

The Corporation of the City of Kawartha Lakes
Agenda
Kawartha Lakes Municipal Heritage Committee Meeting

KLMHC2025-011

Thursday, October 2, 2025

5:00 P.M.

Council Chambers

City Hall

26 Francis Street, Lindsay, Ontario K9V 5R8

Members:

Councillor Tracy Richardson

Ann Adare

Thomas Barnett

Athol Hart

Julia Hartman

Skip McCormack

Ian McKechnie

Jon Pitcher

Tyler Richards

Sandy Sims

Katie Virag-Cavanagh

Accessible formats and communication supports are available upon request. The City of Kawartha Lakes is committed to accessibility for persons with disabilities. Please contact AgendaItems@kawarthalakes.ca if you have an accessible accommodation request.

1.	Call to Order	
1.1	Land Acknowledgement	
1.2	Introduction - Heritage Planning Intern	
2.	Administrative Business	
2.1	Adoption of Agenda	
2.2	Declaration of Pecuniary Interest	
2.3	Adoption of Minutes	
2.3.1	Minutes of the September 4, 2025 Municipal Heritage Committee Meeting	4 - 9
3.	Presentations and Deputations	
4.	Reports	
4.1	KLMHC2025-053 Heritage Planning Update	10 - 12
4.2	KLMHC2025-054 Alteration Application - 26 Francis Street, Lindsay	13 - 61
4.3	KLMHC2025-055 Heritage Plaque Program	62 - 67
4.4	KLMHC2025-056 Proposed Heritage Designation of 131 Glengarry Road, Geographic Township of Manvers	68 - 93
5.	Correspondence	
6.	New or Other Business	
7.	Closed Session	

7.1 Adoption of Closed Session Agenda

That the Closed Session Agenda for the Municipal Heritage Committee Meeting of October 2, 2025 be approved, as circulated.

7.2 Disclosure of Pecuniary Interest in Closed Session Items

7.3 Move Into Closed Session

That the Municipal Heritage Committee convene into closed session at ____ p.m. pursuant to Section 239(2) of the Municipal Act, S.O. 2001 s.25, in order to consider matters identified in Section 7.3 of the Accessibility Advisory Committee Meeting Agenda of Thursday October 2, 2025, namely Item 7.3.1.

That the Municipal Heritage Committee convene into closed session at ____ p.m. pursuant to Section 239(2) of the Municipal Act, S.O. 2001 s.25, in order to consider matters identified in Section 7.3 of the Municipal Heritage Committee Agenda of October 2, 2025, namely Item 7.3.1.

7.3.1 KLMHC2025-057

Overview of Nominations for the 2025 Osprey Heritage Awards

8. **Matters from Closed Session**

9. **Next Meeting**

10. **Adjournment**

The Corporation of the City of Kawartha Lakes
Minutes
Kawartha Lakes Municipal Heritage Committee
Meeting

KLMHC2025-009
Thursday, September 4, 2025
5:00 P.M.
Council Chambers
City Hall
26 Francis Street, Lindsay, Ontario K9V 5R8

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1. Call to Order

A. Hart called the meeting to order at 5:00 p.m. with the following members present: Councillor Richardson, A. Adare, T. Barnett, J. Hartman, S. McCormack, I. McKechnie, J. Pitcher, S. Sims and K. Virag-Cavanagh.

Absent: T. Richards

Staff: E. Turner, Economic Development Officer - Heritage Planning and N. Smith, Planner II

1.1 Land Acknowledgement

A. Hart read the Land Acknowledgement.

2. Administrative Business

2.1 Adoption of Agenda

KLMHC2025-072

Moved By J. Hartman

Seconded By I. McKechnie

That the agenda be adopted as circulated.

Carried

2.2 Declaration of Pecuniary Interest

There were no declarations of pecuniary interest disclosed.

2.3 Adoption of Minutes

2.3.1 Minutes of the July 3, 2025 Municipal Heritage Committee Meeting

KLMHC2025-073

Moved By J. Hartman

Seconded By S. Sims

That the minutes of the Municipal Heritage Committee meeting held on July 3, 2025, be adopted as circulated.

Carried

3. Presentations and Deputations

There were no presentations or deputations.

4. Reports

4.1 KLMHC2025-050

Heritage Planning Update

E. Turner provided an overview of the heritage planning activities for August and September. In addition to the items in the report, she also noted that there was an upcoming workshop on October 29 to help people use OnLand which would require advanced registration. Councillor Richardson let the Committee know that the Harvest Festival event in Pontypool would run from 10am until 3pm.

KLMHC2025-074

Moved By I. McKechnie

Seconded By A. Adare

That Report KLMHC2025-050, **Heritage Planning Update**, be received for information.

Carried

4.2 KLMHC2025-051

Heritage Plaque Program

E. Turner provided an overview of the public feedback regarding the plaque program and identified the next steps for the Committee would be to provide their thoughts on the direction for the program so staff could develop a new heritage plaque policy and associated program guidelines for the new program.

I. McKechnie suggested there could be a plaque advisory group with MHC members and members of the public to enhance public participation and E. Turner let him know that that would need to be reviewed by Clerk's regarding committee policies. J. Hartman noted she was very excited that there was lots of good feedback and also said it was important not to duplicate existing signs. She

said the Committee should prioritize places where there is an actual physical entity so that there is something for people to see when the plaques are installed, although there is still value in having plaques where nothing currently exists. S. McCormack noted that it was really important that there be a lot of public input into the plaques that would come forward to the MHC for discussion to make sure the plaques reflect community interests and needs. A. Adare suggested that the plaques might be helpful to raise awareness regarding the importance of designating properties that the community sees as important. S. Sims noted the importance of equity in deciding where plaques should go and suggested allocating certain numbers of plaques for areas to spread them out fairly across the city. T. Barnett suggested a working group with community members to boost engagement or setting up a way for the public to vote on potential suggestions. Councillor Richardson noted that this was a good time to check with the Clerk's Office as the discussion regarding the role of working groups was ongoing and agreed that it was important to develop a diverse selection of plaques. A. Adare suggested it may be helpful to identify broad categories of plaque themes to ensure there were different stories being told. A. Hart agreed that there needed to be a good way for the community to be involved. J. Hartman suggested that the MHC could initially vet the plaque ideas and then have a system of voting similar to some of the National Trust programs. E. Turner suggested the Committee may want to consider if there were types of sites they did not want to plaque so that it was explicit in the program guidelines. I. McKechnie suggested the exclusion of private residences and also raised the question as to whether there should be plaques for entire communities. A. Hart noted that he believed it was important to plaque sites where buildings had been removed to make sure those stories were told. He also agreed with I. McKechnie about not plaquing private residences. J. Hartman agreed that plaquing could be used for these types of sites but thinks the initial plaques should be at sites with visible elements. S. McCormack noted that the Committee needed to take into consideration the community's priorities in the survey. A. Adare noted that there were places like Bobcaygeon Beach Park where there was existing structures but not the original ones and plaques could be used to highlight that evolution. I. McKechnie agreed and said this would be similar if the condos at Victoria Avenue South were plaqued to recognize the rail history of the area. E. Turner noted that there would be a separate process for plaques related to development approvals outside of the community plaqueing initiative the Committee was discussing. T. Barnett asked if there should be a plaque cut off date. I.

McKechnie said he didn't disagree with this but that a cut off date could be come a moving target and limit what was commemorated. A. Adare raised the issue that some community groups had raised the idea of putting up plaques on City property and if there could be a program where these groups could pay for the plaque but it be of a standard design. E. Turner noted that this was a doable model with the right policy provisions but there would need to be a mechanism for staff and the Committee to review and vet community plaques to ensure accurate information and that there was nothing offensive on the plaques. A. Hart agreed. J. Hart also agreed and added she would like to not see entire communities nominated for a single plaque. J. Pitcher agreed with J. Hartman and noted that the plaques needed to commemorate something specific and a significant local contribution.

KLMHC2025-075

Moved By A. Adare

Seconded By S. Sims

That Report KLMHC2025-051, **Heritage Plaque Program**, be received; and

That staff report back with draft program guidelines.

Carried

4.3 KLMHC2025-052

Osprey Heritage Awards

E. Turner reviewed the current status of the Osprey Heritage Awards and noted that the nominations would be reviewed in closed session at the Committee's October 2 meeting. She noted that the next step was planning the awards reception prior to the presentation of the awards at Council so that staff could research catering options and provide a budget. A. Hart said he liked what was done at the last awards with a lunch and desserts. K. Virag-Cavanagh asked how many people were usually at the reception and E. Turner replied about 20. K. Virag-Cavanagh suggested tea, coffee and desserts. A. Hart noted the reception was over lunch and a meal may be a good idea. J. Hartman noted that the food in 2023 was really good and S. McCormack agreed. A. Hart said it was a good opportunity for a photo op. Councillor Richardson noted that the reception was a

good way to welcome the awards recipients to City Hall with some remarks by the Chair before the formal presentation of the awards by Council and media photos. T. Barnett asked what everyone received last time and E. Turner replied they got a glass award, a letter of congratulations and a card from the Chair. The Committee agreed that the same format as 2023 was a good approach.

KLMHC2025-076

Moved By S. Sims

Seconded By A. Adare

That Report KLMHC2025-049, **Osprey Heritage Awards**, be received; and

That staff bring a report back to the Committee in October 2025 regarding awards ceremony planning.

Carried

5. Correspondence

There was no correspondence reviewed by the Committee.

6. New or Other Business

There was no new or other business.

7. Next Meeting

The next meeting will be Thursday, October 2 at 5:00 p.m. in Council Chambers at City Hall (26 Francis Street, Lindsay).

8. Adjournment

KLMHC2025-077

Moved By A. Adare

Seconded By K. Virag-Cavanagh

That the Municipal Heritage Committee Meeting adjourn at 5:57 p.m.

Carried

Municipal Heritage Committee Report

Report Number:	KLMHC2025-053
Meeting Date:	October 2, 2025
Title:	Heritage Planning Update
Description:	Update on the general activities of the heritage planning program
Author and Title:	Emily Turner, Economic Development Officer – Heritage Planning

Recommendations:

That Report KLMHC2025-053, **Heritage Planning Update**, be received for information.

Department Head: _____

Financial/Legal/HR/Other: _____

Chief Administrative Officer: _____

Background:

September 23 Council: At its meeting of September 23, Council made a resolution to issue a notice of intention to designate for 101 King Street in Lindsay and adopted the Archaeological Management Plan.

Riverside Cemetery Tour: The final Connections and Conversations event of 2025 will be a tour of Riverside Cemetery, led by Ian McKechnie, celebrating the 155th anniversary of the cemetery. There are two tours, at 11am and 4pm, and admission is by donation of a non-perishable food item for Kawartha Lakes Food Source. Registration is online through Eventbrite.

OnLand Workshop: Staff will be holding a free hands on workshop on October 29 from 6pm to 8pm at the Lindsay Library to help participants become familiar with OnLand. The space for this workshop is limited as it will take place in the Reference Department and make use of the computers onsite and advanced registration is required.

New City Website: The new City website was launched on September 25 and includes both new and updates heritage pages for public use. This includes an interactive map to explore designated properties in Kawartha Lakes and a new page for archaeology.

Rationale:

This report is intended to provide a general update to the Committee on the activities of the heritage planning program.

Other Alternatives Considered:

There are no recommended alternatives.

Financial/Operation Impacts:

There are no financial or operational impacts as a result of the recommendations of this report.

Consultations:

N/A

Attachments:

N/A

Department Head email: lbarrie@kawarthalakes.ca

Department Head: Leah Barrie, Director of Development Services

Municipal Heritage Committee Report

Report Number: KLMHC2025-054
Meeting Date: October 2, 2025
Title: Alteration Application – 26 Francis Street, Lindsay
Description: Proposed alteration to 26 Francis Street (City Hall)
Author and Title: Emily Turner, Economic Development Officer – Heritage Planning

Recommendations:

That Report KLMHC2025-054, **Alteration Application – 26 Francis Street**, be received;

That the proposed alteration be approved.

Department Head: _____

Financial/Legal/HR/Other: _____

Chief Administrative Officer: _____

Background:

Under the City of Kawartha Lakes' delegated authority by-law for the alteration of designated heritage properties (By-law 2019-154), approvals for minor alterations to properties designated individually under Part IV of the Act are delegated to staff in consultation with the Kawartha Lakes Municipal Heritage Committee. Minor alterations are defined in the by-law and include changes to the property including, but not limited to, the replacement of exterior elements, additions, the construction of accessory structures, hard landscaping, and the installation of utilities.

26 Francis Street is designated individually under the Ontario Heritage Act by Town of Lindsay By-law 1986-27. The by-law is attached to this report as Appendix A. The property contains the current Kawartha Lakes City Hall but was originally constructed in 1863 as the courthouse for the newly created County of Victoria. The building was designed by Toronto architectural firm Cumberland and Storm, which also designed the adjacent Lindsay jail. It is one of Lindsay and Kawartha Lakes' key institutional buildings, and also an important example of a mid-nineteenth century Neoclassical judicial building.

The 2025 Capital Project budget has allocated funds for site improvements and beautification to the City Hall block. This project primarily encompasses landscaping and exterior features on the City Hall block grounds, as opposed to the historic building itself. This project will improve the landscaping around the building, repair the existing parking lot and reconfigure the parking around the block.

At present, Building and Property staff are focussing on Phase One of this project which encompasses the area on the south east corner of the City Hall block where the flag poles are currently located, as well as the original historic entrance of City Hall which is no longer operational. The intention of the work in this area is to create a more usable space for outdoor events and ceremonies, as well as to provide general aesthetic and accessibility upgrades to the space.

The plans for the overall beautification of the block are attached as Appendix B with the extent of Phase One identified in the drawings. Staff have also provided the specifications for the furniture that will be used in this space. The furniture that will be used is in the same design family as the furniture used in City parks to ensure consistency across City assets.

Building and Property staff will attend the Committee's October 2 meeting to provide an overview of the restoration project and its details.

Rationale:

Staff are supportive of the approval of this application. The beautification and site improvements of the property are important to highlight this important heritage building within Kawartha Lakes, as well as make the exterior public spaces more usable and accessible for both City operations and the general public. There will be little to no impact on the material fabric of the building and the landscaping design has been undertaken in such a way to highlight the heritage features of the City Hall block.

Other Alternatives Considered:

There are no recommended alternatives.

Financial/Operation Impacts:

There are no financial or operational impacts as the result of the recommendations of this report. This project has been allocated funds through the 2025 Capital Projects budget.

Consultations:

Building and Property Staff.

Attachments:

Appendix A – By-law 1986-27



Adobe Acrobat
Document

Appendix B – Landscaping Plan



Adobe Acrobat
Document

Appendix C – Furniture Specifications



Adobe Acrobat
Document

Department Head email: lbarrie@kawarthalakes.ca

Department Head: Leah Barrie, Director of Development Services

TOWN OF LINDSAY
BY-LAW NUMBER

27-86

A BY-LAW TO DESIGNATE THE PROPERTY KNOWN MUNICIPALLY AS 26 FRANCIS STREET, LINDSAY, ONTARIO, AS BEING OF ARCHITECTURAL VALUE OR INTEREST.

WHEREAS The Ontario Heritage Act R.S.O. 1980, Chapter 337 provides that the Council of a municipality may designate a property within the boundaries of the municipality to be of architectural value or interest, and

WHEREAS Notice of Intention to Designate the property municipally known as 26 Francis Street, Lindsay, Ontario has been given in accordance with the said Act, and

WHEREAS no objection to the proposed designation has been served on the Clerk of the Municipality.

NOW THEREFORE THE COUNCIL OF THE

CORPORATION OF THE TOWN OF LINDSAY ENACTS AS FOLLOWS:

1. There is designated as being of architectural interest or value the southerly and easterly facades of the exterior of the Victoria County Court House, the roof and those portions of the first floor interior including the main Courtroom (and entrance) including among other things those items set out in Schedule "A" attached hereto of the property known as 26 Francis Street, Lindsay, Ontario, more particularly described in Schedule "B" attached hereto. This designation shall not preclude any changes that may be deemed necessary for the efficient use of the building but that any and all such changes shall be in keeping with the original and present character of the building and in consultation with the Local Architectural Conservation Advisory Committee.

2. The Municipality is hereby authorized to cause a copy of this by-law to be registered against the property described in Schedule "B" attached hereto in the proper land registry office.

3. The Clerk is hereby authorized to cause a copy of this by-law to be served on the owner of the afore-said property and on the Ontario Heritage Foundation, and to cause notice of the passing of this by-law to be published in the Lindsay Daily Post once for each of three consecutive weeks.
4. This by-law shall come into force and take effect on the final passing thereof.

Read a first time on: MAY 26 1986

Read a second time on: MAY 26 1986

Read a thired time and

finally passed on: MAY 26 1986

James L. King MAYOR

W.B. Bate CLERK-
ADMINISTRATOR

SCHEDULE "A"

TO BY-LAW NUMBER 27-86

ITEMS TO BE DESIGNATED INCLUDING THE SOUTHERLY AND EASTERLY
FACADES OF THE EXTERIOR OF THE VICTORIA COUNTY COURT HOUSE, THE
ROOF AND THOSE PORTIONS OF THE FIRST FLOOR INTERIOR INCLUDING
THE MAIN COURTROOM (AND ENTRANCE):-

Exterior Masonry
Exterior Windows
Exterior Brackets
Exterior Roof Shape
Exterior Fascias
Exterior Front Entrance - Francis Street
Exterior Side Entrance and stairs with modifications
(false door - Cambridge Street)
Chimneys if rebuilt
Cupola or lantern if rebuilt
Original Moulding - Court Room
Original Balcony - Court Room and folliated columns
Original Wainscoting - Court Room
Original ceiling - Court Room
Original Windows - Court Room
Original Moulding - Main Corridor
Original Doors and Frames at Public Entrance to the Court

SCHEDULE "B"

TO BY-LAW NUMBER 27-86

I, WILLIAM BUDD BATES, Clerk-Administrator of the Town of Lindsay do solemnly declare that I am a party to Designation By-Law No. 27-86 of the Town of Lindsay which effects the following lands more particularly described as follows:

ALL AND SINGULAR those certain parcels of land and premises situate lying and being in the Town of Lindsay, in the County of Victoria, and being more particularly described as follows:

The building known as the Victoria County Court House at the municipal address of 26 Francis Street, in the Town of Lindsay, and located on Lot 11 and the east half of Lot 12, North of Francis Street, Town Plan Number 1, in the said Town of Lindsay.

I make this solemn declaration conscientiously believing it to be true and knowing that it is of the same force and effect as if made under oath.

DECLARED BEFORE ME AT

the Town of Lindsay, this

26th day of May,

1986.

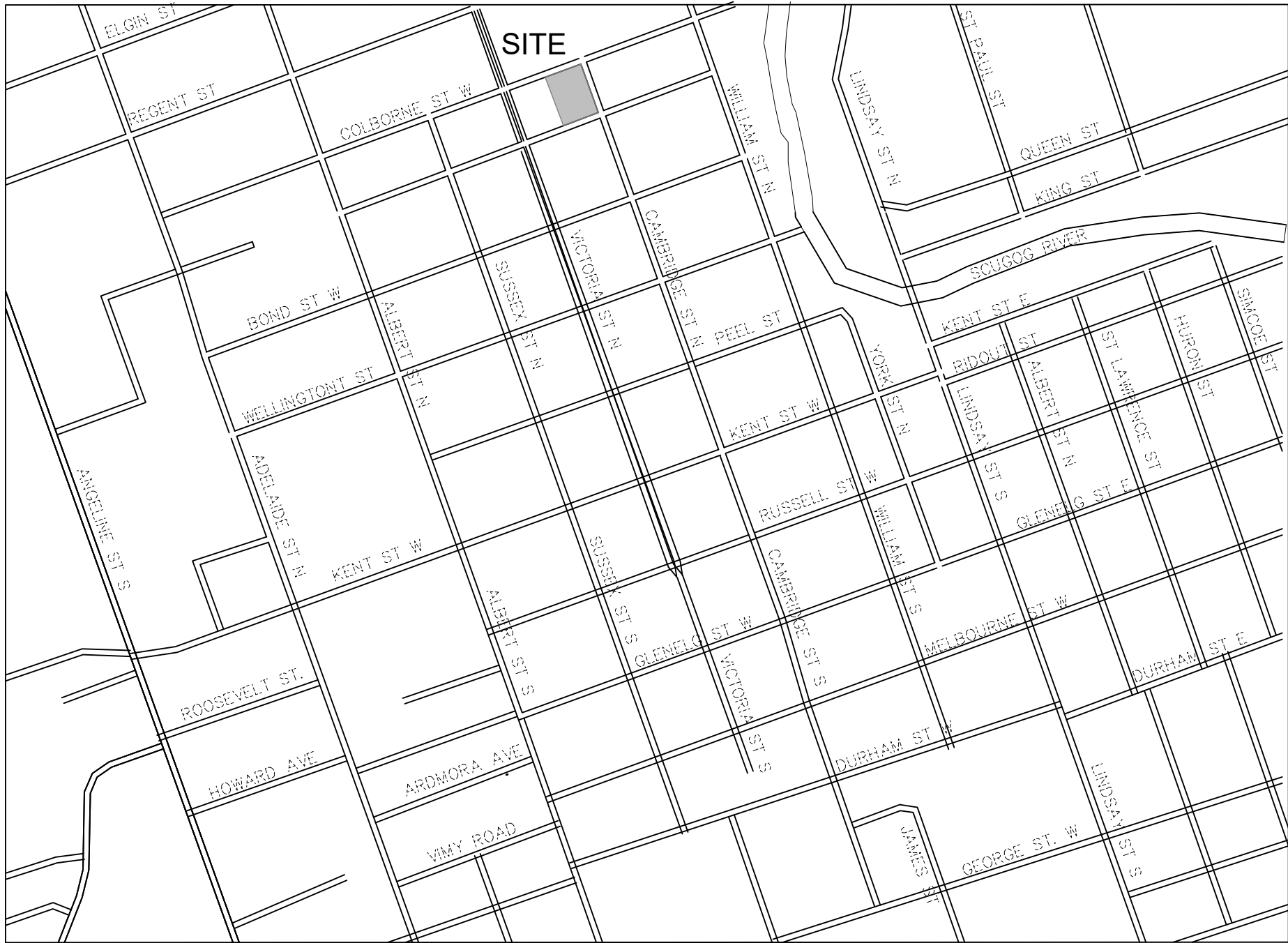
W.B. Bates
W.B. Bates,
Clerk-Administrator.





