

Smiths Falls Downtown Area Heritage Conservation District Study

Draft Report

November 29, 2024

Prepared for:

Town of Smiths Falls
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Project/File:

160941038



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Executive Summary

The Town of Smiths Falls (the Town) initiated the Downtown Area Heritage Conservation District Study (the Study) to determine whether the Study Area, in whole or in part, merits consideration for designation under Part V of the *Ontario Heritage Act* (OHA) as a Heritage Conservation District (HCD). HCD designations are policy-based tools that can help manage change in a community by providing a district planning framework for conserving heritage. This allows for compatible new designs that coexist with the historic fabric of a community, rather than freezing a place in time. HCDs are completed in two phases: the HCD Study and the HCD Plan.

The HCD Study is the first phase in the HCD process. The Study determines whether an area merits consideration for designation under Part V of the OHA. It provides the historical background, evaluation of resources, and the analysis required to identify the cultural heritage values and heritage attributes of an area. If an area is identified as meriting consideration for designation as an HCD, the second phase may be pursued at the direction of Council, and a Plan may be prepared to provide policies and guidelines to manage change in the proposed HCD in order to conserve its heritage attributes. At present, the HCD Study phase is being conducted for downtown Smiths Falls.

The Study Area as identified by the Town in the Request for Proposal (RFP 23-DEV-001) is bound in the east by Elmsley Street; bound in the north approximately 80 metres south of Mylne Street on Elmsley Street North and on Beckwith Street North; bound in the west by approximately 60 metres west of Beckwith Street North along Gladstone Avenue, Church Street West and Russell Street West, William Street West between Beckwith Street North and Maple Avenue, Main Street West between Beckwith Street North and George Street South, Old Mill Road south of Main Street West; and bound in the south by the Rideau River.

To determine whether the Study Area demonstrated merit for consideration as an HCD, the Project Team analyzed the Study Area's historical development, built form, streetscapes, open spaces, and landscape features. The Project Team also reviewed relevant planning documents to identify how the existing planning framework may support an HCD. To evaluate the Study Area for cultural heritage value or interest (CHVI) and determine its merit as an HCD, the Project Team followed guidance contained in the Ontario Heritage Toolkit and criteria issued under Ontario Regulation (O. Reg.) 9/06, Section 41(1b) of the OHA. On January 1, 2023, amendments were made to the OHA including the establishment of criteria for determining whether an area has CHVI. These have been taken into consideration in the following findings.

The evaluation of the Study Area according to O. Reg. 9/06 determined that more than 25% of the properties within the Study Area met two criteria under O. Reg. 9/06:

- 136 properties (60%) that were determined to satisfy criterion i, as containing a structure representative of a particular architectural style.



- 72 properties (30%) that were determined to satisfy criterion vii for defining, maintaining or supporting the character of the district.
- 61 properties (26%) that were determined to satisfy criterion viii for their physical, functional, visual and historical links with each other.

However, these properties are dispersed throughout the Study Area and do not necessarily share historical or contextual relationships that are found in HCDs. The Study Area contains areas of varying character or are from various periods of historical development. Following the evaluation of the Study Area against the HCD characteristics provided in the *Toolkit*, it was determined not to warrant recommendation for consideration as HCD. While the Study Area does contain heritage resources, landmarks, and significant views, these are dispersed throughout the Study Area, with contemporary infill or open spaces/parking lots in between which breaks up the streetscape and results in a lack of overall visual cohesiveness.

Through analysis and evaluation of the Study Area, it was determined to contain a concentrated area of heritage resources, which was defined as the Downtown Commercial Core Refined Study Area. To determine if the Refined Study Area merits consideration as an HCD, an evaluation of the Refined Study Area was undertaken.

Following the evaluation of the Refined Study Area, it was determined to merit consideration as an HCD. It met three criteria of O. Reg. 9/06 at a higher threshold percentage than the evaluation of the original HCD Study Area and met all the HCD characteristics identified in the Toolkit. The results of the evaluation are listed below:

- 65 properties (61%) were determined to satisfy criterion i, as containing a structure representative of a particular architectural style.
- 64 properties (60%) were determined to satisfy criterion vii for defining, maintaining or supporting the character of the district.
- 53 properties (50%) were determined to satisfy criterion viii for their physical, functional, visual and historical links with each other.

It is recommended that the Town proceed with the preparation of an HCD Plan and Guidelines for the Downtown Commercial Core Refined Study Area, to be known as the Downtown Smiths Falls HCD. The proposed Downtown Smiths Falls HCD is centered along Beckwith Street North/South and extends from Elmsley Street North to Confederation Drive. Along its east-west axis, the proposed Downtown Smiths Falls HCD includes Church Street East/West between Market Street North and 55 metres west of Beckwith Street North, Russell Street East/West between Market Street North and 60 metres west of Beckwith Street North, William Street between Market Street North and 50 metres east of Beckwith Street North, Main Street East/West between Maple Avenue and Market Street, Chambers Street between Market Street South and Beckwith Street South, the west side of Market Street North and South between Chambers Street and Elmsley Street, and Old Mill Road 110 metres south of Main Street West. The proposed Downtown Smiths Falls HCD is inclusive of Centennial Park and Veteran's Memorial Park. The recommended boundary reflects both physical, design and contextual considerations. The area



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includes a concentration of late 19th and early 20th century properties historically connected and cohesive in their massing, materiality and uses. A Statement of Cultural Heritage Value or Interest and heritage attributes was prepared for this area.

The Executive Summary highlights key points from the report only; for complete information and findings, the reader should examine the complete report.



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Appendix A **Glossary**

Appendix B **Designated and Listed Properties within Heritage Conservation District Study Area**

Appendix C **Inventory**



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Abbreviations

| | |
|----------------|---|
| AOO | Algonquins of Ontario |
| CHL | Cultural Heritage Landscape |
| CHVI | Cultural Heritage Value or Interest |
| CIP | Community Improvement Plan |
| CIPA | Community Improvement Plan Area |
| CPR | Canadian Pacific Railway |
| DC | Downtown Core zone from the Zoning By-law |
| DBA | Downtown Business Association |
| DF | Downtown Fringe zone from the Zoning By-law |
| DW | Downtown Waterfront zone from the Zoning By-law |
| ER | Environmental Resources policy from the Official Plan |
| FAR | Floor Area Ratio |
| HCD | Heritage Conservation District |
| LU | Land use policy from the Official Plan |
| m | metres |
| m ² | square metres |
| MCM | Ministry of Citizenship and Multiculturalism |
| N/A | Not Applicable |
| n.d. | No Date |
| OASD | Ontario Archaeological Sites Database |
| OHA | Ontario Heritage Act |
| OHT | Ontario Heritage Trust |
| OP | Official Plan |



| | |
|---------|-----------------------------|
| O. Reg. | Ontario Regulation |
| PIC | Public Information Centre |
| PPS | Provincial Policy Statement |
| UWC | University Women's Club |

A glossary of commonly used terms is located in Appendix A.



1 Introduction

1.1 Study Purpose

The Town of Smiths Falls (the Town) initiated the Downtown Area Heritage Conservation District Study (the Study) to determine whether the Study Area (Figure 1.1 and Figure 1.2), in whole or in part, merits consideration for designation under Part V of the *Ontario Heritage Act* (OHA) as a Heritage Conservation District (HCD). HCD designations are policy-based tools that can help manage change in a community by providing a district planning framework for conserving heritage. This allows for compatible new designs that coexist with the historic fabric of a community, rather than freezing a place in time. HCDs are completed in two phases: the HCD Study and the HCD Plan.

The HCD Study is the first phase in the HCD process. The Study determines whether an area merits consideration for designation under Part V of the OHA. It provides the historical background, evaluation of resources, and the analysis required to identify the cultural heritage values and heritage attributes of an area. If an area is identified as meriting consideration for designation as an HCD, the second phase may be pursued at the direction of Council, and a Plan may be prepared to provide policies and guidelines to manage change in the proposed HCD in order to conserve its heritage attributes. At present, the HCD Study phase is being conducted for downtown Smiths Falls.

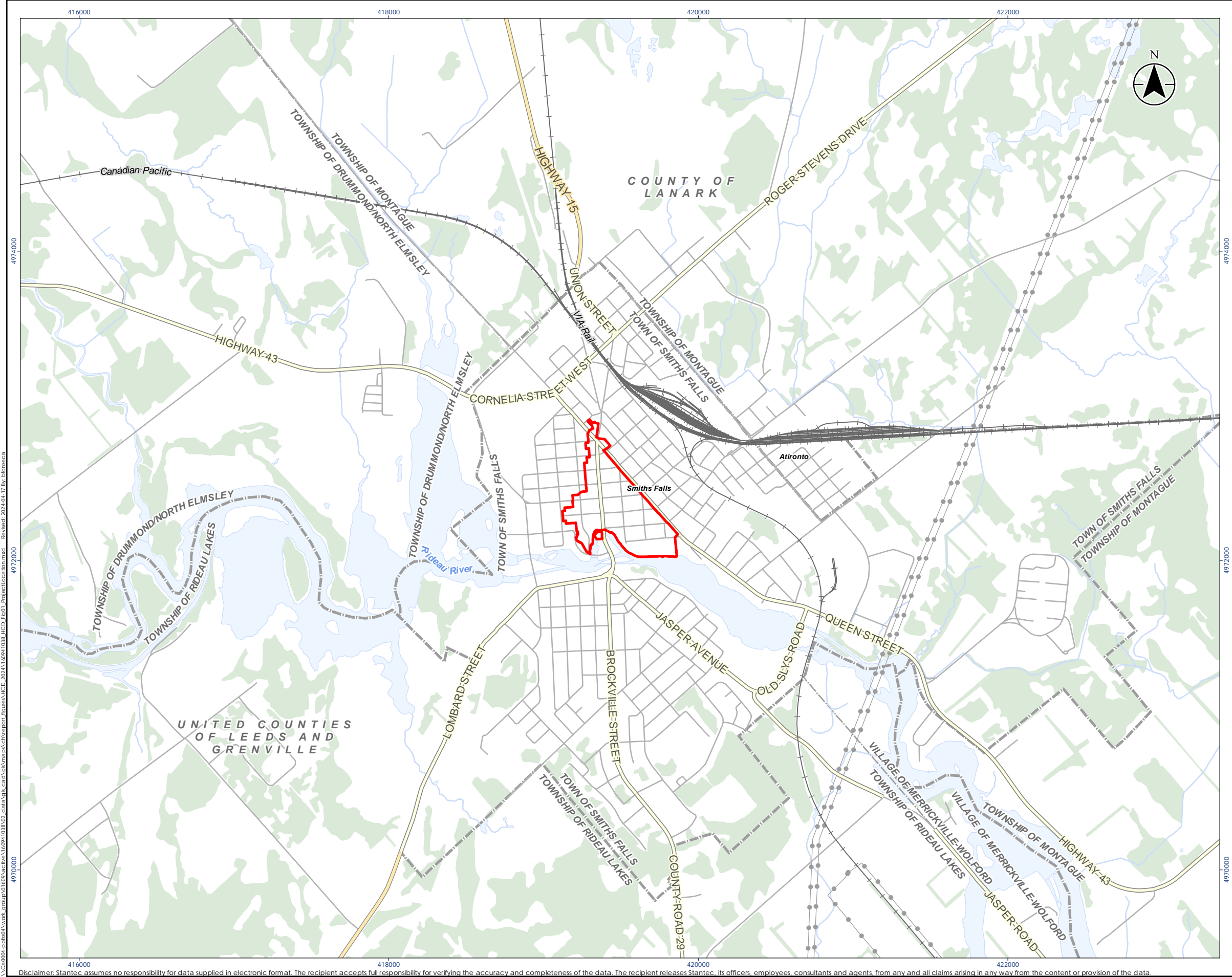
This HCD Study has five key objectives:


- **Understand** the historical development of the Study Area and the current planning framework
- **Identify** significant features or patterns in the development, architecture, building types, and landscapes of the Study Area
- **Engage** the community throughout the HCD Study process
- **Evaluate** the Study Area for HCD merit
- **Recommend** HCD designation or other planning measures, as appropriate

1.2 Location

The Study Area as identified by the Town in the Request for Proposal (RFP 23-DEV-001) is bound in the east by Elmsley Street; bound in the north approximately 80 metres south of Mylne Street on Elmsley Street North and on Beckwith Street North; bound in the west by approximately 60 metres west of Beckwith Street North along Gladstone Avenue, Church Street West and Russell Street West, William Street West between Beckwith Street North and Maple Avenue, Main Street West between Beckwith Street North and George Street South, Old Mill Road south of Main Street West; and bound in the south by the Rideau River (Figure 1.2).







Legend


- Study Area
- Highway
- Major Road
- Minor Road
- Hydro Line
- Railway
- Watercourse
- Municipal Boundary
- Municipal Boundary, Lower
- Waterbody
- Wooded Area

0 0.5 1 km

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Notes

- Coordinate System: NAD 1983 UTM Zone 18N
- Base features produced under license with the Ontario Ministry of Natural Resources and Forestry © King's Printer for Ontario, 2024.



Project Location
Town of Smiths Falls

160941038 REV1
Prepared by BF on 2024-04-17
Technical Review by TC on 2024-04-17

Client/Project
TOWN OF SMITHS FALLS
HERITAGE CONSERVATION DISTRICT

Figure No.
1.1

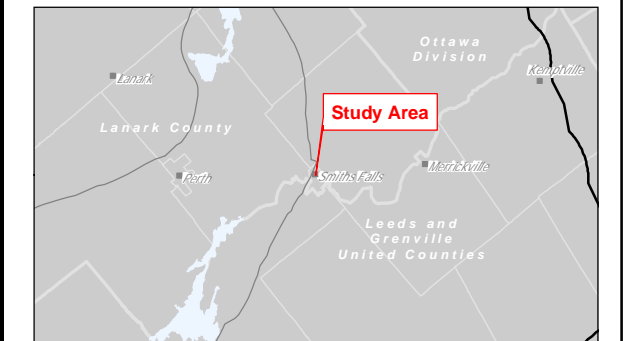
Title
Location of the Study Area



Legend
 Study Area

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Notes
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Technical Review by TC on 2024-04-17

Client/Project
TOWN OF SMITHS FALLS
HERITAGE CONSERVATION DISTRICT

Figure No.
1.2
Title
Study Area

2 Methodology and Policy Framework

2.1 About Heritage Conservation Districts

As of 2020, Ontario contains 134 HCDs which span the province (Ontario Heritage Trust [OHT] 2020). These HCDs range from containing pre-confederation landscapes to mid-century modern buildings, and even active historic industries. HCDs represent places where planning tools are employed to maintain the specific character of a place and facilitate its retention for generations to come. Municipalities across the province have embraced the HCD as a tool to guide future development within their communities.

Technically speaking, an HCD is an area protected by a by-law passed by a municipality under Part V of the OHA. An HCD provides a framework for protecting and conserving heritage resources by creating policies and guidelines to manage change and new development within the district. Changes are generally managed through heritage alteration permits, which require municipal approvals.

HCDs are not intended to stop all change or “freeze” a place within a specific time period. Rather, they are an important community tool for balancing the ongoing needs for property maintenance, alterations, and development while considering the elements that define a place and its history. Each HCD is unique and reflects the history and values of the community within which it is situated.

There are two phases required to designate an HCD: the Study and the Plan. The Study phase is the first phase which identifies elements of the community that define the heritage character of the Study Area. The results of the Study are compiled into an illustrative report that includes a review of the history of the Study Area, the results of an inventory of resources, policy overview, and recommendations for boundary delineation, heritage attributes, and objectives of an HCD plan, if appropriate. Official Plan amendments to support an HCD, if required, are also noted at this time.

The Plan phase is the second phase and involves preparing a Plan including policies and guidelines to manage change in the area. During this phase measures to protect the character of the area are articulated, including policy statements and guidelines for achieving the goals and objectives of the HCD. It is within this second phase that by-laws are drafted. Following the passing of the proposed amendments/by-laws the community has an opportunity to appeal the decision to the Ontario Land Tribunal.

Not all HCD studies move past the first phase. Sometimes an area simply does not meet the framework or guidelines established by the OHA or MCM for HCDs (see Sections 2.3.1 and 2.3.2). In these cases, other planning measures may be considered. Alternatively, for a variety of reasons, municipal councils may choose to not proceed to the second phase. Ultimately, in Ontario, the onus is on the community to decide how to proceed and conserve their heritage. This responsibility flows through municipal council who provide authority to proceed with an HCD Plan following completion of the HCD Study or not, and ultimately decide if an area should be protected under Part V of the OHA.



HCD Plans can be important tools for managing change in areas containing heritage buildings and landscapes. Downtown areas often contain concentrations of older buildings. These areas frequently exhibit patterns of development that demonstrate human history and evolution over time. Yet these areas are also often prone to many layers of alteration, ranging from façade modifications as businesses and consumer habits change, to infill development as provincial policies direct urban centres to move towards intensification. It is the role of the HCD Study to determine if an area contains a high enough concentration of heritage resources with distinct heritage attributes to merit consideration by Council for conservation.

2.2 Provincial Legislation and Policy

2.2.1 The Planning Act

The *Planning Act* is provincial legislation that sets out requirements for land use planning in the province. Under the *Planning Act*, the Minister, the council of a municipality, a local board, a planning board, or the Ontario Land Tribunal are responsible for carrying out the conservation of features of significant architectural, cultural, historical, archaeological, or scientific interest (Government of Ontario 1990).

Under the *Planning Act*, the Minister of Municipal Affairs and Housing may issue provincial statements on matters related to land use planning that are of provincial interest. The *Provincial Planning Statement* (PPS), formerly known as the Provincial Policy Statement, contains policy directions on matters of provincial interest related to land use planning and development. The PPS is applied provincially.

2.2.2 Provincial Planning Statement

The PPS provides policy direction on matters of provincial interest related to planning and development. Cultural heritage is addressed in Section 4.6 of the PPS where it states:

4.6.1 - Protected heritage property, which may contain built heritage resources or cultural heritage landscapes, shall be conserved

4.6.3 - Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property unless the heritage attributes of the protected heritage property will be conserved.

(Government of Ontario 2024)

The PPS does not specifically identify HCDs but does provide the framework for conserving significant heritage resources as seen in Section 4.6.1. In addition, the PPS outlines that development adjacent to protected heritage properties is required to assess the impacts to heritage resources. The PPS includes properties designated under Part V of the OHA as protected properties, thereby requiring that impacts to HCD character be considered as part of the planning process.



2.2.3 Ontario Heritage Act

The OHA was enacted in 1975 with the purpose of giving the province and municipalities the power to preserve heritage properties and archaeological sites. The OHA underwent comprehensive amendments in 2005 and 2023. The 2005 amendments strengthened and improved heritage protection in Ontario, as the province and municipalities were given new powers to delay or prevent the demolition of heritage resources while an appeals process was established that respected the rights of property owners. Alongside this power, the province was given an expanded ability to identify and designate sites of provincial significance and clear standards and guidelines for the preservation of provincial heritage properties were established. The 2005 amendments also provided enhanced protection of marine heritage sites, archaeological resources, and HCDs.

On January 1, 2023, changes made to the OHA under the *More Homes Built Faster Act, 2022* (Bill 23) came into effect as did regulatory changes to *Ontario Regulation* (O. Reg.) 9/06 and O. Reg. 385/21. The 2023 amendments require that 25% of the properties within a proposed HCD meet two or more of the prescribed criteria (O. Reg. 9/06 as amended by O. Reg. 385/21). Bill 23 also included authority to set out the processes to amend and repeal HCD by-laws.

Two sections of the OHA are relevant to the Smiths Falls Downtown Area HCD Study. Part IV regulates the designation of individual heritage properties, which are included in the Study Area. As outlined in the Toolkit, when an HCD plan is adopted and designated under the OHA, municipalities must consider the guidelines and policies of the HCD Plan when reviewing applications to alter or demolish a property designated under Part IV of the OHA (MCM 2006). Part V regulates the designation of HCDs.

The OHA requires that HCD Studies:

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

(Government of Ontario 1990)



As outlined in the OHA, municipalities are required to adopt a district plan when an HCD is designated under Part V the OHA (MCM 2006). Municipalities must consult with their heritage committees and the public in the development of an HCD Plan. The OHA specifies that the plan must include:

- A statement of objectives to be achieved through designation
- A statement explaining the CHVI of the HCD, usually referred to as a Statement of Significance or Statement of CHVI
- A description of attributes of the HCD and of properties in the HCD
- Policy statements, guidelines, and procedures for achieving the objectives and managing change in the HCD
- A description of the alterations and classes of alterations that are minor in nature and do not require a heritage alteration permit

(Government of Ontario 1990)

Municipalities also have the option to implement interim control by-laws under Section 38 of the *Planning Act* for up to one year (which can be extended by up to one additional year by Council) to protect areas that are being studied for HCD designation.

2.2.4 Ontario Heritage Toolkit

This HCD Study follows the guidance outlined in the Ministry of Citizenship and Multiculturalism (MCM) *Ontario Heritage Tool Kit*, specifically the document *Heritage Conservation Districts: A Guide to District Designation Under the Ontario Heritage Act* (MCM 2006). The MCM document outlines the steps to undertaking an HCD Study, including:

- Receiving a request to designate
- Consulting the municipal heritage committee
- Reviewing Official Plan (OP) provisions to determine if there is policy to support an HCD
- Evaluating cultural heritage value or interest and identifying heritage attributes
- Determining a boundary of the potential HCD
- Consulting the public

In completing the HCD Study, Stantec collected archival material, conducted historical background research, and undertook a review of existing planning documents and studies relevant to the Study Area. A site visit was undertaken by Project Team members to prepare an inventory of the Study Area and review boundary considerations. Inventory material was collected on March 27 and 28, 2024, by the Stantec team. Information for the inventory was collected using Fields Maps for ArcGIS. Inventory entries were completed both in the field and office and supplemented with historical research. The complete inventory is located in Appendix C.



2.3 Evaluation of a Heritage Conservation District

2.3.1 Ontario Regulation 9/06

The 2023 amendments to the OHA established criteria for the evaluation of an HCD. Prior to these changes, defined criteria did not exist for the requirements of HCDs and tools for determining merit as an HCD were drawn from the *Ontario Heritage Tool Kit*. As of January 1, 2023, under section 41(1b) of the OHA:

“The council of a municipality may, by by-law, designate the municipality or any defined area or areas of it as a heritage conservation district if, where criteria for determining whether a municipality is of cultural have value or interest have been described, the municipality or any defined area or areas of the municipality meets the prescribed criteria.”

The following is the prescribed criteria under O. Reg. 9/06 as amended by O. Reg. 385/21:

1. At least 25 per cent of the properties within the municipality or defined area or areas satisfy two or more of the following:
 - i. The properties have design value or physical value because they are rare, unique, representative or early examples of a style, type, expression, material or construction method.
 - ii. The properties have design value or physical value because they display a high degree of craftsmanship or artistic merit.
 - iii. The properties have design value or physical value because they demonstrate a high degree of technical or scientific achievement.
 - iv. The properties have historical value or associative value because they have a direct association with a theme, event, belief, person, activity, organization or institution that is significant to a community.
 - v. The properties have historical value or associative value because they yield, or have the potential to yield, information that contributes to an understanding of a community or culture.
 - vi. The properties have historical value or associative value because they demonstrate or reflect the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.
 - vii. The properties have contextual value because they define, maintain or support the character of the district.
 - viii. The properties have contextual value because they are physically, functionally, visually or historically linked to each other.
 - ix. The properties have contextual value because they are defined by, planned around or are themselves a landmark.

(Government of Ontario 2023)



2.3.2 The Ontario Heritage Toolkit

To evaluate the Study Area for cultural heritage value or interest (CHVI) and determine its potential merit as an HCD, the Project Team also followed guidance contained in the *Ontario Heritage Toolkit* (the Toolkit) and criteria issued under Section 41(1b) of the OHA. The HCD Study followed guidance from the Toolkit in identifying the following within the Study Area:

- Historical associations
- Architectural styles
- Vernacular design
- Integrity
- Architectural details
- Landmark status or group value
- Landscapes and public open spaces
- Spatial patterns
- Land use
- Circulation networks and patterns
- Existing boundaries or linear features
- Site arrangements
- Vegetation patterns
- Historic views

The Toolkit also identifies common characteristics of HCDs, as outlined in Table 2.1. These characteristics knit together the various heritage values that are identified through the O. Reg. 9/06 evaluation criteria and tend to provide the unique sense of time and place that is so often experienced in an HCD. For that reason, the project team ascribed equal weight to their consideration alongside the prescribed criteria to provide a more in-depth evaluation and understanding of the characteristics of the Study Area.

To fulfill the requirements of the OHA and the guidance of the *Toolkit*, the Project Team also identified “contributing” features of the area through the inventory process and analyzes the nature of the overall Study Area character. Properties were determined to be “contributing” based on whether they met the prescribed criteria and their level of heritage integrity.

Table 2.1 Heritage Conservation District Characteristics

| Characteristic | Description |
|---------------------------------------|---|
| A concentration of heritage resources | HCDs typically contain a concentration of historic buildings, structures, landscapes, or landscape elements, and/or natural features that are linked together by a shared context, culture, use, or history. |
| A framework of structured elements | HCDs often include structured components that define or contribute to an area’s character. These may include major natural features (topography, landforms, landscapes, or water courses) or built features such as road or street patterns, nodes or intersections, landmarks, approaches, or defined edges. |
| A sense of visual coherence | HCDs often have a visual coherence that is indicative of their heritage value as being of a particular place or time. The visual coherence comes from similarities in resource types, scale, materials, massing, setbacks, or landscape patterns. |
| A distinctiveness | HCDs may be distinct from the surrounding area by virtue of the resources they contain or the ways in which they are situated. |



2.3.3 Consultation

Public consultation played an important role in the HCD Study. At the HCD Study phase, the Project Team gathered information about the historical development of the Study Area and public experiences of the area. Public Information Centre (PIC) 1 was held on May 30, 2024, and PIC 2 is anticipated to be held in November 2024. A Steering Committee was established for the HCD Study. Its first meeting was held on March 21, 2024, and its second meeting on August 6, 2024. Details and results of public consultation are discussed in Section 8.



3 Historical Development

3.1 Introduction

The following historical development description is not intended to provide a definitive account of Smiths Falls' history but is rather an outline of the development of the community. The purpose of this history is to provide context for the consideration of an HCD in the Town of Smiths Falls. While this study acknowledges the community has been previously named Smyth's Falls and Smith's Falls, for the purposes of this report the name Smiths Falls is used throughout.

Historically, the Study Area is located in part of Lot 1, Concession 4 in the Township of Elmsley, County of Lanark and part of Lot 30, Concession 4 in the Township of Montague, County of Lanark. Today, the Study Area is located within the Town of Smiths Falls, a single-tier municipality.

3.2 Physiography

The Town of Smiths Falls is located within the Smiths Falls Limestone Plain physiographic region of southern Ontario. This area constitutes the largest area of shallow soil over limestone in the southern part of the province. The physiographic region encompasses approximately 2,250 square kilometres of land within the United Counties of Leeds and Grenville, City of Ottawa, and Lanark County (Chapman and Putnam 1984: 196).

While the Smiths Falls Limestone Plain is relatively level, there are many small and undrained depressions. As a result, bogs and swamp forests are numerous. However, there is no indication the Study Area was historically located within a swamp or bog. Aside from these bogs and swamps, the area historically contained hardwood forest. The highest points of the region contain former beaches which have a deeper soil which can support agriculture. The remainder of the region contains soil that is shallow, stony, poorly drained in the spring, and prone to drought in the summer. These difficult soil conditions are compounded by a harsh climate which limits crop growth. To make farming economically viable, many of the region's farmers turned to cheesemaking, dairying, and maple syrup production. These difficult conditions have resulted in much of land in this region remaining unimproved and by the end of the 20th century, many farmsteads had been abandoned (Chapman and Putnam 1984: 197-198).

The Town of Smiths Falls is located along the Rideau River, which divides the Smiths Falls Limestone Plain in approximately two equal halves (Chapman and Putnam 1984: 196). The river begins near Newboro and flows north into the Ottawa River at Rideau Falls. The river descends just over 200 metres in elevation and drains an area of over 4,000 kilometres (Rideau Valley Conservation Authority 2024). Historically, the Rideau River has been an important transportation route between the St. Lawrence River and Ottawa River (Parks Canada 2023). To improve transportation in the region, The Rideau Canal was completed in 1832. The canal shaped the early development of Smiths Falls and its significance to the development of Smiths Falls is further discussed in Section 3.4.



3.3 Indigenous Context

Indigenous peoples have lived in present-day southern Ontario for thousands of years, beginning with the retreat of the glaciers and gradual end of the Ice Age about 10,000 years ago (Ellis 2013). Contact between Indigenous peoples in Canada and European culture began in the 16th century (Loewen and Chapdelaine 2016). The nature of Indigenous settlement size, population distribution, and material culture shifted as European settlers encroached upon their territory (Ferris 2009: 114).

The Ottawa River and most of its major drainage tributaries, including the Rideau River, were controlled by various Algonquin bands that occupied the Ottawa River Valley (Day and Trigger 1978; Whiteduck 2002). The Algonquin homeland is traditionally identified as the portion of the Ottawa River drainage between the Long Sault Rapids at present-day Hawkesbury in the south and Lake Nipissing in the north (Holmes 1993). Even before direct contact had been made with Europeans, the Algonquin had been active in the fur trade, acting as intermediaries between Indigenous procurers of furs in the north and west and those Indigenous groups in direct contact with European traders (Holmes 1993). After Samuel de Champlain's initial excursions into the Algonquin territory from 1613 until 1615, the Algonquin played a major role in the trade between the Huron and the French (Day and Trigger 1978).

After the Seven Years War ended in 1763, European influence in the Algonquin homeland passed from the French to the British, who imposed restrictions on travel along the Ottawa River above Carillon (Morrison 2005). Nevertheless, the Algonquin continued to consider the river their territory and claims and petitions were made to the British colonial government (Holmes 1993). In 1837, a government Order-in-Council acknowledged Algonquins' continued presence within the lower Ottawa Valley and their historical claim to a large territory (Black 1989: 64). During the 19th century, the Algonquin continued to become increasingly congregated in fewer locations throughout the Ottawa River drainage area, where they maintained traditional activities, such as canoe building, into the early 20th century at Algonquin communities (Hessel 1987: 85).

In 1983, the Algonquins of Pikwàkanagàn First Nation initiated a land claim process, formally submitting a petition and supporting research to the Government of Canada and Government of Ontario. The Province of Ontario accepted the claim for negotiations in 1991, and the Government of Canada joined the negotiations in 1992 (Algonquins of Ontario [AOO] no date [n.d.]). Moreover, the Algonquins have become increasingly involved in the land development process in the Ottawa Valley and the urban National Capital Region, raising the knowledge of Algonquin ties to the land and the Algonquin profile in the wider community (AOO n.d.).

The Town of Smiths Falls is located on the ancestral land of the Algonquin people (Town of Smiths Falls 2023). The Town is located on land that is part of Crawford's Purchase. This purchase was entered into in October 1783 between Captain William Crawford on behalf of the Crown and certain Mississauga and Iroquois peoples. It included lands "reaching from Point Baudet on the north side of Lake St. Francis, up to the mouth of Gananoque River...includes the Counties of Leeds, Grenville, Dundas, Stormont, and Glengarry, Russell, Prescott, the eastern part of Carleton and the southern part of Lanark" (Morris 1943: 16-17). However, there is an outstanding Algonquin land claim for the traditional Algonquin territory within



those lands that remain unceded because the Algonquin were not consulted during the treaty negotiations (Government of Canada 2023; Algonquins of Ontario n.d.)).

3.4 Town of Smiths Falls

3.4.1 Survey and Early Settlement (1783-1825)

The early colonial history of Smiths Falls and the surrounding area is linked to the aftermath of the American Revolution (1775-1783). Historians continue to debate the total number of Loyalists in the Thirteen Colonies as well as the number of Loyalists who left the United States for Great Britain and other British colonies, including Canada (Ranlet 2014). Regardless, the development of the land between the Rideau River and Lake Ontario in the late 18th and early 19th centuries was strongly influenced by a wave of Loyalist migration.

Loyalists from New York and surrounding former colonies left for Canada from docks along Lake Ontario and the St. Lawrence River. Frederick Haldimand, Governor of Quebec, decided to settle these Loyalist emigres along land from Long Sault to the Bay of Quinte (Craig 1964: 4). To settle the Loyalists, eight townships were surveyed in 1783 and 1784 along the St. Lawrence River. Originally these townships were simply referred to as Townships 1 through 8. After Haldimand's departure from Canada these townships became known as the "Royal Townships" because Lord Dorchester named the townships after the children of George III (Fryer 1984: 102). One of these Royal Townships was Elizabethtown and is located approximately 20 kilometres south of the Study Area.

Around this same time, surveying parties were sent to investigate the surrounding area to the north along the Rideau River. In October 1783, a scouting party under the command of Lieutenant Gershom French reported "eight falls in the distance of a mile, from four to ten feet each, and the river divided by several rocks and islands forming very convenient places for mills" (Lockwood 1994: 21). This series of falls and potential mill sites referred to the present-day community of Smiths Falls (Lockwood 1994: 21).

As the land in the Royal Townships was settled or otherwise allocated, settlers gradually moved north towards the Rideau River. The first recorded settler on the north bank of the Rideau River in what would become Lanark County was Roger Stevens. He settled in present-day Merrickville in 1790, located about 14 kilometres east of the Study Area. Stevens was originally from Vermont and was a veteran of the American Revolution. During the war, Stevens was imprisoned twice and escaped both times. He also served as a guide and undercover agent. While Stevens soon drowned in an accident in 1793, his associate William Merrick became present-day Lanark County's first mill operator and namesake of the community (Brown 1984: 9-10; McKenzie 1967: 40).

To meet the demands of additional settlers and petitions for land grants, in 1791 plans were drawn to formally survey the lands north of the Royal Townships. These new lands were called the Rideau Townships and included two ranges of townships along the north and south shores of the Rideau River. Between 1791 and 1812, a total of 12 townships along the Rideau River were surveyed (McKenzie 1967: 39-40). Smiths Falls is historically located in parts of Elmsley Township and Montague Township. Within Smiths Falls, the dividing line between these two former townships is Elmsley Street (King's Highway 15).



Montague Township was surveyed between 1796 and 1797 (Association of Ontario Land Surveyors [AOLS] 1997; McKenzie 1967: 39). The township was named in honour of Admiral Sir George Montague, who served in the Royal Navy during the American Revolutionary War (Gardiner 1899: 63-64). Elmsley Township was surveyed between 1794 and 1804 (AOLS 1997; McKenzie 1967: 39). The township is named in honour of William Elmsley, a chief justice of Upper Canada (Gardiner 1899: 41). Both townships were surveyed using the Single Front Survey System (AOLS 1997). This type of survey system was popular in present-day Ontario between 1783 and 1818. Townships surveyed using this system did not follow standardized measurements or allowance patterns (Weaver 1968: 14). Elmsley Township contains a road allowance between every concession and a road allowance every six lots. Montague Township contains a road allowance between every other concession and every six lots.

Following the War of 1812, the British government began efforts to settle the lands between the Ottawa and Rideau Rivers. Instead of encouraging immigration from the United States, the government looked to settle this area with military veterans and other immigrants from the British Isles. Because much of the land in the Rideau townships had already been granted and was held in speculation, settlement occurred to the north of the Rideau River. Perth, located about 17 kilometres west of the Study Area, was one of these new settlements. The new townships north of Smiths Falls and the Rideau River became known as the “Military Townships” and were settled mostly with people from Scotland and Ireland. Because of speculation and absentee ownership, the townships along the Rideau River and the site of Smiths Falls remained a stretch of heavily forested land which divided the older Royal Townships from the newer Military Townships (Lockwood 1994: 50-54). By the early 1820s, Montague’s population was about 350 and Elmsley’s population was just under 200 (McKenzie 1967: 52; Brown 1984: 118).

3.4.2 Thomas Smyth and the Mill Site (1793-1825)

Smiths Falls is named in honour of Thomas Smyth, the original patent holder for Lots 1 and 2, Concession 4 in the Township of Elmsley (OnLand 2024; Lockwood 1994: 32). All of the Study Area south of Elmsley Street is located within these two lots.

Thomas Smyth was born in 1768 in Dublin, Ireland. Thomas’s father was a medical doctor named George Smyth. Shortly before the American Revolution, George immigrated with his wife and two sons to near Albany, New York. When the American Revolution erupted, George and his family remained loyal to the Crown. In 1777, George was arrested and imprisoned in Albany but was soon paroled. While paroled, George was permitted to work in a Patriot military hospital and used this position to report information to the British Army. In 1780, George was once again arrested for his espionage activities and imprisoned. However, he soon fell ill and was instead placed under house arrest.

This reduced sentence proved fleeting. In 1781, George and his son Terrence faced arrest as the Albany Board of Commissioners for Detecting and Defeating Conspiracies issued arrest warrants for father and son. George escaped from Albany and eventually reached a British post along the Richelieu River in June 1781. However, Terrence remained imprisoned in Albany. George Smyth joined a British outpost on Lake Champlain and contributed to a disruption campaign in New York and New England against the Patriot war effort. When Thomas Smyth came of age, he enlisted in Sir John Johnson’s King’s Royal Regiment



of New York as a Lieutenant. Like his father and brother, he was an active spy but managed to remain undetected (Lockwood 1994: 33-34; Brown 1984: 157).

