylindrical form and unadorned exterior. Its monumental scale including the 52 monolithic concrete silos rising approximately 100' above the base is also typical of this type of grain elevator. The bins are arranged in 4 rows of 13 cylinders, marine tower structure on the west end, would have connected the interior with shipping the Great Lakes, while the east end Shipping tower connected the terminal to the rail line, all of which contribute to the grain terminal's functional design.

The Collingwood Pier contains the only remaining building from Collingwood's extensive boat building industry. Although not originally located on the site, is an important tie to the harbour's historical activities. The Watts family is credited as being the oldest and longest running boat builders in Collingwood. The Watts Boat House was constructed around 1870 for the Watts family of boat builders. Mathew and William Watts arrived at Collingwood in the early 1850s and established a boatworks at the harbour north of today's Side Launch Way. They built tugs, scows and canoes, were well known for their construction of the Mackinaw (also known as Collingwood) skiff and also built lifeboats under contracts with the government. The Watts family sold the majority of their harbourfront lands to the Collingwood Shipyards in 1943 to facilitate the construction of Corvettes (Canadian Army warship) during World War II. The sale included "machinery, building and property", although the Watts Boat House was retained and William Watts & Sons continued their business from there. The building continued to be used in boat construction by the Watts family into the 1950s. The Watts family is credited as a being the oldest and longest running boat builders in Collingwood. In March 2007, the Watts Boat House was relocated to the east side of Heritage Drive for use as a boathouse and clubhouse for the Collingwood Dragon Boat and Canoe Club, donated by Peter Watts. Although not in the original location, the relocation of the boathouse within the larger Harbour landscape is valued by the community for its role in maintaining the historical connection to boat building which was a key industry in the harbour.

The Collingwood Grain Terminals displays a high degree of technical achievement. The terminals were built over 30 consecutive days beginning May 25, 1929, with concrete being continuously poured for 24 hours per day for the duration. A total of 40 men built the Terminals at a cost $800,000, with the marine tower and warehouse tower completed after the silos were poured. The slip form technique used in the construction of the terminals was invented and pioneered by James MacDonald of Collingwood, although developed by C.F. Haglin, allowed for the economical use of concrete in elevator construction. The terminals welcomed their first ship in September 1929 just seven months after construction began in March 1929.

The Collingwood Pier is directly associated with the growth and development of the Town of Collingwood. The Collingwood Pier played an important role in the economic lifeblood of the Town in the 19th century and is associated with key figures, themes, companies and organizations related to the development of the harbour and the local history of Collingwood. The Collingwood Pier is associated with a succession of three grain elevators, the last of which operated for over 64 years and a railway connection that connected Lakes Ontario, Simcoe and Huron across Ontario. The ship building industry was also a key economic driver in the Town. Although shipbuilding did not happen directly on the pier, it is now commemorated on the pier through the relocated Watts Boat House, Harbourlands Park and the Harbourland Walk of History.

The Collingwood Pier is also associated with well known Canadian architect, engineer and later politician, Clarence Decatur Howe (1886–1960) The Collingwood Grain Terminals is typical of the terminals work undertaken by C.D. Howe and Company: It is constructed of reinforced concrete and used the slip form concrete construction method. Howe was the chief engineer for the Board of Grain Commissioners of Canada from 1913–1916 during which time he was involved in designing and supervising the construction of industrial structures such as grain elevators, pulp mills and coal docks, after which he established his own firm specializing in elevator construction. C. D. Howe made a major contribution to, and is directly associated with, the design of the iconic Canadian grain elevator building that became a symbol of progressive industrial design and architecture in North America. Specifically, his elevators were deemed to be a superior design that could be built more quickly at a lower overall cost using progressive slip form concrete construction methods. C. D. Howe designed over 20 reinforced concrete grain elevator buildings in Canada.

Collingwood Pier, the spit that extends into Georgian Bay, is important in defining the Collingwood waterfront, both as an area that has the physical remains of the historical industrial past of the waterfront – both grain and boat building, as well as an area of continued evolution for recreational activities. Collingwood Pier is historically linked to its surroundings. The Ontario, Simcoe and Huron Union Railway Company railway was extended into Georgian Bay on a pier constructed for that purpose. In circa 1855, the railway constructed a small, wooden elevator on the railway pier for receiving shipments from the Great Lakes, the first in a succession of three terminals. The current Heritage Drive alignment follows the original railway alignment.

The Collingwood Pier is functionally and historically linked to its surroundings as the site of numerous industries which contributed to the Town's growth and development. It is also the site where industries which operated in the larger Collingwood Harbour, such as boat building, have now been commemorated. The Collingwood Pier continues to be an integral part of the Town of Collingwood as an important part of the Downtown Heritage Conservation District and as recreational space linked to two parks and boating activities.

The Collingwood Grain Terminals is a landmark. The Collingwood Grain Terminals is a visual landmark as an imposing concrete structure which is visible from Downtown Collingwood and the surrounding shorelines. It can be seen as far away as the crest of the hill at Duntroon. Many businesses have adopted the Grain Terminals for use in their logos and products.

Cultural Heritage Attributes

The Collingwood Pier has physical/design value as a representative example of an organically evolved harbour landscape dating from the mid-19th century. The pier, a critical part of the Collingwood Harbour, reflects an evolution of over 100 years of continuous modifications shaped by human activity. The property contains the following heritage attributes that reflect this value:

- Collingwood Grain Terminals
- Watts Boat House
- Pier extending into Georgian Bay, including east breakwater's alignment
- Heritage Drive alignment which follows the general alignment of the former railway line
- Open spaces as part of Harbourland Park and Millennium Park
  System of foot paths and trails that connect the landscape and provide views to the landscape, harbour and lake, including Harbourland Walk of History

The Collingwood Grain Terminals represents an increasingly rare type of industrial building on the Great Lakes and are a representative example of urban grain terminal construction. The Collingwood Grain Terminals are a visual landmark as an imposing concrete structure. The property contains the following heritage attributes that reflect these values:

- Collingwood Grain Terminals
  - Contribution to the Collingwood Pier as a visual landmark and historic connection to the grain industry
  - Concrete construction
  - Cylindrical bins exposed on the exterior
  - Monumental scale including 52 monolithic concrete silos rising approximately 100' above the base and the arrangement of the bins in 4 rows of 13 cylinders.
  - Unadorned exterior typical of industrial architecture
  - Marine tower on the west end of the bins
  - Shipping Tower on the east end of the binds
  - Rail shed at east end
  - Brick masonry Warehouse building
  - Location on pier, oriented towards the lake and town to accommodate shipping and rail traffic
  - Painted sign on the south elevation with the lettering "Collingwood Terminal Limited"
  - Window openings that run the length of the bin floor

The Collingwood Grain Terminals displays a high degree of technical achievement and is associated with well known Canadian architect, engineer and later politician, Clarence Decatur Howe (1886–1960). The Collingwood Grain Terminals is typical of the terminals work undertaken by C.D. Howe and Company: It is constructed of reinforced concrete and

used the slip form concrete construction method. The property contains the following heritage attributes that reflect these values:

- Collingwood Grain Terminals
    - Concrete construction
    - Cylindrical bins exposed on the exterior
    - Monumental scale including 52 monolithic concrete silos rising approximately 100' above the base and the arrangement of the bins in 4 rows of 13 cylinders.

The Collingwood Pier is directly associated with the growth and development of the Town of Collingwood, and it is historically linked to its surroundings. The property contains the following heritage attributes that reflect these values:

- Collingwood Grain Terminals
- Watts Boat House
- Pier extending into Georgian Bay, including east breakwater's alignment
- Heritage Drive alignment which follows the general alignment of the former railway line

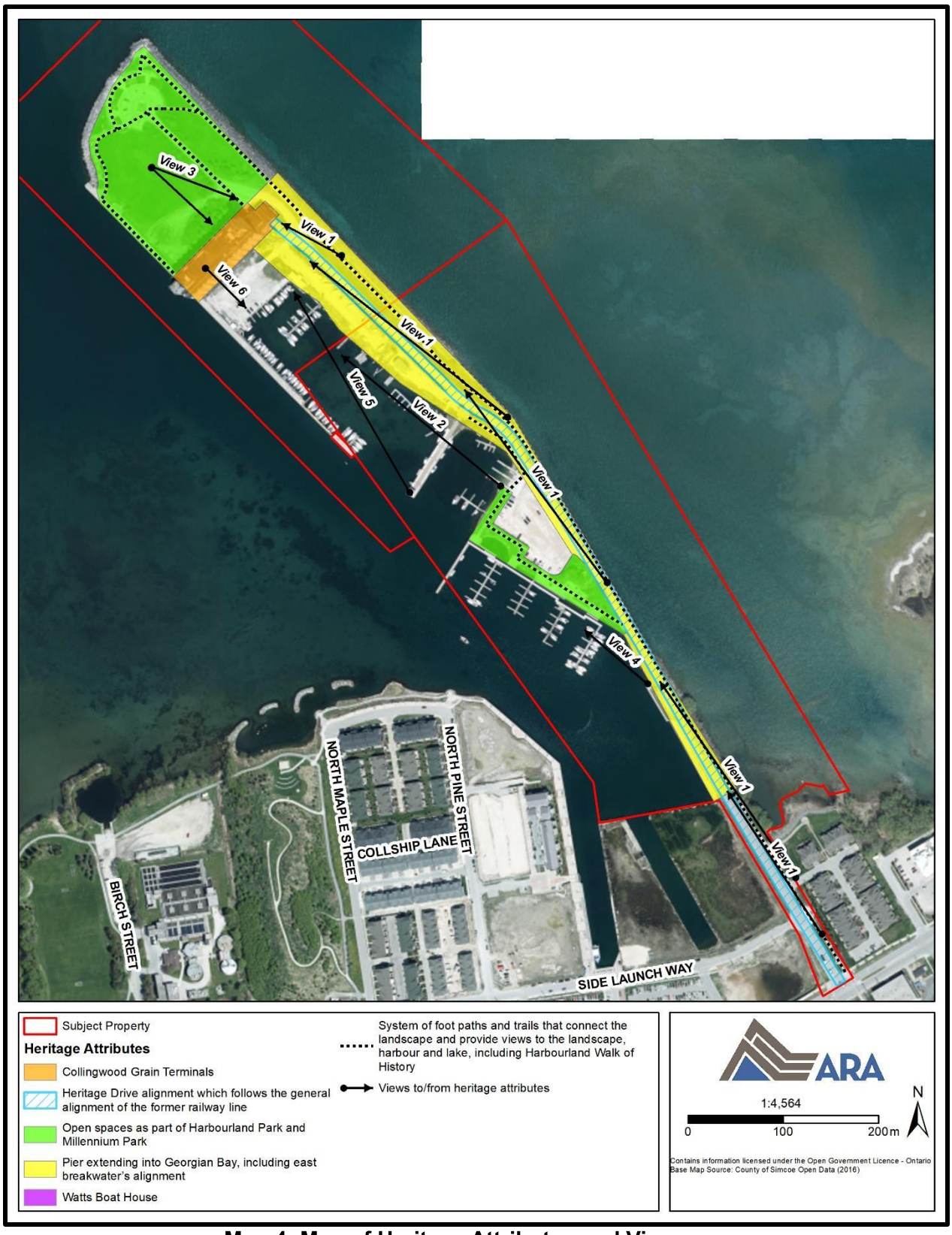
The Collingwood Pier, the spit that extends into Georgian Bay, is important in defining the Collingwood waterfront, both as an area that has the physical remains of the historical industrial past of the waterfront – both grain and boat building, as well as an area of continued evolution for recreational activities. The property contains the following heritage attributes that reflect these values:

- Collingwood Grain Terminals
- Watts Boat House
- Pier extending into Georgian Bay, including east breakwater's alignment
- Heritage Drive alignment which follows the general alignment of the former railway line
- Open spaces as part of Harbourland Park and Millennium Park
- System of foot paths and trails that connect the landscape and provide views to the landscape, harbour and lake, including Harbourland Walk of History
- Views to/from heritage attributes including:
    - View 1 - Views along the walkway on the east side of Heritage Drive/along the east breakwater to the Collingwood Grain Terminals
    - View 2 - Views from Harbourland Park and the boat launch to the Collingwood Grain Terminals
    - View 3 - Views from Millennium Park to the Grain Terminals
    - View 4 - View from the Port of Collingwood Sign to Grain Terminals
    - View 5 - View from Wharf to Collingwood Grain Terminals and Whatt's Boat House
    - View 6- Views from the Collingwood Grain Terminals to dry docks and downtown Collingwood

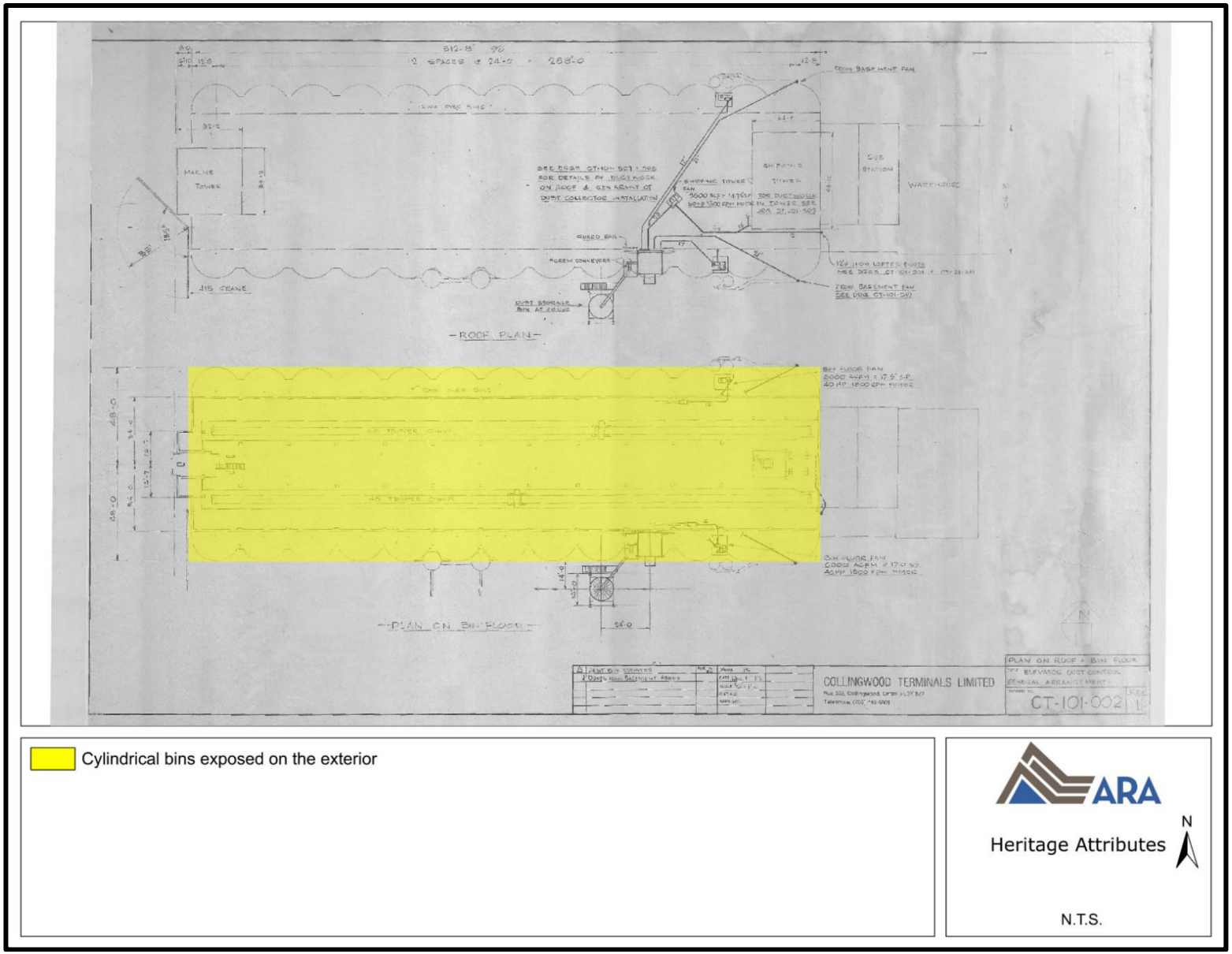
The following features have been determined to not contribute to the property's cultural heritage value or interest:

- Location of the Watts Boat House
- Specific glazing pattern of the windows or use of metal mullions
- Yacht Club

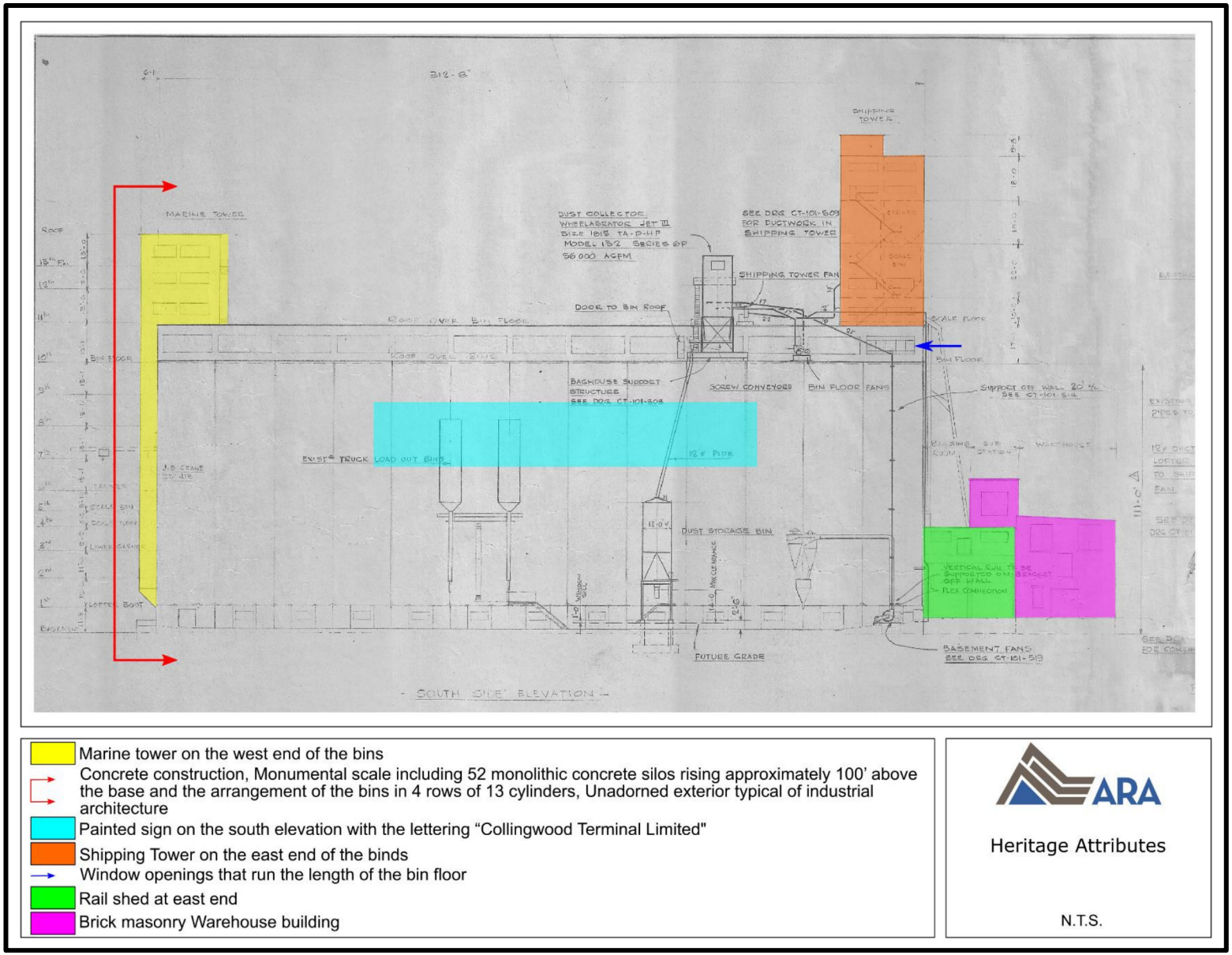
The following maps (see Map 4–Map 6) display the property boundary and heritage attributes as outlined in Section 6.2 above.



Map 4: Map of Heritage Attributes and Views



Map 5: Heritage Attributes Represented on Plans



Marine tower on the west end of the bins

Concrete construction, Monumental scale including 52 monolithic concrete silos rising approximately 100' above the base and the arrangement of the bins in 4 rows of 13 cylinders, Unadorned exterior typical of industrial architecture

Painted sign on the south elevation with the lettering "Collingwood Terminal Limited"

Shipping Tower on the east end of the binds

Window openings that run the length of the bin floor

Rail shed at east end

Brick masonry Warehouse building

ARA

Heritage Attributes

N.T.S.

Map 6: Heritage Attributes Represented on Plans

8.0 PROPOSED DEVELOPMENT

In 2016, the waterfront and its future uses were explored and documented in the report *Town of Collingwood Waterfront Master Plan*. The Master Plan proposed the passive use of the Grain Terminals, to be lit with LED lighting which would serve to highlight its landmark status, with the re-purposing of the Terminal support buildings for a restaurant and/or a Brew Pub (BrookMcIlory 2016:34).

The *Grain Terminals Draft White Paper for Public Input* provides a detailed list of potential uses/end states for the Grain Terminals within Section 5.0 which states:

> *Staff are aware of a broad swath of potential end states that have been suggested or have occurred in other jurisdictions. None of these end states have been precluded by Council's decisions or direction to-date, and most of these options could include investment and ownership by the Town and/or private parties.*
>
> 1. *Preserve Exterior, to halt deterioration and hold at a safe state*
> 2. *Preserve Exterior and Renovate Commercial Space in the East End Building, for example into a brew pub, restaurant or retail space*
> 3. *Option 2 + add a top floor Commercial Space, for example a restaurant*
> 4. *Preserve Part of Exterior (for example, one or more silos), and Town ownership examples could include a park space and historical interpretive exhibits; whereas private or public/private ownership examples could include condos, an art gallery, a hotel or commercial spaces.*
> 5. *Preserve and re-use essentially all of structure, which is considered only viable in private or public/private ownership, and could include the same options as preserving part of the structure, as well as the potential use as a vertical farm.*
> 6. *Demolish and Leave as largely Green Space, with intent to create an outdoor space that celebrates Collingwoods marine, shipbuilding and grain terminals history.*
> 7. *Demolish and Re-Build a purpose-built structure on Site (or somewhere else on the spit), which is considered largely viable only in private or public/private ownership. Examples could include a brew pub/restaurant(s), condos, an arts campus with amphitheatre, hotel, and/or commercial spaces. A new building with Town/government input could include a tourism facility with washrooms.*
>
> *In the absence of this process determining other funded physical end states and uses, it is assumed that Option #6, to demolish, will be the path remaining open to Council* (Town of Collingwood 2019c:7).

Options 2–5 are to achieve end uses that require modifications or partial demolition of the Grain Terminals and their associated buildings/property to facilitate their proposed new use(s). This process is referred to adaptive reuse, which is encouraged within the *Collingwood Downtown Heritage Conservation District Plan*. Modifications to buildings or architectural adaptations allow for the use of a building that was never contemplated or planned in its original design (Fraser 2008). Adaptive reuse is a logical and practical way of conserving heritage properties where the

original use has long ended, and it can occur and still conserve the heritage property. Any of the end uses proposed above, or Section 9. “Potential Process Options to Seek Optimal End State” in the *Grain Terminals Draft White Paper for Public Input* (2019) can be viewed/reviewed through the lens of the degree of potential impacts to the heritage value of the Grain Terminals. As stated in Fraser (2008:2), “Ultimately, the conservation success of an adaptive reuse project can be gauged by the degree to which the heritage attributes are preserved.” As such, designs for future redevelopment for the Grain Terminals should be reviewed against the list of heritage attributes. Recommendations may be made regarding modifying designs for future uses to reduce impacts to the heritage attributes.

Fraser notes (2008:3):

> *The principles of adaptive reuse for heritage properties are identical to the principles of conservation (see Parks Canada’s Standards and Guidelines for the Conservation of Historic Places in Canada, the Ontario Ministry of Culture’s Eight Guiding Principles in the Conservation of Built Heritage Properties, etc.). But there are a number of features common to heritage-sensitive adaptive reuse projects, including:*
>
> - *Thoughtful research, planning and design*
> - *Preservation, utilization and celebration of the heritage attributes*
> - *Sufficient space to accommodate the new use*
> - *Realistic performance expectations for the existing building*
> - *More repair and rehabilitation than new construction*
> - *Grouping, limiting and externalizing of the modern services*
> - *Economic viability*

9.0 IMPACT OF POTENTIAL DEVELOPMENT ALTERNATIVES ON HERITAGE ATTRIBUTES

The MHSTCI *InfoSheet #5: Heritage Impact Assessments and Conservation Plans* (2006d:3) provides a list of potential negative impacts to consider when evaluating any proposed development. Impacts can be classified as either direct or indirect. Direct impacts (those that physically affect the heritage resources themselves) include, but are not limited to initial project staging, excavation/levelling operations, construction of access roads and alterations or repairs over the life of the project.

Indirect impacts include but are not limited to: alterations that are not compatible with the historic fabric and appearance of the area; alterations that detract from the cultural heritage values, attributes, character or visual context of a heritage resource. This could include the construction of new buildings and their building materials, scale, massing and orientation; the creation of shadows that alter the appearance of an identified heritage attribute; the isolation of a heritage attribute from its surrounding environment; the obstruction of significant views and vistas; and other less-tangible impacts.

The potential end states of the Grain Terminal, as outlined in the White Paper (see Section 8.0 above for additional details), have been considered below against the potential impacts. As no specific designs for final options (end states) have been determined, these impacts are outlined at a high-level to demonstrate the types of impacts to the heritage attributes associated with the Grain Terminals which could be expected for each option.

Table 9: Impact Evaluation of the Potential Alternatives on Heritage Attributes
(Adapted from MHSTCI 2006b:3)

Alternative	Destruction of any, or part of any, significant heritage attributes	Alteration that is not sympathetic, or is incompatible, with the historic fabric and appearance	Shadows created that alter the appearance of a heritage attribute or change the viability of a natural feature or plantings, such as a garden	Isolation of a heritage attribute from its surrounding environment, context or significant relationship	Direct or indirect obstruction of significant views or vistas within, from, or of built and natural features	A change in land use such as rezoning a battlefield from open space to residential use, allowing new development or site alteration to fill in the formerly open spaces	Land disturbances such as a change in grade that alters soils, and drainage patterns that adversely affect an archaeological resource
1. Preserve Exterior, to halt deterioration and hold at a safe state	No impact to heritage attributes.	No impact to heritage attributes.	No new shadows will be created on the heritage attributes.	No impact to heritage attributes.	No impact to heritage attributes.	No impact to heritage attributes.	The area has archaeological potential as per *County of Simcoe Archaeological Management Plan* (2019) however this option does not appear to alter the land/cause any land disturbance.
2. Preserve Exterior and Renovate Commercial Space in the East End Building, for example into a brew pub, restaurant, or retail space	No impact to heritage attributes.	May result in physical changes to the red-brick building. As a whole, the heritage attributes would be retained.	No new shadows will be created on the heritage attributes.	No impact to heritage attributes.	No impact to heritage attributes.	The use of a portion of the Grain Terminals will change.	The area has archaeological potential as per *County of Simcoe Archaeological Management Plan* (2019) however this option does not appear to alter the land/cause any land disturbance.
3. Option 2 + add a top floor Commercial Space, for example a restaurant	No impact to heritage attributes.	May result in physical changes to the red brick building and the windows. As a whole, the heritage attributes would be retained.	No new shadows will be created on the heritage attributes.	No impact to heritage attributes.	No impact to heritage attributes.	The use of a portion of the Grain Terminals will change.	The area has archaeological potential as per *County of Simcoe Archaeological Management Plan* (2019) however this option does not appear to alter the land/cause any land disturbance.

Alternative	Destruction of any, or part of any, significant heritage attributes	Alteration that is not sympathetic, or is incompatible, with the historic fabric and appearance	Shadows created that alter the appearance of a heritage attribute or change the viability of a natural feature or plantings, such as a garden	Isolation of a heritage attribute from its surrounding environment, context or significant relationship	Direct or indirect obstruction of significant views or vistas within, from, or of built and natural features	A change in land use such as rezoning a battlefield from open space to residential use, allowing new development or site alteration to fill in the formerly open spaces	Land disturbances such as a change in grade that alters soils, and drainage patterns that adversely affect an archaeological resource
4. Preserve Part of Exterior (for example, one or more silos), and Town ownership examples could include a park space and historical interpretive exhibits; whereas private or public/private ownership examples could include condos, an art gallery, a hotel or commercial spaces.	Would result in the destruction of heritage attributes.	No impact to heritage attributes.	No new shadows would be created on the heritage attributes.	The remaining portion of the building will be isolated from surrounding environment, context and significant relationship.	Views and vistas both to and from the Grain Terminal would be impacted.	The use of the Grain Terminals as well as the surrounding lands would change.	The area has archaeological potential as per *County of Simcoe Archaeological Management Plan* (2019) and this option will result in land disturbances. Therefore, archaeological investigations by a Professional Archaeologist should occur before any land disturbance.
5. Preserve and re-use essentially all of structure, which is considered only viable in private or public/private ownership and could include the same options as preserving part of the structure, as well as the potential use as a vertical farm.	Depending on re-use, could result in the destruction or alteration of some heritage attributes.	No impact to heritage attributes.	Potential for new shadows to be created if any additions are added.	No impact to heritage attributes.	Views and vistas both to and from the Grain Terminal could be impacted.	The use of the Grain Terminals would change.	The area has archaeological potential as per *County of Simcoe Archaeological Management Plan* (2019) and this option may result in land disturbances. Therefore, archaeological investigations by a Professional Archaeologist should occur before any land disturbance.

Alternative	Destruction of any, or part of any, significant heritage attributes	Alteration that is not sympathetic, or is incompatible, with the historic fabric and appearance	Shadows created that alter the appearance of a heritage attribute or change the viability of a natural feature or plantings, such as a garden	Isolation of a heritage attribute from its surrounding environment, context or significant relationship	Direct or indirect obstruction of significant views or vistas within, from, or of built and natural features	A change in land use such as rezoning a battlefield from open space to residential use, allowing new development or site alteration to fill in the formerly open spaces	Land disturbances such as a change in grade that alters soils, and drainage patterns that adversely affect an archaeological resource
6.Demolish and leave as largely Green Space, with intent to create an outdoor space that celebrates Collingwood's marine, shipbuilding and grain terminals history.	Would result in the destruction of all the building's heritage attributes and could impact attributes of the landscape as well.	No impact to heritage attributes.	No new shadows would be created on the heritage attributes.	The destruction of the building would result in the removal of significant relationships between the Grain Terminals and the surrounding landscape, the harbour and the downtown.	Views and vistas both to and from the Grain Terminal would be impacted.	The use of the Grain Terminals lands as well as the surrounding lands would change.	The area has archaeological potential as per *County of Simcoe Archaeological Management Plan* (2019) and this option will result in land disturbances. Therefore, archaeological investigations by a Professional Archaeologist should occur before any land disturbance.

Alternative	Destruction of any, or part of any, significant heritage attributes	Alteration that is not sympathetic, or is incompatible, with the historic fabric and appearance	Shadows created that alter the appearance of a heritage attribute or change the viability of a natural feature or plantings, such as a garden	Isolation of a heritage attribute from its surrounding environment, context or significant relationship	Direct or indirect obstruction of significant views or vistas within, from, or of built and natural features	A change in land use such as rezoning a battlefield from open space to residential use, allowing new development or site alteration to fill in the formerly open spaces	Land disturbances such as a change in grade that alters soils, and drainage patterns that adversely affect an archaeological resource
7. Demolish and Re-Build a purpose-built structure on Site (or somewhere else on the pier), which is considered largely viable only in private or public/private ownership. Examples could include a brew pub/restaurant(s), condos, an arts campus with amphitheatre, hotel, and/or commercial spaces. A new building with Town/government input could include a tourism facility with washrooms.	Would result in the destruction of all the building's heritage attributes and could impact attributes of the landscape as well.	New structure could be incompatible with the surrounding landscape.	Potential for new shadows to be created on the remaining heritage attributes.	The destruction of the Grain Terminals will result in the removal of significant relationships between the Grain Terminals and the surrounding landscape, the harbour and the downtown.	Views and vistas both to and from the Grain Terminal would be impacted.	The use of the Grain Terminals lands as well as the surrounding lands would change.	The area has archaeological potential as per *County of Simcoe Archaeological Management Plan* (2019) and this option will result in land disturbances. Therefore, archaeological investigations by a Professional Archaeologist should occur before any land disturbance.

From a heritage conservation perspective, the best mitigation option for cultural heritage resources and/or heritage properties is generally retention *in situ*. Retention allows cultural heritage resources to remain in their original location and encourages adaptive re-use and sympathetic and/or compatible development (i.e., in relation to mass, setback, setting and materials). Under Part V of the *Ontario Heritage Act*, which addresses HCDs, the removal of building/s from the HCD is not to occur without a municipal/heritage permit. The MHSTCI *Eight Guiding Principles in the Conservation of Built Heritage Properties* (2007) provides details regarding the conservation of an entire building primarily *in situ*. As noted in Fraser (2008:3), the principles of conservation, (i.e., those found in Parks Canada's *Standards and Guidelines for the Conservation of Historic Places in Canada*, the *Eight Guiding Principles in the Conservation of Built Heritage Properties*, etc.), may be achieved through adaptive reuse of the buildings as part of future redevelopment projects.

10.0 CONSIDERED MITIGATION AND CONSERVATION STRATEGIES

As the final development alternative (end states) for the Collingwood Grain Terminals has not yet been determined, detailed mitigation and conservation strategies can not be provided. However, based on heritage best practices and guidelines found within the *Collingwood Heritage Conservation District Plan* (such as Section 5.1 which addresses exterior maintenance), the following section outlines strategies for the physical conservation of the concrete materials, the conservation of industrial artifacts (chattel), the protection of heritage attributes through heritage and planning mechanisms, as well as heritage process for the changes within the HCD.

10.1 Material Conservation

The conservation advice included in this section is intended to provide high-level considerations to inform the conservation plan as it relates to the concrete terminals and industrial chattels. The information provided and/or its application will be dependant on which course of action/s (end states) are pursued. While an engineering condition assessment of the property has been completed (Tacoma 2018), condition assessments of the industrial equipment as well as more detailed testing and assessments of concrete deterioration should be completed before finalizing a preservation strategy, particularly before any repairs are undertaken. Information provided in this report conforms to industry best practices as established by the standards of federal and provincial professional associations outlined in Section 2.1.

10.1.1 Concrete Conservation

The Grain Terminals are primarily composed of poured concrete with embedded steel reinforcements. Concrete has been widely used as a building material through the twentieth century, especially valued for its versatile applications and durability. However, concrete, like all materials, is vulnerable to mechanisms of decay and historic buildings composed of concrete require specialized monitoring and intervention strategies.

10.1.1.1 Inherent Factors Influencing Deterioration

Concrete is a mixture of fine sand and coarse aggregates (gravel or crushed stone) bound by cement and hardened in a chemical reaction facilitated by water (Young 2008; Gaudette and Slaton 2007). The characteristics of early concrete vary widely due to differences in the composition of the binder, the amount and ratio of water used in the reaction, the form and quality of aggregates, reinforcement technique and materials, admixtures, and the placement and curing

processes utilized (Redondo et. al. 2019; Young 2008; Gaudette and Slaton 2007). The specific composition and fabrication methodology will have inherent characteristics that influence the rate and type of deterioration.

Incorrectly proportioned mixtures have a considerable effect on structural integrity and ability to withstand mechanisms of decay (Young 2008). Reactions between the alkaline binder and variety of materials used as aggregates can cause a range of outcomes influencing degradation. The composition will also influence the porosity of the concrete, therefore enhancing or reducing its capability to retain or reject moisture, a leading contributor to deterioration (Redondo et. al. 2019; Young 2008; Gaudette and Slaton 2007).

Similarly, the processes and equipment used in the placement and curing of the concrete will affect deterioration. Before the process of pre-stressing became standardized, contraction of concrete as it cured resulted in more apparent cracking and issues with embedded reinforcements (Young 2008). Poorly consolidated concrete can contain voids that lead to reduced protection and therefore more rapid corrosion of embedded steel. Voids may also produce areas of weakness in the structure (Young 2008; Gaudette and Slaton 2007). In the early twentieth century some concrete constructions were fabricated with a harder, cement-rich coating on the exterior to promote water resistance. These layers are vulnerable to delamination, allowing deterioration to occur at an increased rate as water penetrates the inner structure (Gaudette and Slaton 2007).

While reinforcement adds tensile strength and enables more versatile applications, embedded steel rods and mesh can be a principal concern for deteriorating concrete. Steel corrosion creates a build up of rust which occupies a greater volume; this expansion creates tensile stresses in the concrete which can cause cracking, delamination, and spalling. This issue of corrosion was addressed in the early twentieth century, and it became standard to surround reinforced steel with a protective layer to prevent corrosion. However, this defense is dependent on concrete's normal alkalinity. A change in alkalinity occurs over time through carbonation, the reaction of calcium hydroxide within the concrete to moisture and atmospheric carbon dioxide. Once this process reaches the interior of the structure, any moisture present will corrode the embedded steel. Not only does this undermine the original structural function of the steel, but the expansion of the steel as is corrodes causes physical damage to the concrete surrounding it (Redondo et. al. 2019; Hartin et. al. 2018; Young 2008; Gaudette and Slaton 2007).

10.1.1.2 Identifying Deterioration

To help inform the type and level of intervention strategy required, a complete condition assessment of the building must be completed by a structural engineering consultant and architectural conservator. A condition assessment provides a detailed written and visual record of observable structural damage and material decay, including the location and degree to which damage is present, evidence of previous repairs, any obvious triggers of deterioration and, if detectable, whether the deterioration is active or stable (Young 2008; Gaudette and Slaton 2007).

An engineering condition assessment was completed for the Collingwood Grain Terminals in 2018 by Tacoma Engineers. This assessment included a visual inspection of the silos, foundations, bin floor, towers, and rail sheds. Select invasive and non-invasive testing were utilized as needed to provide additional information on construction method and condition. Indicators of concrete deterioration and their general location were identified during this assessment, as well as any obvious mechanisms of decay. Consistently, the presence of standing or leaking water and/or the

failure of water mitigation and drainage systems was identified in the vicinity of signs of decay (Tacoma 2018).

Often, visual indicators of concrete deterioration are the result of multiple mechanisms of decay. Indicators of concrete deterioration and their underlying causes are outlined below, as well as any observations by Tacoma 2018 in relation to the Collingwood Gain Terminals:

Biological Activity: Biological activity refers to the growth of microorganisms (ex. algae, fungi, and bacteria) and well as larger plant and animal activity. Deterioration from biological forces can take the form of physical damage in addition to chemical damage from secretions. Furthermore, biological activity facilitates the retention and movement of moisture, a significant catalyst to other mechanisms of decay (Young 2008; Gaudette and Slaton 2007).

Biological activity in the form of bird droppings was identified in the Marine Tower by Tacoma (2018).

Cracking: Cracks vary in form from a fine network of lines to deep cracks actively extending into the concrete. Fine cracks may be the result of the initial shrinkage of the concrete during curing. These are referred to as *checking* and are typically not a structural concern. However, it is important to monitor these as they can become apertures for water migration into the structure. Large, active cracking can be an indicator of structural weaknesses such as a settling foundation or design flaws. Cracks can also be generated by the expansion and contraction of materials experienced during naturally occurring changes in temperature, particularly when moisture is present (Young 2008; Gaudette and Slaton 2007).

Cracking was identified in the following areas by Tacoma (2018):

- Localized minor cracking on the foundation in association with embedded steel reinforcements; vertical wall cracks on west end
- On the basement floor slab in association with standing water
- On the basement ceiling slab
- Vertical and horizontal cracks on exterior of silo; significant floor cracks on interior
- Localized on walls of the Rail shed in association with embedded steel reinforcements
- Wide cracks in beams and slabs of basement in association with embedded steel reinforcements

Deflection: Deflection refers to the distortion or deformation of structural elements, such as sagging or bent beams and slabs. This is often an indicator of compromised structural integrity and may be caused by deteriorated and weakened concrete, corrosion and failure of embedded steel reinforcements, or engineering and design flaws (Gaudette and Slaton 2007).

Deflection was identified in the concrete slabs on interior of silos by Tacoma (2018).

Delamination: Separation of parallel planes or layered surfaces is called delamination. Delamination can be caused by the corrosion of reinforcing steel, inappropriate use and application of coatings or other materials, migration and recrystallization of soluble salts,

and the presence of water during freeze-thaw cycles. Delamination is similar to spalling but can occur over a larger area (Slaton et al 2010; Young 2008; American Concrete Institute 1997).

Delamination was identified in the following areas by Tacoma (2018):

- On the basement ceiling slab
- On the concrete slabs of the silos and towers in association with embedded steel reinforcements

Spalling: Spalling, the loss of material from the surface of concrete, is most often caused by freeze-thaw cycles of water. It may also be an indicator of the migration and recrystallization of soluble salts, or the corrosion and subsequent expansion of embedded steel reinforcements (Young 2008; Gaudette and Slaton 2007).
Spalling was identified in the following areas by Tacoma (2018):

- Localized on the foundation, towers, and Rail Shed in association with embedded steel reinforcements
- Localized on silo exteriors and basement ceiling slab
- Localized on Bin Floor in association with chronic roof leakage
- Severe spalling of beams and slabs of basement in association with embedded steel reinforcements

Staining: Stained concrete surfaces are an indicator that water is present. Staining is formed when moisture promotes biological growth, corrosion of embedded or affixed metals, the migration and recrystallization of soluble salts, or reactions with gaseous and particle pollutants (Young 2008; Gaudette and Slaton 2007).

Staining of concrete was not noted in the 2018 assessment. This does not indicate that it was not present, only that it was not considered significant enough to warrant inclusion for the purposes of that assessment.

Weathering: The term weathering encompasses physical and chemical agents that alter exposed surfaces. This includes wind, movement of water, and reaction of the substrate to gaseous and particle pollutants. A coated or chemically weathered surface may provide a protective barrier which, when removed by physical forces such as inappropriate abrasive cleaning, can provide renewed opportunity for moisture to trigger additional reactions and weaken the structure (Young 2008; Gaudette and Slaton 2007).

Weathering of concrete was not noted in the 2018 assessment. This does not indicate that it was not present, only that it was not considered significant enough to warrant inclusion for the purposes of that assessment.

10.1.1.3 Assessing Composition and Fabrication

Due to concrete's variability, preservation of such structures requires a detailed understanding of the specific composition and manufacturing process, as well as any previous repairs undertaken. This necessitates the detailed study of historic documents and photos to gain as much information as possible about the concrete structure (Young 2008; Gaudette and Slaton 2007). Such a study was conducted during the engineering condition assessment (Tacoma 2018).

Specialist testing is extremely beneficial for developing an understanding of the deterioration processes taking place that are unique to the character of each concrete structure. Petrographic and chemical analysis can provide information on water-cement ratios, air content, specific cement and aggregate compositions and characteristics, pH levels, and presence of harmful pollutants such as chlorides and sulphides. Testing can also provide information on the present strength of the concrete, degree of deterioration, and inform the materials and techniques best suited for repair (Crevello et. al. 2015; Young 2008; Gaudette and Slaton 2007).

In addition, there are a number of non-invasive tests that can be conducted to identify areas of delamination, assess concrete thickness, detect the location, size and frequency of voids, and the placement of embedded reinforcements (Young 2008; Gaudette and Slaton 2007).

During the 2018 structural assessment, Tacoma Engineers contracted a concrete testing firm and concrete scanning firm to identify slab thickness on the interior of the silos, as well as concrete strength, location of reinforcements, and placement of concrete toppings. This additional testing identified "structurally significant deterioration of the silo concrete slabs" (Tacoma 2018).

10.1.1.4 Prevention and Intervention Strategies

It is essential to blend the information gained through a detailed understanding of the specific concrete composition and characteristics, construction methodology, and condition reporting to identify the root causes of deterioration and inform an appropriate prevention, treatment and, if necessary, restoration strategy.

Following their 2018 assessment, Tacoma Engineers provided short, medium, and long-term recommendations. A complete list of recommendations may be found in their report, with prioritization given to those issues which impact the health and safety of persons accessing the property. The following is a summary of those recommendations which are most significant to the material conservation of the concrete structures:

Short-term:

1. "Replace the roofing system on the Bin Floor, Marine, and Shipping Tower roofs";
2. "Install steel reinforcing and roof deck over the exposed silo slabs"; and
3. "Complete detailed assessment and restoration programs for the exterior concrete, doors/windows, basement slab, stairs/guards";

Medium-term:

4. "Repair the exterior concrete structure";
5. "Waterproof the foundation system"; and
6. "Replace doors and windows as required"

Long-term:

7. "Complete a sub-surface investigation of the timber piles";

8. “Complete any outstanding concrete repairs”; and
9. “Develop a comprehensive maintenance program”

The following are recommendations to be completed before a conservation plan is established. Alternatively, the conservation plan will require the completion of the following, in order to inform a detailed strategy:

1. Identify specific areas where deterioration has occurred (addressed above in short-term task 3; long-term task 7)
2. Prioritize areas requiring intervention (addressed above in short-term tasks 1 and 2; medium-term tasks 4 and 6; long-term task 8)
3. Address identified mechanisms of decay, especially in areas with inadequate water mitigation and drainage systems (addressed above in short-term task 1; medium-term task 5; long-term task 9)
4. Conduct additional research, including invasive and non-invasive testing, to advise which materials are best suited for repair

A dedicated prevention plan is the most effective way to promote preservation of historic concrete structures. At its core, this plan should include detailed strategies for:

1. Monitoring and quickly addressing any issues with roofs or drainage systems. The principal contributor to the deterioration of concrete is water, therefore, it is crucial to mitigate the effect of moisture by maintaining these systems (Redondo et. al. 2019; Young 2008; Gaudette and Slaton 2007).
2. Monitoring contact points and interfaces between concrete surfaces and adjacent materials. This includes joins, sealants used around window and door openings, and integrated or affixed metal elements and fixtures. Synthetic sealants, wood, and metals, if not protected, often deteriorate. Degradation of these makes any bordering concrete susceptible to more rapid decay, especially if they served a weather-proofing function (Gaudette and Slaton 2007).
3. Maintenance plans that include the removal of biological growth, pest activity, limited use (or removal) of salts used for de-icing and, when necessary, removal of soiling. These factors contribute to the transport and retention of water and are a catalyst for harmful reactions (Young 2008; Gaudette and Slaton 2007). It is important to avoid aggressive cleaning strategies such as the use of high-water pressure and/or abrasive methods that remove protective exterior barriers and expose fresh surfaces to moisture and atmospheric pollutants (Young 2008).
4. Implementing security measures to limit the opportunity for vandalism.