CITY OF KAWARTHA LAKES TENDER 20XX-XX-XX CITY HALL CAMPUS BLOCK SITE BEAUTIFICATION

DRAWING LIST		
1	-----	COVER SHEET
2	L-01	REMOVALS PLAN
3	L-02	SURFACE TREATMENT FURNITURE AND LAYOUT PLAN
4	L-03	GRADING PLAN
5	L-04	PLANTING PLAN
6	L-05	DETAILS
7	L-06	DETAILS
8	L-06	GENERAL NOTES
9	E-01	ELECTRICAL LAYOUT AND DETAILS

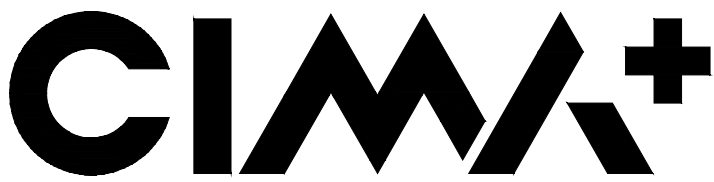


KEY PLAN
N.T.S

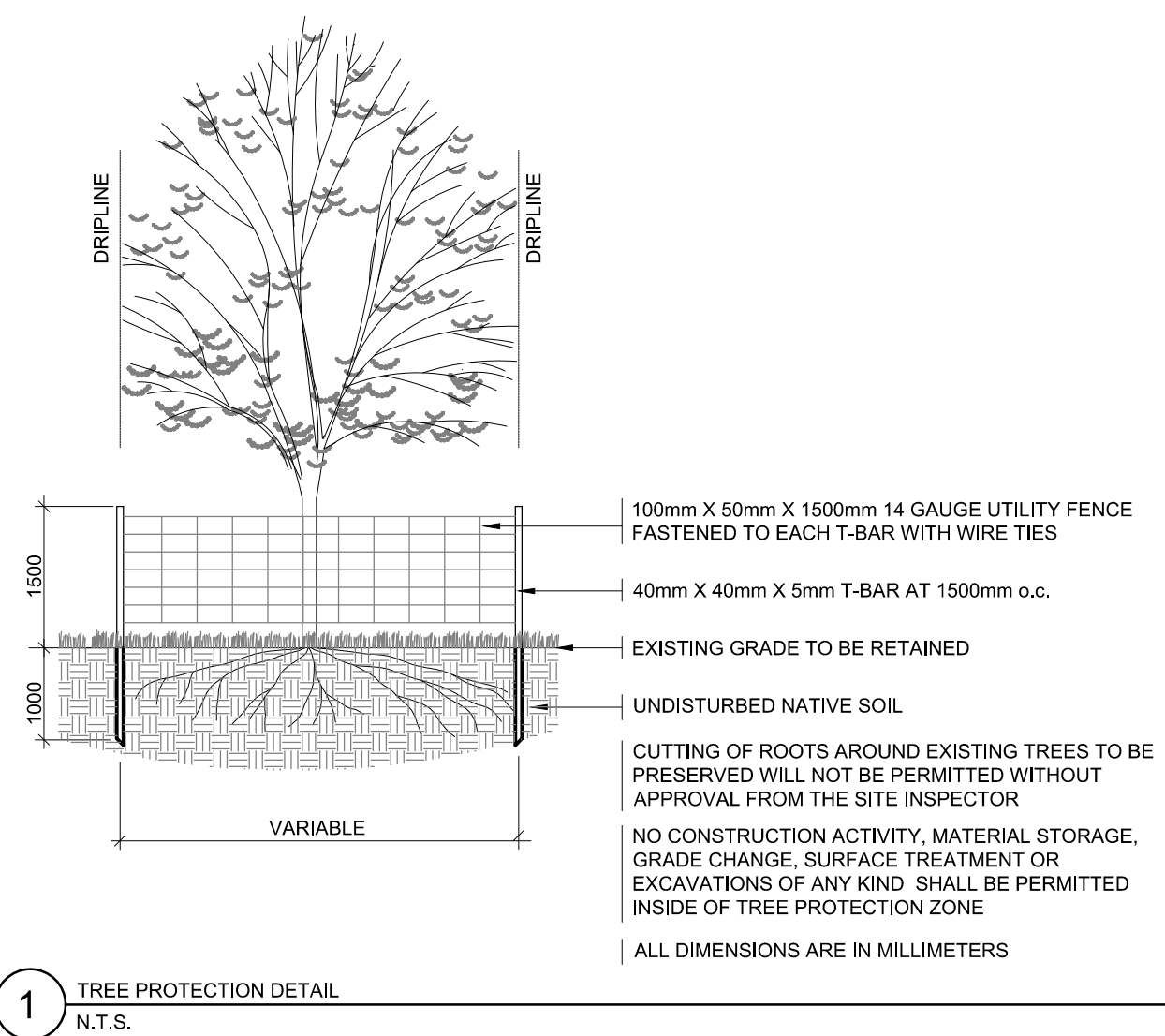
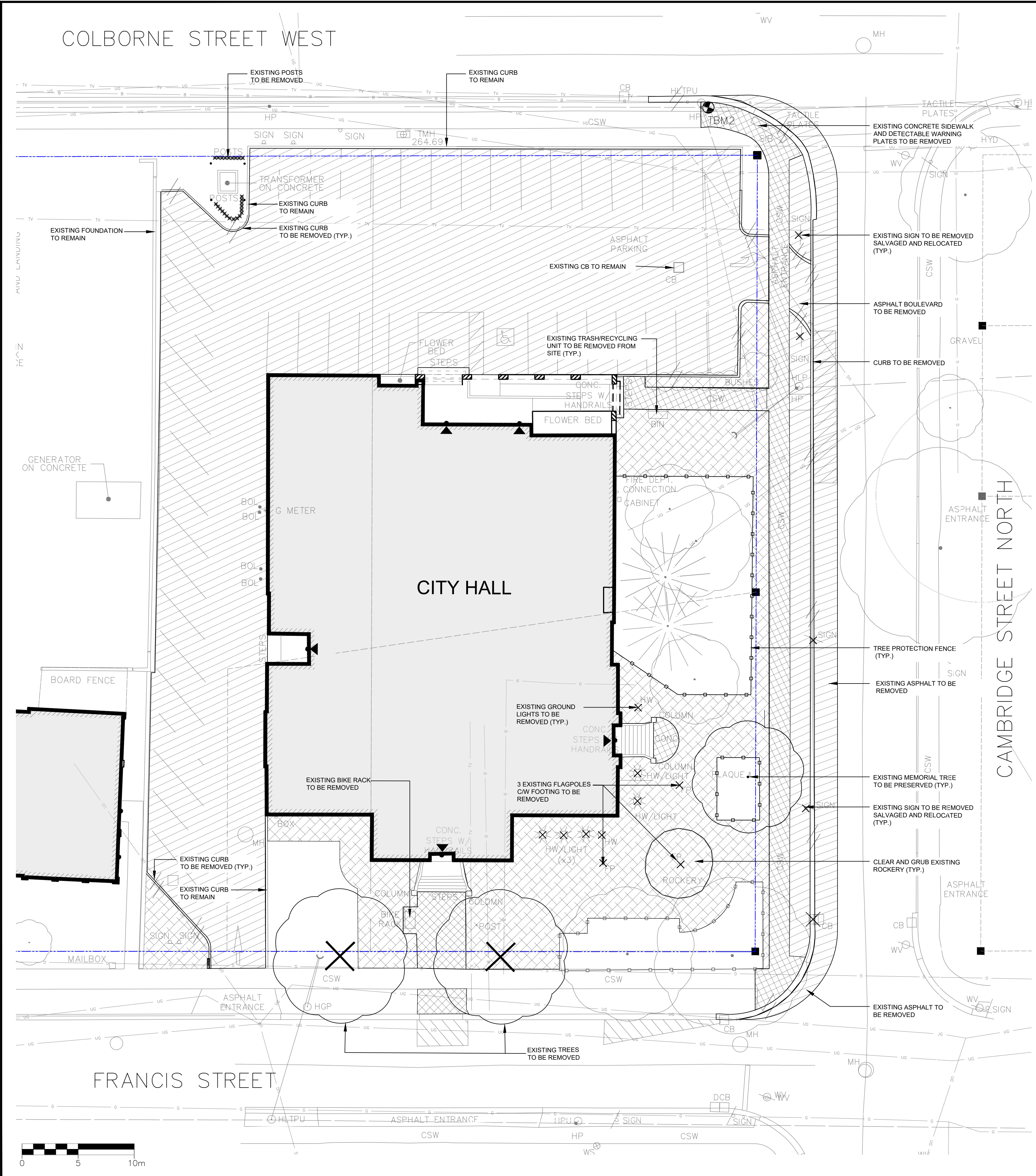
PROJECT SITE

ISSUED FOR 75% REVIEW
DATE: JANUARY 17, 2025

REVIEWED
lames , 9/26/2025, 9:49:02 AM



T: 905 697-4464
415 Baseline Road West, 2nd Floor,
Bowmanville, ON L1C 5M2 CANADA



LEGEND

- (X) TREE TO BE REMOVED
- ASPHALT TO BE PULVERIZED/REMOVED (TO BE CONFIRMED)
- CONCRETE TO BE REMOVED
- REMOVE PAVING STONES
- REMOVE PLANTING/SOD
- CURB AND GUTTER TO BE REMOVED
- PROPERTY LINE
- TREE PROTECTION FENCE
- BELL CABLE
- TV CABLE
- U/G HYDRO
- ENBRIDGE GAS

CIMA+
2nd Floor - 415 Baseline Road West, Bowmanville, ON L1C 2A2
Phone: 905-697-4464
www.cima.ca

IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO INFORM THEMSELVES OF EXISTING CONDITION, AND THE EXACT LOCATION OF, AND ASSUME ALL LIABILITY FOR DAMAGE TO ALL UTILITIES SERVICES AND STRUCTURES WHETHER ABOVE GROUND OR BELOW GRADE BEFORE COMMENCING THE WORK. SUCH INFORMATION IS NOT NECESSARILY SHOWN ON THE DRAWING, AND WHERE SHOWN, THE ACCURACY CANNOT BE GUARANTEED.

WITH THE SOLE EXCEPTION OF THE BENCHMARK(S) SPECIFICALLY DESCRIBED FOR THIS PROJECT, NO ELEVATION INDICATED OR ASSUMED HEREON IS TO BE USED AS A REFERENCE ELEVATION FOR ANY PURPOSE.

ALL DIMENSIONS AND INFORMATION SHALL BE CHECKED AND VERIFIED ON THE JOB AND ANY DISCREPANCIES MUST BE REPORTED TO THE MUNICIPALITY BEFORE COMMENCING THE WORK. DRAWINGS ARE NOT TO BE SCALED.

REVIEWED

lJames , 9/26/2025, 9:49:02 AM

1	2025-01-17	PB	ISSUED FOR 75% REVIEW
	DATE	BY	ISSUES / REVISIONS

PROJECT:

CAMPUS BLOCK SITE BEAUTIFICATION

DRAWING:

REMOVALS PLAN

DRAWN BY:	CHECKED BY:	PROJECT
T. VALDOCK	P. BROCKS	C14-0659
DESIGNED BY:	APPROVED BY:	DRAWING No.
T. VALDOCK	L. CULLEN	
SCALE:	DATE:	
	1:200 JULY 2024	

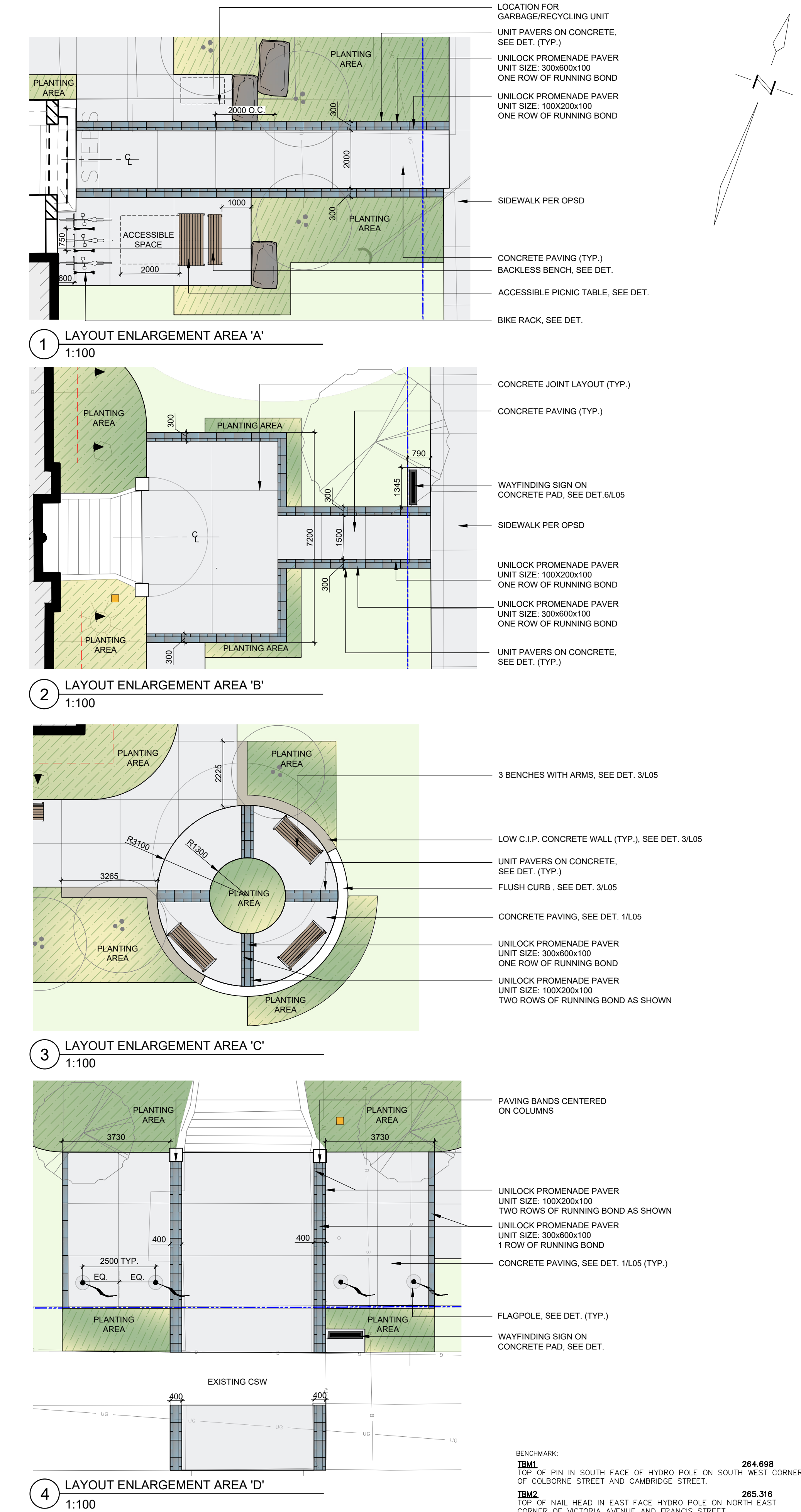
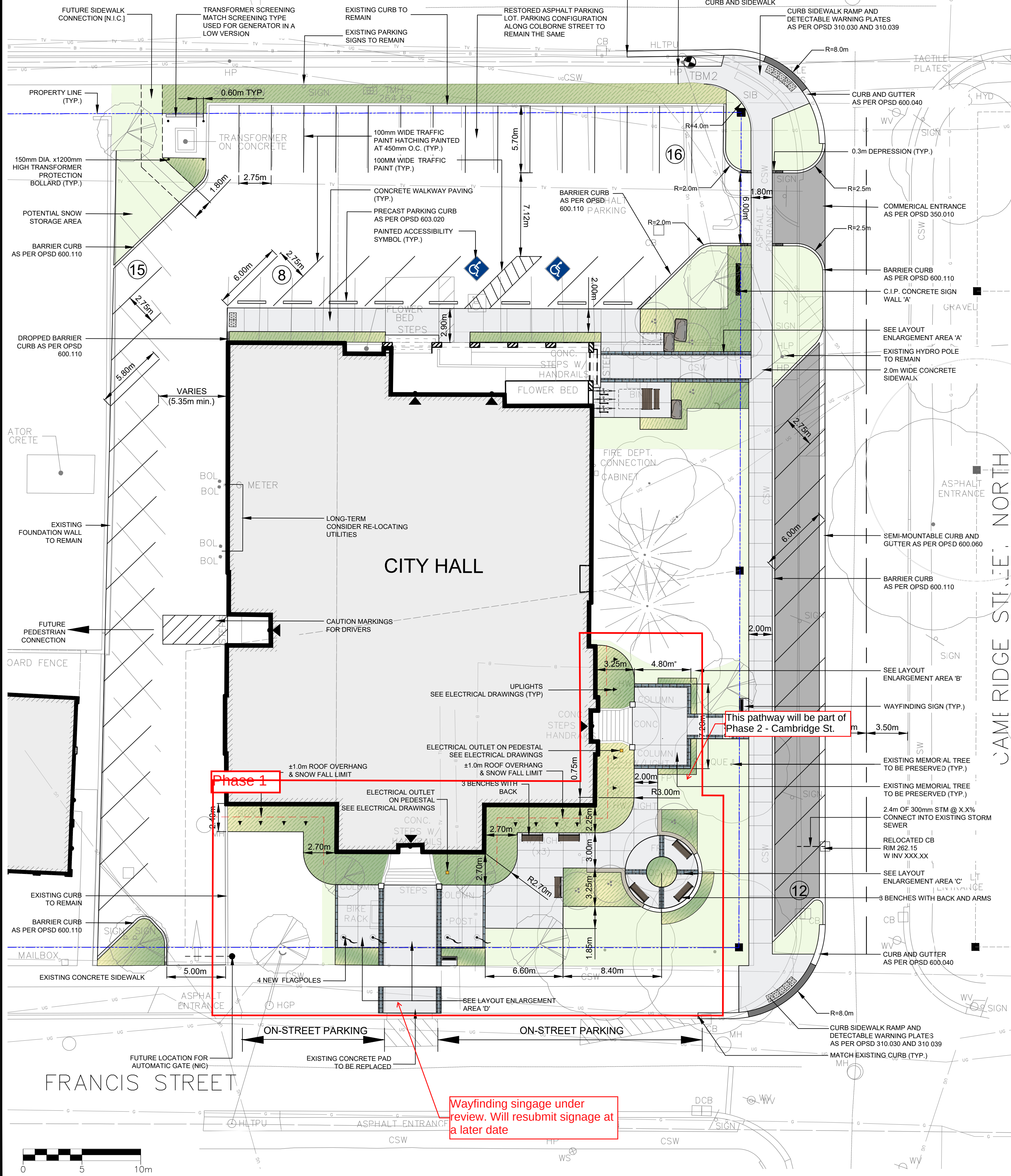
L01

BENCHMARK:

TBM1
TOP OF PIN IN SOUTH FACE OF HYDRO POLE ON SOUTH WEST CORNER OF COLBORNE STREET AND CAMBRIDGE STREET. **264.698**

TBM2
TOP OF NAIL HEAD IN EAST FACE HYDRO POLE ON NORTH EAST CORNER OF VICTORIA AVENUE AND FRANCIS STREET. **265.316**

COLBORNE STREET WEST



LEGEND

- EXISTING TREE TO REMAIN
- DECIDUOUS TREE
- MULTI-STEM DECIDUOUS TREE
- CURB
- DROP CURB
- SOD AREA
- PLANTING AREA
- ASPHALT
- LOW C.I.P. CONCRETE SEATWALL
- CONCRETE PAVING
- DETECTABLE WARNING PLATES
- UNIT PAVEMENT ACCENT PAVING
- ACCESSIBLE TABLE AND BENCH
- BENCH WITH BACK AND ARMS
- BENCH WITH BACK
- BIKE RACK
- FLAGPOLE
- UPLIGHT
- ELECTRICAL OUTLET ON PEDESTAL
- ARMOURSTONE
- C.I.P. CONCRETE SIGN WALL
- WAYFINDING SIGN ON CONCRETE PAD

CIMA+

2nd Floor - 415 Bawline Road West, Bowmansville, ON L1C 0A2
Phone: 905-697-4464 www.cima.ca

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REVIEWED
Ijames , 9/26/2025, 9:49:02 AM