After the war, Thomas and Terrence settled with other Loyalists in the Royal Townships along the north shore of the St. Lawrence River. George Smyth opted to settle in Quebec and died in 1789. As military veterans, the Smyth family were entitled to substantial land grants. In 1793, Thomas and Terrence petitioned for grants along the Rideau River. Thomas Smyth was granted Lots 1 and 2 of Concession 4 on the condition that he build a mill along the Rideau River. It is likely that both brothers were aware of the milling potential of this area and considered these land grants a speculative investment. However, Smyth recognized this grant was in a remote and inaccessible location. As a result, he remained on his farm in Elizabethtown and postponed building a mill until more settlers moved to the Rideau Townships (Lockwood 1994: 36; McKenzie 1967: 54). In 1810, recognizing that settlement in the area had stalled, Smith petitioned to have the mill requirement removed (Lockwood 1994: 37). This appeal was successful and the Crown grants for both lots were issued to Smith in October 1810 (OnLand 2024).

In Elizabethtown, Smyth and his son became prominent members of the community. Thomas served in various military, municipal, and district government positions and eventually amassed nearly 4,000 acres of land. Nearly all this land was located in Elmsley Township (Lockwood 1994: 38). However, the slow pace of settlement meant that Smyth's speculative holdings in the township did not increase in value. Facing financial difficulty and mounting debts, Smyth mortgaged Lots 1 and 2 in 1810 (OnLand 2024; Lockwood 1994: 38). Although the property remained mortgaged, Smyth finally built a mill along the Rideau River in 1823. However, Smyth was never able to financially recover and both lots were foreclosed and sold at sheriff's sale in July 1827 (OnLand 2024; McKenzie 1967: 54; Lockwood 1994: 38). When Smyth died in 1832, he was a respected, albeit poor, member of the community (Lockwood 1994: 39).

Abel Russel Ward is generally recognized as the first permanent colonial settler in Smiths Falls. Ward was born in New York in 1796 and immigrated to Upper Canada in 1824. He arrived in Smiths Falls in about 1826 or 1827 to reopen Smyth's mill. Ward also built a house and was soon joined by Ruffus Colins, a blacksmith and axe maker. During this time, the community was variously referred to as Wardsville, Smyth's Falls, or Smith's Falls (DeLottinville 1979: 129 Brown 1984: 158). Mapping from 1827 referred to the area as Smiths Falls, showing that the Smyth spelling variant had already been abandoned or was falling out of favour (Brown 1984: 159). Shortly after the arrival of Ward, the fledgling hamlet would be transformed as construction of the Rideau Canal commenced.

3.4.3 Construction of the Rideau Canal and Smiths Falls (1826-1832)

The initial impetus for the development of Smiths Falls into a significant community was the construction of the Rideau Canal and its associated locks. The origins of the Rideau Canal are linked to British efforts to find a more secure trade route between Montreal and the Great Lakes. The recognition of American independence meant that the St. Lawrence River south of Montreal was an international border with a potentially hostile neighbour. The War of 1812 proved to British administrators that shipping along the



St. Lawrence River between Kingston and Montreal was particularly vulnerable to disruption (Parks Canada 2023).

After the War of 1812, surveys were undertaken to identify a suitable second route between Montreal and the Great Lakes. Surveyors and British officials selected a course between the confluence of the Ottawa River and Rideau River at present-day Ottawa south to Lake Ontario via the Cataraqui River at Kingston. Implementation of this route would require the construction of many locks between present-day Ottawa and Kingston. While some colonial administrators balked at the expense of such an undertaking, the project was championed by the Duke of Wellington. In 1826, under the Duke's support, Lieutenant Colonel John By of the Royal Engineers was selected to oversee the project (Parks Canada 2023).

By arrived in Upper Canada in 1826 and established a headquarters and settlement known as Bytown (present-day Ottawa) (Parks Canada 2023). By arrived with John McTaggart, who was appointed Clerk of Works. One of McTaggart's first duties was surveying and confirming the proposed canal route (Emmerson 1987). When McTaggart reached Smiths Falls, he realized the canal builders faced a daunting prospect. He noted "To the minds of people accustomed to canalling business, these falls become as appalling an object as any that is to be met with..." (DeLottinville 1979: 18).

McTaggart reached this opinion because of the 36-foot (11 metre) drop in a quarter of a mile (402 metres), numerous rock beds, rapids, and islands in the river at Smiths Falls. This terrain was so treacherous that consideration was first given to bypass Smiths Falls entirely. This would be accomplished by building a three mile (4.8 kilometre) canal around the falls. However, McTaggart believed a bypass would prove even more difficult and costly, writing the route contained "...rock that defies the strength of gunpowder or crowbars to remove it, and would weary the British treasury with expense" (DeLottinville 1979: 19-20). On advice from McTaggart, it was decided to proceed with constructing locks at Smiths Falls (DeLottinville 1979: 20).

In May 1827, the contract to build the canal through Smiths Falls was awarded to Rykert, Simpson, and Company. James Simpson was the most consequential of these partners (DeLottinville 1979: 20; Brown 1984: 160). Simpson was particularly keen to capitalize on the waterpower potential of Smiths Falls and was one of the men who purchased Smyth's mill site on Lots 1 and 2 in July 1827 (OnLand 2024; DeLottinville 1979: 130). James Simpson was born to an Irish family and had worked on the Erie Canal in Lockport, New York. He was only 26 when he moved to Smiths Falls (DeLottinville 1979: 20; Outerbridge 2022; Brown 1984: 158; University Women's Club [UWC] 1967: 5).

As Smiths Falls remained a remote settlement, Simpson's first task was to build a road network to the settlement. Simpson accomplished this using available local labour and a team of Irish immigrants who had worked on the Erie Canal (Valentine 1985; Brown 1984: 160; Lockwood 1994: 85). The work crew cut roads to Perth, Brockville, Kitley, and Montague. They also improved an existing road to Merrickville (Brown 1984: 160; Lockwood 1994: 85; UWC 1967: 5).

The mill at Smiths Falls recently reopened by Ward was within the location of the proposed control dam for the canal. This mill was closed, and a new mill was built by Ward and Simpson (Brown 1984: 158). To build the canal, Simpson recruited hundreds of Irish laborers who had recently worked on the Erie Canal. They also employed a smaller number of French Canadians and the intersection of present-day Main



Street and George Street, within the Study Area, became known as “French Hill” (Lockwood 1994: 86). The canal workers were provided food and housing by the contractors and many workers saved money to purchase nearby land (Lockwood 1994: 88).

Construction of the Rideau Canal took place between 1827 and 1832. When completed in 1832, the Rideau Canal at Smiths Falls consisted of three locks, a waste weir, and a stone dam (DeLottinville 1979: 18). Stone for the project was quarried locally as Smiths Falls and the surrounding area contained ample limestone. The original design and construction of the dam proved insufficient due to flooding concerns and was modified in 1830 (DeLottinville 1979: 21-22).

Despite modifications, the workmanship of the dam was widely considered of poor-quality. The locks themselves were generally considered to be more well designed as they were built using a superior quality sandstone that was brought to the site. Due these difficulties, Simpson abandoned the project. Instead, the canal works at Smiths Falls were completed by Bell and Richardson. This firm was working on the nearby Old Slys Locks (DeLottinville 1979: 27-29). Following his abandonment of the contract, Simpson intended to remain in Smiths Falls as a miller. However, he was sued over his abandonment of the contract. To avoid prosecution, he sold his interests in Smiths Falls to his brother William and returned to the United States (Lockwood 1994: 141). The Rideau Canal was officially opened in the summer of 1832 (Parks Canada 2023). A celebration was held in Smiths Falls on May 25, 1832, when Colonel By's ship, aptly named the *Rideau*, traversed the canal through Smiths Falls en route to Bytown (Lockwood 1994: 135).

3.4.4 Smiths Falls as a Canal Community (1832-1852)

The completion of the Rideau Canal marked the transition of Smiths Falls from a remote settlement to a community located midpoint on an important shipping route with ample access to waterpower. Following completion of the canal, some of the former canal workforce chose to remain in or near Smiths Falls. Canal workers with administrative or clerical experience opened stores and mills, while laborers applied for land grants to settle and farm the surrounding areas (Lockwood 1994: 103-104).

In 1833, the original village plot for Smiths Falls was laid out by John Booth at the direction of William Simpson and Abel Ward. All of the Study Area west of Elmsley Street is located within this original plot. The plot consisted of 30 blocks on a grid pattern with streets aligned along a north-south and east-west axis. The most notable feature of the survey, which remains evident into the present-day, are the 99-foot road allowances of Beckwith Street and Main Street. It is possible these wide road allowances were modeled after the recently completed survey of Bytown, which contained 99-foot road allowances for commercial streets (Lockwood 1994: 144-145).

Aside from its location along the Rideau Canal, the road network built by James Simpson drew local farmers to the mills of Smiths Falls and the community became an important milling centre. After milling, the agricultural products could then be transported along the canal (DeLottinville 1979: 131). During the 1830s, one of the most important products shipped from Smiths Falls was potash. This product was made from trees felled by farmers clearing land and reflects that Smiths Falls and the surrounding area was a pioneer community (DeLottinville 1979: 133). Smiths Falls remained a distinctly frontier settlement



through the 1830s. Visitors to the hamlet in the 1830s remarked on the lack of brick or stone buildings (DeLottinville 1979: 131; Lockwood 1994: 136). An illustration from *circa* 1840 shows a busy albeit small community clustered along the canal (Plate 1).

While William Simpson and Abel Ward subdivided their holdings on Lots 1 and 2, the heirs of Thomas Smyth maintained the lots rightfully belonged to them. In 1840, his heirs brought a suit against Ward and Simpson to reclaim the property. This suit threatened the validity of all landowners in the community and curtailed growth in the community (Brown 1984: 164). In 1843, the *Brockville Statesman* noted that the pace of development in Smiths Falls was slow and attributed this to the lawsuit (DeLottinville 1979: 134). While the legal proceedings caused considerable worry throughout Smiths Falls, they also had the effect of forging a sense of community in the new settlement as residents rallied around a common cause (DeLottinville 1979: 149).

While the land title was disputed, a rival settlement was established to the immediate east of Elmsley Street, in Lot 30, Concession 4 of Montague Township. Today this is part of Smiths Falls but was historically known as Elgin. The settlement was developed by John McGill Chambers and offered larger lots at a third of the price of lots in the adjacent Smiths Falls (Lockwood 1994: 168). However, Chambers initially had little success at attracting settlers to Elgin (Lockwood 1994: 164).

Politically, the Township of Elmsley was divided in 1842. The part of the township north of the Rideau River, containing the Study Area, was renamed North Elmsley and attached to the District of Bathurst. The southern half of the township remained in Leeds County. The District of Bathurst was replaced with the United Counties of Lanark and Renfrew in 1850. Lanark and Renfrew would remain municipally united until 1866 (Shaw 2015).

William Smith's *Canadian Gazetteer* gave a favourable impression of Smiths Falls in 1846. Smith noted "A flourishing village in the Township of North Elmsley, pleasantly situated on the Rideau River, and also on the canal" (Smith 1846: 173). That year the community contained a population of about 700, with four churches, a post office, three doctors, two grist mills, two sawmills, a carding mill, a fulling mill, seven stores, six groceries, an axe factory, six blacksmiths, two wheelwrights, furniture makers and carpenters, a gunsmith, clothing and shoemakers, a reed maker, tinsmith, and two taverns (Smith 1846: 173). Based on Smith's wider account of the Rideau Canal, Smiths Falls was the most important and industrialized settlement between Kingston and Bytown. In 1847, the lawsuit was decided in favour of Ward and Simpson, ending a major impediment to the community's growth (Brown 1984: 164).

Smith's opinion of Smiths Falls notably changed in his 1851 book *Canada Past, Present, and Future*. Smith's account indicates that the stagnation encountered during the 1840s was not fully resolved by the end of the lawsuit. Smith noted "The situation is pleasant, but the village does not appear to make very rapid progress. This is partly caused by its remote situation" (Smith 1851: 317). Smith also noted that the price being asked for building lots was prohibitively expensive. The hamlet's population was recorded as between 674 and 800 (Smith 1851: 317). By the early 1850s, Smiths Falls contained about 200 houses, and a visitor noted that many of the houses were "built in the most handsome style". Visitors to Smiths Falls also continued to note the ample waterpower and the numerous mills and industries in the community (Brown 1984: 164).



Another reason for the stagnation Smiths Falls encountered during the 1840s and 1850s was the submarginal agricultural potential of much of the Smiths Falls Limestone Plain. Farmers who had previously supplemented their income with cutting timber were beginning to exhaust the supply of trees on their property. These farmers were faced with sustaining themselves solely by raising crops in a harsh climate and shallow soil. As a result, many farmers in the area surrounding Smiths Falls were impoverished by the 1850s (Lockwood 1994: 220).

While the Rideau Canal was an engineering success, it struggled to be economically viable. From the start, the canal tolls did not raise enough revenue to cover maintenance expenses. Traffic on the canal was curbed by the time-consuming and circuitous route with frequent locks. This was compounded by competition from merchants along the St. Lawrence River and Erie Canal. By the 1840s, the Rideau Canal was recognized to have limited economic value. Reflecting this, British officials viewed the canal as primarily of military value in the event of war with the United States (Tulloch 1981: 9-10). While Smiths Falls was a community born around the canal, the limitations of the canal meant that the maturation of Smiths Falls would only coincide with Ontario's railway age.

Plate 1 Watercolor of Smiths Falls, circa 1840 (Clegg n.d.)



3.4.5 The Brockville and Ottawa Railway and Unmet Expectations (1853-1880)

Railway construction in present-day Ontario began during the 1850s (White 1985: 108). Beginning in 1853, prominent citizens of Brockville, Lanark, and Renfrew began efforts to construct a railway from Brockville north into the Ottawa Valley. To accomplish this, the Brockville and Ottawa Railway Company was chartered (Churcher 2024). The first phase of the project would link Brockville with Smiths Falls. The second phase would continue north towards Arnprior and Pembroke (Railway Museum of Eastern Ontario 2024). News of the forthcoming railway through Smiths Falls triggered a speculative boom and renewed confidence in the community's future (Lockwood 1994: 252-253). The *Toronto Globe* reported in April 1854 that "A great number of new buildings are being erected, and the town bids fair to become an exceedingly thriving one" and also noted "The present water power there is not as yet [a] quarter improved...already several branches of mechanism requiring water power are in operation" (Toronto Globe 1854).

As the community's prospects grew, Ward and Simpson eyed incorporation as a village. The main factor driving incorporation was the increasing influence of rural residents outside Smiths Falls in North Elmsley's municipal government. However, a population of 1,000 was required to incorporate as a village. By 1854, the community's population had nearly reached or reached this number and incorporation was successful (Lockwood 1994: 258-261).

Despite the eagerness of the railway's boosters, delays and cost overruns hampered construction. In 1858, the railway was still over 15 kilometres from Smiths Falls. In 1859, the railway line was finally completed to Smiths Falls and two locomotives were shipped to the community using the Rideau Canal. (Lockwood 1994: 254; DeLottinville 1979: 193). These early locomotives were wood and the trip between Brockville and Smiths Falls took about two-and-one-half hours to complete (Railway Museum of Eastern Ontario 2024). Following the opening of the railway, many new homes and commercial buildings were completed in Smiths Falls (UWC 1967: 9).

Despite the railway-fueled speculation in Smiths Falls, the population growth of the community remained flat following the start of rail service. The Census of 1871 recorded the population of the Village as 1,150, an increase of only 13 people since 1861 (Census of Canada 1861; Dominion Bureau of Statistics 1953). Table 3.1 shows that aside from Brockville, the completion of the Brockville and Ontario Railway brought no significant population boosts to Smiths Falls or Perth. The growth of Smiths Falls during this time was similar to Merrickville, which had no railway access. Brockville, located along the St. Lawrence's shipping routes, rail shipping routes, and upstate New York, experienced significantly more growth during this timeframe (Brockville Railway Tunnel 2024).



Table 3.1 Population Change Between 1861 and 1871 for Select Communities on the Brockville and Ontario Railway (Census of Canada 1861; Dominion Bureau of Statistics)

| Town/Village | 1861 Population | 1871 Population | Percent Change |
|--------------|-----------------|-----------------|----------------|
| Smiths Falls | 1,137 | 1,150 | +1.1% |
| Perth | 2,465 | 2,375 | -3.6% |
| Brockville | 4,112 | 5,102 | +24% |
| Merrickville | 908 | 923 | +1.6% |

While Smiths Falls' population remained flat during the 1860s, it retained the industrial base it developed during the canal period. The Census of 1871 listed 42 businesses and industries in the Village. Industries present in 1871 included an axe factory, three shingle factories, three tanneries, two grist mills, two sawmills, a forge, two foundries for agricultural implements, a sash/blind factory, a hub factory, a match factory, and a stave/rake factory. These industries used a mix of steam and waterpower, showing that while water drawn from the canal remained an important source of power, it was not the sole source of power (Canadian Industry in 1871 Project 2008).

In 1874, the community's population increased when the neighbouring hamlet of Elgin was annexed by Smiths Falls. With this annexation complete, the entirety of the Study Area was now within the boundaries of Smiths Falls. In 1875, the Ward family decided to encourage new growth in the community by subdividing their holdings south of the Rideau River, marking the beginning of Smiths Falls expansion south of the river (DeLottinville 1979: 194; Lockwood 1994: 171). The population of Smiths Falls was recorded as 2,087 in 1881, likely a result of natural population growth and the incorporation of Elgin in 1874 (Dominion Bureau of Statistics 1953).

3.4.6 The Divisional Point Boom (1881-1913)

Smiths Falls would enter a period of rapid development and growth during the late 19th century and continuing into the first decade of the 20th century. The impetus for this development was the selection of Smiths Falls as a divisional point in a new Canadian Pacific Railway (CPR) line between Toronto and Montreal (DeLottinville 1979: 195; Lockwood 1994: 330; Brown 1984: 174). Smiths Falls successfully lobbied to become a divisional point by offering a land grant to CPR and raised \$25,000 in debentures (Lockwood 1994: 334). A divisional point in a railway line was generally a place that contained siding and a railyard, a place where trains could be maintained, and a location where crews could be switched. Therefore, divisional points typically created several hundred jobs (Lockwood 1994: 334; DeLottinville 1979: 195). The divisional point at Smiths Falls grew to become one of the largest divisional points on the entire CPR network and included rail yards, freight sheds, a passenger depot, offices, and locomotive shops (UWC 1967: 17). A photograph from about 1905 shows rail employees and a steam engine at Smiths Falls (Plate 2).

While the CPR was established in 1881 to connect British Columbia with eastern Canada, the original route of the CPR ran through Montreal and included no connection to Toronto. To bring CPR access to Toronto and connect with the CPR line in Montreal, the unbuilt Ontario and Quebec Railway was acquired



by CPR. This unbuilt railway was chartered in 1871 and reincorporated by CPR in 1881. The railway line was intended to run between Toronto and Perth. At Perth, the railway would link to the Brockville and Ottawa spur to Smiths Falls (Kennedy 2005; Peltenburg 2024; Andreae 1997: 120). Officials in Smiths Falls were so confident that the arrival of the CPR in Smiths Falls would stimulate a rush of growth that the village was re-incorporated as the Town of Smiths Falls in 1883 (Lockwood 1994: 334). The mainline from Toronto to Perth was completed in 1884 (Kennedy 2005; Peltenburg 2024; Andreae 1997: 120).

The *Toronto Globe* provides insight into the state of Smiths Falls following the completion of the CPR line from Toronto to Smiths Falls, but before the line was finished to Montreal. The newspaper described Smiths Falls as:

...a town of about 2,800 inhabitants. It has wide, clean streets and a thrifty air that adds much to its attractiveness. It has never been accused of being too slow but is equally free from the charge of being too excitable. A well patronized telephone exchange, and an ample electric light system testify to the enterprise of the citizens as a whole, while well-stocked stores and large and thriving foundries, mills, and manufactories show that the enterprise is well based.

(Toronto Globe 1885)

To reach Montreal, an additional 122 miles (196 kilometres) of track was required to be built from Smiths Falls (Kennedy 2005; Peltenburg 2024; Andreae 1997: 120). Work on the extension proceeded rapidly and by November 1886 the route was graded and about half the track had been laid (Toronto Globe 1886). The extension was completed in 1887, finishing the CPR's line between Toronto and Montreal (Kennedy 2005; Peltenburg 2024). Within Smiths Falls, CPR built a 40-acre railway yard and train station which brought hundreds of jobs into the community (Lockwood 1994: 334-335). To longtime residents of Smiths Falls, it had seemed that the town transformed. In 1887, over \$187,000 of new building occurred in the town (Toronto Globe 1887). The rapid changes were succinctly noted in an 1888 article in the local newspaper which stated, "A short time ago I knew everyone here, now I don't know half the people I meet" (Lockwood 1994: 335).

The selection of Smiths Falls as a divisional point coincided with concerted efforts by the Dominion government to foster manufacturing. In 1878, the government of John A. MacDonald introduced the "National Policy". This policy aimed to promote the growth of Canadian industry and manufacturing with high protective tariffs (White 1985: 150). Between 1870 and 1890, the number of Ontarians employed in manufacturing nearly doubled and the value of goods produced more than doubled (Ontario Department of Economics 1961: 145)

Promoters of Smiths Falls during this time aimed to attract new industries to the Town by noting it was "Situated at the junction of two important lines of the CPR, we have the advantages of the best railway service to all points, while during navigation season a number of fine steamers ply upon the Rideau, this giving the benefit of competition" (Lockwood 1994: 337). Census records confirm the rapid rate of change in Smiths Falls during the 1880s. Between 1881 and 1891 the population of Smiths Falls increased from 2,087 to 3,864, an increase of 85% (Dominion Bureau of Statistics 1953). A photograph from about 1885 shows Beckwith Street lined with stately brick buildings north of the Rideau River (Plate 3). Aside from the CPR, significant industries in Smiths Falls during the 1890s included Johnson and McGregor, stove



manufacturers; Frost and Wood, agricultural implement manufacturers; the Standard Fertiliser and Chemical Company, manufacturers of fertilizers; the Rideau Foundry, agricultural implement manufacturers; Fosters Grist Mill and Planing Mill; Malleable Iron Works, and Smith's Falls Woolen Mills (Toronto Globe 1893).

Perhaps the most significant industries in Smiths Falls during the late 19th and early 20th century were Frost and Wood and Malleable Iron Works. Frost and Wood was founded in Smiths Falls in 1839 by Ebenezer Frost. In 1846, he entered into a partnership with the iron foundry of Alex Wood (University of Guelph 2024). By 1864, the firm was producing over 750 agricultural implements and had adopted the slogan "Outstanding in their field". In 1886, Charles Frost and Francis Frost's family purchased the Wood family's interest, but the firm continued to use the Wood name (Kingston Whig Standard 2022; DeLottinville 1979: 227). By the late 1870s, Frost and Wood were exporting implements to Australia and South Africa and by 1880 employed around 160 workers (DeLottinville 1979: 226-227).

By the turn of the 20th century, Frost and Wood employed 500 workers in Smiths Falls (Kingston Whig Standard 2022). In 1901, Frost and Wood consisted of a blacksmith shop, a moulding shop, a machine shop, a carpentry shop, a paint shop, warehouses, and a main building that was three storeys in height and over 300 feet long. The *Toronto Globe* described the buildings as a "labyrinth of brick and stone structures" (Toronto Globe 1901). The export business of the company had also grown by the turn of the 20th century, and products were sold in Germany, France, Belgium, Holland, Denmark, and the United Kingdom (Toronto Globe 1901). In 1909, Frost and Wood entered into a sales arrangement with the Cockshutt Plot Company of Brantford and later became a subsidiary (University of Guelph 2024; DeLottinville 1979: 306). Plate 4 shows an illustration of the factory in 1910.

Malleable Iron Works was founded in 1878 by William Frost, a brother of Charles and Francis Frost. By the 1890s the foundry employed about 135 workers and produced 2,000 tons of product. The company used molds and kilns to shape wrought iron into tools, implements, and machinery (Kingston Whig Standard 2022; Smiths Falls Heritage House Museum 2024; DeLottinville 1979: 284). In 1903, the company was reincorporated as Smith Falls Malleable Castings Limited but remained owned by the Frost family (DeLottinville 1979: 287).

The industrial boom of Smiths Falls continued into the first decade of the 20th century. By 1911, the population of Smiths Falls had grown to 6,370. Between 1891 and 1911, the number of workers employed in manufacturing increased from 627 to 958 and the total value of goods produced in Smiths Falls manufacturing establishments increased from \$966,355 in 1891 to \$1,680,909 in 1911. The total amount of capital invested in manufacturing increased over 371% during this same period (Census of Canada 1911). The industrial prosperity of Smiths Falls kept demand for housing high into the early 20th century.

The final train link in Smiths Falls was completed in 1912 when the Canadian Northern Railway completed a line between Ottawa and Toronto. The line was built along the western edge of the town and a station was built at William Street, to the west of the Study Area. The Canadian Northern Railway provided passenger service between Smiths Falls and Ottawa. While the line also offered freight service, CPR continued to remain the predominant shipper (Railway Museum of Eastern Ontario 2024).



Plate 2 **CPR workers at Smiths Falls, *circa* 1905 (Irwin n.d.)**



Plate 3 **Beckwith Street, looking north from south shore of Rideau River, *circa* 1885 (Record News n.d.)**

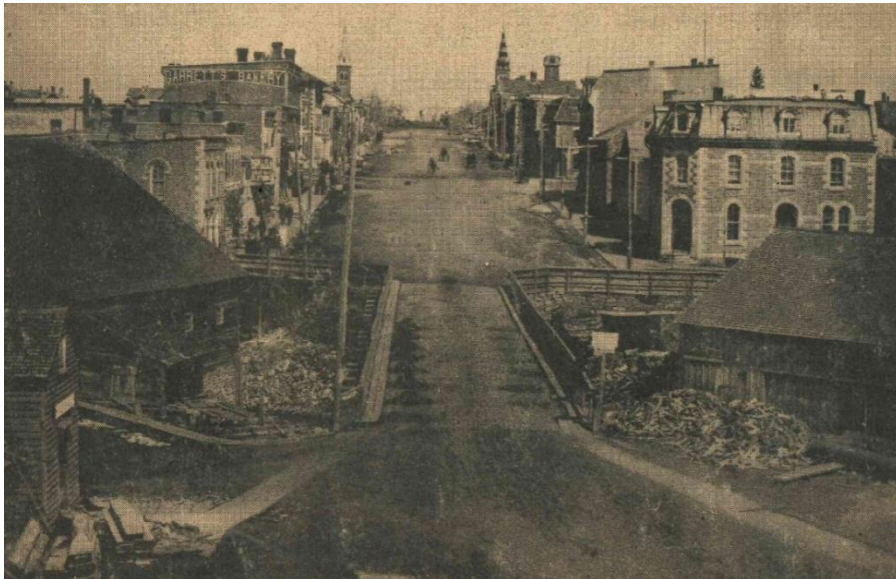


Plate 4 Frost and Wood Factory, 1910 (Warwick Bros & Rutter, Limited 1910)

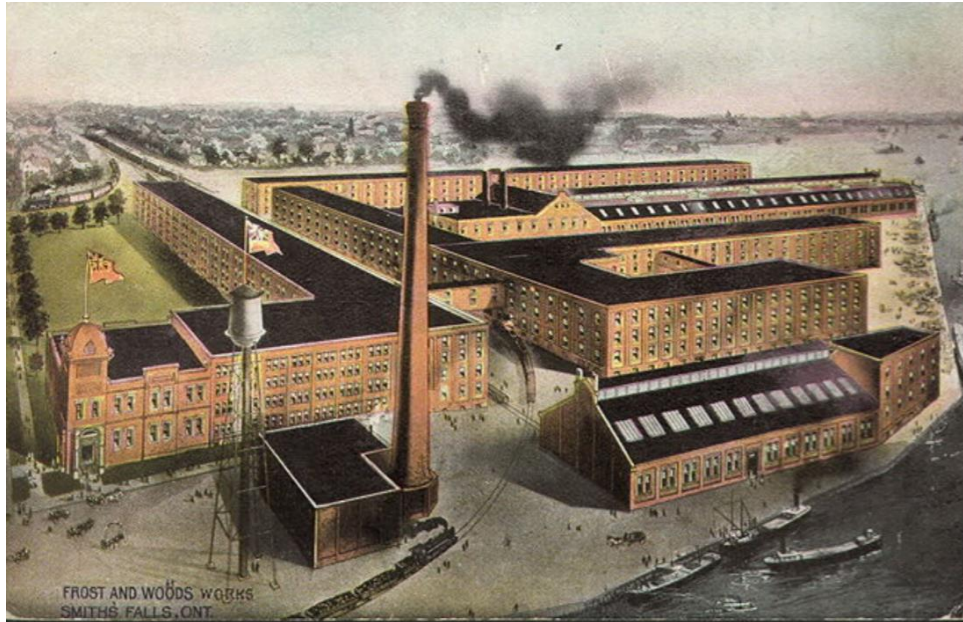
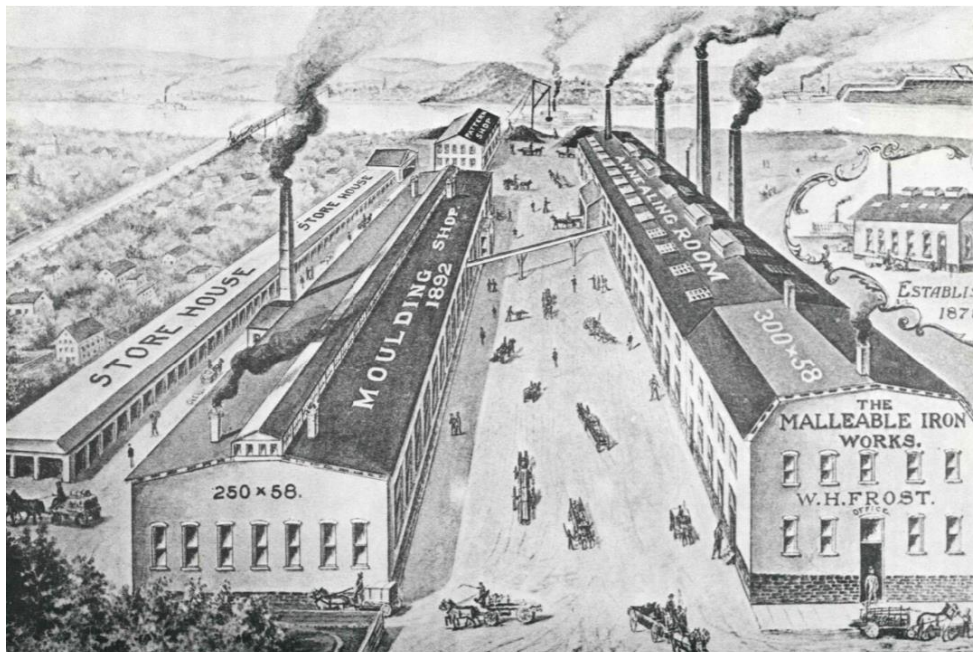


Plate 5 Illustration of Malleable Iron Works, circa 1900 (Uglove n.d.)



3.4.7 First World War, Interwar, and Second World War Period (1914-1945)

The First World War began in July 1914. While much of Canada's Homefront struggled with inflation and shortages during the conflict, the Town of Smiths Falls was particularly impacted. The war reduced demand for farm implements causing a notable decline in business at Frost and Wood and other industries in the community. As a result, unemployment and the cost of living became a pressing concern in Smiths Falls and problems persisted into the 1920s (Lockwood 1994: 379). Reflecting this, the population growth of Smiths Falls cooled between 1911 and 1921. The Census of 1921 recorded the population of Smiths Falls as 6,790, a growth of only 6.5% since 1911 (Dominion Bureau of Statistics 1953).

By the early 1920s, the automobile was becoming firmly entrenched in Canadian culture. In 1904 the entire province contained only 535 cars; this number increased to 35,357 by 1914 and by 1939 increased to over 683,000 (Drummond 1987: 266, 269). In response, the provincial government began to organize a provincial highway network referred to as "King's Highways". Smiths Falls developed into an important junction in the provincial highway network between the shoreline of Lake Ontario and Ottawa and between the Ontario-Quebec border and points west. Historically, Smiths Falls was served by King's Highway 15, King's Highway 29, and King's Highway 43.

King's Highway 15 was established in 1920 between Kingston and Carleton Place. In 1921, the highway was rerouted through Smiths Falls and used Beckwith Street and Lombard Street. In the 1960s, the highway was extended north to Ottawa. King's Highway 29 was established in 1927 between Brockville and Smiths Falls. In 1961, the highway was extended north to Carleton Place and was dual signed with King's Highway 15. Like King's Highway 15, King's Highway 29 used Beckwith Street in Smiths Falls and also used Brockville Street. King's Highway 43 was established between 1938 and 1939 between Perth and Alexandria. At Perth, it connected with King's Highway 7's alignment towards Peterborough. Municipal downloading of provincial roadways in the 1990s resulted in the removal of King's Highway 43 and King's Highway 29 from the provincial road network. King's Highway 15 remains a provincial highway between Smiths Falls and Carleton Place (Bever 2024).

With its 99-foot road allowance, Beckwith Street was well-suited to become part of the provincial highway network. During the 1920s, many of Smiths Falls streets were paved and sidewalks were installed. The large road allowance for Beckwith Street meant that cars could park at a 45-degree angle (Lockwood 1994: 382). By the mid-1920s, along with transportation improvements, Smiths Falls contained many modern utilities and amenities such as electricity, running water, garbage pickup, sewers, and telephone service (Lockwood 1994: 383; DeLottinville 1979: 306). However, despite these modern amenities, Smiths Falls continued to struggle with unemployment and both Frost and Wood and Malleable Castings were reducing their workforce (Lockwood 1994: 491).



Amidst these circumstances, Smiths Falls held its first Old Boys Home Week in 1925. The celebration, which was intended to celebrate Smiths Falls and encourage the return of people who had moved away, was a great success. The celebrations gave the citizens of Smiths Falls a chance to reflect on the history of the community and during this time local interest in the community's history and the history of the Rideau Canal began to emerge (DeLottinville 1979: 303). A photograph from the program of the event shows Beckwith Street and numerous cars parked along the centre of the roadway (Plate 5).

The relative weak performance of the town's economy during the 1920s meant that it was ill-prepared for the Great Depression. Malleable Castings was faced with closure and only saved after intervention from the community to re-organize the company. While Frost and Wood continued to operate and the CPR continued to offer steady employment, many workers at Smiths Falls lost their jobs. To provide relief, a work camp was established in northern Lanark County. Despite these hardships, many in the community rallied to donate food, money, and clothes to people in need (Lockwood 1994: 491). While the Rideau Canal was never a commercial success, its further decline in commercial importance meant that by the 1930s some fiscal watchdogs advocated abandoning the locks of the canal to save money (Lockwood 1994: 494). The economic difficulties of Smiths Falls during the 1930s is evidenced by nearly flat population growth. The Census of 1941 recorded the town's population as 7,159, an increase of only 51 people over 10 years (Dominion Bureau of Statistics 1953).

The town would not recover from this period of economic malaise until the Second World War (1939-1945). Unlike the First World War, Frost and Wood received important government contracts to build war materiel. In response, the firm hired over 800 new workers and re-opened their malleable plant. In the spring of 1940, the town ended its work relief program as many unemployed men in the community found employment at Frost and Wood or joined the Canadian military. About 50 service members from Smiths Falls died during the course of the war (Lockwood 1994: 496, 502).



Plate 6 **Photograph of Beckwith Street, circa 1925 (Old Boys Home Week 1925)**



3.4.8 The Post War Period 1946-1970

The end of the Second World War brought an economic boom to much of Ontario which would last until the 1970s. During this time, Ontario's population doubled as the baby boom unfolded (White 1985: 244). Between 1941 and 1961, Smiths' Falls population increased from 7,159 to 9,603 (Dominion Bureau of Statistics 1953; 1961). This population boom spurred a period of new housing construction in Smiths Falls and new suburban developments were built to the south and east of the Study Area (Lockwood 1994: 506) (Plate 6).

The population growth in Smiths Falls during the 1950s was supported by renewed industrial investment and the continued importance of the CPR. The town's postwar prosperity was further bolstered in 1951 when the Ontario Hospital School was completed to the east of the Study Area (Lockwood 1994: 509-510). Industrial growth throughout Ontario was sustained after the Second World War by an increase in demand from war ravaged Europe. As the 1950s progressed, European and Japanese manufacturing rebounded and placed pressure on Ontario's manufacturers. This was coupled with the federal governments unwinding of the National Policy's protective tariffs during the 1940s (Ontario Department of Economics 1961: 145).