Intervention strategies include cleaning, the application of protective coatings, infill repairs, structural reinforcement, and replication or replacement. Any interventions undertaken should comply with the “Guidelines for Preservation, Rehabilitation and Restoration” (see Section 2.1) This includes ensuring that interventions are necessary and appropriate to the needs of the structure, compatible in composition and methodology to the existing materials, and sympathetic to the original character and appearance of the structure. Trials, mock-ups, and models should be utilized before full-scale treatment is undertaken (Crevello et. al. 2015; Young 2008; Gaudette and Slaton 2007).

10.1.2 Chattel

Any of the end states which require the removal of equipment from the building interior should include a conservation strategy for the preservation of a representative sample of industrial equipment and fixtures, or items which are considered significant to the heritage value of the facility. Risk mitigation and intervention strategies are specific to the material(s) an object is composed of. A number of factors will influence the appropriate conservation strategy, including intended function and use-life, coatings, the degree to which deterioration is already present, accelerating conditions such as contact with other materials or lack of preventive controls, health and safety considerations, and financial and human resources.

In addition to the "Guidelines for Preservation, Rehabilitation and Restoration" outlined in Section 2.1, principles specific to the conservation of industrial equipment and fixtures include:

1. Minimizing the loss of historic evidence by maintaining traces of original use-wear and coatings (Pelletier and O'Connor 2019:1,5; Hartin et. al. 2018; CCI 1993).
2. Repainting and replacement of components only in special circumstances, as removal of protective elements can cause deterioration (Pelletier and O'Connor 2019:1,4).
3. *In situ* preservation should always be given priority consideration (Pelletier and O'Connor 2019:4; TICCIH 2003).

10.1.2.1 Inherent Factors Influencing Deterioration

Industrial equipment and fixtures are often comprised of metals. Metals are susceptible to corrosion, an electrochemical process involving the transfer of electrons to create simultaneous oxidation and reduction reactions. Corrosion is a natural process that is accelerated by the presence of water, air pollutants, and/or contact between two or more metals with differing galvanic values (Selwyn 2004:19-20; Hartin et. al. 2018).

Corrosion products are sub-divided in two groups: passive and active. Passive corrosion products can promote the protection of an object by distributing an even layer that halts or decelerates chemical reactions. These stabilizing layers are known as patinas and can occur naturally or be induced with the application of certain coatings (Barclay et. al. 2020). Corrosion is considered active when the reaction progresses freely. When corrosion is in an active state, the structural integrity of a metal object is compromised as the reaction penetrates deeper causing the object to become brittle, pitted, and/or powdery, eventually leading to the loss of material by crumbling, flaking, or detachment of outer layers. In addition, active corrosion often causes the original metal to expand, resulting in the loss or damage of securing mechanisms and fasteners, presenting further risk to the structural integrity of the object (Barclay et. al. 2020; Hartin et. al. 2018; CCI 2007). Original form and functionality are inevitably impacted during this process.

Though it is difficult to entirely remove the potential for corrosion to occur, there are measures that can mitigate damage and promote patinas. Preferably, metal objects are stored indoors where temperature, humidity, light, gaseous and particle pollutants, and other mechanisms of deterioration can be controlled. Dry storage environments, with a relative humidity of 30% or lower are ideal for metals, however, a moderate relative humidity of 45-55% is still considered acceptable. Limiting sources of gaseous and particle pollutants can be achieved by adding specific filters to existing HVAC systems, using cleaning products and techniques approved for the specific material, limiting sources of dust and dirt and, if possible, providing dustcovers for objects (Barclay et. al. 2020; CCI 2007).

Plastics, particularly rubber, are common secondary components of industrial equipment, often in the form of pads, grips, tires, weatherstripping, gaskets, hoses, and belts. These elements deteriorate as a result of depolymerization and/or migration and loss of plasticizing agents, causing them to become brittle, crack, and develop powdery surfaces and blooms. In the most severe circumstances, they may completely disintegrate (Hartin et. al. 2018; CCI 2002). Deterioration of rubber on industrial equipment is often accelerated by contact with other materials, such as iron. Conversely, exposure to the damaging vapours produced by deteriorating plastics and rubber will worsen the condition of nearby materials. Ideal conditions for the storage of plastic and rubber components are an indoor space where temperature, humidity, light, and atmospheric pollutants can be monitored and controlled (CCI 2002). Deteriorated rubber in poor condition cannot be reversed, however, the surfaces can be cleaned to remove any chalky residue. Commercial silicone and wax-based products can be applied to help protect against the damaging effects of air pollutants and UV radiation (CCI 2002).

10.1.2.2 Identifying Deterioration

To help inform the type and level of intervention strategy required, a complete condition assessment of individual elements and objects should be completed. A condition assessment provides a detailed written and visual record of observable structural damage and material decay, including the location and degree to which damage is present, evidence of previous repairs, any obvious triggers of deterioration and, if detectable, whether the deterioration is active or stable (Young 2008; Gaudette and Slaton 2007).

The engineering condition assessment completed in 2018 by Tacoma Engineers included a visual assessment of secondary building elements, including stair and access platforms, windows, guards, access ladders, and anchorage. This assessment did not address any industrial equipment. Prior to the removal of any industrial equipment for reuse elsewhere or integration into commemoration within or outside the building as part of a future use, condition reporting should be completed on individual secondary building elements as well as industrial equipment and fixtures. Once this is complete, an object-specific preservation strategy can be established, as well as prioritization of interventions.

Expressions of deterioration are specific to material composition, and generally include:

- Corrosion products
- Biological activity
- Material loss through chips, delamination, spalling, or rotting
- Surface damage through abrasion, cracking, crazing, tearing, and pitting
- Changes in aesthetic due to discolouration, staining, soiling, encrustations, or powdering
- Distortion or other changes to form, and
- Embrittlement or softening of material

10.1.2.3 Addressing Outdoor Storage Potential

Outdoor storage and display of objects should be considered only when indoor storage cannot be achieved. Objects in outdoor settings often require more extensive planning, maintenance, and interventions than indoor settings, as it is difficult to control the factors which most increase the rate of deterioration (Hartin et. al. 2018; CCI 2002; CCI 1993). Detrimental conditions include:

- Inappropriate levels of moisture in the form of uncontrolled fluctuations in humidity, rain, snow, dew, standing water, and moisture held by the soil and nearby vegetation. Water is an ideal accelerant for the rapid corrosion of metals and can also lead to cracking during freeze-thaw cycles, destructive biological growth, migration and recrystallization of salts, and staining (Hartin et. al. 2018).
- Seasonal extremes in temperature result in the rapid expansion and retraction of materials. This is particularly problematic for composite items where components of different materials do not expand and retract with a similar consistency (Hartin et. al. 2018).
- Direct sunlight, the UV component provides energy for harmful reactions (Hartin et. al. 2018).
- Atmospheric pollutants in both gaseous and particle (dust) forms trigger detrimental acidic reactions and accelerate corrosion
- Biological deterioration in the form of microorganisms, flora and fauna trap moisture and dirt, deposit secretions, and cause physical damage. (Hartin et. al. 2018).
- Physical damage occurring as a result of wind and adverse weather conditions, proximity to snow and lawn maintenance equipment, and misuse of the object by the public (Hartin et. al. 2018).
- Unsecured spaces contribute to theft and/or vandalism of objects (Hartin et. al. 2018).

If storage indoors is not possible there are measures that can help slow the rate of deterioration:

- Consider locations which remain dry, offer some degree of protection from environmental conditions, and where there is no potential of damage occurring from existing architectural or landscape features. Strategic placement of items in prominent, well-lit areas can also help deter theft and vandalism (Hartin et. al. 2018; CCI 1993).
- Prepare the item by cleaning all surfaces of dust and dirt, biological accumulations, remnants of fuels (coal, wood, liquid fuel, etc.), and old lubricants which have dried out and hardened, becoming ineffective (CCI 1993).
- Provide material specific protective coatings and, if possible, do not remove existing protective layers, including finishes, paints, waxes, varnishes, and patinas (Hartin et. al. 2018).
- All cavities, apertures, and openings should be drained and vented in such a way that prevents water, dirt, or other materials to enter, while allowing moisture to escape (Hartin et. al. 2018; CCI 1993).
- To minimize the risk of vandalism, secure loose components and items which can be easily removed (ex. gauges, knobs, belts, pedals) and protect components which may be easily damaged or are especially vulnerable to deterioration outdoors (ex. soft metals, glass, ceramic, and rubber). If components must be removed to prevent their theft or damage, thoroughly document where they will be stored and provide tags for to minimize the risk of dissociation. If components which serve a weatherproofing function (ex. gaskets, weatherstripping) are removed, it is ideal to replace these with an appropriate alternate material or replica so the element they functioned to protect is not left exposed (CCI 2002; CCI 1993).
- Where possible, provide protective structures. Bases, pads, or blocks can be used to raise objects and prevent direct contact with the ground where soil, water, and vegetation can accelerate deterioration. Coverings such as temporary plastic sheeting or more permanent sheds, provide some protection from the elements. Barriers or semi-enclosed spaces can

help mitigate inadvertent and intentional damage caused by the public. Signage can also be used to promote respectful interactions with the object (Hartin et. al. 2018).

- A regular maintenance schedule is necessary to monitor, clean, renew protective coatings and, if necessary, strategize further interventions. Creating a checklist or chart will standardize inspections and help ensure nothing is missed (Hartin et. al. 2018; CCI 2002; CCI 1993).
- Well-defined roles and responsibilities are essential to provide a clear point of authority for decision making and ensuring maintenance, inspections, and interventions are completed (Hartin et. al. 2018).

10.1.3 Conservation Conclusions

In summary, the following additional studies are recommended once a preferred end state for the Collingwood Grain Terminals has been determined as part of the development:

1. Additional work as recommended in the structural assessment for areas which they did not access or thoroughly assess (i.e., marine tower, basement slab, and sub-surface wood piles). This work is related to the stability of the structures so should be prioritized/mandatory for redevelopment.
2. Individual condition assessments of window/door fixtures are recommended if the aim is conservation. If these are to be replaced rather than repaired or conserved then individual condition assessments are not necessary.
3. Individual condition assessments of industrial equipment are recommended for those items which are intended for conservation. This report provides a broad overview for identifying deterioration, but to properly conserve an item they should identify the specific location/degree/type of deterioration to inform how to best treat/mitigate further deterioration.
4. Because the structure is composed of an early 20th century cement, there is a risk of increased variability in its composition and manufacture. Laboratory and petrographic testing to identify specific ratios of ingredients and the degree to which non-visible deterioration is present will inform what material is best suited for repair (this applies to strength of the repair, ability to bond, prevent further deterioration, etc.). For example, if the concrete is softer and more porous than the material used to repair it, this will lead to further deterioration because the repair is not compatible.

10.2 General Heritage Mitigation Measures

The following mitigation measures should be considered for any of the development options (end states). Additional detailed mitigation measures are dependant on the preliminary and detailed designs and should be examined in a Heritage Impact Assessment (see Section 10.3).

10.2.1 Material Reuse

This option allows for the retention of components of the buildings for reuse prior to their demolition or removal. The selective removal of identified architectural or landscape elements preserves portions or features of buildings and structures that possess historical, architectural or cultural value and can divert them from becoming landfill material (Town of Aurora 2016). This mitigation option is not the strongest option from a heritage perspective; however a removal and reuse program would allow for the conservation of key components. This option should be considered in the event that any material is removed from the building as part of any of the

development options. Reuse and salvage can be achieved by the identification, removal and repurposing through symbolic conservation, or reusing of heritage materials from buildings prior to their demolition. These materials may then be used in other heritage structures as sourcing materials for repair and replacement can be challenging, especially if the materials are from an historic source that no longer exists, such as a quarry, an old-growth forest, or a manufacturing facility that has closed (Parks Canada 2010). As such, the careful salvage of materials from one historic structure can represent an opportunity for the in-kind replacement of quality historic materials in another.

10.2.2 Interpretation/Commemoration

A Commemoration and Interpretation Plan would explore options for a plaque/s or signage and recommend potential locations, the design of graphics and text, as well as how the commemoration should be displayed. This option should be considered for any of the development options. The Commemoration and Interpretation Plan may recommend locations for commemorative displays such as amenity space or trails on the surrounding property or the lobby or amenity areas inside. The Commemoration and Interpretation Plan should be finalized prior to construction activities commencing in order to carry out any potentially recommended actions (i.e., salvage, further documentation) ahead of construction.

10.3 Heritage Process/Next Steps

The information presented in this Built Heritage Assessment should be used to inform the next steps as outlined in the *White Paper* for the re-development. Specifically, the Statement of Cultural Heritage Value or Interest including a list of heritage attributes could be used as information to evaluate potential proposals for the development and/or reuse of the buildings. The future redevelopment proposals/designs could be reviewed against the list of heritage attributes such that, future redevelopment proposals that retain/protect heritage attributes could be rated higher in an Request for Proposal process than those that remove some/all heritage attributes.

The Grain Terminals are designated under Part V of the Ontario Heritage Act as part of the Collingwood Downtown Heritage Conservation District. As part of this designation, exterior alterations and/or potential development of the property would require:

- Review to confirm that the work adheres to the policies of Section 8.0 on heritage permits, 9.0 on design guidelines, and 10.0 heritage conservation standards of the *Collingwood Heritage Conservation District Plan*. Interior work is not applicable.
- Any alterations or reuse requires a Heritage Impact Assessment (Appendix A HCD Plan)
- Alterations and/or reuse requires a Conservation Plan (Appendix A HCD Plan)

11.0 CONCLUSIONS AND RECOMMENDATIONS

The information presented in this Built Heritage Assessment should be used to inform the next steps as outlined in the *White Paper* for the re-development of the Collingwood Grain Terminals.

The Collingwood Pier including the Collingwood Grain Terminals is designated under Part V of the *Ontario Heritage Act* as part of the Collingwood Downtown Heritage Conservation District. As part of this Part V designation, any alterations or potential development on the property would require the following:

- Once the preferred end state of Collingwood Grain Terminals is determined, the owner (or development partner) is required by HCD Plan to provide a Heritage Impact Assessment that considers the Statement of CHVI and heritage attributes outlined in the *HCD Plan*, as well as all the *HCD Plan* Policies and Guidelines.
- It is recommended that any HIA also consider the contents of this report and the Statement of CHVI and heritage attributes of the Collingwood Pier that were determined as part of this study. The high-level conservation and mitigation measures suggested in this report can also be used to inform this HIA.
- Once the preferred end state of Collingwood Grain Terminals is determined, the owner (or development partner) is required by HCD Plan to provide Conservation Plan. A Conservation Plan should draw upon the information and technical content provided in Section 10.0 - Considered Mitigation and Conservation Strategies. Additionally, it is recommended that a Conservation Plan should consider the Statement of Cultural Heritage Value and heritage attributes of the Collingwood Pier that were determined as part of this study.
- It is recommended that with any alterations or potential development, a reputable contractor(s) with proven expertise in cultural heritage resource materials, should be contracted as part of any future restoration, rehabilitation or redevelopment project;
    - The Architectural Conservancy of Ontario (ACO) North Waterloo Region maintains a *Directory of Heritage Practitioners* located in Ontario that claim to have experience with heritage properties: https://aconwr.ca/dohp.php
    - The Canadian Association of Heritage Professionals (CAHP) is an organization that establishes standards of practice, shares knowledge about heritage conservation and has a membership of heritage professionals: https://cahp-acecp.ca/membership-account/directory/
- The following additional conservation studies/activities are recommended once a preferred end state for the Collingwood Grain Terminals has been determined:
    - Additional work as recommended in the structural assessment for areas which previous studies did not access or thoroughly assess (i.e., marine tower, basement slab, and sub-surface wood piles). This work is related to the stability of the structures so should be prioritized/mandatory for redevelopment.
    - Individual condition assessments of window/door fixtures are recommended if the aim is conservation. If these are to be replaced rather than repaired/conserved, then individual condition assessments are not necessary.
    - Individual condition assessments of industrial equipment are recommended for those items which are intended for conservation. This report provides a broad overview for identifying deterioration, but to properly conserve an item, it is important to identify the specific location/degree/type of deterioration to inform how to best treat/mitigate further deterioration.

- Because the structure is composed of an early 20th century concrete, there is a risk of increased variability in its composition and manufacture. Laboratory and petrographic testing to identify specific ratios of ingredients and the degree to which non-visible deterioration is present will inform what material is best suited for repair (this applies to strength of the repair, ability to bond, prevent further deterioration, etc.). For example, if the existing concrete is softer and more porous than the material used to repair it, this will lead to further deterioration because the repair is not compatible.

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1928 Driving Piles for Terminals Foundation, December 18, 1928
Trestle East of Cofferdam and Preparing Terminals Foundation, December 20, 1928
1929 Driving Piles for Terminals Construction, January 3, 1929.
Pile Driving for Terminals Foundation, January 31, 1929.
Pouring Basement Floor of Terminals, 1929.
Stockyard Pier Looking to GTR Elevator, April 1929.
Collingwood Terminals Under Construction, April 20, 1929.
Collingwood Terminals Under Construction Showing Cribbing, April 27, 1929.
Collingwood Terminals Under Construction, View from North Side of Terminals, April 30, 1929.
Collingwood Terminals Prepared for Concrete Pouring, May 2, 1929.
Collingwood Terminals Prepared for Concrete Pouring, May 8, 1929.
South Elevation of Collingwood Terminals Showing Cofferdam, May 8, 1929.
Collingwood Terminals Under Construction with View to South Elevation and West Breakwall Dock, May 8, 1929.
Collingwood Terminals Under Construction, May 8, 1929.
Collingwood Terminals During Concrete Pouring, May 10, 1929.
Collingwood Terminals During Concrete Pouring Showing Cylindrical Cribbing, May 17, 1929.
Collingwood Terminals During Concrete Pouring Showing Cylindrical Cribbing, May 19, 1929.
Collingwood Terminals During Concrete Pouring, May 27, 1929.
Collingwood Terminals Under Construction, May 27, 1929.
Collingwood Terminals Under Construction, June 4, 1929.
Collingwood Terminals Under Construction, June 6, 1929.
Collingwood Terminals Under Construction with View to the Marine Tower, June 6, 1929.
Collingwood Terminals Under Construction with View to North Elevation, June 6, 1929.
Collingwood Terminals Under Construction with View of South Elevation, June 19, 1929.
Collingwood Terminals Under Construction, View of South Elevation, July 6, 1929.
Collingwood Terminals Under Construction with View of North Elevation, July [11], 1929.
Collingwood Terminals Stockyard, August 17, 1929.
1970 Collingwood Terminals, Collingwood's Second Big Link with the Lakes. Vertical File.
1997 Collingwood Terminals, ca. 1997.
2021 Collingwood Harbour showing First Elevator in Distance, no date.
"N.R. Co's New Grain Elevator at Collingwood", crica 1870.
"View of Harbor" showing Second Elevator, no date.
"Looking into the Harbor", showing the Second Elevator, no date.
The Second Elevator at Collingwood, no date.
Stockyard Pier Looking to GTR Elevator, no date.
Stockyard Pier Looking to GTR Elevator, no date.

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1950 Stair and Elevator Enclosure, Bin Floor to Penthouse Floor and Basement, 1950
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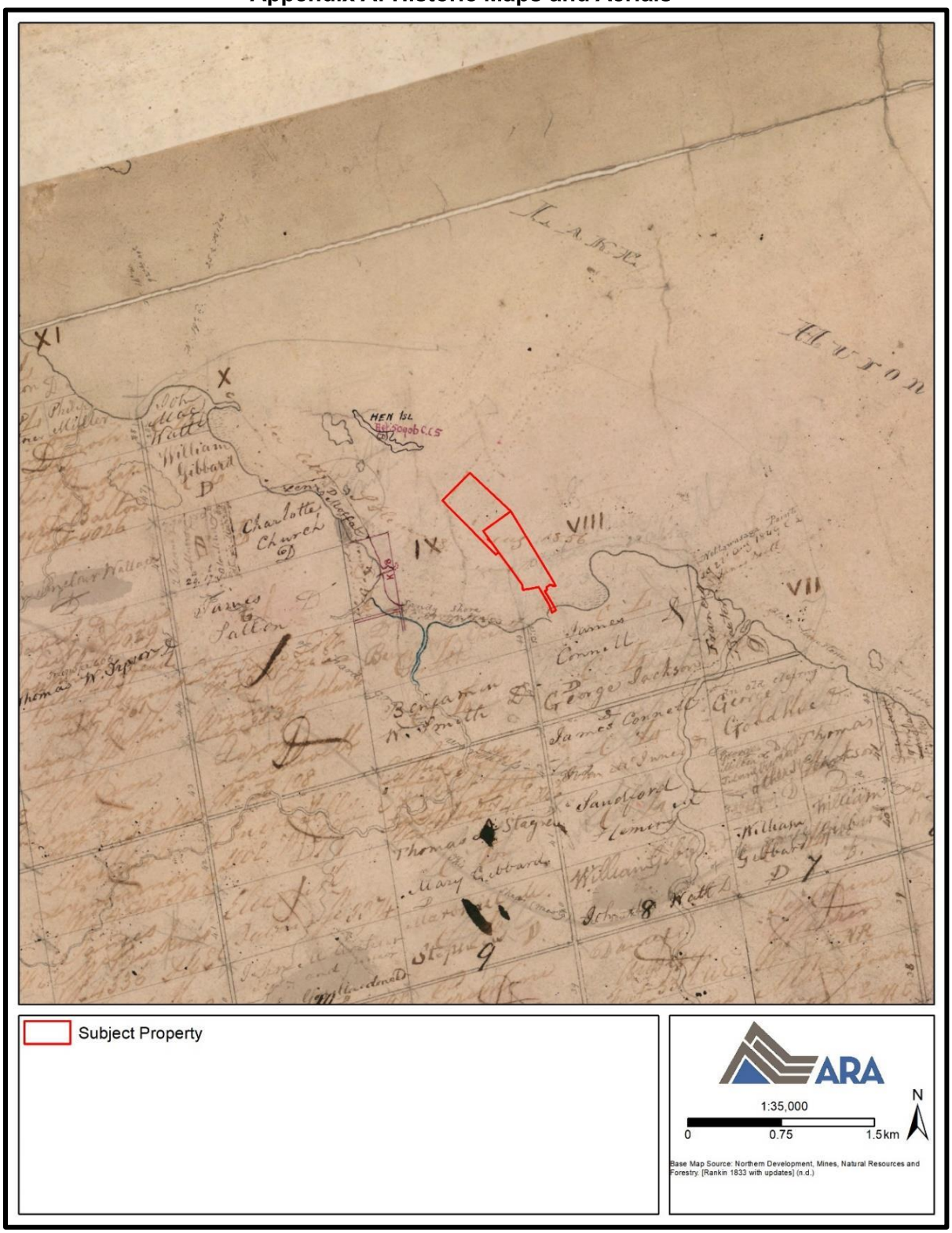
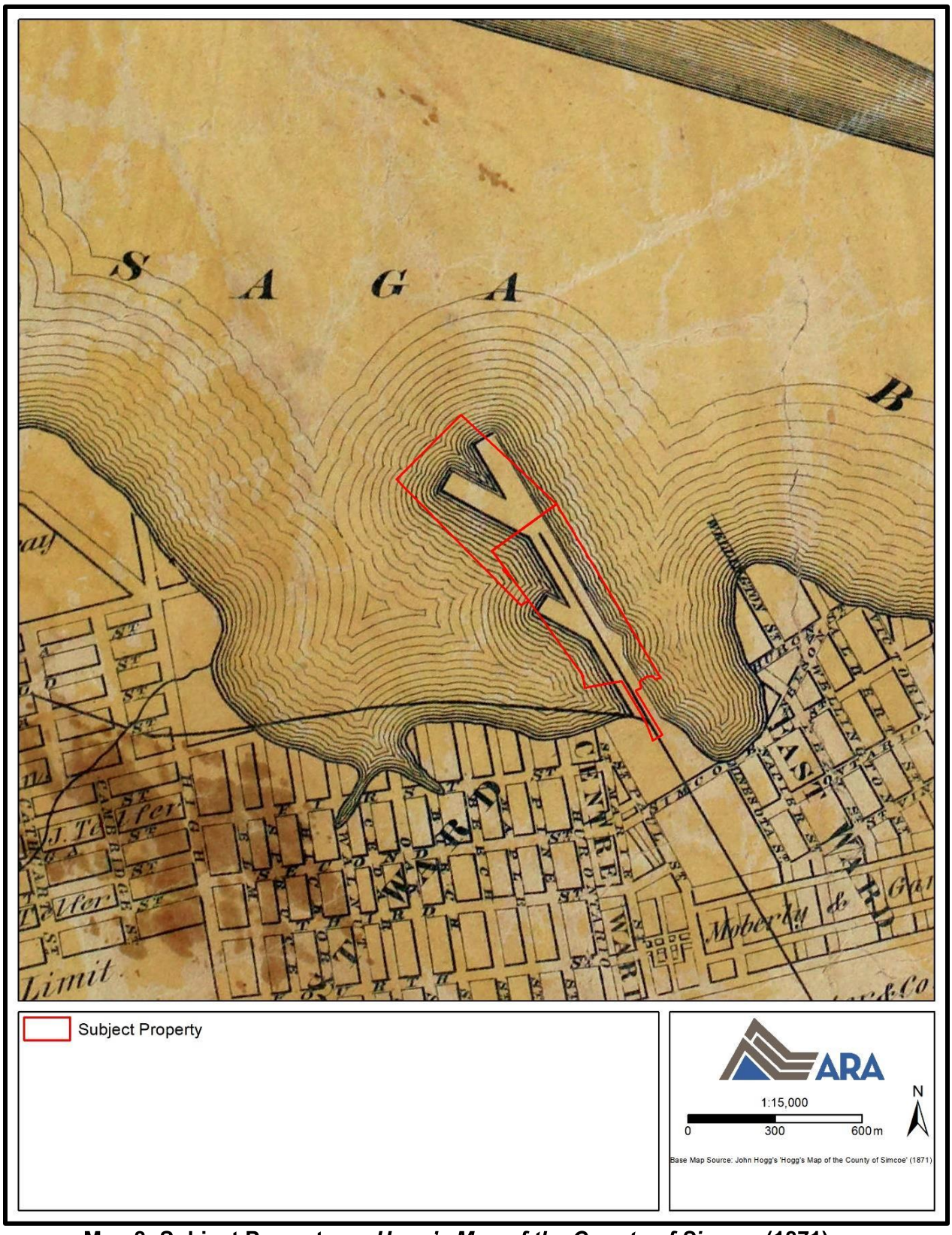
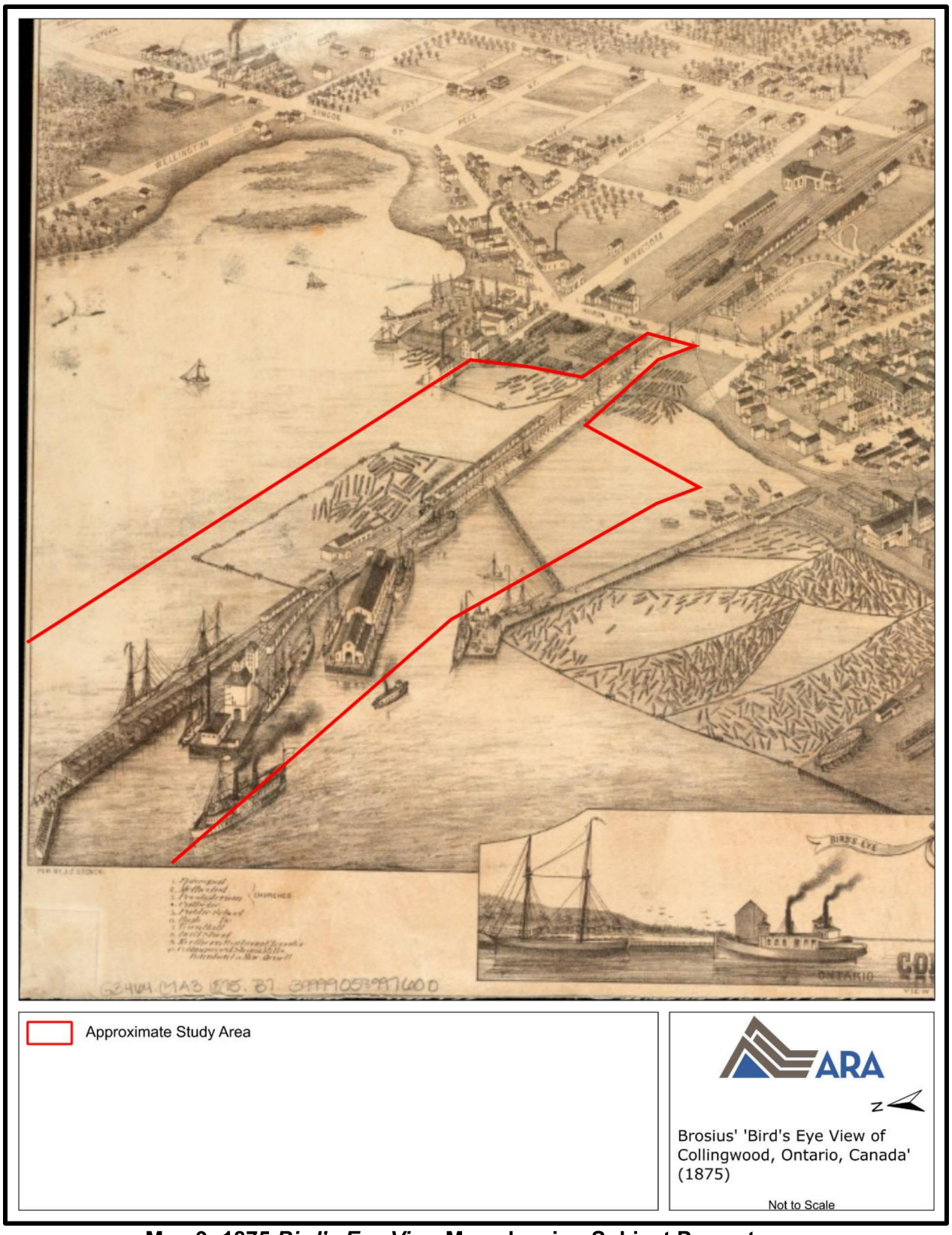
Appendix A: Historic Maps and Aerials



Map 7: Subject Property on a Patent Plan of the Township of Nottawasaga, 1833 with Updates
(Produced under licence using ArcGIS® software by Esri, © Esri; NDMNRF 2021)

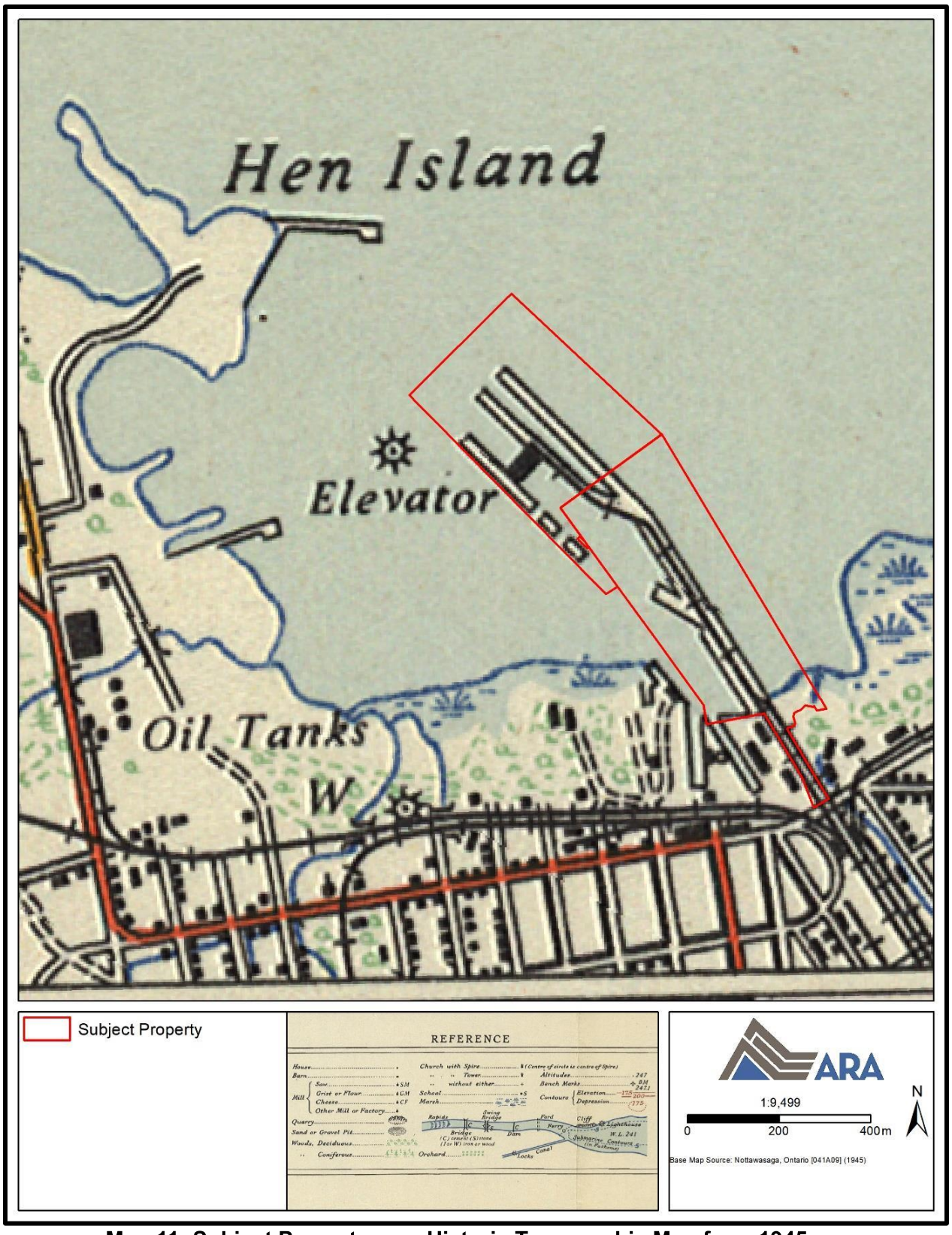


Map 8: Subject Property on *Hogg's Map of the County of Simcoe* (1871)
(Produced under licence using ArcGIS® software by Esri, © Esri; OHCMP 2021)



Map 9: 1875 *Bird's Eye View* Map showing Subject Property
(Produced under licence using ArcGIS® software by Esri, © Esri; McMaster Digital Archive 2021)

Map 10: Subject Property on the *Map of Nottawasaga*, 1881
(Produced under licence using ArcGIS® software by Esri, © Esri; McGill 2001)



Map 11: Subject Property on a Historic Topographic Map from 1945
(Produced under licence using ArcGIS® software by Esri, © Esri; OCUL 2021)

Appendix B: Historic Photographs (Plates)

Plate 1: Collingwood Terminals Viewed from Duntroon
(Facing North; ARA 2021)

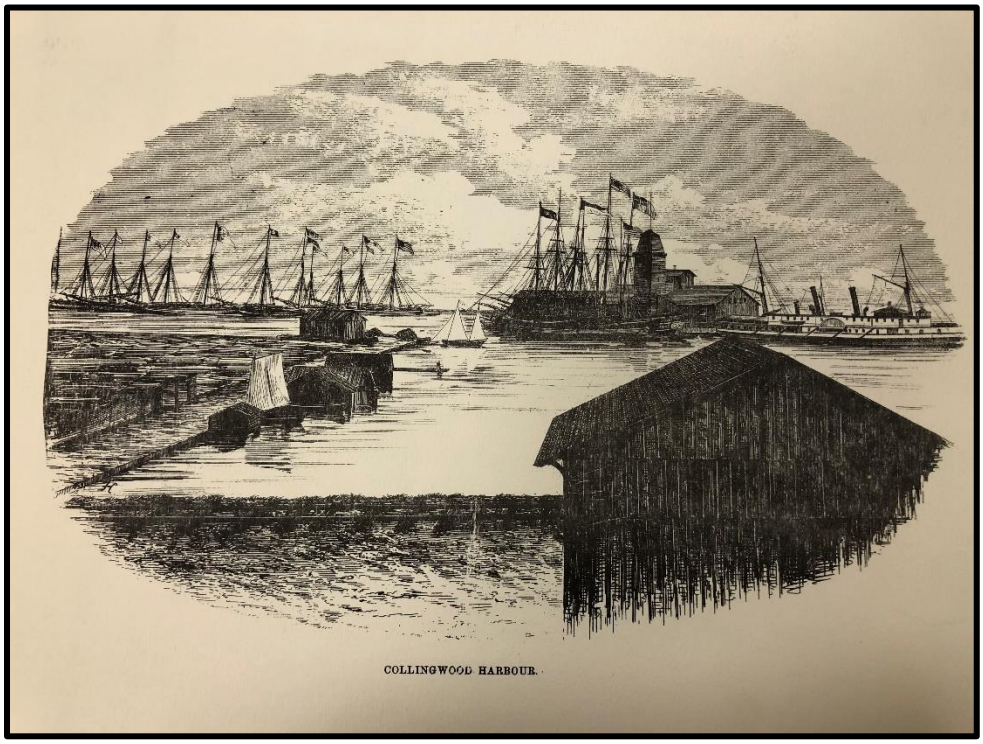


Plate 2: "Collingwood Harbour" showing First Elevator in Distance, no date
(Collingwood Museum 2021)

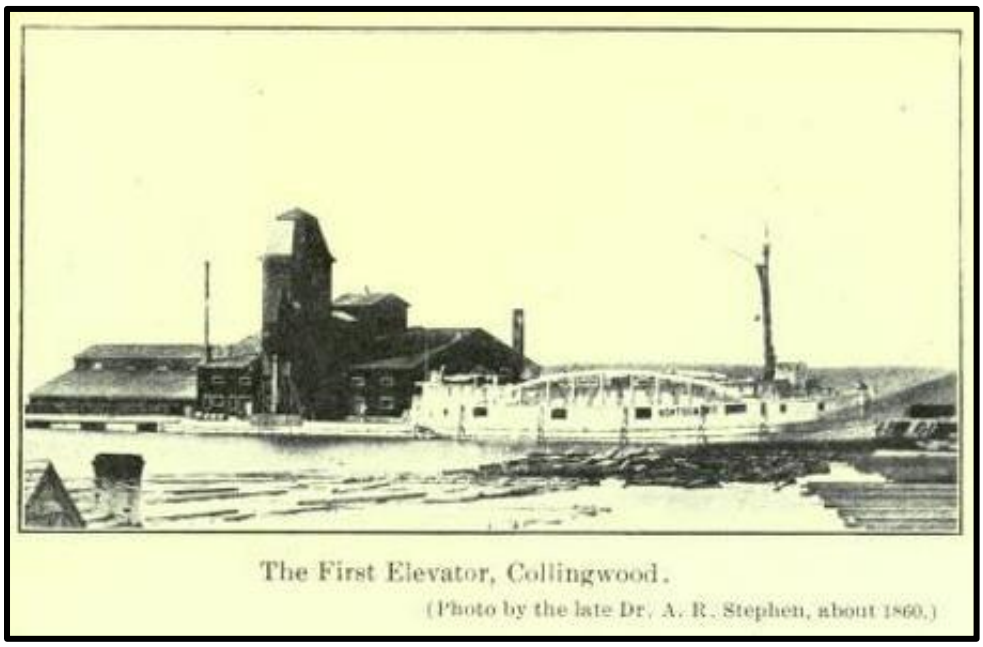


Plate 3: "The First Elevator, Collingwood", ca 1860
(Adapted from Hunter 1909a:171)

Plate 4: "N.R. Co.'s New Grain Elevator at Collingwood", circa 1870
(Collingwood Museum 2021)

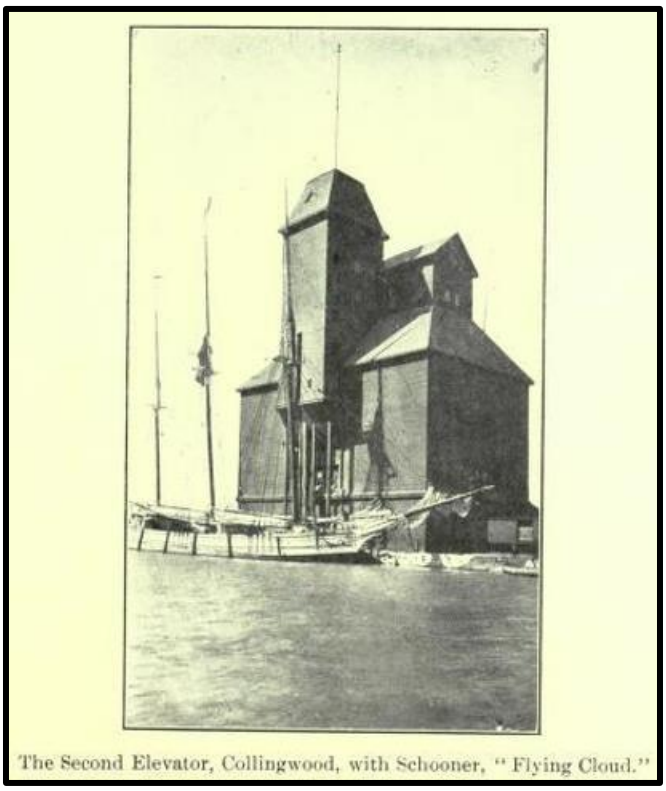


Plate 5: "The Second Elevator, Collingwood, with Schooner *Flying Cloud*", no date
(Facing Northeast; Adapted from Hunter 1909a:171)

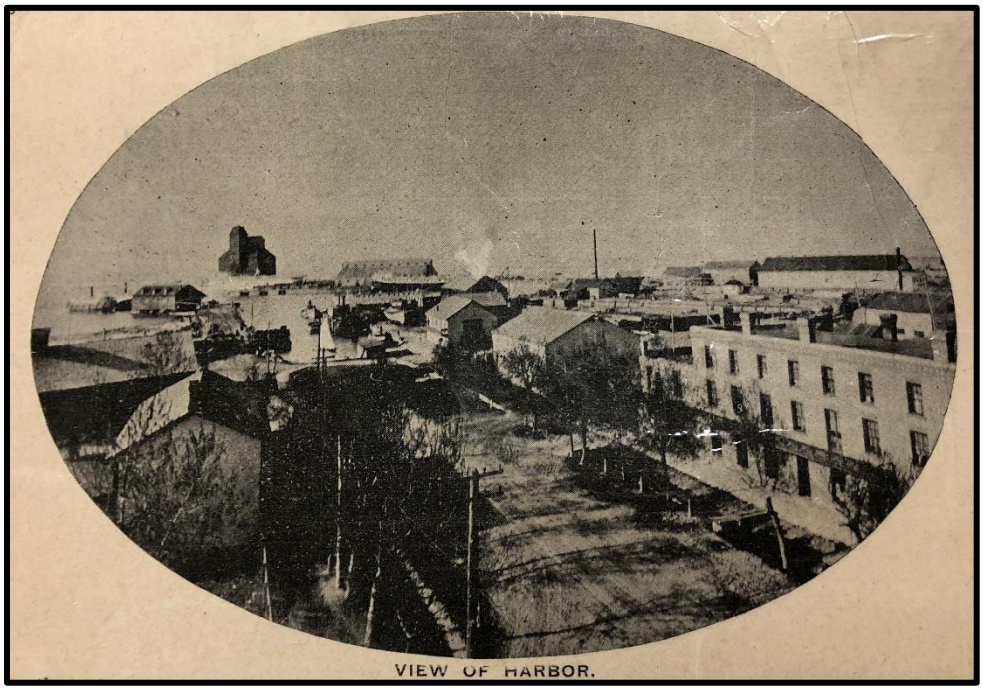


Plate 6: "View of Harbor" showing Second Elevator, no date
(Collingwood Museum 2021)

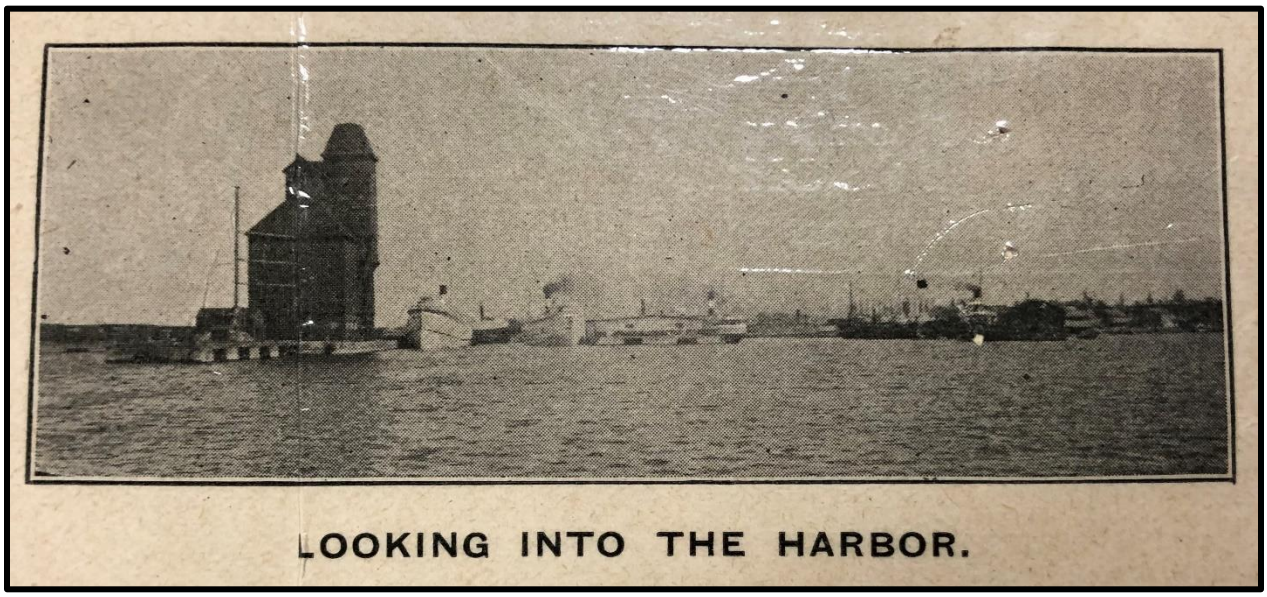


Plate 7: "Looking into the Harbor", showing the Second Elevator, no date
(Collingwood Museum 2021)