1	2025-01-17	PB	ISSUED FOR 75% REVIEW
DATE	BY	ISSUES / REVISIONS	

PROJECT: Kawartha Lakes Jump In CAMPUS BLOCK SITE BEAUTIFICATION

DRAWING: SURFACE TREATMENT FURNITURE AND LAYOUT PLAN

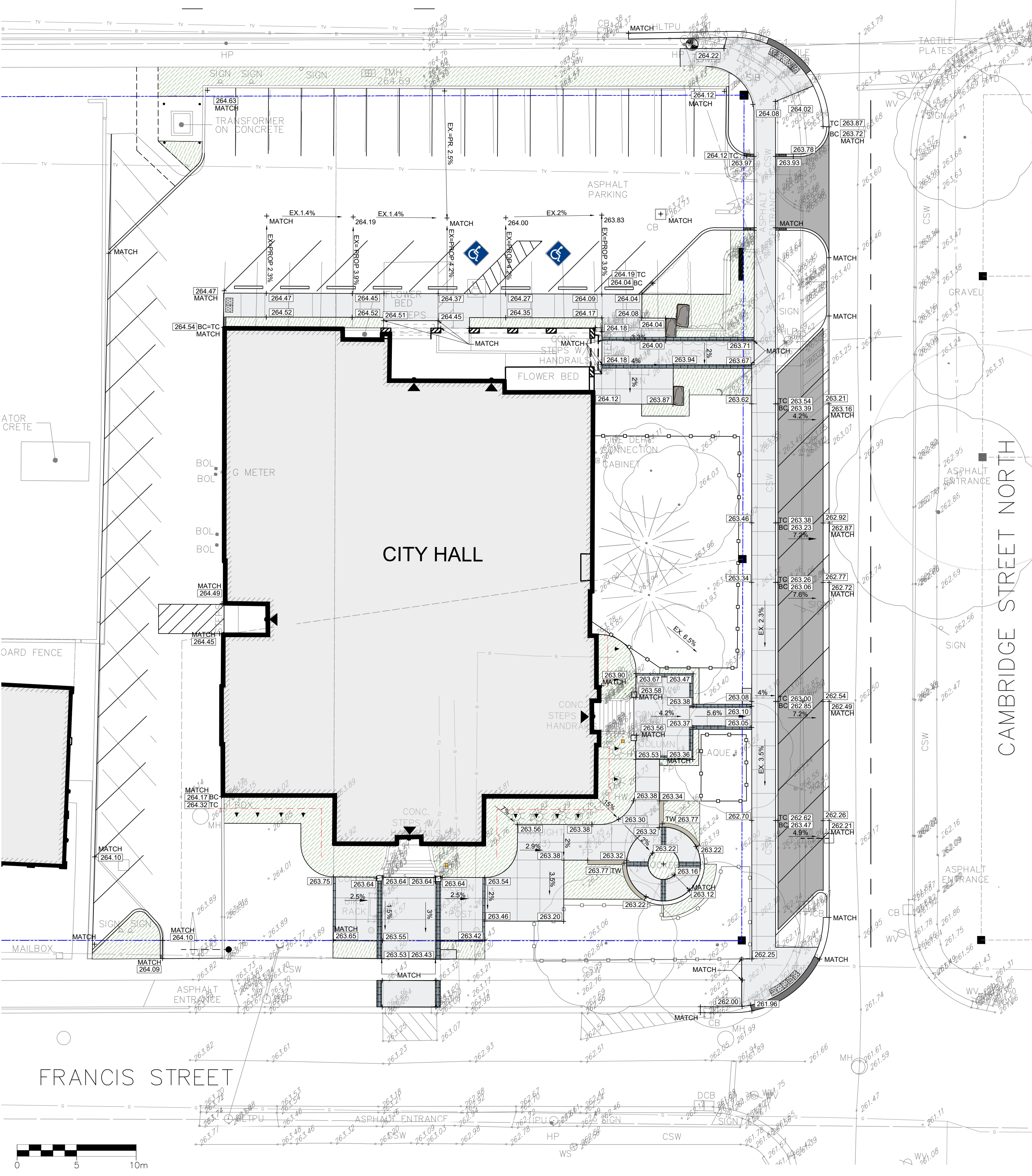
DRAWN BY:	CHECKED BY:	PROJECT
T. VALDOCK	P. BROCKS	C14-0659

DESIGNED BY:	APPROVED BY:	DRAWING No.
T. VALDOCK	L. CULLEN	

SCALE:	DATE:	
1:200	JULY 2024	

L02

COLBORNE STREET WEST



- LEGEND**
- EXISTING GRADE
 - PROPOSED GRADE
 - EXISTING TREE TO REMAIN
 - DECIDUOUS TREE
 - MULTI-STEM DECIDUOUS TREE
 - CURB
 - DROP CURB
 - PLANTING AREA
 - ASPHALT
 - LOW C.I.P. CONCRETE SEATWALL
 - CONCRETE PAVING
 - DETECTABLE WARNING PLATES
 - UNIT PAVER ACCENT PAVING
 - FLAGPOLE FOOTING
 - UPLIGHT
see electrical drawing
 - ELECTRICAL OUTLET ON PEDESTAL
see electrical drawing
 - ARMOURSTONE
 - C.I.P. CONCRETE SIGN WALL
see detail 8 on drawing L-05
 - WAYFINDING SIGN ON CONCRETE
PAD see detail 8 on drawing L-05



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REVIEWED
lames , 9/26/2025, 9:49:02 AM

1	2025-01-17	PB	ISSUED FOR 75% REVIEW
DATE	BY	ISSUES / REVISIONS	

PROJECT:

Kawartha Lakes
Jump In
CAMPUS BLOCK
SITE BEAUTIFICATION

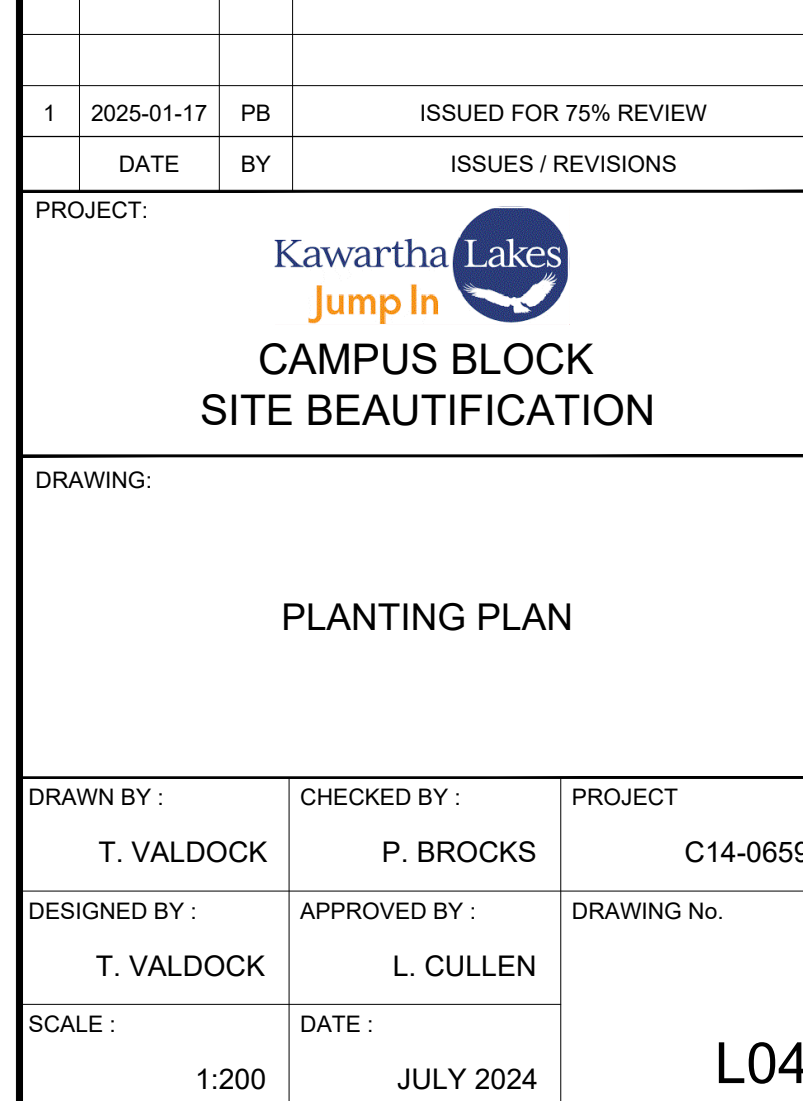
DRAWING:

GRADING PLAN

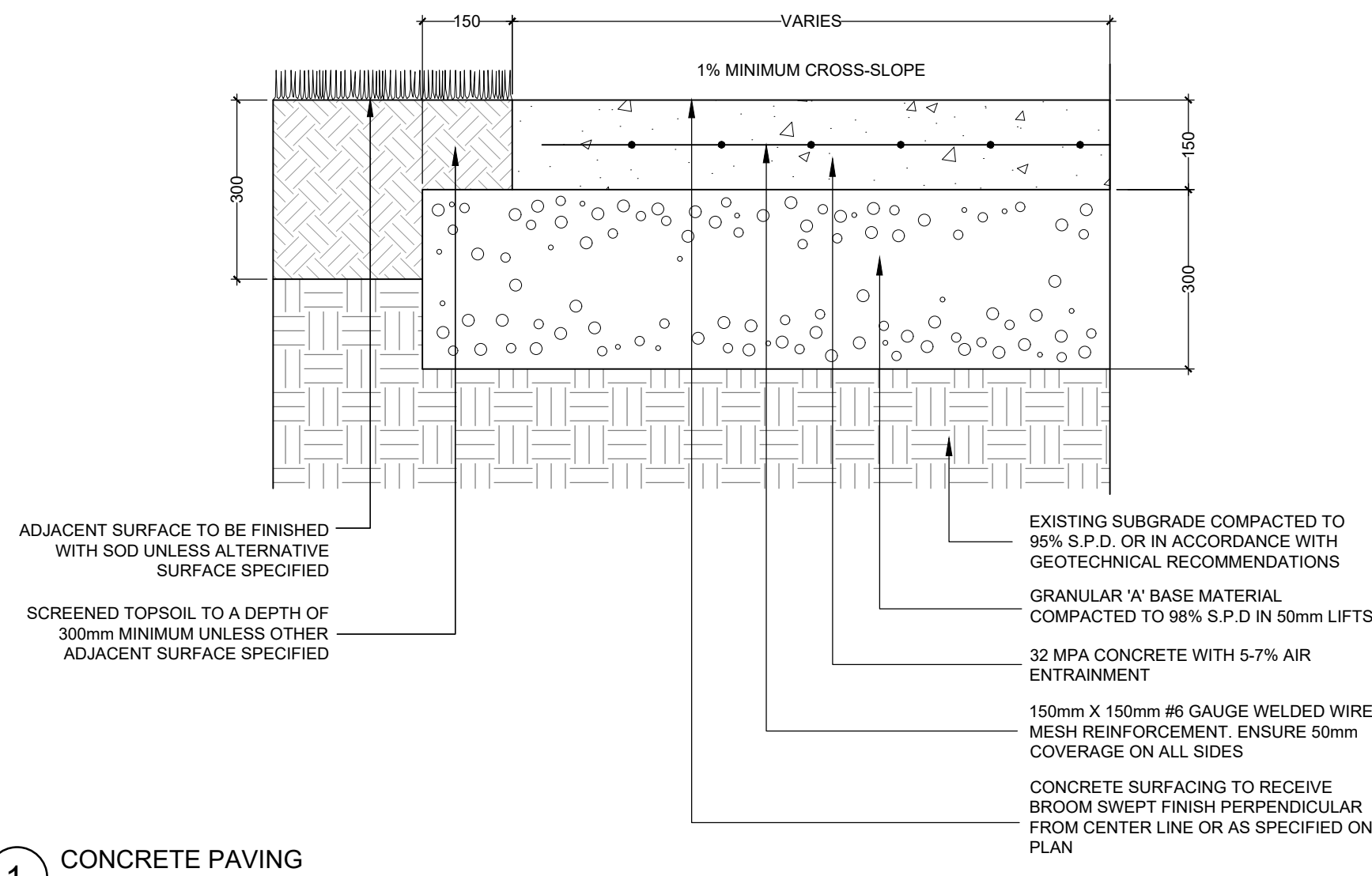
DRAWN BY:	CHECKED BY:	PROJECT
T. VALDOCK	P. BROCKS	C14-0659
DESIGNED BY:	APPROVED BY:	DRAWING No.
T. VALDOCK	L. CULLEN	
SCALE:	DATE:	
1:200	JULY 2024	

L03

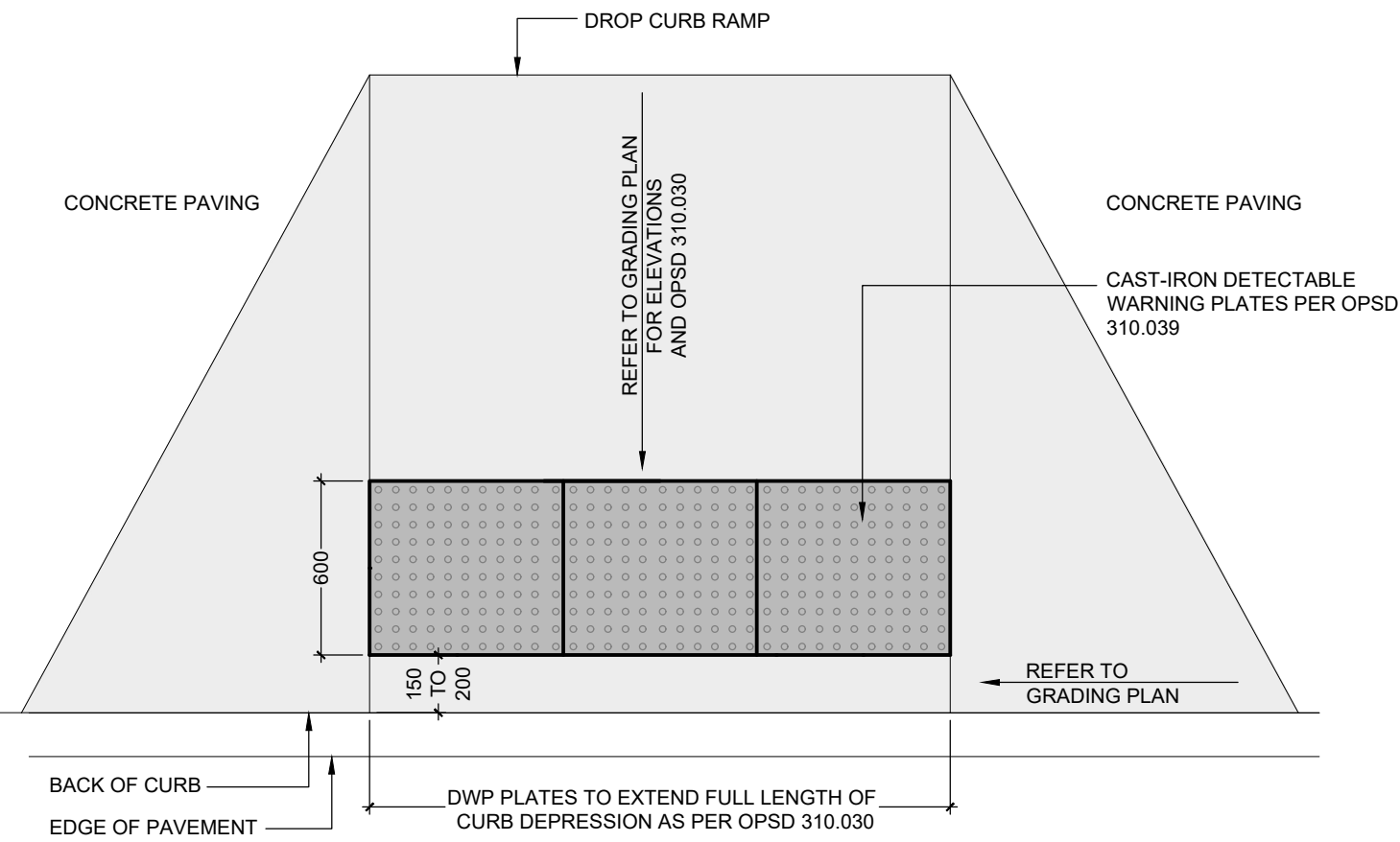
BENCHMARK:
BM1
TOP OF PIN IN SOUTH FACE OF HYDRO POLE ON SOUTH WEST CORNER OF COLBORNE STREET AND CAMBRIDGE STREET.
264.698
BM2
TOP OF NAIL HEAD IN EAST FACE HYDRO POLE ON NORTH EAST CORNER OF VICTORIA AVENUE AND FRANCIS STREET.
265.316



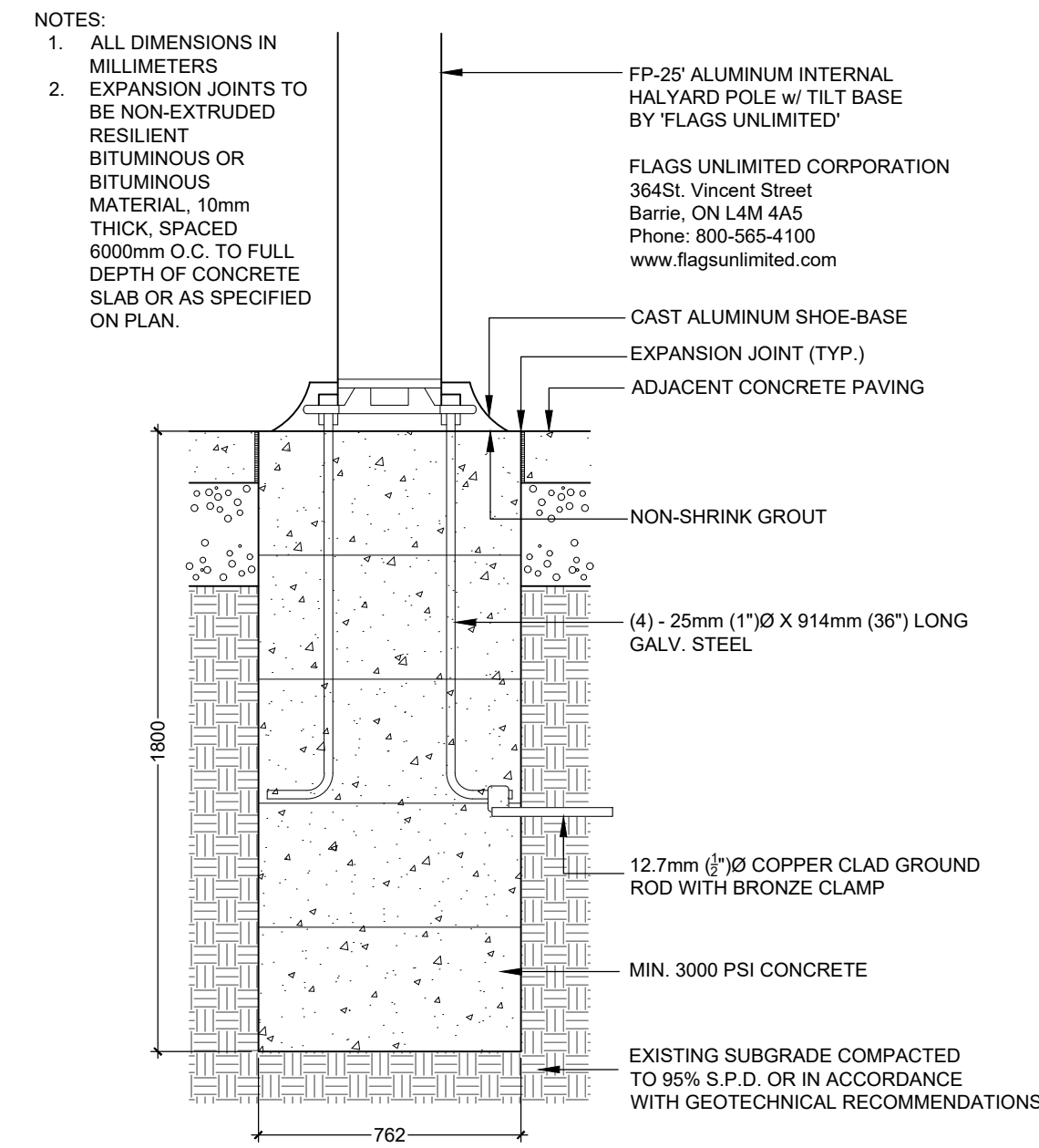
- NOTES:
1. ALL DIMENSIONS IN MILLIMETERS
 2. EXPANSION JOINTS TO BE NON-EXTRUDED RESILIENT BITUMINOUS OR BITUMINOUS MATERIAL, 10mm THICK, SPACED 6000mm O.C. TO FULL DEPTH OF CONCRETE SLAB OR AS SPECIFIED ON PLAN.
 3. EXPANSION JOINTS REQUIRED WHERE CONCRETE PAVING ABUTS STRUCTURES.
 4. CONTROL JOINTS TO BE SAW CUT TO 50mm DEPTH AND SPACED 1500mm O.C. OR AS SPECIFIED ON PLAN.