As a result, by the mid-1950s, Frost and Wood and Malleable Castings, some of the most historically important manufacturers in Smiths Falls were facing the headwinds of change. In addition, upcoming changes in rail technology would render many jobs obsolete. These events curtailed the town's economic renaissance and initiated a period of economic decline (Lockwood 1994: 512). Workforce cuts at CPR and the closures of Frost and Wood and Malleable Castings resulted in a loss of over 1,000 jobs in Smiths Falls between the mid-1950s and early 1960s (Lockwood 1994: 513).

Frost and Wood had remained profitable in the 1940s and early 1950s through selling implements to western Canada and the Soviet Union. However, it was facing increasing competition and was constrained by outdated facilities and equipment. As the national government ended the National Policy, Canadian implement manufacturers faced increased competition, especially from the United States (DeLottinville 1979: 306; Lockwood 1994: 512). This increased competition led to a shift from manufacturing a full line of agricultural implements to an increase in specialization. Cockshutt, the parent company of Frost and Wood, turned to specializing in tractors and combines for export to the United States. Cockshutt's facilities in Brantford were closer to American markets and the location of the company's tractor production line. As a result, Frost and Wood was closed in 1954 (DeLottinville 1979: 307-308). News of the closure came as a surprise to Smiths Falls and the community lamented the loss of an industry which "paralleled the growth" of the community (UWC 1967: 19). The closure resulted in the elimination of 350 jobs in the town (DeLottinville 1979: 307-308). In 1961, the Frost and Wood buildings were demolished over the course of six months (DeLottinville 1979: 312).

CPR continued to be the town's largest employer until the late 1950s. In 1957, the railway employed about 1,700 people in Smiths Falls. Due to dieselization, this workforce would be cut in half by the early 1960s (Lockwood 1994: 512; UWC 1967: 17). Dieselization was the process of transitioning from steam to diesel powered locomotives. In North America, this process started in the United States in the 1930s and gradually spread to Canada (Old Time Trains 2009). During the Second World War, a surge in railway demand led to the acquisition of new diesel engines for CPR. The advantages of diesel locomotives soon became clear. They required a smaller crew, required less maintenance, could haul more cars, and produced less pollution (Toronto Railway Historical Association 2024; UWC 1967: 17). Dieselization at Smiths Falls was completed in 1961 (Lockwood 1994: 512).

While the Malleable Castings Company had survived the Great Depression, it never fully recovered. A further setback occurred in 1947 when the plant was nearly destroyed by fire. Following the fire, the company was purchased by Montreal-based investors and reopened in January 1948. During this time, the company manufactured castings for agricultural implements, railways, hydroelectric equipment, and motor vehicles (DeLottinville 1979: 313). However, the company continued to struggle and folded in 1964 (Lockwood 1994: 512-513).

A 1960 report from the Ontario Department of Economics and Development summarized the economy of the town. It noted that Smiths Falls remained an important railway centre and industrial community. The most important industries in the town included R.C.A. Victor, Royal Metal Manufacturing Limited, and Canada Wire and Cable Limited (Ontario Department of Economics and Development 1960: 68). A photograph of Beckwith Street from around this time shows a busy thoroughfare lined with businesses and their associated advertising (Plate 7). In 1963, another company was attracted to Smiths Falls when



Hershey's Chocolate opened a factory on 35 acres of land about a kilometre east of the Study Area (DeLottinville 1979: 324).

The decline in railway and manufacturing jobs led to tourism becoming an increasingly important part of the economy of Smiths Falls. The town's location along the Rideau Canal made it an attractive tourist spot and stopping point for pleasure craft along the waterway (Ontario Department of Economics and Development 1960: 54; Lockwood 1994: 572). The decline of industry along the Rideau Canal in Smiths Falls facilitated the development of the community's waterfront for recreational use. Beginning in the 1950s, land near the canal, including Jason Island, was cleared and aesthetically improved to attract tourists. In 1967, Centennial Park was opened just south of the Study Area and was funded by centennial grants from the provincial and federal governments (DeLottinville 1979: 321).

Plate 7 Aerial photograph of Smiths Falls from 1960; note the new residential development at lower right (Rideau Air Photos 1960)

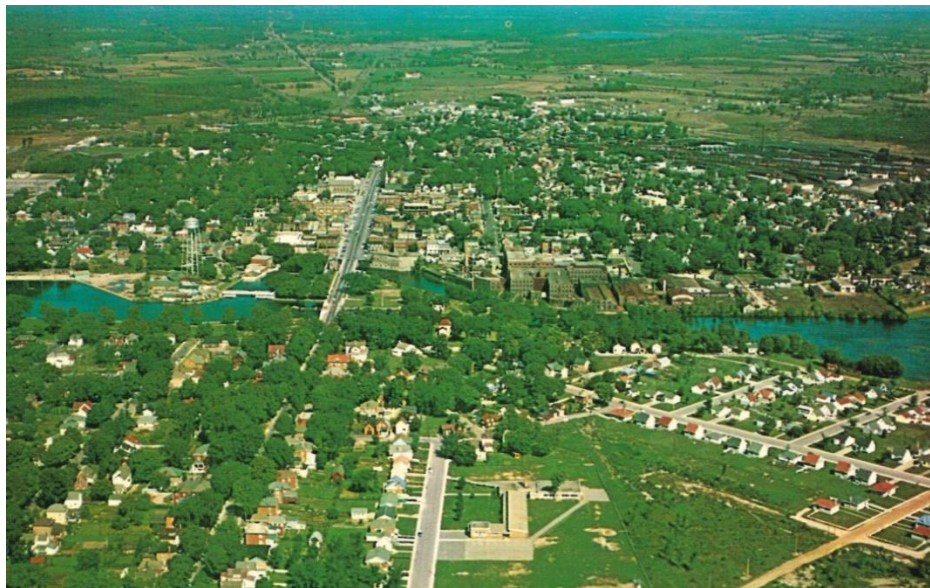


Plate 8 **Beckwith Street, *circa 1960* (Charter n.d.)**



3.4.9 Late 20th Century and Present-Day

The effects of the closure of Frost and Wood, Malleable Castings, and dieselization were evident by the Census of 1971, which recorded the population of Smiths Falls as 9,585. While this was only a decrease of 18 individuals since 1961, this decrease was recorded during a period of overall steady growth in Ontario's other manufacturing communities (Statistics Canada 1973). In 1977, RCA Victor announced it was closing its operations at Smiths Falls, resulting in the largest remaining industrial employer and 350 jobs leaving the community. In 1977, the only other industrial operation which employed over 200 individuals was Hershey's Chocolate (DeLottinville 1979: 325). By 1981, the population of Smiths Falls reached a post Second World War nadir of 8,831 (Statistics Canada 1981).

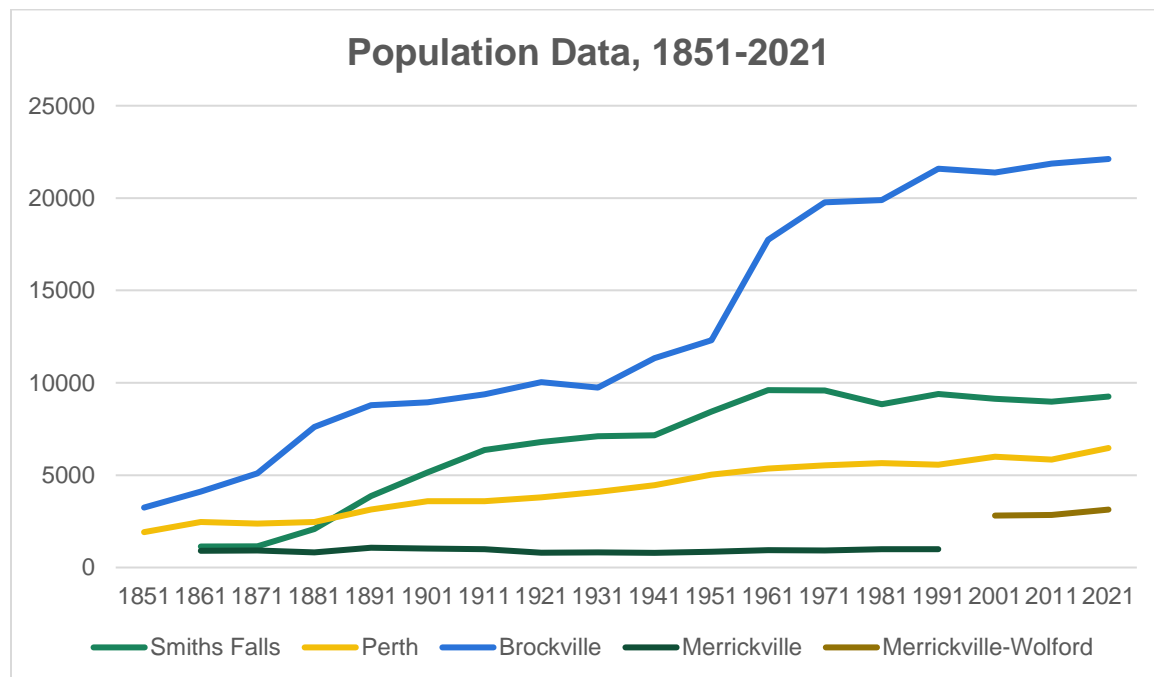
The continued industrial decline resulted in increased efforts to attract tourists and promote the heritage of Smiths Falls. In 1981, the town's first museum was opened as the Heritage House Museum (Lockwood 1994: 574). The Hershey's Chocolate Plant was also a popular attraction and hundreds of thousands of tourists toured the plant each year (Hometown News 2023). However, efforts to attract tourists to Smiths Falls were impeded by what was widely considered a visually deteriorated downtown core. Fire, vacancy, and the growth of suburban shopping plazas was attributed to the decline. Glenn Lockwood summarized the state of Beckwith Street as an "incoherent jumble of brutalist cubes, fast food outlets, and various vinyl and aluminum veneers slathered indiscriminately over fine old facades" (Lockwood 1994: 566). Efforts to reverse this during the 1980s included the start of the town's heritage designation program and landscaping improvements along Beckwith Street (Lockwood 1994: 571-572). By the 1990s, the population of Smiths Falls had stabilized around 9,000. The town experienced a concurrent industrial and tourism setback in 2008 when the Hershey's Factory closed and over 650 jobs were lost (Hometown News 2023). In 2009, the Ontario Teaching Hospital, which had been renamed the Rideau Regional

Centre was shuttered and another 800 jobs were lost (National Union of Public and General Employees 2007; CBC 2013).

Beginning in the 2020s, the population of Canada entered a period of dramatic growth. In 2022, Canada's population grew at the fastest rate since 1957 (Statistics Canada 2023a). As a result, the population of Smiths Falls grew 5.4% between 2016 and 2021. The Census of 2021 recorded the town's population as 9,254. This has reversed a three-decade trend of population decline. Many new residents to Smiths Falls moved to the community during the COVID-19 pandemic. People from Ottawa were particularly attracted to the community by the ability to work from home and the lower cost of living. In 2022, 400 new residential units were approved for construction, more than have been built in the last 20 years (Ottawa Citizen 2023). Today, according to the North American Industry Classification System manufacturing employs 380 individuals in Smiths Falls, representing a modest part of the town's overall workforce. Careers in construction, retail, and healthcare all employ more people in the community than manufacturing (Statistics Canada 2023b).

3.4.10 Historical Population Data

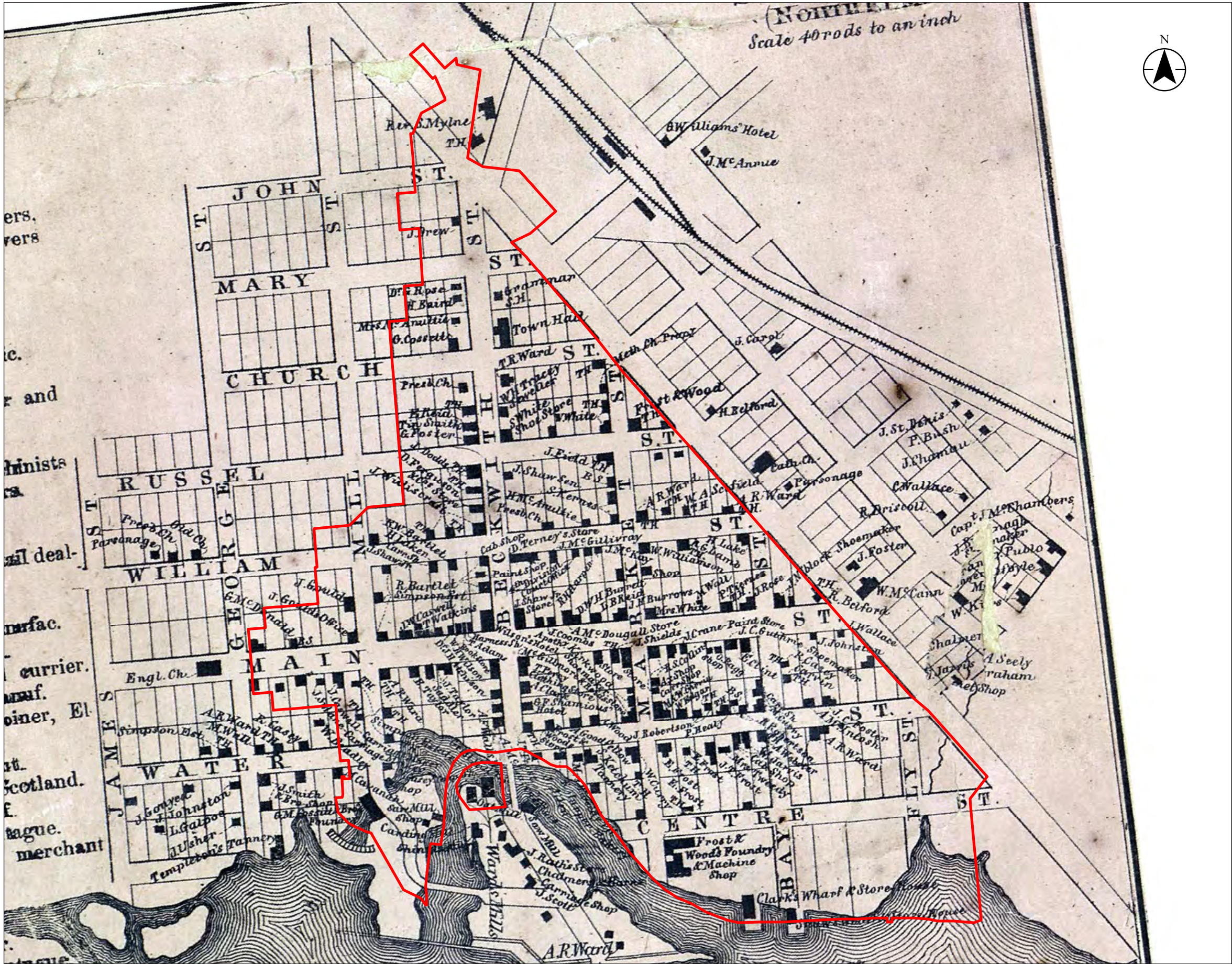
The following graph shows the population development of Smiths Falls and nearby communities between 1851 and the present-day. As explained in Section 3.4.1, Smiths Falls was settled around the same time as Merrickville. Perth is also located along the Rideau Canal within the Smiths Falls Limestone Plain, and Brockville has historically served as an *entrepôt* to Smiths Falls and Lanark County. The population of these communities is shown in the following graph to concisely provide a comparison of the growth of these communities which share historical links.



Source: Census of Canada 1851; 1861, Dominion Bureau of Statistics, Statistics Canada

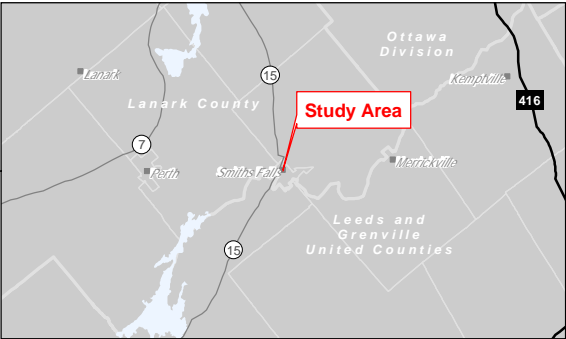


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Legend
 Study Area (Approximate)

Notes
1. Historic image not to scale.
2. Reference: Walling, H.F. 1863. Map of the Counties of Lanark and Renfrew, Canada West. Prescott: D.P. Putnam.



Project Location: Town of Smiths Falls
160941038 REV1
Prepared by BF on 2024-04-17
Technical Review by TC on 2024-04-17

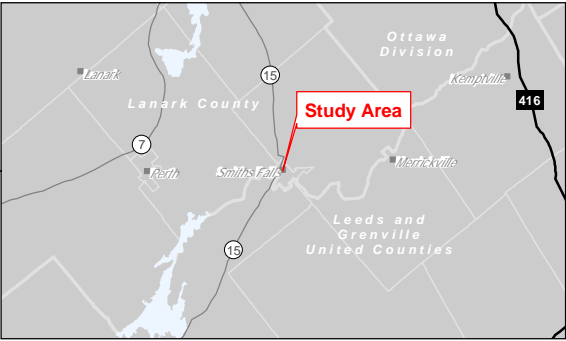
Client/Project: TOWN OF SMITHS FALLS
HERITAGE CONSERVATION DISTRICT

Figure No.: 3.1
Title: Historical Mapping, 1863



Legend
 Study Area (Approximate)

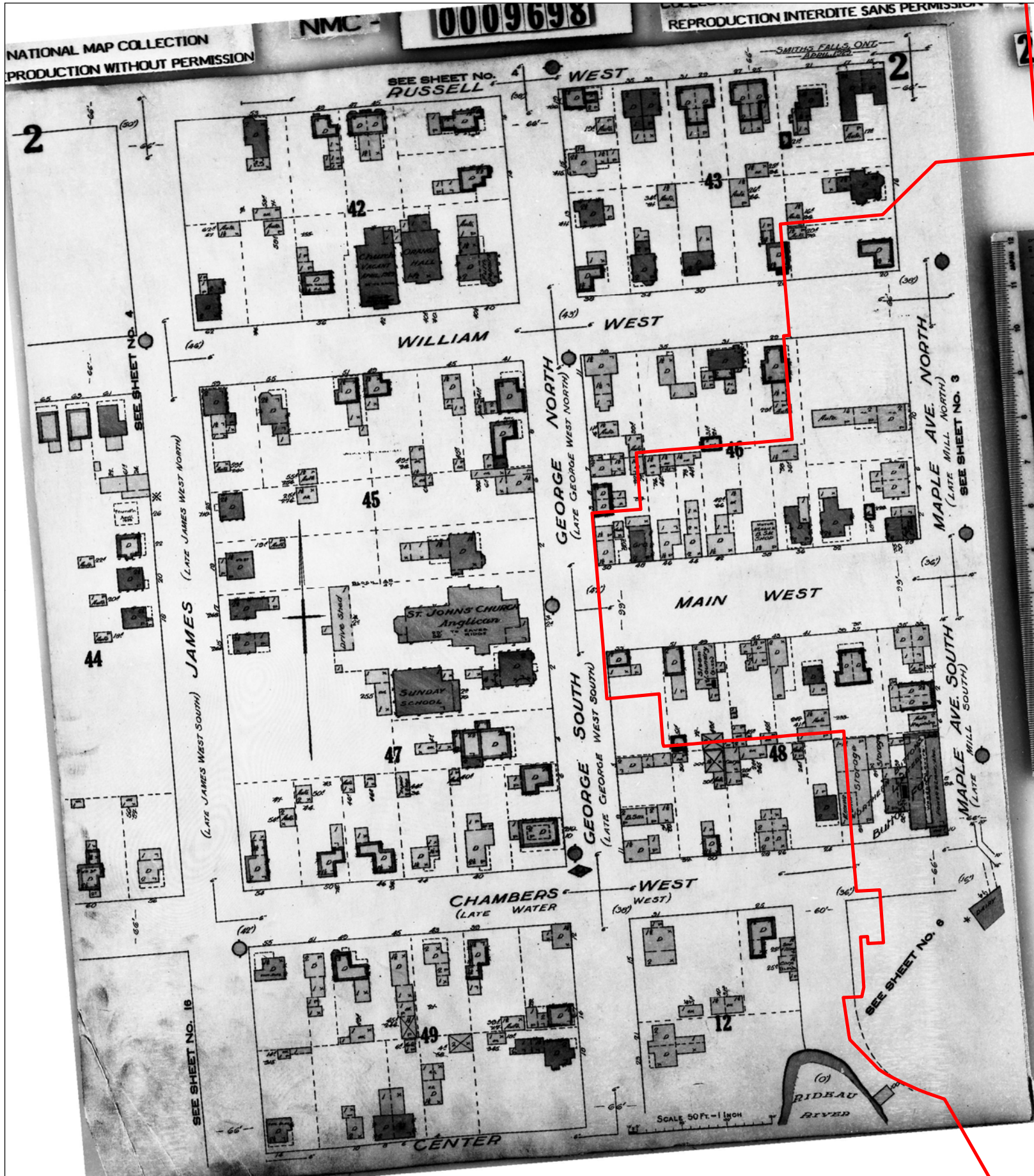
Notes
1. Historic image not to scale.
2. Reference: Library and Archives Canada. 1874. Reference R9266, Item 3022465.



Project Location
Town of Smiths Falls
160941038 REV1
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Technical Review by TC on 2024-04-17

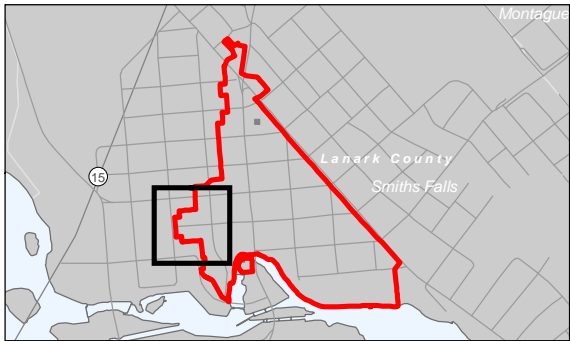
Client/Project
TOWN OF SMITHS FALLS
HERITAGE CONSERVATION DISTRICT

Figure No.
3.2
Title
Birds Eye View of Smiths Falls, 1874



Legend
 Study Area (Approximate)

Notes
1. Historic image not to scale.
2. Reference: Underwriters Survey Bureau. 1929. Smiths Falls, Ont. Toronto: Underwriters Survey Bureau.



Project Location
Town of Smiths Falls
160941038 REV2
Prepared by BF on 2024-04-24
Technical Review by TC on 2024-04-17

Client/Project
TOWN OF SMITHS FALLS
HERITAGE CONSERVATION DISTRICT

Figure No.
3.4
Title
Fire Insurance Mapping, 1929

Legend
Study Area (Approximate)

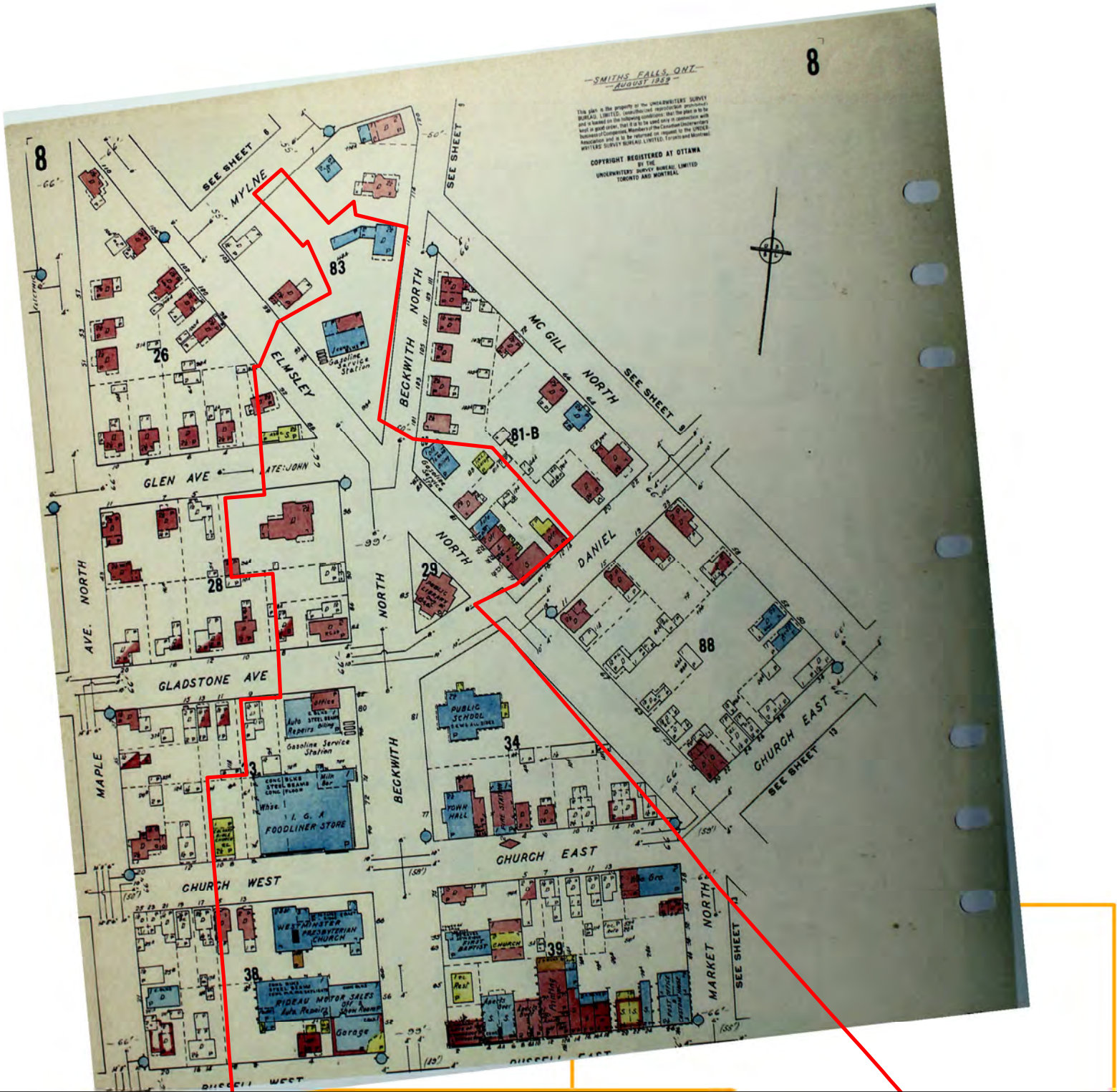
Notes
1. Historic image not to scale.
2. Reference: Underwriters Survey Bureau. 1959. Smiths Falls, Ont. Toronto: Underwriters Survey Bureau.



Project Location
Town of Smiths Falls
160941038 REV1
Prepared by BF on 2024-04-24
Technical Review by TC on 2024-04-17

Client/Project
TOWN OF SMITHS FALLS
HERITAGE CONSERVATION DISTRICT

Figure No.
3.5
Title
Fire Insurance Mapping, 1959



3.5 Development of the Study Area

3.5.1 Overall Pattern of Development

The Study Area constitutes the historic core of Smiths Falls. This community grew around the north shore of the Rideau River near the locks and dam associated with the Rideau Canal. Except for a small portion north of Elmsley Street, the Study Area is located within the original 1833 survey of Smiths Falls completed by William Simpson and Abel Ward. By the 1840s, the nascent community had grown into the largest along the Rideau Canal between Bytown and Kingston. The completion of the Brockville and Ottawa Railway through Smiths Falls in the early 1850s provided another link between Smiths Falls and the wider region between the Ottawa River and St. Lawrence River. While the community was now served by rail and canal, Smiths Falls remained a relatively small community. This was due to the harsh climate and thin soil of the Smiths Falls Limestone Plain, the below expected shipping traffic of the Rideau Canal, and the railway's failure to spur major investment in the community.

Historical mapping from 1863 shows development in Smiths Falls mostly concentrated near the Rideau River and from Beckwith Street east to Elmsley Street (Figure 3.1). Many of these structures depicted in this map are no longer extant and were likely frame or timber structures that were replaced by more substantial brick buildings in subsequent decades. The Census of 1861 indicates that most structures within Smiths Falls were frame buildings with a small amount of stone and log construction (Library and Archives Canada 1861) which could confirm this assertion. In contrast to the present-day, most of the buildings depicted along Beckwith Street and Main Street between Market Street and Mill Street were detached structures.

As the 1860s progressed, brick became a more readily available building material in Smiths Falls (Lockwood 1994: 237). By the 1870s, many new brick and stone buildings were completed within Smiths Falls and gradually supplanted frame structures by the end of the 19th century (Lockwood 1994: 320). Birds eye mapping from 1874 shows that much of Beckwith Street and Main Street was lined with attached structures one to two storeys in height. Outside the commercial core of the community, much of the Study Area had been developed with a mix of one storey to two storey detached and semi-attached structures. The mapping shows that the community's industries were located along the north shore of the Rideau River and several billowing smokestacks are illustrated (Figure 3.2).

The CPR was completed through Smiths Falls in the 1880s and the community was chosen as a divisional point. This brought a wave of development and growth to the community which persisted into the early 20th century. During this time, much of the areas to the west and east of the Study Area were developed, while Beckwith Street and Main Street remained the commercial core, and the area along the north shore of the river remained industrial. Fire insurance mapping from 1902 and 1929 shows the development of the Study Area in the early 20th century (Figure 3.3 and Figure 3.4).



The overall composition of the Study Area remained consistent into the mid-20th century. Fire insurance mapping from 1959 shows the prevalence of attached and semi attached structures in the commercial core and the detached primarily residential character to the west and east (Figure 3.5). Between the mid-20th century and late 20th century a series of fires resulted in the loss of some of the community's 19th century and early 20th century building stock (Lockwood 1994: 557-558). This has resulted in examples of late 20th century infill along parts of the commercial core of the Study Area. Around this same time, industrial land use along the Rideau Canal began to diminish as older and smaller factories struggled to compete. This provided the opportunity to redevelop much of the shoreline into parkland, which has bolstered the tourist potential of Smiths Falls and provides access to the Rideau Canal, a National Historic Site of Canada.

3.5.2 Commercial Development

As intended by Ward and Simpson, Beckwith Street and Main Street developed into the commercial core of Smiths Falls. As Smiths Falls grew in the 1880s through early 1900s, commercial development also expanded into William, Russell, and Chambers Streets. Many of the commercial buildings along Beckwith Street and Main Street are multi-storey attached structures with a first storey storefront and upper storey dwelling units. This type of architecture is typical of downtown communities in Ontario and much of North America during the mid-19th century to early 20th century. The linear alignment of these buildings and their relatively compact footprint reflect their dependence on walkability in a period before the widespread adoption of the car (McAlester 2013: 60). In addition, the commercial core of Smiths Falls was located close to the Rideau Canal and railways. The commercial core has experienced infill development in the mid to late 20th century as fire and redevelopment replaced sections of 19th and early 20th century building stock. Beginning in the mid-1970s, the stores of downtown Smiths Falls faced increased competition when the County Fair Mall (present-day Settlers Ridge Centre) was completed to the south of the Study Area (Lockwood 1994: 561).

3.5.3 Residential Development

Residential development within the Study Area is primarily located along the Study Area's edges, particularly east of Market Street. These residences mostly date to the late 19th to early 20th century and are associated with the boom in development Smiths Falls experienced following the selection of the community as a CPR divisional point. In general, the housing stock is varied and includes a mix of smaller working-class residences (34 William Street East for example) and larger middle class and upper-class homes (69 Chambers Street for example). Many of these residences in close proximity to the downtown commercial core have been converted to commercial or mixed-use.

3.5.4 Industrial Development

Historically, the industries of Smiths Falls were located along the Rideau River to take advantage of the ample waterpower adjacent to the Study Area provided by the river. While the importance of waterpower diminished in the late 19th century as steam power and electrical power became widely available, most industries continued to remain along the river and within the Study Area into the mid-20th century. During





the 1950s and 1960s, most industries within the Study Area were shuttered including Frost and Wood. Much of this formerly industrial land was redeveloped. On Jason Island, much of the formerly industrial land became Centennial Park.

3.5.5 Civic and Institutional Development

The Study Area contains several examples of significant civic and institutional properties. These structures are summarized in Table 3.2.





Table 3.2 Major Civic and Institutional Structures within the Study Area

| Name and Address | Key Information | Photo |
|--|--|---|
| Old Post Office, 30 Russell Street East | This post office was designed by the architect Thomas Fuller and completed in 1894. Between 1914 and 1915 the building was renovated and the clocktower was added. The post office was closed in 1964. Following the closure of the post office, it operated as a Catholic school and later as offices (Heritage Smiths Falls 2024). The post office is currently the temporary home of the public library as the library undergoes renovations. |  <p><i>Plate 9 Old Post Office, 1927 (Smiths Falls Public Library 2024)</i></p> |
| Trinity United Church, 41 Market Street | The Trinity United Church of Smiths Falls traces its origins to the early days of Methodism along the Rideau River. The community's first Methodist church was built in 1838. The present-day structure was built in 1885 and expanded in 1894 (Trinity United Church 2021). |  <p><i>Plate 10 Trinity United Church, 1980s (Smiths Falls Public Library 2024)</i></p> |

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| Name and Address | Key Information | Photo |
|---|--|---|
| Town Hall and School, 77 and 79 Beckwith Street North | Town Hall was completed in 1859 and designed by the architect Ezekiel Shipman. The building has been extensively renovated over the years. Adjacent to Town Hall is a public school built in 1871. It was designed to resemble the Town Hall. The school closed in 1973 and was repurposed as a recreation centre and contains municipal offices and the Town Welcome Centre (Heritage Smiths Falls 2024). |  <p><i>Plate 11 Town Hall and School, 1910 (Smiths Falls Library 2024)</i></p> |
| Westminster Presbyterian Church, 11 Church Street West | This congregation was created in 1913 when the St. Paul's Free Church of Scotland and St. Andrew's Church were amalgamated. The current church was built in 1928 and was the first Presbyterian Church in Canada to contain a chancel (a space reserved for clergy members and choirs). The church's organ is among the largest in Eastern Ontario (Smiths Falls Record News 2014). |  <p><i>Plate 12 Westminster Church, 1964 (Smiths Falls Public Library 2024)</i></p> |



Smiths Falls Downtown Area Heritage Conservation District Study

3 Historical Development

November 29, 2024

| Name and Address | Key Information | Photo |
|---|---|---|
| Smiths Falls Public Library, 81 Beckwith Street North | The Smiths Falls Public Library was built in 1903. It is an example of a Carnegie Library (Heritage Smiths Falls 2024). Andrew Carnegie was an American and British industrialist who funded the construction of over 2,500 libraries around the world. Within Ontario, he funded the construction of 111 libraries. Some of these libraries have been demolished (Ministry of Tourism Culture and Sport 2024). The Smiths Falls Library was one of the first Carnegie libraries to have been personally visited by the industrialist and Carnegie autographed a photo of himself which still hangs in the library (Smiths Falls Public Library 2021) |  <p><i>Plate 13 Smiths Falls Public Library, 1910 (Smiths Falls Public Library 2024)</i></p> |
| Rideau Canal Visitors Centre, 34 Beckwith Street South | This property contains the former Woods Mill Complex. The complex consists of two mills. The west mill was built between 1852 and 1855 and the east mill was built in 1890. By the 1950s, milling activity had ceased on the property and it was purchased by Parks Canada in 1981 and is presently the Rideau Canal Visitors Centre (Smiths Falls Public Library 2024) |  <p><i>Plate 14 Woods Mill Complex, early 20th century (Smiths Falls Public Library 2024)</i></p> |



3.6 Identification of Key Thematic Periods

The Study Area reflects the evolution of Smiths Falls from the mid-19th century to the present-day. The overall development of the Study Area has been influenced by several key thematic periods. The following key thematic periods have been identified for the Study Area and wider community of Smiths Falls.

3.6.1 Theme 1: Early Loyalist Development

The early development of Smiths Falls is tied to a wave of Loyalist and American migration to the lands between the Rideau River and St. Lawrence River during the late 18th and early 19th centuries. Many of these Loyalist settlers were military veterans and their families who received substantial land grants located in townships surveyed on both sides of the Rideau River. The site of present-day Smiths Falls was one of many lots granted to the Smyth family, prominent Loyalists from the area around Albany, New York. However, absentee ownership and speculation largely delayed the widescale settlement of the area along the Rideau River, including Smiths Falls, until the Rideau Canal was completed in 1832.

3.6.2 Theme 2: The Rideau Canal Period

The Rideau Canal was completed through Smiths Falls in 1832. Located about mid-way between Bytown (Ottawa) and Kingston, Smiths Falls grew into the most important community between the terminuses of the canal. The waterpower available from the Rideau River spurred early industrial development in the area and a ready workforce was found among the former canal workers. However, growth was limited by disputes over land title to Smiths Falls and the limited economic success of the Rideau Canal.