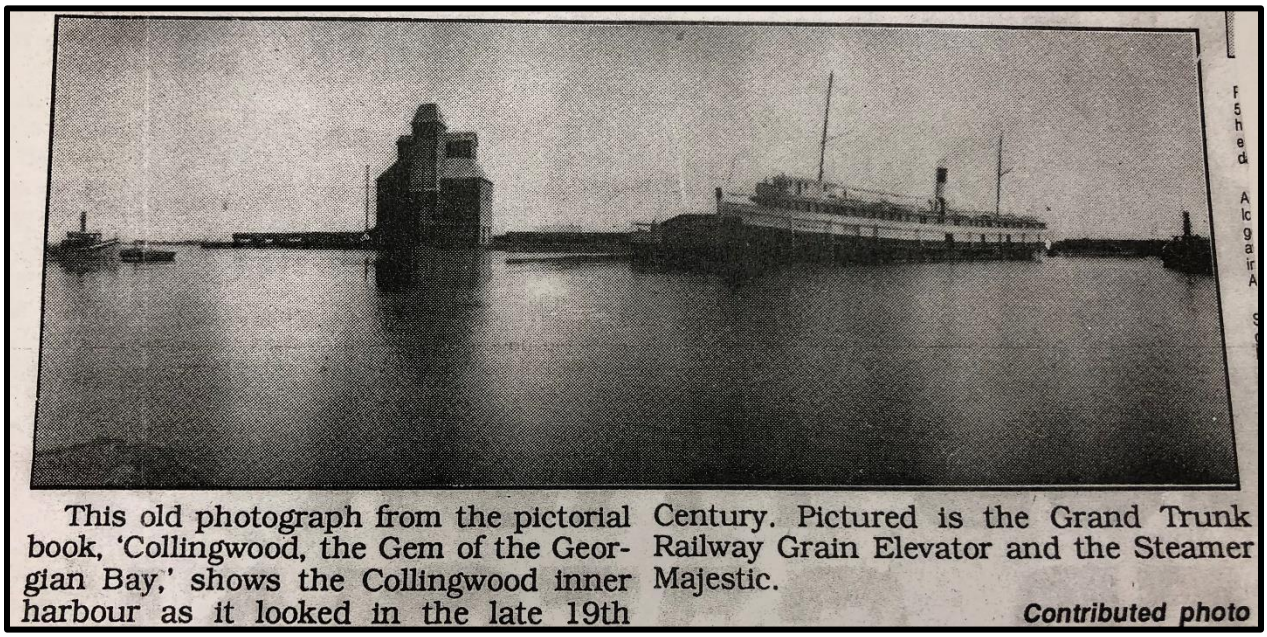


Plate 8: The Second Elevator at Collingwood, no date
(Collingwood Museum 2021)

Plate 9: The Second Elevator at Collingwood, 1915
(Facing Northwest; LAC 1915)

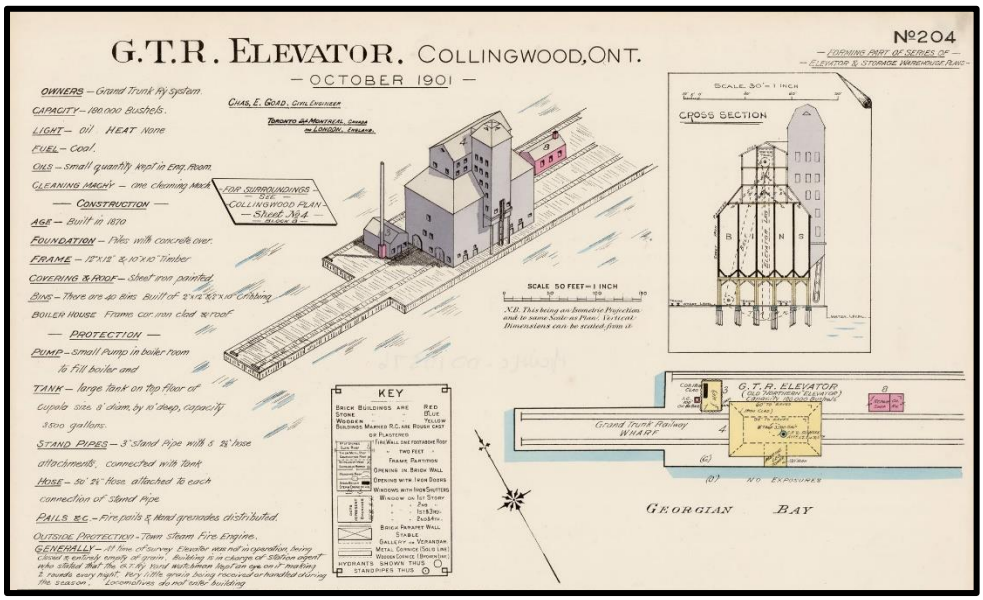


Plate 10: "G.T.R. Elevator, Collingwood, Ont., October 1901"
(LAC 1901)

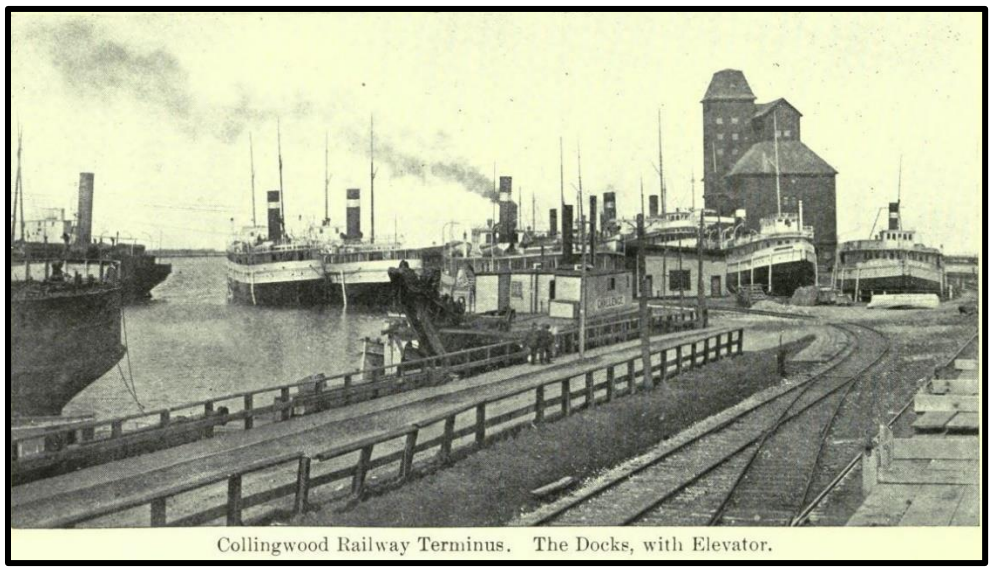


Plate 11: "Collingwood Terminus. The Docks, with Elevator", ca. 1909
(Facing Northwest; adapted from Hunter 1909a:179)

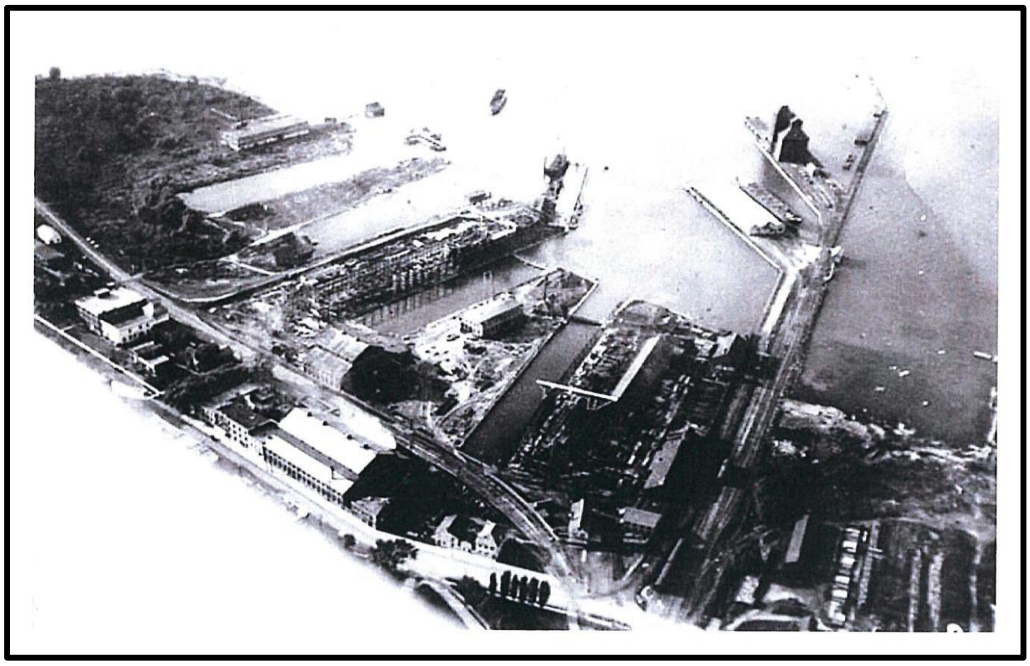


Plate 12: Aerial View of Collingwood Harbour, 1919
(Murdoch 2007:5)

Plate 13: Collingwood (former Northern Railroad) Train Station, 1929
(Facing Northeast; Collingwood Museum)

Plate 14: Driving Piles for Terminals Foundation, December 18, 1928
(Facing Northwest; Provided by the Town of Collingwood)

Plate 15: Trestle East of Cofferdam and Preparing Terminals Foundation, December 20, 1928
(Facing Northeast; Provided by the Town of Collingwood)

Plate 16: Driving Piles for Terminals Construction, January 3, 1929
(Facing Northwest; Provided by the Town of Collingwood)

Plate 17: Stockyard Pier Looking to GTR Elevator, no date
(Facing Southeast; Provided by the Town of Collingwood)

Plate 18: Stockyard Pier Looking to GTR Elevator, no date
(Facing Southeast; Provided by the Town of Collingwood)

Plate 19: Pile Driving for Terminals Foundation, January 31, 1929
(Facing Northwest; Provided by the Town of Collingwood)

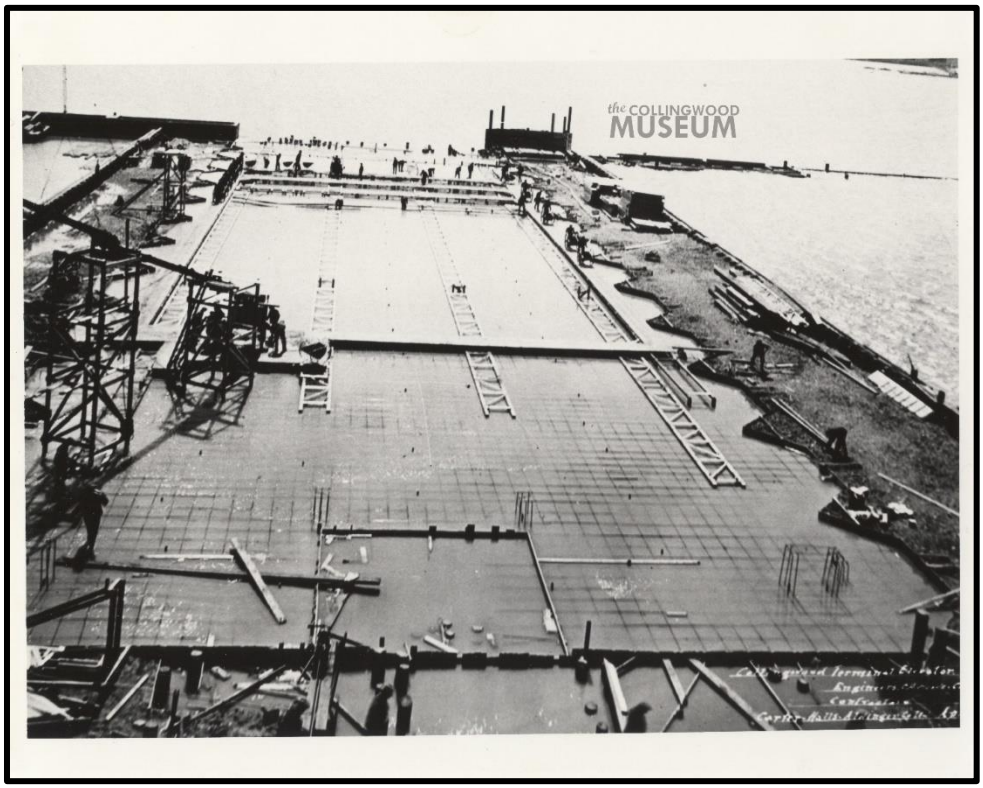


Plate 20: Pouring Basement Floor of Terminals, 1929
(Facing Southwest; Provided by the Town of Collingwood)

Plate 21: Stockyard Pier Looking to GTR Elevator, April 1929
(Facing South; Provided by the Town of Collingwood)

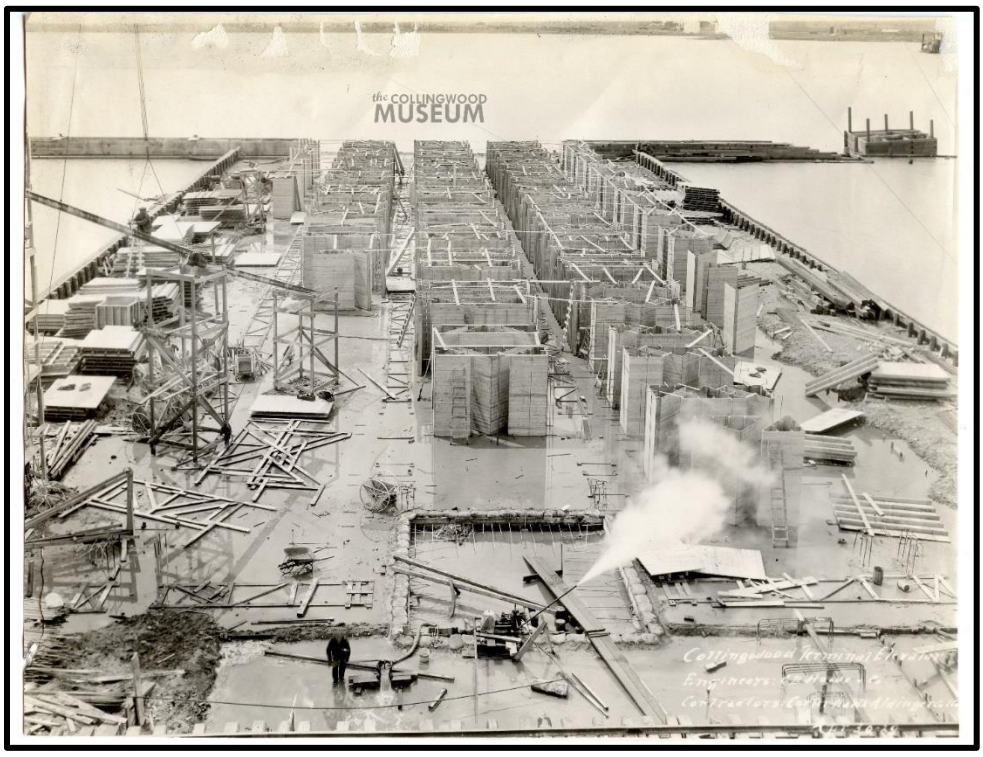


Plate 22: Collingwood Terminals Under Construction, April 20, 1929
(Facing Southwest; Provided by the Town of Collingwood)

Plate 23: Collingwood Terminals Under Construction Showing Cribbing, April 27, 1929
(Facing Southwest; Provided by the Town of Collingwood)

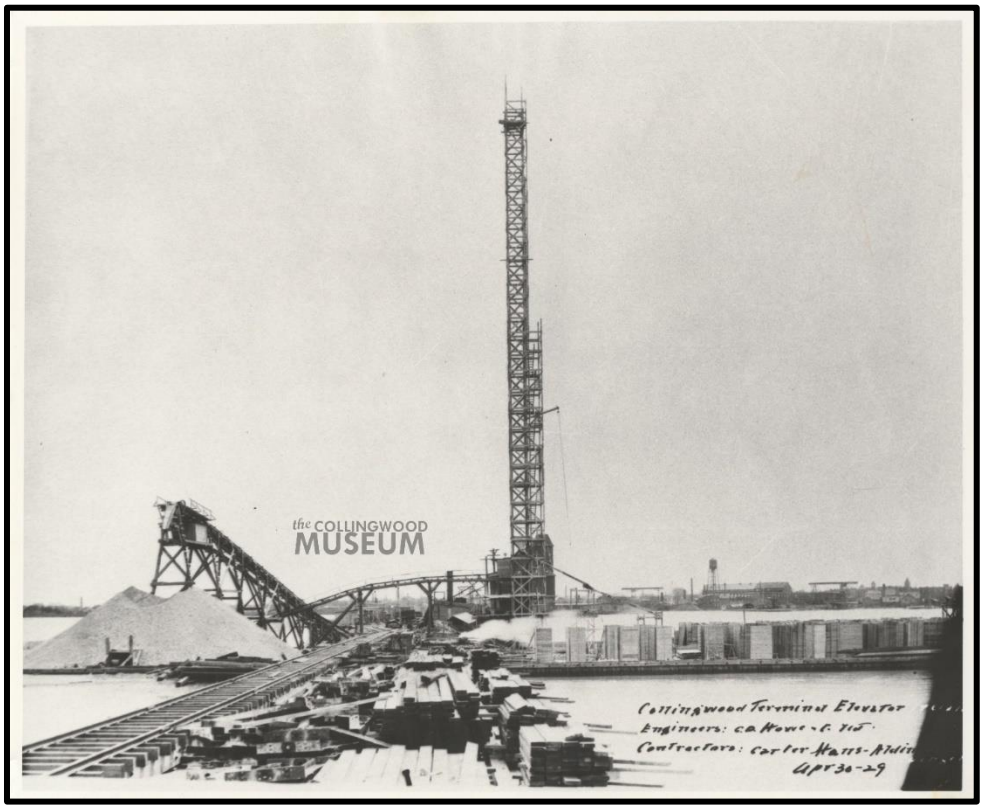


Plate 24: Collingwood Terminals Under Construction, View from North Side of Terminals, April 30, 1929
(Facing Southeast; Provided by the Town of Collingwood)

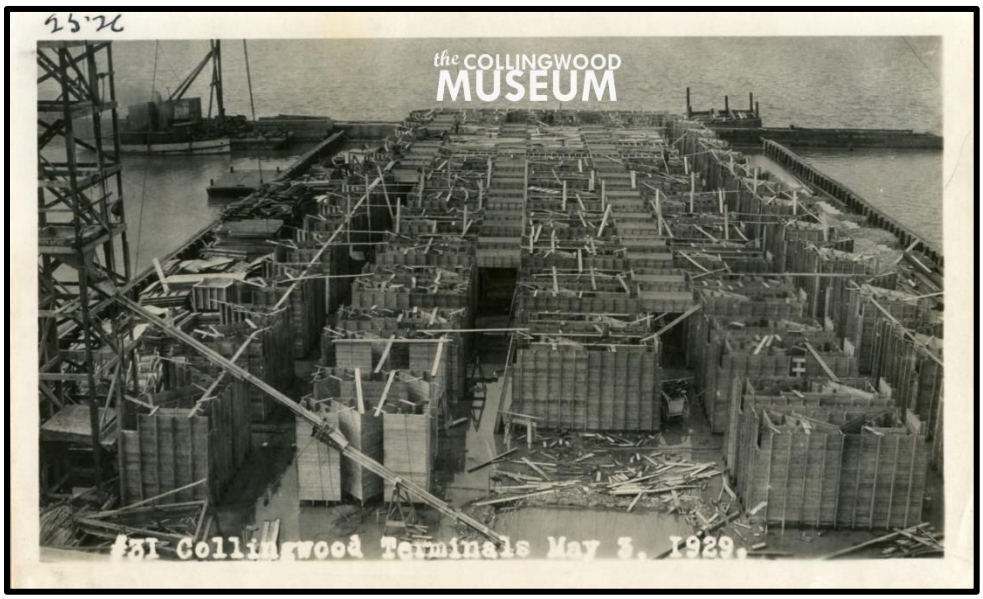


Plate 25: Collingwood Terminals Prepared for Concrete Pouring, May 2, 1929
(Facing Southwest; Provided by the Town of Collingwood)

Plate 26: Collingwood Terminals Prepared for Concrete Pouring, May 8, 1929
(Facing Southwest; Provided by the Town of Collingwood)

Plate 27: South Elevation of Collingwood Terminals Showing Cofferdam, May 8, 1929
(Facing Southwest; Provided by the Town of Collingwood)

Plate 28: Collingwood Terminals Under Construction with View to South Elevation and West Breakwall Dock, May 8, 1929
(Facing Northeast; Provided by the Town of Collingwood)

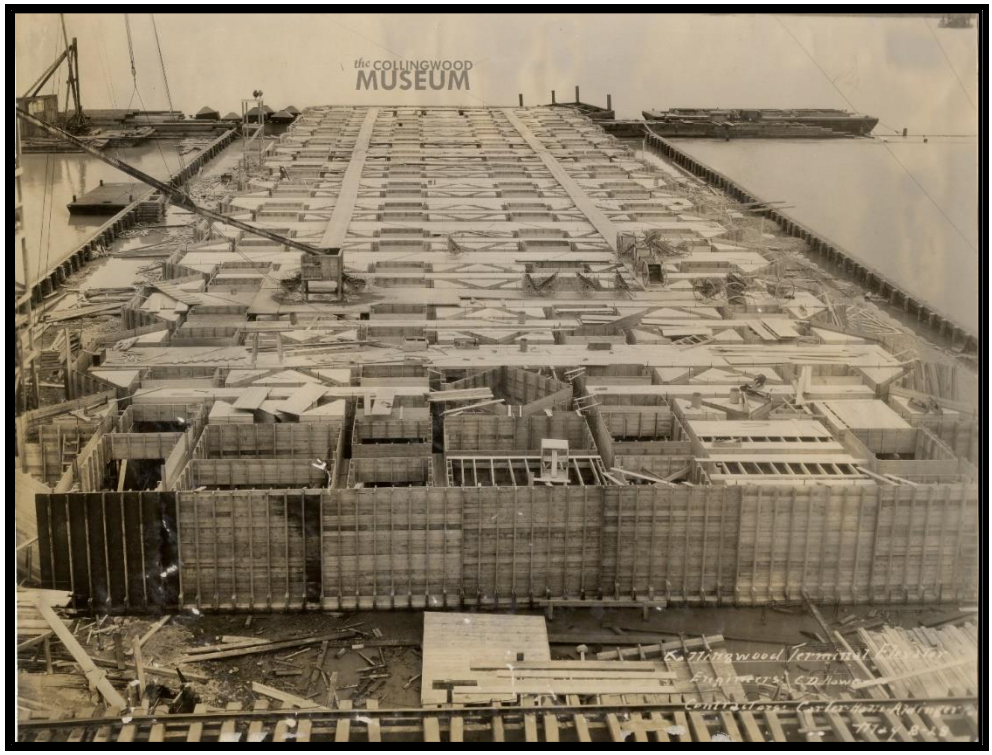


Plate 29: Collingwood Terminals Under Construction, May 8, 1929
(Facing Southwest; Provided by the Town of Collingwood)

Plate 30: Collingwood Terminals During Concrete Pouring, May 10, 1929
(Facing Southwest; Provided by the Town of Collingwood)

Plate 31: Collingwood Terminals During Concrete Pouring Showing Cylindrical Cribbing, May 17, 1929
(Facing Southwest; Provided by the Town of Collingwood)

Plate 32: Collingwood Terminals During Concrete Pouring Showing Cylindrical Cribbing, May 19, 1929
(Facing Southwest; Provided by the Town of Collingwood)

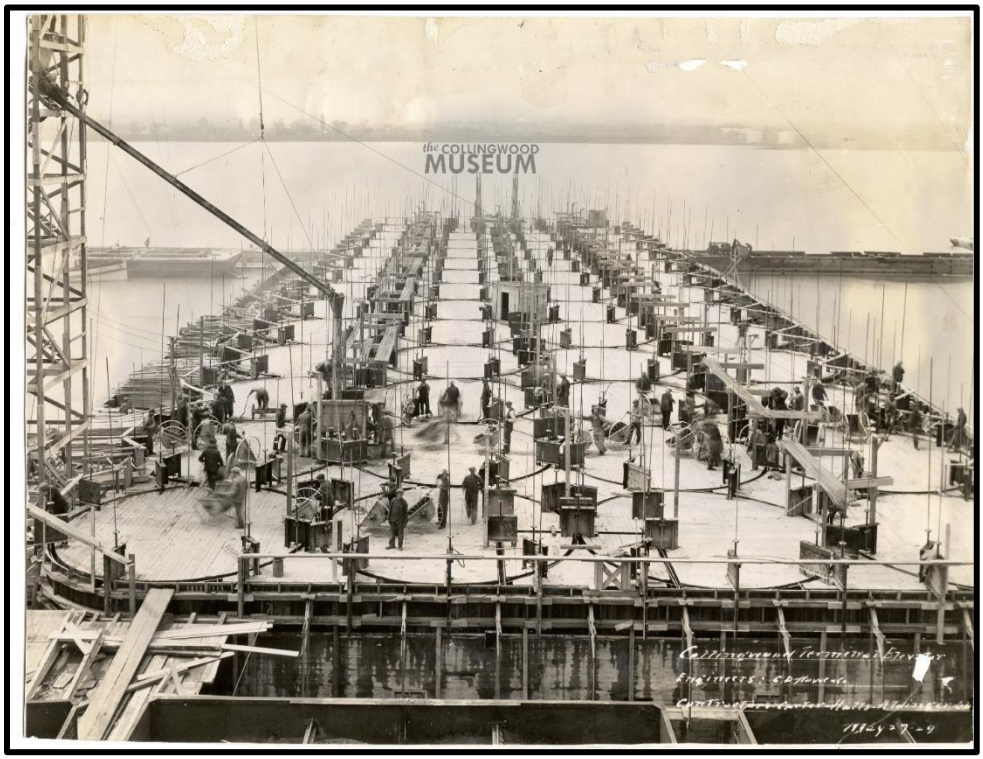


Plate 33: Collingwood Terminals During Concrete Pouring, May 27, 1929
(Facing Southwest; Provided by the Town of Collingwood)

Plate 34: Collingwood Terminals Under Construction, May 27, 1929
(Facing Southeast; Provided by the Town of Collingwood)

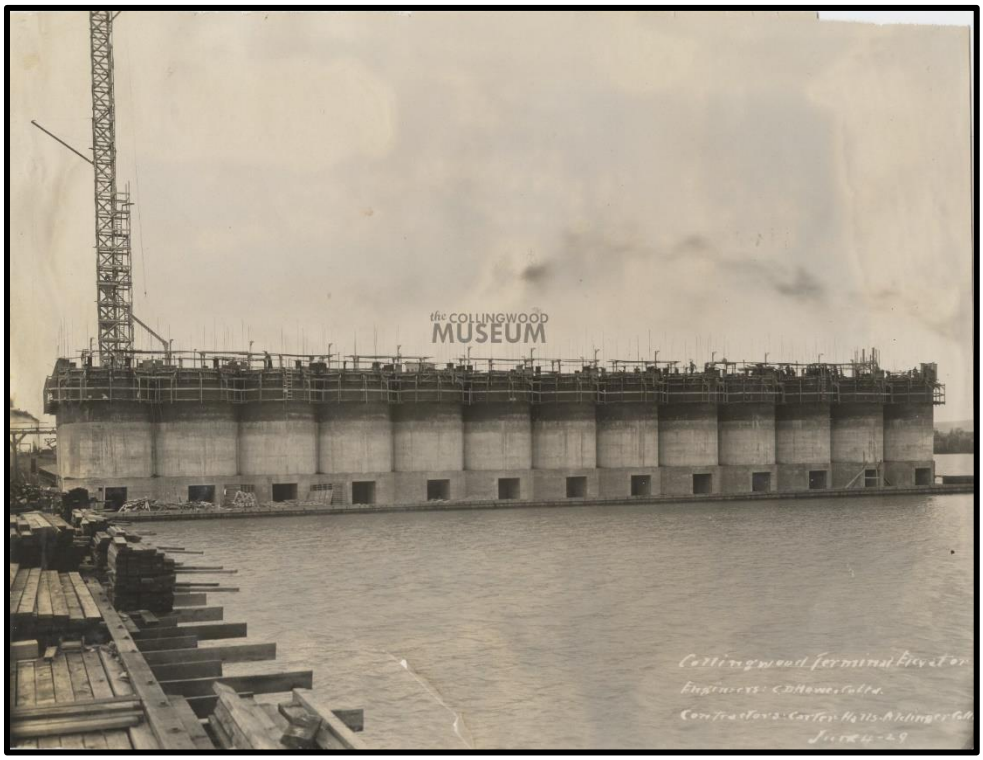


Plate 35: Collingwood Terminals Under Construction, June 4, 1929
(Facing South; Provided by the Town of Collingwood)

Plate 36: Collingwood Terminals Under Construction, June 6, 1929
(Facing Southeast; Provided by the Town of Collingwood)

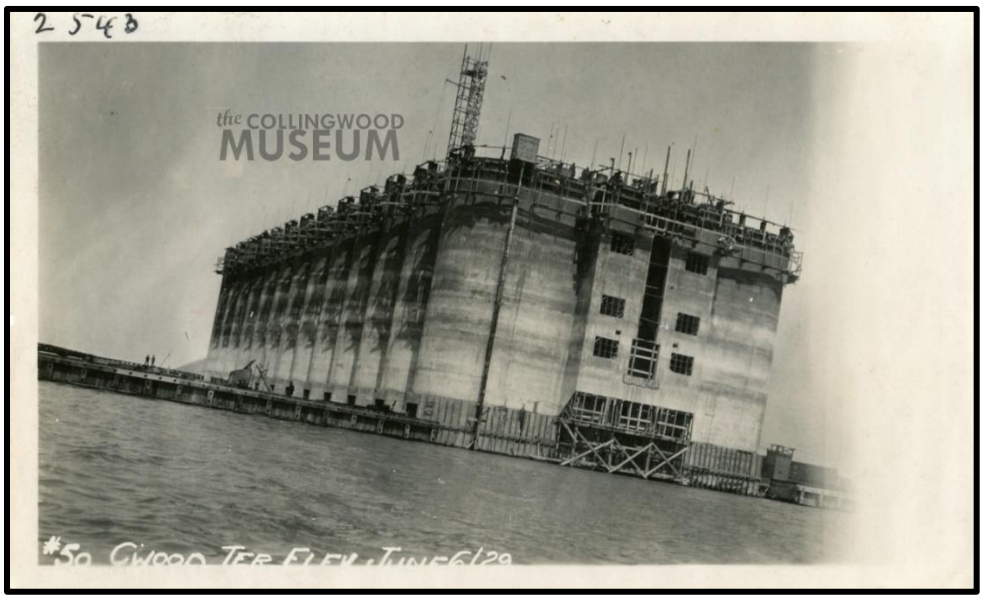


Plate 37: Collingwood Terminals Under Construction with View to the Marine Tower, June 6, 1929
(Facing East; Provided by the Town of Collingwood)

Plate 38: Collingwood Terminals Under Construction with View to North Elevation, June 6, 1929
(Facing Southeast; Provided by the Town of Collingwood)

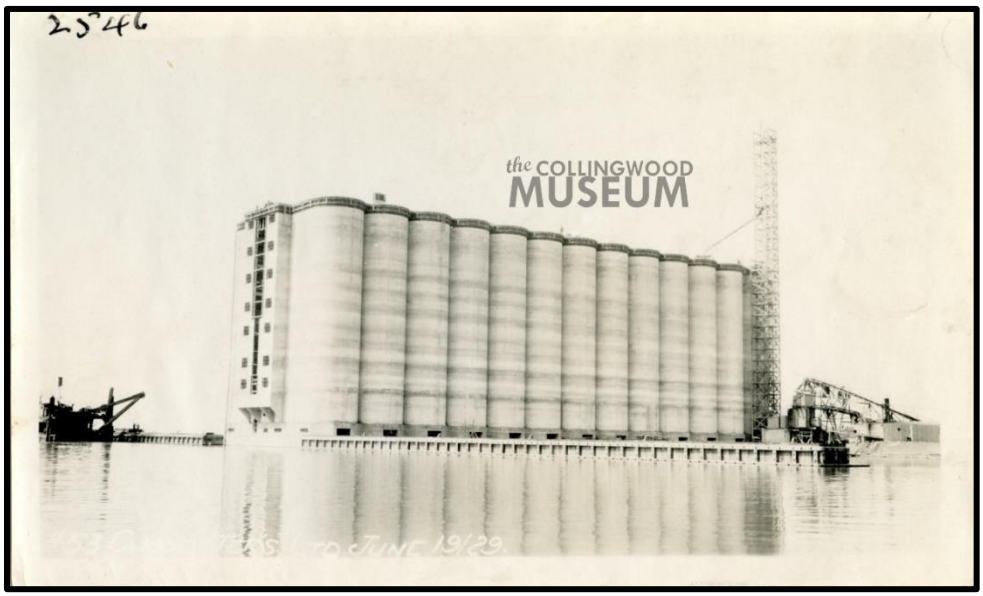


Plate 39: Collingwood Terminals Under Construction with View of South Elevation, June 19, 1929
(Facing North; Provided by the Town of Collingwood)

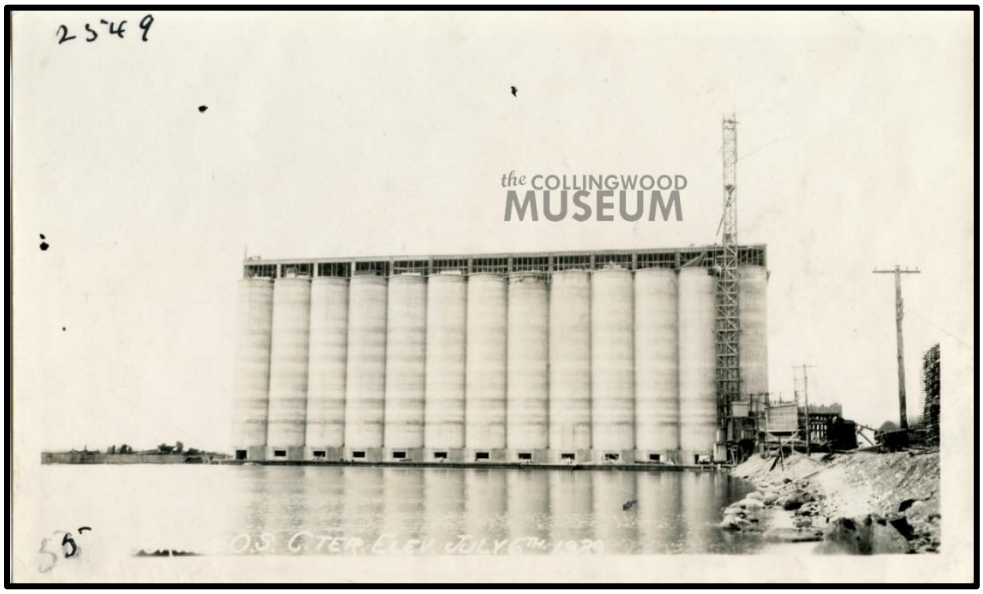


Plate 40: Collingwood Terminals Under Construction, View of South Elevation, July 6, 1929
(Facing Northwest; Provided by the Town of Collingwood)

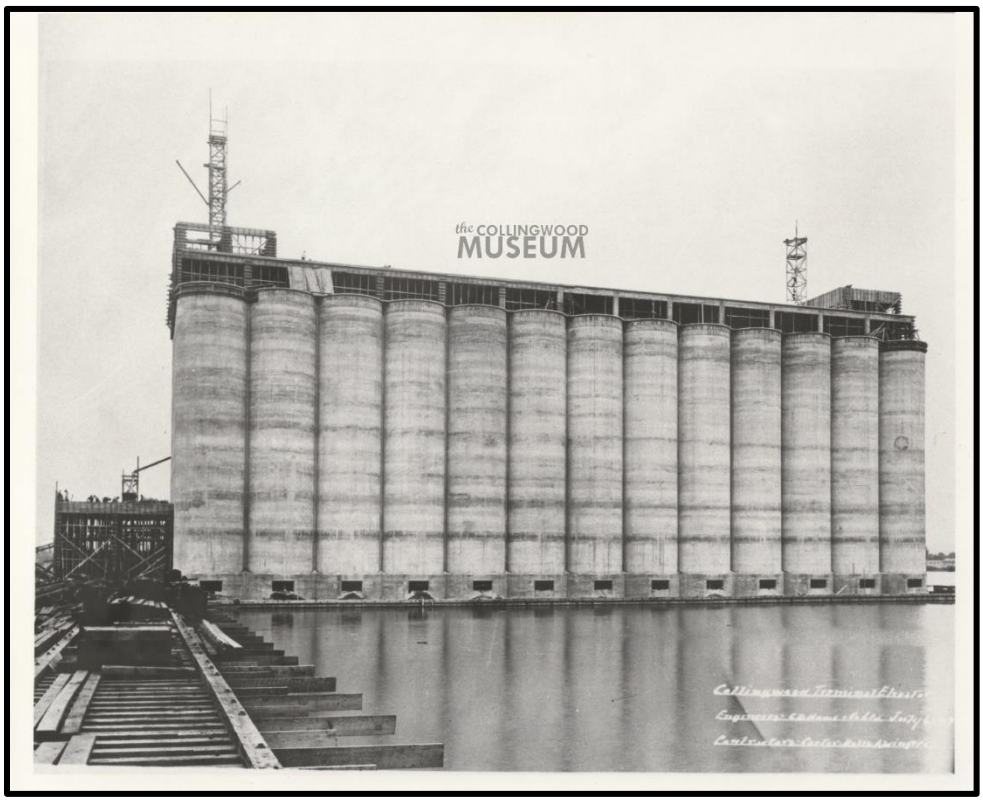


Plate 41: Collingwood Terminals Under Construction with View of North Elevation, July [11], 1929
(Facing South; Provided by the Town of Collingwood)

Plate 42: Collingwood Terminals Stockyard, August 17, 1929
(Facing Southeast; Provided by the Town of Collingwood)

Plate 43: Collingwood Terminals Office, no date
(Facing Northeast; Provided by the Town of Collingwood)

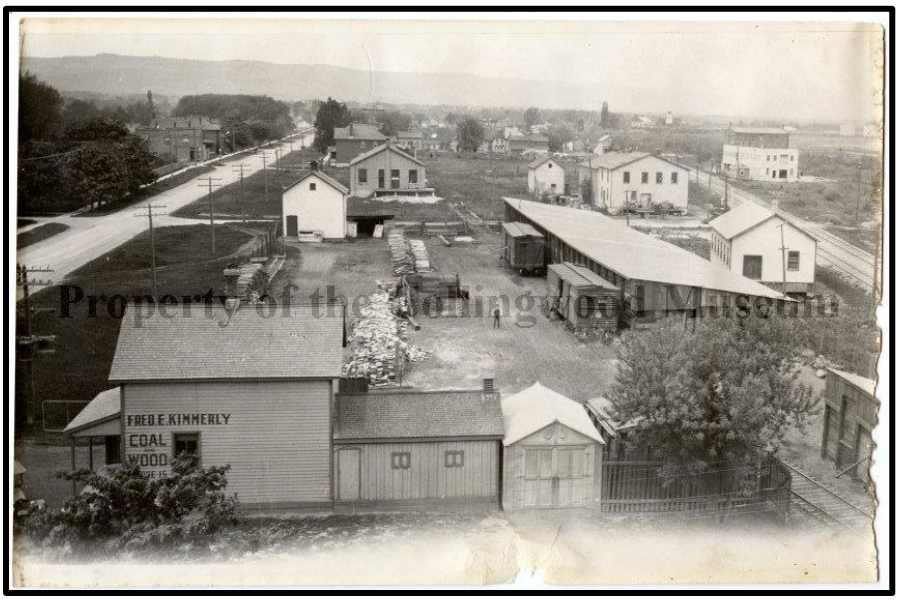


Plate 44: Watts Boat House, n.d.
(Facing West; Provided by the Town of Collingwood)

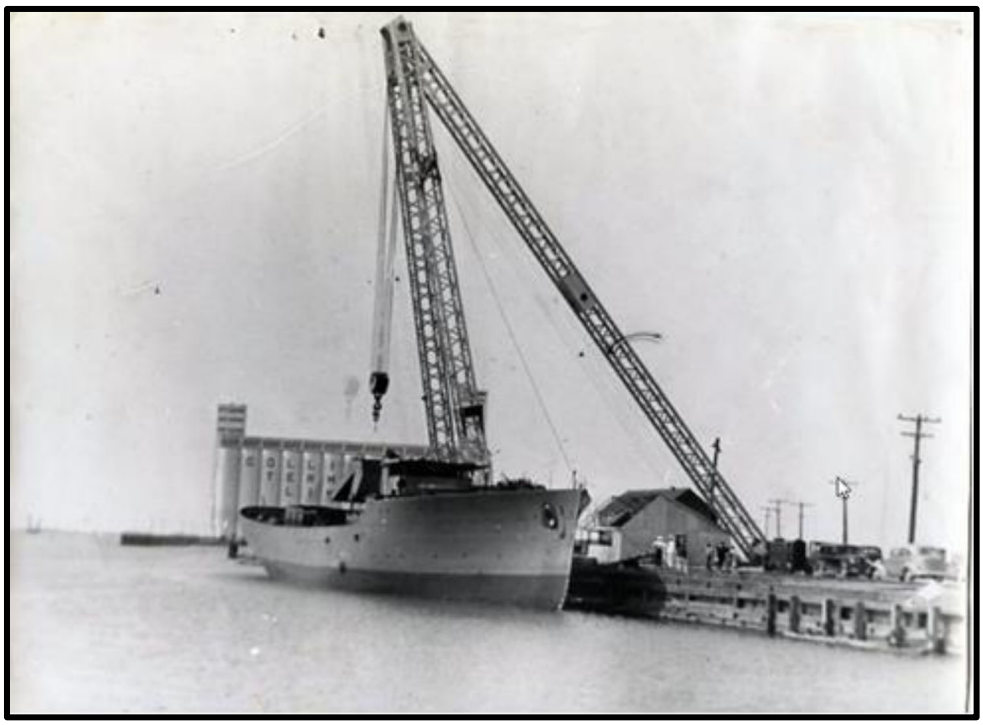


Plate 45: Shipyard Sheerleg Looking to Terminals, n.d.
(Facing North; Provided by the Town of Collingwood)

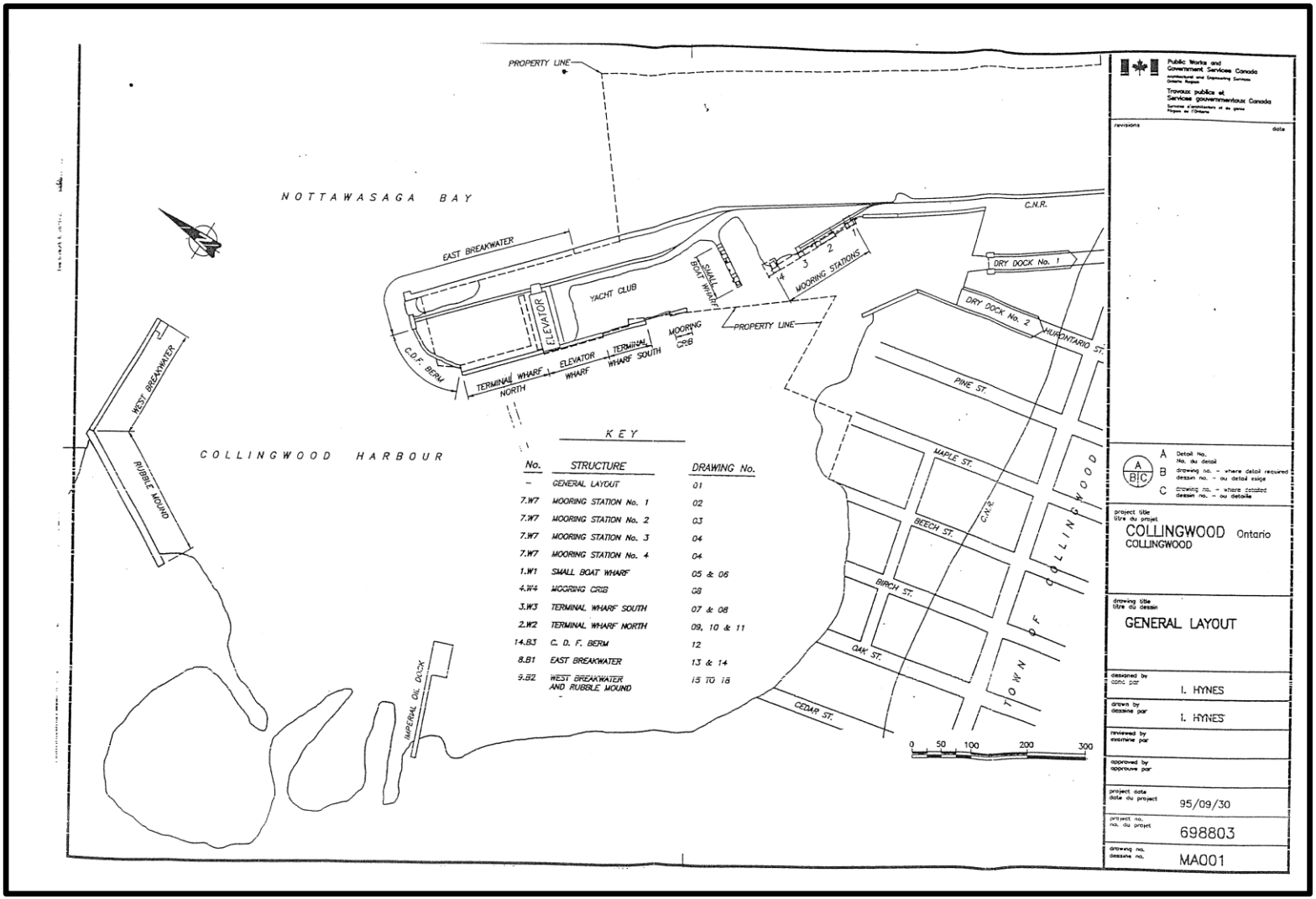


Plate 46: Collingwood Harbour, 1995
(PWGSC 1995:39)