1 CONCRETE PAVING
1:10

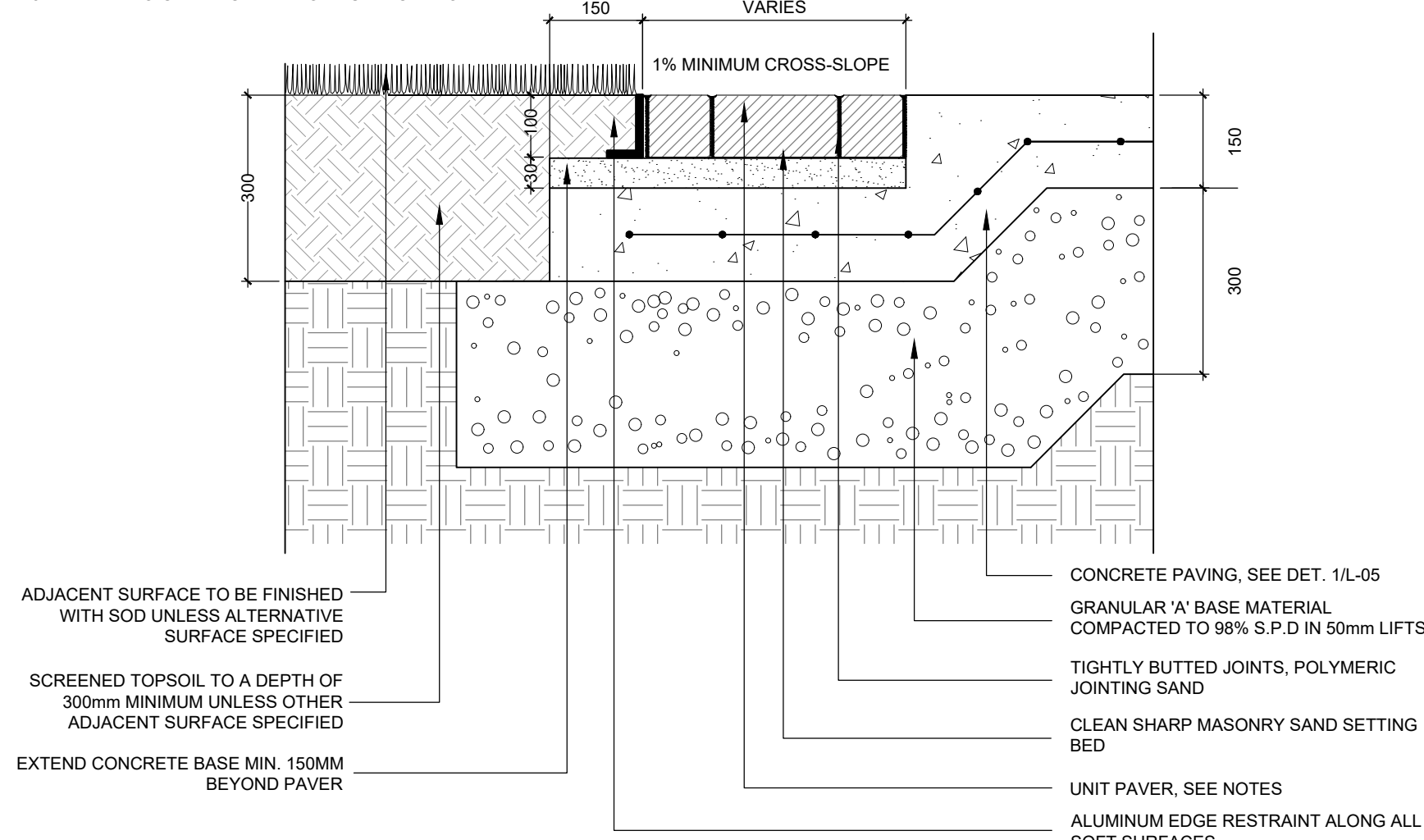


4 DETECTABLE WARNING PLATES (DWP)
N.T.S.

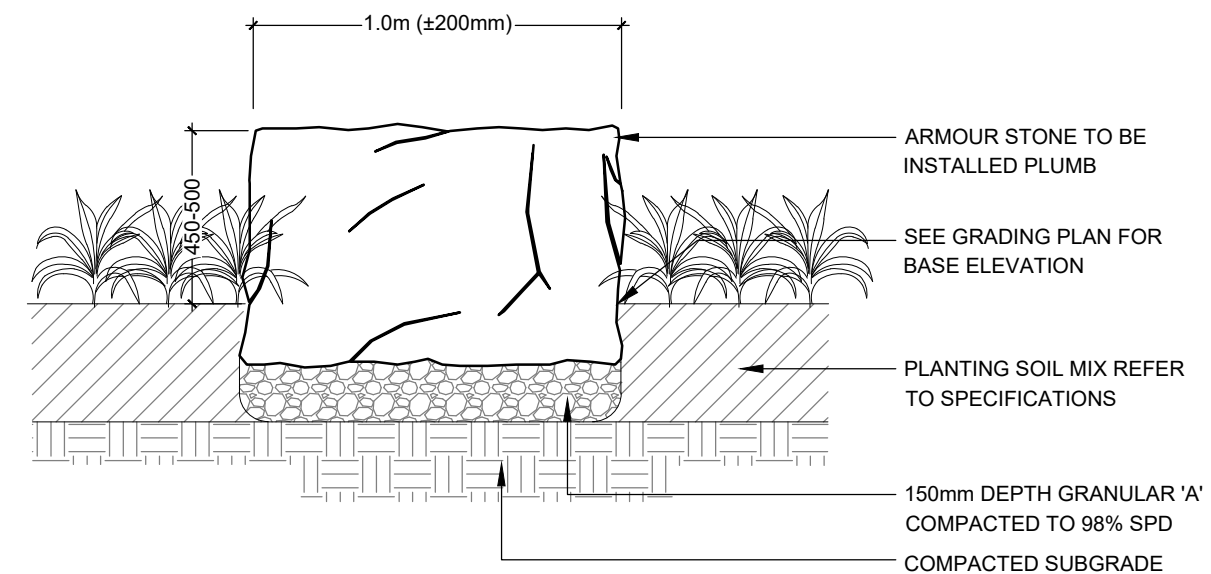


7 FLAGPOLE DETAIL
1:20

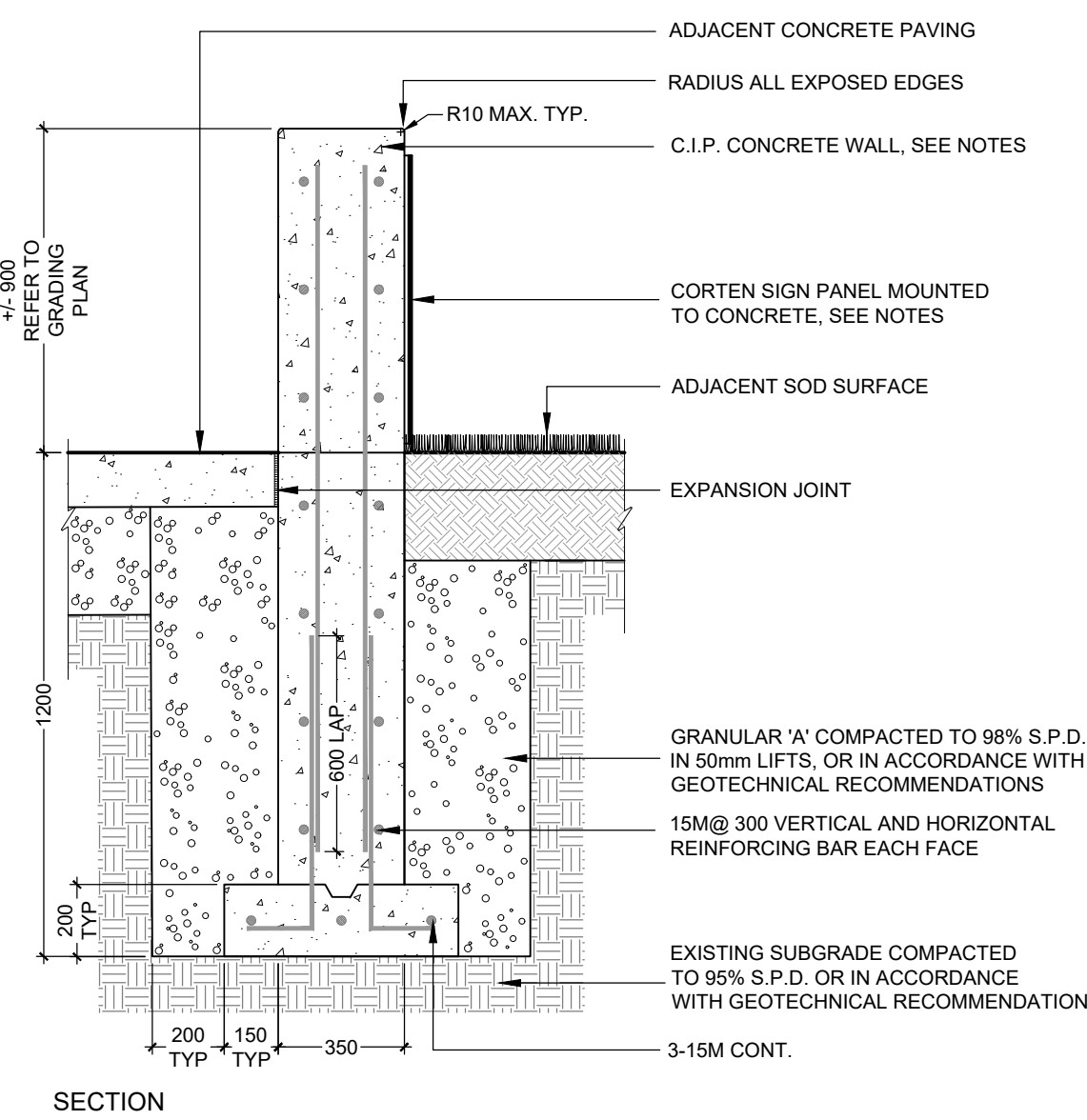
- NOTES:
1. ALL DIMENSIONS IN MILLIMETERS
 2. UNIT PAVES TO BE "TROMENADE PLANK PAVES" BY UNILOCK INC.
 - 2.1. UNIT PAVE SIZES: 200x600x100 UNIT AND 100x200x100 UNIT
 - 2.2. LAYING PATTERN: REFER TO LAYOUT ENLARGEMENT PLANS FOR LAYING PATTERN.
 - 2.3. FINISH AND COLOUR: IL CAMPO BRUSHED FINISH, GRANITE BLEND
 3. JOINTING SAND COLOUR: T.B.C.
 4. INSTALL AS PER MANUFACTURER'S RECOMMENDATIONS.
 5. REFER TO GRADING PLAN FOR SURFACE SLOPES.



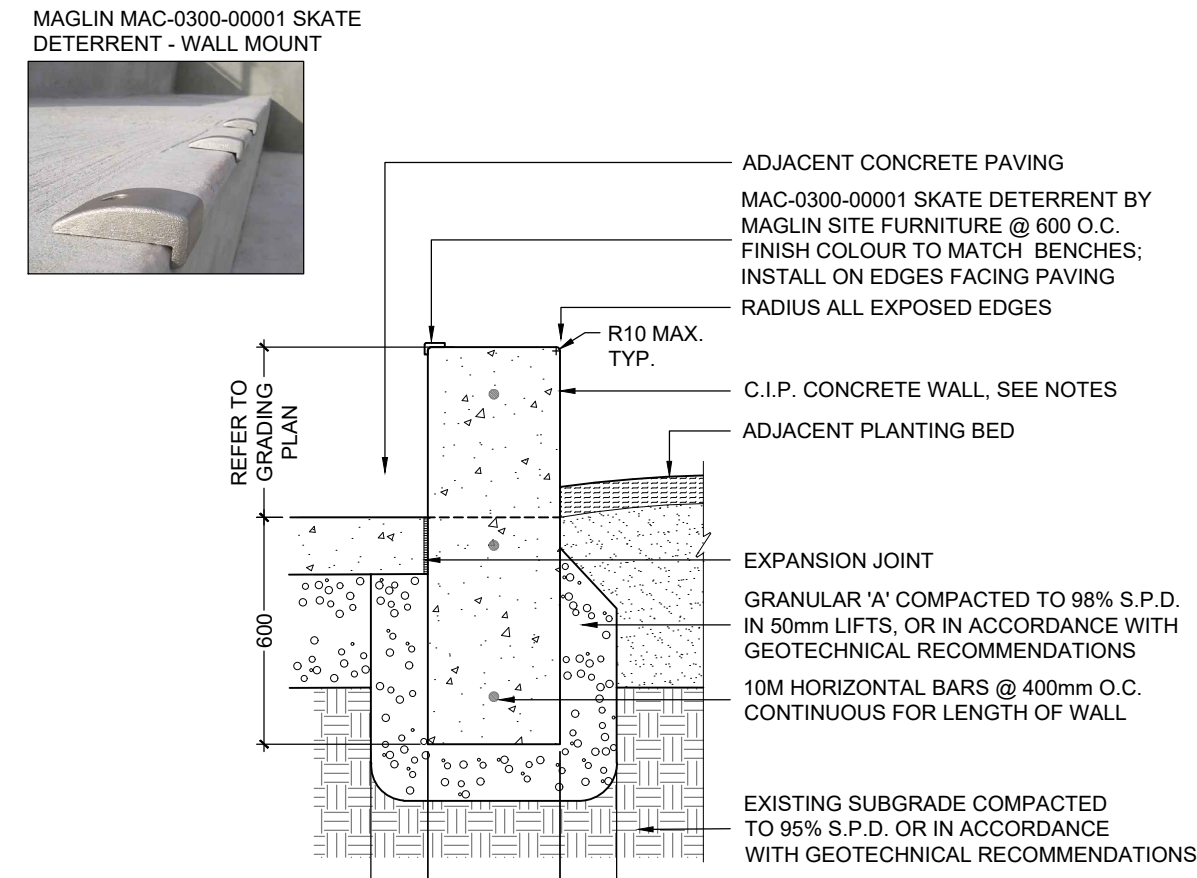
2 IN-LAID UNIT PAVERS ON CONCRETE
1:10



5 ARMOUR STONE DETAIL
N.T.S.

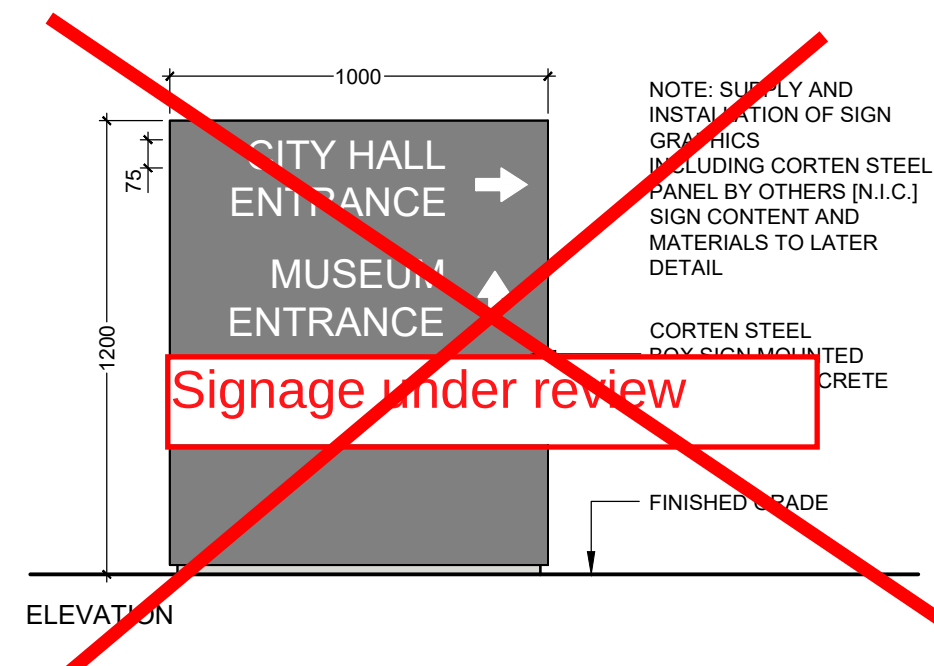


8 C.I.P. CONCRETE SIGN WALL 'A'
1:20

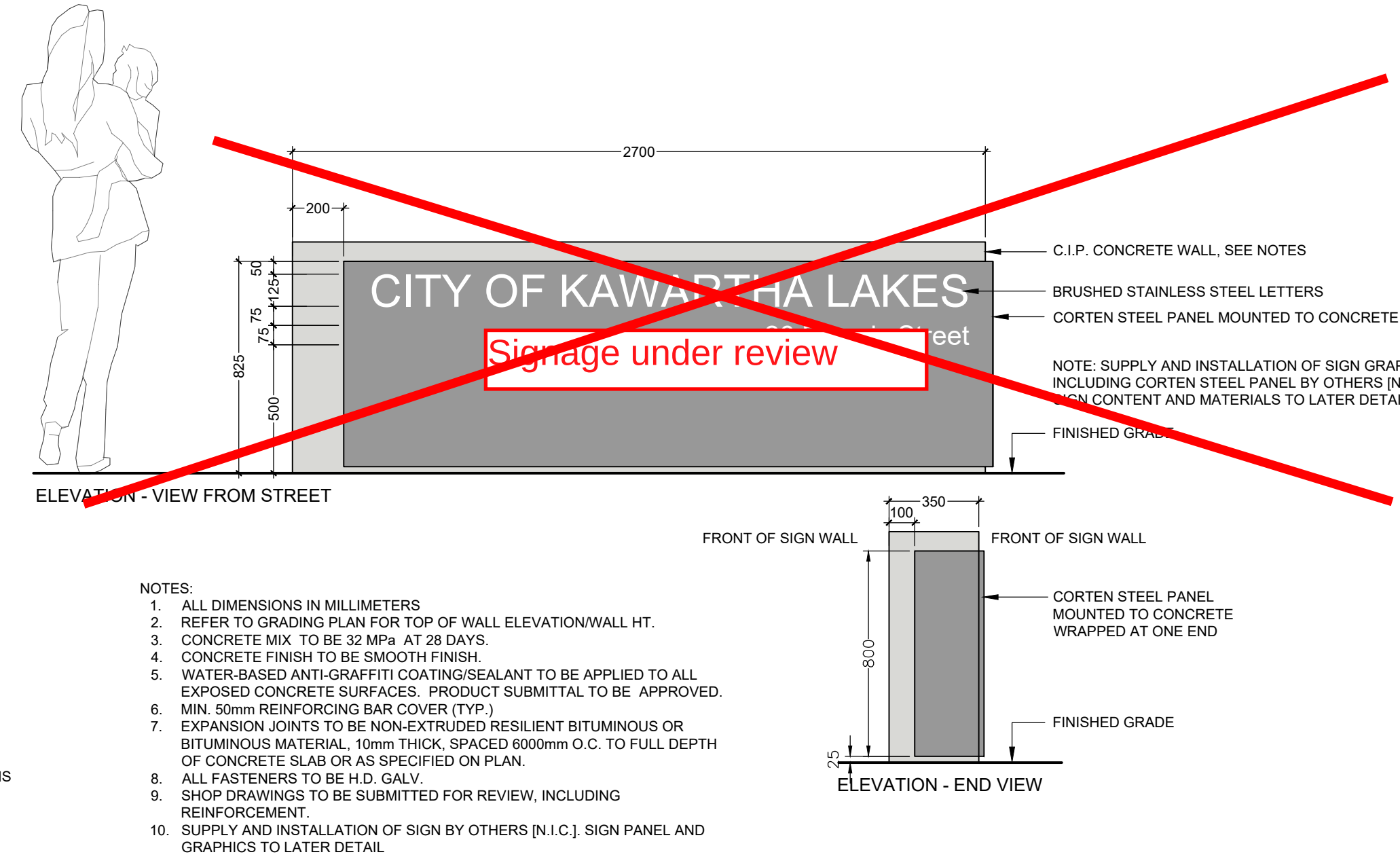


- NOTES:
1. ALL DIMENSIONS IN MILLIMETERS
 2. REFER TO GRADING PLAN FOR TOP OF WALL ELEVATION WALL HT.
 3. CONCRETE MIX TO BE 32 MPa AT 28 DAYS.
 4. CONCRETE FINISH TO BE SMOOTH FINISH.
 5. WATER-BASED ANTI-GRAFFITI COATING/SEALANT TO BE APPLIED TO ALL EXPOSED CONCRETE SURFACES. PRODUCT SUBMITTAL TO BE APPROVED.
 6. MIN. 50mm REINFORCING BAR COVER (TYP.)
 7. EXPANSION JOINTS TO BE NON-EXTRUDED RESILIENT BITUMINOUS OR BITUMINOUS MATERIAL, 10mm THICK, SPACED 6000mm O.C. TO FULL DEPTH OF CONCRETE SLAB OR AS SPECIFIED ON PLAN.
 8. INSTALL SKATE DETERRENT PER MANUFACTURER'S INSTRUCTIONS USING NON-CORROSIVE FASTENERS.

3 LOW C.I.P. CONCRETE WALL
1:20



6 WAYFINDING SIGN ON CONCRETE PAD
1:20



- NOTES:
1. ALL DIMENSIONS IN MILLIMETERS
 2. REFER TO GRADING PLAN FOR TOP OF WALL ELEVATION WALL HT.
 3. CONCRETE MIX TO BE 32 MPa AT 28 DAYS.
 4. CONCRETE FINISH TO BE SMOOTH FINISH.
 5. WATER-BASED ANTI-GRAFFITI COATING/SEALANT TO BE APPLIED TO ALL EXPOSED CONCRETE SURFACES. PRODUCT SUBMITTAL TO BE APPROVED.
 6. MIN. 50mm REINFORCING BAR COVER (TYP.)
 7. EXPANSION JOINTS TO BE NON-EXTRUDED RESILIENT BITUMINOUS OR BITUMINOUS MATERIAL, 10mm THICK, SPACED 6000mm O.C. TO FULL DEPTH OF CONCRETE SLAB OR AS SPECIFIED ON PLAN.
 8. ALL FASTENERS TO BE H.D. GALV.
 9. SHOP DRAWINGS TO BE SUBMITTED FOR REVIEW, INCLUDING REINFORCEMENT.
 10. SUPPLY AND INSTALLATION OF SIGN BY OTHERS [N.I.C.], SIGN PANEL AND GRAPHICS TO LATER DETAIL.



IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO INFORM THEMSELVES OF EXISTING CONDITION, AND THE EXACT LOCATION OF, AND ASSUME ALL LIABILITY FOR DAMAGE TO ALL UTILITIES SERVICES AND STRUCTURES WHETHER ABOVE GROUND OR BELOW GRADE BEFORE COMMENCING THE WORK. SUCH INFORMATION IS NOT NECESSARILY SHOWN ON THE DRAWING, AND WHERE SHOWN, THE ACCURACY CANNOT BE GUARANTEED.

WITH THE SOLE EXCEPTION OF THE BENCHMARK(S) SPECIFICALLY DESCRIBED FOR THIS PROJECT, NO ELEVATION INDICATED OR ASSUMED HEREON IS TO BE USED AS A REFERENCE ELEVATION FOR ANY PURPOSE.

ALL DIMENSIONS AND INFORMATION SHALL BE CHECKED AND VERIFIED ON THE JOB AND ANY DISCREPANCIES MUST BE REPORTED TO THE MUNICIPALITY BEFORE COMMENCING THE WORK. DRAWINGS ARE NOT TO BE SCALED.

REVIEWED
Ijames , 9/26/2025, 9:49:02 AM

1	2025-01-17	PB	ISSUED FOR 75% REVIEW
DATE	BY	ISSUES / REVISIONS	

PROJECT:
Kawartha Lakes
Jump In
CAMPUS BLOCK
SITE BEAUTIFICATION

DRAWING:
DETAILS

DRAWN BY:	CHECKED BY:	PROJECT
T. VALDOCK	P. BROCKS	C14-0659
DESIGNED BY:	APPROVED BY:	DRAWING No.
T. VALDOCK	L. CULLEN	
SCALE:	DATE:	
AS NOTED	JULY 2024	

L05

MBE-2300-00015

ICONIC

MATERIALS: The legs are aluminum castings. The boards are made from Ipe wood. All brackets are made of steel.

FINISH: The Maglin Powdercoat System provides a durable finish on all aluminum castings. The wood boards are treated with penetrating sealers. The steel brackets are e-coated and powdercoated.

INSTALLATION: The bench is delivered pre-assembled. The legs have 7/16" holes for anchoring.

TO SPECIFY: Select MBE-2300-00015
Choose:
- Powdercoat Color

HEIGHT: 33 1/8" (84cm) LENGTH: 70" (178cm) DEPTH: 15 1/2" (64.7cm) WEIGHT: 115 lbs (52.3kg)

MAGLIN[®]

Site Furniture

T 800 748 3004

F 877 245 3004

www.maglin.com

sales@maglin.com

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1 BENCH WITH BACK
N.T.S

MBE-2300-00017

ICONIC

MATERIALS: The legs and arms are aluminum castings. The boards are made from Ipe wood. All brackets are made of steel.

FINISH: The Maglin Powdercoat System provides a durable finish on all aluminum castings. The wood boards are treated with penetrating sealers. The steel brackets are e-coated and powdercoated.

INSTALLATION: The bench is delivered pre-assembled. The legs have 7/16" holes for anchoring.

TO SPECIFY: Select MBE-2300-00017
Choose:
- Powdercoat Color

HEIGHT: 33 1/4" (84.5cm) LENGTH: 70" (178cm) DEPTH: 15 1/2" (64.7cm) WEIGHT: 122.5 lbs (55.6kg)

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2 BENCH WITH BACK AND ARMS
N.T.S

MBE-2300-00025

ICONIC

MATERIALS: The legs are aluminum castings. The boards are made from Ipe wood. All brackets are made of steel.

FINISH: The Maglin Powdercoat System provides a durable finish on all aluminum castings. The wood boards are treated with penetrating sealers. The steel brackets are e-coated and powdercoated.

INSTALLATION: The bench is delivered pre-assembled. The legs have 7/16" holes for anchoring.

TO SPECIFY: Select MBE-2300-00025
Choose:
- Powdercoat Color

HEIGHT: 18" (45.7cm) LENGTH: 70" (178cm) DEPTH: 10 1/8" (50.9cm) WEIGHT: 80 lbs (36.3kg)

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3 BACKLESS BENCH
N.T.S

MTB-2300-00004

ICONIC

MATERIALS: The legs are aluminum castings. The boards are made from thermally modified Ash wood. All brackets are made of steel.

FINISH: The Maglin Powdercoat System provides a durable finish on all aluminum castings. The wood boards are treated with penetrating sealers. The steel brackets are e-coated and powdercoated.

INSTALLATION: The table is delivered pre-assembled. The legs have 7/16" holes for anchoring.

TO SPECIFY: Select MTB-2300-00004
Choose:
- Powdercoat Color

HEIGHT: 30" (76.2cm) LENGTH: 70" (178cm) DEPTH: 38 9/16" (90.3cm) WEIGHT: 110 lbs (50kg)

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4 PICNIC TABLE
N.T.S

MBR-2300-00001

ICONIC

Sustainability Facts

Unit Size One (1) MBR-2300-00001 Bike Rack

Carbon footprint (GWP) 159 kg CO₂e

Measured in kilograms of carbon dioxide equivalent

Total energy use (TPE) 2480 MJ/m²

Measured in megajoules of energy equivalent

Water use (WDP) 1.53 L/m² water

Measured in cubic metres of water

Material recyclability 100%

LEED v4.1 Credits

Type III Environmental Product Declaration

Material Inventory

Low VOC finishes

Free of Red List substances

Maglin is a member of the GreenSource Foundation

Maglin is a member of the GreenSource Foundation

DESCRIPTION: 2300 Series - Iconic Bike Rack- Cast Aluminum, Surface Mount, 2 Bike Configuration

FINISH: The Maglin Powdercoat System provides a durable finish on all aluminum castings.

INSTALLATION: The bike rack is delivered in parts. Refer to INSTALL_MBR-2300-00001 PDF for more information.

TO SPECIFY: Select MBR-2300-00001
Choose:
- Powdercoat Color

HEIGHT: 26 1/2" (67.3cm) LENGTH: 20 1/2" (52cm) WIDTH: 2" (5.1cm) WEIGHT: 18 lbs (8kg)

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Site Furniture

T 800 748 3004

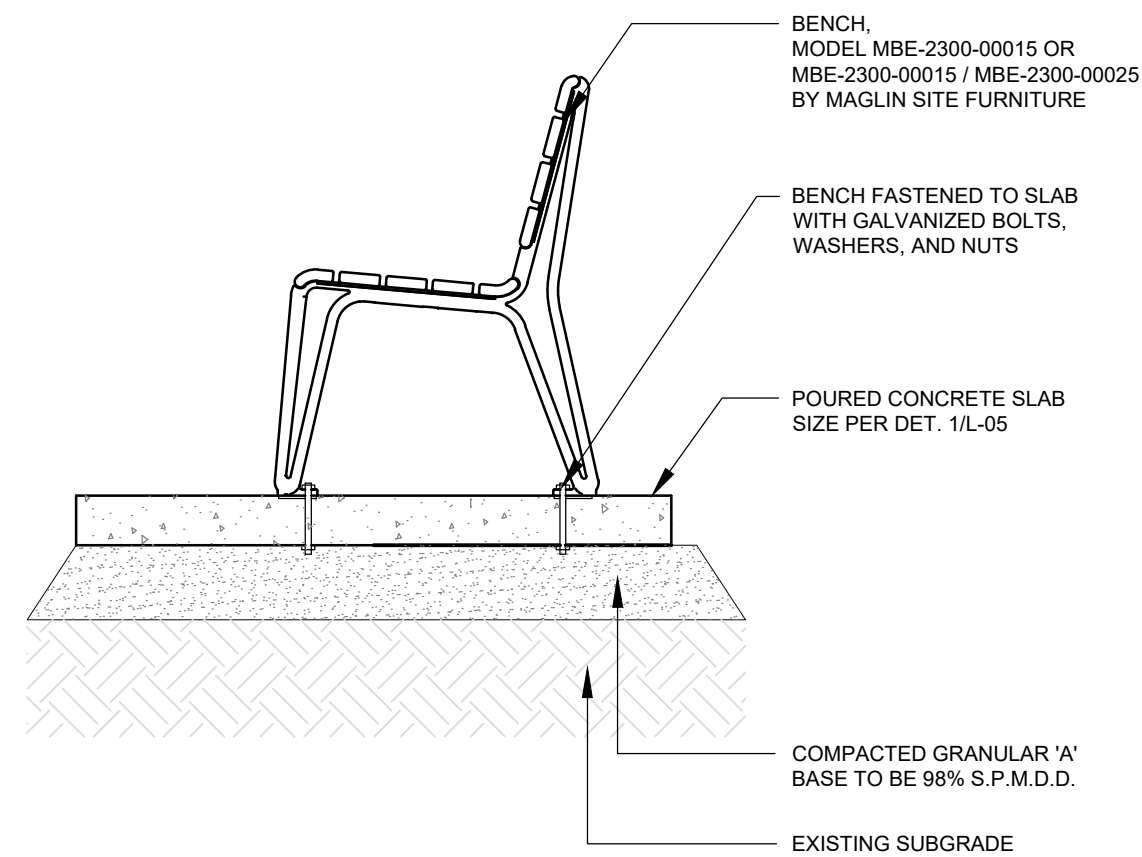
F 877 245 3004

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sales@maglin.com

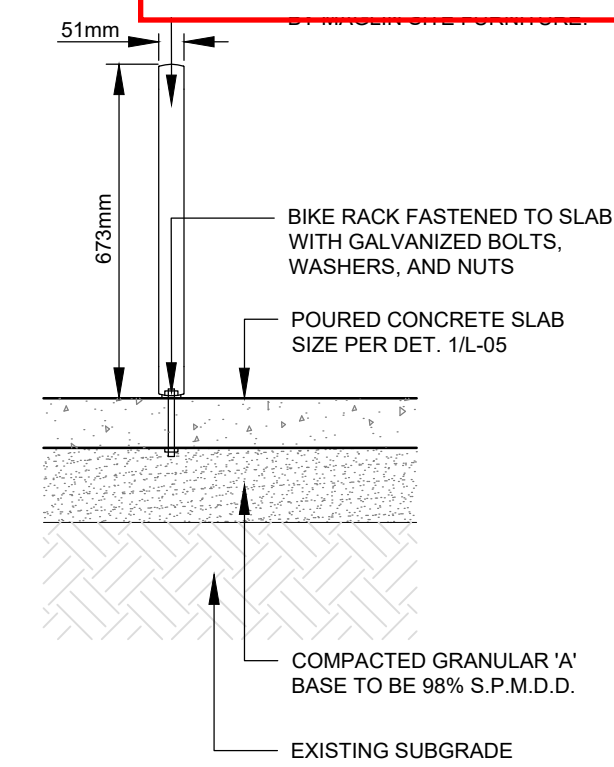
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5 BIKE RACK
N.T.S



6 BENCH FASTENING DETAIL
N.T.S.

Standard CKL furniture will be used.
Please refer to "Classic Display furniture specs
for distribution 2025-09-26"



7 BIKE RACK FASTENING DETAIL
N.T.S.



2nd Floor - 415 Sandline Road West, Bowmanville, ON L1C 0A2
Phone: 905-697-4464
www.cima.ca

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REVIEWED

Ijames , 9/26/2025, 9:49:02 AM

1	2025-01-17	PB	ISSUED FOR 75% REVIEW
	DATE	BY	ISSUES / REVISIONS

PROJECT:

CAMPUS BLOCK
SITE BEAUTIFICATION

DRAWING:

DETAILS

DRAWN BY :	CHECKED BY :	PROJECT
T. VALDOCK	P. BROCKS	C14-0659
DESIGNED BY :	APPROVED BY :	DRAWING No.
T. VALDOCK	L. CULLEN	
SCALE :	DATE :	
AS NOTED	JULY 2024	L06

GENERAL NOTES

1. CONTRACTOR SHALL VISIT THE SITE TO FAMILIARIZE THEMSELVES WITH THE SITE CONDITIONS. BIDDERS ARE TO COMPLETE THEIR OWN ASSESSMENT OF SITE CONDITIONS AND GRADING REQUIREMENTS.
2. CONTRACTOR SHALL CHECK AND VERIFY ALL DIMENSIONS, QUANTITIES AND SITE CONDITIONS BEFORE PROCEEDING WITH THE WORK, AND REPORT ANY DISCREPANCIES TO THE CONTRACT ADMINISTRATOR BEFORE PROCEEDING. NO ALLOWANCE SHALL BE MADE ON BEHALF OF THE CONTRACTOR FOR FAILURE TO DO SO.
3. CONTRACTOR SHALL NOTIFY THE CONTRACT ADMINISTRATOR MINIMUM 48 HOURS PRIOR TO COMMENCEMENT OF WORK TO COORDINATE INSPECTION SCHEDULES.
4. CONTRACTOR TO CONFIRM LAYOUT OF ALL LANDSCAPE FEATURES AND PLANTINGS WITH CONTRACT ADMINISTRATOR BEFORE PROCEEDING.
5. CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIR OF ANY DAMAGE TO EXISTING STREETS, SIDEWALKS, STRUCTURES, AND OTHER FEATURES TO REMAIN DURING CONSTRUCTION OF THIS PROJECT AND SHALL REPAIR SUCH DAMAGE TO THE SATISFACTION OF THE OWNER AND THE CONTRACT ADMINISTRATOR AT NO ADDITIONAL COST.
6. THE CONTRACTOR, UPON ACCEPTANCE OF THE CONTRACT, ASSUMES COMPLETE RESPONSIBILITY AND LIABILITY FOR THE JOB SITE DURING THE COURSE OF CONSTRUCTION, AND SHALL ENSURE PUBLIC SAFETY AND CLEANLINESS OF THE PROJECT SITE AND MUNICIPAL PROPERTY NEAR THE SITE.
7. THE CONTRACTOR IS RESPONSIBLE FOR LOCATION AND PROTECTION OF ALL EXISTING UNDERGROUND AND OVERHEAD UTILITIES. THE CONSULTANT ASSUMES NO RESPONSIBILITY FOR THE ACCURACY OF THE LOCATION OF EXISTING UTILITIES AS INDICATED ON THE DRAWINGS.
8. CONSTRUCTION MUST CONFORM TO ALL APPLICABLE CODES AND REGULATIONS OF ALL AUTHORITIES HAVING JURISDICTION.
9. LANDSCAPE DRAWINGS SHALL BE READ IN CONJUNCTION WITH ALL OTHER CONTRACT DRAWINGS, DETAILS, SPECIFICATIONS, AND CORRESPONDENCE ISSUED DURING THE CONTRACT.

TOPSOIL

1. TOPSOIL ANALYSIS FOR IMPORTED OR STOCKPILED TOPSOIL SHALL BE COMPLETED AND TOPSOIL SHALL BE AMENDED AS RECOMMENDED IN SOIL ANALYSIS REPORT.
2. TOPSOIL SHALL BE SCREENED AND PLACED TO A MINIMUM DEPTH OF 150mm IN ALL DISTURBED AREAS.
3. PREPARE PLANTING BEDS PRIOR TO ARRIVAL OF PLANT MATERIAL ON SITE.
4. ALL PLANTING BEDS SHALL BE MIN. 500mm DEPTH. BOTTOM AND EDGES OF PLANTING BEDS AND PITS SHALL BE SCARIFIED.

PLANTING

1. NO SUBSTITUTIONS SHALL BE MADE TO PLANT SPECIES, VARIETY OR SIZE WITHOUT APPROVAL FROM LANDSCAPE ARCHITECT.
2. IN THE EVENT OF A DISCREPANCY BETWEEN PLANT LIST AND PLAN, QUANTITIES SHOWN ON PLAN SHALL TAKE PRECEDENCE OVER THE PLANT LIST.
3. REPORT ANY DISCREPANCIES BETWEEN THE PLAN AND THE LIST IMMEDIATELY TO THE LANDSCAPE ARCHITECT.
4. ALL PLANT MATERIAL SHALL BE PROVIDED IN ACCORDANCE WITH CURRENT SPECIFICATIONS ESTABLISHED BY THE CANADIAN NURSERY LANDSCAPE ASSOCIATION'S CANADIAN STANDARDS FOR NURSERY STOCK.
5. PLANTS SHALL CONFORM TO INTERNATIONAL CODE OF NOMENCLATURE FOR CULTIVATED PLANTS FOR NOMENCLATURE OF PLANTS AND WITH RECOGNIZED SCIENTIFIC NAME GIVEN IN LATEST EDITION OF STANDARDIZED PLANT NAMES. NAMES OF VARIETIES NOT NAMED THEREIN ARE TO BE IN GENERAL CONFORMITY WITH NAMES ACCEPTED IN NURSERY TRADE.
6. PROVIDE ALL PLANT MATERIAL IN ACCORDANCE WITH SPECIFICATIONS ESTABLISHED BY THE CANADIAN NURSERY LANDSCAPE ASSOCIATION'S CANADIAN STANDARDS FOR NURSERY STOCK.
7. THE CONTRACTOR SHALL STAKE PLANTING LOCATIONS AND CONFIRM LAYOUT OF ALL TREE PLANTINGS BEFORE PROCEEDING.
8. WATER TEST EXCAVATED TREE PITS FOR POROSITY PRIOR TO PLANTING AND REPORT TO LANDSCAPE ARCHITECT IF DRAINAGE IS NOT ADEQUATE.
4. PLANTS SHALL BE FRESHLY DUG AND IN HEALTHY, VIGOROUS CONDITION AT ARRIVAL ON SITE. HEELED-IN PLANTS OR PLANTS FROM COLD STORAGE WILL NOT BE ACCEPTED. WHENEVER PRACTICAL, SUPPLY PLANTS FROM NURSERIES LOCATED WITHIN SAME HARDINESS ZONE AND SIMILAR SOIL CONDITIONS TO THE SITE.
5. IN ALL PLANTING OPERATIONS, BACKFILL WITH SOIL MIXTURE IN 150 MM LAYERS AND FIRMLY TAMP EACH LAYER TO ENSURE PLANT RETAINS ITS ORIENTATION. ENSURE NO AIR POCKETS REMAIN AROUND ROOTS. WATER THOROUGHLY.
6. PLANTING BEDS SHALL BE CONTINUOUS AROUND SHRUBS AND PERENNIALS WITH MULCH PLACED THROUGHOUT THE BED.
7. SPACING TO BE AS SHOWN ON PLAN OR EQUALLY SPACED WITHIN AREA SHOWN ON PLAN.
8. PLANTS SHALL BE FRESHLY DUG AND IN HEALTHY, VIGOROUS CONDITION AT ARRIVAL ON SITE. HEELED-IN PLANTS OR PLANTS FROM COLD STORAGE WILL NOT BE ACCEPTED. WHENEVER PRACTICAL, SUPPLY PLANTS FROM NURSERIES LOCATED WITHIN SAME HARDINESS ZONE AND SIMILAR SOIL CONDITIONS TO THE SITE.
9. ALL DISTURBED AREAS SHALL BE REINSTATED WITH MINIMUM 150 mm IMPORTED SCREENED TOPSOIL AND SOD.

SODDING

1. PRIOR TO SOD PLACEMENT, TOPSOIL SHALL BE FINE GRADED TO ENSURE THE SURFACE IS FREE OF HUMPS AND HOLLOWs WITH SMOOTH, EVEN GRADE, TO TOLERANCE OF +/- 15mm.
2. SOD SHALL CONFORM TO THE SPECIFICATIONS OF LANDSCAPE ONTARIO AND THE NURSERY SOD GROWERS' ASSOCIATION OF ONTARIO.
3. SOD SHALL BE NUMBER ONE TURFGRASS NURSERY SOD.
4. LAY SOD IN ROWS, PERPENDICULAR TO DIRECTION OF SLOPE, WITH JOINTS STAGGERED. BUTT SECTIONS CLOSELY WITHOUT OVERLAPPING OR LEAVING GAPS BETWEEN SECTIONS. CUT OUT IRREGULAR, DISCOLOURED OR THIN SECTIONS WITH SHARP IMPLEMENTS.
5. ROLL SOD AFTER INSTALLATION, TO THE SATISFACTION OF THE LANDSCAPE ARCHITECT. PROVIDE CLOSE CONTACT BETWEEN SOD AND SOIL BY LIGHT ROLLING. USE OF HEAVY ROLLER TO CORRECT IRREGULARITIES IN GRADE IS NOT PERMITTED.

WARRANTY

1. AT THE COMPLETION OF PLANTING OPERATIONS, REMOVE ALL SURPLUS MATERIAL FROM THE SITE AT NO EXTRA CHARGE TO THE PROJECT.
2. MAKE GOOD ALL DAMAGE RESULTING FROM PLANTING OPERATIONS AT NO EXTRA CHARGE TO THE PROJECT.
3. DURING THE WARRANTY PERIOD, ALL PLANT MATERIAL THAT IS DEAD OR NOT IN AN ACCEPTABLE GROWING CONDITION OR WHICH DOES NOT MEET THE REQUIREMENTS OF THE SPECIFICATIONS SHALL BE REPLACED, AT NO EXTRA COST TO THE CONTRACT.
4. ALL T-BARS SHALL BE REMOVED AT THE CONCLUSION OF THE WARRANTY PERIOD.