3.6.3 Theme 3: The Railway Age

The Brockville and Ottawa Railway was completed to Smiths Falls in 1859. This railway linked Smiths Falls with the St. Lawrence River at Brockville and continued north into the Ottawa Valley. The construction of the railway spurred a speculative boom in Smiths Falls and the community was incorporated as a village. More importantly, the CPR line between Montreal and Toronto was built through Smiths Falls in the 1880s. The community was selected as a divisional point on the line and hundreds of new jobs were brought to the community. By 1912, Smiths Falls was serviced by three railway lines and the Rideau Canal. The construction of the CPR coincided with a period of economic prosperity in Smiths Falls as industries were attracted to the area by its strategic location along three railways and the Rideau Canal and relative proximity by rail to markets in Ottawa, Montreal, Toronto, and New York. The importance of the CPR as a source of employment in Smiths Falls would decline by the early 1960s as a change to diesel locomotives required significantly less maintenance and support workers.

3.6.4 Theme 4: Industrial Growth and Decline

The construction of railway lines through Smiths Falls coincided with a protectionist economic policy known as the National Policy. High tariffs encouraged manufacturing throughout Canada, including in



Smiths Falls. While Smiths Falls was always an attractive place for industrial development due to its ample waterpower and location along key transportation routes, these industries were especially able to flourish under this conducive economic environment. William H. Frost, the founder of Malleable Castings, was described in an 1893 article as “an enthusiastic believer in the National Policy” (DeLottinville 1979: 284).

However, the small size of Smiths Falls and reliance on a few key companies such as Frost and Wood and Malleable Castings left it particularly sensitive to disruption. The start of the First World War caused a reduction in demand for farm implements which led to difficult economic conditions in Smiths Falls until the Second World War. While the Town recovered in the 1940s and early 1950s due to increased demand during the war and subsequent baby boom, the National Policy had been largely phased out. As a result, many Canadian manufacturers faced increased competition which led to the closure in 1954 of Frost and Wood, the town’s largest industrial employer. Over the next several decades, many industries closed in Smiths Falls as many existing factories were outdated or companies preferred to relocate to more populated areas.

3.6.5 Theme 5: Tourism and Leisure

The increased ability of cars during the early 20th century and improvements in the province’s road network spurred increased tourism throughout Ontario. In addition, many pleasure craft had started to use the Rideau Canal and Smiths Falls was a popular place to stop along the waterway. As industries along the canal closed, the town began concerted efforts to redevelop the waterfront into parkland, as evidenced by the opening of Centennial Park in 1967. The town also began efforts in the 1980s to beautify Beckwith Street to attract tourists to the downtown core.



4 Movement

As identified in Section 2.3.2, the Toolkit identifies several components and characteristics that should be present within a Study Area as part of its consideration as an HCD. Circulation networks and street patterns are the basis on which neighbourhoods are formed and support an understanding of the evolution and current uses of an area. The following sections outlines the principal circulation network within the HCD Study Area.

4.1 Street Network

The Study Area predominantly comprises a north-south corridor with smaller east-west corridors or roadways that lead out from the historic commercial centre of Smiths Falls. The main north-south corridor is Beckwith Street North, and there is a secondary north-south corridor along Elmsley Street running diagonal to Beckwith Street. Beckwith Street North extends approximately 750 metres through the Study Area, while Elmsley Street extends approximately 900 metres along the east boundary of the Study Area. The Town of Smiths Falls is laid out in a grid formation, with the exception of Elmsley Street which runs on a northwest-southeast axis. The layout of the Town generally follows the village plot that was established in the 1830s. The most prominent east-west corridor is Main Street which extends approximately 600 metres through the Study Area. Beckwith Street North and Elmsley Street connect to the east-west streets including from north to south: Gladstone Avenue, Church Street, Russell Street, William Street, Chambers Street, and Centre Street. The tertiary north-south streets within the Study Area include, from west to east: Maple Avenue, Old Mill Road, Market Street, Bay Street and Gile Street. The character of the prominent streets in the Study Area are discussed below.

4.1.1 Beckwith Street North/South

Beckwith Street North/South is the main throughfare through the Town and is part of Highway 15, a provincially maintained highway. Beckwith Street North/South is a two-lane paved asphalt roadway with left turning lanes at street light intersections (Photo 4.1 and Photo 4.2). The roadway throughout the Study Area consists of single northbound and southbound traffic lanes, street parking, dedicated bicycle lanes, and landscaped boulevards between the roadway and the sidewalk. Additional information on the landscape of the roadway and sidewalks is provided in Section 6.2.

The Town's downtown commercial core extends along Beckwith Street North/South between Chambers Street/the Rideau Canal and Elmsley Street North. The north section of Beckwith Street North contains prominent civic and institutional structures along with places of worship. Beckwith Street North beyond Elmsley Street consists of a transitional area with some commercial and some residential properties. The division of Beckwith Street North and Beckwith Street South is at Main Street.





Photo 4.1 Beckwith Street North, looking south from William Street



Photo 4.2 Beckwith Street North, looking north from Church Street

4.1.2 Elmsley Street

Elmsley Street North/South is the secondary thoroughfare through the Town. Elmsley Street North/South extends southeast from Beckwith Street North and is the easternmost boundary of the HCD Study Area. Elmsley Street North/South is a two-lane paved asphalt roadway with left turning lanes at street light intersections (Photo 4.3 and Photo 4.4). The roadway throughout the Study Area consists of single northbound and southbound traffic lanes and landscaped boulevards between the roadway and the sidewalk. There are no dedicated bicycle lanes.

Elmsley Street is generally comprised of residential structures on its west side. The north section of Elmsley Street North contains civic buildings and places of worship, however there are few commercial properties along Elmsley Street North/South within the Study Area. The division of Elmsley Street North and Elmsley Street South is at Main Street East.



Photo 4.3 Elmsley Street South, looking north from Centre Street



Photo 4.4 Elmsley Street South, looking south from Daniel Street

4.1.3 Main Street East/West

Main Street East/West is the main east-west access road through the Study Area. Main Street East/West is a two-lane paved asphalt roadway (Photo 4.5 and Photo 4.6). The roadway throughout the Study Area consists of single northbound and southbound traffic lanes, dedicated turning lanes at Beckwith Street, angled street parking on both sides of the road, a grassed boulevard, and a sidewalk.

Main Street East/West contains sections of commercial properties between Maple Avenue/Old Mill Road and Market Street. The commercial structures are located on the north and south sides of the roadway. Main Street West between George Street South and Maple Avenue/Old Mill Road along with Main Street East between Market Street and Elmsley Street are transitional areas that primarily contain residential structures with some commercial structures. The division of Main Street East and Main Street West is at Beckwith Street.



Photo 4.5 Main Street East, looking northeast from Beckwith Street North/South



Photo 4.6 Main Street West, looking east from George Street North/South

4.2 Parking

The Study Area contains on-street parking and commercial parking lots. The Town's downtown core along Beckwith Street North has on-street parking on both sides of the roadway throughout the entire Study Area (Photo 4.7). Along Main Street East/West, there is angled parking on both sides of the roadway (Photo 4.8). There are numerous commercial parking lots located off Main Street East associated with the commercial properties in the Study Area.

Smiths Falls Downtown Area Heritage Conservation District Study

4 Movement

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Photo 4.7 On-street parking along Beckwith Street North



Photo 4.8 Angled parking along Main Street West

5 Architectural Character

5.1 Introduction

An analysis of building types, architectural styles, and materials within an HCD Study Area can yield a greater understanding of the social and cultural factors that influenced the development of a place over time. The study of built influences also provides a basis for identifying cultural heritage value or interest for an HCD where there are design or physical values. Furthermore, this analysis in the Study phase is useful if the HCD progresses to the Plan phase. The analysis of building types, architectural styles, and materials provides an understanding of what important stylistic attributes are to be conserved and how new development can be an appropriate fit given historic conditions. The following sections provide an overview of building types, architectural styles, and materials found within the Study Area.

5.2 Building and Property Types

The Study Area contains a mix of commercial, residential, mixed use, civic, institutional, and religious buildings. Historically, the Study Area outside of the downtown core was predominantly residential with industrial uses (Figure 5.1). A concentration of commercial structures is located on Beckwith Street North, along Russell Street East between Beckwith Street North and Market Street, and along Main Street between Maple Avenue and Market Street. The commercial structures are located along the principal north-south and east-west throughfares in the Town. While some of the commercial properties contain residential units on their upper levels, they have been categorized as a principally commercial structure. Where structures were that did not have a single principal use were identified, the mixed-use label was applied. The areas east of Market Street and west of Elmsley Street primarily contain residential structures interspersed with commercial structures. The residential properties are generally located at the edges of the Study Area. Commercial properties are intermixed with residential properties, creating a transitional area of building types towards the edges of the Study Area. Properties that were formerly used for residential purposes have also been converted to commercial or mixed-use properties within the transitional area.

The Study Area contains several civic and institutional buildings including a public library, Town Hall, municipal offices, post offices, and a fire hall. These buildings are concentrated in the north end of the Study Area along Beckwith Street North and Church Street East.

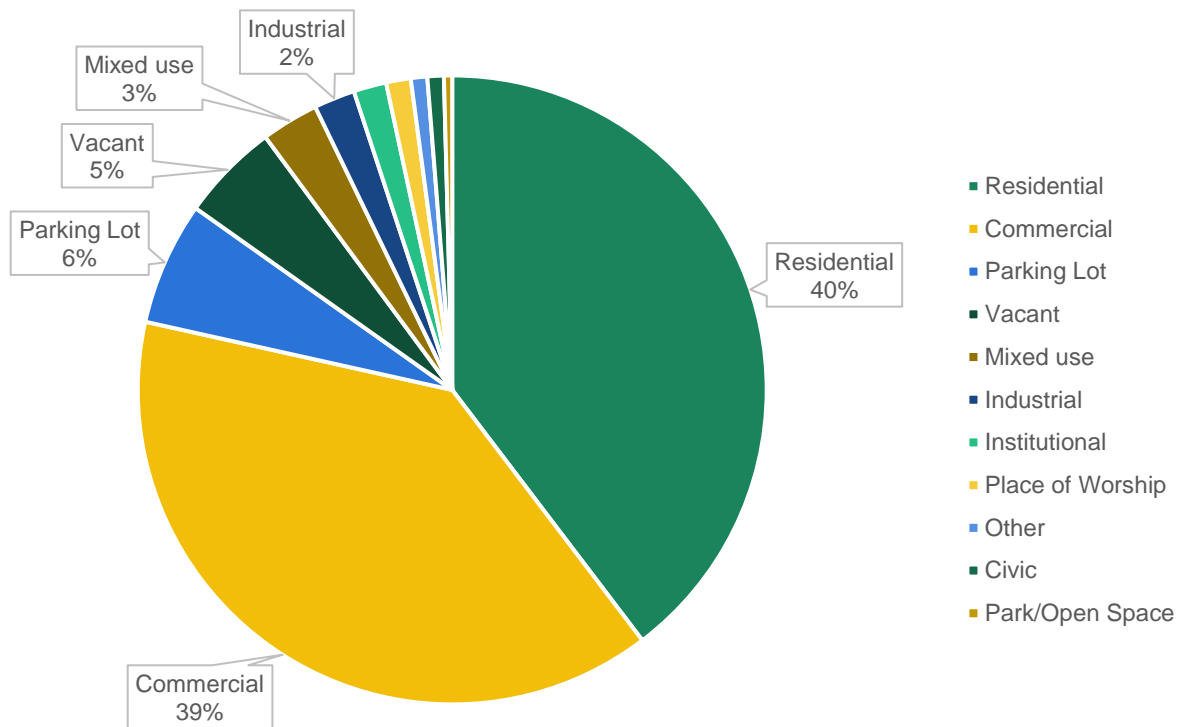
The Study Area contains three places of worship, all of which are located in the north end of the Study Area. Two places of worship flank the east and west sides of Beckwith Street North along Church Street East/West, while the third is located on the north side of Russell Street East between Market Street North and Elmsley Street North.

The Study Area contains five properties parcels that are currently in use for industrial purposes. While they are few in number, they are generally larger parcels of land concentrated near the Rideau Canal. These include the former water treatment facility on Old Mill Road, the Rideau Canal Maintenance Yard on Centre Street, portions of Centennial Park, and a former factory on Maple Avenue.



A summary of property types in the Study Area is contained in Graph 5.1. It should be noted that properties which contain buildings that have been converted from their original use to a new use, such as a residential structure becoming a commercial store, are considered to be their current property type.

Graph 5.1 Current Property Types



5.3 Styles and Influences

The Study Area contains buildings representative of, or influenced by, a variety of architectural styles. Based on the results of multiple field assessments, the dominant architectural styles in the Study Area were determined to include:

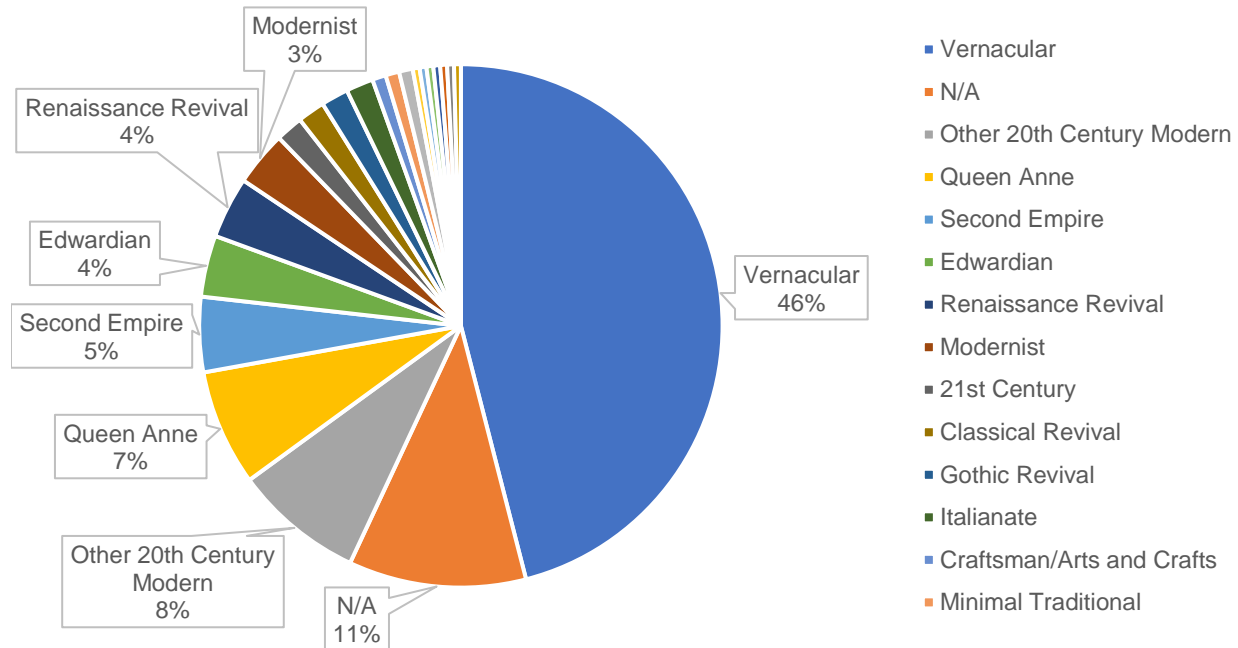
- Ontario Vernacular structures
- Other 20th Century Modern
- Queen Anne
- Second Empire

More than half the structures in the Study Area date to the late 19th and early 20th century, with the most prolific construction period occurring between 1875 and 1902. This reflects the overall development and population trends of eastern Ontario at the turn of the century before the onset of the First World War. The presence of Queen Anne and Second Empire Styles reflects the historical development of the Study Area and the prosperity of Smiths Falls during the late 19th and early 20th centuries. A summary of



architectural styles in the Study Area is contained in Graph 5.2 and Figure 5.2. The following sections contain brief overviews of the main architectural styles found within the Study Area. Properties marked as “Not Applicable” or N/A for their architectural style typically consist of vacant lots, parking lots, and parks or open space.

Graph 5.2 Architectural Styles



Many of the 19th century to early 20th century buildings in the Study Area fall into the broad category of Ontario vernacular architecture. Ontario vernacular buildings make use of local forms and materials and may have limited architectural influences from one style or numerous styles. In some cases, vernacular buildings refer to regional cues that stem from the settlement history of a particular area. Within Smiths Falls and the broader southern Ontario region vernacular materials include red brick, buff brick, and, to a more limited extent, stone. Most building materials were acquired locally into the early 20th century and in 1903 the Bureau of Mines reported that small local brick yards “...supply the wants of village and rural communities, whose market is preserved to the local makers by reason of the heavy cost of transporting so weighty a material” (Tausky and DiStefano 1986: 90).

The forms of vernacular structures in Smiths Falls take cues from popular styles of architecture in 19th and early 20th century Ontario such as Edwardian, Italianate, and Queen Anne. These vernacular structures often contain less distinctive architectural embellishments but retain a key feature of a certain style such as massing and form.

5.4 Materials

The main building or cladding material used in the Study Area is brick, accounting for the primary exterior of 42% of the buildings within the Study Area. The Study Area includes examples of red brick structures, buff brick structures, painted brick structures, and contemporary brick clad structures. The primary extant building material of late 19th to early 20th century structures within the Study Area is red brick. While a property may have more than one type of building or cladding material, the focus of this assessment is to account for the dominant material that is viewed from the public realm.

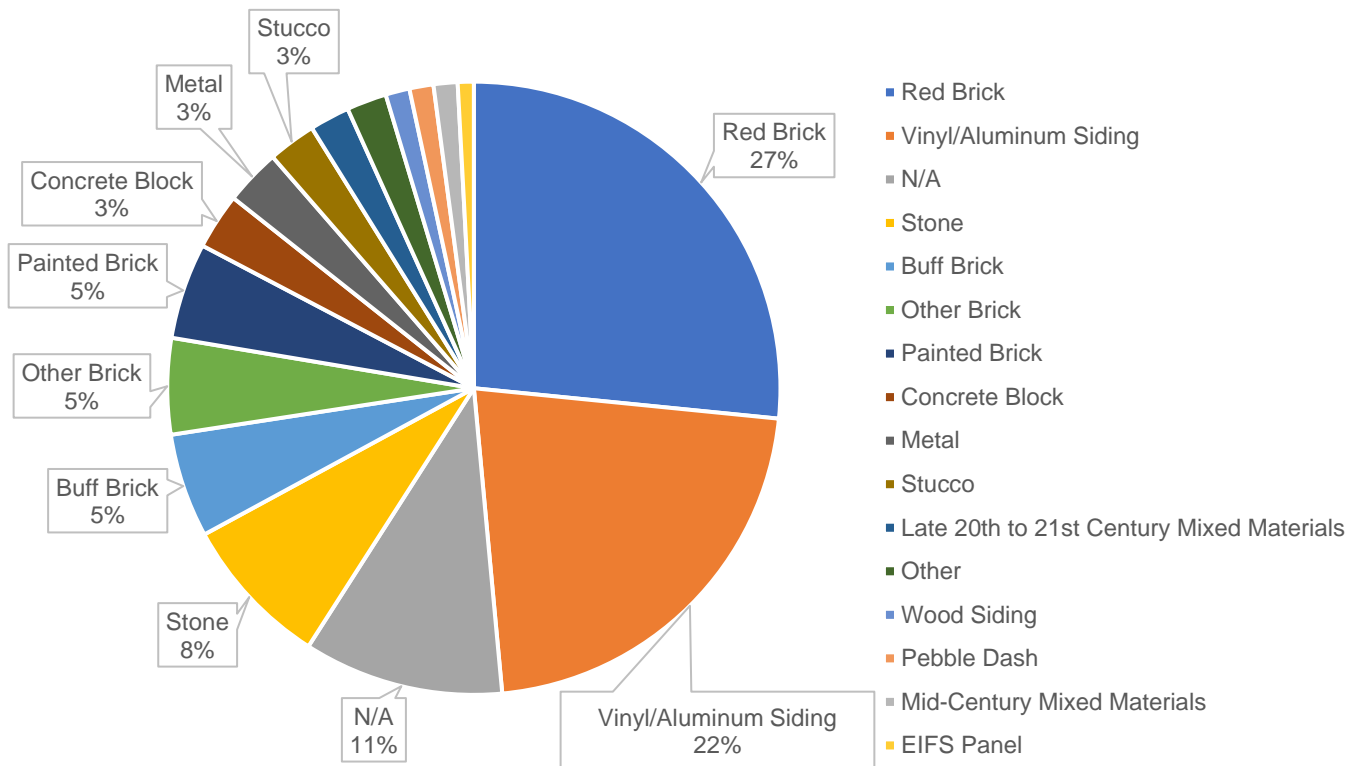
The prevalence of brick construction is associated with common building techniques of the late 19th and early 20th century, with brick being the most common construction material. In general, brick was a typical building material frequently used in residential, commercial, and civic construction in the mid-19th to mid-20th century. Brick was also more fireproof and in 19th century Ontario was seen as a distinct advancement from more rudimentary frame and timber structures, helping to mark the transformation from a rudimentary settlement to a prosperous town.

The second-most used masonry materials in the Study Area were stone and concrete block. Stone construction accounts for 8% of buildings in the Study Area. Within the Study Area, stone was more commonly used for building foundations or for civic and institution buildings or places of worship. Vinyl and aluminum siding, along with metal, stucco, and concrete block construction accounts for 31% of the buildings within the Study Area. Most of these examples are mid-20th century to contemporary structures or earlier structures that have been clad in siding. Many contemporary buildings are also clad in siding.

The mix of building materials within the Study Area demonstrates its continual evolution, where changes are made to respond to changing stylistic trends and consideration of maintenance costs and economic realities. A summary of building materials within the Study Area are contained in Graph 5.3 and Figure 5.3.



Graph 5.3 Building Materials



5.5 Summary

The Study Area consists of a variety of architectural styles typical late 19th century commercial structures with residential structures located at the fringe of the commercial areas. Graph 5.4 and Figure 5.4 present an overview of the construction date ranges within the Study Area. The architectural character of the downtown core of Smiths Falls contains sections of street wall consisting of mostly late 19th to early 20th century commercial and mixed-use structures of two-to-three storey height and no setback from the street, having been built to the front property line.

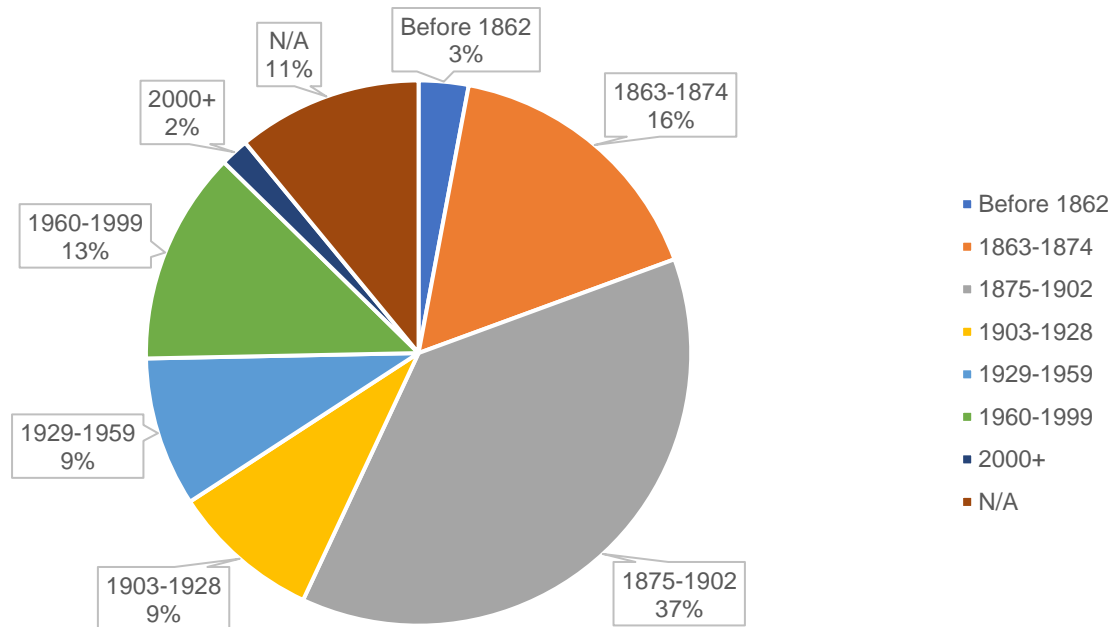
Beyond the main commercial core on Beckwith Street North/South, there are transitional areas containing commercial and residential structures. In places, there is a mix of late 19th to early 20th century structures which contain mid-to-late 20th century infill. The overall commercial architectural character of the Study Area is similar to many commercial areas in small to mid-sized communities that developed in eastern Ontario during the late 19th and early 20th centuries. Commercial development in Smiths Falls began in the mid-19th century and was bolstered by construction of the Rideau Canal and the railway. The commercial developments were centered around a main throughfare and consisted of retail spaces at street level and residential units above.

Residential architecture in the Study Area consists mostly of representative late 19th to mid-20th century architectural styles, mainly consisting of a vernacular style. Residences built during the late 19th to early 20th century reflect the aesthetic values of Ontario during this period and the general prosperity and




laborious nature of Smiths Falls during the late 19th to early 20th century. These aspects of Smiths Falls during this period are demonstrated by several of the Queen Anne residences that can be found throughout the Study Area.

Graph 5.4 Construction Dates







Legend

Study Area

Current Property Use

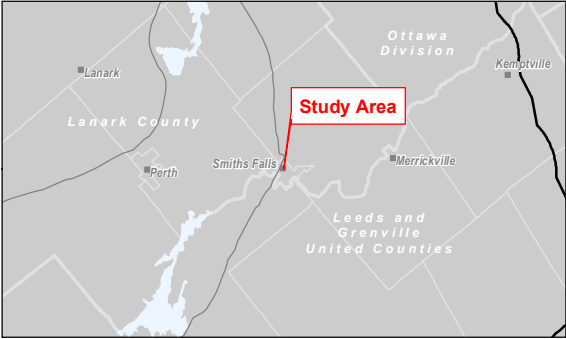
- Civic
- Commercial
- Institutional
- Mixed Use
- Other
- Park/Open Space
- Parking Lot
- Place of Worship
- Residential
- Vacant

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Notes

1. Coordinate System: NAD 1983 UTM Zone 18N
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3. This figure contains parcel data provided by the Town of Smiths Falls.
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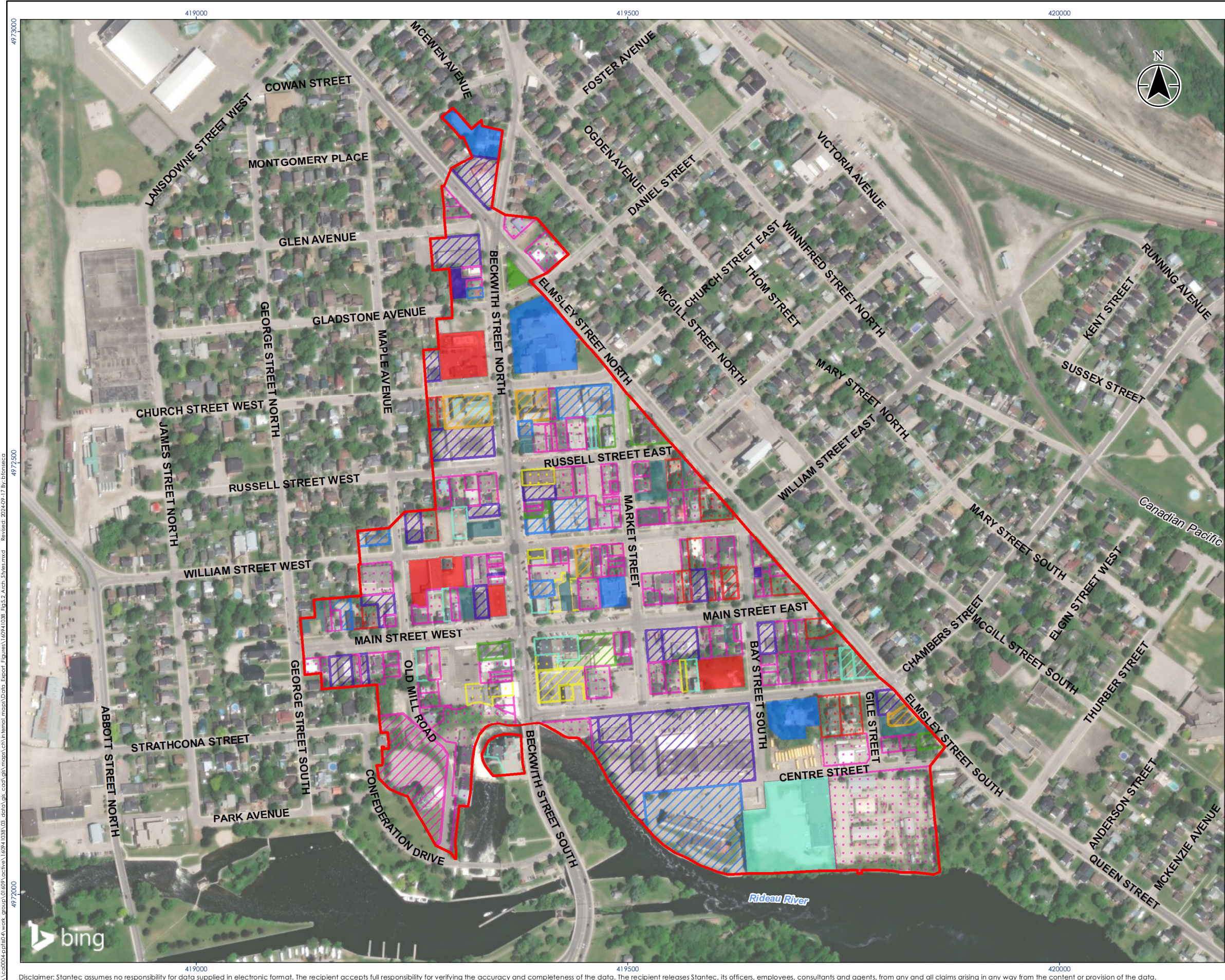
Project Location
Town of Smiths Falls


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Prepared by BF on 2024-09-17

Client/Project
TOWN OF SMITHS FALLS

Figure No.
5.1

Title
HCD Study Area Property Types





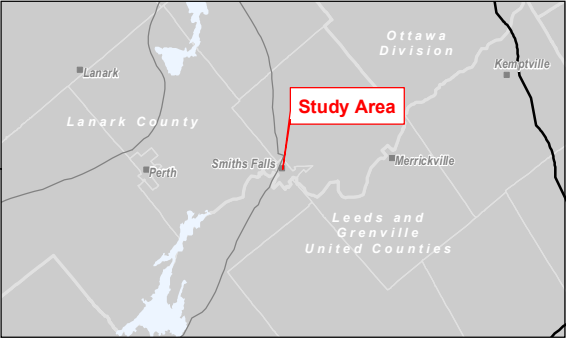
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- Study Area
- Architectural Style**
- 21st Century
- Beaux-Arts
- Brutalist
- Classical Revival
- Craftsman/Arts and Crafts
- Edwardian
- Georgian
- Gothic Revival
- International
- Italianate
- Minimal Traditional
- Modernist
- Other
- Other 20th Century Modern
- Other Period Revival
- Queen Anne
- Renaissance Revival
- Romanesque Revival
- Second Empire
- Tudor Revival
- Vernacular

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Notes

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Town of Smiths Falls

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Client/Project
TOWN OF SMITHS FALLS

Figure No.
5.2

Title
HCD Study Area Architectural Styles

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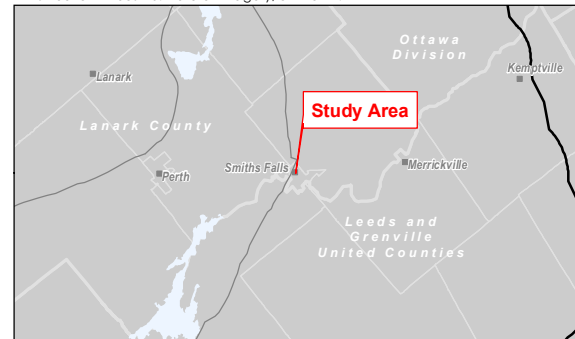


Legend

- Study Area
- Cladding**
 - Buff Brick
 - Concrete Block
 - EIFS Panel
 - Late 20th to 21st Century Mixed Materials
 - Metal
 - Mid-Century Mixed Materials
 - Other
 - Other Brick
 - Painted Brick
 - Pebble Dash
 - Red Brick
 - Stone
 - Stucco
 - Vinyl/Aluminum Siding
 - Wood Siding
 - N/A

0 50 100 m
1:4,500 (At original document size of 11x17)

- #### Notes
1. Coordinate System: NAD 1983 UTM Zone 18N
 2. Base features produced under license with the Ontario Ministry of Natural Resources and Forestry © King's Printer for Ontario, 2024.
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Project Location: Town of Smiths Falls
160941038 REV1
Prepared by BF on 2024-09-23

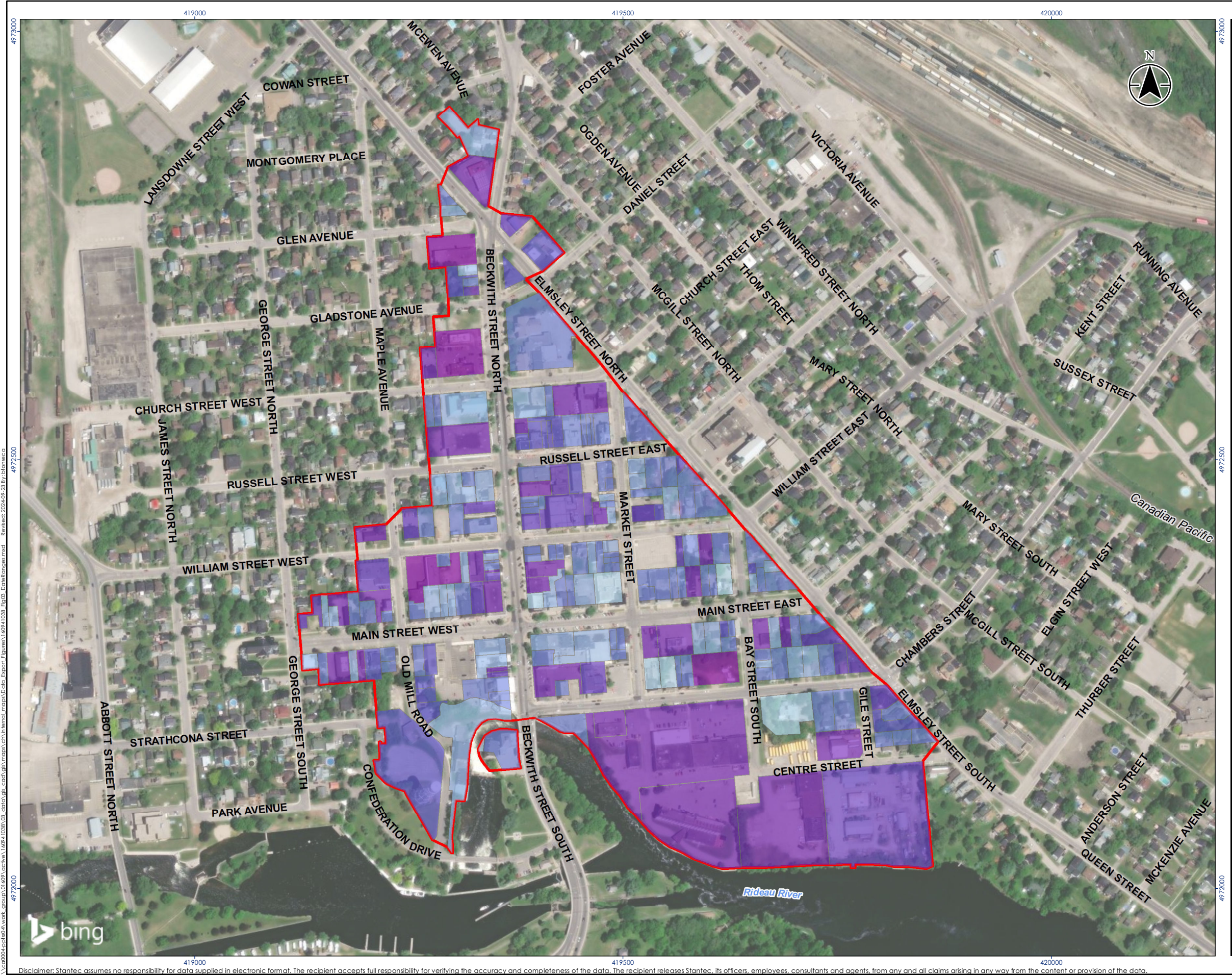
Client/Project:
TOWN OF SMITHS FALLS

Figure No.