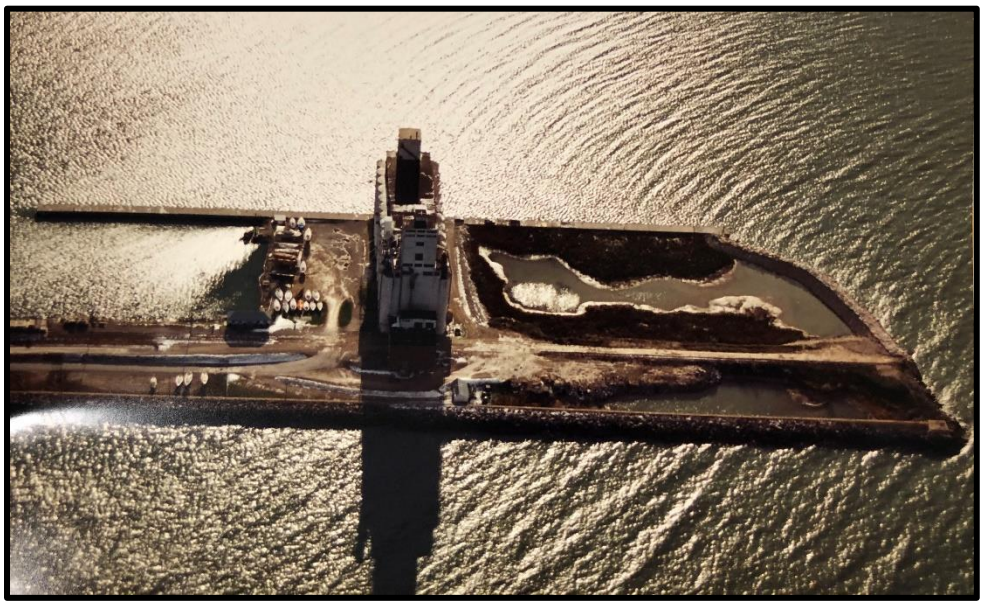


Plate 47: Collingwood Terminals, ca. 1997
(Facing Southwest; Collingwood Museum 2021)

Plate 48: Original Location of Watts Boat House, 2002
(Provided by the Town of Collingwood)

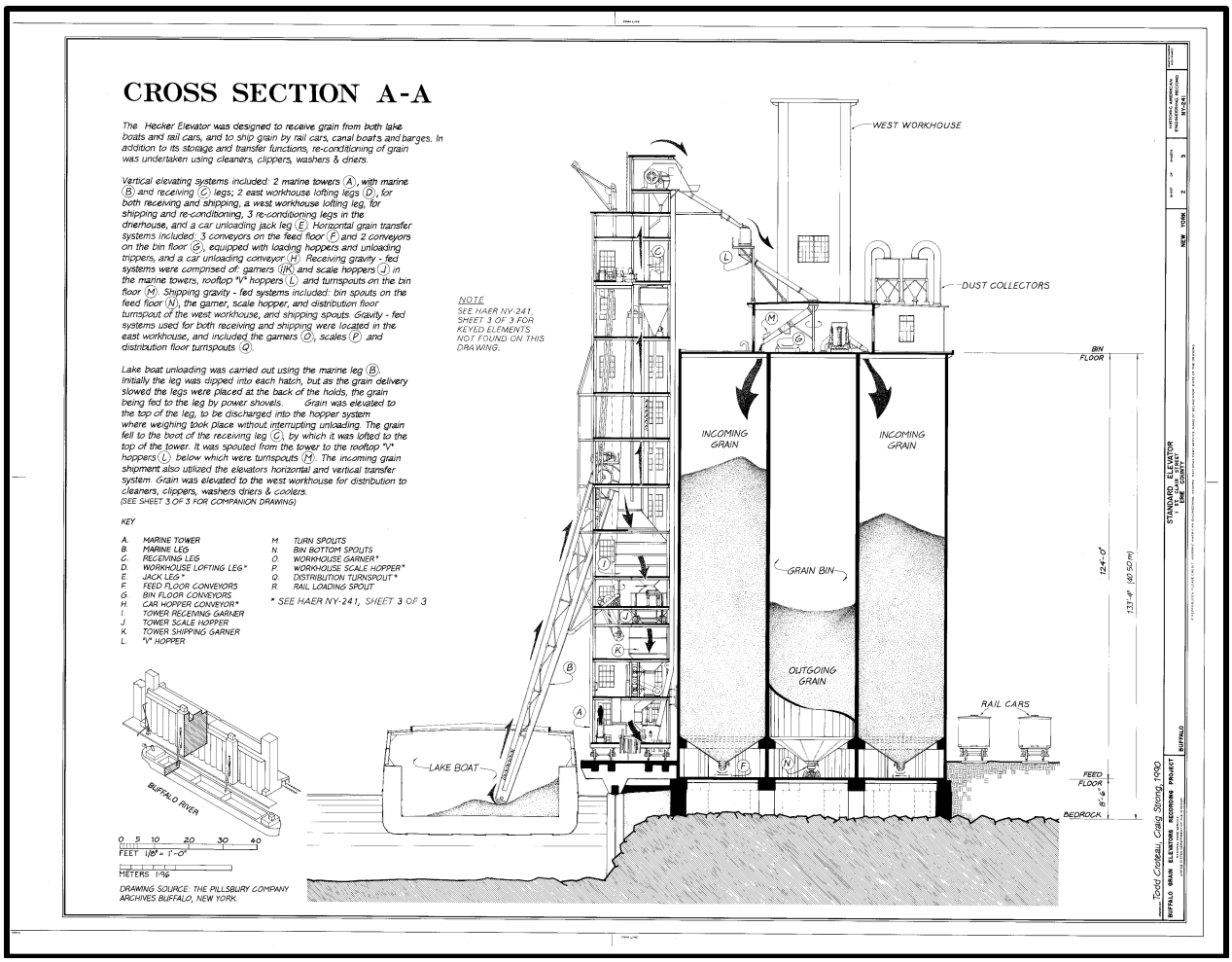


Plate 49: Cross-Section of a Typical Concrete Elevator, Dockside View (LoC 1990)

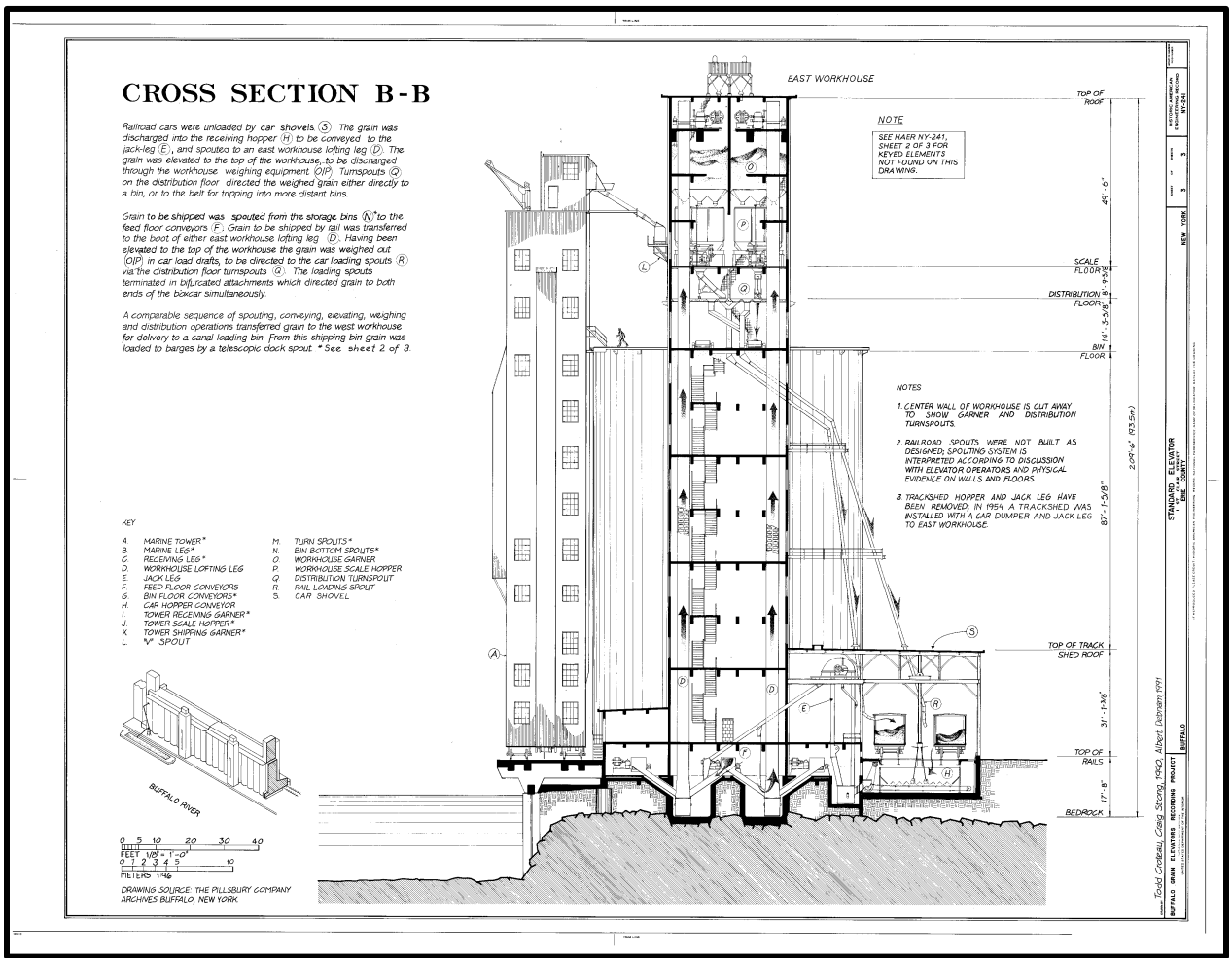


Plate 50: Cross-Section of a Typical Concrete Elevator, Bayside View (LoC 1990)

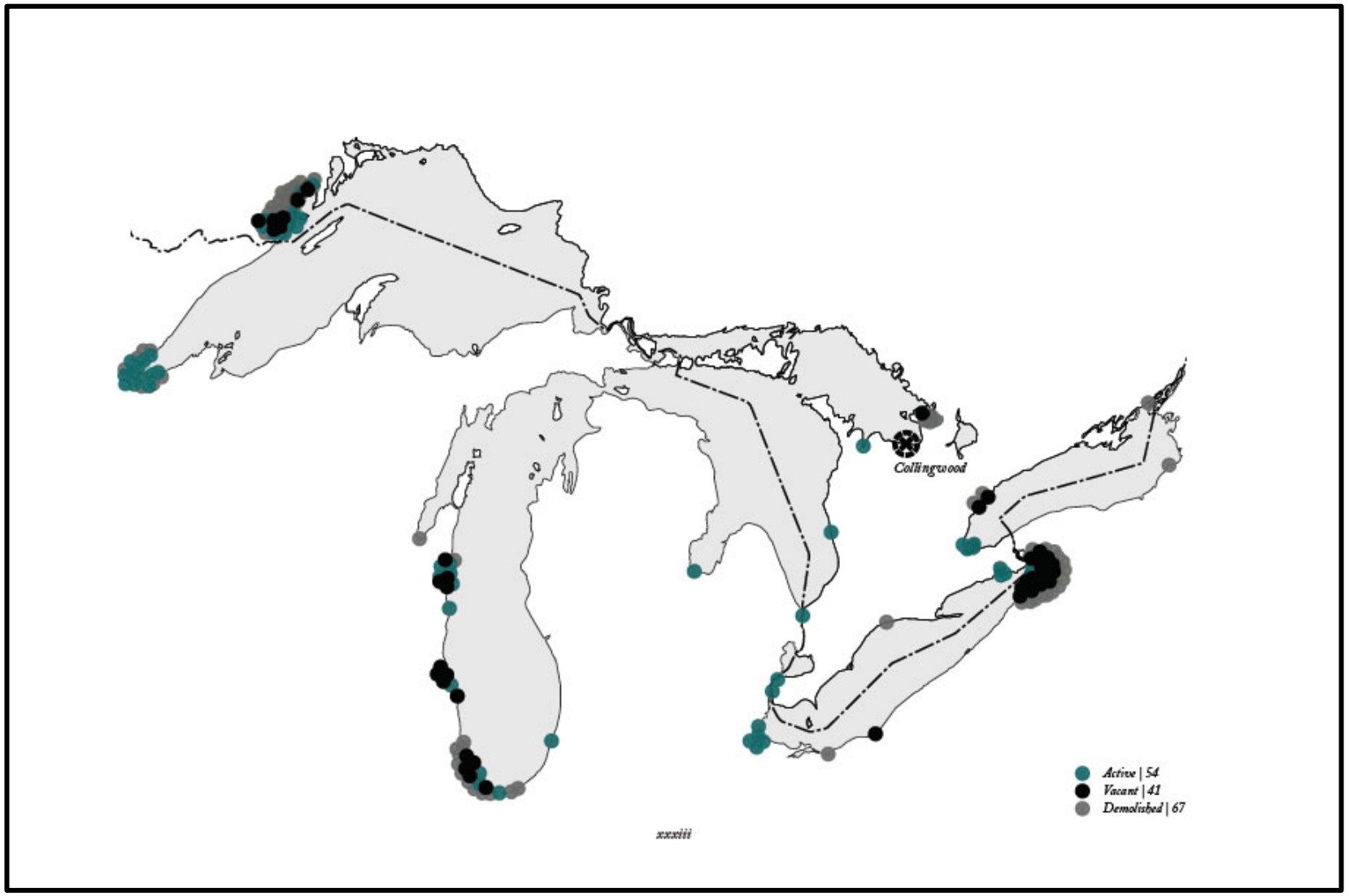


Plate 51: Map of Urban Concrete Grain Terminals on the Great Lakes
(Winters 2019:xxxiii)

Appendix C: Images

Map 12: Subject Property with Image Locations and Directions – North
(Produced by ARA under licence using ArcGIS® software by Esri, © Esri

Map 13: Subject Property with Image Locations and Directions – Center
(Produced by ARA under licence using ArcGIS® software by Esri, © Esri

Map 14: Subject Property with Image Locations and Directions – South
(Produced by ARA under licence using ArcGIS® software by Esri, © Esri

Image 1: View of Collingwood Harbour and Terminals
(Photo taken on July 14, 2021; Facing Northwest)

Image 2: View of Collingwood Harbour and Terminals
(Photo taken on July 14, 2021; Facing Northeast)

Image 3: View of Collingwood Harbour and Terminals
(Photo taken on September 18, 2021; Facing Northwest)

Image 4: View of Collingwood Harbour
(Photo taken on September 18, 2021; Facing Southwest)

Image 5: View of Collingwood Harbour and Dock
(Photo taken on September 18, 2021; Facing Southwest)

Image 6: View of Collingwood Harbour
(Photo taken on September 18, 2021; Facing Southwest)

Image 7: View of Collingwood Harbour and Terminals from Boat Launch
(Photo taken on September 18, 2021; Facing Northwest)

Image 8: View of Collingwood Harbour
(Photo taken on September 18, 2021; Facing North)

Image 9: Collingwood Terminals Façade (South)
(Photo taken on July 14 2021; Facing Northwest)

Image 10: South Elevation of Rail Shed and Warehouse
(Photo taken on July 14, 2021; Facing Northwest)

Image 11: Rail Shed Garage Door Opening on South Elevation
(Photo taken on July 14, 2021; Facing Northwest)

Image 12: Collingwood Terminals Façade (South Elevation)
(Photo taken on July 14, 2021; Facing Northwest)

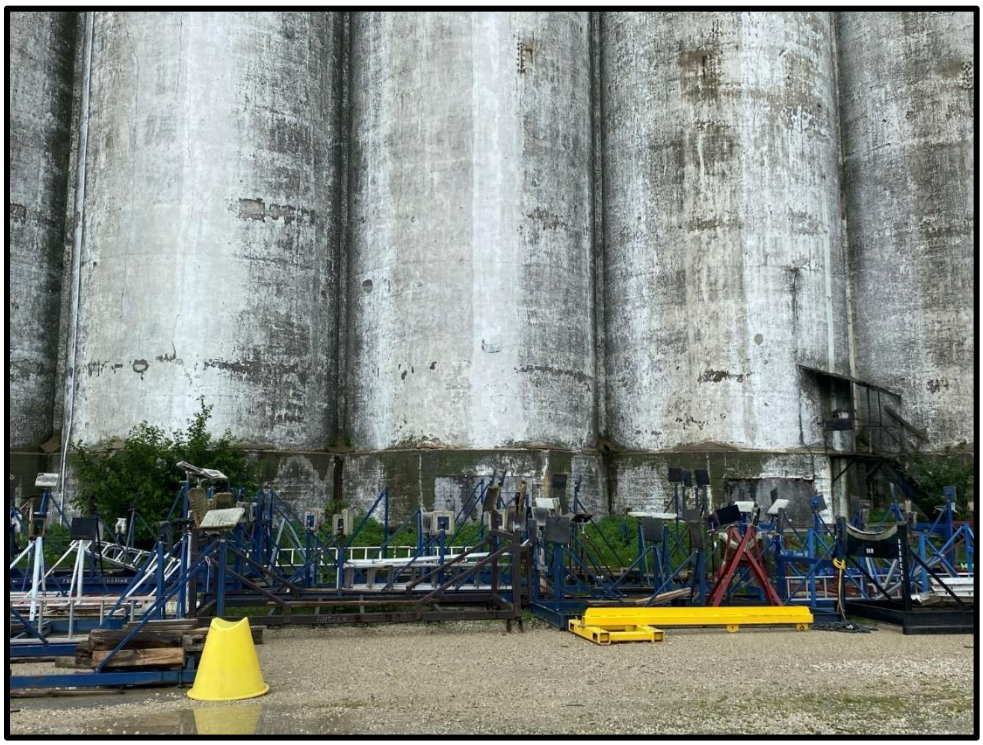


Image 13: Terminals Base, South Elevation
(Photo taken on July 14, 2021; Facing Northwest)

Image 14: Marine Tower and Marine Leg, South Elevation
(Photo taken on July 14, 2021; Facing Northwest)

Image 15: Marine Tower and Harbour Viewed from Shipping Tower
(Photo taken on July 14, 2021; Facing Southwest)

Image 16: Marine Tower
(Photo taken on July 14, 2021; Facing Southwest)

Image 17: North Elevation of the Collingwood Terminals
(Photo taken on July 14, 2021; Facing Southeast)

Image 18: North Elevation Showing Railshed on East Elevation
(Photo taken on July 14, 2021; Facing Southeast)

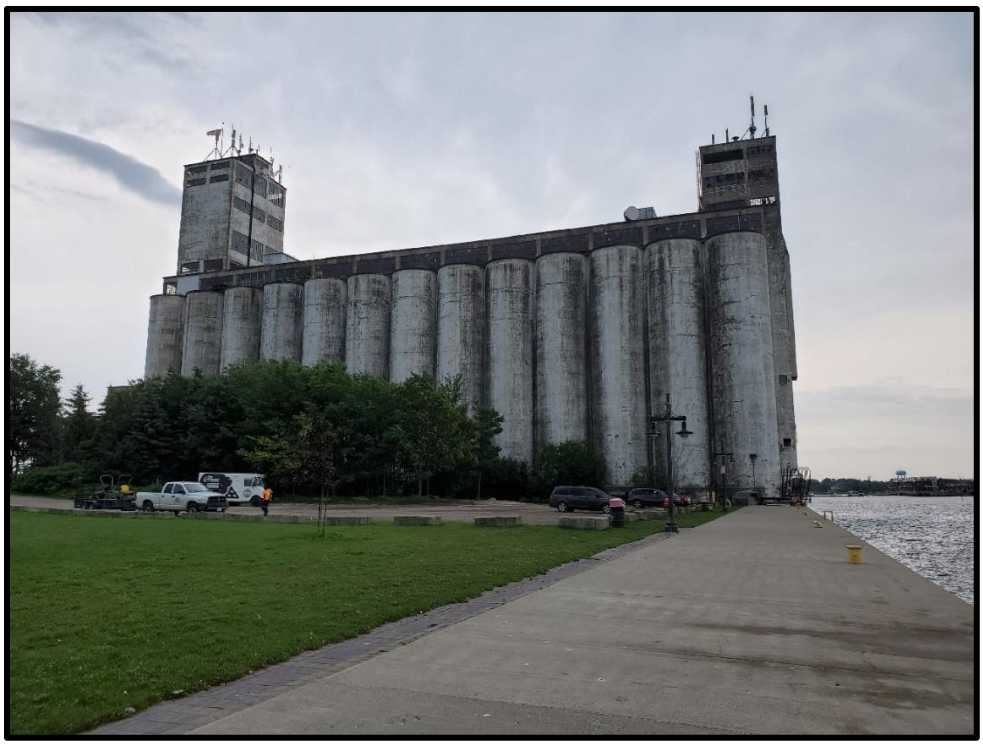


Image 19: Collingwood Terminals North Elevation
(Photo taken on July 14, 2021; Facing Southeast)

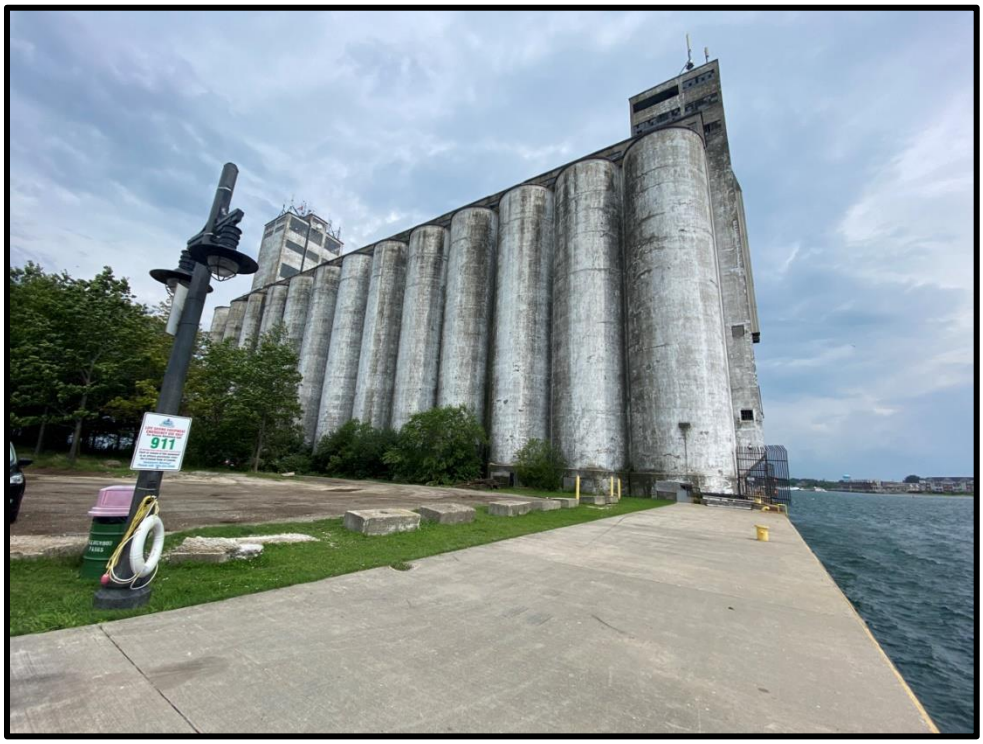


Image 20: North Elevation Showing Marine Tower and Marine Leg
(Photo taken on July 14, 2021; Facing Southeast)

Image 21: North Elevation Showing Terminals Base
(Photo taken on July 14, 2021; Facing Northeast)

Image 22: North and East Elevations Showing Rail Shed and Brick Warehouse
(Photo taken on July 14, 2021; Facing South)

Image 23: Collingwood Terminals East Elevation Showing Warehouse and Shipping Tower
(Photo taken on July 14, 2021; Facing Southwest)

Image 24: View of Terminals Roof, Shipping Tower and Georgian Bay
(Photo taken on July 14, 2021; Facing Northeast)

Image 25: Detail of Roof Treatment
(Photo taken on July 14, 2021; Facing Southeast)

Image 26: Terminals Interior – Ground Floor
(Photo taken on July 14, 2021)

Image 27: Terminals Interior – Ground Floor Corridors and Silo Bases
(Photo taken on July 14, 2021)

Image 28: Terminals Interior – Ground Floor Corridors and Silo Bases
(Photo taken on July 14, 2021)

Image 29: Terminals Interior – Ground Floor
(Photo taken on July 14, 2021)

Image 30: Terminals Interior – Elevator Access
(Photo taken on July 14, 2021)

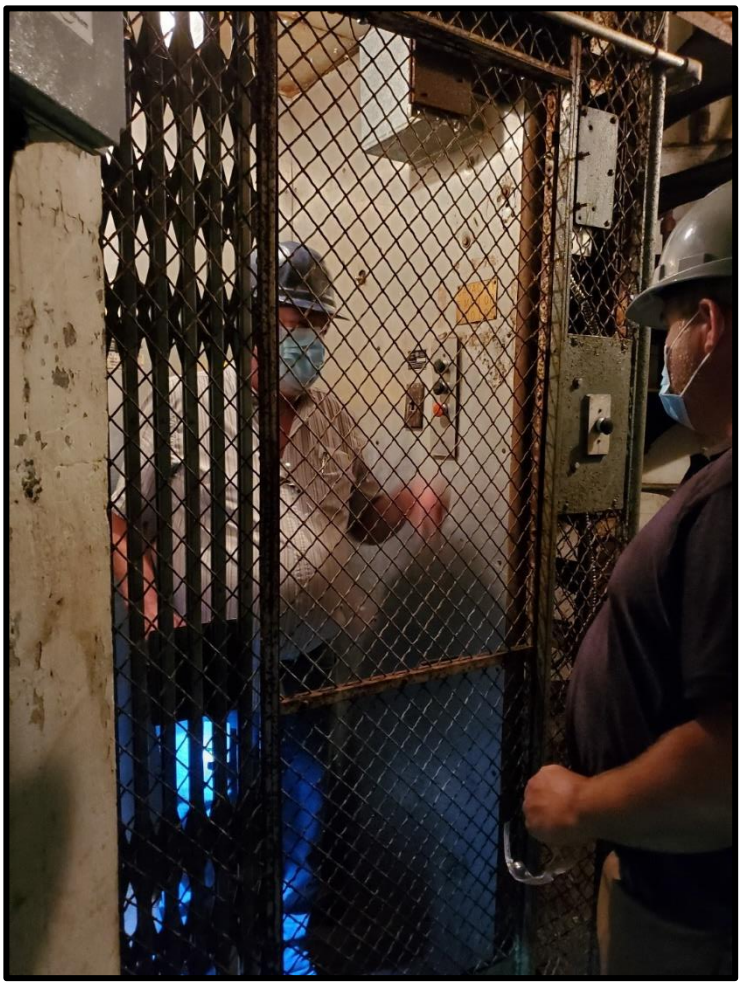


Image 31: Terminals Interior – Elevator at Ground Floor
(Photo taken on July 14, 2021)

Image 32: Terminals Interior –View of Lofter and Star Bin, Ground Floor
(Photo taken on July 14, 2021)

Image 33: Terminals Interior – "Bin Floor" Sign
(Photo taken on July 14, 2021)

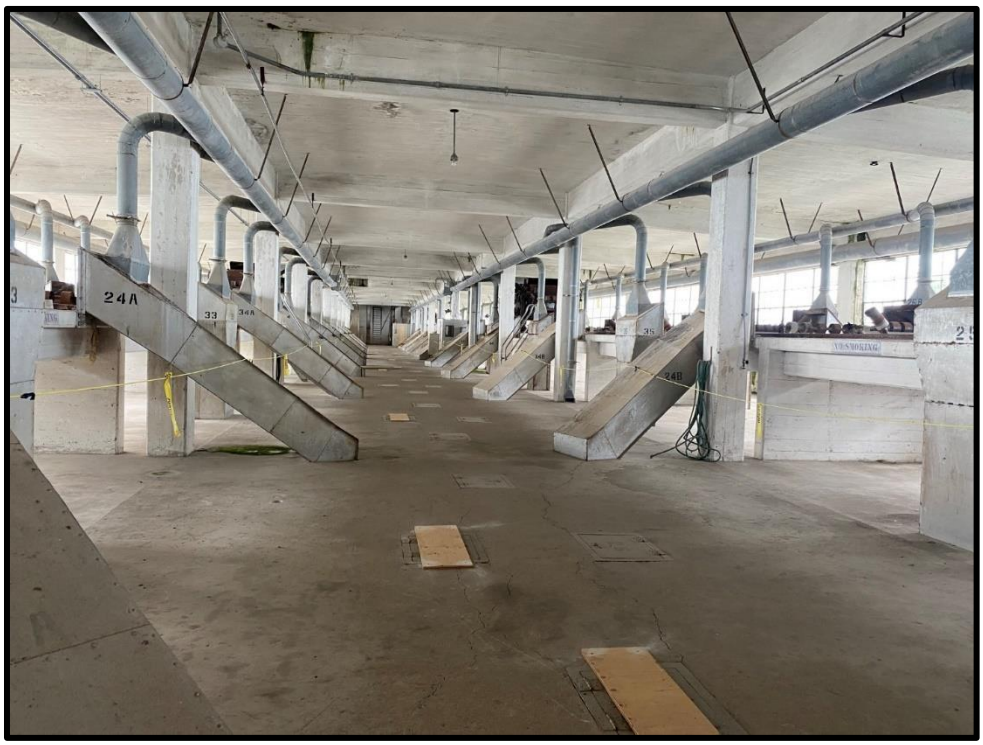


Image 34: Terminals Interior – Bin Floor
(Photo taken on July 14, 2021; Facing West)

Image 35: Terminals Interior – View Bin Floor, Garage Door Opening and Glazing
(Photo taken on July 14, 2021)

Image 36: Terminals Interior – Pulley Operated Bin Cleaning Cage
(Photo taken on July 14, 2021)

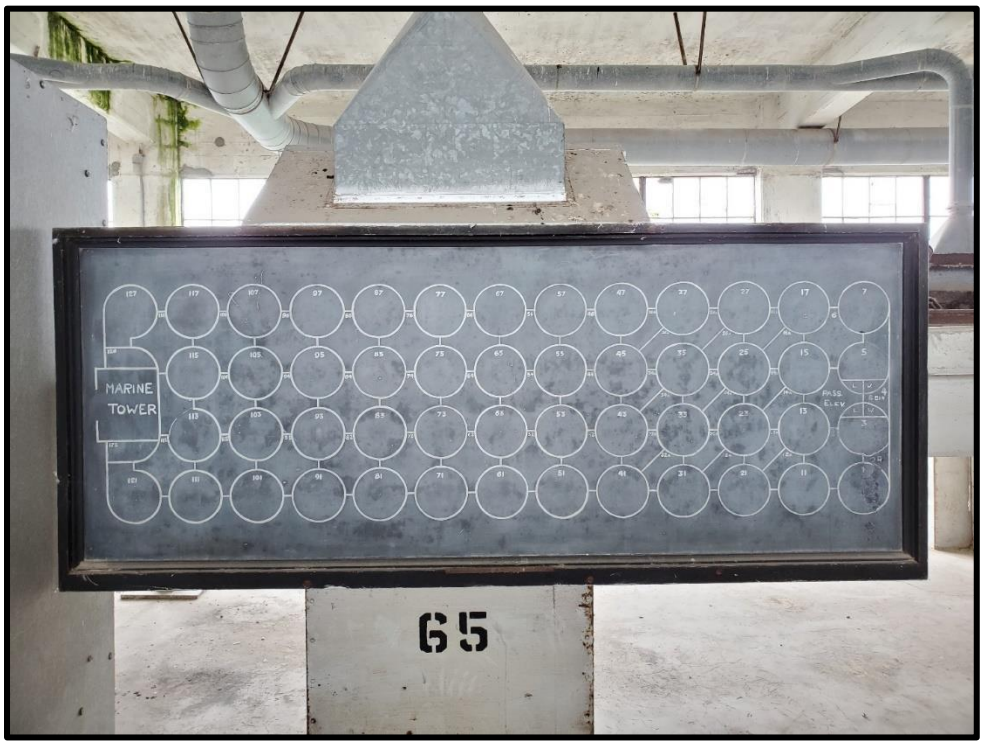


Image 37: Terminals Interior – Planview of Terminals Blackboard, Bin Floor
(Photo taken on July 14, 2021)

Image 38: Terminals Interior – Bin Floor Conveyors and Ducting
(Photo taken on July 14, 2021)

Image 39: Terminals Interior – Bin Floor Door in Floor
(Photo taken on July 14, 2021)

Image 40: Terminals Interior – Tripper on Conveyor, Bin Floor
(Photo taken on July 14, 2021)

Image 41: Terminals Interior – Conveyor, Bin Floor
(Photo taken on July 14, 2021)

Image 42: Terminals Interior – Conveyor, Bin Floor
(Photo taken on July 14, 2021)

Image 43: Terminals Interior – Conveyor, Bin Floor
(Photo taken on July 14, 2021)

Image 44: Terminals Interior – Conveyor Bin Floor
(Photo taken on July 14, 2021)

Image 45: Terminals Interior – Office at East End of Bin Floor
(Photo taken on July 14, 2021; Facing Northwest)

Image 46: Terminals Interior – Office at East End of Bin Floor
(Photo taken on July 14, 2021; Facing Southeast)

Image 47: Terminals Interior – Hoppers in Marine Tower
(Photo taken on July 14, 2021)

Image 48: Terminals Interior – Marine Tower
(Photo taken on July 14, 2021)

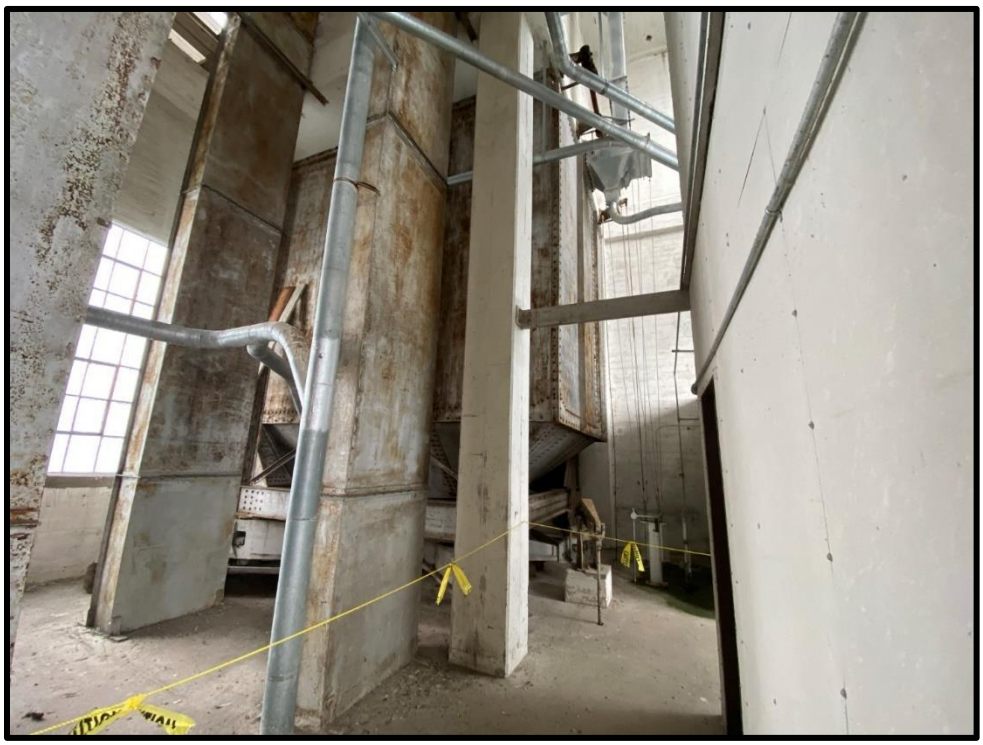


Image 49: Terminals Interior – Marine Tower
(Photo taken on July 14, 2021; Facing Southeast)

Image 50: Terminals Interior – Hopper in Marine Tower
(Photo taken on July 14, 2021)

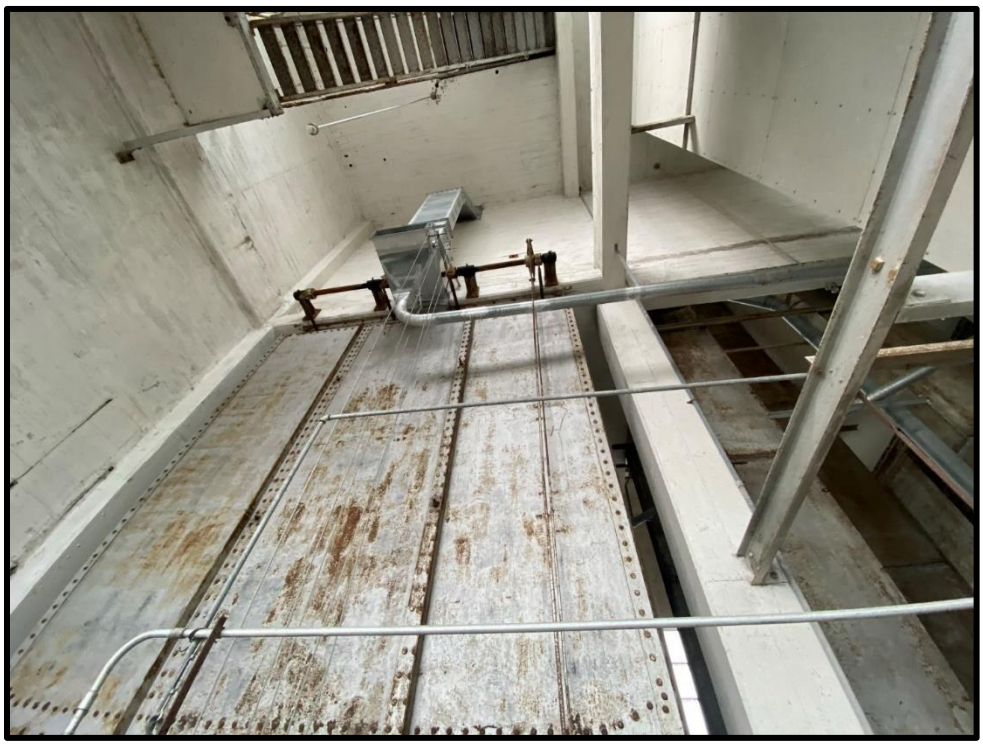


Image 51: Terminals Interior – Marine Tower
(Photo taken on July 14, 2021)

Image 52: Terminals Interior – Spiral Metal Staircase, Shipping Tower
(Photo taken on July 14, 2021)

Image 53: Terminals Interior – Scale Room, Shipping Tower
(Photo taken on July 14, 2021)

Image 54: Terminals Interior – Scale Room, Shipping Tower
(Photo taken on July 14, 2021)

Image 55: Terminals Interior – Scale Room, Shipping Tower
(Photo taken on July 14, 2021)

Image 56: Terminals Interior – Scales, Shipping Tower
(Photo taken on July 14, 2021)

Image 57: Terminals Interior – Intercom System, Shipping Tower
(Photo taken on July 14, 2021)

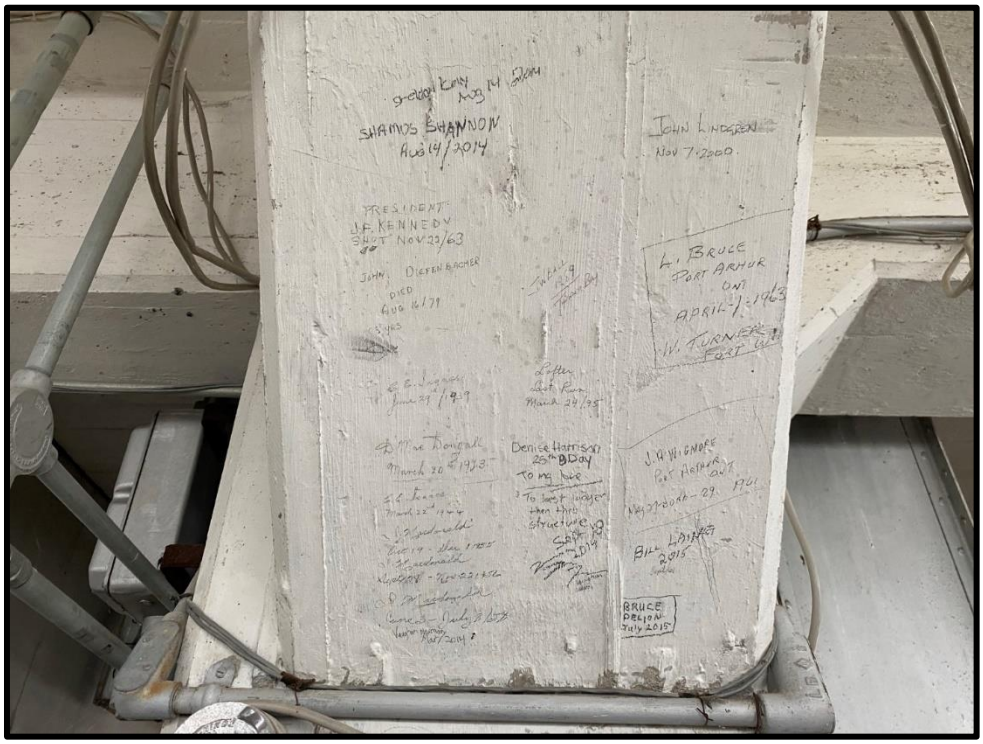


Image 58: Terminals Interior – Graffiti on Upper Floor Wall of Shipping Tower
(Photo taken on July 14, 2021)

Image 59: Terminals Interior – Graffiti on Upper Floor Wall of Shipping Tower
(Photo taken on July 14, 2021)

Image 60: Terminals Interior – Graffiti on Upper Floor Wall of Shipping Tower
(Photo taken on July 14, 2021)

Image 61: Terminals Interior – Graffiti on Upper Floor Wall of Shipping Tower
(Photo taken on July 14, 2021)

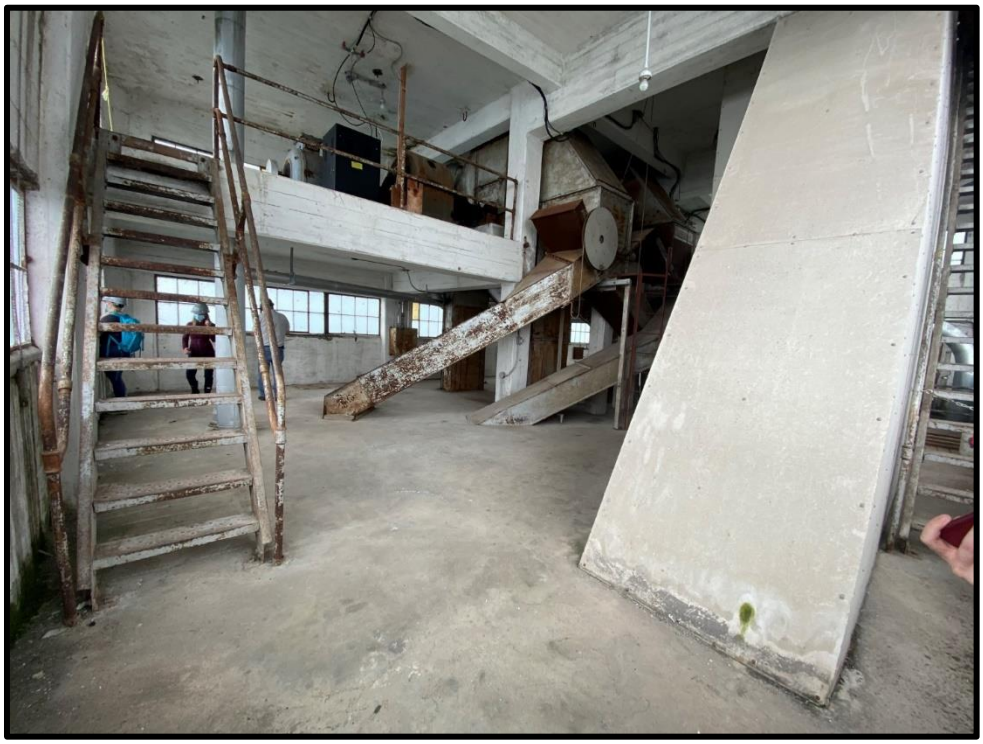


Image 62: Terminals Interior – Lower Floor, Shipping Tower
(Photo taken on July 14, 2021)

Image 63: Terminals Interior – Lower Floor, Shipping Tower
(Photo taken on July 14, 2021)

Image 64: Terminals Interior – Lower Floor, Shipping Tower
(Photo taken on July 14, 2021)

Image 65: Terminals Interior – Lower Floor, Shipping Tower
(Photo taken on July 14, 2021)