TREE PROTECTION NOTES

THE CRITICAL ROOT ZONE (CRZ) OF TREES IS ESTABLISHED AS BEING 10 CENTIMETRES FROM THE TRUNK OF A TREE FOR EVERY CENTIMETRE OF TRUNK DIAMETER. THE TRUNK DIAMETER IS MEASURED AT A HEIGHT OF 1.3 METRES FOR TREES OF 15 CENTIMETRES DIAMETER AND GREATER AND AT A HEIGHT OF 0.3 METRES FOR TREES OF LESS THAN 15 CENTIMETRES DIAMETER.

1. THE CONTRACTOR MUST TAKE CARE TO ENSURE THAT NO DAMAGE OCCURS TO THE TRUNK, BRANCHES, OR ROOT SYSTEM OF ANY TREE TO REMAIN. ALL EXISTING TREES WHICH ARE TO REMAIN MUST BE PROTECTED BY THE CONTRACTOR BY AVOIDING ANY CONTACT WITH TRUNK AND BRANCHES, AND BY AVOIDING ANY ENCROACHMENT INTO CRITICAL ROOT ZONES.
2. THE CONTRACTOR MUST NOT STORE ANY EQUIPMENT OR MATERIALS ON LAWN AREAS SURROUNDING TREES, PARTICULARLY WITHIN CRITICAL ROOT ZONES.
3. NO MACHINERY OPERATION OR GRADE CHANGES ARE PERMITTED WITHIN THE CRZ OF ANY TREE TO REMAIN.
4. NO SIGNS OR NOTICES SHALL BE ATTACHED TO ANY TREE TO REMAIN.
5. EXHAUST FUMES FROM EQUIPMENT MUST NOT BE DIRECTED TOWARDS ANY TREE'S CANOPY.
6. THE CONTRACTOR SHALL SUBMIT TREE PROTECTION LAYOUT FOR APPROVAL WITH STAGING PLANS FOR EACH SECTION OF WORK. FOLLOWING APPROVED PLANS AND AS DIRECTED BY THE CONTRACT ADMINISTRATOR, THE CONTRACTOR SHALL ERECT A 1.2 m HIGH FENCE AROUND THE OUTER EDGE OF THE CRITICAL ROOT ZONE (CRZ) OF TREES AS PER TREE PROTECTION SPECIFICATION DETAIL ON DRAWING L100. FENCE SHALL BE MAINTAINED UNTIL THE WORK IN EACH SECTION IS COMPLETE. IT IS EXPECTED THAT APPROXIMATELY 80% OF THE LENGTH OF WORK AREA WILL REQUIRE TREE PROTECTION FENCING, AND THAT TREE PROTECTION FENCE WILL BE INSTALLED AND MOVED FROM ONE SECTION TO THE NEXT AS CONSTRUCTION PROGRESSES.
7. WHERE PRUNING REQUIREMENTS ARE INDICATED ON THE DRAWINGS, BRANCHES TO BE PRUNED MUST BE APPROVED BY THE CONTRACT ADMINISTRATOR, AND MUST BE REMOVED IN ACCORDANCE WITH ACCEPTED ARBORICULTURE PRACTICES BY AN ISA CERTIFIED ARBORIST.
8. ROOTS OF EXISTING TREES EXPOSED BY EXCAVATION SHALL BE CLEANLY PRUNED USING ARBORICULTURE BEST PRACTICES AS DIRECTED BY THE CONTRACT ADMINISTRATOR.
9. GRINDING OF STUMPS AND SURFACE ROOTS SHALL BE COMPLETED FOR TREES THAT ARE DESIGNATED FOR REMOVAL TO A DEPTH OF 300mm OR AS DIRECTED BY THE CONTRACT ADMINISTRATOR. STUMP GRINDING AND REINSTATEMENT TO FINISH GRADE WITH TOPSOIL AND SOD SHALL TAKE PLACE. IF STUMP GRINDING MAY CAUSE ADVERSE AFFECT TO TREES TO REMAIN, TRUNKS MUST BE CUT FLUSH TO EXISTING GRADE. STUMP GRINDING / CUTTING AND REINSTATEMENT OF FINISHED GRADE SHALL BE COMPLETED TO THE SATISFACTION OF THE CONTRACT ADMINISTRATOR.
10. ALL DISTURBED AREAS SHALL BE REINSTATED WITH TOPSOIL TO FILL EXCAVATED AREAS UP TO SURROUNDING FINISHED GRADE. SOD SHALL BE PLACED FOLLOWING CONTRACT ADMINISTRATOR'S APPROVAL OF FINISHED GRADE.

TREE PRUNING NOTES

1. PRIOR TO COMMENCEMENT OF WORK, THE CONTRACTOR SHALL REVIEW THE SITE AND CONFIRM THE SCOPE OF WORK TO BE COMPLETED.
2. TREE BRANCHES MUST BE PRUNED TO PROVIDE THE MINIMAL CLEARANCE REQUIRED TO COMPLETE CONSTRUCTION.
3. ALL PRUNING WORKS SHALL BE REVIEWED AND APPROVED BY THE CLIENT PRIOR TO COMMENCING THE WORK. PRUNING SHALL BE COMPLETED USING BEST PRACTICES UNDER THE SUPERVISION OF AN ISA CERTIFIED ARBORIST.
4. ALL PRUNED MATERIAL SHALL BE REMOVED FROM THE SITE.



IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO INFORM THEMSELVES OF EXISTING CONDITION, AND THE EXACT LOCATION OF, AND ASSUME ALL LIABILITY FOR DAMAGE TO ALL UTILITIES SERVICES AND STRUCTURES WHETHER ABOVE GROUND OR BELOW GRADE BEFORE COMMENCING THE WORK. SUCH INFORMATION IS NOT NECESSARILY SHOWN ON THE DRAWING, AND WHERE SHOWN, THE ACCURACY CANNOT BE GUARANTEED.

WITH THE SOLE EXCEPTION OF THE BENCHMARK(S) SPECIFICALLY DESCRIBED FOR THIS PROJECT, NO ELEVATION INDICATED OR ASSUMED HEREON IS TO BE USED AS A REFERENCE ELEVATION FOR ANY PURPOSE.

ALL DIMENSIONS AND INFORMATION SHALL BE CHECKED AND VERIFIED ON THE JOB AND ANY DISCREPANCIES MUST BE REPORTED TO THE MUNICIPALITY BEFORE COMMENCING THE WORK. DRAWINGS ARE NOT TO BE SCALED.

REVIEWED

lames , 9/26/2025, 9:49:02 AM

1	2025-01-17	PB	ISSUED FOR 75% REVIEW
	DATE	BY	ISSUES / REVISIONS

PROJECT:



CAMPUS BLOCK
SITE BEAUTIFICATION

DRAWING:

GENERAL NOTES

DRAWN BY :	CHECKED BY :	PROJECT
T. VALDOCK	P. BROCKS	C14-0659
DESIGNED BY :	APPROVED BY :	DRAWING No.
T. VALDOCK	L. CULLEN	L07
SCALE :	DATE :	
	JULY 2024	

URBAN FLARE 6' BENCH



As the centerpiece of Classic Displays' new Urban Series, the Urban Flare 6' bench offers a contemporary feel and look to a classic ribbon bench design. The back and seating area features a unique laser-cut "keyhole" shaped pattern adding visual interest, with the same pattern appearing on most every piece in the Urban Series product line. The flared side arms add an extra touch of elegance while providing proper ergonomics with additional grip width for entering and exiting the bench. The Urban Flare 6' bench is manufactured from galvanized steel that is powder-coated offering increased protection against moisture, impact, chipping, scratching, abrasion, corrosion and fading. The Urban Flare 6' bench can be shipped "knocked down" for easy transport, and is also available in 2', 3', and 4' lengths with various arm configurations for Accessibility. Replacement components are readily available. The Urban Flare 6' Bench features predrilled legs for easy ground mounting. All sizes meet the National Standard of Canada for Accessible Design.



*Centre Arm with no side arms also available



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URBAN FLARE 4' BENCH



The Urban Flare 4' Bench was designed with flexible outdoor seating in mind, providing a comfortable and socially distanced seating area for an individual, couple, or parent with children. As part of the Urban series line featuring benches of various sizes and configurations, the 4' seating option pairs nicely with a 6' bench, or its smaller 2' and 3' seat siblings. The Urban Flare 4' Bench features predrilled legs for easy ground mounting, and could also be installed freestanding and secured locations. Manufactured from robust powder coated laser-cut and galvanized steel, The Urban Flare 4' Bench is available in multiple arm configurations for Accessible seating, and can be shipped unassembled to virtually every corner of North America. Replacement components are readily available.



*Centre Arm with no side arms also available



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URBAN FLARE BENCH

Product Data Sheet

Urban Flare Bench 6'



Urban Flare Bench 4'



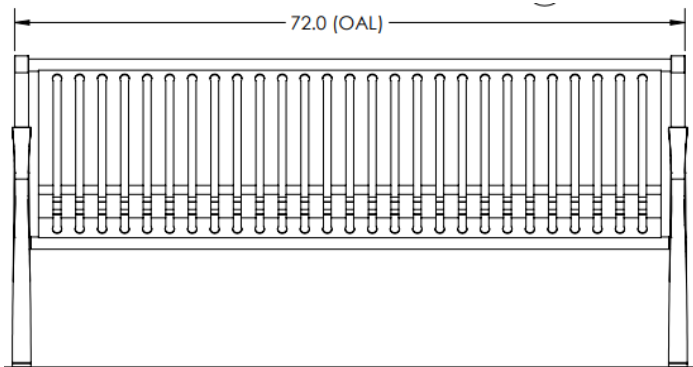
MATERIALS

- Zinc-Plated/Galvanized Powder-Coated Steel
- Stainless Steel Hardware

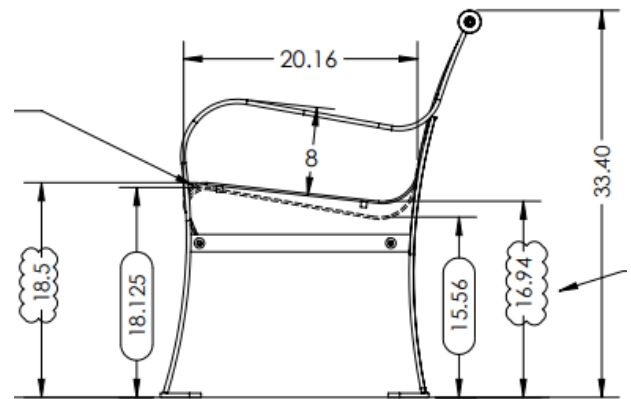
FINISHES

- Powder-Coated Epoxy Textured Black

6' Bench Shown Here



ELEVATION



SIDE VIEW

	4' Length	6' Length
Length	48"[1219mm]	72"[1829mm]
Depth	26.6"[676mm]	26.6"[676mm]
Height	33.4"[848mm]	33.4"[848mm]
Seat Height	18.1"[460mm]	18.1"[460mm]
Weight	140lbs[63.5kg]	182lbs[82.5kg]

TO SPECIFY

- Bench Length (4' or 6')
- Arm Configuration



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URBAN FLARE BENCH

Installation

- For Benches with pre-drilled Legs

Tools and Hardware Required:

- Hammer Drill
- Masonry Bit
- Expanding concrete/wedge anchor (stainless steel recommended) with locking nut

Instructions:

- Drill ½" deeper than anchor will penetrate
 - Deeper anchor will offer better hold
- Drill hole in concrete equal to diameter of anchor
 - Depth of Wedge Anchor = Thickness of material fastened + Minimum embedment
 - Leave space for nut and washer
- Insert wedge anchor into concrete
 - Turn nut clockwise while pulling the anchor up
 - Wedge clip between anchor & concrete.

Notes:

- Do not install anchor within 10 anchor diameters of other anchor, or within 5 anchor diameters of unsupported edge.
- Install on even concrete surface



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URBAN FLARE BENCH

Warranty

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Limitations of Liability

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Maintenance

Wash with Soap and Water

- Mix 1/4 cup dish soap in a gallon of hot (not scalding) water.
- Scrub the metal surface with firm, circular strokes using a soft-bristled brush.
- Rinse this off thoroughly with hot water and then wipe it dry using a lint-free cloth.

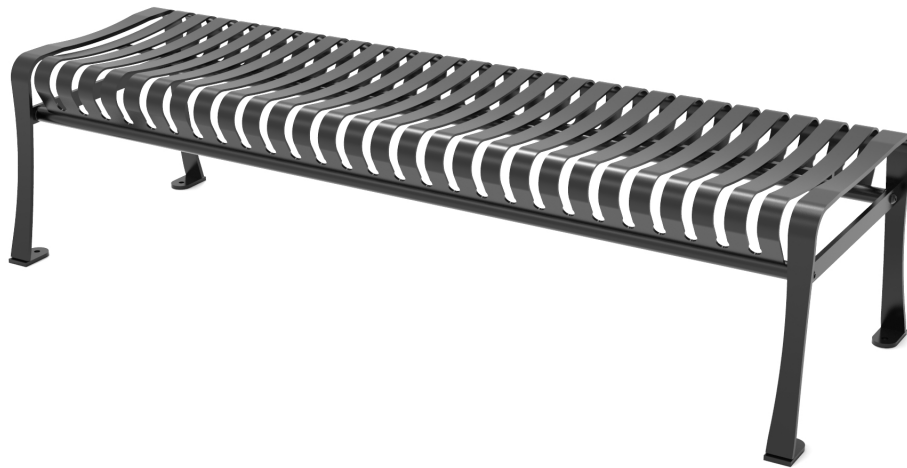
Clean Off Hard Water

- Create a solution of equal parts white distilled vinegar and water.
- Rub the solution into the metal with a soft cloth or spray with a spray bottle.
- Dry with a cloth.



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URBAN FLARE 6' STRAIGHT BENCH



The Urban Flare 6' Straight Bench is designed to complement the standard backed Urban Flare Bench in a setting where multiple bench configurations are required, or is equally suited as a standalone piece for sites where access to both sides of the bench is necessary. The Urban Flare 6' Straight Bench provides a lower profile look with its backless design, while emanating the same elegant design cues as featured throughout the Urban Series product line. Manufactured from laser-cut galvanized steel, the Urban Flare 6' Straight Bench provides maximum protection against the elements in any climate. The Urban Flare 6' Straight Bench can be shipped "knocked down" or fully assembled, and is also available in a 4' length. Replacement components are readily available.



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URBAN FLARE 4' STRAIGHT BENCH



The Urban Flare 4' Straight Bench is the perfect solution for smaller areas where accessibility from both sides of the bench is required. The 4' Straight Bench compliments it's larger 6' sibling, as well as the entire Urban Series line of Site Furnishings. With pre-drilled feet for ground mounting, the Urban Flare 4' Straight Bench can also stand on its own 4 legs for a portable solution. Similar to all Urban Series Site Furnishings, the 4' Straight Bench is built from powder-coated laser-cut and galvanized steel ensuring maximum longevity with minimal maintenance requirements. Replacement components are readily available.

For easy shipping throughout North America, the Urban Flare 4' Straight Bench can be shipped "knocked down".



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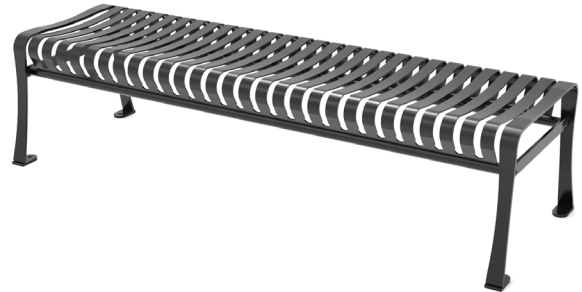
URBAN FLARE STRAIGHT BENCH

Product Data Sheet

Urban Flare Straight Bench 4'



Urban Flare Straight Bench 6'



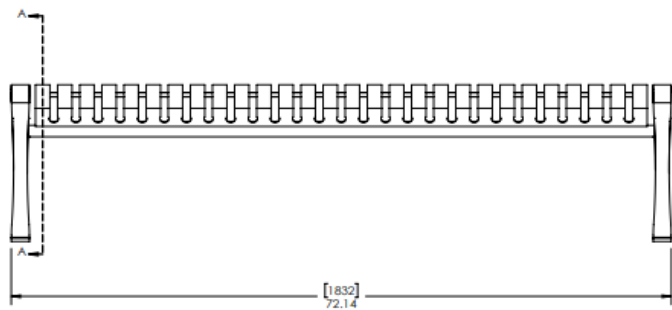
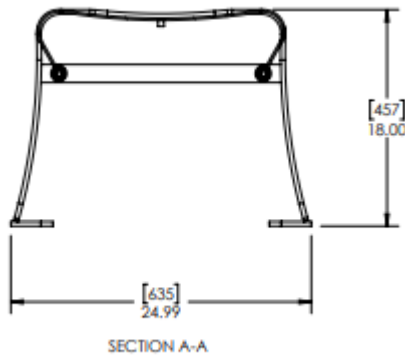
MATERIALS

- Zinc-Plated/Galvanized Powder-Coated Steel
- Stainless Steel Hardware

FINISHES

- Powder-Coated Epoxy Textured Black

6' Bench Shown Here:



TO SPECIFY

- Bench Length (4' or 6')

	4' Length	6' Length
Length	48"[1219mm]	72"[1829mm]
Depth	26.6"[676mm]	26.6"[676mm]
Height	18.1"[460mm]	18.1"[460mm]
Seat Height	18.1"[460mm]	18.1"[460mm]
Weight	92lbs[41.7kg]	120lbs[54.4kg]



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URBAN FLARE STRAIGHT BENCH

Installation

- For Benches with pre-drilled Legs

Tools and Hardware Required:

- Hammer Drill
- Masonry Bit
- Expanding concrete/wedge anchor (stainless steel recommended) with locking nut

Instructions:

- Drill ½" deeper than anchor will penetrate
 - Deeper anchor will offer better hold
- Drill hole in concrete equal to diameter of anchor
 - Depth of Wedge Anchor = Thickness of material fastened + Minimum embedment
 - Leave space for nut and washer
- Insert wedge anchor into concrete
 - Turn nut clockwise while pulling the anchor up
 - Wedge clip between anchor & concrete.

Notes:

- Do not install anchor within 10 anchor diameters of other anchor, or within 5 anchor diameters of unsupported edge.
- Install on even concrete surface



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URBAN FLARE STRAIGHT BENCH

Warranty

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Maintenance

Wash with Soap and Water

- Mix 1/4 cup dish soap in a gallon of hot (not scalding) water.
- Scrub the metal surface with firm, circular strokes using a soft-bristled brush.
- Rinse this off thoroughly with hot water and then wipe it dry using a lint-free cloth.

Clean Off Hard Water

- Create a solution of equal parts white distilled vinegar and water.
- Rub the solution into the metal with a soft cloth or spray with a spray bottle.
- Dry with a cloth.



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URBAN FLARE WASTE CONTAINER 120



Laser cut for maximum strength, style, and durability, the Urban Flare Waste Container 120 is a timeless design suitable for a wide range of settings. Fabricated from galvanized steel then powder coated, the Urban Flare Waste Container 120 includes a 32 gallon (120L) rotationally-molded polyethylene liner and pre-drilled feet for easy ground mounting with three anchor points. With its ergonomic side access door, operators can easily access the liner without lifting it up and out of the unit. An optional rain shield, lid stickers, and a customizable nameplate are also available. The Urban Flare Waste Container 120 comes standard in glossy black powder coated epoxy finish, and can also be specified in a wide range of colours. The Urban Flare Waste Container 120 ships fully assembled, with replacement components/liners readily available.

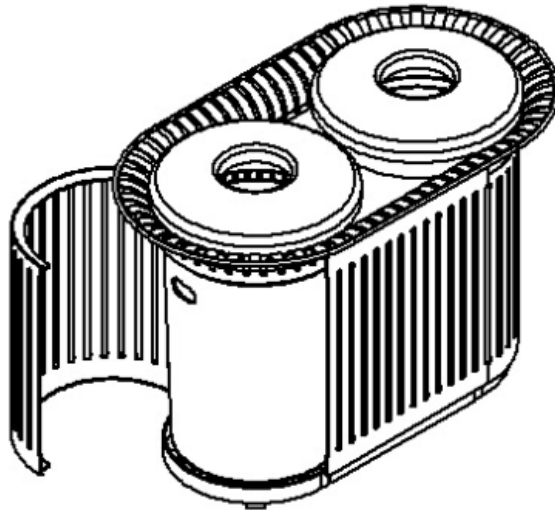


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URBAN FLARE WASTE CONTAINER 240



Manufactured from zinc-plated powder coated steel, the laser-cut Urban Flare Waste Container 240 provides extended capacity, or up to two additional streams for recycling for a total of 3 streams. The unit includes 2 x 32 gallon (120L) rotationally-molded polyethylene liners, where one liner can be subdivided into 2 x 16 gallon (60L) streams. Both liners have separate side door access, ensuring proper ergonomics when servicing the unit, reducing straining on the operator. Optional rain shields, lid stickers, and nameplates can also be added to further customize the unit. The unit is equipped with three pre-drilled feet for surface mount application. Powder coated Black finish is standard for this unit, however many additional colours are also available, including a Natural Galvanized Finish. The Urban Flare Waste Container 240 ships fully assembled, with replacement components/liners readily available.