5.3

Title

HCD Study Area Material

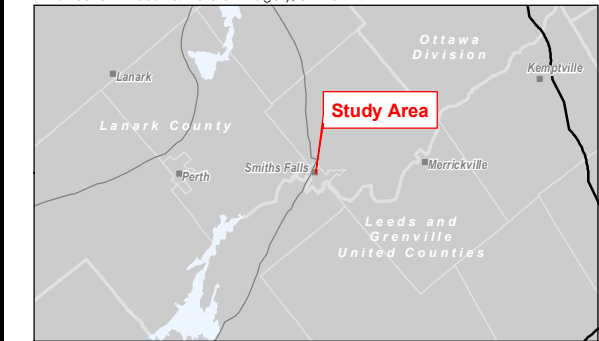


- Legend
- Study Area
- Construction Period**
- Before 1862
 - 1863-1874
 - 1875-1902
 - 1903-1928
 - 1929-1959
 - 1960-1999
 - 2000+



0 50 100
m
1:4,500 (At original document size of 11x17)

- Notes**
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Project Location
Town of Smiths Falls

160941038 REV2
Prepared by BF on 2024-09-23

Client/Project
TOWN OF SMITHS FALLS

Figure No.
5.4

Title
HCD Data - Date Ranges

6 Visual and Contextual Assessment

6.1 Approaches and Gateways

The Project Team assessed potential approaches and gateways in the Study Area to help inform the analysis and evaluation contained in Section 0. Approaches and gateways help identify whether a study area, or parts of it, have a distinguishable visual character. Approaches to or from a place can be characterized as either detectable or undetectable. Detectable approaches are those which are emphasized by gateways or other physical or visual signals that indicate the space or place is somehow different from its surroundings. This might include physical markers like notable buildings or structures, natural features, or changes in topography that highlight a sense of arrival. Detectable gateways are generally categorized as primary gateways into the Study Area.

Undetectable approaches are entries into an area that are not clearly defined or readily discernible from the surrounding context. The undetectable approaches may exist solely 'on paper', where one side of a street is located within a Study Area and another is not, despite having a similar appearance. Undetectable approaches do not have gateways or other key features that signal the entrance or arrival to a study area. Undetectable gateways are generally categorized as secondary gateways into the Study Area.

6.1.1 Primary Gateways

The Study Area contains two primary gateways both of which are defined by topographic changes. Approaching the Study Area from the north, Beckwith Street North and Emsley Street North converge at a four-way intersection turning into Beckwith Street North within the Study Area (Photo 6.1). The north entrance begins at a higher elevation and gradually descends southward in elevation from Church Street once within the Study Area (Photo 6.2). The descent in elevation provides a noticeable sense of arrival and viewscape along the historic streetscape of Beckwith Street North. The change in topography and the presence of a cluster of stone churches and historic civic buildings highlights the sense of arrival from one space to another.

Approaching from the south, Beckwith Street is the main entrance into the study area over the Rideau Canal. The south gateway provides a view of the Rideau River and Centennial Park to the west and the Rideau River again to the east (Photo 6.3). The bridge on Beckwith Street South crossing the Rideau Canal creates an elevation change in the roadway so that the study area is not visible until at the top of the bridge (Photo 6.4) and descending into the study area (Photo 6.5). The hidden view and change in elevation create a sense of anticipation and arrival once fully descended into the study area.





Photo 6.1 Four way intersection, looking southwest (into the Study Area)



Photo 6.2 Beckwith Street, looking south (into the Study Area)



Photo 6.3 View of Rideau River from Beckwith Street, looking west



Photo 6.4 Bridge along Beckwith Street, looking northeast (away from the Study Area)



Photo 6.5 Decrease in elevation along Beckwith Street after Rideau River, looking north (into the Study Area)

6.1.2 Secondary Gateways

This study area has multiple secondary gateways leading into the study area from the east and west. These are considered secondary gateways as they do not have the same anticipation of arrival that is created from the topographic change moving south to north and north to south into the study area. The secondary gateways include:

- Main Street West onto Beckwith Street
- Main Street East onto Beckwith Street
- William Street West onto Beckwith Street
- William Street East onto Beckwith Street
- Russell Street West onto Beckwith Street
- Russell Street East onto Beckwith Street
- Church Street West onto Beckwith Street
- Church Street East onto Beckwith Street
- Gladstone Avenue onto Beckwith Street

6.2 Study Area Hardscape Elements

6.2.1 Sidewalks and Boulevards

Streets, sidewalks, and boulevards tie the landscape together, linking people and places with one another. Not only are they integral to transportation and movement, they are also the conduits through which much of our public life passes and can play a fundamental role in the vitality of our communities.

Boulevards are typically defined as the area between the edge of pavement or curb if present, and the sidewalk or property line if no sidewalk exists. Boulevards can also be a strip within the road itself. When boulevards are grassed or planted, they often serve to break up what can sometimes be an expansive sea of pavement within a streetscape. Boulevards also offer opportunity for street tree growth when they afford adequate space. While boulevards fall within the public realm, they are most often maintained by private landowners, which can leave them susceptible to varying levels of treatment and care.

Beckwith Street is both the physical and commercial centre of the Study Area. The street serves as an important pedestrian and vehicular linkage, but also functions as a destination, providing the community with shops, services, access to parks and open space, and institutional or civic facilities. Within the study area's downtown core, Beckwith Street has a hardscape boulevard consisting of parallel parking, a bike lane, truncated domes pavers, and a sidewalk on both sides of the road (Photo 6.1 and Photo 6.2). There are some rounded bump-outs with softscaping in the boulevards at intersections including Beckwith Road South and Russell Street, and William Street West and Beckwith Street. There are street trees along the boulevards of Beckwith Road South, uniformly planted with decorative grates (Photo 6.3 and Photo 6.4).



The boulevards along Beckwith Street also have decorative paving details that distinguish the downtown core from surrounding areas. At the intersections of Main Street and Beckwith Street there are decorative interlock paving areas that highlight the corners of the streets (Photo 6.5). North of the Russell Street and Beckwith Street intersection interlock pavers continue in a singular strip alongside the bike lane (Photo 6.6).

Outside of the downtown core, to the east and west of Beckwith Street, the boulevards vary in design. Some boulevards include either grass strips along the sidewalks and parallel parking or angled parking. An example of grassed areas along the sidewalks, includes along Main Street West (Photo 6.7). The sidewalks within the Study Area are made of concrete and have curbs that abut the roadways. They are of standard width with the exception of Beckwith Street. Some streets in the Study Area do not have sidewalks, including portions of Gile Street, Centre Street and Bay Street South.



Photo 6.6 Strip of decorative interlock paving beside bike lane along Beckwith Street, looking north



Photo 6.7 Grassed boulevard along Main Street West, looking west



Photo 6.8 Parallel parking along Russell Street East, looking west



Photo 6.9 Main Street West, looking east

6.2.2 Municipal Lighting

The way in which a street is lit can be a defining feature within a streetscape, not only because night environments can be enhanced by the quality of light provided, but also because the choice of light standards can contribute to an area's character.

The streetlight design varies throughout the study area. Along Beckwith Street there are decorative streetlights that are painted black metal with a rounded gooseneck, a banner, and two hangers for decorative hanging flower baskets (Photo 6.10). Beckwith Street also has utilitarian streetlights that are painted black with two hanging flower baskets (Photo 6.11). In other parts of the study area, the streetlights are utilitarian and do not follow a defined design style. These streetlights are attached to wooden utility poles (Photo 6.12).



Photo 6.10 Decorative Streetlight along Beckwith Street, looking south



Photo 6.11 Utilitarian streetlights along Beckwith Street, looking south



Photo 6.12 Streetlights on wooden utility poles, looking north on Elmsley Street North

6.2.3 Street Furniture

Much the same as street lighting, street furniture can have a unifying effect upon a streetscape if it is well co-ordinated. Streetscapes sometimes evolve without an over-arching plan for the co-ordination of such elements resulting in street furniture that is not often synchronized, and as such can add to the visual noise of the streetscape, rather than providing a subtle unifying element. Other times, streetscapes, particularly in key commercial areas, follow guidance from streetscape or landscape master plans or other guiding documents that provide a framework for consistent treatment. Placed in strategic areas, coordinated street furniture can be used to identify a space, set it apart from other neighbouring areas, and draw visitors into particular spaces.

Along Beckwith Street the sidewalks have benches, bike racks, garbage receptacles, and decorative planters (Photo 6.13, Photo 6.14, Photo 6.15, Photo 6.16). Almost all of the street furniture is painted metal, which follows the same design style as the street lighting. Maintaining this style along Beckwith Street has created a sense of place that is distinct from the surrounding streets.

On streets adjacent to Beckwith Street South, the decorative planters and garbage receptacles can be found within approximately 100 metres of Beckwith Street. An example of this is along Main Street, William Street, Chambers Street East and Russell Street. Other streets within the Study Area do not have street furniture.



Photo 6.13 Benches along Beckwith Street, looking east



Photo 6.14 Bike rack along Beckwith Street, looking east



Photo 6.15 Garbage receptacle Beckwith Street, looking east



Photo 6.16 Bike repair station along Beckwith Street, looking north

6.2.4 Street Signage

Street signage is often referred to as a wayfinding tool; however, it can also serve as an identifying element within a streetscape. The appearance of directional and way-finding signs is usually governed by municipal standards.

Within the study area there are various types of signs, including wayfinding signs (Photo 6.17) and street signs. Along Beckwith Street, street signs have a decorative shape with a black background with white writing (Photo 6.18). Along side streets within the study area there are a few types of street signs: early 20th century metal street sign affixed to house corners (Photo 6.19); a sign with a white background with embossed black writing with a black frame and a three-dimensional “Lions” emblem fixed to the top of the signpost (Photo 6.20); and a more standard street sign with a green background and white writing (Photo 6.21).

Street painting is another form of signage present in the Study Area. At the intersection of Church Street and Beckwith Street there is a painted rainbow flag in the cross walk, a symbol of 2SLGBTQIA+ pride (Photo 6.22). Decorative banners affixed to light poles are also an effective means of strengthening a sense of place within a specific area. Included on new or retrofitted light standards, the banners may be coordinated with other elements, such as the street signage, and installed along main thoroughfares or at the gateways into the area. Within the study area, Beckwith Street contains banners affixed to their streetlights creating a more definable sense of place (Photo 6.23).



Photo 6.17 Wayfinding signage, looking east



Photo 6.18 Black background street sign, looking south



Photo 6.19 Early 20th century metal street sign, looking west



Photo 6.20 White background street sign, looking northwest



Photo 6.21 Green background street sign, looking north



Photo 6.22 Painted rainbow flag, looking north



Photo 6.23 Banner along Beckwith Street, looking north

6.2.5 Building Signage

Defining character within a community can be achieved by using consistent building signage. Consistent design of storefront façade and signage can help to enhance streetscape elements and create a sense of place with a unique identity. There is currently no identifiable consistency in building signage within the study area.

6.2.6 Streetside Spaces

The presence of enhanced streetscape elements creates a unique streetscape and sets the stage for attractive and compelling outdoor spaces. Outdoor cafes and patio seating helps contribute to the visual character and vibrancy in the commercial core. An example of an outdoor patio is located at the northwest corner of Russell Street West and Beckwith Street North. Along the north building wall facing Russell Street West there is a mural that creates a background for a seating area that has built-in planters and benches (Photo 6.24 and Photo 6.25). Despite the width of the sidewalk area on Beckwith Street, there were few examples of temporary outdoor patio seating at the time fieldwork was conducted, however site work took place in April when seasonal patio seating may not have been placed outdoors yet.



Photo 6.24 Mural and seating area, looking north



Photo 6.25 Planter and benches, looking west

6.3 Vegetation and Landscaping (Softscape)

Cultural and natural landscapes are living heritage resources in a continuous cycle of growth, decline, and regeneration. In general terms, unlike most built structures, vegetation such as trees and shrubs have finite lifespans. The softscape elements found within the Study Area includes large, landscaped lawns and gardens of the residential properties, park areas, and a mix of young and mature trees on private properties and within boulevards (Photo 6.26 and Photo 6.27). Landscape elements can provide an opportunity to unite a streetscape and harmonize fragmented or insensitive built elements.

Street trees also contribute to defining the character of an area. The presence of street trees within a downtown, for example, helps to visually divide the uses of hardscape elements creating a streetscape that is softer to the eye. Often street trees have limited life expectancy due to the harsh climatic conditions of a streetscape. Mature trees located on both public and private property and within public view greatly contribute to defining the character of a neighbourhood (Photo 6.28 and Photo 6.29). Where boulevard space is insufficient or nonexistent for public planting, these trees often compensate for gaps found in the streetscape canopy.

The Study Area consists of a variety of tree species varying in age and health conditions. Tree species found within the Study Area include but are not limited to:

- Honey Locust (*Gleditsia triacanthos*)
- Maple species (*Acer* sp.)
- Oak species (*Quercus* sp.)
- Spruce species (*Picea* sp.)
- Cedar species (*Thuja* sp.)
- Elm species (*Ulmus* sp.)
- Basswood species (*Tilia* sp.)



Photo 6.26 Deciduous street tree, looking northwest



Photo 6.27 Deciduous street tree, looking northwest



Photo 6.28 Coniferous tree, looking south



Photo 6.29 Example of street trees, looking south

6.4 Parks and Open Space

Historically, parks and open space provided areas of refuge within the rapid urban development of the industrial revolution. These green oases allowed for nature to be accessible to city dwellers who often worked in dark factories with poor air quality. Today, parks and open space still perform much the same function.

The study area contains a parkette, known as Town Square, located between the Smith Falls Library and Town Hall (Photo 6.30). The parkette contains a gazebo, planted garden beds, interlock paving and benches. The space acts as a passive connection between Beckwith Street North and Elmsley Street North and as a destination to rest and enjoy the shade and plantings. The park is a recent addition to the Study Area, added in 2020 to fill in what was previously a small roadway.

Veterans' Memorial Park and portions of Centennial Park are located outside of the study area. Veterans' Memorial Park is located along the Rideau Canal on formerly industrial lands that date back to the early settlement of Smiths Falls. The park was established in the late 20th century and is dedicated to soldiers fallen in the World War I, and World War II and the Korean Conflict. Centennial Park was opened in 1967



on former industrial lands and was funded by centennial grants from the provincial and federal governments. Both parks provide an important physical boundary between the study area and the Rideau River, helping to define the study area. Centennial Park provides a place of solitude to enjoy the Rideau River. The park includes many decorative planting beds, benches, interpretive panels, and tree plantings (Photo 6.31).



Photo 6.30 Town Square, looking northeast







Photo 6.31 Deciduous park trees along the Rideau Canal in Centennial Park, looking northwest

6.5 Landmarks

The study team identified 12 landmark structures and properties in the Study Area based on the historical development, property inventory, and public consultation (see Section 8). A landmark is defined as a recognizable natural or human-made feature used for a point of reference that helps orienting in a familiar or unfamiliar environment which may mark an event or development or may be conspicuous. Landmarks were considered because of their architectural elements, important historical role in the community, contextual position within the Study Area, or a combination of those factors. The landmark structures and properties are included in Table 6.1.

Table 6.1 Landmark Structures in Heritage Conservation District Study Area



| Address/Name | Current Status | Photograph |
|--|---------------------------------|--|
| 81 Beckwith Street North Smith Falls Public Library | Designated under Part IV of OHA |  |
| Centennial Park Water Tower | Not Identified |  |

| Address/Name | Current Status | Photograph |
|---|---|--|
| Rideau River and Rideau Canal | UNESCO World Heritage Site Canadian Heritage River |  |
| 25 Old Mill Road Former Water Treatment Building | Designated under Part IV of OHA |  |

Smiths Falls Downtown Area Heritage Conservation District Study

6 Visual and Contextual Assessment

November 29, 2024



| Address/Name | Current Status | Photograph |
|---|---------------------------------|--|
| 77 and 79 Beckwith Street North Town Hall & Recreation Centre | Designated under Part IV of OHA |  |
| 34 Beckwith Street South Woods Mill Complex (East and West Mill) | Federal Heritage Building |  |





Smiths Falls Downtown Area Heritage Conservation District Study



6 Visual and Contextual Assessment

November 29, 2024

| Address/Name | Current Status | Photograph |
|--|---------------------------------|--|
| 20 Beckwith Street North Hotel Rideau | Designated under Part IV of OHA |  |
| 73 Beckwith Street North First Baptist Church | None identified |  |



| Address/Name | Current Status | Photograph |
|---|------------------------------|--|
| 11 Church Street West Westminster Presbyterian Church | None identified |  |
| 1-15 Chambers Street East Former Rideau Theatre Building | Listed on Municipal Register |  |

| Address/Name | Current Status | Photograph |
|---|---------------------------------|--|
| 2 Bay Street North Craine House | Designated under Part IV of OHA |  |
| 41 Market Street North Trinity United Church | None identified |  |

6.6 Views and Vistas

The visual and contextual assessment of views and vistas in the Study Area is based on the analytic process called viewscape analysis. There are two basic components to the viewscape analysis process: the observer point and the viewscape itself. For the purpose of this HCD Study, the observer point is defined as the fixed vantage point from which a view is seen. Viewscapes are defined by the *Standards and Guidelines for the Conservation of Historic Places in Canada* as the visual relationship between the observer and landscape feature, and may include scenes, panoramas, visual axes, and sight lines (Parks Canada 2010). Viewscapes may include a foreground, middle ground, and background. The boundaries of viewscapes are usually high points in the landscape such as ridges and hills, or the built environment, such as buildings or landscape features that will obstruct, frame, or truncate the view. Viewscapes may also be influenced by seasons, such as mature deciduous trees before and after leaf drop.

Much like the built form, the identification of a viewscape does not necessarily suggest that it is a heritage viewscape. While a building may be old, it may not contain sufficient CHVI to merit protection under the OHA. The same can be said for viewscapes; while one may be identified, it does not necessarily equate to a heritage viewscape. There were two types of viewscapes identified within the Study Area:

- Panoramic Views, which are defined by the Toolkit (MCM 2006) as broader, non-enclosed views; they may contain a visual mosaic of varied features, or broader “textual” patterns of activities.
- Vistas, which are defined in the Toolkit (MCM 2006) as views enclosed by buildings/structures, landforms, and vegetation from a stationary vantage point.

Panoramic Views identified in relation to the Study Area are:

- Approaches towards the Study Area, north and south on Beckwith Street
 - From the north: Beckwith Street North looking south into the downtown core (Photo 6.32)
 - From the south: Beckwith Street South looking north into the downtown core (Photo 6.33)



Photo 6.32 Beckwith Street North looking south into the downtown core



Photo 6.33 Beckwith Street South looking north into the downtown core

7 Existing Municipal Policy Framework

7.1 Smiths Falls Official Plan

The *Town of Smiths Falls Official Plan 2034* (OP) was adopted in October 2014. The OP sets out several policies related to preserving heritage resources in Section 4.2.3 “Cultural Heritage and Archaeology”, which support the goal to, “*identify, conserve, protect, restore, maintain, and enhance cultural heritage resources in order to promote a greater sense of historic awareness and community identity.*” The Town aims to support the protection of cultural heritage resources and support the use and educational potential of these resources (Town of Smiths Falls 2014). The Town is currently in the process of updating the Official Plan.

Generally, the cultural heritage policies of the OP include, but are not limited to, the following:

- All new development permitted by the policies of this Plan shall conserve cultural heritage resources and will make every attempt to incorporate these resources into any new development plans. In addition, all new development will be planned in a manner that preserves and enhances the context in which cultural heritage resources are situated. Council will work with federal and provincial agencies to ensure that heritage conservation of these resources is promoted. (Environmental Resources (ER) policy ER-3.1)
- Pursuant to the *Ontario Heritage Act*, and in consultation with the Municipal Heritage Committee (MHC), Council may, by by-law:
 1. designate properties to be of cultural heritage value or interest;
 2. define the Town, or any area or areas within the Town as an area to be examined for designation as a heritage conservation district; and,
 3. designate the Town, or any area or areas within the Town, as a heritage conservation district. (ER-3.4)
- Cultural Heritage is an important component of sustainable development and place making. The preservation of our cultural heritage is essential to the character of our Town that can contribute to other social, cultural, economic, environmental goals of the Town of Smiths Falls. As a result, heritage conservation is integrated throughout the Plan’s policies. (ER-3.11)
- The development of neighbourhood heritage initiatives will be encouraged throughout Smiths Falls to promote an understanding of local history and the evolution of our neighbourhoods and open spaces. (ER-3.12)
- Potential and existing properties of cultural heritage value or interest, including cultural heritage landscapes and heritage conservation districts, will be identified and included in area planning studies and plans (i.e. master plans, secondary plans). (ER-3.13)
- Properties on the Heritage Register will be promoted through educational programs, museums, local celebrations, and other programming opportunities. (ER-3.14)



- Commemoration of lost historical sites will be encouraged whenever a new development is undertaken in the vicinity of historic sites, such as those where major historical events occurred, important buildings or landscape features have disappeared or where important cultural activities have taken place. Interpretation of existing properties on the Heritage Register will also be encouraged. (ER-3.15)
- Council may consider incentives for the conservation and maintenance of designated properties. (ER-3.16)
- In addition to protection under the Ontario Heritage Act, other planning tools and strategies for the protection of Cultural Heritage may be investigated and employed, as determined by the Town. (ER-3.17)

As such, the OP notes the following policies for the implementation of an HCD:

- Potential Heritage Conservation Districts will be identified and evaluated to determine their significance and cultural heritage values, in a Heritage Conservation District study. Heritage Conservation Districts that have been evaluated to be significant for their cultural heritage value will be designated and conserved. (ER-3.26)
- Heritage Conservation District studies and plans will be conducted in accordance with Council adopted policies and industry Best Management Practices. (ER-3.27)
- Impacts of site alterations and development, within or adjacent to Heritage Conservation Districts will be assessed to ensure that the integrity of the districts heritage values, attributes, and character are conserved. This assessment will be achieved through a Heritage Impact Assessment, consistent with the Official Plan, to the satisfaction of the Town. (ER-3.28)

(Town of Smiths Falls 2014)

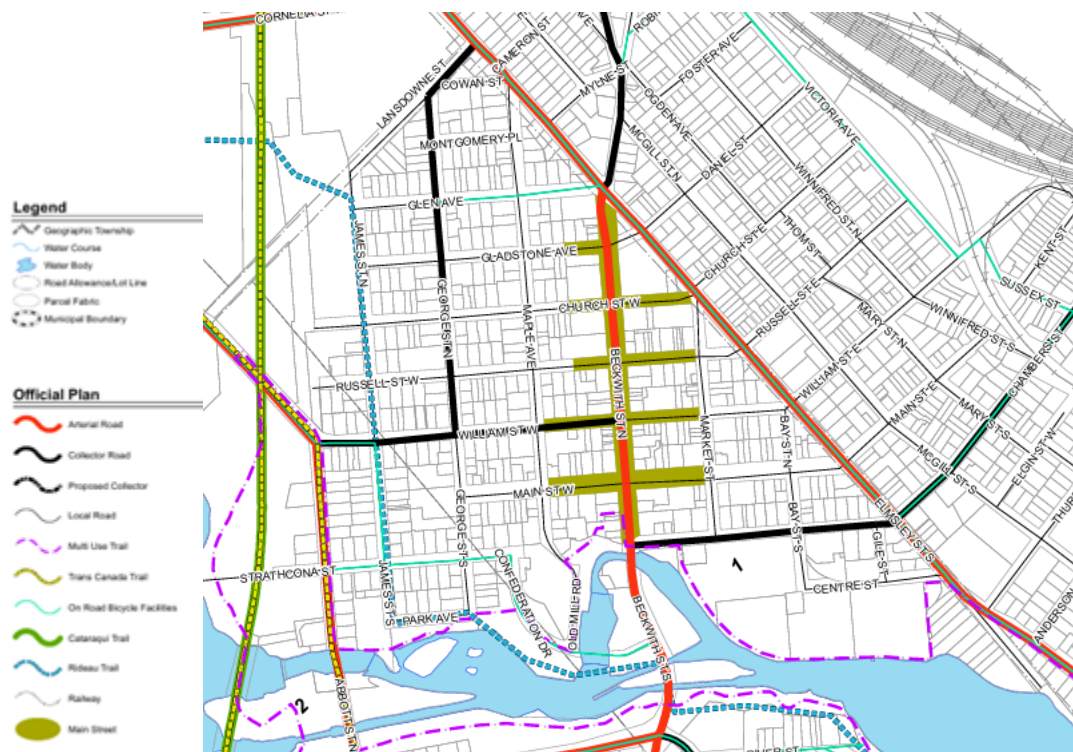
In addition, further direction is provided within the OP regarding the alteration, removal, and/or demolition of heritage buildings, adjacent lands, cultural heritage landscapes, and heritage views. These policies aim to support the identification and protection of the cultural heritage value provided by heritage attributes including heritage landscapes and views across the Town. The Town recognizes that cultural heritage protection does not require that heritage resources remain static and that built heritage resources may be in continual use through rehabilitation, renovation, conservation, and reuse. Through a creative application of heritage protection tools, Smiths Falls can maintain a legacy of heritage resources that reflect the Town's rich past.

With regards to the transportation network within the HCD Study Area, the study area shown in Plate 15 is comprised of two primary arterial streets, Beckwith Street North/South and Elmsley Street North/South. These roads are primarily designed for high volume and higher-speed traffic movement, with connectivity to County roads and Provincial highways and access for bicycles and pedestrians. They provide limited access to abutting land uses and have a minimum right-of-way of 26 metres, wherever possible. William Street West is designated as a collector road. It provides the most direct access out of the downtown area to the west.



A majority of the streets within the study area are classified as main streets, including portions of Beckwith Street North, Gladstone Avenue, Church Street West, Russell Street West, William Street West, and Main Street West. These are integral for the local neighbourhood and serve as “complete streets,” activating the community, contributing towards a sense of place, facilitating social interaction, and improving adjacent land values. They are envisioned to support higher density of commercial and residential development, while providing an urban streetscape that promotes pedestrian activity, and enables safe, attractive, and comfortable multi-modal access to all users. The Town is currently in the process of drafting a new Transportation Master Plan.

Plate 15 Downtown Smiths Falls Transportation Network from Schedule B of the Official Plan



7.2 Municipal Heritage Properties

Several properties within the HCD Study Area have been designated under Part IV of the OHA or are listed on the Town’s *Heritage Register* (Town of Smiths Falls n.d.a). In accordance with Section 3.3 of the OP and Section 27(1), Part IV of the OHA, a municipality may maintain a register of properties that contain identified or potential CHVI. With the 2023 amendments to the OHA, a listed property is now required to meet two or more criteria under O. Reg. 9/06. In addition, listed properties can only remain on a register for two years before a municipality must decide to designate or de-list the property. Properties cannot be re-listed within five years from their date of removal. The Town’s designated and listed properties are depicted on Figure 7.1 and listed in Appendix B.



Legend

Study Area

Property Type

Designated

Listed

0 50 100 m

1:4,500 (At original document size of 11x17)

Notes

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| | |
|----------------------|------------------------------|
| Project Location | 160941038 REV1 |
| Town of Smiths Falls | Prepared by BF on 2024-09-17 |

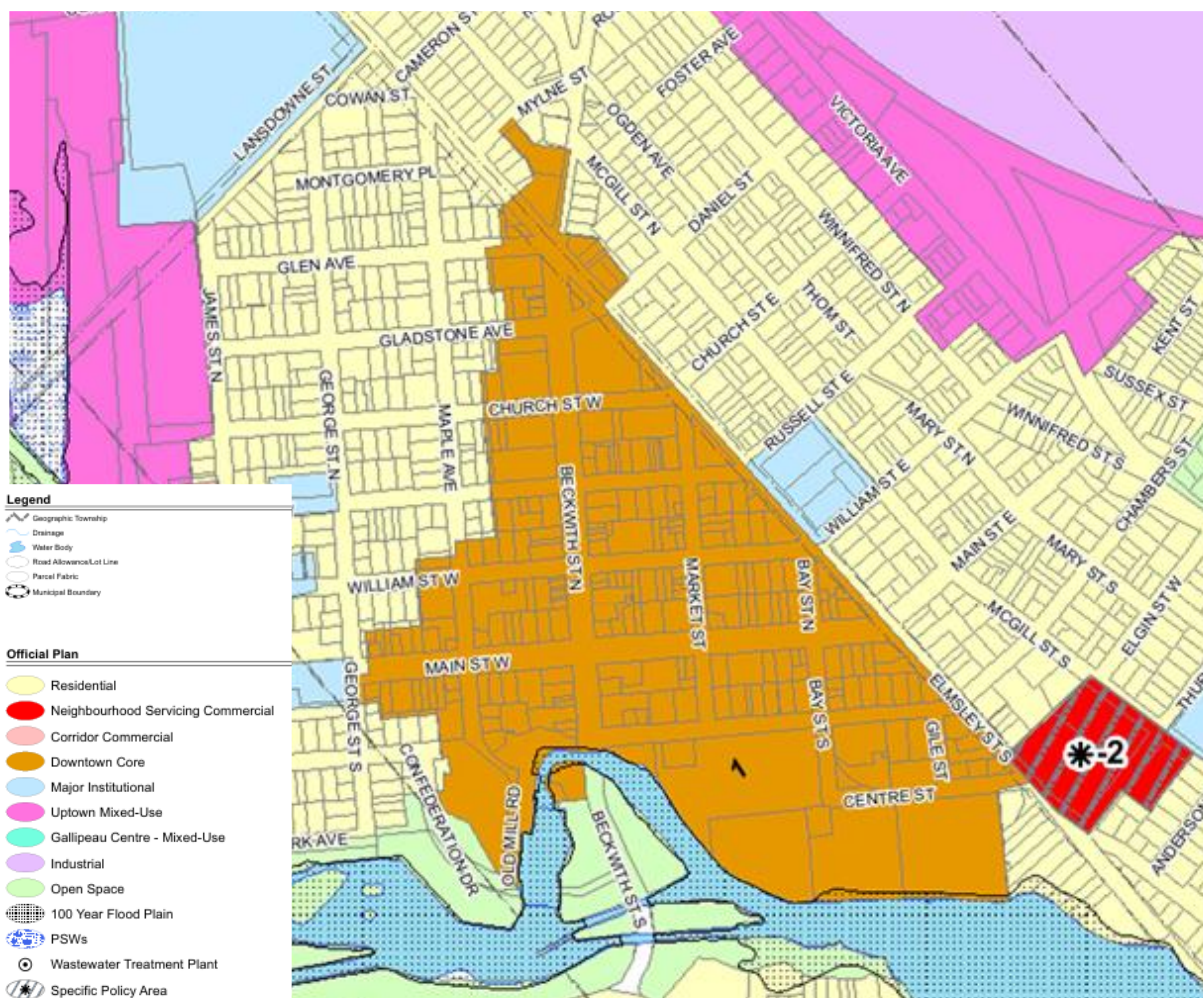
| | |
|----------------|----------------------|
| Client/Project | TOWN OF SMITHS FALLS |
|----------------|----------------------|

| | |
|------------|----------------------------------|
| Figure No. | 7.1 |
| Title | HCD Data - Listed vs. Designated |

7.3 Land Use Policies

Schedule A of the OP designates the study area as Commercial “Downtown Core,” including office, retail, service, residential, and entertainment uses in The Downtown. This area is planned to serve as the Town’s focal point, providing a vibrant, human-scaled, mixed-use environment with strong consideration for architectural integrity, heritage conservation, active transportation, and access to open space. While redevelopment is aimed to increase density, aspects of built-form transition, complete community, ground floor commercial uses, and a balance of uses are important considerations for this area.

Plate 16 Downtown Smiths Falls Land Use Planning



The Study Area, as shown in Plate 16 above, includes areas designated “Downtown Core” in the Official Plan. The following policies for this designation are found in OP Section 6.4.2:

- Lands within the Downtown Core shall be designated as such on Schedule ‘A’ – Land Use Plan. (Official Plan Land Use (LU) policy -4.1)

- Density: Up to 60; Floor Area Ratio (FAR) Up to 3.0 (height 2 to 6 stories). Mixed-use projects should be developed with a FAR range of up to 3.0. (LU-4.2)
- Lands designated Downtown Core shall be zoned to permit a broad range of commercial, employment, entertainment, accommodation, community uses, and residential uses such as: Retail uses, Commercial services, Personal service uses, Office uses, Medical clinics, Banks and financial services, Restaurants, Entertainment uses, Residential uses, provided the residential uses are located above the ground floor in a multi-storey, mixed-use building, Hotel, Community uses, Child care centres, Arts, cultural, recreational uses, Academic uses, Places of worship, Commercial school, Parking facilities, Funeral Homes, Bed and breakfast establishments; and, other similar uses consistent with the goal and policies of this designation. (LU-4.3)
- Provide flexibility in mixing uses throughout the Downtown Area. Support employment, entertainment, cultural, community, and residential uses in compact, intensive forms to maximize social interactions; to serve as a focal point for residents, businesses, and visitors; and to further the Vision of the Smiths Falls Official Plan. (LU-4.4)
- Support Downtown as an employment centre in the region, especially for financial institutions, insurance companies, government offices, professional services. (LU-4.5)
- Support development of retail and service establishments in Downtown and support regional and local-serving businesses. (LU-4.6)
- Support the development of the Downtown as an arts, cultural, and entertainment centre for Smiths Falls and the region. Promote special events, parades, celebrations, festivals, etc. (LU-4.7)
- Balance the need for parking to support a thriving Downtown with the need to minimize the impacts of parking upon a vibrant pedestrian and urban environment. (LU-4.8)
- Provide for the needs of bicyclists and pedestrians, including adequate bicycle parking areas and design measures to promote bicyclist and pedestrian safety. (LU-4.9)
- Restrict uses that serve occupants of vehicles (such as drive-through windows) and discourage uses that serve vehicle (such as car washes and service stations), except where they do not disrupt pedestrian flow, are not concentrated, do not break up the building mass of the streetscape. (LU-4.10)

7.4 Zoning By-Law

The Town of Smiths Falls Comprehensive Zoning By-law was adopted on August 22, 2022 (Town of Smiths Falls 2022a). As shown in Plate 16, the majority of the HCD Study Area is comprised of Downtown Core (DC), Downtown Fringe (DF), and Downtown Waterfront (DW). Table 7.1 summarizes permitted uses in each of the zones, and applicable zoning provisions. Provisions applicable to the HCD Study include those that factor into the visual and contextual character of the area, including height, front yard setbacks, and maximum lot coverage.