Image 66: Terminals Interior – Lower Floor, Shipping Tower
(Photo taken on July 14, 2021)

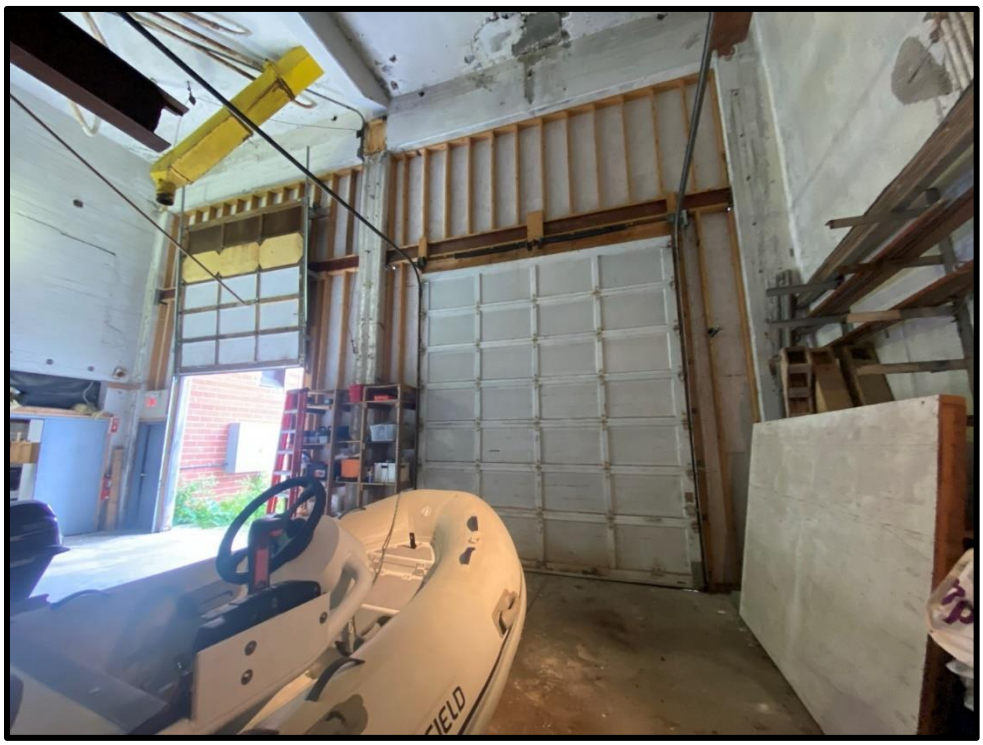


Image 67: Interior – Ground Floor Rail Shed Showing Enclosed Garage Doors
(Photo taken on July 14, 2021; Facing South)

Image 68: Interior – Ground Floor Rail Shed Ceiling
(Photo taken on July 14, 2021)

Image 69: Interior – Ground Floor Rail Shed Garage Door Openings
(Photo taken on July 14, 2021; Facing Northwest)

Image 70: Interior – Upper Floor Rail Shed
(Photo taken on July 14, 2021; Facing Northwest)

Image 71: Interior – Upper Floor Rail Shed Hydro Control Panel
(Photo taken on July 14, 2021)

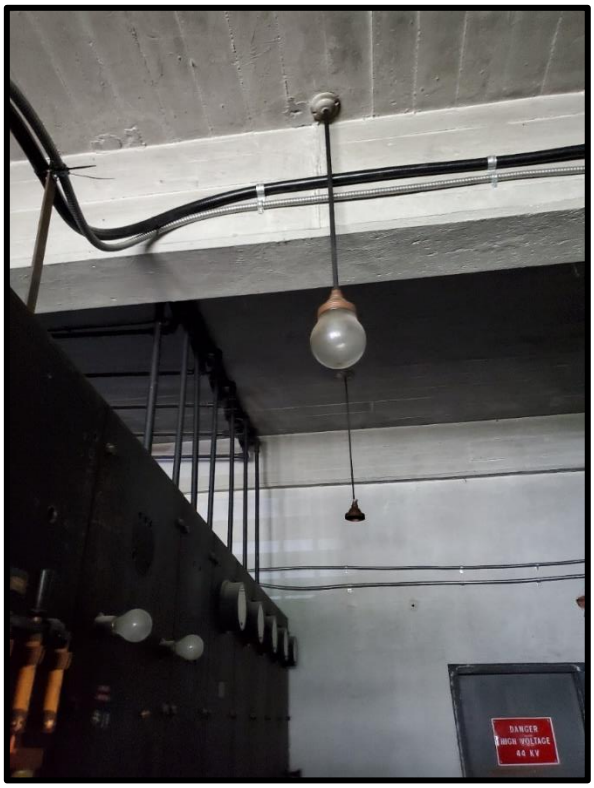


Image 72: Interior – Upper Floor Rail Shed Hydro Control Panel and Light Fixture
(Photo taken on July 14, 2021)

Image 73: Interior – Upper Floor Rail Shed Hydro Control Panel
(Photo taken on July 14, 2021)

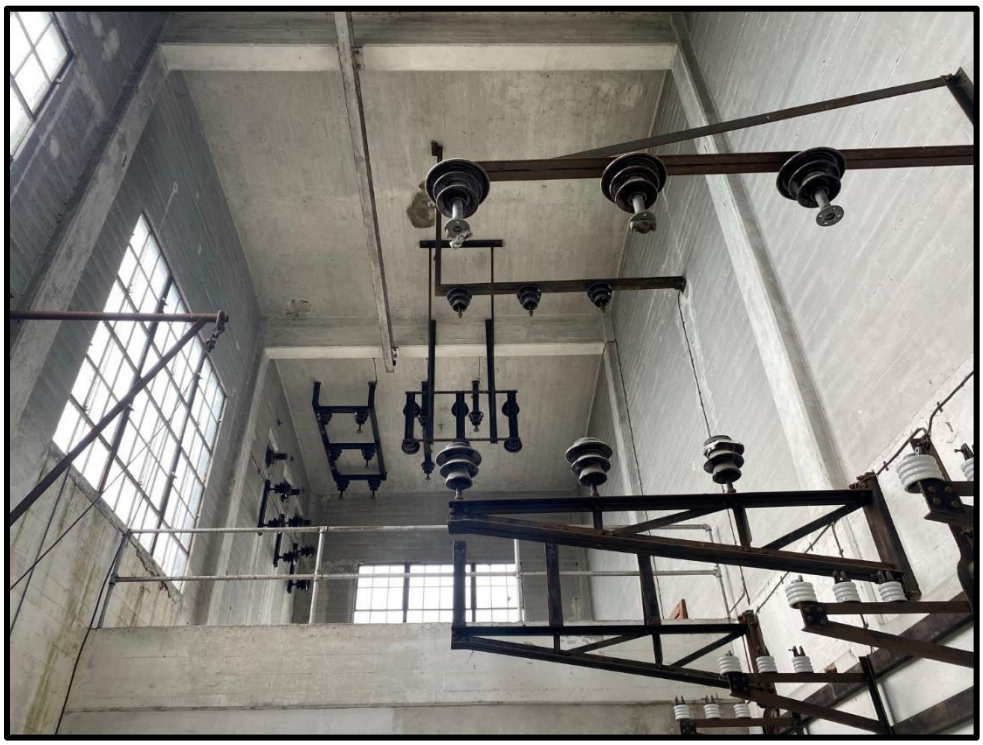


Image 74: Interior – Upper Floor Rail Shed Substation
(Photo taken on July 14, 2021; Facing North)

Image 75: Interior – Upper Floor Rail Shed Substation
(Photo taken on July 14, 2021; Facing Southeast)

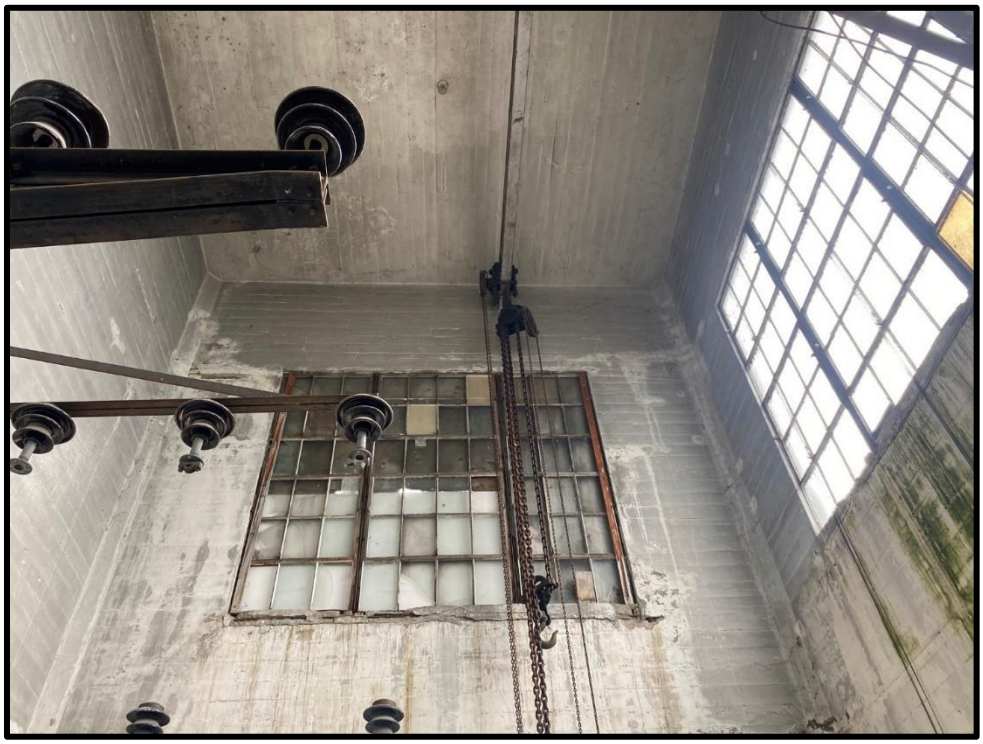


Image 76: Interior – Upper Floor Rail Shed Substation
(Photo taken on July 14, 2021)

Image 77: Interior – Basement Door Opening of Warehouse Addition
(Photo taken on July 14, 2021; Facing Northwest)

Image 78: Interior – Basement of Warehouse Addition
(Photo taken on July 14, 2021)

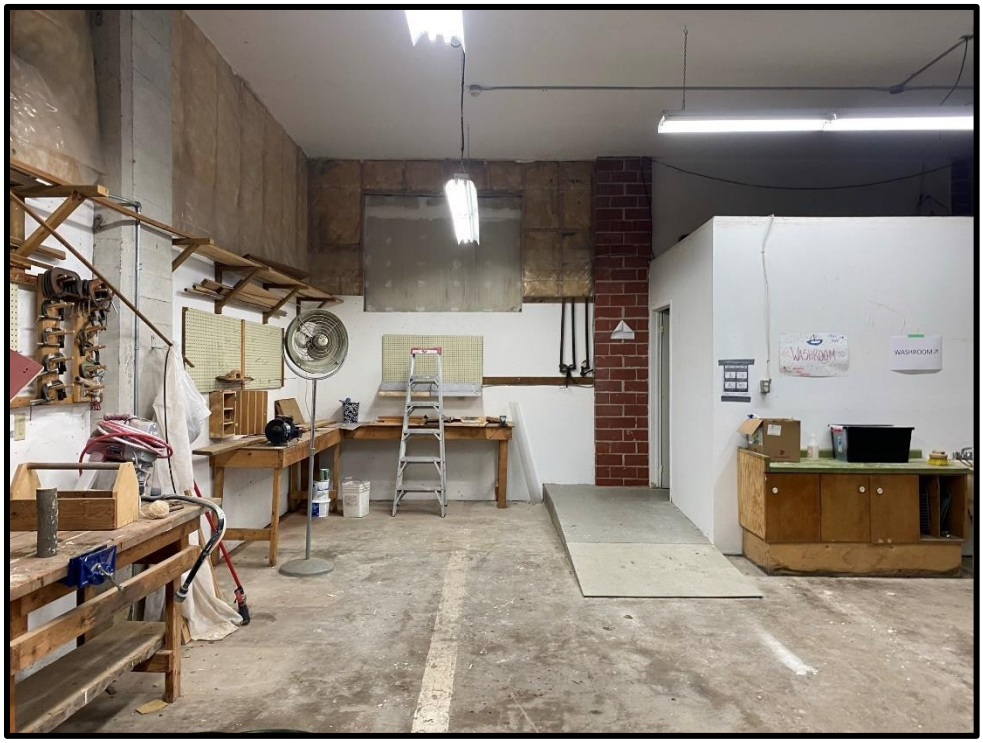


Image 79: Interior – First Floor of Warehouse Addition
(Photo taken on July 14, 2021; Facing Northwest)

Image 80: Interior – First Floor of Warehouse Addition
(Photo taken on July 14, 2021; Facing Southeast)

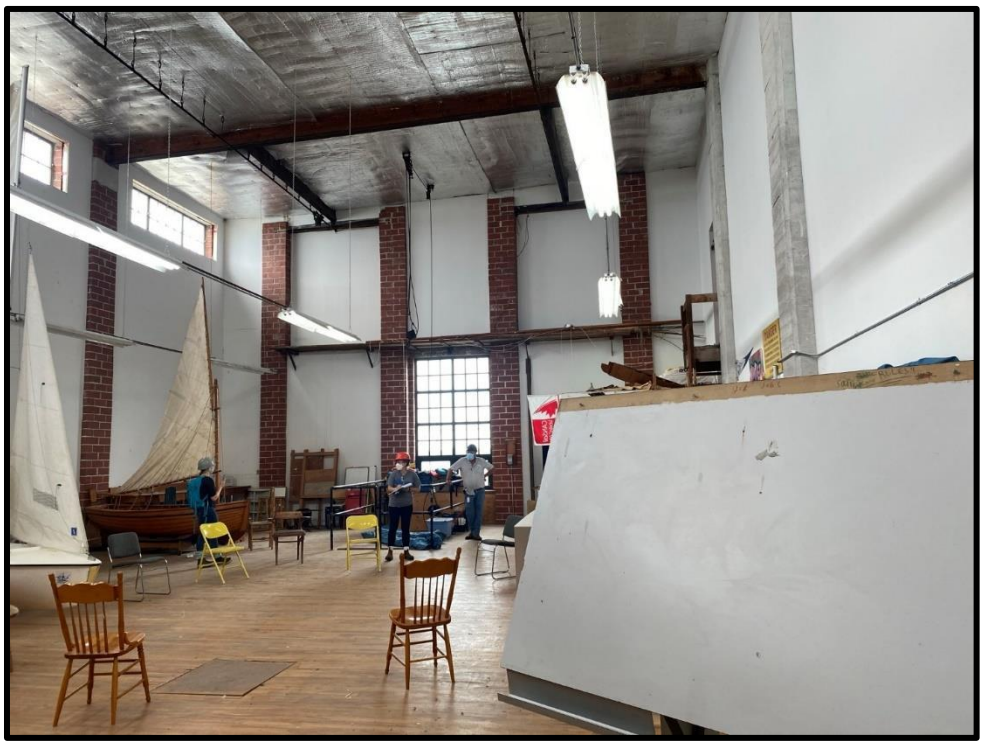


Image 81: Interior – Second Floor of Warehouse Addition
(Photo taken on July 14, 2021)

Image 82: Yacht Club Building Façade (East Elevation) and North Elevation
(Photo taken on July 14, 2021; Facing Southwest)

Image 83: Yacht Club Building North and West Elevations
(Photo taken on July 14, 2021; Facing East)

Image 84: Interior – Overview of First Floor of Yacht Club Building
(Photo taken on July 14, 2021)

Image 85: Interior – First Floor of Yacht Club Building Kitchen
(Photo taken on July 14, 2021)

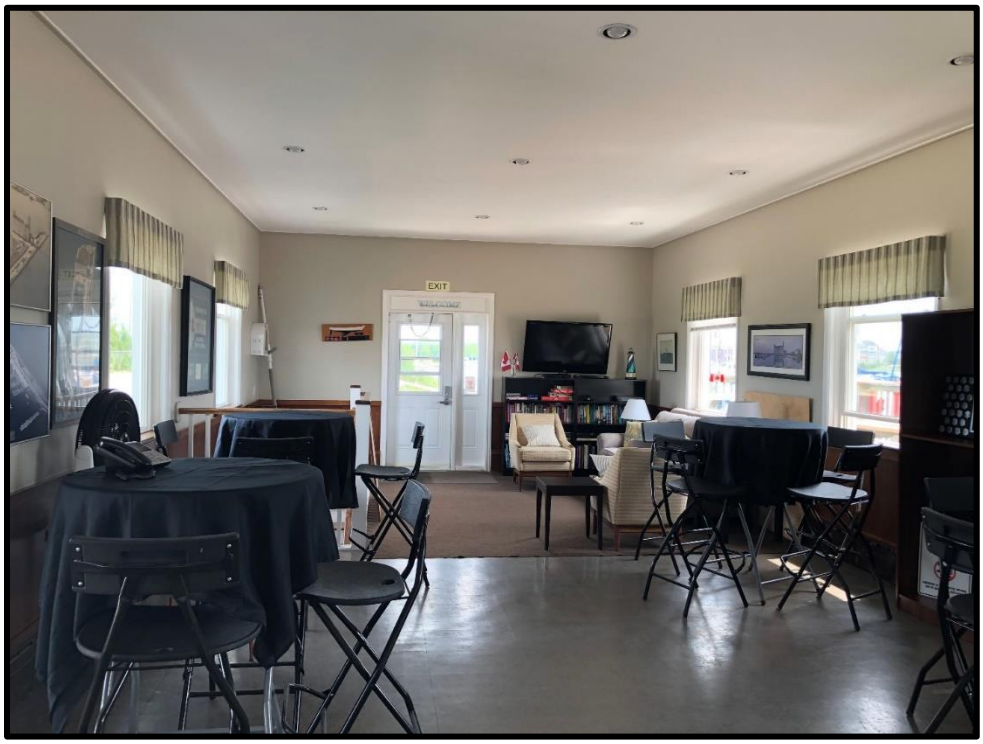


Image 86: Interior – First Floor of Yacht Club Building Lounge
(Photo taken on July 14, 2021)

Image 87: Interior – Yacht Club Window Detail
(Photo taken on July 14, 2021)

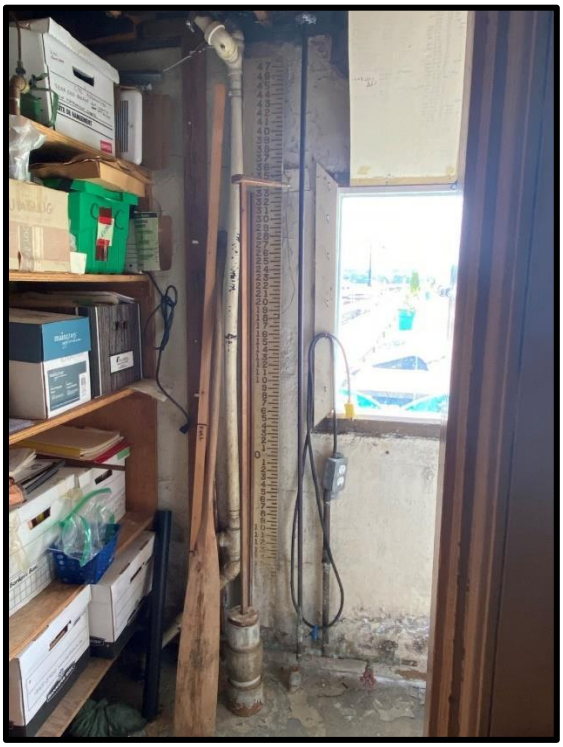


Image 88: Interior – Ground Floor Yacht Club Showing Water Level Measure
(Photo taken on July 14, 2021)

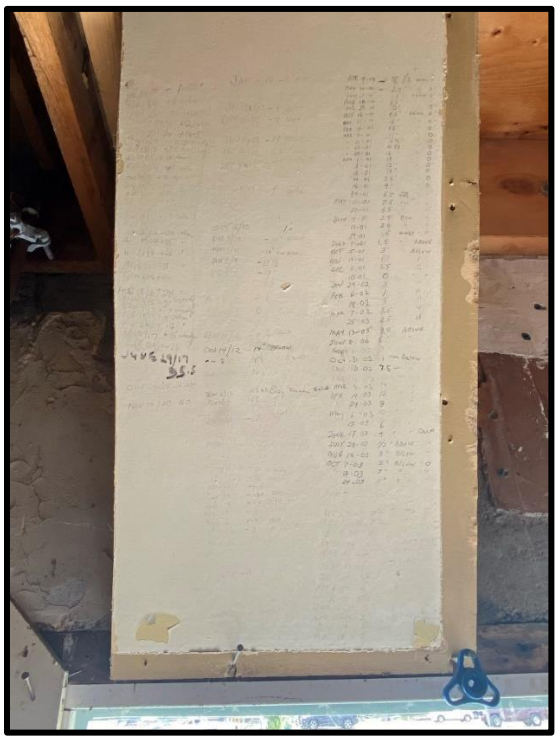


Image 89: Interior – Ground Floor Yacht Club Water Level Records on Wall
(Photo taken on July 14, 2021)

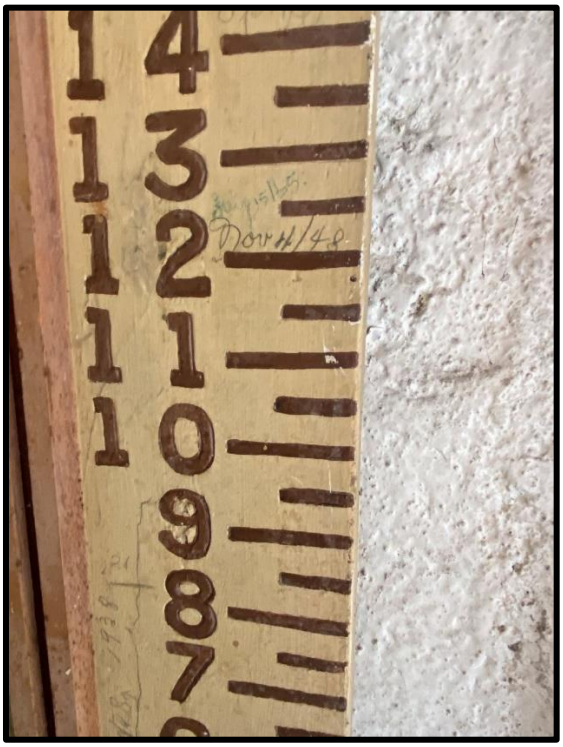


Image 90: Interior – Ground Floor Yacht Club Showing Water Level Measure
(Photo taken on July 14, 2021)

Image 91: Watts Boat House, North and East Elevations
(Photo taken on July 14, 2021; Facing Southeast)

Image 92: Watts Boat House, North and East Elevations
(Photo taken on September 18, 2021; Facing Southeast)

Image 93: Watts Boat House, East Elevation
(Photo taken on July 14, 2021; Facing Southwest)

Image 94: Watts Boat House, South and East Elevations
(Photo taken on July 14, 2021; Facing Northwest)

Image 95: Watts Boat House, South Elevation
(Photo taken on July 14, 2021; Facing Northwest)

Image 96: Watts Boat House, South and West Elevations
(Photo taken on July 14, 2021; Facing North)

Image 97: Context View of Watts Boat House and Collingwood Terminals
(Photo taken on July 14, 2021; Facing Northwest)

Image 98: View of Millennium Park
(Photo taken on July 14, 2021; Facing Northwest)

Image 99: View of Millennium Park
(Photo taken on July 14, 2021; Facing Northwest)

Image 100: View of Georgian Bay from Millennium Park
(Photo taken on July 14, 2021; Facing Northwest)

Image 101: "The Story of Collingwood, the Setting" Plaque Millennium Park
(Photo taken on September 18, 2021; Facing East)

Image 102: Harbourlands Park Gateway
(Photo taken on September 18, 2021; Facing Northeast)

Image 103: Steam Hammer in Harbourlands Park
(Photo taken on September 18, 2021; Facing East)

Image 104: Bollard and Enclosed Steam Winch in Harbourlands Park
(Photo taken on September 18, 2021; Facing East)

Image 105: "North West Mounted Police Departure Point, Collingwood – 1873" Monument, Harbourlands Park
(Photo taken on September 18, 2021; Facing West)

Image 106: Memorial Plaques in Sidewalk, Harbourlands Park
(Photo taken on September 18, 2021; Facing Southeast)

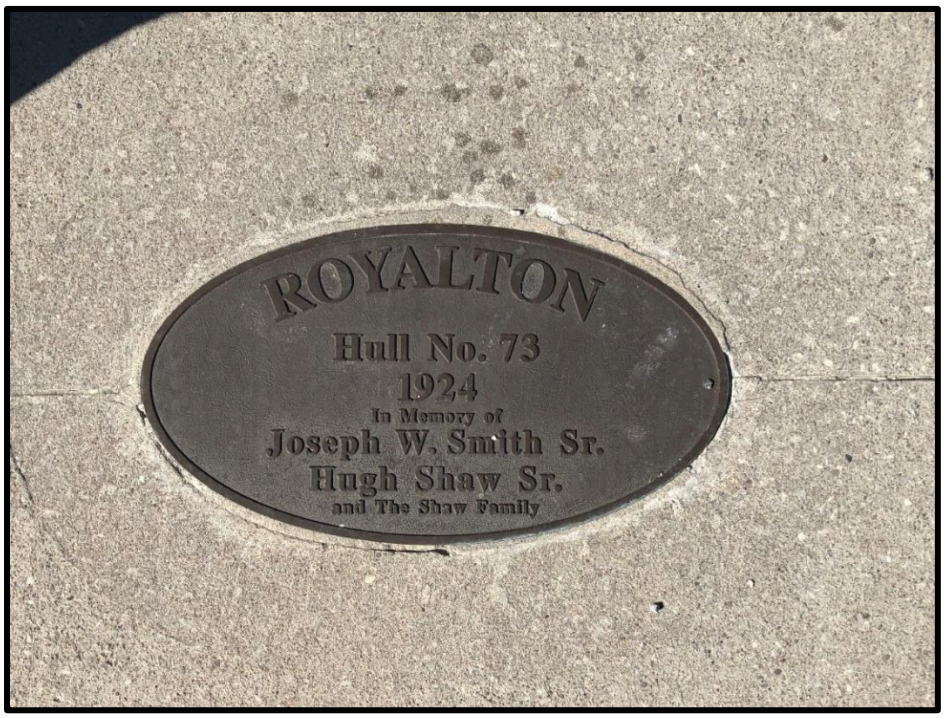


Image 107: Example of Sidewalk Plaque, Harbourlands Park
(Photo taken on September 18, 2021; Facing Northwest)

Image 108: "To the People Who Lost Their Lives and the Families Who Lost Loved Ones in the Collingwood Shipyards" Plaque, Harbourlands Park
(Photo taken on September 18, 2021; Facing Northeast)

Image 109: "Harbourlands Walk of History", Plaque Harbourlands Park
(Photo taken on September 18, 2021; Facing Southeast)

Image 110: "The Collingwood Shipyards 1893–1986" Plaque, Harbourlands Park
(Photo taken on September 18, 2021; Facing Southwest)

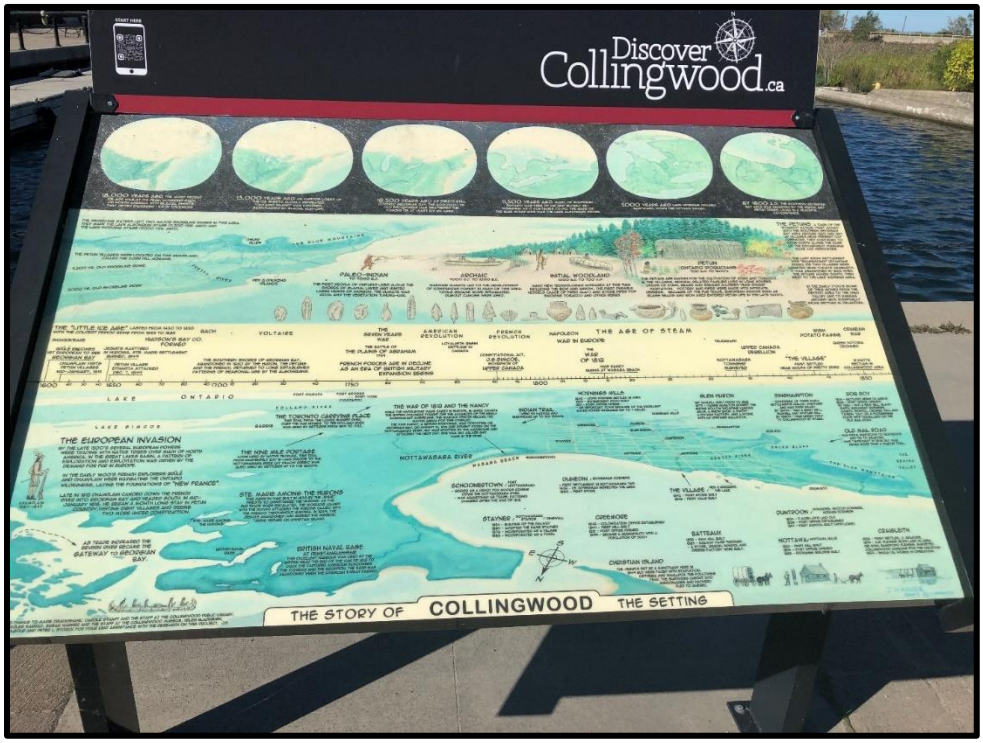


Image 111: "The Story of Collingwood, the Setting" Plaque Harbourlands Park
(Photo taken on September 18, 2021; Facing Northwest)

Appendix D: Floor Plans and Elevation

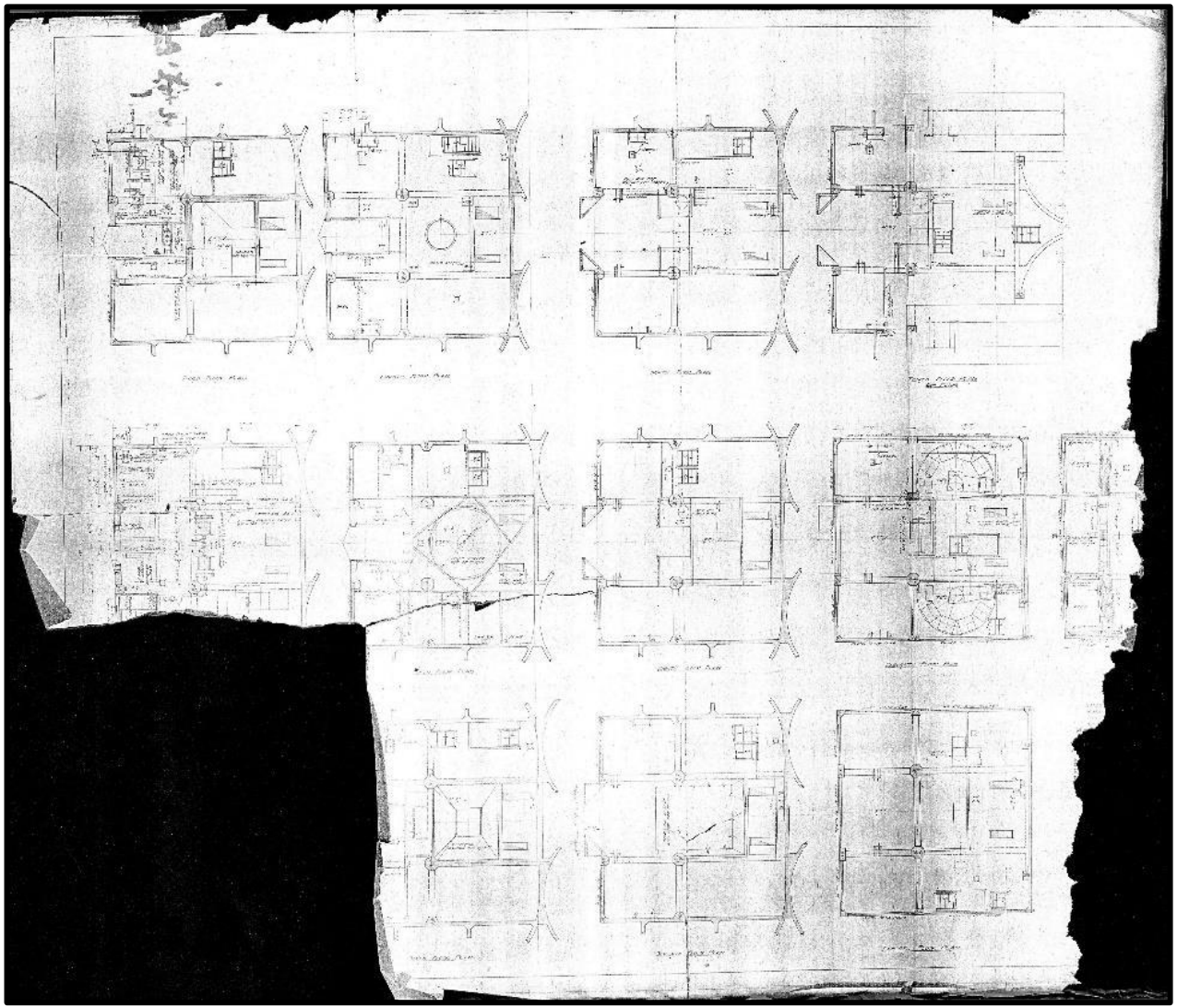


Figure 7: Floor Plan of Collingwood Terminals, n.d.
(Provided by the Town of Collingwood)

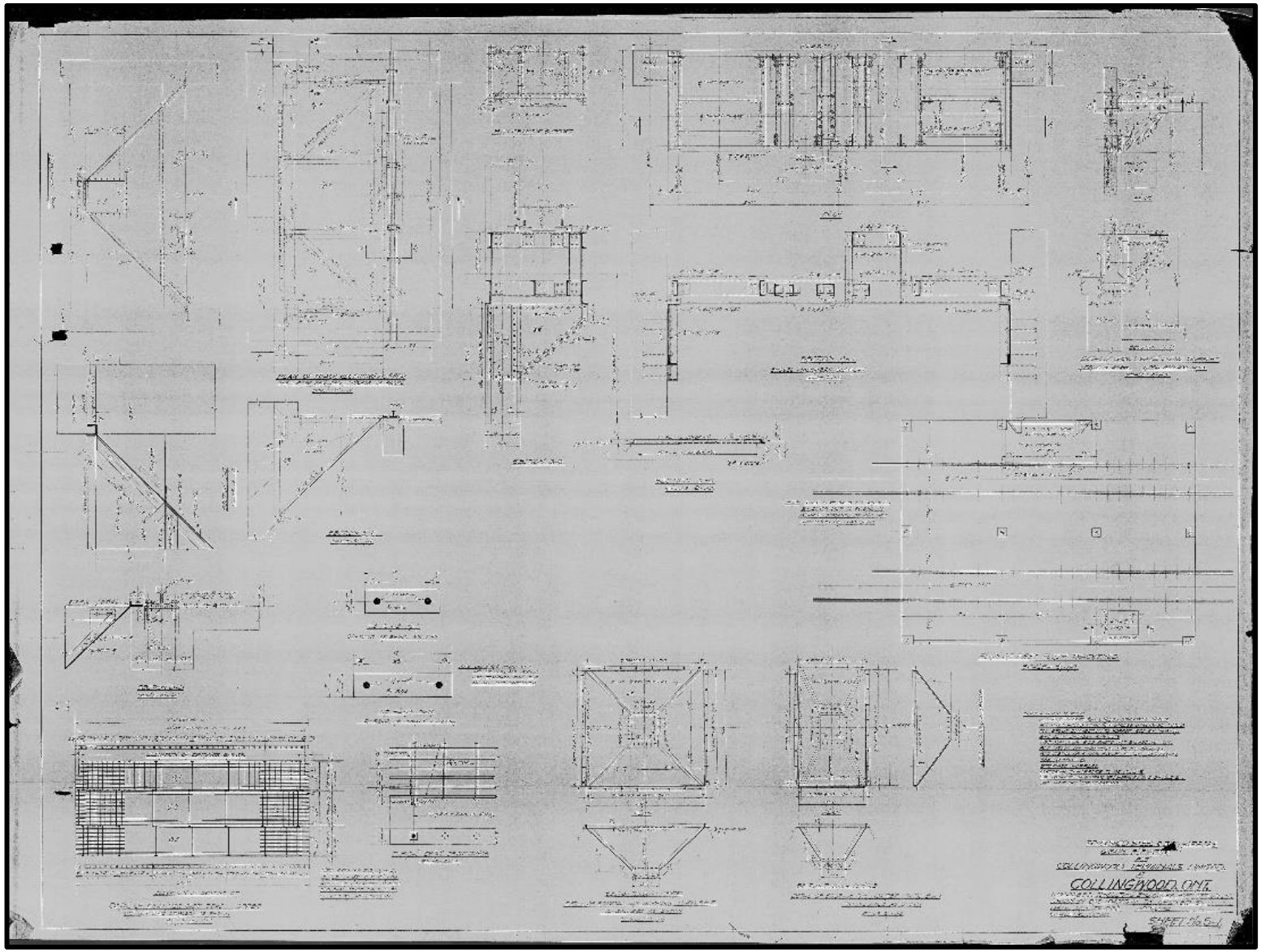


Figure 8: Trackshed Steel and Bin Hoppers, Grain Elevator for Collingwood Terminals Limited, 1928
(Provided by the Town of Collingwood)

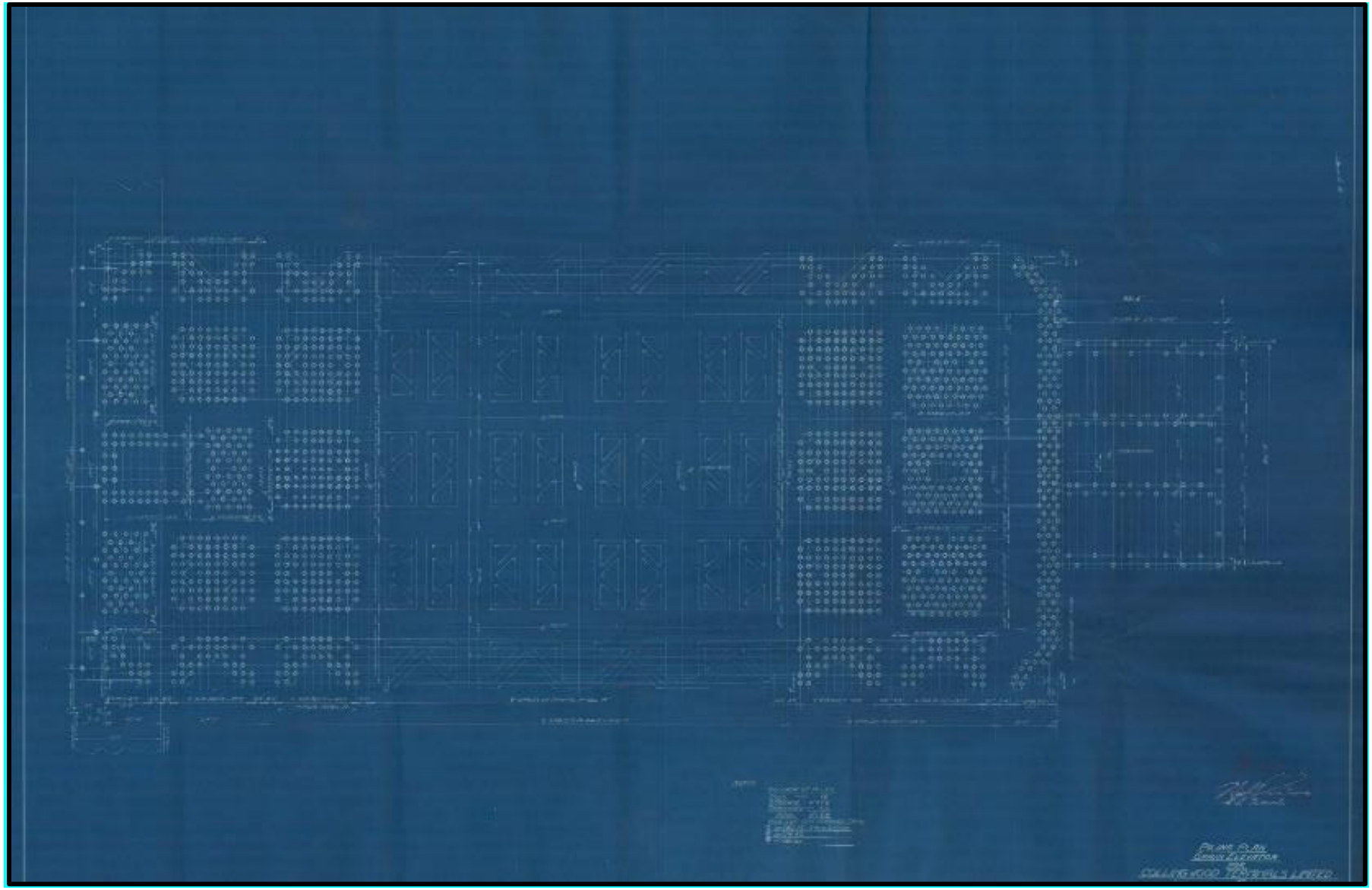


Figure 9: Piling Plan, circa 1929
(Provided by the Town of Collingwood)

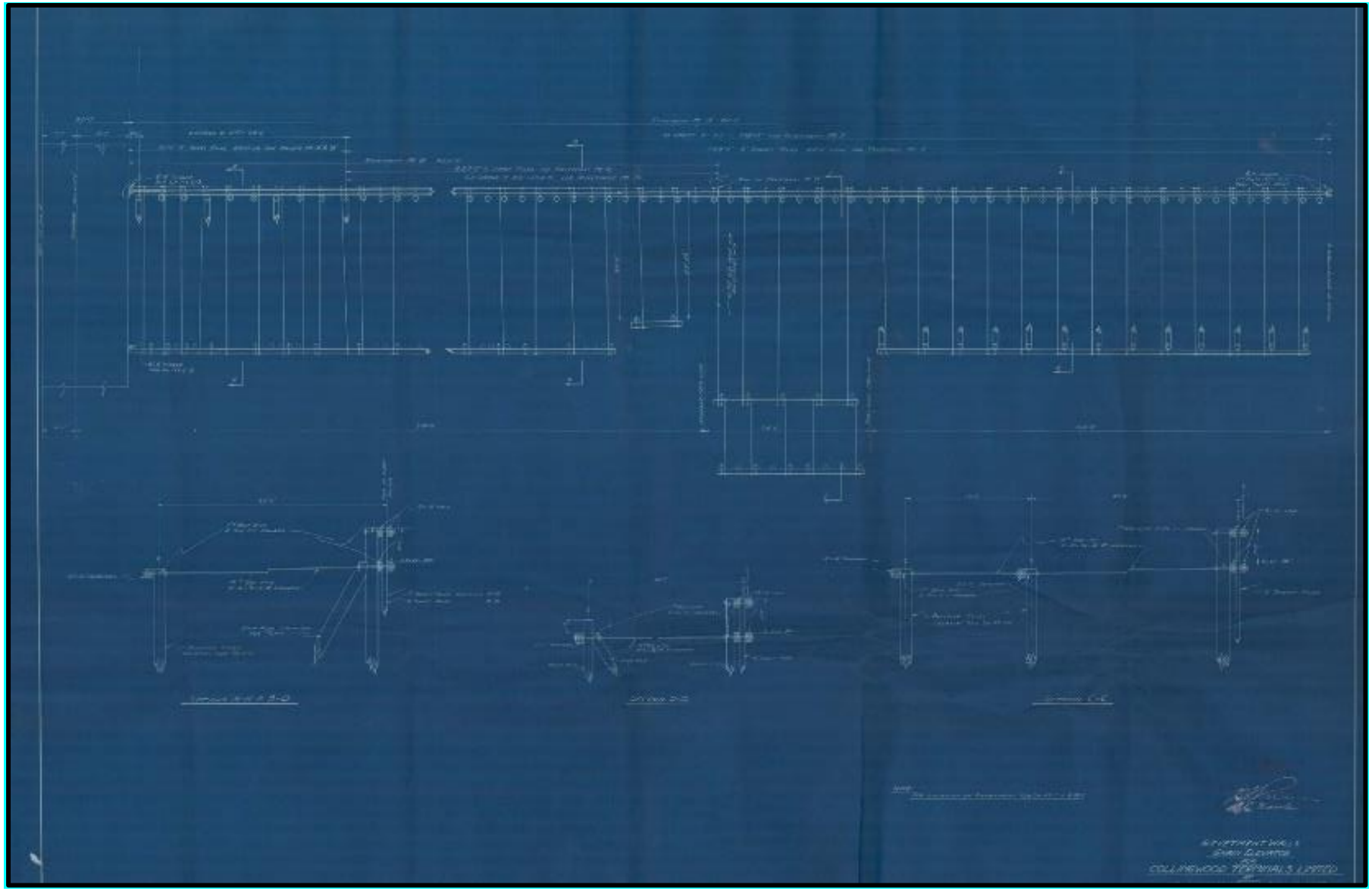


Figure 10: Revetment Walls Plan, circa 1929
(Provided by the Town of Collingwood)