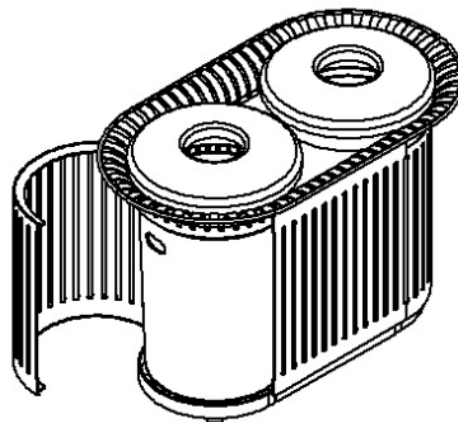


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URBAN FLARE WASTE CONTAINER

Product Data Sheet



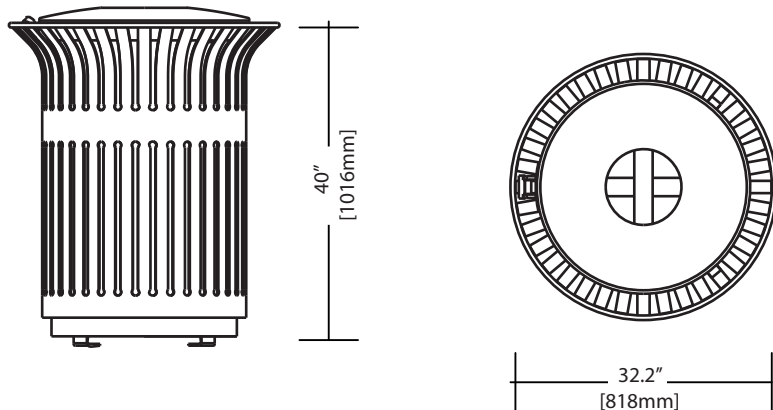
MATERIALS

- Electrostatically Zinc Plated Laser Cut Steel for Maximized Rust Protection
- Polyester Powdercoated Finish
- Stainless Steel Hardware

FEATURES

- Side Access Door with Keyless Locking Mechanism
- Pre-Drilled feet (3 anchor points)
- Includes one or two 32 gal (120L) Poly Liners
- Optional 3 stream option with one liner divided
- Optional Rain Shield
- Optional Custom Nameplates and Lid Stickers

120 Model Shown Here



TO SPECIFY

- Single (120L), or Multi-Stream (240L, 2 or 3 streams)
- Optional Rain Shields
- Optional Side Nameplates
- Optional Lid Stickers

Optional Rain
Shield



Optional Side
Nameplate



	120 (1 stream)	240 (2-3 stream)
Length (Bottom)	25.5"[647mm]	50"[1270mm]
Length (Top)	32.2"[818mm]	56.7"[1440mm]
Width (Bottom)	25.5"[647mm]	25.5"[647mm]
Width (Top)	32.2"[818mm]	32.2"[818mm]
Height	40"[1016mm]	40"[1016mm]
Height with Rain Shield	50"[1270mm]	50"[1270mm]
Weight	135lbs[61kg]	250lbs[113kg]
Capacity	32 gal[120L]	64 gal[240L]



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URBAN FLARE WASTE CONTAINER

Installation

- For pre-drilled Waste Bins

Tools and Hardware Required:

- Hammer Drill
- Masonry Bit
- Expanding concrete/wedge anchor (stainless steel recommended) with locking nut

Instructions:

- Drill ½" deeper than anchor will penetrate
 - Deeper anchor will offer better hold
- Drill hole in concrete equal to diameter of anchor
 - Depth of Wedge Anchor = Thickness of material fastened + Minimum embedment
 - Leave space for nut and washer
- Insert wedge anchor into concrete
 - Turn nut clockwise while pulling the anchor up
 - Wedge clip between anchor & concrete

Notes:

- Do not install anchor within 10 anchor diameters of other anchor, or within 5 anchor diameters of unsupported edge
- Base is pre-drilled for easy surface mounting (recommended)
- Can also be installed free-standing
- Install on even concrete surface



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URBAN FLARE WASTE CONTAINER

Warranty

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Maintenance

Wash with Soap and Water

- Mix 1/4 cup dish soap in a gallon of hot (not scalding) water.
- Scrub the metal surface with firm, circular strokes using a soft-bristled brush.
- Rinse this off thoroughly with hot water and then wipe it dry using a lint-free cloth.

Clean Off Hard Water

- Create a solution of equal parts white distilled vinegar and water.
- Rub the solution into the metal with a soft cloth or spray with a spray bottle.
- Dry with a cloth.



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METRO



The Metro bike rack is available in natural galvanized steel, or a zinc-plated finished with powder coated paint. Suitable for 2 bikes, the Metro bike rack can be specified as in-ground mounted, or a surface mounted unit.

**Surface
Mount**



In-Ground



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In-Ground



Surface Mount

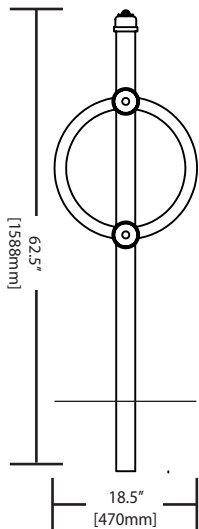
MATERIALS

- Zinc Plated or Galvanized Steel Pipe
- Cast Aluminum Ring and Cap

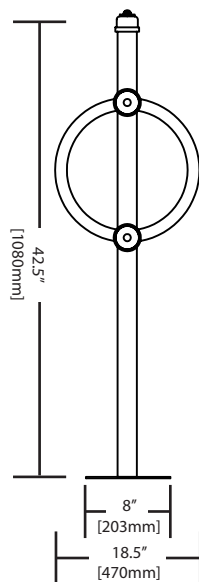
FEATURES

- Outdoor Application
- Available as a Pre-Drilled Surface Mount or as an In-Ground Model
- Powdercoated Black or Natural Galvanized Finish
- Optional Paint Colours Available
- Custom Embossing Available

In-Ground



Surface Mount



TO SPECIFY

- Surface Mount or In-Ground
- Powdercoated Black or Natural Galvanized Finish
- Optional Paint Colour
- Custom Embossing

	In-Ground	Surface Mount
Height	62.5" [1588mm]	42.5" [1080mm]
Width	18.5" [470mm]	18.5" [470mm]
Depth	6" [152mm]	6" [152mm]
Pipe Diameter	2.38" [60mm]	2.38" [60mm]
Baseplate Diameter		8" [203mm]
Weight	25 lbs [11 kg]	25 lbs [11 kg]



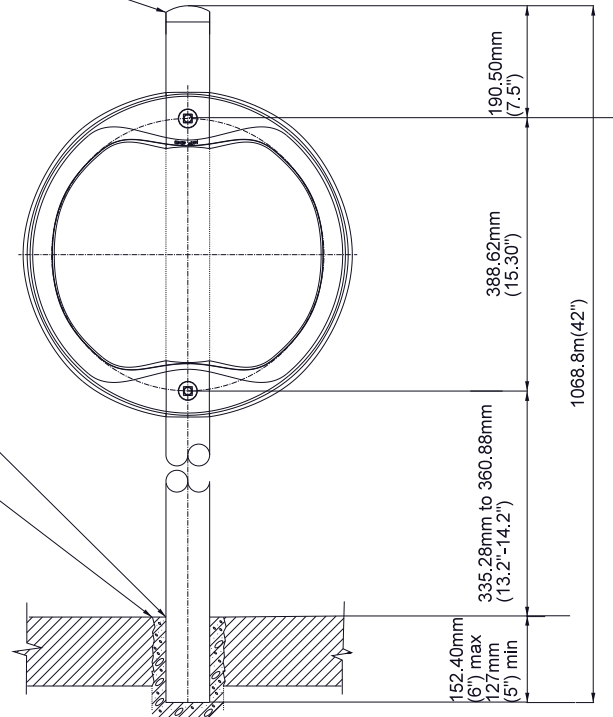
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In-Ground Mounting Installation

TYPICAL GALVANISED TERMINAL CAP
FOR 60.33 mm. (2.375") FENCE POST
SECURED TO PIPE

CORE DRILL 101.6mm(4")
DIAMETER HOLE
INTO SIDEWALK TO
DEPTH
OF 152.40mm(6")

USE CONCRETE GROUT
BETWEEN POLE
AND SIDEWALK
TO SECURE POLE



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Surface Mount Installation

Tools and Hardware Required:

- Hammer Drill
- Masonry Bit
- Expanding concrete/wedge anchor (stainless steel recommended) with locking nut

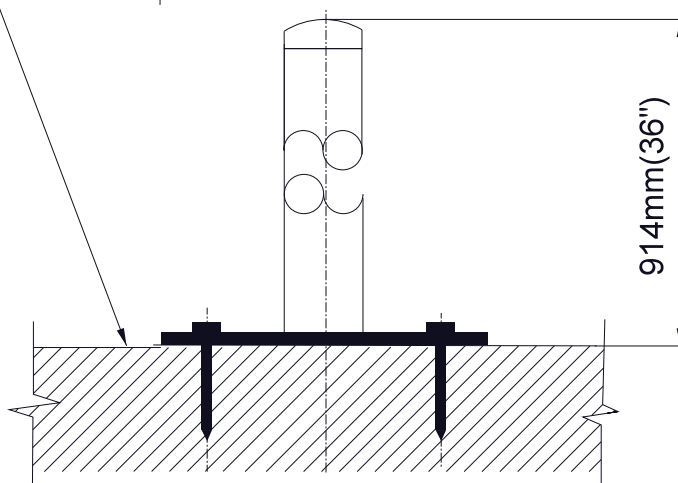
Instructions (Surface Mount)

- Drill ½" deeper than anchor will penetrate
 - Deeper anchor will offer better hold
- Drill hole in concrete equal to diameter of anchor
 - Depth of Wedge Anchor = Thickness of material fastened + Minimum embedment
 - Leave space for nut and washer
- Insert wedge anchor into concrete
 - Turn nut clockwise while pulling the anchor up
 - Wedge clip between anchor & concrete

Notes:

- Do not install anchor within 10 anchor diameters of other anchor, or within 5 anchor diameters of unsupported edge
- Install on even concrete surface

BASE PLATE
SECURED TO SIDEWALK
76.2mm(3") ANCHOR BOLTS



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Warranty

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Maintenance

Wash with Soap and Water

- Mix 1/4 cup dish soap in a gallon of hot (not scalding) water.
- Scrub the metal surface with firm, circular strokes using a soft-bristled brush.
- Rinse this off thoroughly with hot water and then wipe it dry using a lint-free cloth.

Clean Off Hard Water

- Create a solution of equal parts white distilled vinegar and water.
- Rub the solution into the metal with a soft cloth or spray with a spray bottle.
- Dry with a cloth.

Neutralize Alkaline Deposits (Galvanized Steel)

- Mix one part baby powder with two parts milk.
- Use a toothbrush to apply this solution to the metal surface.
- Rinse off and dry thoroughly.



COIL



The Coil bike rack is a popular design, with two different configurations for capacity. The 4 bike capacity provides parking for 2 bicycles on each side of the unit, while the 8 bike capacity provides parking for 4 bicycles on each side. Constructed from 2 3/8" zinc-plated and finished with polyester powder-coated paint, the Coil bike rack comes standard as a surface mounted unit with pre-drilled feet for easy ground mounting.



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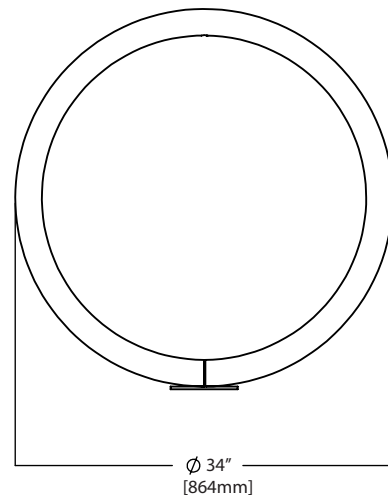
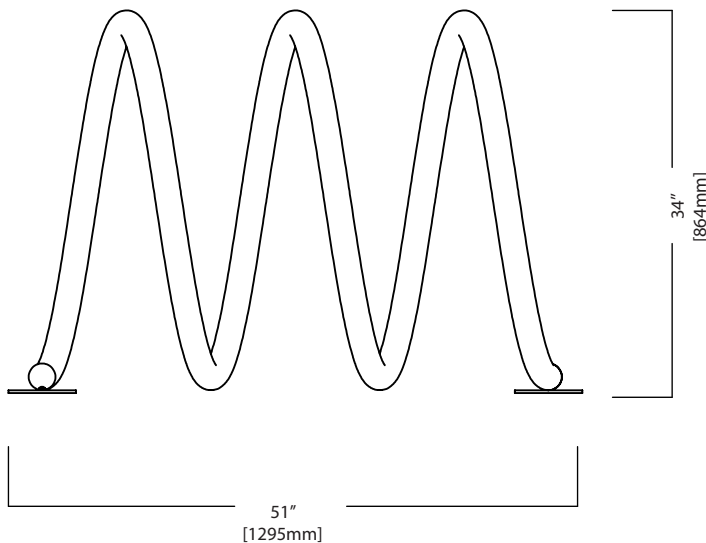
49



MATERIALS

- 2 3/8" Zinc Plated or Galvanized Steel

4 bike model shown here:



4 Bikes

8 Bikes

Length	51"[1295mm]	85"[2160mm]
Depth	34"[864mm]	34"[864mm]
Height	34"[864mm]	34"[864mm]
Separating Distance	15"[381mm]	15"[381mm]
Weight	105lbs[42kg]	175bs[54.4kg]

FEATURES

- Pre-Drilled for Surface Mounting
- Indoor/Outdoor Application
- Powdercoated Black or Natural Galvanized Finish
- Optional Paint Colours Available
- 2-sided Unit with Combined 6 Bike Capacity

TO SPECIFY

- 4 or 8 bike capacity
- Powdercoat Black or Natural Galvanized Finish
- Optional Paint Colour



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Installation

- For pre-drilled Bike Rack

Tools and Hardware Required:

- Hammer Drill
- Masonry Bit
- Expanding concrete/wedge anchor (stainless steel recommended) with locking nut

Instructions

- Drill ½" deeper than anchor will penetrate
 - Deeper anchor will offer better hold
- Drill hole in concrete equal to diameter of anchor
 - Depth of Wedge Anchor = Thickness of material fastened + Minimum embedment
 - Leave space for nut and washer
- Insert wedge anchor into concrete
 - Turn nut clockwise while pulling the anchor up
 - Wedge clip between anchor & concrete

Notes:

- Do not install anchor within 10 anchor diameters of other anchor, or within 5 anchor diameters of unsupported edge
- Base is pre-drilled for easy surface mounting (recommended)
- Can also be installed free-standing
- Install on even concrete surface



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Warranty

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- Scrub the metal surface with firm, circular strokes using a soft-bristled brush.
- Rinse this off thoroughly with hot water and then wipe it dry using a lint-free cloth.

Clean Off Hard Water

- Create a solution of equal parts white distilled vinegar and water.
- Rub the solution into the metal with a soft cloth or spray with a spray bottle.
- Dry with a cloth.

Neutralize Alkaline Deposits (Galvanized Steel)

- Mix one part baby powder with two parts milk.
- Use a toothbrush to apply this solution to the metal surface.
- Rinse off and dry thoroughly.



URBAN FLARE PLANTER



Fabricated from galvanized laser-cut steel, the Urban Flare Planter is a timeless design, seamlessly coordinating with other elements of the Urban Series product line, and other steel site furnishings with either a contemporary or a traditional feel. The powder-coated finish provides even more protection against chipping, abrasion, corrosion, scratching, and fading. The Urban Flare Planter includes a 18 gallon/60 Litre poly planting liner, pre-drilled legs with three anchor points for easy ground mounting, and can be specified in various colours upon request. A double planter version is also available increasing capacity to 36 gallons, or 120 Litres. Replacement/additional planting liners available upon request.

Double Planter Also Available



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URBAN FLARE PLANTER

Product Data Sheet



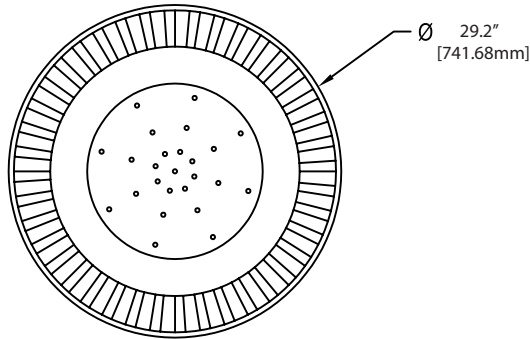
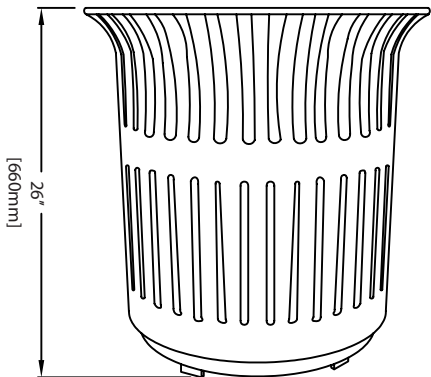
MATERIALS

- Electrostatically Zinc Plated Laser Cut Steel for Maximized Rust Protection
- Polyester Powdercoated Finish
- Stainless Steel Hardware

FINISHES

- Powder coated Textured Black Finish
- Pre-Drilled Feet (3 anchor points)
- Optional Nameplate and Paint Colours
- Includes 60L Capacity Liner(s)

Single Planter Shown Here:



	Single	Double
Diameter at Bottom	21.9"[556mm]	43"[1092mm]
Diameter at Top	29.2"[742mm]	55"[1397mm]
Height	26"[660mm]	26"[660mm]
Weight	92.5lbs[42kg]	182lbs[82.5kg]
Capacity	18 gal[60L]	36 gal[120L]

TO SPECIFY

- Single or Double Planter
- Optional Nameplate
- Optional Paint Colours



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URBAN FLARE PLANTER

Installation

- For pre-drilled Flower Planters

Tools and Hardware Required:

- Hammer Drill
- Masonry Bit
- Expanding concrete/wedge anchor (stainless steel recommended) with locking nut

Instructions:

- Drill ½" deeper than anchor will penetrate
 - Deeper anchor will offer better hold
- Drill hole in concrete equal to diameter of anchor
 - Depth of Wedge Anchor = Thickness of material fastened + Minimum embedment
 - Leave space for nut and washer
- Insert wedge anchor into concrete
 - Turn nut clockwise while pulling the anchor up
 - Wedge clip between anchor & concrete

Notes:

- Do not install anchor within 10 anchor diameters of other anchor, or within 5 anchor diameters of unsupported edge
- Base is pre-drilled for easy surface mounting (recommended)
- Can also be installed free-standing
- Install on even concrete surface



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URBAN FLARE PLANTER

Warranty

Classic Displays Site Furniture Warranty Statement

Classic Displays warrants to the original owner of a Classic Displays product for five years from the date of substantial completion, that the product they receive will be free from defective workmanship and materials when subjected to proper and normal uses.

Limitations of Liability

Classic Displays warrants that should defects occur with a Classic Displays product, the company herein recognizes that it will produce a replacement product and ship it to the original owner at no charge. Classic Displays shall not be liable for any consequential damages that the product may receive through incorrect usage, adverse environment conditions, or used in conjunction with materials harmful to the product.

In the event that defective materials are received, please advise us our office immediately to expedite replacement materials.

* **Acceptance of Merchandise:** Claims of products that are lost or damaged in transit are the responsibility of the customer in reporting the claim. When accepting shipment, missing cartons or visible damage must be noted on the carrier's bill of lading/receipt of delivery, and reported to our office. Claims must be filed with the delivering carrier as soon as possible or may result in refusal of claim by the carrier.

Maintenance

Wash with Soap and Water

- Mix 1/4 cup dish soap in a gallon of hot (not scalding) water.
- Scrub the metal surface with firm, circular strokes using a soft-bristled brush.
- Rinse this off thoroughly with hot water and then wipe it dry using a lint-free cloth.

Clean Off Hard Water

- Create a solution of equal parts white distilled vinegar and water.
- Rub the solution into the metal with a soft cloth or spray with a spray bottle.
- Dry with a cloth.



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Finishing/Coating/Treatment

For Steel Benches, we treat the steel for maximum corrosion protection using either Zinc-Plating or Galvanizing. Steel can remain as a naturally galvanized finish, or can be further finished with Powder coated Paint.

For Powder Coating, we typically use Textured Glossy Black finishing for all our Steel Site Furniture. (Epoxy Thermoset Polymer Coating)

Some of the most important advantages of Powder Coating can be considered here:

- **Resistant:** Powder-coated paint is more resistant to impact, moisture, chemicals, and other extreme weather conditions. Items will look much better as they age.
- **Colour Integrity:** Powder-coated paint colours stay brighter longer. Harmful UV rays have little to no effect on its finish, retaining colour vibrancy for a much longer period of time.
- **Long-Lasting:** Powder-coated paint finishing has been proven to last longer than traditional paint on virtually any metal, making its application quite versatile.
- **Thick:** On the average, powder-coated paint is twice as thick as standard paint – providing greater resistance to vibration, and ability to bend to its material.
- **Durable:** Powder-coated painting reduces the risk of scratches, chipping, abrasion, corrosion, fading, and other wear issues resulting in a longer product lifespan.
- **Textured Glossy Finish:** This particular finish is perfect for hiding imperfections in the metal.