Smiths Falls Downtown Area Heritage Conservation District Study
7 Existing Municipal Policy Framework
 November 29, 2024

Plate 17 Zoning within the HCD Study Area Boundary

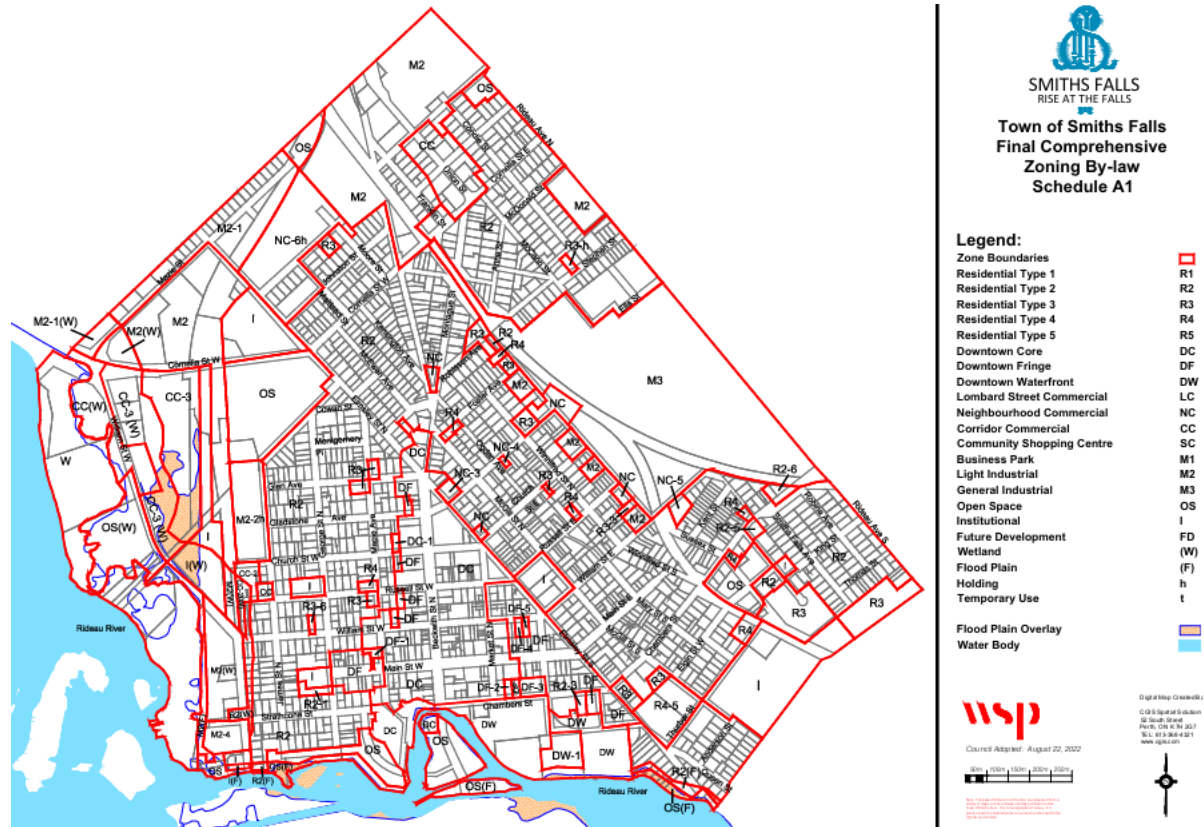


Table 7.1 Zoning Uses and Provisions

| Zone | Permitted Uses | Applicable Provisions |
|--|--|--|
| Downtown Core (including exception zone DC-1) | <p>Non-Residential: Animal hospital, assembly hall, bar, commercial school, community centre, custom workshop, day care, financial institution, full-service restaurant, funeral home, hotel, institution, laundromat, medical clinic, museum, pharmacy, place of entertainment, place of recreation, place of worship, printing shop, public use, religious institution, repair service shop, retail food store, retail store, school, small-scale brewery, small-scale distillery, take-out restaurant, taxi station.</p> <p>Residential: A dwelling unit or units in the upper storey of a non-residential building, a dwelling unit or units occupying a portion of, and located at the rear or the side, of the ground floor of a non-residential building with no wall of the dwelling unit facing a public street.</p> | <p>Non-residential:</p> <ul style="list-style-type: none"> • Minimum lot area: None • Minimum lot frontage: None • Minimum front, exterior side, interior side yard: None • Minimum rear yard: None except where the yard abuts a lot in a residential zone, the minimum yard shall be 1.5 m • Building height: 11m - 22 m <p>Residential:</p> <ul style="list-style-type: none"> • Minimum open usable roof area: The minimum landscaped open space provision shall not apply to Dwelling Units in a portion of Non-Residential Building provided that all Dwelling Units have access to a private balcony or to an open roof deck with an area of not less than 5 m² per unit • Maximum density: One dwelling unit per 70 m² of lot area • Building height: 11m - 22 m |
| Downtown Fringe (including exception zones DF-1 – DF-5) | <p>Non-Residential: Animal hospital, commercial school, community centre, convenience store, custom workshop, dry cleaning plant, financial institution, funeral home, guest house, hotel, laundromat, medical clinic, office, parking lot, personal service shop, place of recreation, place of worship, printing shop, religious institution, repair service shop, restaurant, full service, retail food store, retail store, sample and showroom, school, take-out restaurant, other uses in accordance with section 4.</p> <p>Residential: A dwelling unit or units in the upper storey of a non-residential building, a dwelling unit or units occupying a portion of, and located at the rear or the side, of the ground floor of a non-residential building with no wall of the dwelling unit facing a public street, any existing residential building containing a single-detached, semi-detached, duplex, multiple, townhouse, or converted dwelling that was legally used for such purpose on the date of passing of this by-law.</p> | <p>Non-residential:</p> <ul style="list-style-type: none"> • Minimum lot area: None • Minimum lot frontage: None • Minimum front yard: 6 m • Minimum exterior side yard: 3.5 m • Minimum interior side yard 3 m • Minimum rear yard: 8 m • Maximum building height: 15 m <p>Residential:</p> <ul style="list-style-type: none"> • The provisions of the R2 (Plate 16) zone are to apply to any existing residential building containing a single-detached, semi-detached, duplex, multiple, townhouse, or converted dwelling that was legally used for such purpose on the date of passing of this by-law. |



| Zone | Permitted Uses | Applicable Provisions |
|--------------------------------------|--|--|
| Downtown Waterfront (including DW-1) | <p>Non-Residential: Assembly hall, bar, community centre, commercial school, custom workshop, financial institution, full-service restaurant, hotel institution, marina, marina facility, medical clinic, museum, office in the upper storey of a building, parking lot, personal service shop, place of entertainment, place of recreation, place of worship, public use, religious institution, retail store, retail food store, school, small-scale brewery, small-scale distillery, take-out restaurant, other uses in accordance with section 4.</p> <p>Residential: A dwelling unit or units in the upper storey of a non-residential building, a dwelling unit or units occupying a portion of, and located at the rear or the side, of the ground floor of a non-residential building.</p> | <p>Non-residential:</p> <ul style="list-style-type: none"> • Minimum Lot Area: None • Minimum Lot Frontage: None • Minimum Front Yard: None • Minimum Exterior Side Yard: None • Minimum rear yard: None except where the yard abuts a lot in a residential zone, the minimum yard shall be 1.5 m • Building Height: 7 m - 15 m <p>Residential:</p> <ul style="list-style-type: none"> • Minimum landscaped open space: 15 m² per unit • Minimum open usable roof area: The minimum landscaped open space provision shall not apply to Dwelling Units in a portion of Non-Residential Building provided that all Dwelling Units have access to a private balcony or to an open roof deck with an area of not less than 5 m² per unit • Maximum density: One dwelling unit per 70 m² of lot area • Building height: 15 m |



7.5 Smiths Falls Strategic Plan 2023-2026

The Town adopted a Strategic Plan for the period 2023 to 2026 to serve as a guide for the Town's goals and directions, outlining the Vision, guiding principles, and strategic priorities. The preservation and enhancement of the Town's heritage as well as completing a Heritage Conservation District (HCD) are noted as strategic initiatives, particularly for the redevelopment of waterfront and downtown.

7.6 Property Standards By-Law

Property standards by-laws are municipal by-laws that establish standards for the maintenance and occupancy of properties within all (or part) of the municipality and include a process to bring properties into compliance. Property Standards by-laws are intended to ensure properties are properly maintained and repaired to protect public health and safety. These by-laws can also include standards for protecting heritage properties.

The Property Standards By-law 10413-2023 notes that:

- In addition to the provisions of this By-law that apply to all properties, all heritage attributes of Part IV heritage properties, including both interior and exterior heritage attributes and all heritage attributes of Part V properties, shall be:
 - Maintained, preserved and protected so as to prevent deterioration. (26(1)(a))
 - Repaired in such a manner that minimizes damage to the heritage values and attributes and maintains the design, colour, texture, grain or other distinctive features of the heritage attribute. (26(1)(b))
- In accordance with any applicable provisions of the Ontario Heritage Act:
 - Where subsection 26(1) can be complied with by means of repair, despite any other provision to the contrary, the heritage attribute shall not be replaced, and the repair shall be undertaken in a manner that minimizes damage to the heritage attribute.
 - Where subsection 26(1) cannot be complied with by means of repair, despite any other provisions to the contrary, the heritage attribute shall be replaced with material of the same type as the original material and in keeping with the design, style, texture and any other distinctive feature as the original material or in such a manner as to replicate the design, style, texture and any other distinctive feature of the original material. (26(2))
- In addition to the provisions of this By-law that apply to all properties, a part of Part IV heritage property or Part V heritage property, including but not limited to a roof, wall, floor, retaining wall or foundation, that supports or protects a heritage attribute and without which the heritage attribute may be at risk of deteriorating or being damaged shall be structurally sound and maintained so as to properly perform its intended function. (26(3))
- Paragraph 26(3) shall be complied with in a manner that minimizes damage to the heritage attribute. (26(4))



- Where a building on a Part IV heritage property or a Part V heritage property is vacant or damaged by accident, storm, fire, neglect or otherwise, the owner shall protect the building from the entry of unauthorized persons by closing and securing openings to the building with the prescribed measures in specified in subsection 27(3)(a). (26(5))
- Despite any other provision of this By-law or the Building Code Act, 1992, where a designated heritage property is vacant, the owner shall ensure that appropriate utilities serving the property are connected, as required, in order to provide, maintain, and to monitor proper heat and ventilation to prevent damage to the character defining elements caused by environmental conditions. (26(6))

(Town of Smiths Falls 2023a; Town of Smiths Falls n.d.b)

7.7 Sign By-law No. 10499-2023

There is no specific information regarding sign regulations for designated heritage sites provided in the Sign By-law. The Sign By-law regulates the location, size, number, construction, modification, repair and maintenance of all outdoor signs and signs location in windows. For properties designated under Part IV or V of the Ontario Heritage Act:

Sign perming applications [...] may be determined to be an Alteration at the discretion of the Manager of Development Services during review of the Sign Permit application. Should a Sign Permit application be determined to be an Alteration, as herein defined, the Applicant shall obtain the necessary approval(s) to undertake the Alteration prior to the issuance of the permit.

(Town of Smiths Falls 2023b)

7.8 Community Improvement Plans

Community Improvement Plans (CIPs) are a tool under Section 28 of the *Planning Act*. CIPs provide a significant opportunity to support and encourage improvements to private properties that enhance the heritage character of the area through financial incentives and municipal leadership initiatives (Government of Ontario 1990). The Town adopted a CIP on October 11, 2022, to provide financial incentives for the revitalization of the Town (Town of Smiths Falls 2022b).

The Downtown and Waterfront Revitalization focus sub-area in the CIP offers rebates and grants for building improvements within the HCD Study Area. Programs 13 and 14 of the CIP provide rebates within the downtown and waterfront sub-area, with additional consideration for the preservation of cultural heritage. Each program is described as follows:

- **Program 13:**
 - **Front, Side, and Rear Façade Improvement Rebate:** This is a rebate program which provides a rebate of up to 50% of the eligible costs for façade improvements to property owners of buildings in the Community Improvement Plan Area, zoned for a commercial, mixed-use, or institutional use, up to a maximum rebate of \$10,000 per property. For



heritage-designated building's eligible façade improvements, this program provides up to 85% of the eligible costs, up to a maximum of \$17,000 per property. An additional pro-rated rebate of up to \$2,500 (based on 50% of the cost) may also be given to applicants who have received Rebate 1A, that additionally implement a façade improvement with a heritage design, as prepared by a qualified heritage professional (e.g., licensed architect, Professional Membership status in the Canadian Association of Heritage Professionals).

- **Program 14:**

- **Building Restoration, Renovation, and Improvement Program:** This is a rebate program which provides a rebate of up to 50% of the eligible costs for interior renovations, restorations, and/or improvements to property owners of buildings in the CIPA, zoned for a non-residential, commercial, mixed use or institutional use, up to a maximum rebate of \$45,000. An additional pro-rated rebate of up to \$5,000 may be given to applications that implement a heritage design of the restoration and/or renovation to the interior of a heritage designated building, as prepared by a qualified heritage professional (e.g., licensed architect, Professional Membership status in the Canadian Association of Heritage Professionals).

7.9 Downtown Revitalization and Waterfront Integration Master Plan

The *Downtown Revitalization and Waterfront Integration Master Plan* was prepared by EDA Collaborative Inc. and Sierra Planning and Management in February 2013, in conjunction with the CIP, to guide the redevelopment of the downtown core and activate the downtown waterfront (Town of Smiths Falls 2013). The protection and enhancement of Smiths Falls' cultural heritage character and the connectivity of the downtown core to the UNESCO World Heritage Rideau Canal Site were key components of the guiding principles for this plan. Additionally, built form design guidelines had been developed as part of this plan to provide a framework that could help enhance the sense of place and reflect heritage themes in the study area, particularly along Beckwith Street and its adjacent areas (Town of Smiths Falls 2013).

7.9.1 Downtown Core Design Guidelines

The *Downtown Core Design Guidelines* that stem from the *Downtown Revitalization and Waterfront Integration Master Plan* offer design recommendations that have been created to preserve the unique character of Smiths Falls through high quality urban design and placemaking. The Downtown Core Design Guidelines are applicable to a similar area as the HCD Study Area. The guidelines include recommendations for renovation, infill development, and identification of heritage preservation priorities and revitalization opportunities within the Downtown Core (Town of Smiths Falls 2024a).

One of the key design principles for implementation include, *“preserve and enhance the Downtown's significant human scaled built and cultural heritage resources. Celebrate the Downtown's heritage and local history as an active contribution to our collective memory. Conserve and protect heritage buildings and encourage adaptive reuse to support the heritage building's viability”* (Town of Smiths Falls 2024a).



In addition, the guidelines highlight valuable design considerations for the Town's heritage, including barrier-free accessibility, maintenance and restoration of original façades, building materiality, signage, and integration of infill development. The built form, façade design, and architectural details of new and infill developments are encouraged to strike a balance between mid-19th century architectural styles and modern contemporary architecture, thereby complementing the character of the surrounding buildings, especially designated heritage properties.

These design considerations promote a sympathetic approach to the existing heritage and character of the Downtown Core, maintaining a harmonious relationship with the quality, scale, and style of the area's heritage attributes (Town of Smiths Falls 2024a).

7.10 Development Activity

Understanding the active or anticipated development activity within the Study Area can be helpful in determining what types of development may be occurring within the near future and could have implications on a potential HCD. The following development activity is ongoing within the Study Area:

- **Canal District Master Plan:** The Town, in collaboration with Fotenn Planning + Design, has prepared the first phase of reimagining downtown Smiths Falls' waterfront lands for better connectivity between downtown and the historic Rideau Canal to facilitate more vibrancy along the waterfront (Town of Smiths Falls 2024b). The proposed plan transforms the currently underused commercial and industrial area to provide approximately 345 residential units, 15,000 square metres of non-residential area, 440 metres of waterfront trail and 30% of open park space (Plate 18). Council received the final Canal District Master Plan, undertaken by the GSP Group, on June 24, 2024.
- **Redevelopment of Old Water Treatment Plant:** The Town has released a Request for Proposal for the redevelopment of the former water treatment plant (25 Old Mill Road) into a unique mixed-use development that uses site's potential while celebrating and preserving the Town's cultural heritage (Town of Smiths Falls n.d.c). Concepts for the redevelopment are not currently available.



Plate 18 Canal District Master Plan Concepts



7.11 Alternative Planning Tools

The Community Planning Permit System (CPPS), sometimes referred to as a Development Permit Area or Development Permit Process, is a tool established under the *Planning Act* to guide planning and development in a defined area through implementing a development permit by-law and issuing development permits that are used as planning approvals¹. The process streamlines the planning process by replacing existing zoning, site plan by-laws, and minor variance process as the Town would issue a single permit that would allow a development to proceed, rather than separate individual permits for zoning, site plan, minor variant, etc. Issuing development permits would be done in accordance with the vision, goals, and policy requirements that would be identified for the area, which could support the character of the Fringe area that is adjacent to the recommended HCD so the two have compatible levels of policy. These policy requirements are established early in the CPPS process, in consultation with the local community*. They would form the basis of the development permit by-law that would outline permitted land uses, where building and structures can be located, what types of buildings are allowed, and details such as permitted lot sizes and dimensions, parking requirements, building heights, and

¹ It must be noted that the CPPS is a separate planning process that would not occur as part of this HCD Study or Plan. It would have its own separate consultation events to establish the Official Plan Amendment and the components of the Development Permit process outlined above.

setbacks. The process can also set requirements for streetscaping improvements that are part of development sites and regulating tree-cutting and vegetation removal.

The Ministry describes a CPPS process as follows:

The [community planning permit system \(CPPS\)](#) is a discretionary land use planning tool that combines zoning, site plan and minor variance processes into one application and approval process. The CPPS has three components:

- A. a policy basis in the official plan*
- B. an implementing community planning permit bylaw*
- C. a community planning permit that can be issued as a planning approval*

Community planning permit bylaws must identify and define a list of permitted uses. The bylaws can also set out discretionary uses that may be permitted if specified criteria outlined in the bylaw are met.

Any interested party can appeal a community planning permit bylaw to the OLT when the bylaw is being established (unless the CPPS has been required to be established by minister's order), provided they have participated during its development. Once the CPPS is established and in effect, only the applicant has the right to appeal a decision on a community planning permit application to the OLT.

Like a [traditional zoning by-law](#), the community planning permit by-law would contain a list of permitted uses and development standards, such as height and density specifications (for example, how tall a building can be or how many units it can have). It could also contain other elements not found in a traditional zoning by-law, such as:

- land uses that are allowed, subject to certain conditions*
- classes of development or uses of land exempt from requiring a permit (for example, garages, pools, sheds)*

(Government of Ontario 2021)

To use a CPPS process, the Ministry of Municipal Affairs and Housing requires municipalities to adopt an Official Plan Amendment to define a CPPS Area and Council would then pass a Development Permit By-law which would take the place of the Zoning By-law within the defined area. The OPA and the new by-law can be adopted together. In establishing a CPPS process, the Town's Official Plan amendment would need to do the following:

- a. Identify the CPPS area (such as the Fringe area outside of the recommended HCD, particularly adjacent to the River or where development in the Town is most anticipated)
- b. Identify the scope of authority that may be delegated to implement the CPPS



- c. Identify the goals, objectives, and policies for using the CPPS
- d. Identify the conditions that may be included in the by-law
- e. Identify additional requirements, exemptions, or flexibility that may occur within the CPPS process (if applicable)
- f. Identify the criteria for evaluating development permit applications



8 Public Consultation

Note: This section will continue to be updated to reflect ongoing public consultation.

8.1 Methodology

Public consultation is an important part of any HCD Study as it enables the local community to provide input on what they value in their neighbourhoods. Community values are important in confirming historical research themes, yielding information about specific properties, and identifying the types of features within an HCD Study Area that may be valued as heritage attributes. Public consultation events are also important opportunities for the Project Team to provide information to the public about the project. Some information presented may include the fundamental goals of HCDs in general, details on the Study process and overall designation process, as well as answering questions or responding to concerns from the community. The goal for the Downtown Smiths Falls HCD has been to provide consultation that is:

- Open and inclusive, allowing for a broad level of communication within the study area and throughout the municipality
- Transparent, such that stakeholders and residents clearly understand the decision-making process
- Traceable, so that consultation documentation is a comprehensive summary of how and why the public and stakeholders are consulted and informed, how their comments and concerns have been addressed, and the commitments to carry forward into report preparation
- Frequent, occurring early and often so that the public is informed of important milestones in the project
- Easy to understand and communicate; technical details have been communicated clearly, in plain language, and public information materials have been graphically focused
- Consistent with the information presented through other municipal initiatives, where applicable

For the Downtown Smiths Falls HCD Study, public consultation and engagement occurred in several forms, including:

- Public Information Centres (PIC) to allow property owners and stakeholders multiple opportunities for information sharing and discussion with the Project Team
- Downtown Smiths Falls HCD webpage for project related information, notices, timelines, HCD Plan Questions and Answers material, and final documents
- Public engagement tools including an online survey to administer online engagement opportunities and document public input



- Direct notifications (letters of invitation) distributed to property and business owners prior to key events as a tool to inform and remind of upcoming public engagement activities
- Advertisements placed on the Town's social media to advertise public meetings
- Stakeholder meetings

8.2 Summary of Results

8.2.1 Public Information Centre 1

The first PIC event was an in-person open house held on May 30, 2024, at 5 pm at the Smiths Falls Welcome Centre. Local residents and community members were notified of the event through the Town's social media postings and through property owner letter mailouts. A total of 18 local residents and community members attended the PIC in person.

The Stantec team and town staff were available to answer questions and provide information about the HCD process, objectives, and tasks of the Study, as well as historical review of the Study Area. Information boards were located throughout the open house areas. The Stantec team encouraged attendees to provide comments related to the HCD Study Area, including its history, important built or landscape features, significant views, and landmarks or gateways.

The public engagement materials for PIC 1 were posted from May 27 to June 28, 2024. It included an online community survey and hard copy comment forms.

8.2.1.1 Community Survey

The community survey was an online survey hosted through Microsoft Forms with a supplementary hard copy version available by requests. In total, 43 surveys were completed. The surveys asked respondents about their relationship to the Study Area, if they had any family or personal history in the Study Area, heritage features they notice most in the Study Area, what features in the Study Area they consider to be important, the appropriate boundaries for a potential HCD Plan, how they experience the Study Area, and any other general comments.

A summary of responses to the survey questions are provided below.

Of the respondents, 21% identified as a property owner in the Study Area, 88% a resident in the Town, 21% a resident in the Study Area, and 16% a business owner in the Study Area. Respondents were asked about heritage features in the Study Area; generally, most respondents noted the older structures, architecture, and wide roads. The following properties were individually noted as being of importance to the community:

- The Old Post Office
- The United, Presbyterian, Catholic, and Anglican churches
- The Rideau Hotel



- Centennial Park
- Rideau Canal Visitor's Center, locks and dams
- The Public Library
- Municipal buildings on Beckwith Street
- Commercial buildings on Beckwith Street and Russell Street
- Former Rideau Theatre at 1-15 Chambers Street
- The Water Tower

When asked about what features in the Study Area are considered to be important, a 52% of respondents selected historical architecture, followed by landscape features (14%), then building type and size (12%), historical associations (10%), and views (10%). Most of the comments noted that a combination of these features is important to the Study Area.

When respondents were asked about the appropriate boundaries if an HCD Plan was warranted, and if there are any local markers that the boundaries should use, the following suggestions were provided:

- Elmsley Street to Chambers Street (focus on Downtown Business section)
- Elmsley Street to Lombard Street
- Bay Street to Maple Street
- East boundary of Market Street forming the delineation between commercial and residential areas
- Potential extensions to the HCD Study Area

The final survey question included an option for general comments. The following is an overview of the topics of the comments and concerns received:

- Importance of preserving Smiths Falls' historical buildings
- Redevelopment of areas along Chambers Street and Centre Street
- Redevelopment of the old water treatment plant
- Concerns about lack of vision, cohesiveness, and smart development/revitalisation
- Not be too rigid in HCD regulations but putting an emphasis on adaptive reuse and sympathetic renovations/upgrades to the exterior of buildings
- Developing a formal heritage process including requirements for heritage impact assessments and defined guidelines for approvals
- Avoid demolition by neglect
- Avoiding the relocation of the water tower
- Avoiding the demolition of the water treatment plant
- Cohesive signage within the downtown area
- Parking requirements



8.2.2 Public Information Centre 2

The second PIC event was an in-person open house held on November 7, 2024, at 5 pm at the Smiths Falls Welcome Centre. Local residents and community members were notified of the event through the Town's social media postings and through property owner letter mailouts. A total of 9 local residents and community members attended the PIC in person.

The Stantec team and town staff were available to answer questions and provide information about the HCD process, the data collection process for the HCD Study Area, the preliminary findings, the proposed HCD boundary and the proposed HCD heritage attributes and objectives. Information boards were located throughout the open house areas. The Stantec team encouraged attendees to provide comments related to the HCD Study Area, including its history, important built or landscape features, significant views, and landmarks or gateways. The attendees were also encouraged to provide comments on the proposed HCD boundary and their thoughts on the objectives of the proposed HCD.

The public engagement materials for PIC 1 were posted from November 8 to November 28, 2024. It included an online community survey and hard copy comment forms.

8.2.2.1 Community Survey

The community survey was an online survey hosted through Microsoft Forms with a supplementary hard copy version available by request. In total, 23 surveys were completed. The surveys asked respondents about their relationship to the Study Area, if they had any family or personal history in the Study Area, their thoughts on the proposed HCD boundary, and to identify which objectives of the HCD Study they agree with. The survey also included space to provide general information or comments.

A summary of responses to the survey questions are provided below.

Of the respondents, 17% identified as a property owner in the Study Area, 74% a resident in the Town, 4% a resident in the Study Area, and 30% a business owner in the Study Area. Respondents were asked about their thoughts on the proposed HCD boundary and their thoughts on the proposed objectives of the HCD (see Section 10.4). Regarding comments proposed HCD boundary:

- 65% of respondents (15 surveys) expressed their support of the proposed HCD boundaries
- 26% of respondents (6 surveys) expressed that the proposed HCD boundary should be expanded to include sections of Centre Street, Chambers Street and Maple Avenue.
- 9% of respondents (2 surveys) expressed that they were not in agreement with the proposed HCD boundary.

Based on the responses to the survey, the majority of the respondents replied in support of the proposed objectives of the HCD. Responses to survey questions about the HCD objectives included requests to consider:

- Ongoing support for property owners to facilitate the maintenance and management of historic properties.



- Policies related to height transitioning for infill development throughout the commercial core as it extends into the fringe residential areas.
- Policies requiring certain styles of infill development to match existing styles within the downtown would effectively disrupt the natural progression of the style that is the Smiths Falls' downtown.
- Clear guidelines for property owners regarding building exteriors for properties located within the proposed HCD.
- Clarity regarding the requirements of a heritage alteration permit.

8.3 Steering Committee

A Steering Committee was established for the HCD Study. It is composed of Town staff, a representative of the Downtown Business Association (DBA), and a local resident. Steering Committee meeting 1 was held as a virtual Microsoft Teams meeting on March 21, 2024, at 3 pm. The Stantec team presented a PowerPoint presentation that provided an overview of the Steering Committee, including its member composition, the roles of Steering Committee members, Town Staff, and Stantec, and codes of conduct. Also included was an overview of the HCD Study and a project update.

Steering Committee 2 was held as a virtual Microsoft Teams meeting on August 6, 2024, at 1 pm. The Stantec team shared a PowerPoint presentation that provided a preliminary overview of the analysis, character areas, evaluation, and recommendations of the HCD Study. The presentation was followed by a discussion period. The discussion period included a preliminary discussion of the potential HCD Boundary.



9 Evaluation

9.1 Introduction

Evaluation of the Study Area follows the methodology and criteria outlined in Section 2.3 of this report. The evaluation criteria were applied to the 237 properties within the Study Area to determine if 25% satisfied two or more criteria under O. Reg. 9/06 as it relates to Section 41 of the OHA. Each property was individually considered based on the historical review in Section 3, the themes identified in Section 3.6, and within the context of its surroundings.

Updates to the OHA provides a useful numerical threshold for determining whether a certain number of properties within an area demonstrate CHVI. The help to determine how many properties demonstrate natural, historic, aesthetic, architectural, scenic, scientific, social, or spiritual values. These values may be expressed in the building stock, landscape design, or through an association with historical themes, events, or people that may have shaped the appearance or development of the area. Many HCDs demonstrate value through the relationship between the HCD and its surroundings or because they are landmark areas of character within the community.

9.2 Heritage Conservation District Study Area Evaluation

Table 9.1 below provides a summary of the findings and Figure 9.1 identifies how many criteria each property was determined to meet. In Table 9.1, “Yes” is indicated where a 25% of the properties satisfy the criteria, and “No” is indicated where less than 25% of the properties satisfy the criteria. Based on the O. Reg. 9/06 evaluation contained below, more than 25% of the 237 individual properties in the study area meet criteria i, vii, and viii of O. Reg. 9/06.

9.2.1 Ontario Regulation 9/06 Evaluation

Criterion i: The properties have design value or physical value because they are rare, unique, representative or early examples of a style, type, expression, material or construction method.

Findings: The Study Area was determined to contain 135 properties (57%) that met criterion i of O. Reg. 9/06, as they were determined to be representative of an architectural style or an example of a building type as described in Section 5.3 of the HCD Study.

These properties are dispersed throughout the Study Area and include:

- 51 properties that were identified as Ontario vernacular
- 17 properties that were identified as Queen Anne
- 9 properties that were identified as Italianate
- 8 properties that were identified as Edwardian
- 8 properties that were identified as Modernist



- Remaining properties include representative Second Empire, Classical Revival, Gothic Revival, Italianate, Minimal Traditional, Romanesque Revival, Craftsman/Arts and Crafts, Beaux-Arts, Georgian, International and Tudor Revival structures.

Criterion ii: The properties have design value or physical value because they display a high degree of craftsmanship or artistic merit.

Findings: Fifteen properties (6%) were determined to merit criterion ii of O. Reg. 9/06.

These fifteen properties have physical value as they display a high degree of craftsmanship. The properties at 57, 65 and 69 Chambers Street East, 39 Russell Street East and 36 Elmsley Street South are representative residential structures in the Queen Anne, Classical Revival and Italianate styles that show a high degree of craftsmanship through woodwork, brickwork, or leaded glass windows. The properties at 1 and 2-6 Beckwith Street South, 20 Beckwith Street North and 8-12 Main Street are representative commercial structures in the Edwardian and Second Empire styles that shows a high degree of craftsmanship in their materiality, brickwork and architectural finishes. The structures at 73, 77 and 81 Beckwith Street North, 30 Russell Street East, 11 Church Street West and 35 Russell Street East are Places of Worship and Civic and Institutional structures that show a high degree of craftsmanship through their massing, brickwork and architectural detailing.

Criterion iii: The properties have design value or physical value because they demonstrate a high degree of technical or scientific achievement.

Findings: No properties were determined to demonstrate a high degree of technical or scientific achievement. Thus, no properties met criterion iii of O. Reg. 9/06.

Criterion iv: The properties have historical value or associative value because they have a direct association with a theme, event, belief, person, activity, organization or institution that is significant to a community.

Findings: 22 properties (9%) were determined to merit criterion iv of O. Reg. 9/06 for direct association with a theme, group, or person significant to Smiths Falls.

These properties are dispersed throughout the Study Area. Most of these properties were determined to meet some of the key themes identified in Section 3.6 of the HCD Study, including the Rideau Canal Period, the Railway Age, Industrial Growth and Decline, and Tourism and Leisure.

The following properties individually met criterion iv:

- 2 Bay Street North, the Craine House
- 20 Beckwith Street North, the Rideau Hotel
- 34 Beckwith Street South, the federally owned Wood's Mill complex
- 73 Beckwith Street North, First Baptist Church
- 77 Beckwith Street North, the municipal complex



- 81 Beckwith Street North, the Carnegie Library
- 33 Centre Street
- 39-41 Centre Street, former Smiths Falls Malleable Iron Works
- 49 Centre Street, the former Frost Wood and Co lumber yard
- 57 Centre Street, the former Frost Wood and Co lumber yard
- 11 Church Street West, Westminster Presbyterian Church
- 7 Main Street East, Royal Canadian Legion
- 12 Maple Avenue, originally Cairns Garments
- 41 Market Street North/17 Church Street East, Canada Post Building
- Market Street North Parking Lot, former location of Smiths Falls Public Market Building
- 21 Market Street North, former Royal Canadian Engineers Barracks
- 25 Old Mill Road, the former water treatment plant
- Centennial Park on Old Mill Road with the water tower
- 2 Russell Street East, former Canadian Bank of Commerce
- 30 Russell Street East, former post office
- 35 Russell Street East, Trinity United Church

Criterion v: The properties have historical value or associative value because they yield, or have the potential to yield, information that contributes to an understanding of a community or culture.

Findings: No properties were determined to yield, or have the potential to yield, an understanding of a community or culture. Thus, no properties met criterion v of O. Reg. 9/06.

Criterion vi: The properties have historical value or associative value because they demonstrate or reflect the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.

Findings: Two properties (>1%) were determined to demonstrate or reflect the work or ideas of an architect, artist, builder, designer, or theorist who is significant to a community. This includes the former Post Office at 28-30 Russell Street East which was designed by Thomas Fuller and the Smiths Falls Public Library at 81 Beckwith Street North which was designed by George Massy Bayley.

Criterion vii: The properties have contextual value because they define, maintain or support the character of the district.

Findings: 72 properties (30%) were determined to merit criterion vii.

- Commercial properties along Beckwith Street North/South, Main Street East/West, and Russell Street East were determined to define, maintain, or support the commercial character of the streetscape with their two-to-three storey street wall and range of styles that form a dominant



commercial appearance with a collection of civic/institutional buildings at the north end of the Study Area. The historic commercial core of Smiths Falls is distinct from the surrounding areas of the town, distinguishable for both the building typologies and the connections between buildings and the streetscape.

- The residential properties in the western fringe and in the east of the Study Area were not determined to define, maintain, or support the character of the area. While many residences within the study area have similar construction dates to those in the commercial core and are also part of a low-rise streetscape, they are too widely dispersed to contribute to the character of the area. Instead, they are notable exceptions to the character defined for the bulk of the Study Area and represent small clusters of residential properties that relate more to each other than the broader Study Area.
- There are properties within the Study Area that demonstrate more of a transition between the residential areas of the Town and the commercial core. However, often these properties are located on streetscapes where the overall integrity of the streetscape did not yield a strong, definable, or consistent historic character. As a result, they are not considered to define, maintain, or support the character of the district.

Criterion viii: The properties have contextual value because they are physically, functionally, visually or historically linked to each other.

Findings: 61 properties (26%) were determined to merit criterion viii.

- Commercial properties within the Study Area along Beckwith Street North/South, Main Street East/West and Russell Street East were determined to have functional, physical and visual links with one another. Physically and visually, many of the commercial properties are attached and form a cohesive street wall on both sides of the roadways. The properties also share functional links through their existing property uses that form the commercial core of Smiths Falls. The concentration of commercial properties lines the extra-wide roadways along Beckwith Street and Main Street that were laid out to form the center of Smiths Falls. The commercial area also shares functional links with the civic/institutional buildings at the north end of the Study Area given that they were established near to one another to facilitate urban growth.
- The main throughfare and the properties along Beckwith Street North/South were determined to have physical and functional links with the evolution of the Town of Smiths Falls throughout the course of the 19th and 20th centuries. While the links with some properties (such as Centennial Park and Veterans Memorial Park) are not physical, their intangible link with the former function of the properties is of value.



- The residential properties in the transitional areas of the HCD Study Area were not determined to have physical, functional, visual, or historical links with the surrounding area. While the residential properties within the Study Area follow the historical survey pattern, the bulk of the residential properties within the Town are located outside the Study Area. As such, the residential properties do not have contextual links with the commercial properties and their contextual links with one another are limited because they are too widely dispersed to contribute to the character of the area.

Criterion ix: The properties have contextual value because they are defined by, planned around or are themselves a landmark.

Findings: 12 properties (5%) were determined to merit criterion ix.