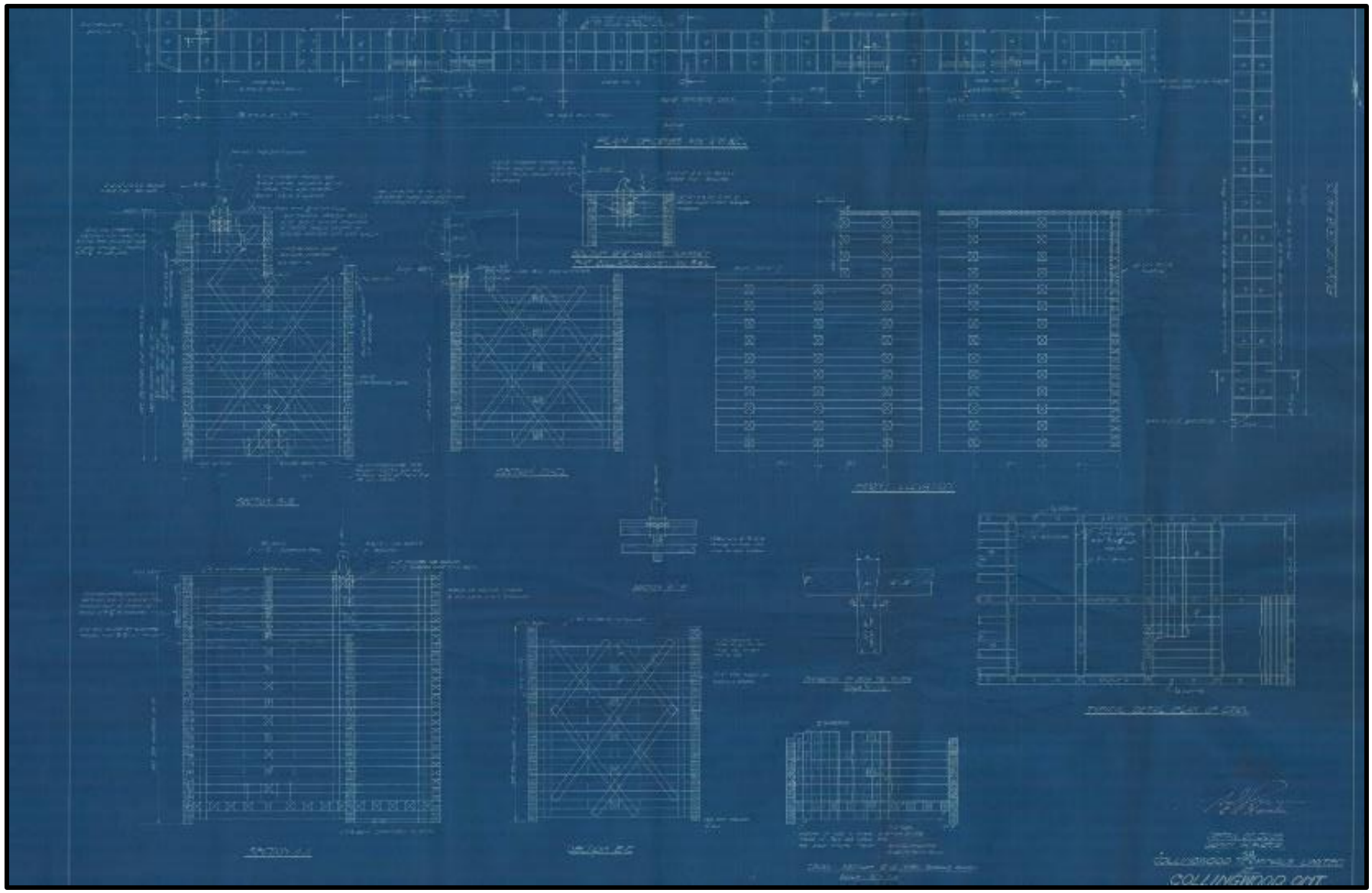


Figure 11: Detail of Cribs, circa 1929
(Provided by the Town of Collingwood)

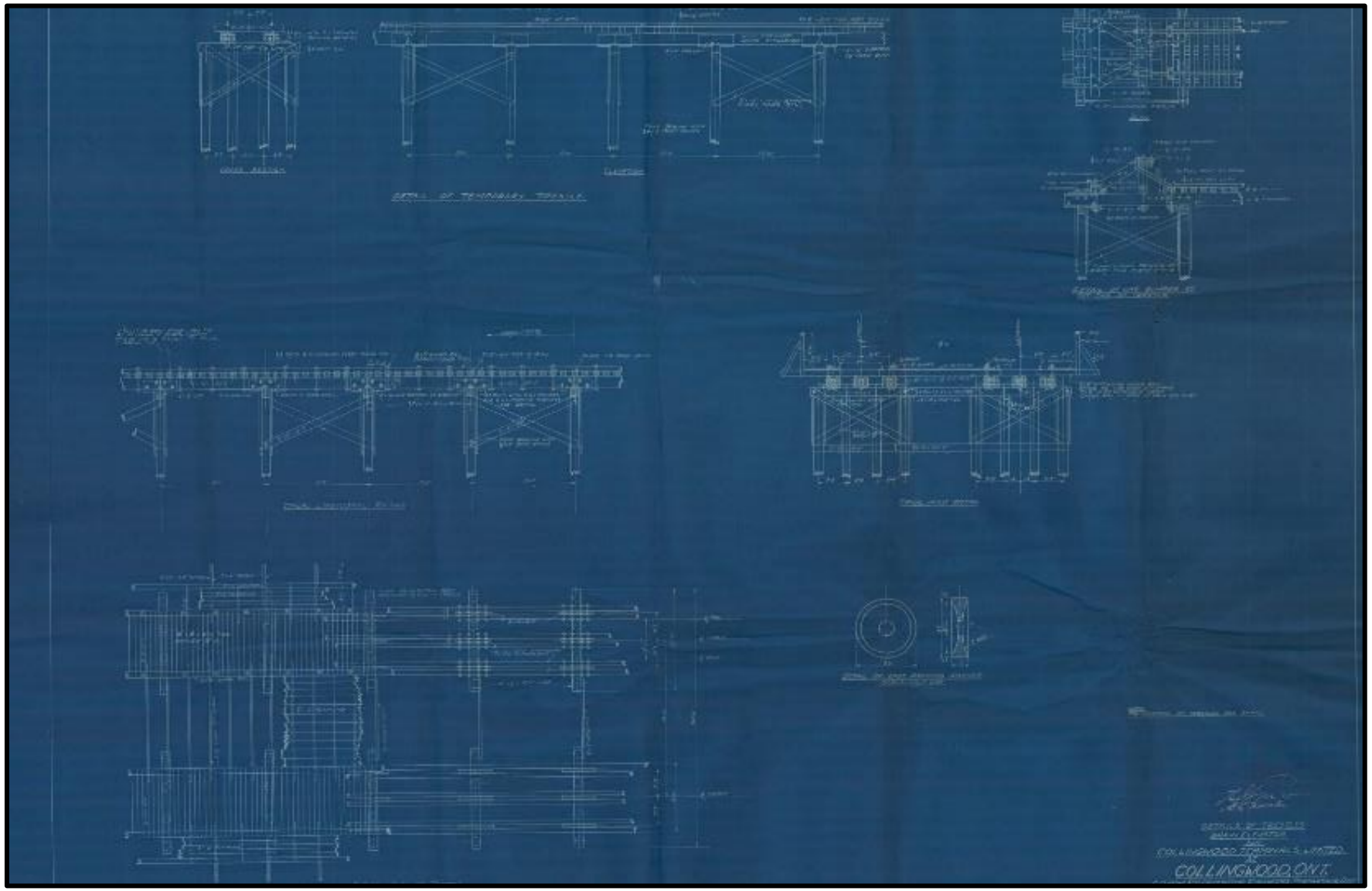


Figure 12: Details of Trestle, circa 1929
(Provided by the Town of Collingwood)

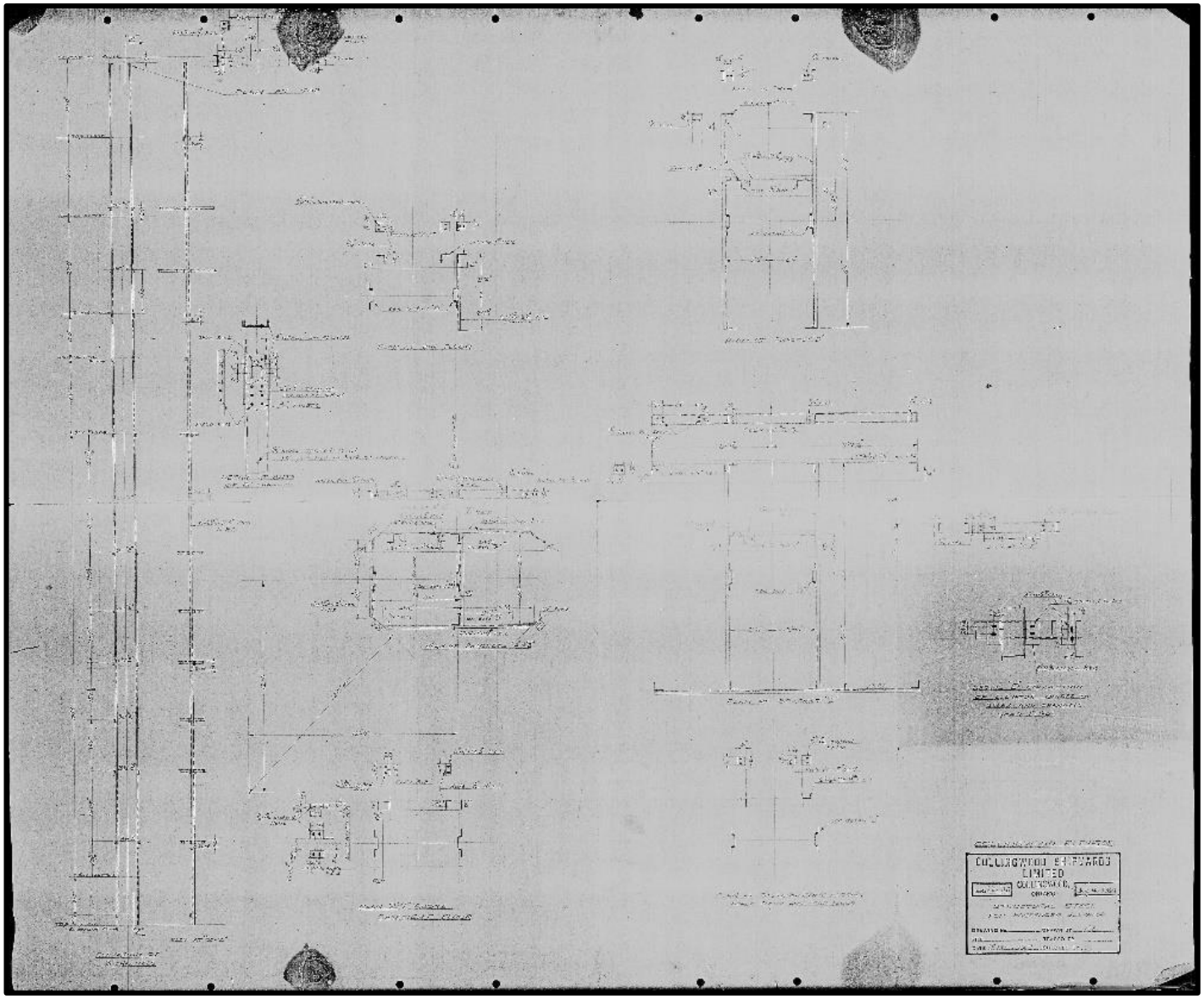


Figure 13: Structural Steel for Passenger Elevator, 1929
(Provided by the Town of Collingwood)

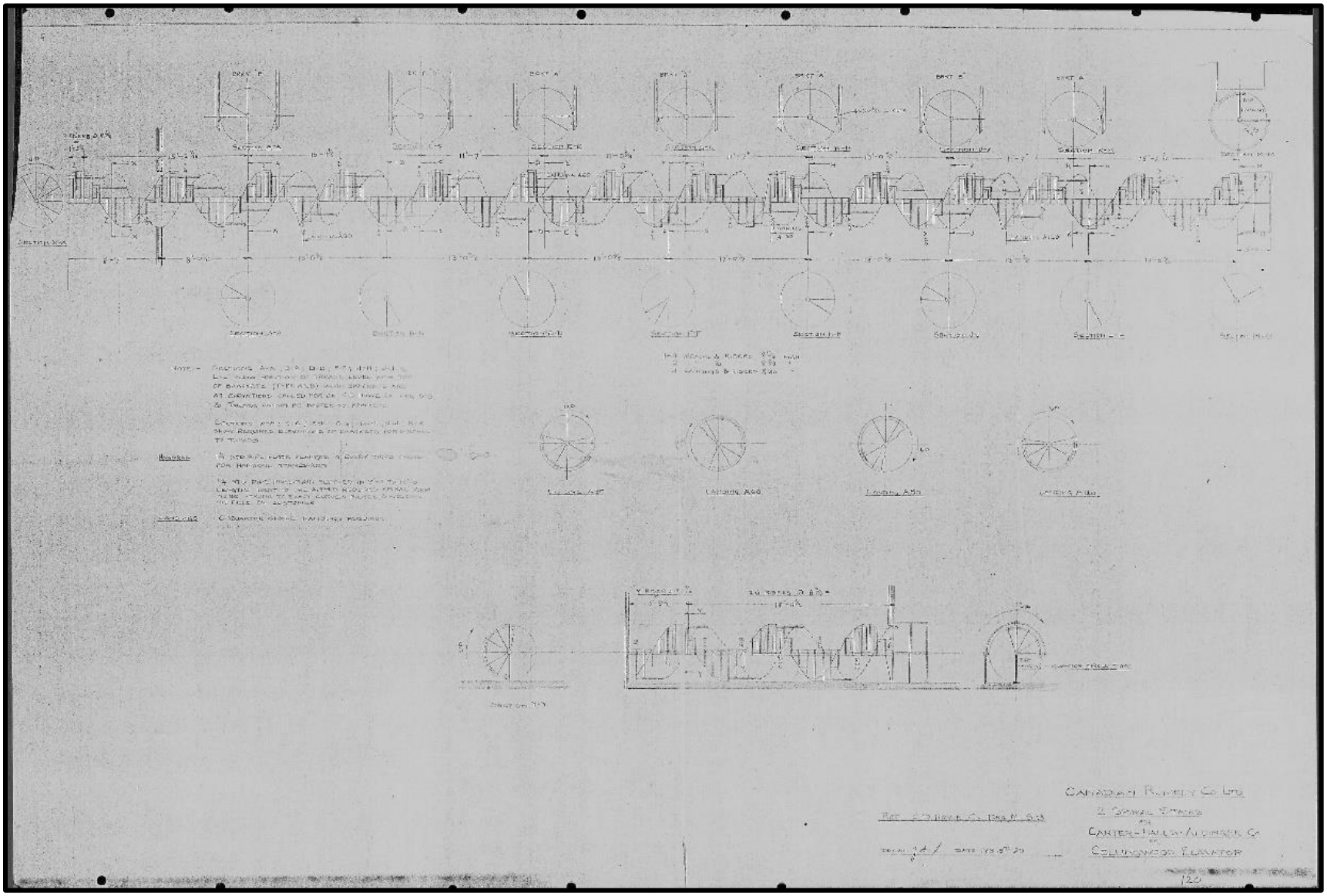


Figure 14: Two Spiral Stairs for Carter-Halls-Aldinger Co. Re: Collingwood Elevator, 1929
(Provided by the Town of Collingwood)

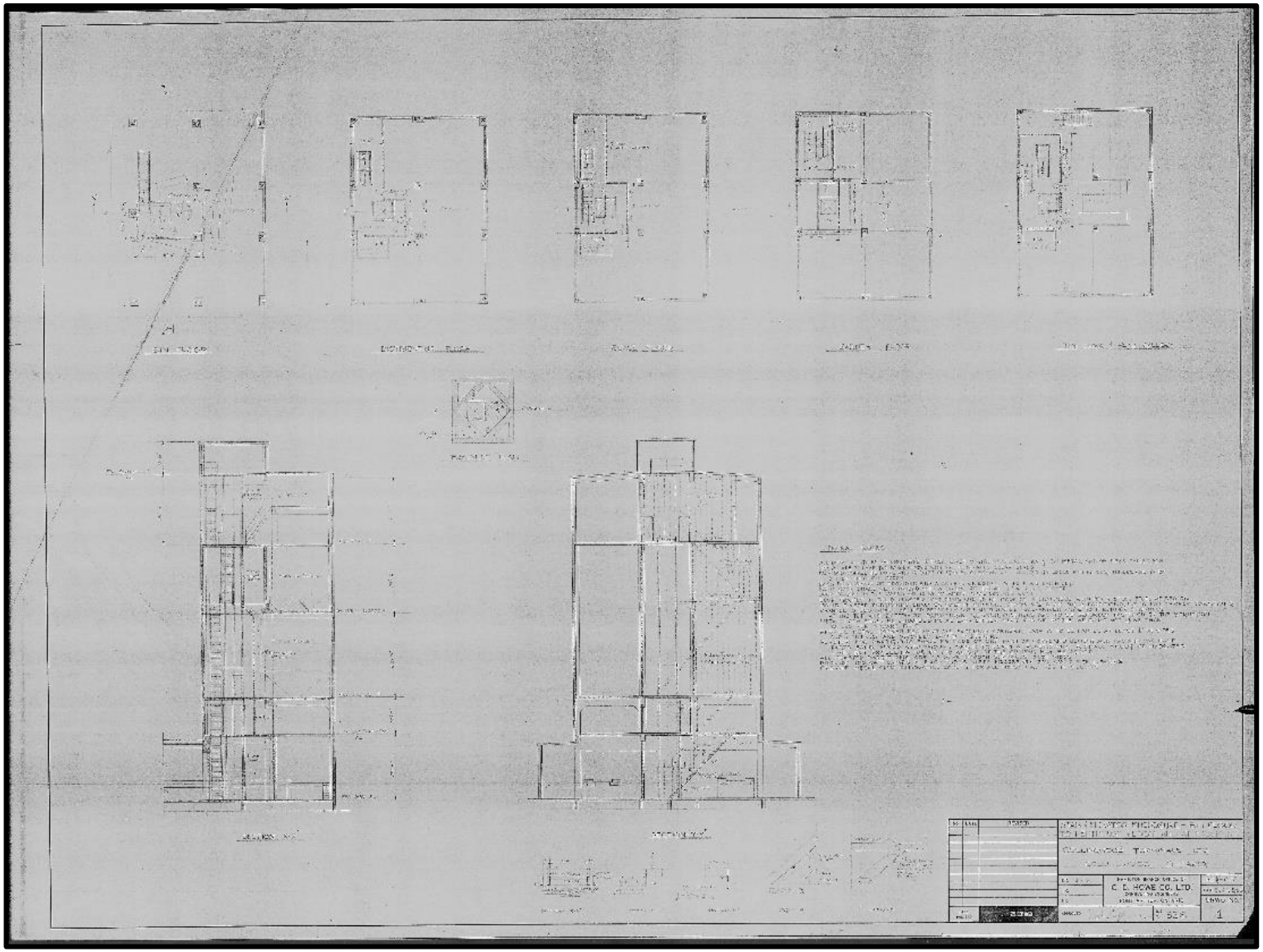


Figure 15: Stair and Elevator Enclosure, Bin Floor to Penthouse Floor and Basement, 1950
(Provided by the Town of Collingwood)

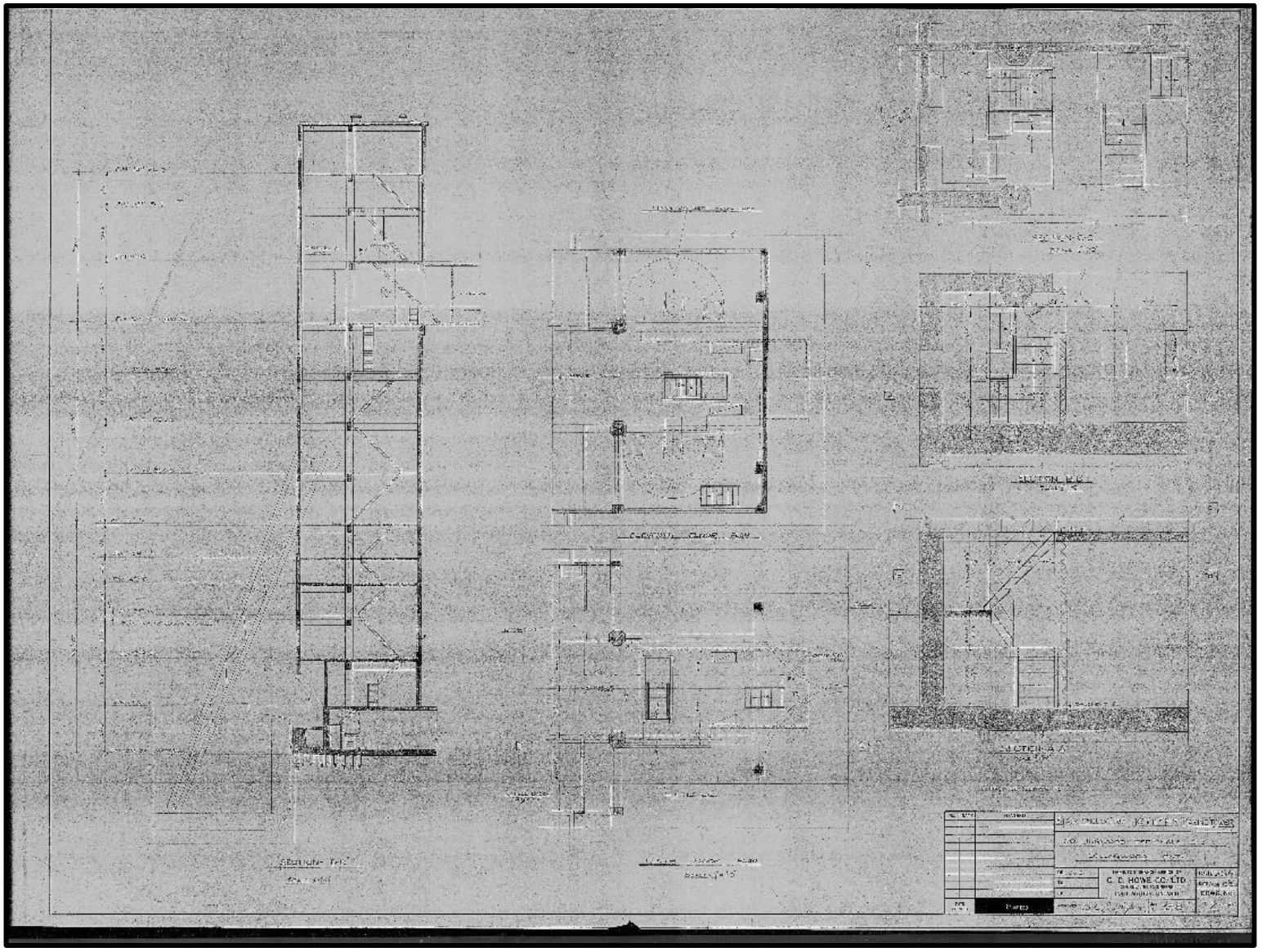


Figure 16: Stair Enclosure, 10th and 11th Floors of Marine Tower, 1950
(Provided by the Town of Collingwood)

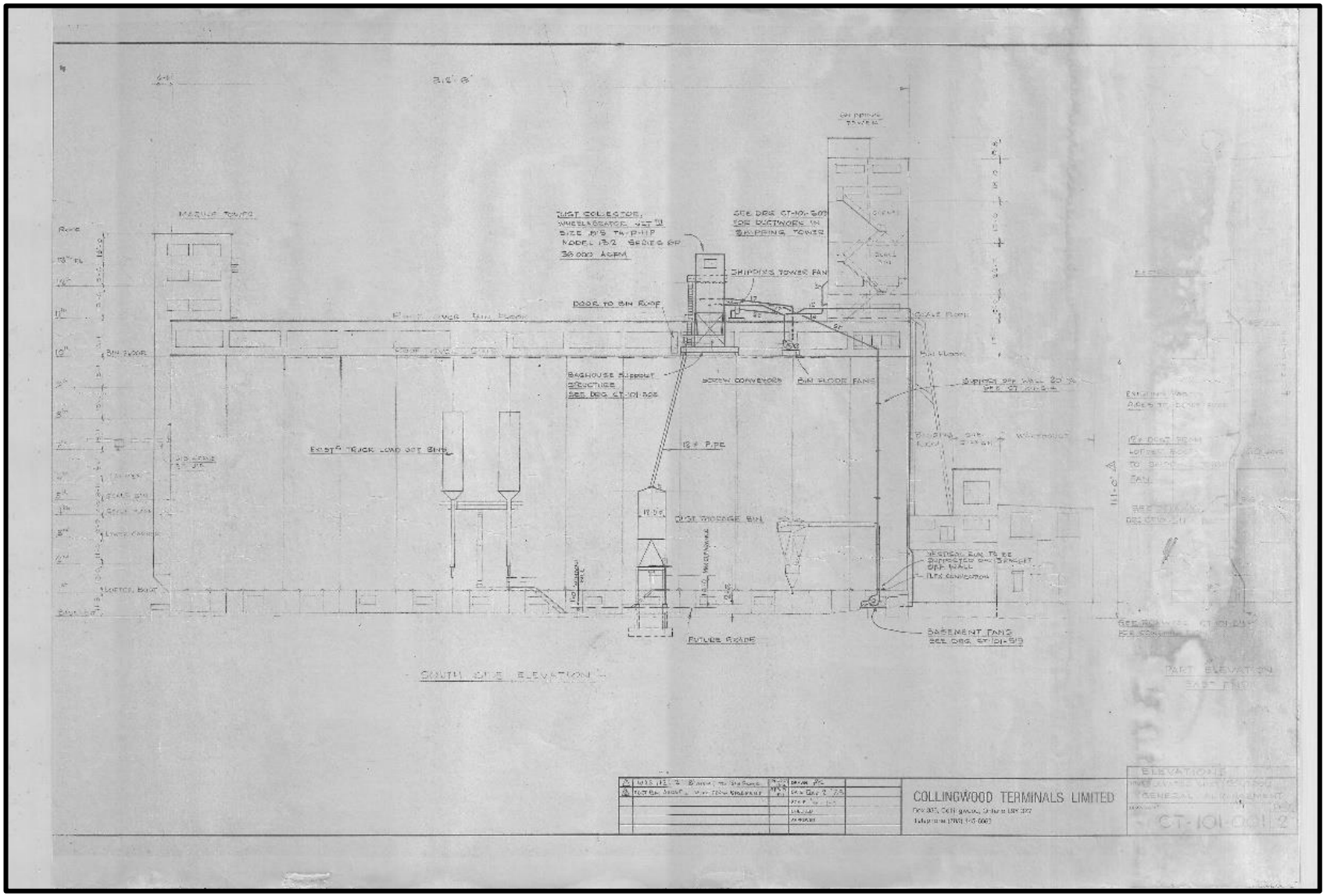


Figure 17: South Elevation Equipment Locations and Riser, 1984

(Provided by the Town of Collingwood)

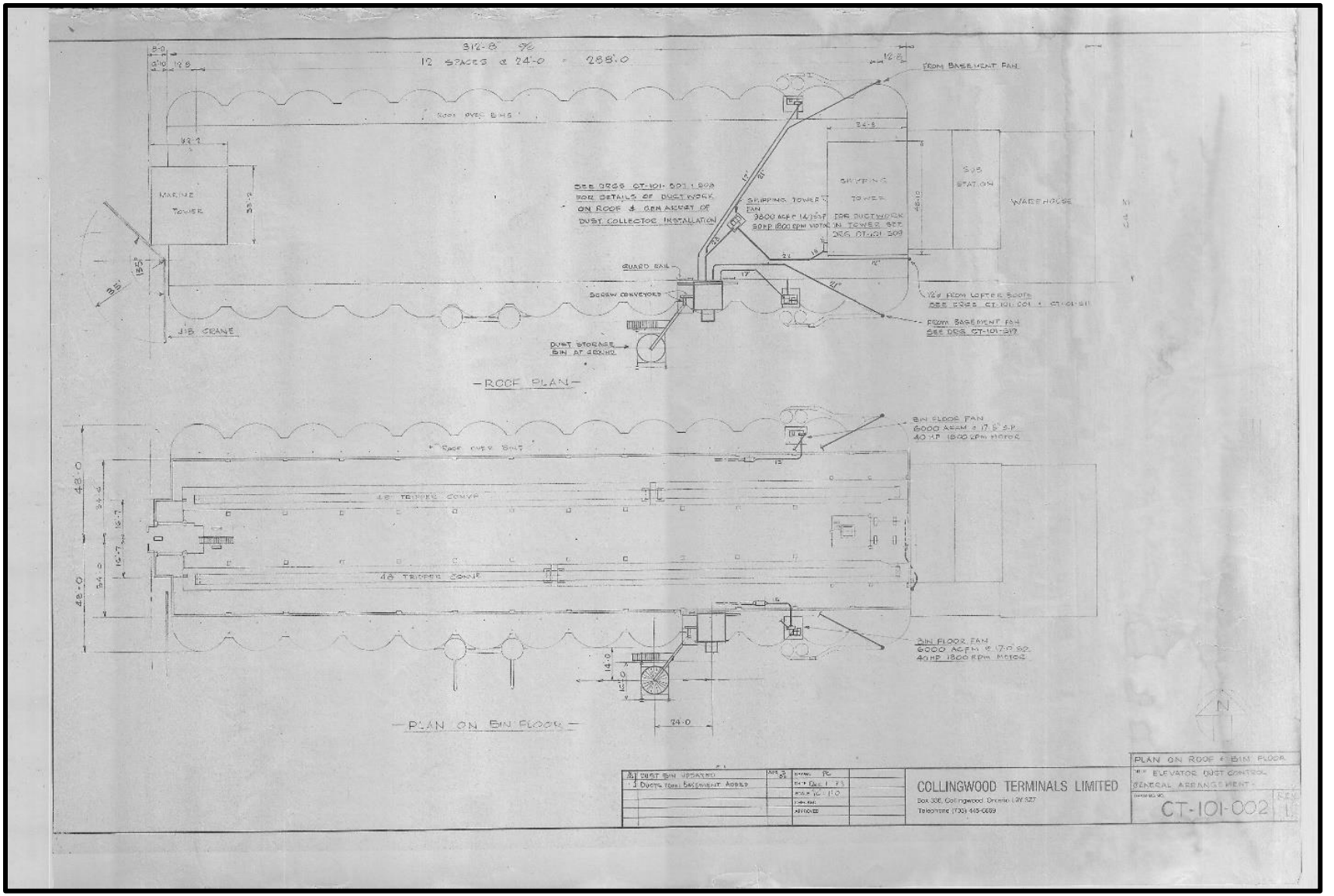


Figure 18: Bin Floor Roof and Bin Floor Plans, Equipment Locations, 1984
(Provided by the Town of Collingwood)

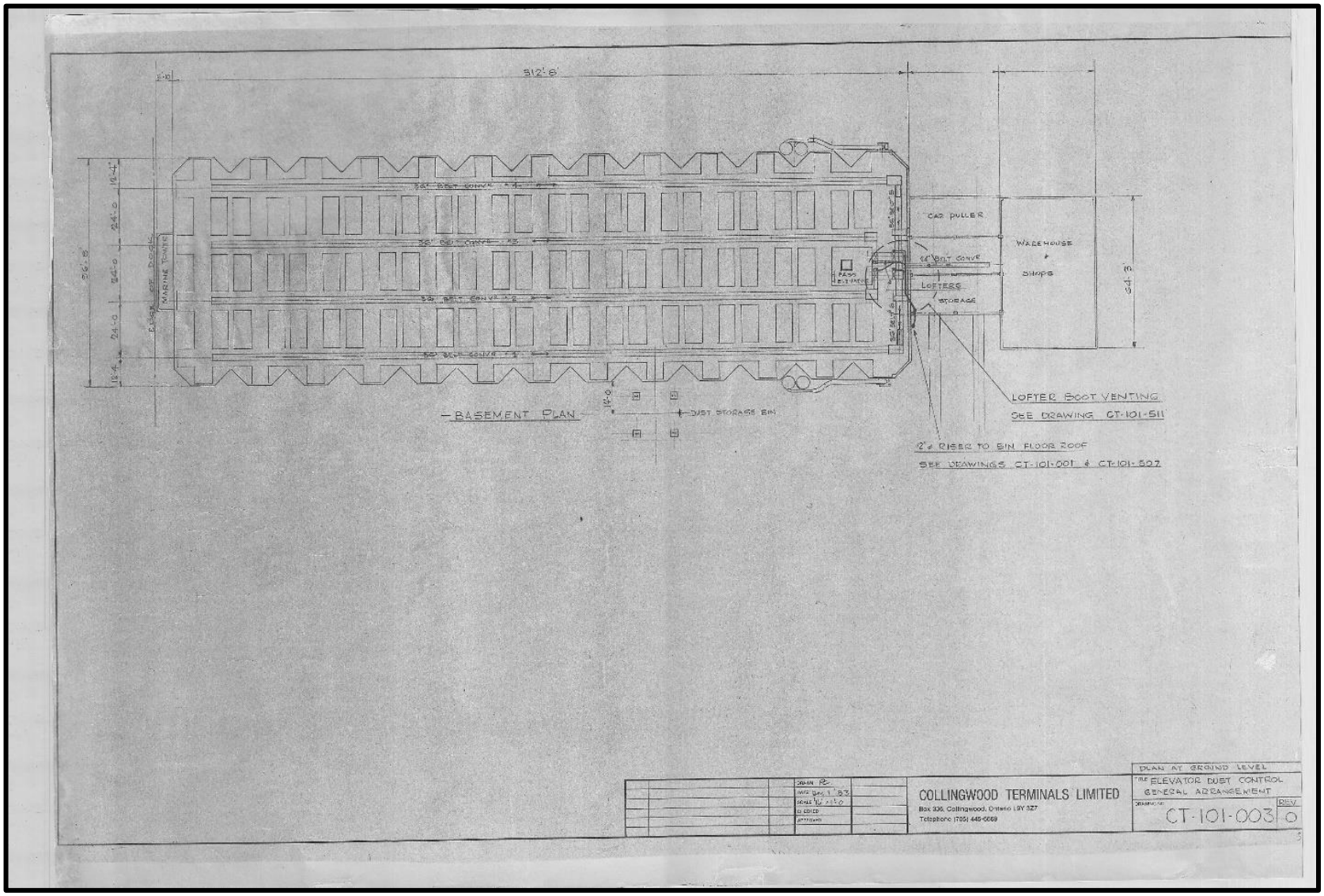


Figure 19: Basement Plan, Elevator Dust Control General Arrangement, 1984
(Provided by the Town of Collingwood)

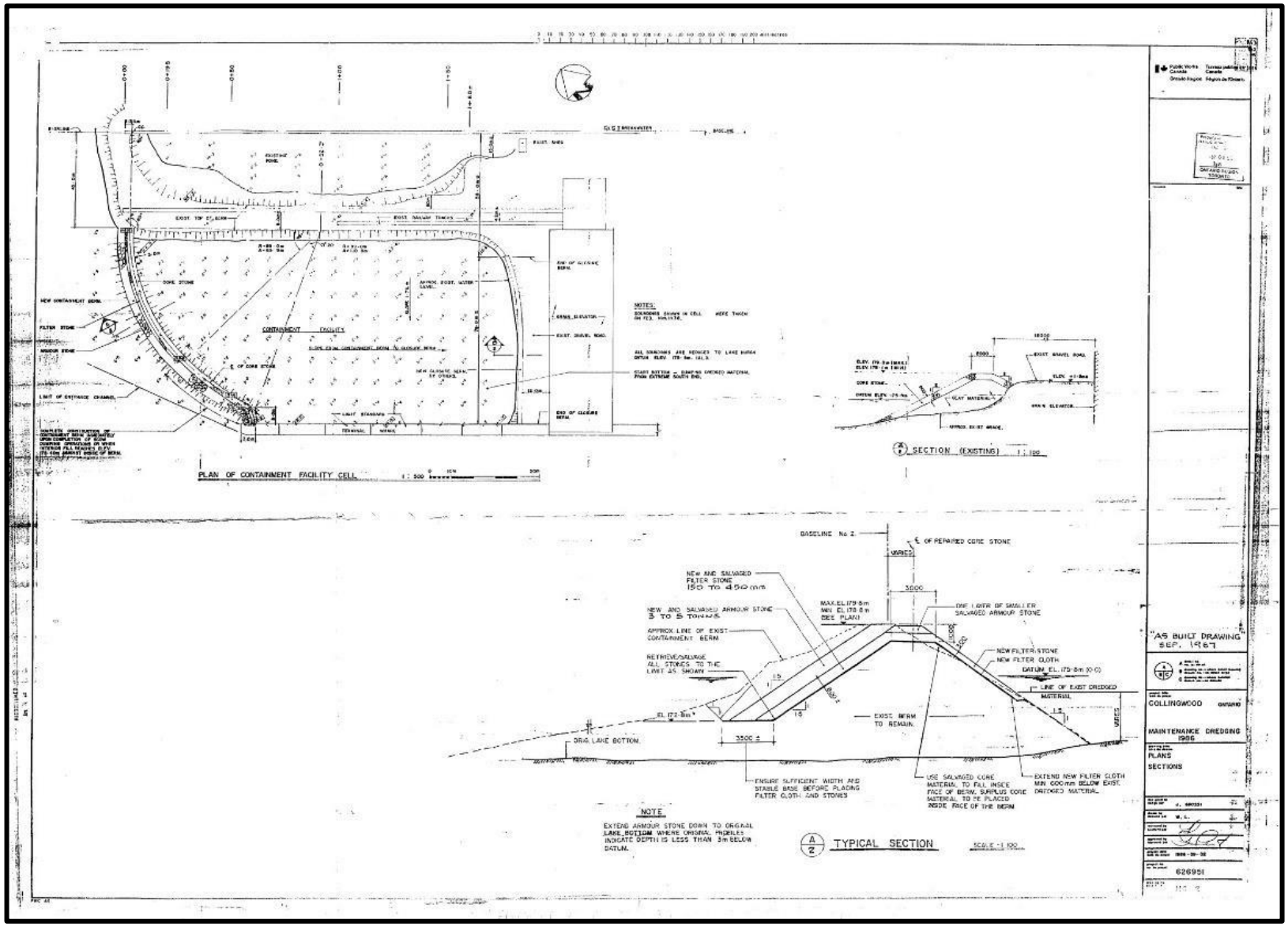

PLAN OF CONTAINMENT FACILITY CELL
SECTION (EXISTING)
TYPICAL SECTION
"AS BUILT DRAWING SEP. 1967
COLLINGWOOD
MAINTENANCE DREDGING 1986
PLANS
SECTIONS
626951

Figure 20: Maintenance Dredging of the Collingwood Harbour, 1986
(Provided by the Town of Collingwood)

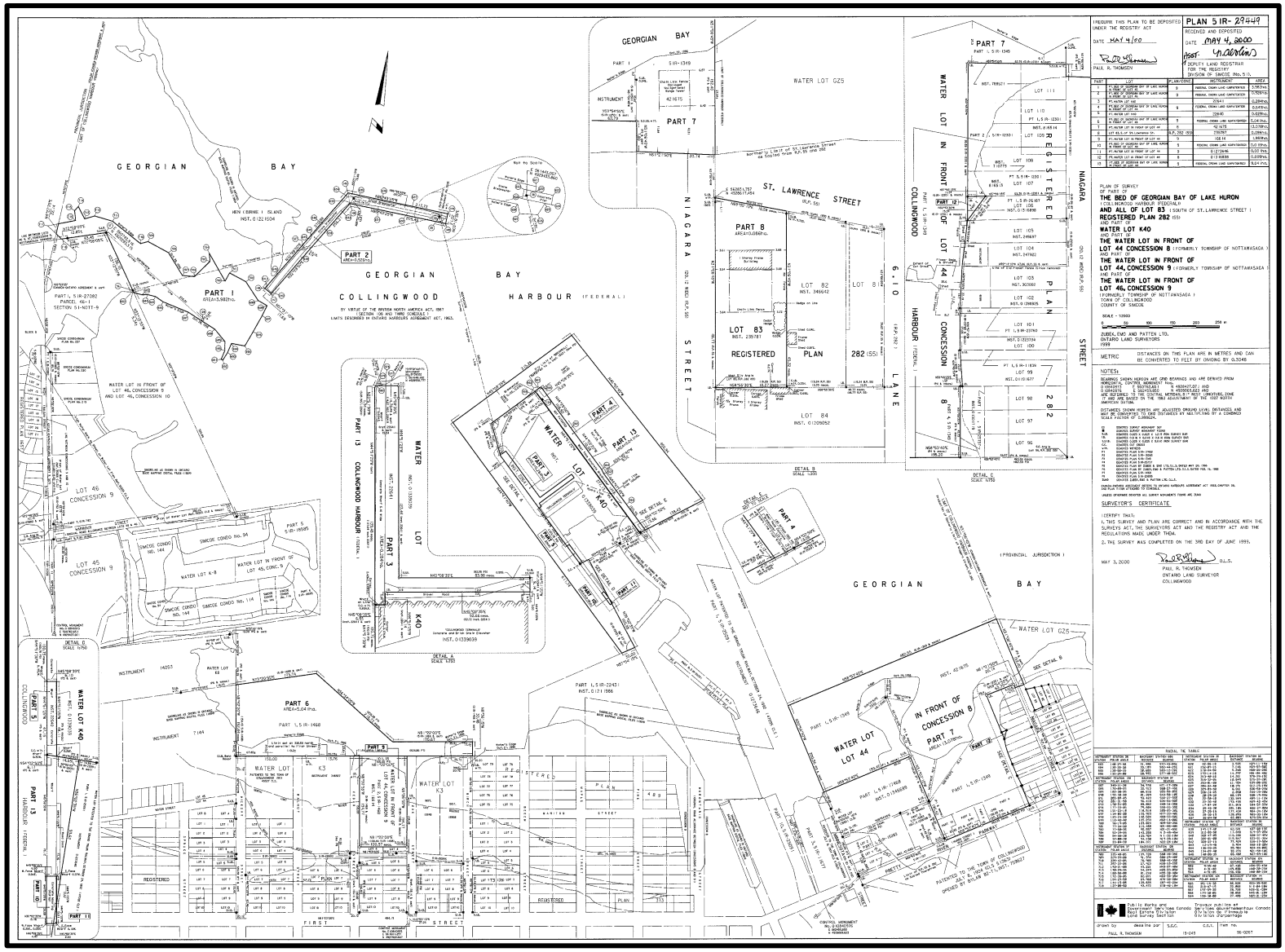


Figure 21: Plan 51R-29449, 2000
(Provided by the Town of Collingwood)

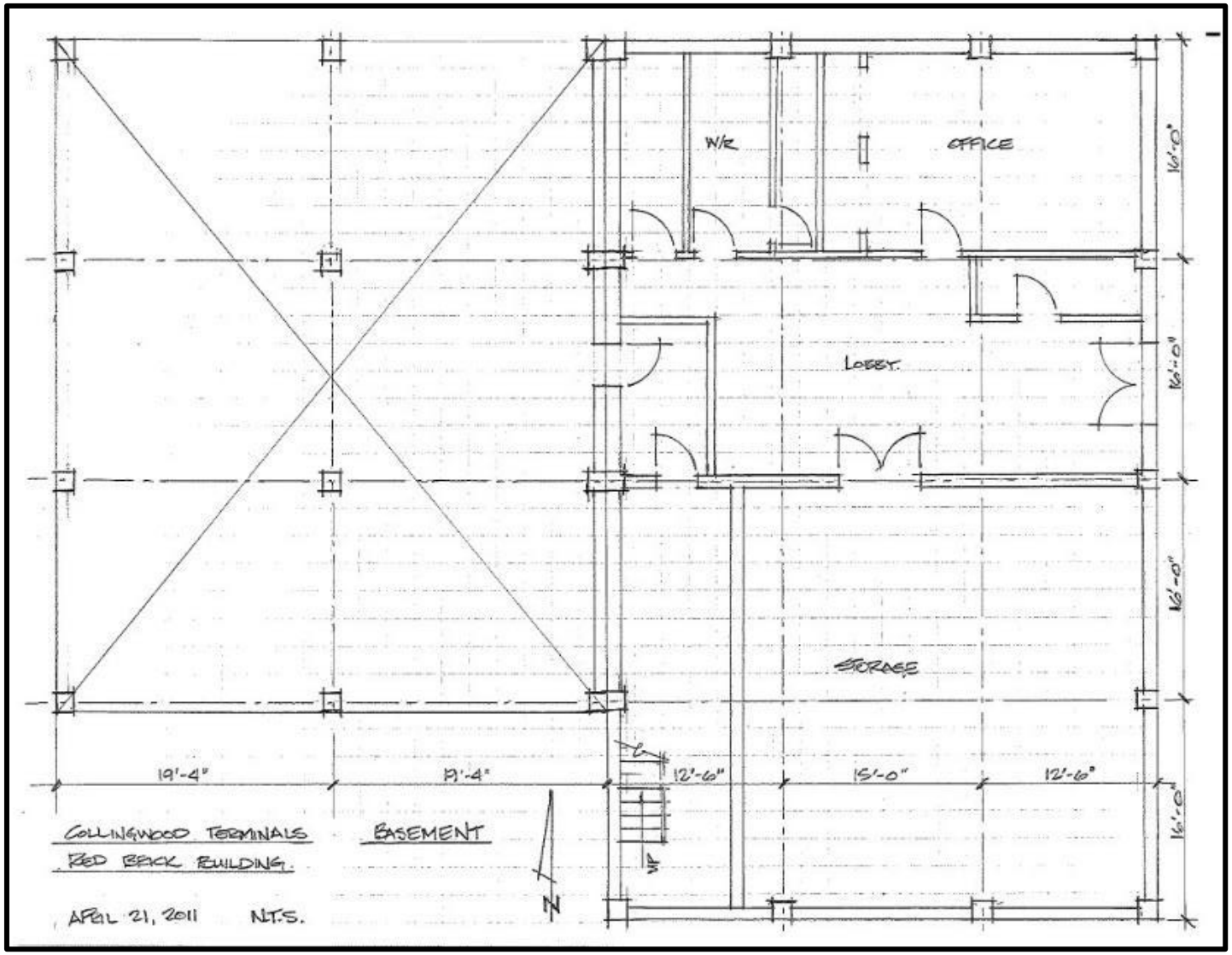


Figure 22: Collingwood Terminals Red Brick Building Basement, 2011
(Provided by the Town of Collingwood)

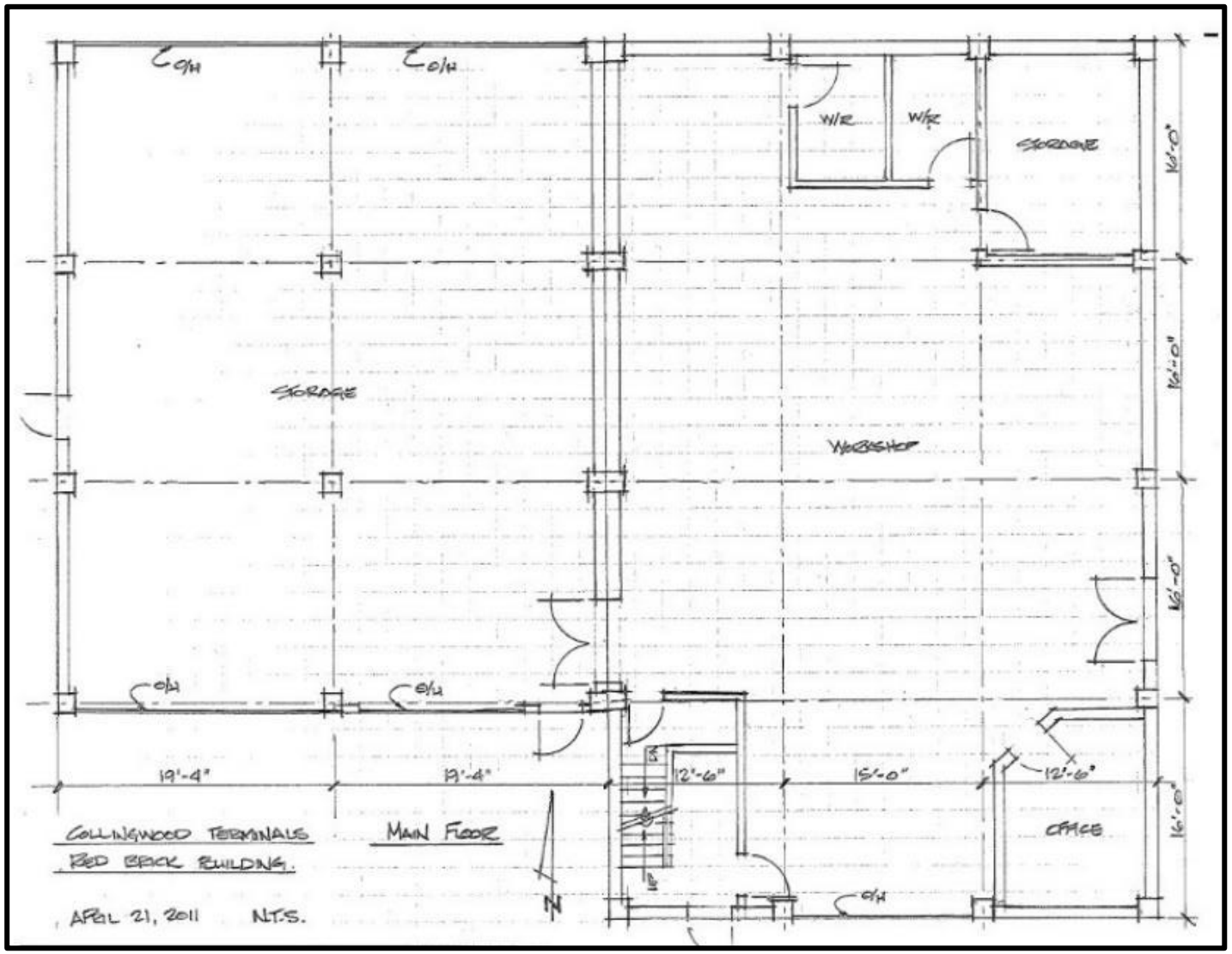


Figure 23: Collingwood Terminals Red Brick Building Main Floor, 2011
(Provided by the Town of Collingwood)

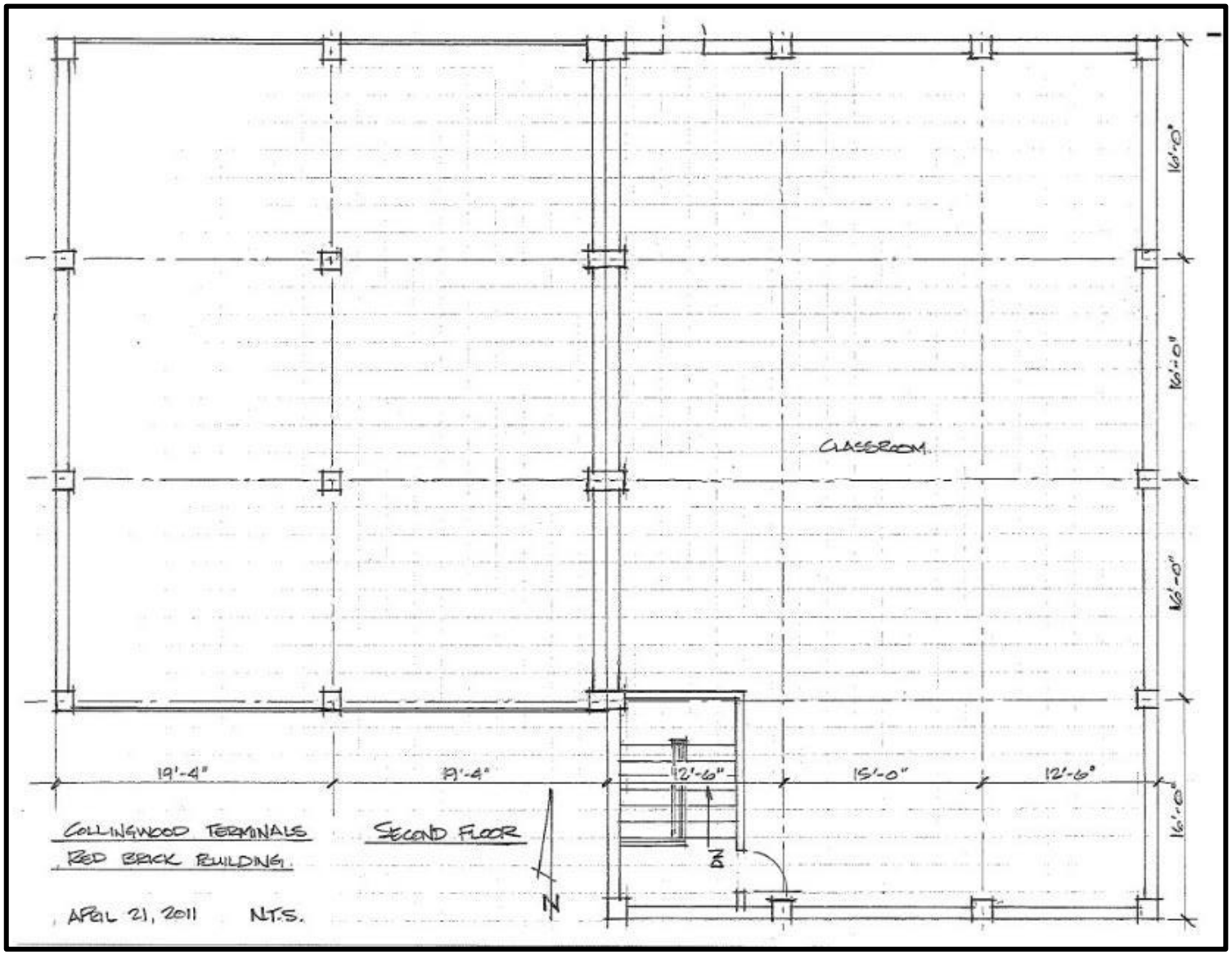


Figure 24: Collingwood Terminals Red Brick Building Second Floor, 2011
(Provided by the Town of Collingwood)

Appendix E: Community Engagement Survey Results

Survey 1- Feedback on Built Heritage Assessment

General Statistics:

- 427 people completed survey
    - Majority of respondent live (261), grew up (237) and/or have family (229) in Collingwood. There were 96 people that do not live in Collingwood who completed the survey.
    - Majority of people (325/427) who responded were 46 years or older (46-60 years: 133 people; 60+ years: 192 people).
    - Most people (263/427) have some knowledge of OHA; 140 people have no knowledge.
    - Most people have no knowledge of O. Reg 9/06 (237/427); 173 people have some knowledge;14 people are very knowledgeable.
    - Do you feel that the following contributes to Cultural Heritage Value or Interest (bold is majority):
- Grain Terminals- significant (381/427), somewhat (25), none (20)
- Millennium Park- significant (295/427), somewhat (111), none (13)
- Yacht Club- significant (153) Somewhat (195/427), none (70/427)
- Watt Boathouse- significant (248), somewhat (140), none (27)
- Harbourlands Park - significant (266), somewhat (127), none (26)
    - Overwhelming majority (386/427) believe Grain terminal special or unique.

Essay Questions:

Question 6: Are there any stories you can tell us about the Collingwood Grain Terminals specifically? Please include any details which may relate to the architecture, the history, or the context.?

Most common Answer:

- As I round the bend at Devil's Glen and see the harbour before me with the iconic structure of the grain terminals, I know I am coming home (I'm home, feels like home).
- Come down the mountain before Duntroon, I know I am home.

Childhood memories

- Jumping off pier, watching sunset with aging parents, walking paths.
- Watching grain boats unload, watching trains get filled.

Landmark/reference point for Collingwood.

- Visual landmark from other parts of the waterfront (i.e., from Wasaga Beach).
- Scenic caves road leading to the top of the escarpment and the lookout there, gives a breathtaking view of Georgian Bay highlighted by the Collingwood grain terminals and the lighthouse.
- Grain terminals used as a visual landmark while boating/on water (multiple respondents) in ALL seasons. As a boater "the terminals" are the best aid to navigation especially since the range markers were removed. Also serves as a wind break for the park or the yacht club.
- Recognized as visual marker by all Commercial Airlines.

- "When I was growing up the grain elevator was still in use. My Mother used to drive me in behind the elevator at night and we would sit and watch the grain pour into the back of the trucks and when full, then they would drive off. I can still see the grain pouring out with such force. It didn't take long to fill a truck. We would go down after dark on purpose because there was always bright lights shining on the grain as it pour out. Under the lights, to a kid anyway it looked like little pieces of gold pouring down because it glistened under the lights".
- "1956 - The Christmas Turkey: The grain elevator always had an abundance of loose grain or corn around, especially at the points of loading and unloading. Some of the grain/corn was mixed together or spoiled enough that sweeping it up and tossing it back into the bins was not an option. So someone had a vision. Why not raise a few turkeys, fatten them up to sell in time for Thanksgiving and/or Christmas? So a turkey coop and run was set up. It was located off the south-east corner of the elevator between the road to the back of the elevator and the mound of huge rocks that are there today which were used to build the east wall of the spit. The profits from this scheme were in part given to the men who worked at the elevator and helped care for the turkeys. One of the earlier versions of that time honoured practice called the "Christmas bonus". I recall one Christmas in particular because the bird that my Dad brought home was 36 pounds. That number stuck in my head all these years no doubt because of the heated conversation my parents shared as the bird sat in all its glory wrapped in butcher paper on the kitchen table. My Mom probably lost a bit of sleep that night plotting just how she was going to use up such a gargantuan bird. Dad had the solution though, OK, partial solution. He'd saw the thing in half and take one half to the Collingwood Dairy downtown where freezer lockers could be rented. The sawing bit was apparently easier said than done. I heard that a hammer and hatchet were employed as well. Anyway, Mom cooked the half we kept home and we had our big turkey Christmas meal with leftovers on Boxing Day. Hot turkey sandwiches, turkey stew, turkey soup, creamed turkey, turkey pot pie, cold turkey sandwiches were on the menu for at least the next two weeks. Plain old grilled cheese sandwiches became a welcomed change. So here we are. Well into January by now and no one wants to even think turkey anymore. Now my parents were on a fairly strict budget, what with paying as they went to finish the house that they started to build (1948) before I was born and plotting the second house next door (1958). The Collingwood Dairy had to make a profit so the rent for the other half of the Christmas turkey started to mess with the budget and weigh heavily on my Mom's mind. Come Valentine's Day, the second half of the turkey finally made it's way to our dinner table. You know the drill by now... By the time we finished the turkey, Easter being early that year, was closing in on us. Funny thing, I can't say I recall eating much turkey after that unless it was Christmas. Thanksgiving was a nice ham and Easter might be a roast chicken or a bit of rabbit but never, ever again did turkey last from Christmas to almost Easter!"

History/People

- Many references to parents/grand parents/ other family members who work in Shipyard and Grain Terminals [Names have been removed to maintain privacy]
    - My father worked there when it was owned by the Beattie Brothers.
    - My great grandfather was the lead hand at the terminals for his whole career. We still have lots of his old tools he used and cherish them greatly.
    - My father told me stories of him skating with his buddies as teenagers from the end pier to the Lighthouse and back, the ice was

that thick. That would have been from 1925-1927. He was thrilled to be asked to be part of the crew who built the new Terminals in 1929. He was very proud of the end result.
    - My family has been in Collingwood since before 1865. In approximately 1933 my grandfather, was employed at the terminals. My mother, aged 15 was working for a summer as a mother's helper in Duntroon. She was terribly home sick and would look towards the terminals longingly thinking of her dad working there.
    - My husband worked in the office. knows a lot of the history. I have a photo of the last ship that came to the terminals to get grain.
    - My great grandfather and my grandfather and my dad all worked for the shipyard. I remember going and watching boat launches as a kid.
    - My grandfather fell to his death from a top of the elevator
- Twice a year would be paraded to the front of the terminals to watch the launching of the ships that were produced in the yard for 136 years. When the shipyard closed the community almost immediately went from blue collar to resort town.

Architecture:

- The interior structure and incredible elevator.
- The speed at which it was built and the quality of the construction are impressive
- Building a disgrace. It is dilapidated, unsightly, falling to pieces, infested with vermin and the windows are all broken. It is a mess. As for the architecture, it is crumbling, useless and an eyesore. A plaque can be erected to tell its history.
- The grain terminal was built to do a job, it is strictly utilitarian a large grain silo. Its not particularly old and has no architectural merit.
- As a child I was always in awe of the size of the building. It is the biggest one around and felt humbling to see it or be next to it. The architecture symbolizes a past time of commerce that has now become a symbol of the community.
- My father took photos as the terminals were built. (I cherish those pictures.) I love the fact that grain passed through our terminals from the west.
- The structure itself is an engineering marvel. Poured concrete, the size and scope of the Terminals are historical in their representation of Collingwood.
- There are few remaining examples of Great Lakes grain elevators

Question 7: Are there any stories you can tell us about the area surrounding the Collingwood Grain Terminals? Please include any details which may relate to the architecture, the history, or the context.

Event Space:

- A Christmas memory of Great Lakes Freighter docked at the shipyards, all lit up with coloured Christmas lights, and with a fully lit Christmas fixed to the top of the mast. Wonderful! The huge kites flying at the base of the terminals on Canada Day. A sight to see which residents, visitors and children thoroughly enjoyed.
- Every Collingwood event downtown has the terminals in the background.
- Terminals were the best backdrop for our daughter's wedding photo's and school photos (multiple people). CCI students having their school picture taken in front.
- Dragon Boat Races etc.

- Watching ships unload (multiple respondents).

Recreation/Public use

- Beautifully landscaped gardens and walkway of the two parks in this vicinity.
- Lifetime of memories, swimming, boating, windsurfing, skating, ice fishing, bike terminals with kids, jump off pier etc.
- Used to be a very busy on shore fishing spot in the spring.
- My children have been active members of Collingwood Paddling Club for the past ten years. The terminals have served as a backdrop to early morning practices, they are a target during practice (to the terminals and back!) and no picture of Watts Boat House is complete without the terminals in the background. They even feature as part of the club logo!
- “Do You Know Where Your Kids Are? On the east wall of the spit, you can still see the remnants of the wooden cribs from the old wooden docks on the south end of the zig-zag breakwaters. (Built some time after 1930 because they are not seen in entry 155 of Community Memories Hulls on Hurontario: Collingwood's Maritime Legacy.) Great fishing spot! The zig-zag breakwaters were made of poured cement with a corrugated metal covering. To the north, the last few hundred feet of the east wall were shaped into a slant-sided, level top cement wall with huge chunks of shale and giant rocks piled along the water side. Where the cement stops, near the elevator's north-east corner, there were more rocks piled. The piled rocks did not prevent water exchange from the bay. A depression inside the wall filled with water to form a shallow pond. This area was heaven for boys of all ages. In places, the piled rocks formed cave-like alcoves. You could disappear for hours, hanging out with your pals”.

History/Associative

- The Park is dedicated to previous generations and needs to be recognized by everyone.
- The area surrounding the grain terminal silos represent railway and ship transportation (grain terminals do not).
- The Park also commemorates the shipbuilding history of the lands, which my father worked in. It is important to display the artifacts of this period in this location where it occurred. The Park serves as a source of education for the public about the shipbuilding and marine history of Collingwood.
- Tall ships would dock along the land of the terminals.
- “Memory: I have a story, really a memory which my brother and I both contributed plus I made contact with a Melissa Shaw of the local Museum who helped with some specific research. Our "story" is more a contextual memory with family photos (1930-40's) related to the BM-farm. I have written a more personal story w/photos to submit to the Collingwood Today e-News.
- Greavette boat company
- Multiple respondents noted the value of the ‘shipping” related buildings and history. The Watts building, the yacht club, the homage to Collingwood’s shipbuilding by anchors and preserved shipbuilding equipment highlight our unique shipbuilding history and should be kept.
- If there are remaining structure from the old shipyard should be included.

Environmental (Contamination)

- The environmental restoration of the harbour and its removal as an Area of Concern on the Great Lakes is a success story of national significance.

- I know that when they dredged the harbour to clean it up after the shipyards closed, the waste was put in containers and buried behind the terminals. I would be very concerned about the environmental impact of those containers being damaged in the process of taking down the terminals.
- The remains (spoils from dredging Collingwood Shipyards launch basins in the 80's) of a federally controlled contaminated waste site remains under the soil of Millennial Park and should remain undisturbed.

General (no value)

- The new park and lookout do not have historical value but have allowed the community to continue to enjoy the area.

Question 8: In your opinion do you feel there are elements of the Collingwood Grain Terminals and surrounding property that do not have heritage value (i.e., structures, building materials, landscape features, monuments, layout, etc.)?

- Yacht Club (multiple respondents)
- Food trucks
- Maybe the inukshuk but it is so welcoming, I believe it belongs.
- Antenna farm on the roof of GT.
- Parking area
- I don’t see how the parkette in behind has a heritage value
- The yacht club and marina may not have strict heritage value, but they are a critical part of the transition from an industrial harbour to a multi-purpose harbour that illustrate sustainable re-purposing of an important resource. I believe heritage value increases with creative and respectful renewal of unique features created by earlier generations.

Specific to Grain Terminal

- I walk to the end of the spit every Saturday morning and see how beautiful it could be as a total park without the ugly terminal building. The shipyards have significant value to our heritage and its history has been well preserved.
- I don't see the value of keeping the terminals. I'd take them down and build parkland, restaurants, entertainment, etc.
- The only story I have is that I've spoken with other residents of Collingwood. The basics are simple, it serves no purpose to the town of Collingwood. It is valuable property it sits on; it may cost 5 million to tear down, but more could be done with that waterfront property.

Some value

- only value is terminals and boathouse (small handful of replies).
- only heritage value is terminal, like park though (small handful of replies).

Question 9: Is there any additional heritage related information that you feel should be considered as part of the built heritage assessment?

- They are not a functional thing, they're a visual/symbolic thing.
- As part of the Heritage District, the culture and built heritage should be preserved and protected.
- I feel that the there should be additional info from the indigenous point of view on or around the rock commemorating the departure of the NWMP.

- Public access should be preserved (multiple respondents).
- The Watts boat building business should be more researched and included, and any of the fishing businesses which were, and are there, all need to be researched. historical pleasure vessels which may have operated from there too.
- The Rail Trail… and all the built heritage of the railway.
- The creation of the harbour itself, by breakwater construction and dredging.
- The original dry dock area.
- The brass plates that families have donated for the sidewalk.
- Better signage and plaques would help tell history and stories.
- There have been unsympathetic alterations and changes. Heritage regulations should ensure that change visible on the nearby Collingwood Grain Terminals are appropriate and sympathetic and do not detract from the Grain Terminals, and that the Grain Terminals remain a landmark.
- Lainysue

Personal Response:

- This structure is Collingwood, stands for our ship building past, and the value of the town as a hub for transporting grain from the West to Toronto, New York and beyond! It has to remain as such a key part of our history!
- We need to incorporate our heritage in the building and development of our waterfront….instead of just developers who are just in it for money.
- There is some emotional attachment to the building but becomes less important as each year goes by...We must look to the future generations and what it will mean to them...very little I imagine. When the building has been torn down a meaningful miniature replica should be erected. I can see so clearly how beautiful the Spit can be as a full park for future generations.
- Although a lot of landscaping has taken place, it's not nearly enough. Difficult to do while plans are being made but needs to be part of plan.
- The Watts boat building should be considered as part of Collingwood's built heritage, but because it is not at its original location, it is not significant for it to stay at its current location
- The Watts boat building is a part of Collingwood's built heritage, but it is not at or near its original location; it could readily be moved to the museum property with the train station
- They cost a fortune to maintain and provide no significant economic value. Some heritage areas provide economic value in that people visit them and they drive an economy (e.g. downtown Collingwood), but not the grain elevators.
- Sooner or later, they will be unsalvageable, and will need to be taken down because of safety issues.
- Emotional tales from the past should not influence decisions going forward.
- I have this wonderful idea that could serve both interests of keeping, or removing them. Design and build new waterfront condominiums that look like the elevators. More taxes, more useable property, build more parkland.
- I would love to see Grain Terminals - (salvage what you can) - but be developed into a hotel/convention centre that would architecturally look like the existing grain terminals and be a place for the public to enjoy as well.
- Due to the lack of Parking, the Watts Boat House and club facilities should be moved back over to the foot of Birch St. Basically where it originated. And a much (safer) area for young canoers paddler's etc. (Not intersecting) with Power boats! Also, an abundance of safe water & Parking

- The printed literature states that the town purchased the terminals in 1997. There is more to this story. I believe the town took possession of the terminals in 1997, the cost to purchase was $1 million, The Collingwood yacht club paid for the terminals with a 20-year debenture. The town acquired the terminals with the help of the yacht club.
- The relevant history of the area is related to shipbuilding - not grain storage. The terminal is an unused industrial building that is less than 100 years old. Its large size and the word Collingwood on the side is not reason enough to give this building heritage designation, in my opinion.

Example Given to Consider:

- Example of Armoury in Aurora: would strongly recommend that the mayor of Collingwood contact mayor Tom Mrakas In Aurora to discuss the process that they went through, the painful process of dealing with negative people who don't want to spend a dime on anything as they don't have a vision or a clue that a town must continue to move forward to keep a Town great.
- Went to 'The Factory' in London, ON they did a fabulous job updating an old Kellogg's factory into a market / entertainment complex with vendors, restaurants,

Survey 2

NOTE: Not every item in charts/scales were filled out. Some people skipped or did not fill out all rows.
NOTE: Majority highlighted in Green.

General Statistics:
Completed Survey: Online- 29 Hard Copies- 23 Total: 52

1. Do you currently live in Collingwood?

	Yes	No
Online	22	4
Hard copy	3	2

2. Did you complete Survey 1?

	Yes	No
Online	7	19
Hard copy	2	2

3. I understand the above criteria is the evaluation framework which will be used in the Built Heritage Assessment:

Yes- All participants.

4. Please provide feedback for each potential heritage attribute: Collingwood Grain Terminals

	S. Agree	Agree	Unsure	Disagree	S. Disagree
Concrete construction	31	8	4	4	1
Cylindrical bins exposed on the exterior	30	9	2	3	1
Monumental scale including 52 monolithic concrete silos rising	31	8	4	3	1

approximately 100' above the base and the arrangement of the bins in rows of 13 cylinders					
Lack of decoration that is typical of industrial architecture	24	10	9	2	2
Marine tower on the west end of the bins	28	11	3	3	1
Shipping tower on the east end of the binds	27	10	5	5	1
Rail shed at east end at ground level to accommodate rail cars	24	9	6	4	3
Brick Warehouse building	19	12	8	6	1
Location on spit, oriented towards the lake and town to accommodate shipping and rail traffic	35	10	1	1	1
Painted sign on the south elevation with the lettering "Collingwood Terminal Limited"	37	5	6	2	2
Contribution to the landscape as a visual landmark and historic connection to the grain industry	40	5		1	2

5. Please provide feedback for each potential heritage attribute - Watts Boat House

	S. Agree	Agree	Unsure	Disagree	S. Disagree
Contribution to the landscape as a historical connection to the boat building industry	30	15	1	2	2
Wood frame building measuring 50 feet by 25 feet	14	20	9	4	1
Gable roof	14	20	9	3	1
Clapboard siding	14	16	13	4	1
Large door opening on south elevation	14	21	11	2	1
Six regularly placed window openings on east and west elevations	14	22	9	2	1
Double hung six-over-six windows with wood frames and sills	13	18	13	2	1
Roughcast plaster on east and west elevation	14	18	12	3	1
Signs that read "W. Watts & Sons Boat Builders, Collingwood, Ont" and "Watts Boats	27	17	2	2	1

6. Please provide feedback for each potential heritage attribute- Collingwood Pier

	S. Agree	Agree	Unsure	Disagree	S. Disagree
Heritage Drive/railway align	32	15		1	1
Open spaces/parks	30	18			1
footpaths	33	13		2	

7. Do you feel there are physical features which depict yacht club history/grain terminal office
Yes: 8
No: 37
Comments:

- Unsure

If you answered yes, please describe features

- Location and features retained by Club Structure used to identify Channel and identification Collingwood
- I have said yes, not because I can think of any specific details, but because when I go past the area I always look at all of the buildings and appreciate the history.
- Fits the era
- 2 stories built into the hillside with a defiance early 20th century design
- Have not had access, can only see it through locked gates but has historic context in situ.
- There is food and washrooms available at the yacht club that would allow people to do various activities and work for long periods of time without the need to return to town during their set hours of activity. as well provide security during the loading and unloading of boats as well the generally assistance and maintenance of boats that are either parked at the dock or going in and out from the docks for either work i.e., fishing and or sailing for recreation and voyages to other towns along the shore of Georgian bay.

8. Several views, from afar by land and/or water looking into the Grain Terminals as you enter Collingwood, were identified as significant views through public feedback (survey 1). In your opinion, are there any views from the landscape, harbour, and/or lake which should be considered as heritage attributes? Please be as specific as possible.

- coming from west on water, you can see it 40 miles away in afternoon or evening (x2).
- aircraft
- from ski hills (x2), boaters landmark, highway 124
- many terminals on our G. Lakes (including Collingwood, are used as visual recognition points.
- boats docked at the piers.
- anywhere on escarpment
- The history of how the spit came into existence. My understanding is that the area was built up (reclaimed land) to facilitate the railroad tracks and a narrow road way for access by foot or motor vehicle.
- All views no matter where you are coming from.
- Harbour should strongly reflect heritage of Collingwood's shipping industry and therefore the size and number of slips and moorings should be expanded to also reflect the fact the town is situated on water.

- The grain terminals can stand alone if necessary to provide that landmark view which is so important. The grain terminals are what people identify with when visiting the area.
- I think the views from the mountains or from the highlands to the south (Hwy 124) should be considered.
- Structure identifies "Collingwood" also channel into Collingwood Harbour for shipping.
- The grain elevators are the last remaining part of our maritime heritage, they dominate the view in and around the water. They are a critical landmark to anyone out on the lake.
- The terminals with the lettering
- I'm not sure I understand this question! However views from all along The Harbourview Park trail and Arboretum trail/boardwalk should be considered!
- When you come down the hill at Duntroon you immediately see the grain elevators. It is an amazing vista and identifies Collingwood
- Just generally visible from up the mountain (farms, ski hills, etc.) and Hwy 24 down from Duntroon area. Also visibility from the road nearby (Hwy 26/1st St) and the roadway/park surrounding. Traditionally, it was never that visible from right in town because the shipbuilding buildings and hotel were in the way, although it would be great not blocking the view with a bunch of condos or something.
- All of the buildings, signage, outbuildings, windows, lighting should be restored.
- All views
- yes. the observation deck of the grain elevator is used for weather study on a day to basis as well to see the incoming and outgoing of ships and smaller boats. as well maybe a fire looks out for homes in town that could be in distress. all and all the various lookouts and parking throughout the Grain Terminal Elevator is strong presence to connect the northwestern direction of incoming and outgoing traffic of goods and services.
- The Mezzanine level windows above Silos, East and west strictures, Dry dock and launch basins should be preserved and highlighted with public access retail and historical attributes
- The Grain Terminals most certainly, they are a landmark. Watts Building, the shipyard launch basin, the long path that followed the railway and the Nottawasaga Lighthouse, Hen and Chicken boardwalk.

9. In your opinion, do you feel the Collingwood Pier has strong functional, physical, visual and/or historical ties to:

Attribute	Yes	No	Unsure
Collingwood Harbour	45	1	
Downtown HCD	41	5	3
Growth/Establishment of Collingwood	41	3	3
Recreational Activities	41	7	1
Historical industries	44	2	1

10. If you believe the Collingwood Grain Terminals and Pier are landmarks, please provide specific physical attributes which you feel define it as a landmark?

True-44
False- 3

If you believe the Collingwood Grain Terminals and Pier are landmarks, please provide specific physical attributes which you feel define it as a landmark?

- used by tourist to watch sunsets.
- bring visitors to experience.
- the white column, the height, the presence when you head into Collingwood.
- due to their size they are visible from any higher elevation.
- The Terminals served the grain supply industry of the town. The Pier was part of grain industry, the shipbuilding industry, the lumber and coal industries of the town. If you care to check along the east edge of the pier you can still see remnants of old wooden cribs. I am 70+ years of age and they have been always there in my lifetime. Family oral history from my father, born in the 1920s, suggests that the cribs were part of the docks on the east side of the spit used by the lumber and coal industries located there. Cooper's Coal company had a building on the east side of the spit approximately where the most westerly row of houses in the subdivision sit today. When I was a child, boats unloaded the coal on the west side of the spit approximately where the parking lot for the launching ramp is now.
- It makes the Harbour now and in the past.
- Strong Historical significance. I Also, if the terminals could house pleasure craft boat building, it would be an exciting addition to the town's heritage and to the tremendous growth in interest in water sports. The area, and waterfront area in general, should be accessible to this fabulous body of water for swimming and boating. The pier IS Collingwood.
- Because of its visibility from locations away. It is the terminals themselves that people identify with. Not so much the surroundings. Although those of us who live her and enjoy the area certainly appreciate all of Millennium Park.
- The concrete terminals with the word Collingwood, and concrete Pier are landmarks.
- The structure and its location are visible to anyone entering the Town and is unique. The terminal structure in itself is identifiable as Collingwood, and its relationship to the town's shipbuilding heritage
- they are recognizable from a great distance and for me signify home, for many people the terminals signify Collingwood.
- The sheer size and recognizability of the terminals and pier I feel define them as a landmark. The terminals are the first thing seen coming into the area and always mentioned by visitors and always brought up as a must see visit to visitors to the area. It has a unique blend of historical artifacts and information throughout the area there.
- They represent industrial heritage in the area. Should be incorporated in the revival of the area
- Size, height, and the Collingwood lettering
- The Terminals represent such a massive part of our town’s history. They are by *definition* a landmark, as the mere size of them allows them to be spotted from so many different locations (some notable locations I’ve spotted the terminals just over the past few days: hiking in Lore Forrest and looking out over the Peaks, driving into town from Singhampton, through the brush on my weekly run on the Arboretum Boardwalk, swimming at Sunset Point during sunset, through the “widows peak” in my home that was built, similar to so many homes in town, so wives could look for their husbands coming back from a voyage, to name a few). You feel the connection to Collingwood and it’s history when you’re in their presence or spot them from a far, and they are so unique to this town. There has been so much development since I lived here as a child; to do

anything but preserve the very bold and strong representation of why this town flourished (and clearly has continued so) would be an absolute shame.

- It is depicted in old photos and new photos. It is a focal point in Aerial photos of the town and can be seen as a landmark from Georgian Bay. Collingwood would miss the terminal. I was born in Collingwood and lived all my life on Minnesota st until I was 20 and would see it everyday. I also worked at the terminal in the summer while going to college and painted the office building, loaded trucks and repainted the lettering. It reminds me of my hometown.
- It is a large, historical building that is visible from a great distance. It is unique versus other towns I have been to, the size and shape (columnar). It is our town's defining feature, just like the CN Tower on the Toronto skyline.
- The sheer scale and size of the building, and the Collingwood lettering, are central to the downtown core of the town of Collingwood and are a defining landmark of the downtown district. The area from both the town and the lake have become associated with the town and markers of its past and present history.
- The silos and the text painted on the side.
- It is unique to only Collingwood. It is seen from afar, leading you to the water. It is a bearer to wind and water. It is why Collingwood exists, ship building and an important port!
- All buildings ands environs
- Yes it is.
- Visual which can be seen from many surrounding areas - identifier of Collingwood and connection to our past.
- Location, unique physical characteristics.
- Site lines, attachment to history, Site history
- Visibility as landmark when returning by boat from GBay. Visuals from Land. The Mezzanine window levels above Silos, and shape of Silos on the outer walls.
- It is large, old, specifies Collingwood Grain Terminals, by nature indicating the history, which if you dive deeper is amazing. Collingwood was the bridge town that fed Ontario. It's amazing how the physical land was so well utilized to bring rail to the terminals and then deployed all over the province. They are round perfectly symmetrical and a beautiful reminder that is not political, or questionable. The history and the fortitude of the people of Collingwood. I love the Watts Building as well, it is beautiful and is uniquely nestled in making it an interesting point of interest, history and both are landmarks, especially the terminals. There are two things approaching Collingwood you see, the Nottawasaga Lighthouse and the Terminals. Much like the CN Tower, the Eiffel, Mayan ruins...I could go on, there are large, tall present reminders of the past strength, resilience and ultimate foundation of communities. With our world changing quickly, innovation abounding and civilians now headed into space on their own) To be able to stand for the history of Collingwood's Terminals which stands strong, non political and are a reminder of what was for all to come to see.

Survey 3

- Over 750 visited the EngageCollingwood site between October 25 and November 10 and 522 people visited the survey page. A total of 198 people completed the survey (182 online and 16 hard copies).

1. Did you participate in any of the past consultation activities associated with the Built Heritage Assessment? (Please check all that apply)

	Online	Print	Total
Survey 1 - Information Gathering Survey (August 12 – September 1, 2021)	55	5	60
Survey 2 - Heritage Value and Heritage Attributes (September 16 – 30, 2021)	41	6	47
In person booth (September 18, 2021)	3	3	6
Attended Virtual Presentation (September 22, 2021)	8		8
Watched YouTube recording of Presentation	43	2	45

2. Throughout the consultation process community feedback about the heritage value and importance of conserving some identified require additional clarity. Please indicate if you feel the following features/elements are significant features of the landscape which should be conserved.

	Yes	No
Yacht Club building (former Grain Terminals Office)	90	102
Current location of the Watt's Boat House (different from its significance as a building with ties to the historic boat building industry).	98	95
Windows located on the upper portion of the Grain Terminals (metal frames materials, configuration)	87	103

In order for the Built Heritage Assessment to clearly capture community sentiment, **if you answer yes above**, please provide specific details about why you believe the feature/elements possess or relate to the heritage value or why you believe the features are historically connected to the landscape (selected comments and/or relevant comments):

- Part of the original design and it is aesthetically pleasing
- It adds to the visual effect of the elevators.
- Yacht club building- contextual to the site as former industrial site
- Watts boat building- HIA done before building moved to this site
- Terminals windows- falls under the requirements of the HCD
- Part of Collingwood history and maintains the heritage of this area.
- Watts represents boat building in Collingwood
- Yacht club is only catering to itself, not history.
- The Watts Boat house should be returned to original location- Birch St. More space and safety and of children.

- The Yacht Club, the fence should come down, the have a mess right up to the terminal. This could be valuable space for parking. Windows, part of the visual appearance of our terminals. Watts Boat House- go back where it came from. Extra parking for guest. All common sense.
- It's my favourite place in Collingwood removing it would be bad for the Town vibe in my opinion.
- They are part of Collingwood Terminals
- The Grain terminals Office was always busy with the ships & trains coming and going. It was a key to the Terminals themselves. The boathouse must remain in the vicinity of the harbour for sure as we cannot underestimate the importance of Watt boats
- I grew up in Collingwood and remember these buildings when I was a kids. There is a history for people who grew up here. My father in law worked in shipyard for a long time and a lot of the people I grew up with known or their father worked in shipyards.
- Office took care of ships coming and going
- Boathouse so important in vicinity of harbour.
- Move Watts Boat House & other boat building artifacts (they are spread throughout area) to the area that deals specifically to boating- maybe at the south end? Gather artifacts in one area would garner more interest in the history of the harbour.
- It is part of why it is called Built Heritage Assessment. Any changes would eliminate it being called heritage in the 1st place.
- Seed Grain was sent from prairies to Ontario Farmers, this was all sent through Collingwood. Ship building is definitely apart of Collingwood history. Lets keep the younger generation informed.
- These are the last standing remnants of Collingwood past. Everything else has been destroyed in a [illegible] turn the town into a cesspool [illegible] of Toronto.
- The work and craftsmanship in making these frames and windows in this Era would have been astonishing and yes adds to the building heritage and provides a historical connection
- Original features should be preserved. The windows are an important feature.The Watt's Boat House, although in a different location, still represents a portion of Collingwood's history.
- It's a rusty eyesore on the beautiful lake. Can we please take it down.
- Yacht club & Watts boat house should remain as heritage programme. Metal windows in the upper terminals have more than likely rusted beyond repair.
- the former grain terminal office, similar to the Watt;s Boat building, may be readily moved and, while they can be conserved in their own right, they are not necessarily features of the landscape itself.
- Not historically connected, the grain elevator is an eyesore
- The windows at the top of the terminals are an integral part of the terminals and should be retained, but only if economically feasible. A yacht buildings required but feel it is too restrictive for future renovations to call this a heritage building.
- The Watts Boat House is interesting for its history but the building itself is not of interest. I think a plaque telling the history of the build would result in better use of the land.
- The Grain Terminals are basically cement cylinders with no historic value other than storage for grain. They should be demolished and replaced by a building which can be used by the general public. The Yacht Club and Watts buildings are worthy of being retained.

- Keep at least three of the 'silos' intact including windows (at the west end) as a visible and continuing reminder of our history. Ok to eliminate the square office structure at far west end - could then widen the road. The adjacent silos could be cut down to about half-height, perhaps three or four of them, to become the walls of a restaurant, galleries complex (could replicate windows at this lower level to blend with original). Then the remaining silos could be cut down lower to form the elevated base of a public seating area with tables etc. Great for sunsets, enjoying millennium park.
- While the yacht club isn't part of the terminal buildings, it is a facility in keeping with the active healthy lifestyle of the community. Watt's Boat House is a tribute to a family whose heritage is directly connected to the community's history. The windows are integral to the building, but are horrible in their current condition. I would only keep them if restoration could be done.
- The upper structure running across all of the silos is a critical element of how the terminals were loaded (silo by silo) and as such are a critical part of the industrial heritage of this structure.... I would also like to a short section of railway rails on the east end ground level exactly where they were when the terminal was in operation (2 parallel tracks) and a couple of historically accurate grain cars parked there under the chutes.
- The yacht club building is another example of the construction methods for the Era between WW1 and the Great Depression. Built to last and slow to succumb to lack of use, care or maintenance. It continued use is beneficial to the immediate area and any subsequent additions should be a positive endorsement to the history in that area.
- Location of the Watts Boat House seems to be an ideal location with immediate access to the harbour, ample parking and in an area with a high traffic flow. With thoughtful planning it can continue to evolve as a educational and work experience classroom and shop. Blending the learning of ever evolving traditional work processes with the ever-developing modern processes.
- The window areas of the Grain Terminals and adjoining structures are a disappearing architectural feature from a period of the industrial revolution when electric lighting was still in its infancy and natural lighting was very necessary. This feature is also from that earlier construction era and needs to be preserved in any re-development of this iconic structure.
- The Watt's bldg could be moved to another location if necessary.

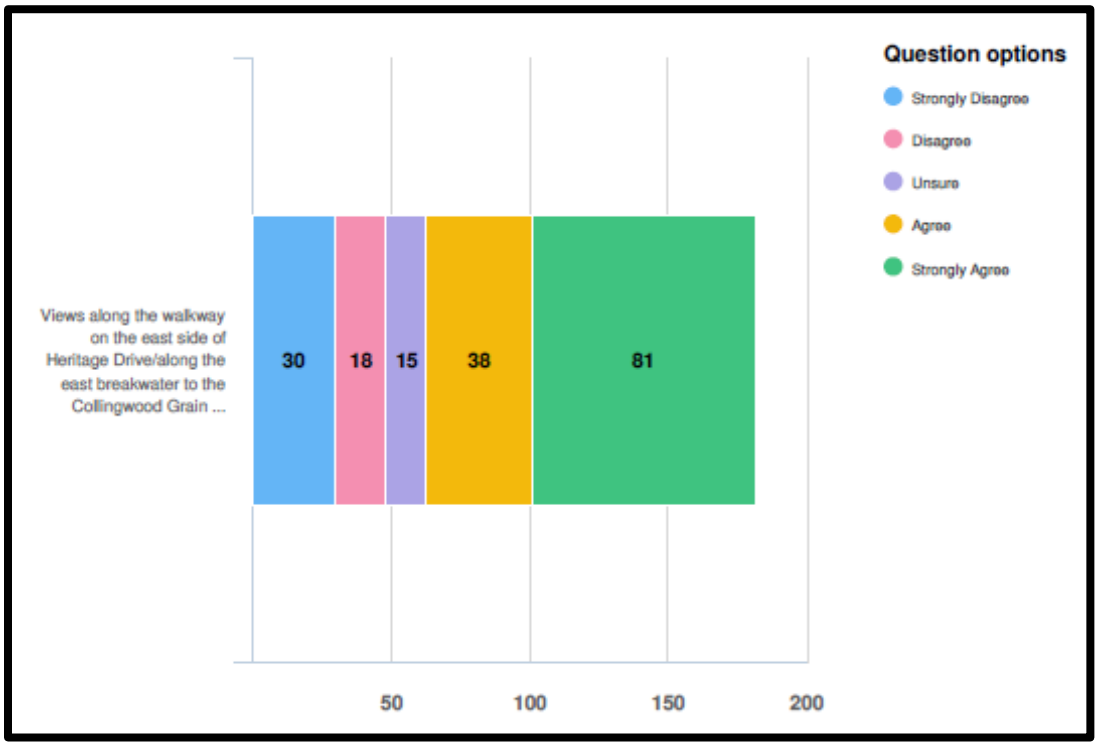
3. Throughout the community consultation, a number of key views to/from the Collingwood Terminals were identified. The majority of views identified by the community were located outside of the study area. At this time, it is important to make clear that under the Ontario Heritage Act (the policy framework which guides the Built Heritage Assessment), **only views within the property boundary** can be considered as a heritage attributes. The following questions allow for a better understanding of which views within the property the community feels are significant. The following questions provide a photo of the view and a statement have been provided. We are seeking feedback on the follow two items:
    a. Do you feel that the view is significant to the landscape as a whole and should be considered a heritage attribute?
    b. If so, why do you feel this view is significant?

I understand that in the following questions I am being asked to comment on views that are found ***within the property boundary only***. **100% Yes**

The following reflects Question 4, 5, 6, 7, 8 and 9:

Please read the following statement in relation to the photos provided. On a scale of 1-5 do you believe the view is significant and should be included as a heritage attribute. Why do you feel this view is/isn't significant and should be considered/not considered as a heritage attribute? Why do you feel this view is/isn't significant and should be considered/not considered as a heritage attribute?

4. Views along the walkway on the east side of Heritage Drive/along the east breakwater to the Collingwood Grain Terminals



Hard Copy Results:

	S. Disagree	Disagree	Unsure	Agree	S. Agree
Question 4		1	1	2	12

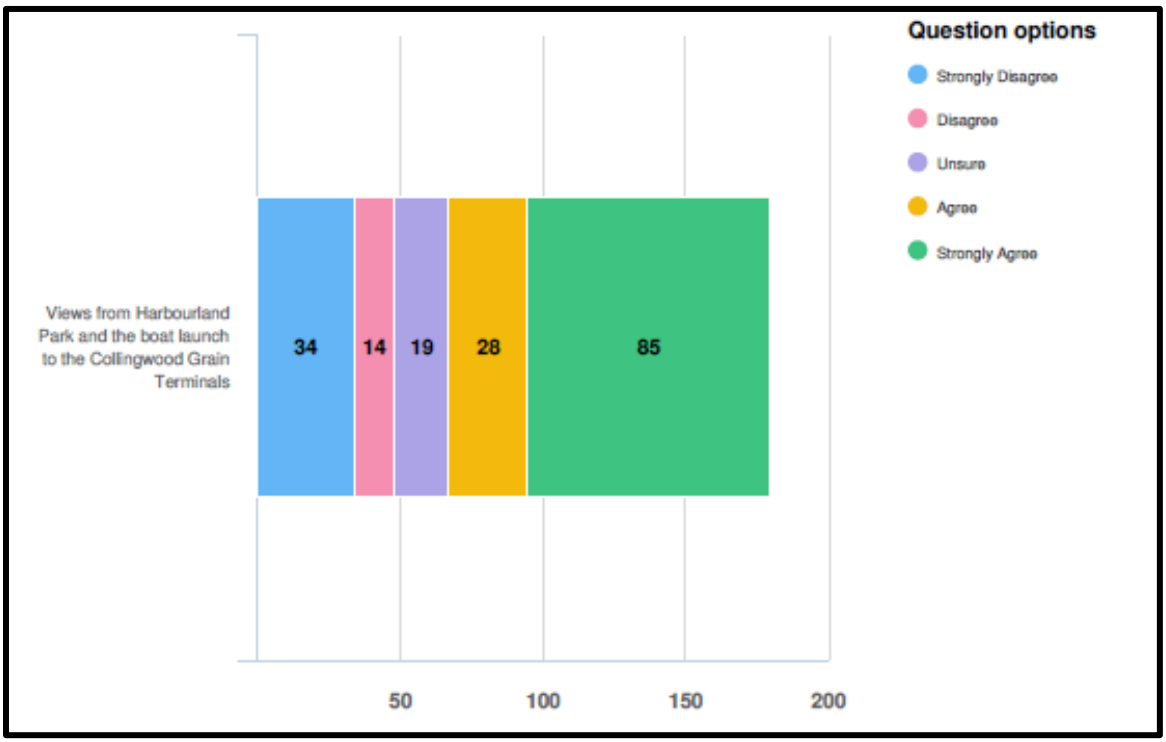
Why do you feel this view is/isn't significant and should be considered/not considered as a heritage attribute? (Selected and/or relevant answers):

- It's a very welcoming entrance.
- The lake is the significant view not the rusted out terminal building.
- These small glimpses of the (elevators) Terminals is all our all over, driving through our town. Like the "water view" it is quickly disappearing from view. Losing our waterfront view is a disgrace. Let's not destroy anymore.
- I think all views are significant!
- I believe in change and recognize that sometime that means losing what was in place for something better. I love the views - absolutely - but if moving forward means a more accessible, all inclusive way to use the space, I'm in favour of thoughtful exploration of options. I'm nostalgic but I want to know that the area is preserved for use by the citizens

of Collingwood to swim, boat and enjoy - and not used to put up a condo for the wealthy. If that means losing the views, I'm OK with that.