These are the landmarks that were identified in Section 6.5. The landmark properties were determined because they are recognizable human-made features that are used as a point of reference or mark important events and developments in the Town. These include:

- 81 Beckwith Street North, Smith Falls Public Library
- Centennial Park and the Water Tower
- The Rideau River and Rideau Canal
- 25 Old Mill Road, Former Water Treatment Building
- 77 and 79 Beckwith Street North, Town Hall & Recreation Centre
- 34 Beckwith Street South, Woods Mill Complex (East and West Mill)
- 20 Beckwith Street North, Hotel Rideau
- 73 Beckwith Street North, First Baptist Church
- 11 Church Street West, Westminster Presbyterian Church
- 1-15 Chambers Street East, Former Rideau Theatre Building
- 2 Bay Street North, Craine House
- 41 Market Street North, Trinity United Church



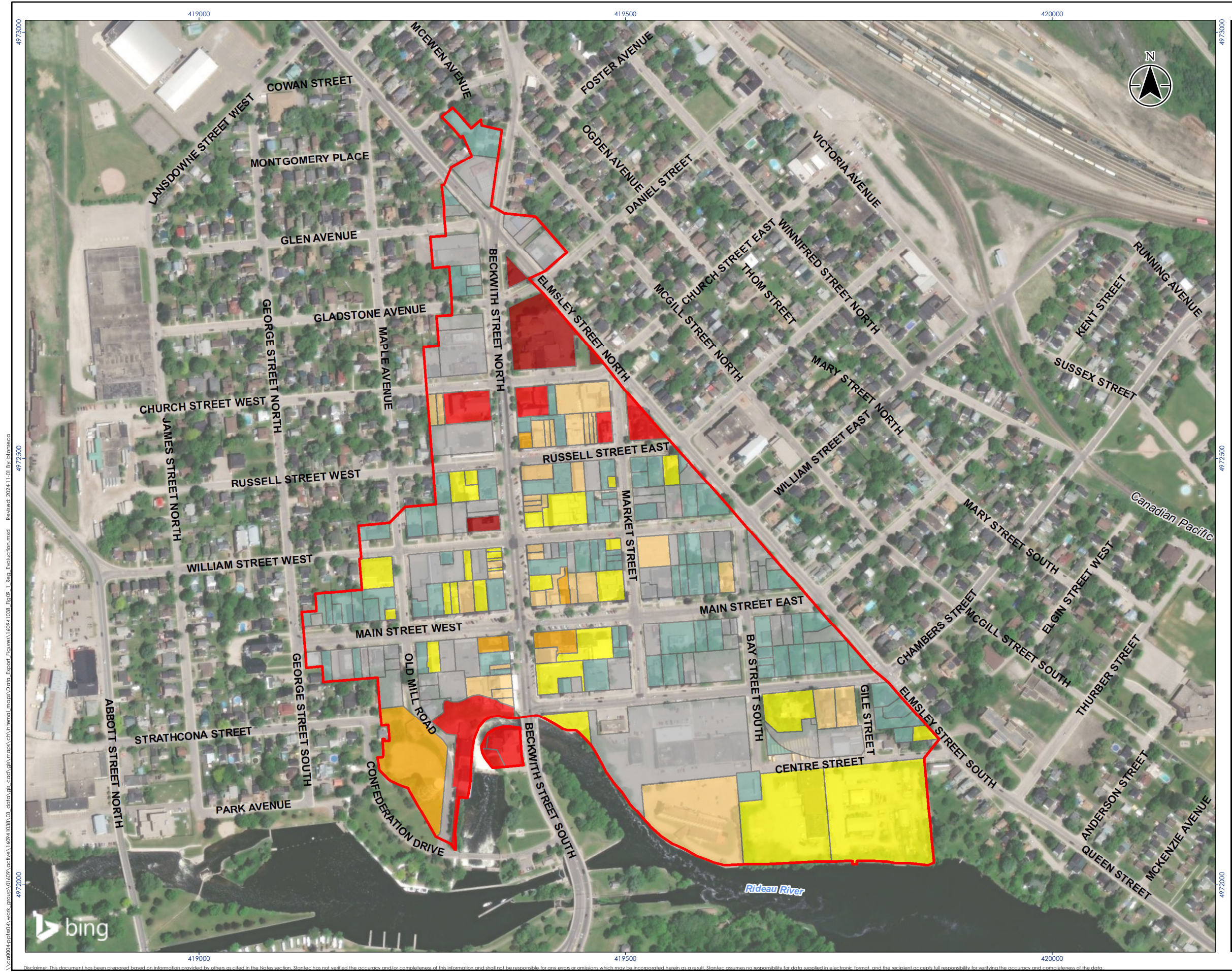
Table 9.1 Ontario Regulation 9/06 Evaluation of Study Area Properties

| Criteria of O. Reg. 9/06 | Yes/No | Findings |
|--|--------|---|
| i. The properties have design value or physical value because they are rare, unique, representative, or early example of a style, type, expression, material, or construction method. | Yes | <ul style="list-style-type: none"> 136 properties (57%) were determined to satisfy criterion i. The properties were determined to contain a structure that was representative of an architectural style. This includes: <ul style="list-style-type: none"> 51 properties that were identified as Ontario vernacular 17 properties that were identified as Queen Anne 9 properties that were identified as Italianate 8 properties that were identified as Edwardian 8 properties that were identified as Modernist Remaining properties include representative Second Empire, Classical Revival, Gothic Revival, Minimal Traditional, Romanesque Revival, Craftsman/Arts and Crafts, Beaux-Arts, Georgian, International and Tudor Revival structures. |
| ii. The properties have design value or physical value because they display a high degree of craftsmanship or artistic merit. | No | <ul style="list-style-type: none"> Fifteen properties (6%) were determined to merit criterion ii of O. Reg. 9/06. These fifteen properties have physical value as they display a high degree of craftsmanship. |
| iii. The properties have design value or physical value because they demonstrate a high degree of technical or scientific achievement. | No | <ul style="list-style-type: none"> No properties were determined to demonstrate a high degree of technical or scientific achievement. |
| iv. The properties have historical value or associative value because they have a direct association with a theme, event, belief, person, activity, organization, or institution that is significant to a community. | No | <ul style="list-style-type: none"> 22 properties (9%) were determined to satisfy criterion iv. The properties were determined to meet key themes identified in Section 3.6, including the Railway Age, Industrial Growth and Decline, and Tourism and Leisure. |
| v. The properties have historical value or associative value because they yield, or have the potential to yield, information that contributes to an understanding of a community or culture. | No | <ul style="list-style-type: none"> No properties were determined to yield, or have the potential to yield, an understanding of a community or culture. |



| Criteria of O. Reg. 9/06 | Yes/No | Findings |
|--|--------|--|
| vi. The properties have historical or associative value because they demonstrate or reflect the work or ideas of an architect, artist, builder, designer, or theorist who is significant to a community. | No | <ul style="list-style-type: none"> Two properties (<1%) were determined to satisfy criterion vi. This includes the former Post Office at 28-30 Russell Street East which was designed by Thomas Fuller and the Smiths Falls Public Library at 81 Beckwith Street North which was designed by George Massy Bayley. |
| vii. The properties have contextual value because they define, maintain, or support the character of an area. | Yes | <ul style="list-style-type: none"> 72 properties (30%) were determined to satisfy criterion vii. Commercial properties along Beckwith Street North/South, Main Street East/West and Russell Street East were identified to define, maintain, or support the commercial character of the streetscape with their two-to-three storey street wall and range of styles that form a dominant commercial appearance with a collection of civic/institutional buildings at the north end of the Study Area. The residential properties located on the fringe of the Study Area do not define, maintain, or support the identified character of the area. |
| viii. The properties have contextual value because they are physically, functionally, visually, or historically linked to each other. | Yes | <ul style="list-style-type: none"> 61 properties (26%) were determined to satisfy criterion viii. Commercial properties within the Study Area along Beckwith Street North/South, Main Street East/West and Russell Street East were identified to have functional, physical and visual links with one another. Physically and visually, many of the commercial properties are attached with one another to form a cohesive street wall on both sides of the roadways. The properties also share functional links through their existing property uses that form the commercial core of Smiths Falls. The concentration of commercial properties suggests that this area was specifically laid out to form the center of Smiths Falls. The commercial area also shares functional links with the civic/institutional buildings at the north end of the Study Area given that they were established near to one another to facilitate urban growth. The main throughfare and the properties along Beckwith Street North/South were identified to have physical and functional links with one another that stem from the evolution of the Town of Smiths Falls throughout the 19th and 20th centuries. |
| ix. The properties have contextual value because they are defined by, planned around or are themselves a landmark. | No | <ul style="list-style-type: none"> 12 properties (5%) were determined to merit criterion ix. These are the landmarks that were identified in Section 6.5. |





Legend

Study Area

Number of O. Reg. 9/06 Evaluation Criteria Met

| | |
|--|---|
| | 0 |
| | 1 |
| | 2 |
| | 3 |
| | 4 |
| | 5 |
| | 6 |

0 50 100 m

1:4,500 (At original document size of 11x17)

Notes

1. Coordinate System: NAD 1983 UTM Zone 18N
2. Base features produced under license with the Ontario Ministry of Natural Resources and Forestry © King's Printer for Ontario, 2024.
3. This figure contains parcel data provided by the Town of Smiths Falls.
4. Orthoimagery © 2024 Microsoft Corporation © 2024 Maxar © CNES (2024) Distribution Airbus DS. Date of imagery, unknown.

| | |
|----------------------|------------------------------|
| Project Location | 160941038 REV2 |
| Town of Smiths Falls | Prepared by BF on 2024-11-01 |

| | |
|----------------|----------------------|
| Client/Project | TOWN OF SMITHS FALLS |
|----------------|----------------------|

| | |
|------------|------------------------------------|
| Figure No. | 9.1 |
| Title | HCD Data – O. Reg. 9/06 Evaluation |

9.2.2 Ontario Heritage Toolkit Assessment

Establishing a numerical threshold alone does not adequately consider the relationship between properties or other elements within an area. For example, 25% (or more) of properties within an HCD could all meet the prescribed criteria as being representative of certain architectural styles, and be associated with historical people, groups, themes, or events. Yet on closer inspection, the architectural styles may be wide ranging and cover a great time span with little visual, historical, or contextual relationship to one another. Similarly, the historical people, themes, groups, or events that each individual property may be associated with may not have a strong overarching connection as a whole. In this case, one may find a row of buildings each associated with different architects of different time periods. This means that while 25% or more of properties may individually meet the threshold to be considered as an HCD, there may not be relationships between the properties or their surroundings that form the strong visual connection so important to a district. There exists a gap in the prescribed criteria for establishing an HCD and the ways in which HCDs are often experienced as being more important than the sum of their parts.

To bridge this gap, the Project team also considered whether the Study Area contained the characteristics common to HCDs outlined in Section 2.3.2 from the Toolkit. Properties within an HCD may or may not be significant on an individual basis but the collection of properties including buildings or structures, landscapes, streetscapes, or natural features and their relationship to one another is what makes an HCD valuable. The Toolkit characteristics, with their focus on the relationships between the elements of the Study Area, provide a helpful balance to the numerical threshold of value identified by the O. Reg. 9/06 evaluation updates.

Table 9.2 provides the evaluation of the Study Area against the HCD characteristics based on the Toolkit as outlined in Section 2.3.2.



Table 9.2 Study Area Heritage Conservation District Characteristics Evaluation

| Characteristic | Yes/No | Findings |
|---------------------------------------|--------|--|
| A concentration of heritage resources | Yes | <p>Heritage resources (properties meeting two or more criterion under O. Reg. 9/06) were identified throughout the Study Area (as shown in in Figure 9.1). However certain areas contain greater concentrations of heritage resources, particularly along Beckwith Street North/South, Main Street East/West, and Russell Street East. These pockets of concentrated heritage resources relate to the consistent commercial streetwall of the historic downtown core of Smith’s Falls as laid out along the original survey roads.</p> <p>The two dominant periods of construction for buildings in the Study Area were identified including 1875-1902 (37%) and 1863-1874 (16%). The 19th century period relates to development influenced by its associations with the Rideau Canal and with the expansion of the railway. 65% of the structures within the Study Area were built before 1928, which mirrors the “boom” of Smiths Falls followed by the gradual decline in development through the remainder of the 20th century. These properties generally contain structures with corresponding architectural styles and influences that reflect their construction dates, including: Vernacular (46%), Mid-20th century (Modernist and Minimal Traditional) (12%), Queen Anne (7%) and Second Empire (5%).</p> <p>Outside of the main concentration of heritage resources within the commercial core, there are individual resources and smaller pockets of concentrated resources, however they are often interrupted or disconnected by properties with non-heritage resources, infill, or properties with lower heritage integrity.</p> |
| A framework of structured elements | No | <p>As a whole, the Study Area does not contain a framework of structured elements in the form of natural features or built form that clearly delineate a sense of entry or approach into the Study Area. However, there are structured elements that define portions of the Study Area, including topographical changes at the north and south ends of Beckwith Street and the Rideau Canal at the south end of the Study Area.</p> <p>The Study Area predominantly comprises a north-south corridor with smaller east-west corridors or roadways that transition into residential neighbourhoods beyond the commercial core.</p> <p>The main north-south corridor is Beckwith Street North/South, which extends approximately 750 meters through the Study Area. The southern approach to the Study Area is defined by a topographic change as Beckwith Street descends towards the Rideau Canal in which the commercial main street appears at the crest of the incline. The northern approach is defined by a bridge crossing of the Rideau River and Rideau Canal after which the commercial main street appears following a bend in the road. The commercial main street appears to rise up from the bank of the Rideau Canal.</p> <p>The influence of the Rideau Canal as a component of the Study Area is important to Smiths Falls as it is the area from which the town grew. It serves either as an entry point into the Smiths Falls downtown area or as a point of interest that draws visitors into the downtown area.</p> <p>Along its east-west corridor, no significant gateways were identified within the Study Area. The east-west roadways extend from Beckwith Street North/South and continue into largely residential neighbourhoods. Within the Study Area, the east-west roadways are principally transitional areas that are not clearly defined as commercial or residential, with the exception of Russell Street East between Beckwith Street North and Market Street North and of Main Street East/West between Maple Avenue and Market Street North/South.</p> <p>The Study Area contains a mixture of landscape elements. The downtown area contains typical downtown landscape elements including concrete sidewalks, street trees, and street furniture. The transitional areas of commercial and residential properties do not have significant landscape elements. The Rideau Canal is a prominent landscape component located at the south end of the Study Area. There were 12 landmark structures and properties identified interspersed throughout the Study Area.</p> <p>Thus, the Study Area does not have a consistent framework of structured elements. It contains areas that have significant approaches, views, and landmarks, but these are not applicable to the entire Study Area.</p> |



| Characteristic | Yes/No | Findings |
|-----------------------------|--------|---|
| A sense of visual coherence | No | <p>The Study Area as a whole contains a mix of land uses including commercial, residential, mixed use, civic, institutional, and places of worship properties. Historically, the Study Area outside of the downtown core was predominantly residential with some industrial uses. Many of the former industrial properties within the study area have been redeveloped for 20th century commercial uses. Those that remain are fragmented from the rest of the Study Area by more contemporary land uses.</p> <p>While there are concentrations of residential properties within the Study Area, there is also a more cohesive concentration of historic residential properties in the neighbourhoods surrounding the Study Area. As a result, the Study Area as a whole does not have a sense of visual coherence.</p> <p>The Study Area contains some areas that have consistent setbacks that contribute to a sense of visual coherence. This includes the downtown area which contains sections of commercial street wall consisting of mostly late 19th to early 20th century commercial and mixed-use structures with similar heights and setbacks up to the property line at the public realm. The Study Area also includes an area along Chambers Street East between Bay Street South and Elmsley Street South that contains residential properties with consistent setbacks, large front yards, mature trees, and ornamental plantings.</p> <p>However, the visual coherence of the Study Area as a whole is interrupted by properties of various construction dates, architectural styles, and building heights. This is mainly evident along Chambers Street and Centre Street. Both these streets have been subject to significant changes over the course of the 20th century which has formed a disconnect between the visual coherence of Beckwith Street and of the transitional residential areas. Buildings within the Study Area are between one and four storeys in height, with the greatest number of the buildings being two storeys in height (38%). The visual coherence of the entire Study Area is broken up by the placement of large contemporary infill, parking lots, and residential properties.</p> |
| A distinctiveness | No | <p>Throughout the development of the HCD Study, distinctive areas within the Study Area were identified. These areas were generally located in areas with high concentrations of heritage resources, namely along Beckwith Street, Main Street, and Russell Street East. However, these areas are not representative of the HCD Study Area as a whole. While it contains heritage resources and 12 landmarks, these are dispersed throughout the Study Area with contemporary infill intermixed. Therefore, Study Area does not have a distinctiveness. To account for the areas of distinctiveness located within the Study Area, a Refined Study Area that shares similarities in historical development, building dates, architectural styles, building heights, and landscape elements was identified (to be discussed in the next section).</p> |



9.2.3 Summary

The evaluation of the Study Area according to O. Reg. 9/06 determined that more than 25% of the properties within the Study Area met two criteria, including:

- 136 properties (60%) that were determined to satisfy criterion i, as containing a structure representative of a particular architectural style.
- 72 properties (30%) that were determined to satisfy criterion vii for defining, maintaining or supporting the character of the district.
- 61 properties (26%) that were determined to satisfy criterion viii for their physical, functional, visual and historical links with each other.

For criteria vii and viii, the numerical threshold is satisfied but remains very close to the 25% threshold. Those properties that satisfy these criteria tend to be concentrated in specific areas, rather than being consistent through the entirety of the Study Area. Where a higher percentage of properties meet criterion i, they tend to be dispersed throughout the study area and are the result of various periods of historical development and ongoing use, improvements, and changes over time (Figure 9.1).

When supplemented with the consideration of the HCD characteristics based on the Toolkit, it was determined that the Study Area as a whole does not meet all the characteristics. While the Study Area does contain heritage resources, landmarks, and significant gateways, these are not consistent throughout the Study Area, with contemporary infill or open spaces/parking lots in between heritage resources or concentrated pockets of heritage resources, which break up the streetscape in many areas and results in a lack of overall visual cohesiveness.

While the Study Area as a whole did not meet all the characteristics, portions of the Study Area do appear to demonstrate a higher concentration of heritage resources and more consistent visual coherence. Specifically, the commercial core along Beckwith Street, Russell Street, and Main Street have potential to meet these characteristics. These areas also have stronger relationships to a framework of structuring elements and a distinctiveness from the surrounding area. The Project Team identified this as a “Refined Study Area” to be re-evaluated to determine if it meets the threshold and characteristics common to an HCD, and if so, to identify a potential boundary for an HCD.

9.3 Downtown Commercial Core Refined Study Area Evaluation

9.3.1 Refined Study Area Boundary Identification

The Downtown Commercial Core Refined Study Area (Refined Study Area) is depicted on Figure 9.2. The Refined Study Area contains 106 properties. It is centered along Beckwith Street North/South and extends from Elmsley Street North to Confederation Drive. Along its east-west axis, the Refined Study Area includes Church Street East/West between Market Street North and 55 metres west of Beckwith Street North, Russell Street East/West between Market Street North and 60 metres west of Beckwith



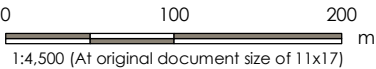
Street North, William Street between Market Street North and 50 metres east of Beckwith Street North, Main Street East/West between Maple Avenue and Market Street, Chambers Street between Market Street South and Beckwith Street South, the west side of Market Street North and South between Chambers Street and Elmsley Street, and Old Mill Road 110 metres south of Main Street West.

The Refined Study Area also includes the addition of two parcels of land not originally contained within the HCD Study Area Boundary: Centennial Park south of Confederation Drive, and Veterans' Memorial Park north of Canal Street. Inclusion of these parcels was based on the identification of key themes in Section 3.6. While themes 3 to 5 were represented within the HCD Study Area through their associations with built and natural features, it was found that theme 1: Early Loyalist Development and theme 2: The Rideau Canal Period were not clearly associated with resources located within the original HCD Study Area. The inclusion of the Centennial Park and Veterans' Memorial property parcels adjacent to the Rideau River and to the Rideau Canal captures part of the Town that contained early industries along the canal, which were crucial to the founding of the community. Over time, these lands have evolved to become parks and recreational spaces that demonstrate the transition of the community from its industrial past to present-day connections to the theme of tourism and leisure supported by the surrounding river and landscape. The inclusion of these lands supports a greater historical understanding of the development of Smiths Falls and the growth of its downtown commercial core.

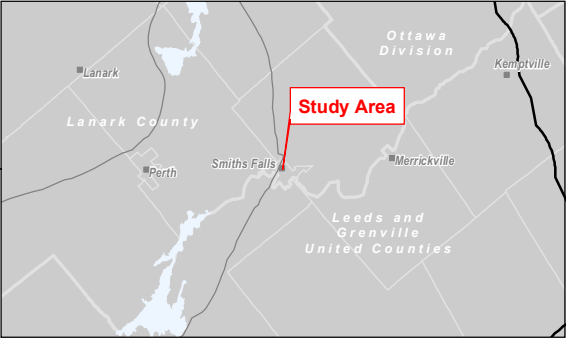




- Legend
- Study Area
 - Proposed HCD Boundary



- Notes
1. Coordinate System: NAD 1983 UTM Zone 18N
 2. Base features produced under license with the Ontario Ministry of Natural Resources and Forestry © King's Printer for Ontario, 2024.
 3. Orthoimagery © 2024 Microsoft Corporation © 2024 Maxar © CNES (2024) Distribution Airbus DS. Date of imagery, unknown.



Project Location
Town of Smiths Falls

160941038 REV3
Prepared by BF on 2024-11-01

Client/Project
TOWN OF SMITHS FALLS

Figure No.
9.2

Title
Downtown Commercial Core Refined Study Area

9.3.2 Ontario Regulation 9/06 Evaluation

The Refined Study Area was evaluated according to criteria set out under O. Reg. 9/06. Based on the evaluation contained below, the Refined Study Area, which includes 106 individual properties, meets criteria i, vii, and viii of O. Reg. 9/06. Table 9.3 below provides a summary of the findings and Figure 9.3 identifies how many criteria each property was determined to meet.

Criterion i: The properties have design value or physical value because they are rare, unique, representative, or early example of a style, type, expression, material, or construction method.

Findings: 65 properties (61%) were determined to meet criterion i.

All properties were determined to be representative structures of a particular architecture style. The Downtown Commercial Core Refined Study Area includes a wide assortment of architectural styles, including:

- 21 are Ontario vernacular
- 8 are Renaissance Revival
- 5 are Second Empire
- 4 are Edwardian
- 3 are Modernist
- 3 are Italianate
- 2 are Classical Revival
- 2 are Gothic Revival
- 1 each of Romanesque Revival, Beaux-Arts, and International

Criterion ii: The properties have design value or physical value because they display a high degree of craftsmanship or artistic merit.

Findings: Nine properties (11%) were determined to merit criterion ii of O. Reg. 9/06.

These nine properties have physical value as they display a high degree of craftsmanship. The properties at 1 and 2-6 Beckwith Street South, 20 Beckwith Street North and 8-12 Main Street are representative commercial structures in the Edwardian and Second Empire styles that shows a high degree of craftsmanship in their materiality, brickwork and architectural finishes. The structures at 73, 77, and 81 Beckwith Street North, 30 Russell Street East and 11 Church Street West are Places of Worship, Civic and Institutional structures that show a high degree of craftsmanship through their massing, brickwork and architectural detailing.



Criterion iii: The properties have design value or physical value because they demonstrate a high degree of technical or scientific achievement.

Findings: No properties were determined to meet criterion iii. Buildings within the Downtown Commercial Core Refined Study Area were determined to display common construction techniques and materials for their era of construction.

Criterion iv: The properties have historical value or associative value because they have a direct association with a theme, event, belief, person, activity, organization or institution that is significant to a community.

Findings: 10 properties (12%) were determined to merit criterion iv of O. Reg. 9/06, for direct association to a theme, group, or person significant to Smiths Falls.

These properties are dispersed throughout the Study Area. Most of these properties were determined to meet some of the key themes identified in Section 3.6 of the HCD Study, including the Rideau Canal Period, the Railway Age, industrial growth and decline, and tourism and leisure. The following properties individually met criterion iv:

- 20 Beckwith Street North, the Rideau Hotel
- 73 Beckwith Street North, First Baptist Church
- 77 Beckwith Street North, the municipal complex
- 81 Beckwith Street North, the Carnegie Library
- 11 Church Street West, Westminster Presbyterian Church
- 7 Main Street East, Royal Canadian Legion
- 25 Old Mill Road, the former water treatment plant
- Centennial Park on Old Mill Road with the water tower
- 2 Russell Street East, former Canadian Bank of Commerce
- 30 Russell Street East, former post office

Criterion v: The properties have historical value or associative value because they yield, or have the potential to yield, information that contributes to an understanding of a community or culture.

Findings: No properties were determined to meet criterion v. The properties within the Downtown Commercial Core Refined Study Area were not determined to have the potential to yield information that contributes to an understanding of a community or culture.



Criterion vi: The properties have historical value or associative value because they demonstrate or reflect the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.

Findings: Two properties (2.4%) were identified to demonstrate or reflect the work or ideas of an architect, artist, builder, designer, or theorist who is significant to a community. This includes the former Post Office at 28-30 Russell Street East which was designed by Thomas Fuller and the Smiths Falls Public Library at 81 Beckwith Street North which was designed by George Massy Bayley.

Criterion vii: The properties have contextual value because they define, maintain or support the character of the district.

Findings: 64 properties (60%) were determined to merit criterion vii.

- Commercial properties within the Study Area along Beckwith Street North/South, Main Street East/West and Russell Street East were identified to have functional, physical and visual links with one another. Physically and visually, many of the commercial properties are attached with one another to form a cohesive street wall on both sides of the roadways. The properties also share functional links through their existing property uses that form the commercial core of Smiths Falls. The concentration of commercial properties suggests that this area was specifically laid out to form the center of Smiths Falls. The commercial area also shares functional links with the civic/institutional buildings at the north end of the Study Area given that they were established near to one another to facilitate urban growth.
- The main throughfare and the properties along Beckwith Street North/South were identified to have historical links with the development of the Town of Smiths Falls and their associated growth stemming from the Rideau Canal. Extending north from the Canal, the commercial properties along Beckwith Street North/South are historically linked with the thematic periods identified in Section 3.6 of the HCD Study.

Criterion viii: The properties have contextual value because they are physically, functionally, visually or historically linked to each other.

Findings: 53 properties (50%) were determined to meet criterion viii, as they are physically and/or visually linked with adjacent properties.

- Commercial properties within the Study Area along Beckwith Street North/South, Main Street East/West and Russell Street East were identified to have functional, physical and visual links with one another. Physically and visually, many of the commercial properties are attached with one another to form a cohesive street wall on both sides of the roadways. The properties also share functional links through their existing property uses that form the commercial core of Smiths Falls. The concentration of commercial properties suggests that this area was specifically laid out to form the center of Smiths Falls. The commercial area also shares functional links with the civic/institutional buildings at the north end of the Study Area given that they were established near to one another to facilitate urban growth.



- The main throughfare and the properties along Beckwith Street North/South were identified to have historical links with the development of the Town of Smiths Falls and their associated growth stemming from the Rideau Canal. Extending north from the Canal, the commercial properties along Beckwith Street North/South are historically linked with the thematic periods identified in Section 3.6 of the HCD Study.

Criterion ix: The properties have contextual value because they are defined by, planned around or are themselves a landmark.

Findings: Eight properties (10%) were determined to meet criterion ix. These properties include:

- 1-15 Chambers Street West, the former Rideau Theatre
- 20 Beckwith Street North, the Rideau Hotel
- 73 Beckwith Street North, First Baptist Church
- 77 Beckwith Street North, the municipal complex
- 81 Beckwith Street North, the Carnegie Library
- 11 Church Street West, Westminster Presbyterian Church
- 25 Old Mill Road, the former water treatment plant
- Centennial Park on Old Mill Road with the water tower

The Downtown Commercial Core Refined Study Area also contains the landmark of the Rideau Canal.



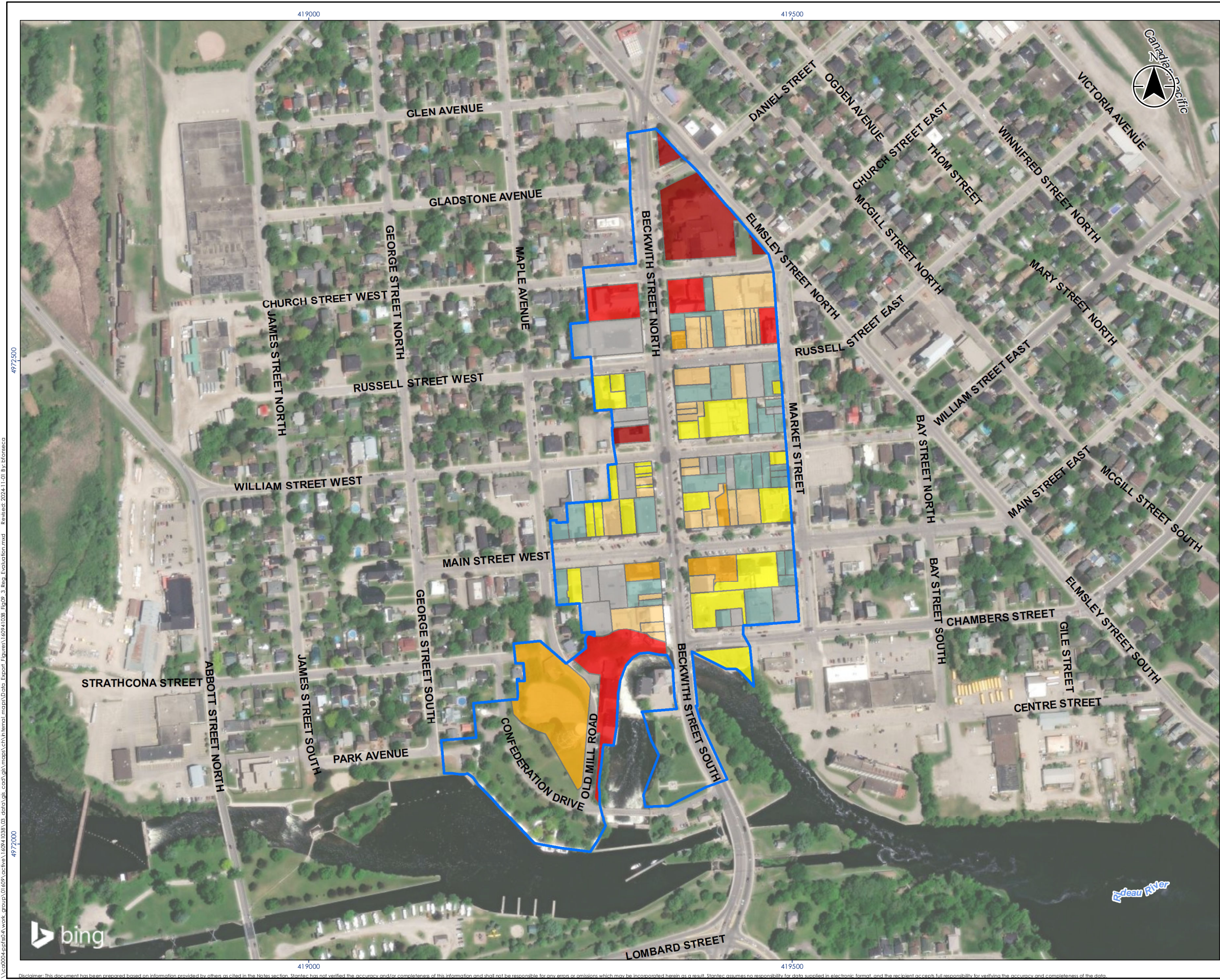
Table 9.3 Ontario Regulation 9/06 Evaluation of Study Area


| Criteria of O. Reg. 9/06 | Yes/No | Findings |
|--|--------|---|
| i. The properties have design value or physical value because they are rare, unique, representative, or early example of a style, type, expression, material, or construction method. | Yes | <ul style="list-style-type: none"> 65 properties (61%) were determined to satisfy criterion i. The properties were determined to contain a structure that was representative of an architectural style. This includes: <ul style="list-style-type: none"> 20 properties that were identified as Ontario vernacular 8 properties that were identified as Renaissance Revival 5 properties that were identified as Second Empire 4 properties that were identified as Edwardian 3 properties that were identified as Modernist 3 properties that were identified as Italianate Remaining properties include representative Classical Revival, Gothic Revival, Romanesque Revival, Beaux-Arts, International and Other structures. |
| ii. The properties have design value or physical value because they display a high degree of craftsmanship or artistic merit. | No | <ul style="list-style-type: none"> Nine properties (11%) were determined to merit criterion ii of O. Reg. 9/06. These nine properties have physical value as they display a high degree of craftsmanship. |
| iii. The properties have design value or physical value because they demonstrate a high degree of technical or scientific achievement. | No | <ul style="list-style-type: none"> No properties were determined to demonstrate a high degree of technical or scientific achievement. |
| iv. The properties have historical value or associative value because they have a direct association with a theme, event, belief, person, activity, organization, or institution that is significant to a community. | No | <ul style="list-style-type: none"> 10 properties (12%) were determined to satisfy criterion iv. These properties were determined to meet key themes identified in Section 3.6, including early Loyalist development, the Rideau Canal Period, the Railway Age, industrial growth and decline, and tourism and leisure. |
| v. The properties have historical value or associative value because they yield, or have the potential to yield, information that contributes to an understanding of a community or culture. | No | <ul style="list-style-type: none"> No properties were determined to yield, or have the potential to yield, an understanding of a community or culture. |




| Criteria of O. Reg. 9/06 | Yes/No | Findings |
|--|--------|--|
| vi. The properties have historical or associative value because they demonstrate or reflect the work or ideas of an architect, artist, builder, designer, or theorist who is significant to a community. | No | <ul style="list-style-type: none"> No properties were determined to demonstrate or reflect the work or ideas of an architect, artist, builder, designer, or theorist who is significant to a community. |
| vii. The properties have contextual value because they define, maintain, or support the character of an area. | Yes | <ul style="list-style-type: none"> 64 properties (60%) were determined to satisfy criterion vii. Commercial properties along Beckwith Street North/South, Main Street East/West and Russell Street East were identified to define, maintain, or support the commercial character of the streetscape with their two-to-three storey street wall and range of styles that form a dominant commercial appearance with a collection of civic/institutional buildings at the north end of the Study Area. |
| viii. The properties have contextual value because they are physically, functionally, visually, or historically linked to each other. | Yes | <ul style="list-style-type: none"> 53 properties (50%) were determined to satisfy criterion viii. Commercial properties within the Study Area along Beckwith Street North/South, Main Street East/West and Russell Street East were identified to have functional, physical and visual links with one another. Physically and visually, many of the commercial properties are attached with one another to form a cohesive street wall on both sides of the roadways. The properties also share functional links through their existing property uses that form the commercial core of Smiths Falls. The concentration of commercial properties suggests that this area was specifically laid out to form the center of Smiths Falls. The commercial area also shares functional links with the civic/institutional buildings at the north end of the Study Area given that they were established near to one another to facilitate urban growth. The main throughfare and the properties along Beckwith Street North/South were identified to have historical links with the development of the Town of Smiths Falls and their associated growth stemming from the Rideau Canal. |
| ix. The properties have contextual value because they are defined by, planned around or are themselves a landmark. | No | <ul style="list-style-type: none"> 8 properties (10 %) were determined to merit criterion ix. These are the landmarks that were identified in Section 6.5. |












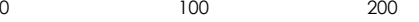


Legend

 Proposed HCD Boundary

Number of O. Reg. 9/06 Evaluation Criteria Met

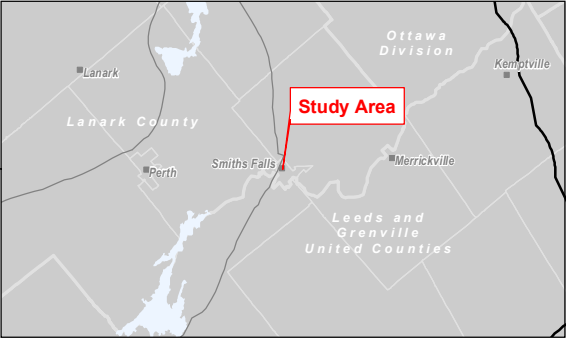
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Notes

1. Coordinate System: NAD 1983 UTM Zone 18N
2. Base features produced under license with the Ontario Ministry of Natural Resources and Forestry © King's Printer for Ontario, 2024.
3. This figure contains parcel data provided by the Town of Smiths Falls.
4. Orthoimagery © 2024 Microsoft Corporation © 2024 Maxar © CNES (2024) Distribution Airbus DS. Date of imagery, unknown.



Study Area

Project Location
Town of Smiths Falls

160941038 REV2
Prepared by BF on 2024-11-01

Client/Project
TOWN OF SMITHS FALLS

Figure No.
9.3

Title
O.Reg. 9/06 Evaluation Map for Downtown Commercial Core Refined Study Area

9.3.3 Ontario Heritage Toolkit

Table 9.4 provides the evaluation of the Refined Study Area against the HCD characteristics based on the Toolkit as outlined in Section 2.3.2.

Table 9.4 Study Area HCD Characteristics Evaluation

| Characteristic | Yes/No | Findings |
|---------------------------------------|--------|---|
| A concentration of heritage resources | Yes | <p>Heritage resources (properties meeting two or more criterion under O. Reg. 9/06) were identified throughout the Refined Study Area (as shown in the Heat Map in Figure 9.3). Based on the findings of the Heat Map, the Refined Study Area contains areas of concentrated heritage resources along Beckwith Street North/South, Main Street East/West and Russell Street East.</p> <p>The two largest periods of construction in the Refined Study Area are 1875-1902 (38%) and 1863-1874 (19%). The 19th century period relates to development influenced by its associations with the Rideau Canal and with the expansion of the railway. 71% of the structures within the Refined Study Area were built before 1928, which mirrors the “boom” of Smiths Falls followed by the gradual decline in development through the remainder of the 20th century. The following largest number of structures were constructed between 1903-1928 (12%), followed by 1960-1999 (11%), 1929-1959 (8%), pre-1862 (2%), post-2000 (0%). 10% of properties were identified as N/A and consist of vacant lots, parking lots, or parks and public spaces.</p> <p>Dominant architectural styles are Vernacular (44%), Renaissance Revival (10%), Second Empire (8%), and Edwardian (5%).</p> <p>While there is contemporary infill located in the Refined Study Area, their presence does not overwhelm or detract from the adjacent historic structures. Thus, the Refined Study Area contains an area of concentrated heritage resources which allows for a cohesive experience in the Refined Study Area.</p> |
| A framework of structured elements | Yes | <p>The Refined Study Area predominantly comprises a north-south corridor with smaller east-west corridors or roadways that transition into residential neighbourhoods beyond the commercial core. There is no significant east-west corridor in the Refined Study Area.</p> <p>The main north-south corridor is Beckwith Street North/South, which extends approximately 750 metres through the Refined Study Area. The southern approach to the Refined Study Area is defined by a topographic change as Beckwith Street descends towards the Rideau Canal in which the commercial main street appears at the crest of the incline. The northern approach is defined by a bridge crossing of the Rideau River and Rideau Canal after which the commercial main street appears following a bend in the road. The commercial main street appears to rise up from the bank of the Rideau Canal.</p> <p>The influence of the Rideau Canal as a component of the Refined Study Area is important to Smiths Falls as it is the area from which the town grew. It serves either as an entry point into the Smiths Falls</p> |



| Characteristic | Yes/No | Findings |
|-----------------------------|--------|---|
| | | <p>downtown area or as a point of interest that draws visitors into the downtown area.</p> <p>The Refined Study Area contains a mixture of landscape elements. The downtown area contains typical downtown landscape elements including concrete sidewalks, street trees, and street furniture. The Rideau Canal is a prominent landscape component located at the south end of the Refined Study Area. There were 8 landmark structures and properties identified interspersed in the Refined Study Area.</p> <p>The Refined Study Area has a consistent framework of structured elements extending north from the Rideau Canal. The evolution and growth of the historic core of Smiths Falls can be understood throughout the entire Refined Study Area. It contains areas that have defined approaches, views, and landmarks that contribute to a greater understanding of the refined Study Area.</p> |
| A sense of visual coherence | Yes | <p>The Refined Study Area contains a mix of land use including commercial, civic, institutional, and places of worship properties. Historically, the Refined Study Area was established for commercial purposes and while it has evolved over the course of the 20th century it generally continues to follow the patterns of historic commercial development with low-rise, front-facing, commercial establishments built up to the lot line at the public realm. As such, the Refined Study Area contains a consistent development pattern.</p> <p>The visual coherence of the Refined Study Area is also demonstrated by properties of similar construction dates, compatible architectural styles, and similar building heights. Buildings within the Refined Study Area are between one and four storeys in height, with the greatest number of the buildings being two storeys in height (43%) or two-and-one-half storeys in height (15%). While vacant lots, parking lots, parks or public spaces make up 10% of the properties within the Refined Study Area, they are not generally located along Beckwith Street North/South or near the defining gateways of the Refined Study Area.</p> |
| A distinctiveness | Yes | <p>The Refined Study Area demonstrates a distinctiveness from its surroundings. It is a representative example of a late 19th and early 20th century commercial area in a rural town that has evolved throughout the 20th century to meet contemporary needs. Unlike residential properties located in the original study area, historic commercial properties are limited to the downtown core and are not found elsewhere in the Town.</p> <p>The location of the Refined Study Area adjacent to the Rideau Canal and the change in topography northwards lends a distinctive appearance along Beckwith Street that is notable from the gateways to the Refined Study Area.</p> |



9.3.4 Summary

The evaluation of the Refined Study Area according to O. Reg. 9/06 determined that more than 25% of the properties within the Refined Study Area met two criteria:

- 65 properties (61%) were determined to satisfy criterion i, as containing a structure representative of a particular architectural style.
- 64 properties (60%) were determined to satisfy criterion vii for defining, maintaining or supporting the character of the district.
- 53 properties (50%) were determined to satisfy criterion viii for their physical, functional, visual and historical links with each other.

These properties are concentrated throughout the Refined Study Area and share similar historical or contextual relationships that demonstrate the history and evolution of Smiths Falls. The identified character of the area is the result of a significant period of development in the late 19th and early 20th century, followed by a period of decline, and a shift of the community from an industrial centre to a focus on recreation and leisure (Figure 9.3).

9.4 Evaluation Summary

Based on the evaluations contained in the sections above, both the HCD Study Area and the Refined Study Area met the threshold for evaluation of an HCD according to the criteria of O. Reg. 9/06 (Table 9.5). The HCD Study Area did not meet the HCD characteristics provided in the *Toolkit*, while the Refined Study Area met four (Table 9.6). The following Table 9.5 and Table 9.6 illustrates the comparison in evaluations between the Study Area as a whole and the Refined Study Area.

Table 9.5 Comparison of Ontario Regulation 9/06 Evaluation Results

| Criteria | | HCD Study Area | Refined Study Area |
|----------|---|--|--|
| i. | <i>The properties have design value or physical value because they are rare, unique, representative, or early example of a style, type, expression, material, or construction method.</i> | 136 properties (60%) were determined to satisfy criterion i. | 65 properties (61%) were determined to satisfy criterion i. |
| vii. | <i>The properties have contextual value because they define, maintain, or support the character of an area.</i> | 72 properties (30%) were determined to satisfy criterion viii. | 64 properties (60%) were determined to satisfy criterion vii. |
| viii. | <i>The properties have contextual value because they are physically, functionally, visually, or historically linked to each other.</i> | 61 properties (26%) were determined to satisfy criterion viii. | 53 properties (50%) were determined to satisfy criterion viii. |



Table 9.6 Comparison of Ontario Heritage Toolkit Heritage Conservation District Characteristics

| Criteria | HCD Study Area | Refined Study Area |
|---------------------------------------|----------------|--------------------|
| A concentration of heritage resources | Yes | Yes |
| A framework of structured elements | No | Yes |
| A sense of visual coherence | No | Yes |
| A distinctiveness | No | Yes |



10 Recommendations

10.1 Introduction

Based on the evaluation contained in Section 0, it is recommended that a portion of the Study Area, identified through Section 9.3.1 as the Refined Study Area, be considered by Council for designation under Part V of the OHA as an HCD.

It is recognized through consultation with the Town, community, Steering Committee, and Heritage Committee that there may still be interest in recognizing and celebrating portions of the Study Area outside the recommended boundary. While these areas may not merit designation under Part V of the OHA, they still contain individual resources, sites of historic buildings that have been removed, and streetscapes that tell the story and evolution of Smiths Falls. To provide consideration for these areas, Section 7 includes a summary of potential alternative planning tool for these areas and Section 10.6 includes a list of properties that should be explored by the Town for potential Part IV designations.

10.2 District Boundary

The boundary for the proposed Downtown Smiths Falls HCD consists of the properties along both sides of Beckwith Street North/South between Elmsley Street North and the Rideau River (Figure 10.1). Specifically, the proposed Downtown Smiths Falls HCD is centered along Beckwith Street North/South and extends from Elmsley Street North to Confederation Drive. Along its east-west axis, the proposed Downtown Smiths Falls HCD includes Church Street East/West between Market Street North and 55 metres west of Beckwith Street North, Russell Street East/West between Market Street North and 60 metres west of Beckwith Street North, William Street between Market Street North and 50 metres east of Beckwith Street North, Main Street East/West between Maple Avenue and Market Street, Chambers Street between Market Street South and Beckwith Street South, the west side of Market Street North and South between Chambers Street and Elmsley Street, and Old Mill Road 110 metres south of Main Street West. The proposed Downtown Smiths Falls HCD is inclusive of Centennial Park and Veteran's Memorial Park.

10.3 Draft Statement of Cultural Heritage Value or Interest

10.3.1 Description of Historic Place

The proposed Downtown Smiths Falls HCD is located in the Town of Smiths Falls, Ontario, and includes properties fronting on Beckwith Street North and South between Elmsley Street North and Confederation Drive, properties fronting Main Street East and West between Maple Avenue and Market Street, and properties fronting Russell Street East between Beckwith Street North and Market Street North. The proposed HCD also contains Centennial Park and Veteran's Memorial Park. The proposed HCD consists of a streetscape of commercial properties within the main downtown district of Smiths Falls. The



properties are historically connected to the development and growth of Smiths Falls stemming from its location adjacent to the Rideau River and Rideau Canal.

10.3.2 Statement of Cultural Heritage Value

The proposed HCD contains a representative collection of late 19th and early 20th century commercial properties that reflect the growth and development of Smiths Falls. The area's design and physical value is characterized by two-to-three storey vernacular commercial structures that form near continuous streetwalls throughout the proposed HCD. The late 19th century to early 20th century architectural character is dominated by the Ontario Vernacular style with some examples or influences of Renaissance Revival, Second Empire, Edwardian, Italianate, and Modernist architectural styles. The cultural heritage value of the proposed HCD lies in its role as a representative example of a traditional main street and commercial corridor in eastern Ontario.

The development of the properties within the proposed HCD is linked with the evolution of the Town of Smiths Falls. The built form and landscape are representative of the historical periods through which the historical commercial core of the Town developed. Beginning with Loyalist and American migration during the late 18th and early 19th centuries and up to the completion of the Rideau Canal in 1832, the development of Smiths Falls was centered around the Rideau River, near the present-day locations of Centennial Park and Veteran's Memorial Park. As the Town's growth continued throughout the 19th century, and with the arrival of the railway in 1859, commercial development expanded northwards along Beckwith Street. The commercial developments were established along a planned wide roadway, which exists today as Beckwith Street. The construction of the railway coincided with a period of economic prosperity in Smiths Falls as industries were attracted to the area by its strategic location along three railways and the Rideau Canal and relative proximity by rail to markets in Ottawa, Montreal, Toronto, and New York. This resulted in a construction boom and the beginnings of the structures that make up the commercial main street of the proposed HCD.

The start of the First World War led to difficult economic conditions in Smiths Falls until the Second World War due to changing industrial demands. The Town recovered in the 1940s and early 1950s due to increased demand during the war and subsequent baby boom, however over the next several decades, many industries closed in Smiths Falls as many existing factories were outdated or companies preferred to relocate to more populated areas. Changes throughout the 20th century, including the increased presence of personal cars and pleasure craft, shifted the economy of Smiths Falls from industrial production to recreation and tourism based on its proximity to the Rideau River and Canal. Properties in the downtown core and the types of commercial structures within the proposed HCD changed to meet new needs of the community. Former industrial lands were developed to create public parkland, such as Centennial Park and Veteran's Memorial Park.

The proposed HCD contains contextual value for its representative collection of commercial properties that form a visually cohesive streetscape and character through their consistent setbacks, materiality, and location along wide roadways. Two significant entry views were identified in the proposed HCD based around the change in grade throughout the proposed HCD. The northern entry includes the view of the commercial main street looking down towards the Rideau Canal, while the southern entry includes the



view of the rise of the town from the Rideau Canal. Both views are framed by the commercial structures on the east and west sides of the roadway.

10.3.3 Heritage Attributes

The following heritage attributes have been identified as reflective of the CHVI of the proposed Downtown Smiths Falls HCD:

- The concentration of late 19th and early 20th century commercial structures, including:
 - Vernacular style two-to-three storey structures that are physically attached and form a cohesive commercial street wall along Beckwith Street North and South, Main Street East and West, and Russell Street East
 - Detached commercial structures that support the commercial character of the Downtown Smiths Falls HCD along Market Street North and South, William Street West and Russell Street West.
 - Common architectural details associated with late 19th and early 20th century commercial structures including:
 - Storefront windows and entrances on the ground floors
 - Regular fenestration patterns on upper storeys
 - A flat roof with decorative parapets and cornices
 - Stone lintels and brick voussoirs with decorative brick and wood detailing
- The presence of places of worship, civic, and institutional structures along Beckwith Street North and Church Street East and West including 11 Church Street West, 17 Church Street East, 73 Beckwith Street North, 77-79 Beckwith Street North, 81 Beckwith Street North
- The historical and contemporary uses of Centennial Park and Veterans' Memorial Park that date to the early loyalist settlement of the area and the development of the Rideau Canal, transforming into a park-like settings adjacent to the Rideau Canal waterway
- The width of Beckwith Street North and South and of Main Street East and West, reflective of its early planned survey as a main commercial and transportation thoroughfare
- The remaining early 20th century metal street signs affixed to properties located at intersections
- The landmarks in the Study Area, including:
 - 1-15 Chambers Street West, the former Rideau Theatre
 - 11 Church Street West, Westminster Presbyterian Church
 - 20 Beckwith Street North, the Rideau Hotel
 - 73 Beckwith Street North, First Baptist Church
 - 77 Beckwith Street North, the municipal government complex
 - 81 Beckwith Street North, the Carnegie Library
 - 25 Old Mill Road, the former water treatment plant



- The Water Tower in Centennial Park
- The Rideau Canal and Rideau River
- Approaches into the Study Area, including:
 - From Beckwith Street North and South looking south from Church Street
 - From Beckwith Street North and South looking north from Chambers Street

10.4 Objectives of Heritage Conservation District Designation

It is recommended that, based on the findings of the proceeding sections of this report, the Town proceed with the preparation of an HCD Plan and Guidelines for the area outlined on Figure 10.1. The HCD Plan and Guidelines should consider the following objectives (additional objectives may be identified during the HCD Plan phase, if undertaken):

- Provide a framework for managing changes to existing buildings and public spaces to conserve the heritage “look and feel” of the commercial character of Beckwith Street North/South, Main Street East and West, Russell Street East and West, William Street East and West, Chambers Street West, and the west side of Market Street North and South.
- Maintain and enhance the existing low-rise commercial character along Beckwith Street, Main Street, and Russell Street with a mix of two to four storey commercial properties with a consistent street wall and frontage at the public realm
- Maintain and enhance the existing character of the north portion of Beckwith Street, defined by the presence of civic buildings and places of worship that help provide a northern gateway to the HCD
- Maintain and enhance the mix of open spaces and mature trees within Centennial Park
- Encourage and support existing use or adaptive re-use of contributing buildings within the HCD
- Encourage the retention of heritage building fabric, building profiles and traditional façade arrangements when considering adaptive re-use
- Avoid the loss or demolition of heritage attributes or heritage fabric within the HCD
- Encourage redevelopment that complements the identified heritage value in the HCD
- Collaborate with property owners and business owners to encourage and provide incentives for the conservation, restoration, and appropriate maintenance of heritage buildings
- Maintain and enhance existing policies and programs that support the implementation of an HCD for the commercial area such as the CIP that serve to provide funding to the protection and enhancement of HCD specific heritage attributes, and urban design guidelines that support compatible development and renovation within the HCD
- Encourage connectivity from within the HCD to the public parks and trails, and other community assets and heritage areas



- Encourage the enhancement of the public realm and municipally owned properties within the HCD in a manner compatible with the district character
- Encourage celebration and commemoration of the HCD's industrial roots by incorporating commemorative and interpretive elements within the HCD and connectivity to similar areas outside of the HCD boundary

10.5 Potential Policy Updates

The requirements of the OHA for HCD Studies include making necessary recommendations for updates to the existing policy framework related to establishing or supporting an HCD, including the OP, municipal by-laws, or zoning by-laws.

As outlined in Section 7, the Town has an existing policy framework that supports the conservation of heritage resources through various means, including potential HCDs. The recommended HCD contains a concentration of heritage resources within the commercial core, and other heritage resources that support the understanding and evolution Downtown Smiths Falls. The Town also has a CIP in place that supports rebates for façade improvement, renovation, and/or restoration of built form with a heritage component in the downtown area. Additional guiding frameworks such as the *Downtown Revitalization and Waterfront Integration Master Plan* and the *Downtown Core Design Guidelines 2024* both strongly encourage heritage preservation, restoration, and compatibility with adjacent land uses.

In the review of existing land use designations and other relevant policies, the planning framework generally supports a vibrant, mixed-use character within the Study Area which is compatible with the overall heritage character of the recommended HCD. The recognition of the Study Area as a target growth area supports complete communities, diverse uses, and balanced intensification. Existing zoning within the HCD Study Area limits the maximum height for residential and non-residential uses to 22 metres, with a varying range between 11 and 22 metres across the different zones. The height limits have the potential to support the preservation of identified heritage character and to also support an appropriate transition from old to new for development adjacent to the proposed HCD.

There are opportunities to strengthen existing framework to further support the celebration and conservation of heritage resources within the proposed HCD as well as those that may remain outside the recommended HCD boundary. This may include:

- Maintaining and potentially enhancing the existing CIP incentives for properties that implement a heritage design in the restoration or renovation of buildings. The current policies provide a distinction between designated and non-designated properties and offer greater incentives for designated properties to reflect costs that often occur in restoring or renovating designated properties. Additional incentives are also available for non-designated properties that implement a heritage-based design. This incentive structure should be continued, though Town staff should consider identifying an approach to prevent contemporary building from creating a false appearance of historic properties or replication of heritage buildings. A focus on compatible design is encouraged.



- The Town could also explore additional opportunities for CIP incentives related to heritage interpretation, commemoration, and public art. This could provide incentives for property owners to install commemorative materials, murals, or public art that supports the HCD or overall story of Smith's Falls.
- Exploring additional financial incentive programs. The Town currently does not have an existing incentive program outside of the CIP for heritage properties. It is recommended that the Town explore financial incentive opportunities to assist owners of designated properties in maintaining, restoring, and repairing heritage properties, as this benefits the community by helping to achieve the goals and objectives of an HCD and the Town's overall policies related to Heritage Conservation. Incentives may be in the form of a matching grant program or loan program to assist with restoration or alteration projects for properties designated under Part IV or V of the OHA, or consideration of tax relief on property taxes of Part IV or V properties.
- Update the Official Plan to identify areas outside of the recommended HCD as a "Downtown Fringe Specific Policy Area" in the Official Plan to set forth a policy context for future development.
- Consider redesignating the triangle of lands generally bounded by Elmsley Street South, Bay and Centre Street from Downtown to Residential so that it shows the intent in the Official Plan that the area retain its stately residential character and that major mixed use redevelopment is not contemplated for this area
- Consider the potential for another Heritage Conservation District Study, distinct from the Downtown HCD, for the historic residential areas near Downtown, potentially including the area straddling Elmsley Street South
- Review the zoning provisions for the remaining lands in the Downtown Fringe for height, front yard setback, side yard setback, distance between buildings, so that the existing character defining built form arrangement is solidified in the zoning. The Official Plan text for the Downtown Fringe should refer to these character-defining elements
- Review the Town's urban forestry practices for retention of large trees in the Downtown Fringe to strengthen policies for retention and replacement of the tree canopy that contributes to the character of the area
- Consider a pilot project to use a Development Permit process under Section 70.2 of the Planning Act, for large, underutilized parcels of land in the fringe, particularly along the River.
- Preparing an Interpretation and Commemoration, and Public Art Plan that includes the recommended HCD and the broader downtown area. The plan should include a variety of methods of identifying, interpreting, and celebrating the Town's unique heritage and narrative. It could include a combination of more traditional commemoration and interpretation measures such as historical plaques, panels, or signage with interactive and contemporary approaches including self-guided walking tours through QR Codes, pop-up commemoration displays featuring reproductions of materials from the local museum and archives, or inclusion of "Hear, Here" sites that tell the stories of different places and people in the community. The Plan could also coincide with additional CIP incentives noted previously.



10.6 Part IV Designations

For properties outside the proposed Downtown Smiths Falls HCD area, it is recommended that the Town explore the potential for individual designation under Part IV of that OHA. To determine if these properties demonstrate CHVI, the Town should complete evaluations using the criteria of O. Reg. 9/06 in a *Cultural Heritage Evaluation Report* (CHER), which would contain more detailed historical research, site descriptions, and comparative analysis than can be completed in the scope of an HCD Study.

The following properties are recommended for consideration by the Town for Part IV designation, subject to the Town's evaluation process:

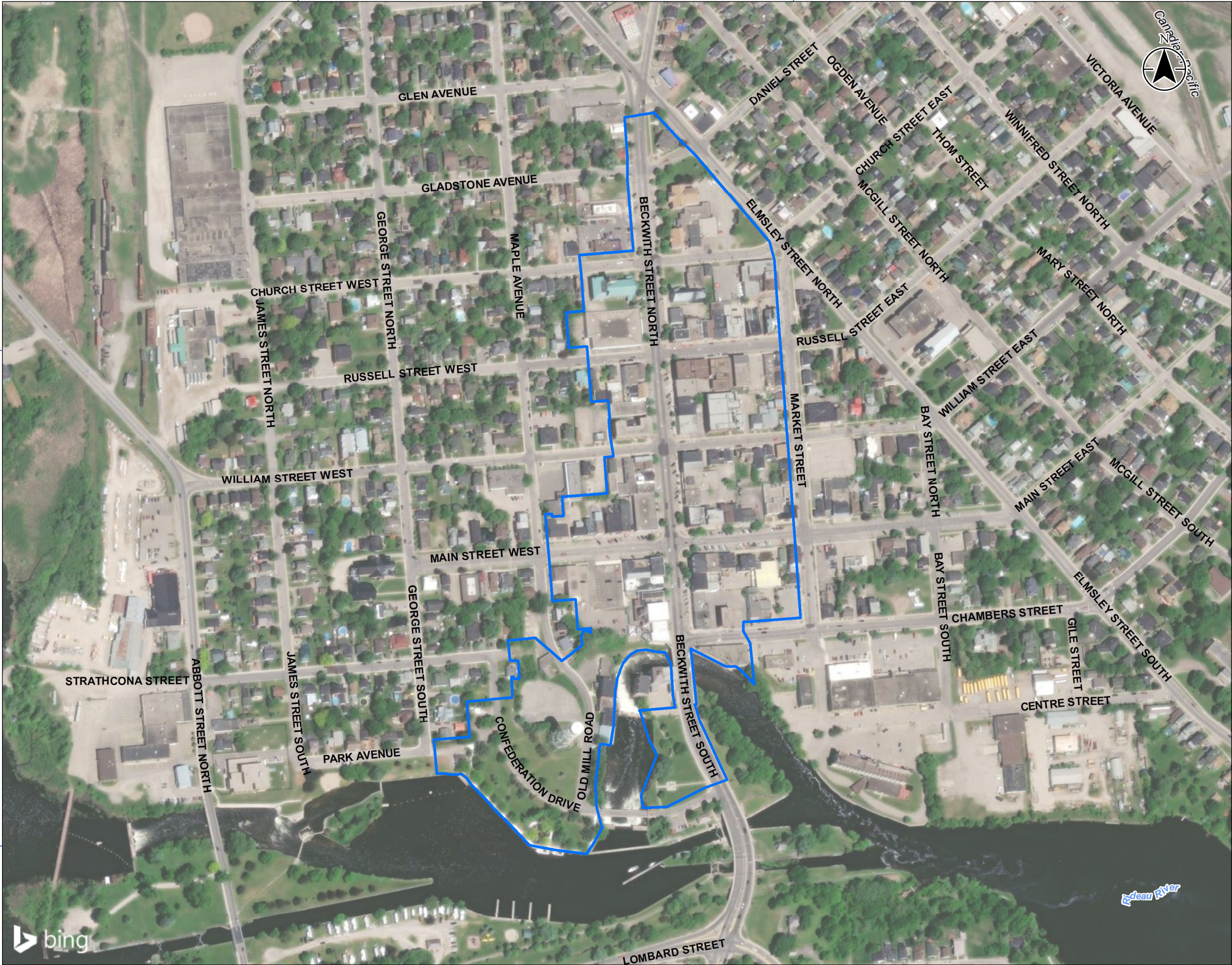
- 30 Chambers Street East
- 32-34 Chambers Street East
- 65 Chambers Street East
- 66 Chambers Street East
- 69 Chambers Street East
- 26 Elmsley Street South
- 30 Elmsley Street South
- 1 George Street North
- 39 Russell Street East
- 35 Main Street East
- 37-39 Main Street East
- 42 Main Street East
- 44 Main Street East
- 59 Main Street East
- 10 Maple Avenue
- 11 Market Street South
- 11 William Street West




10.7 Conclusion

The study and analysis of the historical, built, and landscape/streetscape elements defined CHVI in the Downtown Commercial Core Refined Study Area and its evaluation determined that the area met three criteria of O. Reg. 9/06 and all the HCD characteristics of the Toolkit. The proposed Downtown Smiths Falls HCD is a distinct area through its historical connections to the evolution of the Rideau Canal and its concentration of late 19th and early 20th commercial properties. An HCD will be an important community tool for conserving these assets for the future.







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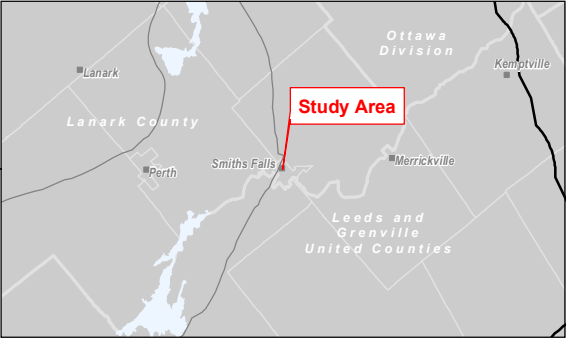
Proposed HCD Boundary

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Notes

1. Coordinate System: NAD 1983 UTM Zone 18N
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Project Location
Town of Smiths Falls

160941038 REV3
Prepared by BF on 2024-11-01

Client/Project
TOWN OF SMITHS FALLS

Figure No.
10.1

Title
Proposed Heritage Conservation District Boundary

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Appendices



Appendix A Glossary



GLOSSARY OF TERMS

The following terms contained within the HCD Study report have been derived from the *Ontario Heritage Tool Kit*, the *Standards for the Conservation of Historic Places in Canada*, the *Provincial Policy Statement* and architectural reference books listed in Section 12 of the report. Where terms are referenced in the glossary, the reference is contained within the body of the report. Many of the terms have been paraphrased and are combinations of definitions found in multiple sources, particularly those related to architectural styles and features. Where definitions are derived from their original form, their source is noted.

Adjacent: Real properties or sites that are contiguous or separated by a laneway, easement, right-of-way or roadway.

Alteration: To change in any manner

Bargeboard: Boards or other decorative woodwork fixed to the edges or projecting rafters of a gabled roof. Sometimes called gingerbread or vergeboard.

Cladding: The external, non-structural material that protects the structural wall or frame from the weather.

Classical Revival: An architectural style popular between 1830 and 1860 that evoked Ancient Greek and Roman architecture. Common architectural features include columns, and pediments.

Contemporary: Refers to modern structures built after 1980.

Conservation: All actions or processes that are aimed at safeguarding the heritage attributes of a place so that it retains its heritage value and extends its physical life. This may involve preservation, rehabilitation, restoration, or a combination of these actions or processes.

Continuing Corridor: The vista of the streetscape is confined by buildings on either side of the road. It is experienced primarily vehicular, pedestrian, and cycling modality.

Contributing Resource: Those properties that directly support the statement of Cultural Heritage Value or Interest and Heritage Attributes of the HCD. These properties were designed or constructed in the mid-19th to early 20th century as part of the commercial core or residential area around it and retain historic building fabric or heritage features that distinguish them as older buildings of a particular era, type, or place.

Cultural Heritage Landscape: a defined 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. This 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 Value or Interest (CHVI): As outlined in *Ontario Regulation 9/06* of the *Ontario Heritage Act*, an individual property may be determined to have CHVI if it demonstrated design/physical value, historic/associative value, or contextual value. In the context of HCDs, the *Ontario Heritage Tool Kit* outlined that CHVI within an HCD may be expressed broadly as an area that demonstrates natural, historic, aesthetic, architectural, scenic, scientific, cultural, social, or spiritual value.

Dormer: A window that projects from a sloping roof with a small roof of its own.

Edwardian: An architectural style popular between 1900 and 1930 with understated classical detailing and modern proportions. Typical features include stone lintels and sills, pilasters and columns, and hipped roofs.

Filtered Corridor: This is a continuing vista where the depth of view is shortened by topography (e.g. road grade dropping) and is typically experienced primarily vehicular, pedestrian and cycling modality.

Finial: An ornament added to the top of a gable or spire. Commonly used in Gothic Revival architecture.

Gable: The triangular portion of the wall beneath the end of a gabled roof.

Gabled Roof: A roof that slopes on two sides.

Gambrel Roof: A roof that has a double slope, with the lower slope steeper and longer than the upper one. A mansard roof is an example of this roof type.

Gateway: A significant vantage point defined by a key feature or features framing or marking the entry to an area.

Georgian: An architectural style popular from the late 18th century to about 1860. Typical features include gable roofs with prominent chimneys, a symmetrical front façade, and centred entrance with sidelights or transom.

Gothic Revival: An architectural style popular between 1830 and 1890 and found in many forms. Typical features include steep gables, bargeboard, drip mouldings, finials, and pointed arch windows.

Guideline: A recommended action that may be taken in a given situation. A guideline arises from a policy and is facilitated by a procedure.

Heritage Attribute: The physical characteristics of a property or resource that contribute to its cultural heritage value or interest.

Heritage Conservation District (HCD): An area or grouping of properties collectively designated pursuant to Part V, Section 41, of the *Ontario Heritage Act*.

Heritage Resource: A property or place of cultural heritage value or interest.

Italianate: An architectural style popular between 1850 and 1900. Typical features include round arched or segmental arch window openings, window hood moulds, dichromatic brick, decorative cornices, and brackets.

Landmark: A prominent structure because of architectural elements, historical importance to community, or contextual position.

Lintel: A horizontal support usually made of brick, stone, or concrete that supports the weight above it, usually seen above windows.

Maintenance: The routine cyclical, non-destructive actions necessary for the long-term conservation of a protected heritage resource and its heritage attributes.

Mansard Roof: A roof that has a double slope with the lower steeper and longer than the upper one.

Mid-Century Modern: An architectural style popular between 1950 and 1970, typical features include low-pitched roofs, large rectangular windows, full length fixed pane windows, and contemporary materials such as siding, paneling, and modern use of brick and stone.

Non-Contributing Resource: Properties that do not directly support the Statement of Cultural Heritage Value or Interest and Heritage Attributes of the HCD. These properties may have been constructed more recently or may be older properties that have been modified to such an extent that historic building fabric or detailing has been substantially altered, removed, or obscured.

Panoramic Views: Broad, non-enclosed views that may contain a visual mosaic of varied features, or broader 'textual' patterns of activities.

Part IV Designation: In reference to real property designated under Part IV of the *Ontario Heritage Act* by municipal by-law. The designation by-law for an individual designation should include a description of the property, a statement explaining the cultural heritage value or interest, and a description of the heritage attributes.

Period Revival: A style of architecture popular from about 1900 to 1940 and was a revival of late medieval and early modern French and English country house styles. Commonly expressed in Ontario through Tudor Revival architecture. Typical elements of Tudor-Revival include half timbering, steep gables, and the use of brick and stucco.

Policy: A statement or position that is adopted that provides the framework for a course of action.

Preservation: The action or process of protecting, maintaining, and/or stabilizing the existing materials form, and integrity of an historic place, or of an individual component, while protecting its heritage value.

Procedure: A course of action developed to implement and support a policy. Example: Heritage Alteration Permit Application.

Protected Heritage Property: Real property protected under the *Ontario Heritage Act* (including Part II – Section 22; Part IV- Section 27, 29, 34.5, 37; Part V, or Part V).

Queen Anne: An architectural style popular between 1890 and 1910. Typical features include irregular plans, multiple rooflines, large porches, elaborate decorative detail, including shingles, brackets, bargeboard, spindlework, and stained-glass windows.

Rehabilitation: The actions or process of making possible a continuing or compatible contemporary use of an historic place, or an individual component while protecting its heritage value.

Renaissance Revival: A style of architecture popular from about 1870 to 1910 and was a revival of Italian renaissance era structures. Typical characteristics include flat roofs, segmental arch windows, columns, cornices, and pilasters. Commonly used in Ontario for commercial architecture.

Restoration: The action or process of accurately revealing, recovering, or representing the state of a historic place, or of an individual component, as it appeared at a particular period in its history, while protecting its heritage value.

Romanesque Revival: An architectural style popular between 1880 and 1900. Typical features include prominent round arches, the use of rusticated stone on foundations and trim, short columns, and recessed entrances.

Second Empire: An architectural style popular between 1865 and 1880. Typical features include mansard roofs, dormer windows, hood moulds, decorative cornices, and brackets.

Segmental Arch Window/Opening: A window or opening with a circular arc of less than 180 degrees.

Sidelight: A window beside a door, forming part of the door unit.

Statement of Cultural Heritage Value or Interest: As outlined in the *Ontario Heritage Tool Kit*, this is a statement that describes the heritage values of the HCD, or why the area is considered to have merit as an HCD and includes a list of heritage attributes.

Significant: Resources that have been determined to have cultural heritage value or interest for the important contribution they make to our understanding of the history of a place, an event, or a people.

Terminating Corridor: The vista is of streetscape confined by buildings on either side of the road and terminated by buildings at end of street ('T' intersection) or other features. The vista is experienced primarily by vehicular, pedestrian and cycling modality.

Transom: A window located above a doorway, forming part of the door unit.

Vernacular: Built form that reflects local or regional materials, influences, patterns or themes. Vernacular properties typically have less ornamentation or different characteristics than buildings of an architectural style.

Vistas: Views enclosed by buildings/structures, landforms, and vegetation from a stationary vantage point.

Voussoir: A series of wedge shaped or tapered blocks, usually made of brick or stone and forming an arch. Often utilized above windows.

Appendix B Designated and Listed Properties within Heritage Conservation District Study Area



DESIGNATED AND LISTED PROPERTIES WITHIN THE STUDY AREA

The following are the designated and listed properties in the Main Street East HCD Study Area. Information is taken from the Town's Municipal Heritage Register.

| Address | Building Name | Heritage Status | Date of Designation (if applicable) |
|------------------------|-------------------------------|--|--|
| 53 Ontario Street | Grand Western Railway Station | Designated By-Law 19-55 | 2019 |
| 25 Adelaide Street | Carnegie Library | Designated By-Law 04-93 | 2004 |
| 35 Ontario Street | n/a | Listed | n/a |
| 37 Ontario Street | n/a | Listed | n/a |
| 41 Ontario Street | n/a | Listed | n/a |
| 45 Ontario Street | n/a | Listed | n/a |
| 16-20 Ontario Street | Doctors' House | Designated By-Law 13-44 Amended By-Law 18-76 | 2016 |
| 26 Ontario Street | n/a | Listed | n/a |
| 30-34 Ontario Street | n/a | Listed | n/a |
| 36 Ontario Street | n/a | Listed | n/a |
| 38 Ontario Street | n/a | Listed | n/a |
| 42 Ontario Street | n/a | Listed | n/a |
| 2 Ontario Street | n/a | Listed | n/a |
| 3 Ontario Street | n/a | Listed | n/a |
| 4-6 Ontario Street | n/a | Listed | n/a |
| 7 Ontario Street | n/a | Listed | n/a |
| 8-10 Ontario Street | n/a | Listed | n/a |
| 42-44 Main Street West | n/a | Listed | n/a |
| 55 Main Street West | n/a | Listed | n/a |
| 47-51 Main Street West | n/a | Listed | n/a |
| 37 Main Street West | n/a | Listed | n/a |
| 39 Main Street West | n/a | Listed | n/a |
| 31-35 Main Street West | n/a | Listed | n/a |
| 5 Main Street West | n/a | Listed | n/a |
| 30 Main Street West | n/a | Listed | n/a |
| 26 Main Street West | n/a | Listed | n/a |
| 24 Main Street West | n/a | Listed | n/a |
| 22 Main Street West | n/a | Listed | n/a |
| 16-18 Main Street West | n/a | Listed | n/a |

| | | | |
|------------------------|--------------------------------|----------------------------|------|
| 12-14 Main Street West | n/a | Listed | n/a |
| 1 Main Street East | Old Bank of Hamilton | Designated By-Law 18-03 | 2018 |
| 3 Main Street East | n/a | Listed | n/a |
| 5-11 Main Street East | Whittaker Block | Designated By-Law 13-80 | 2018 |
| 15 Main Street East | Old Fire Hall | Designated By-Law 14-30 | 2014 |
| 19 Mountain Street | n/a | Listed | n/a |
| 13 Mountain Street | n/a | Listed | n/a |
| 11 Mountain Street | n/a | Listed | n/a |
| 43 Main Street East | n/a | Listed | n/a |
| 55 Main Street East | n/a | Listed | n/a |
| 63 Main Street East | n/a | Listed | n/a |
| 69 Main Street East | n/a | Listed | n/a |
| 89 Main Street East | n/a | Listed | n/a |
| 91 Main Street East | n/a | Listed | n/a |
| 95 Main Street East | n/a | Listed | n/a |
| 97 Main Street East | n/a | Listed | n/a |
| 99 Main Street East | n/a | Listed | n/a |
| 101 Main Street East | n/a | Listed | n/a |
| 105 Main Street East | n/a | Listed | n/a |
| 109 Main Street East | Queen's Lawn Cemetery Gates | Designated By-Law 05-69 | 2005 |
| 11 Main Street East | n/a | Listed | n/a |
| 66 Main Street East | n/a | Listed | n/a |
| 72 Main Street East | n/a | Listed | n/a |
| 78 Main Street East | n/a | Listed | n/a |
| 82 Main Street East | n/a | Listed | n/a |
| 84 Main Street East | n/a | Listed | n/a |
| 88 Main Street East | n/a | Listed | n/a |
| 92 Main Street East | n/a | Listed | n/a |
| 96 Main Street East | n/a | Listed | n/a |
| 102 Main Street East | n/a | Listed | n/a |
| 104 Main Street East | n/a | Listed | n/a |
| 110 Main Street East | n/a | Listed | n/a |
| 112 Main Street East | n/a | Listed | n/a |
| 114 Main Street East | n/a | Listed | n/a |
| 116 Main Street East | n/a | Listed | n/a |

| | | | |
|--------------------------|-----------------------------------|---|------|
| 122 Main Street East | n/a | Listed | n/a |
| 126 Main Street East | n/a | Listed | n/a |
| 130 Main Street East | n/a | Designated under By-Law 21-34 | 2021 |
| 119 Main Street East | n/a | Listed | n/a |
| 123 Main Street East | n/a | Listed | n/a |
| 129 Main Street East | n/a | Listed | n/a |
| 133-137 Main Street East | James Willison Grout Nelles House | Designated By-Law 12-49 Amended By-Law 12-67 | 2012 |
| 141 Main Street East | n/a | Listed | n/a |
| 147 Main Street East | n/a | Listed | n/a |
| 132 Main Street East | n/a | Listed | n/a |
| 140 Main Street East | n/a | Listed | n/a |
| 168 Main Street East | n/a | Listed | n/a |
| 170 Main Street East | n/a | Listed | n/a |
| 203 Main Street East | Denwycke | Designated By-Law 86-54 | 1986 |
| 209 Main Street East | n/a | Listed | n/a |
| 217 Main Street East | n/a | Listed | n/a |
| 221 Main Street East | n/a | Listed | n/a |
| 227 Main Street East | n/a | Listed | n/a |
| 239 Main Street East | n/a | Listed | n/a |
| 212 Main Street East | Wm. D. Kitchen | Designated By-Law 96-7 | 1996 |
| 224 Main Street East | Udell House | Designated By-Law 08-56 | 2008 |
| 242 Main Street East | n/a | Listed | n/a |
| 245 Main Street East | Bowslaugh House | Designated By-Law 86-105 | 1986 |
| 259 Main Street East | n/a | Listed | n/a |
| 260 Main Street East | n/a | Listed | n/a |
| 276 Main Street East | n/a | Listed | n/a |
| 287 Main Street East | n/a | Listed | n/a |
| 300 Main Street East | n/a | Listed | n/a |
| 301 Main Street East | n/a | Listed | n/a |
| 326 Main Street East | n/a | Listed | n/a |
| 328 Main Street East | n/a | Listed | n/a |

Appendix C Inventory