- The Terminals make no positive contribution to the views. In fact the Terminals are a material detractor. The Terminals have no redeeming architectural features or style. The Terminals are brutally ugly. The investment needed to make the Terminals habitable or functional in any way is punishingly high and irresponsible.
- The walkway leading to the grain terminal is significant as it honours the history of ship building in Collingwood, which was a large part of Collingwood's heritage. A heritage to be proud of. The description and plaques honouring the sacrifices made add to the whole experience of learning about Collingwood's past.
- These views are some of the few left due to construction of Shipyards condos.
- This view should be a heritage attribute. I'm sick of people from Toronto coming here telling us what is best for us and they don't' care about the elevators or the history of them.
- Important history of Collingwood- no other town in Canada has history like this.
- Not as important as other aspects of the terminals and boat launch areas.
- Any heritage view should include the railway tracks. The fact that the tracks are no longer present seems to negate the heritage aspect.
- Any structure be it the terminals or something new is a destination for the walk to millennium park. Something that pays homage to the terminals would be my choice.
- The view is unusual because the Terminal is isolated like a lighthouse or a castle surrounded by a moat, it's lonely and intriguing.
- The approaching view of the Terminals, the surrounding water front and yacht club, the historical plaques naming ships that were built on this spot, all combine to add a wow factor to our beautiful Collingwood!
- It doesn't serve the community. It's a waste of extremely valuable space.
- Little historic importance to area or our heritage. It is a very significant view that originally showed that this is where the rail transportation ended, then water transportation began. The rocks currently placed after the concrete sidewalk turns away, provide no positive reinforcement of the historic nature of what transpired here for generations. A redesign of this feature is highly recommended to better integrate what was (for generations), with what currently exists (requires high maintenance and costs).
- Crumbling concrete is not historical but dangerous.
- It should be considered because if you have any attachment to Collingwood, the view down Heritage drive is irreplaceable

5. Views from Harbourland Park and the boat launch to the Collingwood Grain Terminals



Hard Copy Results:

	S. Disagree	Disagree	Unsure	Agree	S. Agree
Question 5				2	12

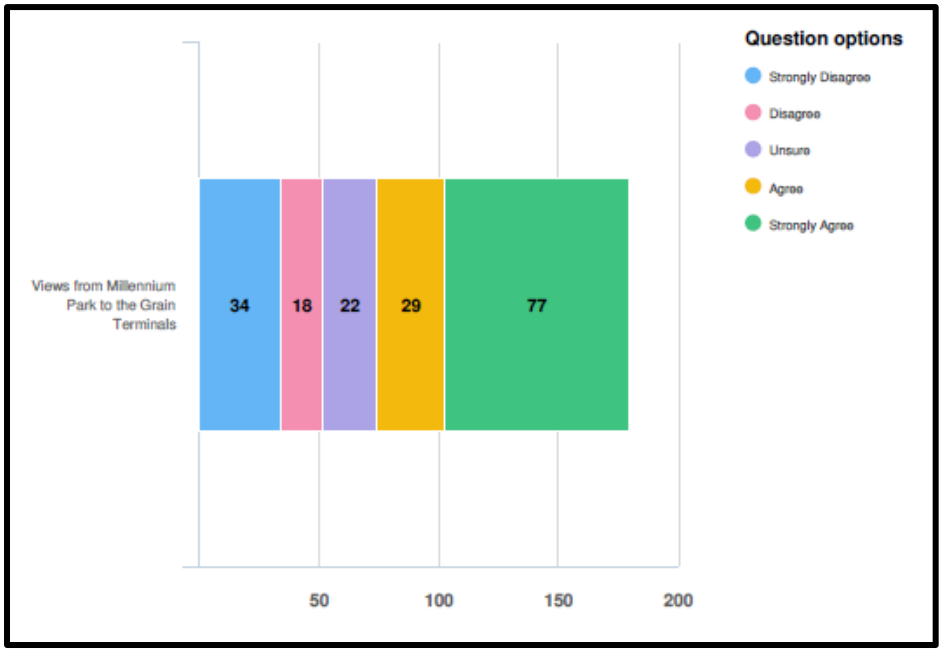
Why do you feel this view is/isn't significant and should be considered/not considered as a heritage attribute? (Selected and/or relevant answers):

- A clear view of the grain terminal.
- It is one of the best views of the Terminal- that IS Collingwood
- It is wasted space, we should add restaurants, coffee shops so we can enjoy the view.
- Driving walking down Hurontario St. used to be a fabulous sight with a ship straight ahead – too bad that was not preserved. Let's not loose this view.
- It is ugly and not significant to the entire heritage of all Nations on this land.
- Great view when you put your board in the water.
- Connection of terminal to water and boating
- History of our town.
- This view allows people to see the elevators head on - it also highlights the Watts building and the yacht club community
- Best view of terminals
- I think the area down to the Terminal Building is part of "of the terminal" and should be considered as that. I am not sure I feel the same about the boat launch.
- Boat launch was important to the ship building process. Many boards were launched from there.
- The view gives a waterside/harbour perspective of the silos with clear delineation of the two tower features at either end and with the windowed connecting structure

atop the silos .... will certainly need dioramas or cutaways at the silos to explain all the parts of the structures and their roles in loading storing and unloading the silos.... need interpretive info to help the visitors to understand the huge role of the silos in Ontario commerce throughout the decades .... and of course the ship building roles of the harbour are a necessary complement to the history and wealth of Cwood

- The harbour, former Shipyard, it's proximity and impact on the downtown core are all interconnected as part of Collingwood's past.
- The decrepit terminals disrupt an otherwise beautiful view.
- This is clearly the only piece left of the Shipyards - the backbone industry of Collingwood

6. Views from Millennium Park to the Grain Terminals



Hard Copy Results:

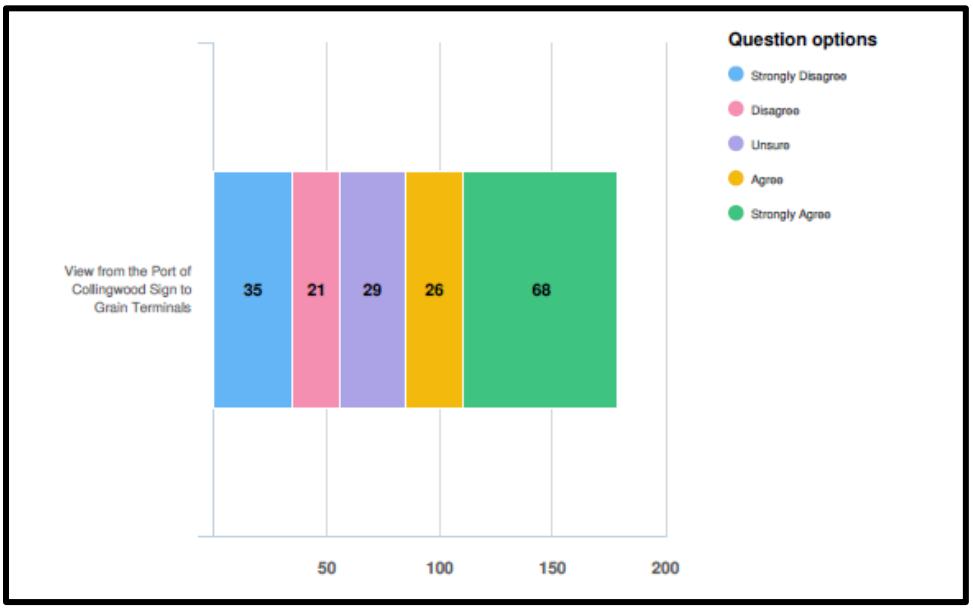
	S. Disagree	Disagree	Unsure	Agree	S. Agree
Question 6		1	1	3	10

Why do you feel this view is/isn't significant and should be considered/not considered as a heritage attribute? (Selected and/or relevant answers):

- One last open view.
- Nothing should be allowed to obstruct the view of the terminals, from any angle. Those buildings epitomize Collingwood.
- I don't think looking back inward to land is nearly as important as looking out toward the Bay. Nobody goes out to the end of Heritage Drive or the pier to enjoy the view of what's behind them (town). They only go out there to enjoy the views of the Bay / Harbour. Have you ever seen a vehicle backed into a parking space at the end of Heritage Drive? Of course not. Everyone looks out over the Bay, not back toward the Terminals.

- The view is of a disused grain terminal which should be replaced by a building whis could be used by the general public
- I can't imagine any other building being on there.
- It is a current view. It is not a heritage asset.
- I am not sure that this should be considered as a heritage attribute.
- The entire park area beyond the Terminals should be considered heritage as it is irreplaceable and very connected and should be preserved.
- I think any view of the Terminals from any angle provide heritage significance. These questions seem very repetitive!
- This view also is significant and a heritage attribute as it also identifies Collingwood as a beacon and a port visible for miles across the waters of Georgian Bay. Removal of the Grain Terminal would make Collingwood disappear into just someplace east of the mountains before you run into the beach when arriving by water.
- This view must continue to be available to the public. Collingwood is changing from a blue-collar town to one with a large affluent and relatively new population. It's important that reminders of the work and the workers who built Collingwood remain. The previous view are from fairly cramped points of view. The park view provides lots of scope.

7. View from the Port of Collingwood Sign to Grain Terminals



Hard Copy Results:

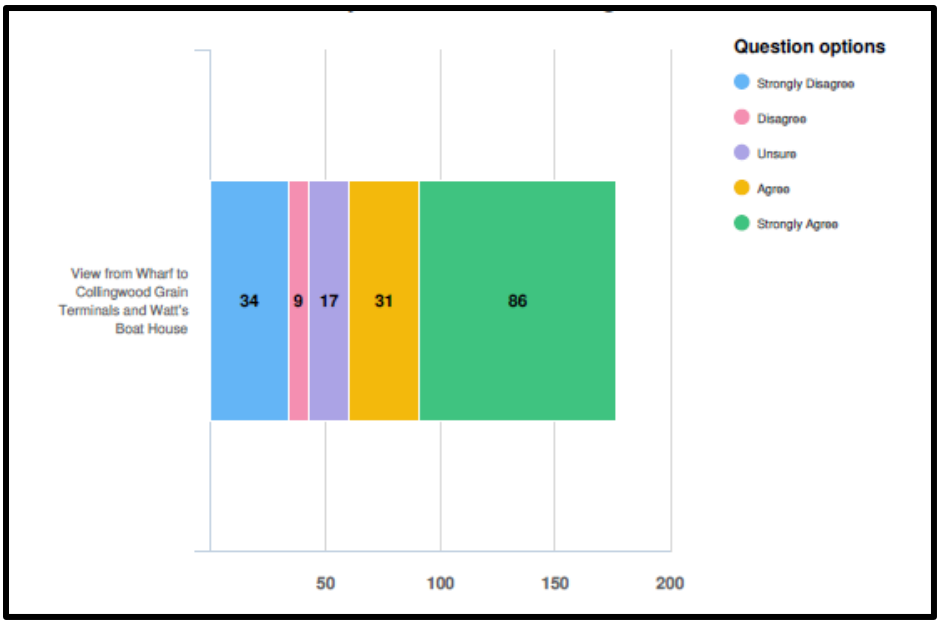
	S. Disagree	Disagree	Unsure	Agree	S. Agree
Question 7			2	1	13

Why do you feel this view is/isn't significant and should be considered/not considered as a heritage attribute? (Selected and/or relevant answers):

- Absolutely! If this is blocked from view, tourist/visitors will drive through our Town and not see water or elevators.
- See answer above.

- Would be a beautiful view without the grain elevator.
- All waterfront access points would have been historically relevant therefore still are.
- It' could be much more of a pretty, a water front...look around. We are the lowest on the scale of an appealing waterfront front port.
- It must be considered as a heritage attribute because it adds more depth.
- It is announcing the terminal.
- While the sign is attractive, the grain elevator in the background is nothing more than an eyesore
- Is significant along with any of the other views from Heritage Rd.
- I have no feeling as to whether this is or isn't significant.
- This is a key location that allows the terminals to be viewed from 1st street as you enter downtown Collingwood
- This view is also significant and a heritage attribute. The view should be complemented with signage relating to the rail/ship interchange freight house that took place in this area previously.
- I don't think this is a good view. The terminals seem old and oppressive. We should build or create something beautiful that can harken back to the past rather than being stuck there.

8. View from Wharf to Collingwood Grain Terminals and Watt's Boat House



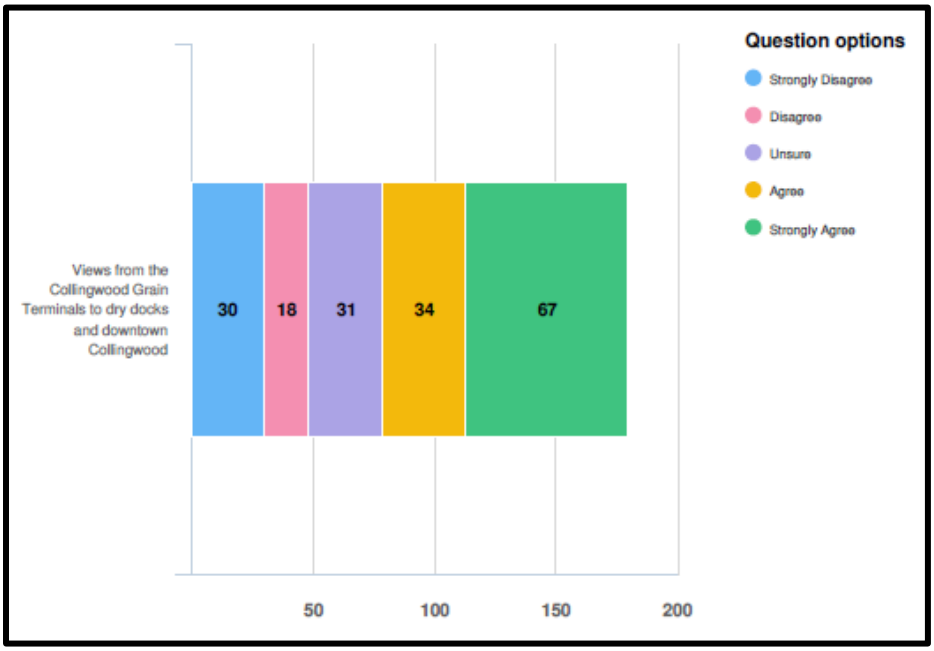
Hard Copy Results:

	S. Disagree	Disagree	Unsure	Agree	S. Agree
Question 8				4	11

Why do you feel this view is/isn't significant and should be considered/not considered as a heritage attribute? (Selected and/or relevant answers):

- Little historic importance to our area or heritage.
- Yes, considered significant to out heritage- shipbuilding- shipping of grains- Transportation around great lakes.
- Hundreds of Terminals have been restored in USA- very few have this unique foreground.
- The presence of Watt's Boathouse in the photo adds some historical significance compared with previous photos.
- The history of the harbour throughout ship building years includes the elevators.
- Not sure Watts boat house is essential.
- Gives a total view of what is part of the area.
- This is the most identifiable view of the terminals, and as such has significant historical value, I think.
- This is postcard worthy of our waterfront and the historic structures in it. Very significant and should be included as a heritage attribute.
- I think watts boat house should go. It distorts the view of the grain elevators.
- Perhaps a structure similar to the original wooden terminals would be more appropriate as a historical reference to Collingwoods past and could include people-oriented activities.

9. Views from the Collingwood Grain Terminals to dry docks and downtown Collingwood



Hard Copy Results:

	S. Disagree	Disagree	Unsure	Agree	S. Agree
Question 9	1		1	4	9

Why do you feel this view is/isn't significant and should be considered/not considered as a heritage attribute? (Selected and/or relevant answers):

- Any view of the Town from the Terminals shows the growth of the Town our ancestors/settles began.

- This view is important now and in the future as it represent a use of the harbour that is consistent with engagement of a range of folks - people that bring boats for the day, the young people that learn to scull, the pier (not shown) where you can count more local long term residents having a wonderful post-work swim, or kids taking in the freedom and wonders of summer time.
- Unless the yacht club was part of the area when boats were built and off-loaded grain here I see no contribution to the heritage of the area.
- Harbour and boats, people and activity are amazing and should be priorities. Great view, but not open to the public.
- not a view that the public would have seen 100 years ago or even 50 years ago; too much has changed, no remaining heritage attributes; modern yachts; modern condos.
- The view is superb, but then again, it would also be as stunning from a new structure of a similar height. This does not make it a heritage attribute though.
- These docks can be appreciated without an aerial view.
- This view is not significant enough to be considered as a heritage attribute because it doesn't capture any historical structures that would be of any interest to visitors to the area.

10. As we refine the list of heritage attributes based of community feedback, additional elements not addressed in the previous consultations are being considered. Please identify if you believe the following attributes contribute to the cultural heritage value of the Collingwood Grain Terminals and surrounding area?

Hard Copy Results:

	S. Disagree	Disagree	Unsure	Agree	S. Agree
Pier extending into Georgian Bay, including east breakwater's alignment			1	3	10
Heritage Drive alignment which follows the general alignment of the former railway line				4	11

Open spaces as part of Harbourland Park and Millennium Park				3	12
System of foot paths and trails that connect the landscape and provide views to the landscape, harbour and lake				3	12
Industrial artifacts from the boat building industry found in Harbourlands Park			2	3	10
Harbourland Walk of History			1	4	11
Metal lighthouse			1	3	10

Is there anything else related to the cultural heritage value or heritage attributes that has not been addressed which you feel the consultant team should consider:

Selected and/or relevant comments:

- I believe you have been very through. Thank you
- Small Metal lighthouse on shore should be tourist information booth.
- Instead of wasting valuable money and time on surveys, spend the money repairing the terminals and getting them painted. The Town of Collingwood owes this much to everyone's ancestors.
- Yes, our museum is dedicated to preserving our heritage, although much is on ship building, we have a long heritage of moving grain around the country and feeding people.
- Should be consulting the Collingwood Heritage committee, mandated to advise Council on heritage matters but no contact with the committee or heritage planner on the Built Heritage Assessment.
- A multi storey parking structure would be beneficial, at the corner of Huron Street and Heritage Dr., and facilitate parking for the Museum, Millennium Park, future facilities along the undeveloped areas of the harbour front, and the businesses on our Main Street.
- the industrial artifacts relate to the boat building industry, not the grain terminals; like the Watts Boat building, their locations are not original; their year(s) of origin should be identified; the year that the metal lighthouse was erected should be identified; the ship moorings along the pier should be identified and their date(s) of installation should be noted.
- Some plaques along the walkway naming launched ships are missing. This is no way to maintain heritage

Appendix F: Curriculum Vitae

Kayla Jonas Galvin, MA, RPP, MCIP, CAHP
Heritage Operations Manager
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Biography

Kayla Jonas Galvin, Archaeological Research Associates Ltd.'s Heritage Operations Manager, has extensive experience evaluating cultural heritage resources and landscapes for private and public-sector clients to fulfil the requirements of provincial and municipal legislation such as the *Environmental Assessment Act*, the *Standards & Guidelines for the Conservation of Provincial Heritage Properties* and municipal Official Plans. She served as Team Lead on the Ministry of Tourism, Culture and Sport Historic Places Initiative, which drafted over 850 Statements of Significance and for *Heritage Districts Work!*, a study of 64 heritage conservation districts in Ontario. Kayla was an editor *of Arch, Truss and Beam: The Grand River Watershed Heritage Bridge Inventory* and has worked on Municipal Heritage Registers in several municipalities. Kayla has drafted over 150 designation reports and by-laws for the City of Kingston, the City of Burlington, the Town of Newmarket, Municipality of Chatham-Kent, City of Brampton and the Township of Whitchurch-Stouffville. Kayla is the Heritage Team Lead for ARA's roster assignments for Infrastructure Ontario and oversees evaluation of properties according to *Standards & Guidelines for the Conservation of Provincial Heritage Properties*. Kayla is a Registered Professional Planner (RPP), a Member of the Canadian Institute of Planners (MCIP), is a professional member of the Canadian Association of Heritage Professionals (CAHP) and sits on the board of the Ontario Association of Heritage Professionals.

Education

2016	MA in Planning, University of Waterloo. Thesis Topic: *Goderich – A Case Study of Conserving Cultural Heritage Resources in a Disaster*
2003-2008	Honours BES University of Waterloo, Waterloo, Ontario Joint Major: Environment and Resource Studies and Anthropology

Professional Memberships and Accreditations

Current	Registered Professional Planner (RPP) Member of the Canadian Institute of Planners (MCIP) Professional Member, Canadian Association of Heritage Professionals (CAHP) Board Member, Ontario Association of Heritage Professionals

Work Experience

Current	**Heritage Operations Manager, Archaeological Research Associates Ltd.** Oversees business development for the Heritage Department, coordinates completion of designation by-laws, Heritage Impact Assessments, Built Heritage and Cultural Heritage Landscape Assessments, and Cultural Heritage Resource Evaluations.
2009-2013	**Heritage Planner, Heritage Resources Centre, University of Waterloo** Coordinated the completion of various contracts associated with built heritage including responding to grants, RFPs and initiating service proposals.
2008-2009,	**Project Coordinator–Heritage Conservation District Study, ACO**

2012 Coordinated the field research and authored reports for the study of 32 Heritage Conservation Districts in Ontario. Managed the efforts of over 84 volunteers, four staff and municipal planners from 23 communities.

2007-2008 **Team Lead, Historic Place Initiative, Ministry of Culture**
Liaised with Ministry of Culture Staff, Centre's Director and municipal heritage staff to draft over 850 Statements of Significance for properties to be nominated to the Canadian Register of Historic Places. Managed a team of four people.

Selected Professional Development

2019 OPPI and WeirFoulds Client Seminar: Bill 108 – More Homes, More Choice, 2019
2019 Annual attendance at Ontario Heritage Conference, Goderich, ON (Two-days)
2019 Information Session: Proposed Amendments to the OHA, by Ministry of Tourism, Culture and Sport
2018 Indigenous Canada Course, University of Alberta
2018 Volunteer Dig, Mohawk Institute
2018 Indigenizing Planning, three webinar series, Canadian Institute of Planners
2018 Cultural Heritage, Archaeology and Planning Symposium
2018 Transforming Public Apathy to Revitalize Engagement, Webinar, MetorQuest
2018 How to Plan for Communities: Listen to the Them, Webinar, CIP
2017 Empowering Indigenous Voices in Impact Assessments, Webinar, International Association for Impact Assessments
2017 Cultural Heritage, Archaeology and Planning Symposium
2017 Capitalizing on Heritage, National Trust Conference, Ottawa, ON.
2016 Cultural Heritage, Archaeology and Planning Symposium
2016 Heritage Rising, National Trust Conference, Hamilton
2016 Ontario Heritage Conference St. Marys and Stratford, ON.
2016 Heritage Inventories Workshop, City of Hamilton & ERA Architects
2015 Cultural Heritage, Archaeology and Planning Symposium
2015 City of Hamilton: Review of Existing Heritage Permit and Heritage Designation Process Workshop.
2015 Leadership Training for Managers Course, Dale Carnegie Training

Selected Publications

2018 "Conserving Cultural Heritage Landscapes in Waterloo: An Innovative Approach." *Ontario Association of Heritage Professionals Newsletter*, Winter 2018.
2018 "Restoring Pioneer Cemeteries" *Ontario Association of Heritage Professionals Newsletter.* Spring 2018. *In print.*
2015 "Written in Stone: Cemeteries as Heritage Resources." *Municipal World*, Sept. 2015.
2015 "Bringing History to Life." *Municipal World*, February 2015, pages 11-12.
2014 "Inventorying our History." *Ontario Planning Journal*, January/February 2015.
2014 "Assessing the success of Heritage Conservation Districts: Insights from Ontario Canada." with R. Shipley and J. Kovacs. *Cities*.

Amy Barnes, M.A., CAHP
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Biography

Amy Barnes, a Project Manager with the Heritage Team, has over ten years of experience evaluating cultural heritage resources and leading community engagement. Amy has extensive experience working with provincial and municipal legislation and guidelines, including the Ontario Heritage Act, Official Plans, the Standards and Guidelines for the Conservation of Historic Places, and the Ontario Heritage Toolkit. Ms. Barnes has completed over fifty heritage related projects including 150+ cultural assessments and has been qualified as an expert witness at the Ontario Superior Court of Justice. Amy has worked in the public and private sector where her duties included project management, public consultation, facilitator, research, database and records management, and report author. Amy has worked with the Town of Oakville, City of Cambridge, City of Kitchener, Niagara-on-the-Lake, City of London, and the City of Kingston on projects which range in size, scale and complexity. Amy Barnes holds an M.A. in Heritage Conservation from the School of Canadian Studies at Carleton University in Ottawa, Ontario. Amy has successfully completed the International Association of Public Participation (IAP2) Foundations in Public Participation, the IAP2 Planning and Techniques for Effective Public Participation, and Indigenous Awareness Training through Indigenous Awareness Canada. Amy is a professional member of the Canadian Association of Heritage Professionals (CAHP) and formerly served as the Vice-Chair of the Cambridge Municipal Heritage Advisory Committee.

Education

2009	MA in Heritage Conservation, School of Canadian Studies, Carleton University, Ottawa, Ontario.
2006	Honours BA, Carleton University, Ottawa, Ontario Canadian Studies (Major) and Psychology (Minor).

Professional Memberships and Accreditations

Current	Professional Member, Canadian Association of Heritage Professionals (CAHP) Member, International Network for Traditional Building, Architecture & Urbanism, Guelph Chapter.

Work Experience

Current	**Heritage Project Manager, Archaeological Research Associates Ltd.** Coordinates the completion of designation by-laws, Heritage Impact Assessments, Built Heritage and Cultural Heritage Landscape Assessments, and Cultural Heritage Resource Evaluations.
2020	**Principal Heritage Consultant, Amy Barnes Consulting.**
2012-2015	Coordinated the completion of various contracts associated with built heritage, cultural heritage landscapes, including Heritage Impact Assessments, Cultural Heritage Evaluation Reports, Designation Reports and professional consultation.
2019-2020	**Manager of Operations- Outreach and Engagement, Yorklands Green Hub.** Coordinated the development of a feasibility study and strategic planning initiatives for the anticipated purchase of a Provincial Property of Provincial Heritage

Significance. Coordination of workshops and community events, external outreach and communications and implementing strategic planning initiatives. Liaison with Infrastructure Ontario, Ministry of Heritage, Sport, Tourism and Cultural Industries, non-profits, charities, school boards and community members.

2015-2019 **Project Manager and Senior Cultural Heritage Specialist – Letourneau Heritage Consulting Inc.**
Coordinated and authored various heritage related contracts. Duties included historic research, heritage impact assessments, cultural heritage assessments and evaluations, and public engagement activities. Served as the firm's Public Engagement Specialist.

2011-2012 **Creative Content Developer, Virtual Museums Canada.**
Worked as part of an interdisciplinary team to help create an online virtual exhibit for Virtual Museums Canada. Responsible for historical research, record management, creative design, narrative and content development and internal coordination for the Archives and Research Team.

2010 **Junior Heritage Planner, Municipality of North Grenville.**
Responsible for historic research, public consultation and engagement and community development for heritage related projects. Worked with local heritage committees, Council and planning staff in accordance with the Ontario Heritage Act, Official Plans and other guiding policies.

2009 **Heritage Planner Intern, City of Kingston**.
Aided in heritage related projects and worked closely with heritage committees, Council, and planning staff.

Selected Professional Development

2020 Indigenous Awareness Training and Certification, Indigenous Awareness Canada.
- – Indigenous Awareness Certification
- – Indigenous Peoples and Cultures
- – Indigenous Communication & Consultation
- – Indigenous Employment Outreach, Recruit, and Retain

2019 Enviroseries "Creating a Heritage Landmark Park For Guelph at The Former Ontario Reformatory". Yorklands Green Hub..

2017 International Association of Public Participation Certification
- Foundations in Public Participation
- Planning and Techniques for Effective Public Participation.

Publications

2013 "Landmark Series." Cambridge Times. Selected Issues.
"Alice King Sculthorpe." Acorn Magazine, 2013.

Penny M. Young, MA, CAHP (#P092)
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Biography

Penny Young has 27 years of cultural heritage management experience, 21 years working in government, as a Heritage Planner, Heritage Coordinator, Regional Archaeologist and Archaeological Database Coordinator where she managed and coordinated the impacts to cultural heritage resources including built heritage, archaeological sites and cultural heritage landscapes for compliance with municipal, provincial and federal legislation and policy. She has conducted results-driven and collaborative management of complex cultural heritage resource projects within the public sector involving developing project terms of reference, defining scope of work, preparation of budgets and conducting sites visits to monitor and provide heritage/archaeological and environmental advice and direction. At the Ministry of Transportation Penny revised, updated and developed policy, as part of a team, for the *Ontario Heritage Bridge Guidelines for Provincially Owned Bridge Guidelines for Provincially Owned Bridges*. She received the MTO Central Region Employee Recognition Award in 2001 and 2002. While at MTO she provided technical advice and input into the development of the *MTO Environmental Reference for Highway Design - Section 3.7 Built Heritage and Cultural Heritage Landscapes* and the *MTO Environmental Guide for Built Heritage and Cultural Heritage Landscapes.* She is a professional member of the Canadian Association of Heritage Planners (CAHP) and holds Professional License #P092 from MTCS. She also holds memberships in the Ontario Professional Planners Institute (OPPI) and the Ontario Archaeological Society (OAS).

Education

1990-1993	Master of Arts, Department of Anthropology McMaster University, Hamilton Ontario. Specializing in Mesoamerican and Ontario archaeology.
1983-1987	Honours Bachelor of Arts (English and Anthropology), McMaster University, Hamilton, Ontario.

Professional Memberships and Accreditations

Current	Professional Member, Canadian Association of Heritage Professionals (CAHP) Member of Ontario Archaeological Society Pre-Candidate Member, Ontario Professional Planners Institute (OPPI) Ministry of Tourism Culture & Sport Professional Licence (#P092)

Work Experience

Current	**Project Manager - Heritage, Archaeological Research Associates Ltd.** Coordinates ARA project teams and conducts heritage assessment projects including Heritage Impact Assessments, Built Heritage and Cultural Heritage Landscape Assessments, and Cultural Heritage Resource Evaluations. Additional responsibilities include the completion of designation by-laws and heritage inventories. Liaises with municipal staff, provincial ministries and Indigenous communities to solicit relevant project information and to build relationships.
2008-2016	**Heritage Planner, Culture Services Unit, Ministry of Tourism, Culture & Sport (MTCS)**

Responsible for advising and providing technical review for management of cultural heritage resources in environmental assessment undertakings and planning projects affecting provincial ministries, municipalities, private sector proponents and Indigenous communities. Advised on municipalities' Official Plan (OP) policies cultural heritage conservation policies. Provided guidance on compliance with the Public Work Class EA, other Class EA legislation and 2010 *Standards and Guidelines for Provincial Heritage Properties*.

2014 **Senior Heritage Planner, Planning and Building Department, City of Burlington** (temporary assignment)
Project manager of the study for a potential Heritage Conservation District. Provided guidance to a multiple company consultant team and reported to municipal staff and the public. Liaised with Municipal Heritage Committee and municipal heritage property owners approved heritage permits and provided direction on Indigenous engagement, archaeological site assessments and proposed development projects.

2011 **Heritage Coordinator, Building, Planning and Design Department, City of Brampton** (temporary assignment)
Project lead for new Heritage Conservation District Study. The assignment included directing consultants, managing budgets, organizing a Public Information Session, and reporting to Senior Management and Council. Reviewed development/planning documents for impacts to heritage including OP policies, OP Amendments, Plans of subdivision and Committee of Adjustment applications and Municipal Class EA undertakings.

2010-2011 **Senior Heritage Coordinator, Culture Division, City of Mississauga** (temporary assignment)
Provided advice to Senior Management and Municipal Council on heritage conservation of built heritage, archaeological sites and cultural heritage landscapes. Liaised with multiple municipal staff including the Clerks' office, Parks and development planners and the public. Supervised and directed project work for junior heritage planner.

1999-2008 **Regional Archaeologist, Planning and Environmental Section, Ministry of Transportation (MTO)**
Responsibilities included: project management and coordination of MTO archaeology and heritage program, managed multiple consultants, conducted and coordinated field assessments, surveys and excavations, liaised with First Nations' communities and Band Councils, estimated budgets including $200,000 retainer contracts.

Sarah Clarke, BA, CAHP
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Biography

Sarah Clarke is Archaeological Research Associates Ltd.'s Heritage Research Manager. Sarah has over 12 years of experience in Ontario archaeology and 10 years of experience with background research. Her experience includes conducting archival research (both local and remote), artifact cataloguing and processing, and fieldwork at various stages in both the consulting and research-based realms. As Team Lead of Research, Sarah is responsible for conducting archival research in advance of ARA's archaeological and heritage assessments. In this capacity, she performs Stage 1 archaeological assessment field surveys, conducts preliminary built heritage and cultural heritage landscape investigations and liaises with heritage resource offices and local community resources in order to obtain and process data. Sarah has in-depth experience in conducting historic research following the *Ontario Heritage Toolkit* series, and the *Standards and Guidelines for Provincial Heritage Properties*. Sarah holds an Honours B.A. in North American Archaeology, with a Historical/Industrial Option from Wilfrid Laurier University and is currently enrolled in Western University's Intensive Applied Archaeology MA program. She is Professional member of CAHP, and a member of the Ontario Archaeological Society (OAS), the Society for Industrial Archaeology, the Ontario Genealogical Society (OGS), the Canadian Archaeological Association, and is a Council-appointed citizen volunteer on the Brantford Municipal Heritage Committee. Sarah holds an R-level archaeological license with the MTCS (#R446).

Education

Current	MA Intensive Applied Archaeology, Western University, London, ON. Thesis topic: An Archaeological History and Ethnohistory of Mohawk Village, ON.
1999–2010	Honours BA, Wilfrid Laurier University, Waterloo, Ontario Major: North American Archaeology, Historical/Industrial Option

Professional Memberships and Accreditations

Current	Member of the Ontario Archaeological Society
Current	Member of the Society for Industrial Archaeology
Current	Member of the Brant Historical Society
Current	Member of the Ontario Genealogical Society
Current	Member of the Canadian Archaeological Association
Current	Member of the Archives Association of Ontario

Work Experience

Current	**Team Lead – Research; Team Lead – Archaeology, Archaeological Research Associates Ltd.** Manage and plan the research needs for archaeological and heritage projects. Research at offsite locations including land registry offices, local libraries and local and provincial archives. Historic analysis for archaeological and heritage projects. Field Director conducting Stage 1 assessments.
2013-2015	**Heritage Research Manager; Archaeological Monitoring Coordinator, Archaeological Research Associates Ltd.**

Stage 1 archaeological field assessments, research at local and distant archives at both the municipal and provincial levels, coordination of construction monitors for archaeological project locations.

2010-2013 **Historic Researcher, Timmins Martelle Heritage Consultants Inc.**
Report preparation, local and offsite research (libraries, archives); correspondence with the Ministry of Tourism, Culture, and Sport; report submission to the MTCS and clients; and administrative duties (PIF and Borden form completion and submission, data requests).

2008-2009 **Field Technician, Archaeological Assessments Ltd.**
Participated in field excavation and artifact processing.

2008-2009 **Teaching Assistant, Wilfrid Laurier University.**
Responsible for teaching and evaluating first year student lab work.

2007-2008 **Field and Lab Technician, Historic Horizons.**
Participated in excavations at Dundurn Castle and Auchmar in Hamilton, Ontario. Catalogued artifacts from excavations at Auchmar.

2006-2010 **Archaeological Field Technician/Supervisor, Wilfrid Laurier University.**
Field school student in 2006, returned as a field school teaching assistant in 2008 and 2010.

Professional Development

2019 Annual attendance at Ontario Heritage Conference, Goderich, ON
2018 Cultural Heritage, Archaeology and Planning Symposium
2018 Grand River Watershed 21st Annual Heritage Day Workshop & Celebration
2018 Mississaugas of the New Credit First Nation Historical Gathering and Conference
2017 Ontario Genealogical Society Conference
2016 Ontario Archaeological Society Symposium
2015 Introduction to Blacksmithing Workshop, Milton Historical Society
2015 Applied Research License Workshop, MTCS
2014 Applied Research License Workshop, MTCS
2014 Heritage Preservation and Structural Recording in Historical and Industrial Archaeology. Four-month course taken at Wilfrid Laurier University, Waterloo, ON. Professor: Meagan Brooks.

Presentations

2018 *The Early Black History of Brantford.* Brant Historical Society, City of Brantford.
2017 *Mush Hole Archaeology.* Ontario Archaeological Society Symposium, Brantford.
2017 *Urban Historical Archaeology: Exploring the Black Community in St. Catharines, Ontario.* Canadian Archaeological Association Conference, Gatineau, QC.

Volunteer Experience

2011-2020 Council-appointed citizen volunteer for the Brantford Municipal Heritage Committee.

Aly Bousfield Bastedo, B.A., Dip. Heritage Conservation
Heritage Technical Writer, Researcher and Conservator
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Aly Bousfield-Bastedo, ARA's Heritage Technical Writer and researcher has four years of experience in evaluating cultural heritage resources, conducting historical research and providing conservation recommendations on a variety of projects. She holds an Honours BA in Sociology from the University of Guelph as well as a post-graduate certificate in Urban Design from Simon Fraser University. Building on these experiences, Aly received a graduate Diploma in Heritage Conservation from the Willowbank School of Restoration Arts. Aly has gained substantial experience in provincial and municipal legislation and guidelines, including the *Ontario Heritage Act, Official Plans*, the *Standards and Guidelines for the Conservation of Historic Places*, and the *Ontario Heritage Toolkit*. Aly has gained considerable experience in evaluating potential impacts and recommending mitigation strategies for a variety of resources such as farmsteads, bridges, houses, churches, cultural heritage landscapes and heritage districts in urban and rural areas. Aly's breadth of work has demonstrated her ability in conducting consultations with heritage stakeholders including interviews and surveys.

Education

2017-2020	Post-Graduate Diploma in Heritage Conservation, Willowbank School of Restoration Arts. Queenston, ON
2016-2017	Post-Graduate Certificate in Urban Design, Simon Fraser University, Vancouver, BC
2009-2013	Honours BA, University of Guelph, Guelph, ON Sociology

Select Work Experience

Current	**Technical Writer and Researcher, Archaeological Research Associates Ltd.** Produce deliverables for ARA's heritage team, including historic research, heritage assessment and evaluation for designation by-laws, Heritage Impact Assessments, Built Heritage and Cultural Heritage Landscape Assessments, and Cultural Heritage Resource Evaluations.
2021	**Cultural Consultant, Ministry of Heritage, Sport, Tourism and Culture** Provided liaison and advisory services to municipalities and stakeholders in the heritage sector on cultural heritage legislation in Ontario.
2020	**Heritage Planning Consultant, Megan Hobson & Associates** Provided heritage consulting services, including site investigation and documentation. Provided cultural heritage value assessment and evaluations.
2019-2020	**Cultural Heritage Planning Intern, ERA Architects** Coordinated and authored various heritage related contracts. Duties included historic research, heritage impact assessments, cultural heritage assessments and evaluations.
2016-2017	**Heritage Vancouver, Programs and Communications** Conducted research and analysis of heritage properties and neighbourhoods in Vancouver. Assisted in the creation of a cultural heritage landscape assessment of Vancouver's Chinatown neighbourhood through historical research and community engagement.

Select Professional Development

2021 International Network for Traditional Building and Urbanism (INTBAU) membership

2021 "Drafting Statements of Significance." Webinar presented by ARA's K. Jonas Galvin for ACO's job shadow students.

2021 "Architectural Styles." Webinar presented by ARA's K. Jonas Galvin for ACO's job shadow students.

2021 "Perspectives on Cultural Heritage Landscapes". Cultural Heritage, Archaeology and Planning Symposium. ARA Ltd.

2019 University of Toronto, Mark Laird "Selected topics on Landscape Architecture", Course audit

Messors, "Fornello Sustainable Preservation Workshop", Cultural Landscape Field School

2018 Points of Departure. Association for Preservation Technology (APT) Conference. Buffalo, NY.

Presentations

2018 Essential issues or themes for education in heritage conservation: Montreal Roundtable on Heritage (Canada Research Chair on Built Heritage)

Shelby Haggerty, BA (Hons), GC.CHCM
Conservator
ARCHAEOLOGICAL RESEARCH ASSOCIATES LTD.
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Email: shelby.haggerty@araheritage.ca

Shelby Haggerty is ARA's Laboratory Services Team Lead and Conservator and holds an Honours B.A. in Archaeology from Wilfrid Laurier University, as well as a post-graduate certificate in Cultural Heritage Conservation and Management from Fleming College. Though Shelby is new to the role of Laboratory Services Team Lead in 2021, she has seven years' experience in the conservation of cultural property and has worked with the lab team since 2017 performing condition assessments, preventive and treatment conservation recommendations, and collections management duties. She has recently completed workshops on the preservation of architectural metals and historic mortars and has provided conservation advice for built heritage attributes comprised of a variety of materials. Before joining ARA, Shelby spent a year in Fleming College's conservation laboratory and interned as a Conservation and Collections Management Assistant at The Rooms Provincial Museum of Newfoundland and Labrador. Shelby is proficient in the assessment, care, and conservation of both organic and inorganic materials, and maintains an up-to-date knowledge of industry best practises. She is a member of the Canadian Association for the Conservation of Cultural Property (CAC-ACCR) the Canadian Archaeological Association (CAA), the Ontario Archaeological Society (OAS), Grand River Chapter, and holds an Applied Research license (R1278).

Education

2014–2015 Ontario College Graduate Certificate, Fleming College, Peterborough, ON
Cultural Heritage Conservation and Management

2009–2014 Honours BA with Distinction, Wilfrid Laurier University, Waterloo, ON. Major: Archaeology; Minor: Religion and Culture Studies

Professional Memberships and Accreditations

Current Canadian Association for Conservation (CAC-ACCR)
Ontario Archaeological Society (OAS), Grand River Chapter
Canadian Archaeological Association (CAA)
Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI) Applied Research Licence (R1278)

Work Experience

Current **Lab Services Team Lead and Conservator, Archaeological Research Associates, Ltd.**
collections: Implements collections management policies, performs artifact processing, identification, documentation, and analysis. Provides up-to-date research for the preservation and analysis of archaeological and built-heritage materials. Ensures preventive conservation best practices and preforms condition assessments and treatment conservation as required.

2017–2020 **Conservation Technician, Archaeological Research Associates Ltd.**
Assisted in the management of ARA's growing artifact collections to uphold best practices for long-term preservation, including: Identification, documentation, and

storage. Assisted with the preservation of artifacts. Performed condition assessments and treatments on at-risk artifacts.

Relevant Professional Development

2021 “Historic Mortar Replication and Repointing” webinar presented by IMI
“Conservation of In-Situ and Post-Excavation Archaeological Glass” presented by Stephen Koob, hosted by the UCLA/Getty Conservation Program
“Care of Metals” webinar series presented by CCI, hosted by CAC-ACCR
“Drafting Statements of Significance” webinar presented by ARA’s K. Jonas Galvin for ACO’s job shadow students
“Architectural Styles” webinar presented by ARA’s K. Jonas Galvin

2019 CAA Symposium – Heritage at Risk, Quebec City
OAS Symposium – The Past Under the Pavement: Archaeology in the City, Toronto.

2015 "RE-ORG Storage Reorganization Methodology" presented by CCI
"Lighting and Exhibit Case Design" workshop presented by CCI
"Mount Making for Museum Objects" workshop presented by CCI
"Protecting Digital Assets in Your Museum" workshop presented by CHIN

Presentations

2021 “An Introduction to Conservation and Archaeological Laboratory Practices” presented to ACO’s job shadow students
“Artifact Identification and Conservation in the Field” presented at ARA’s seasonal orientation

2020 “Artifacts After Excavation: Preventive and Treatment Conservation of Archaeological Materials” presented as part of the OAS Virtual Speaker Series

2015 **Conservation and Collections Management Intern, The Rooms Provincial Museum of Newfoundland and Labrador**
Assisted the Collections Managers and Conservator in daily operations of the Archaeology and Natural History facilities. Designed and implemented an inventory and rehousing system for the osteological reference collection. Assisted with the migration of data into a new database. Preformed condition assessments and treatments for unstable artifacts, including a risk-assessment for the Natural History storage facility focusing on the security of the fluid collections. Created a quick reference guide for recognizing, treating, and preventing mould in collections.

Relevant Professional Development

2021 "Historic Mortar Replication and Repointing" webinar presented by IMI
"Conservation of In-Situ and Post-Excavation Archaeological Glass" presented by Stephen Koob, hosted by the UCLA/Getty Conservation Program
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