Is Powder Coating Environmentally Friendly?

Absolutely. Powder Coating has a reduced impact on the environment when compared to most traditional paints:

- **No Solvents:** No solvents are used in the powder-coating process, it's also a solid product making the application safer when done correctly.
- **No VOCs:** Powder Coated painting emits zero or near zero harmful Volatile Organic Compounds (chemicals with a low boiling point that are more prone to enter the air).
- **No Finishers:** Harmful finishers are not required in the powder-coating process, unlike traditional paints, resulting in a cleaner and safer environment with less chemicals in the water table.

Sincerely,

Classic Displays



5959 Ambler Drive
Mississauga, ON
L4W 2K2

Tel: 905-282-8888
Fax: 905-282-1832

Materials

-For all flat steel components, we use 3/16" (7 Gauge) Steel.

-Steel components are laser cut and welded or fastened

-All fasteners are Stainless Steel. Visible/Accessible fasteners use tamper-proof Stainless Steel hardware

Recycled Steel & Aluminum

Classic Displays only uses premium steel and aluminum components. Steel is fully recyclable at the end of its life cycle, and a substantial portion of our steel and aluminum elements also contain previously recycled materials, resulting in a greatly reduced environmental burden.

Sincerely,

Classic Displays

Lead Time

- Typical lead time is approximately 6-7 weeks from confirmation of order.
- Longer/Shorter leads times will be advised depending on the product, quantity, and timing of the order. Custom orders will see increased lead times.
- We use local fabricators, and it is possible for increased lead times to labour shortages since the spring of 2020.
- We attempt to expedite every order as quick as possible, without compromising our quality control.
- We use local and Canadian carriers to deliver our products safely to our customers, such as Day & Ross. Smaller orders are shipped by courier when possible.
- We keep our customers informed so they can plan accordingly when their products will be delivered.

Sincerely,

Classic Displays

Classic Displays Commitment to Sustainability

Sustainability is a long-term commitment that requires a long-term approach. At Classic Displays, we are constantly seeking and evaluating new materials, processes, and infrastructure to ensure we stay at the cutting edge of sustainability. Our products and components are designed and manufactured for longevity, mirroring our deep-rooted commitment of over 40 years in contributing to a sustainable environment.

Recycled Plastic Lumber

Classic Displays conscientiously promotes the use of our 100% recycled plastic lumber as the primary material for our benches, picnic tables, planters, including many waste & recycling units. With a 25 year warranty against splitting, cracking, rotting, and warping, our recycled plastic lumber is engineered to greatly exceed the lifespan of composite materials and traditional wood products while remaining fully recyclable at the end of its lifespan.

Recycled Steel & Aluminum

Classic Displays only uses premium steel and aluminum components. Steel is fully recyclable at the end of its life cycle, and a substantial portion of our steel elements contain previously recycled materials. We use energy efficient “Secondary” aluminum comprised of 95% recycled material, of which 57% is post-consumer, and 38% is post-industrial recycled material.

Recycled Material in Waste Containers & Liners

Many of our waste & recycling containers and liners are manufactured through a process called rotational molding, where plastic is “baked” into a mold. The result is a durable, long-lasting, impact-resistant, and environmentally friendly product, generating minimal waste during manufacturing. Our black rotationally molded plastic bins and liners are made from 100% recycled regrind plastic, with all colours fully recyclable at the end of their life cycle.

Paints and Finishes

Non-Galvanized metal components are zinc-plated and finished with TGIC-free and UV resistant powder coated paint. Powder coated components are more resistant, lasting longer and creating less material waste. The environmental benefits of the powder coating process itself uses no solvents, finishes, or VOC’s, resulting in reduced environmental impact, with less chemicals entering the water table.

Holiday Displays and Lighting

As both a producer and direct importer of holiday display products from a very select group of manufacturers, Classic Displays has complete control over the quality products we offer. Quality fabricated products have superior longevity and produce much less waste. Wherever possible, Classic Displays recycles previously enjoyed holiday display products, including lighting components. We routinely donate used string lighting and bulbs, and recycle all metal ingredients.

Shipping & Packaging

Whenever possible, Classic Displays uses recycled skids, safely reusing shipping materials such as bubble wrap, plastic, and cardboard. We also strive to consolidate loads while maximizing load capacity to improve efficiency. Classic Displays routinely ships many products unassembled, decreasing shipping costs while minimizing the environmental impact of the shipping process.

Optimized Maintenance Programs

Classic Displays owns its own fleet of vehicles, including two hydraulic lift vehicles, two half-ton utility trucks, and one 20' straight truck. To minimize our carbon footprint, we rent additional vehicles during our busy installation season. Our year-round maintenance programs are carefully coordinated ensuring deliveries, installations, and maintenance calls are geographically optimized to reduce travel distances whenever possible, resulting in reduced vehicular emissions.

Corporate Recycling Program

Classic Displays recycles all office and warehouse products including packaging, paper, plastics, glass, printer cartridges, and electronic waste.

Location Advantages

Classic Displays' office, showroom, warehouse, storage facility, and production divisions are all located under one roof eliminating the requirement of travelling between multiple locations. With many of our suppliers nearby, our facility is centrally located in an expansive industrial area within a 2km driving distance of Highway 401, Canada's busiest highway. Our centralized location and consolidated facility greatly reduces our carbon footprint.

Municipal Heritage Committee Report

Report Number:	KLMHC2025-055
Meeting Date:	October 2, 2025
Title:	Heritage Plaque Program
Description:	Review of draft criteria and processes for the proposed heritage plaque program
Author and Title:	Emily Turner, Economic Development Officer – Heritage Planning

Recommendations:

That Report KLMHC2025-055, **Heritage Plaque Program**, be received; and

That staff report back with draft program guidelines and a draft plaque policy for review.

Department Head: _____

Financial/Legal/HR/Other: _____

Chief Administrative Officer: _____

Background:

At its meeting of April 17, 2025, the Municipal Heritage Committee began preliminary discussions regarding the development of a new plaque program. This item has been identified as a priority action item on the Committee's 2025 workplan. The intention of the program is to develop a new plaque program to complement the existing designation property plaque program that will commemorate other sites in the City and offer an opportunity for interpretation, including text and pictures, that is not currently part of the designated property plaque program.

This program is being developed after expressions of interest for a program of this type from both the Municipal Heritage Committee and the broader community which has often reached out to staff to ask if such a program was available or could be developed. There are funds in the 2025 Heritage Planning budget to develop such a program. In order to do so, a framework for how the program will operate must be developed and approved by Council. It is anticipated that 2-4 plaques per year can be developed.

At its meeting of September 4, 2025, the Municipal Heritage Committee reviewed the feedback that had been garnered throughout summer 2025 in the public engagement sessions and online survey on Jump In. The Committee provided feedback to staff on the direction that it would like the plaque program to go based on the public feedback and staff identified that the next steps were the creation of draft program guidelines. The Committee passed the following resolution:

KLMHC2025-075

Moved By A. Adare

Seconded By S. Sims

That Report KLMHC2025-051, **Heritage Plaque Program**, be received; and

That staff report back with draft program guidelines.

Carried

Staff have reviewed the Committee's feedback and mapped out next steps for the program as well as a draft process for plaque nomination as well as draft criteria that a site for a plaque must meet in order to be nominated.

Rationale:

Staff have reviewed the Committee's feedback and the public engagement data and developed the following for the Committee's discussion and review.

Nomination Process

The core of the nomination process is that plaques must be nominated by members of the public in order to ensure that the places that are important to communities are identified by the community themselves. The process staff have sketched out is as follows:

- Properties are nominated by members of the public/community organizations.
- Staff review submissions to ensure eligibility of both the site and the nominator and to ensure that enough information has been provided for review. Sites that are inappropriate will be vetted out of the nomination review process (i.e. sites that include hate speech, etc.).
- Nominations will be reviewed by the Municipal Heritage Committee which will choose the sites which will receive plaques based on the allocated budget for that year and the criteria established for plaque nomination evaluation.
- The final list of plaques for the year will be presented to Council for information under the cover of a staff report.

In order to nominate a site for a plaque:

- The nominator must be a resident of Kawartha Lakes, a property or business owner in Kawartha Lakes, and/or a community organization based in Kawartha Lakes.
- Individuals who are directly involved in the review and judging process, including Economic Development staff and members of the Municipal Heritage Committee may not nominate sites.
- Nominations for sites that the nominator does not own must also include the consent of the property owner.

Nominations will be open for a set period during the year and nominations will be available on Jump In and in paper nomination forms that can be picked up at City service desks. It will be important to undertake a program of public education and outreach at the beginning of the process to ensure that members of the community are aware of the program and how to nominate a site.

Criteria

Staff have developed the following draft criteria for sites to be considered for plaques. The criteria will be used for staff to vet the submissions when they are received and for the Municipal Heritage Committee to evaluate the submissions and choose the plaques that will be produced in a given year.

- Plaques may be used to commemorate a specific historic place, person, event, or organization that has local significance to Kawartha Lakes.
- Plaques should reflect a diversity of historic themes, people, and geographic locations throughout the City.
- Plaque topics must have demonstrated and unique community significance such as a link to a specific local theme, important local historic events, people who made a specific contribution to a community in Kawartha Lakes, or a unique local example of architecture or design.
- Plaques must be linked to a specific location.
- Plaques commemorating historic people may only commemorate people who are deceased.
- Private residences may only be plaqued if they have a specific association with a person, theme or organization who is explicitly connected to the property.
- Entire communities may not be plaqued.
- Plaqueing of Indigenous sites requires documented consultation and explicit consent from local Indigenous communities.
- Plaques must be located in a place that is accessible to the public.
- Plaques may be considered based on their alignment with promoting visitation to Kawartha Lakes.
- Sites may not be double plaqued, such as in places where an Ontario Heritage Trust plaque already exists. Exceptions may be made based on exceptional circumstances.

These program criteria have been developed so that they are broad enough in scope to give the Committee latitude in considering what sites it would like to plaque in a given year but also to be able to exclude certain types of sites that may not be appropriate for plaqueing and to ensure that resources are allocated fairly.

Policy and Program Mechanisms

In order to implement the program, there must be some policy and program documents in place to guide and enable the program. In order to do so, staff are proposing the following:

- A Heritage Plaque Policy: This will be a council-approved policy that will provide direction regarding all heritage plaques that are manufactured and installed as part of City programs. This will include the community heritage plaque program that the Committee has been working on, but will also provide direction on the other plaque programs within the City. This includes the bronze plaque program for designated heritage properties, plaques that are installed as part of development agreements, and plaques that are installed as part of City capital projects.
- A Community Heritage Plaque Guidelines: This will be the program guidelines for plaques nominated by the community and reviewed by the Municipal Heritage Committee. It will include the nomination process and criteria for community participation.

Next Steps

Both the program guidelines and the policy will need to be drafted with input from the Committee and City staff in other departments who touch on heritage plaques in their work plan. The Committee should provide feedback on the criteria and nomination process for integration into the final documents. Staff will work on these documents for the Committee's review and present them at a later meeting.

Other Alternatives Considered:

There are no recommended alternatives.

Financial/Operation Impacts:

At this point, it is unlikely that the program will be launched in 2025 as it will still need to be approved by Council prior to any funds being spent. Staff have requested that funds for this project be approved as part of the 2026 Heritage Planning budget. \$10,000 had been allocated in 2025 for this project and the same amount has been requested for this program for 2026.

Consultations:

Public consultation.

Attachments:

N/A

Department Head email: lbarrie@kawarthalakes.ca

Department Head: Leah Barrie, Director of Development Services

Municipal Heritage Committee Report

Report Number:	KLMHC2025-056
Meeting Date:	October 2, 2025
Title:	Proposed Heritage Designation of 131 Glengarry Road, Geographic Township of Manvers
Description:	Proposed heritage designation of 131 Glengarry Road under Part IV of the Ontario Heritage Act
Author and Title:	Emily Turner, Economic Development Officer – Heritage Planning

Recommendations:

That Report KLMHC2025-056, **Proposed Heritage Designation of 131 Glengarry Road, Geographic Township of Manvers**, be received;

That the designation of the property known municipally as 131 Glengarry Road be endorsed; and

That the recommendation to designate the subject property be forwarded to Council for approval.

Department Head: _____

Financial/Legal/HR/Other: _____

Chief Administrative Officer: _____

Background:

The City of Kawartha Lakes designates properties under Part IV of the Ontario Heritage Act. Properties are recommended for designation by their owners, members of the public, local organizations, the Municipal Heritage Committee, Council or staff. Properties proposed for designation are reviewed by the Municipal Heritage Committee, as required by subsection 29(2) of the Ontario Heritage Act, and their recommendation is brought forward to Council under the cover of a staff report.

131 Glengarry Road has cultural heritage value as a representative example of late nineteenth century vernacular residential architecture in Bethany and for its association with the Davis family who settled in Manvers Township in the mid-nineteenth century. The property is not listed on the City's Heritage Register but had been identified as a historic asset as part of the City's ongoing Heritage Inventory.

The owners of the property contacted staff in March 2025 to request that the property be designated under Part IV of the Act. Staff undertook a site visit to the property and met with the owners and subsequently have prepared a heritage evaluation report for the property. Through the heritage evaluation report, staff have determined that the property is eligible for designation under Part IV of the Act. The property has a high level of cultural heritage value in Bethany through its architecture and association with historic residents of the village.

This report provides the background information regarding the cultural heritage value of the property.

Rationale:

The Rationale section is used to explain the reasons and provide justification for the report recommendation.

131 Glengarry Road has cultural heritage value as a representative example of late nineteenth century vernacular residential architecture in Bethany. Believed to have been constructed in the late 1870s, the property displays key characteristics of vernacular architecture as developed throughout much of Ontario at this time including the L-shaped plan, gable roof, and wide verandah, as well as its use of balloon frame construction as the building method. The property has historic associations with the Davis family who settled in Manvers Township in the mid-nineteenth century. The lot itself was created by William Davis who owned the farm property from which it was

severed and the property first occupied by his oldest son, also named William who was well known locally for his role as the mail carrier. The property supports the historic hamlet character of Bethany as part of its late nineteenth century residential fabric.

A heritage evaluation report outlining the full reasons for designation and the property's heritage attributes is attached to this report as Appendix A.

Other Alternatives Considered:

There are no recommended alternatives.

Financial/Operation Impacts:

There are no financial or operational impacts as a result of the recommendations of this report.

Consultations:

Property Owner.

Attachments:

Appendix A – Heritage Evaluation Report: 131 Glengarry Road



Adobe Acrobat
Document

Department Head email: lbarrie@kawarthalakes.ca

Department Head: Leah Barrie, Director of Development Services

131 Glengarry Road, Geographic Township of Manvers

Heritage Designation Evaluation

Manvers Township

PLAN 4 LOT 9

2025



Statement of Cultural Heritage Value or Interest

The subject property has been researched and evaluated in order to determine its cultural heritage significance under Ontario Regulation 9/06 of the Ontario Heritage Act R.S.O. 1990. A property is eligible for designation if it has physical, historical, associative or contextual value and meets any two of the nine criteria set out under Regulation 9/06 of the Act. Staff have determined that 131 Glengarry Road has cultural heritage value or interest and merits designation under the Ontario Heritage Act.

1. The property has design value or physical value because it:

i. is a rare, unique, representative or early example of a style, type, expression, material, or construction method:

The property is a representative example of a late nineteenth century vernacular gable front house. The house is constructed on an L-shaped plan with a front gable and includes features typical of this type of vernacular construction including sash windows and a large verandah on the front of the house. It also typifies the late nineteenth century construction methods as a representative example of balloon frame construction which was the preferred method of frame construction from the mid-nineteenth century into the first half of the twentieth century.

ii. displays a high degree of craftsmanship or artistic merit:

The property displays a typical degree of craftsmanship and artistic merit for a property of this type.

iii. demonstrates a high degree of technical or scientific achievement:

There are no specific technical or scientific achievements associated with this property.

2. The property has historical or associative value because it:

i. has direct associations with a theme, event, belief, person, activity, organization, or institution that is significant to the community:

The property has direct associations with the Davis family who owned the farm from which the subject property was subdivided and one of whom, William Davis Junior, was the first owner of the house. The Davis' were a prominent and well-known local farming family in the local area. The house is also associated with the Prestons, another well-known local family, through its ownership by James Curry, the law partner of J.V.A. Preston, and by Isaac Preston who retired to the house.

ii. yields, or has the potential to yield, information that contributes to an understanding of a community or culture:

The property yields information regarding the growth of Bethany as a local economic and population centre in the second half of the

nineteenth century. The property forms part of a subdivision that was formed from the Davis property to facilitate the growth of the village in the 1870s and is demonstrative of the types of small subdivisions that were formed during this period as rural communities were growing and establishing themselves in the period after early settlement.

iii. demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to the community:

The designer or builder of this property is not known.

3. The property has contextual value because it:

i. is important in defining, maintaining or supporting the character of an area:

The property is important in defining the character of the area as part of the small-town historic landscape of Bethany. The property forms part of the concentrated settlement area that make up the hamlet within the larger rural area that surrounds it and through its lot size and positioning along Glengarry Road is a contrast to the surrounding rural agricultural properties.

ii. is physically, functionally, visually, or historically linked to its surroundings:

The property is visually and historically linked to its surroundings as part of the late nineteenth century residential development of Bethany. The property, located on Glengarry Road on the west side of the village, was constructed as part of a small subdivision in the area that was developed to accommodate Bethany's expanding population in the 1870s. The property is surrounded by vernacular residential properties of a similar size and age which taken together, form a cohesive residential neighbourhood.

iii. is a landmark.

The property is not a specific landmark.

Design and Physical Value

131 Glengarry Road has design and physical value as a representative example of a mid-Victorian vernacular balloon frame residential property. Believed to have been constructed in the late 1870s, the property displays key characteristics of a vernacular frame gable front house, including its frontal gable, an L-shaped plan, sash windows and large verandahs. The property is balloon framed which was the most prevalent form of wood construction in the second half of the nineteenth century and is representative of this form of construction. The house as a whole is representative of many residential properties constructed in both rural and urban settings across Ontario in the second half of the nineteenth century.

From the earliest beginnings of European settlement in North America, the provision of housing was a primary concern and the construction of residential properties was of central importance to the evolution of settler architecture in what would eventually become Canada. In Ontario, the majority of scholarship has focussed on the stylistic transfer of nineteenth century established architectural styles – such as Georgian, Neo-Classical and Gothic Revival styles – from Europe to Ontario and settlement progressed from the late eighteenth into the nineteenth centuries, as well as the growth of late nineteenth century Victorian styles, including Queen Anne, in the province's cities, towns and rural areas. However, the majority of houses built in the province fell outside of these firmly established styles, either making use of some of the elements of these popular architectural styles or constructed in plain manners primarily focussed on functionality.

These buildings, known as vernacular architecture, were primarily intended to serve practical purposes and were built by a range of families across the province, without professional designers or architects. What these buildings looked like varied substantially both across time and geographically where local people aimed to create residential structures that suited their immediate needs for shelter, were functional within the local environmental context and used materials.

The earliest vernacular architecture was the log cabin or shanty constructed by settlers who first arrived in Ontario throughout the late eighteenth and nineteenth centuries and was entirely practical and functional in its design and construction. However, as settlers became more established in the landscape, they began to replace these original structures with new homes that were more solid and secure, but also aimed to integrate aesthetic components that enhanced the look of their house and with internal layouts that included both private and public spaces important to domestic life. Some of these new homes were in established architectural styles imported from Europe, but others continued to follow a utilitarian pattern but with more conscious look towards design.

Throughout the nineteenth century, a typical pattern of vernacular housing emerged. These homes were typically modest in size with a consciously designed and functional interior layout, and an exterior that mirror trends in architectural design, but with decorative elements primarily applied to the front of the house. Most were of frame construction, although both stone and brick were used as well.

In Ontario, these houses took different forms as the nineteenth century progressed and used different combinations of decorative elements, drawn from both the prevalent Classical and Gothic traditions, but the types of vernacular houses were distinguished primarily by their layout and massing. Several key forms emerged, including: the hipped roof house, either one or two storeys and on either a square or rectangular layout; the side gable house, typically one-and-a-half storeys in height and with a centre hall plan, a variant that included the ubiquitous Ontario Gothic Cottage; and the front gable house, which was also typically one-and-a-half storeys and built on both symmetrical and asymmetrical layouts. These massings were popular at different times throughout the late nineteenth century, with regional variations in areas throughout the province and between urban and rural areas.

Beginning around the middle of the nineteenth century and continuing until the First World War, the gable front house was the most popular residential housing style in most of North America; in Ontario, its popularity was matched during the middle decades of the nineteenth century by the Ontario Gothic cottage, but its popularity had waned by the later decades of the century. There were two versions of this style: the rectangular plan and L-shaped plan. The rectangular plan was the smaller and more basic of the two and consisted of a rectangular footprint with the front of the house defined by a steep gable and an offset entrance. The L-shaped plan included the same rectangular section, but included a wing to one side with a side facing gable and was generally a larger property. In general, the rectangular plan was more prevalent in urban areas where space was at a premium and lots were smaller, whereas the L-shaped plan was more common in small towns and in rural areas where wider lots allowed for a bigger house; it is important to note, however, that many L-shaped plans began their life cycle as a rectangular plan and the side wing was added as the family that occupied expanded and were able to financially afford to build an addition.

The term vernacular architecture includes a range of different houses constructed without an architect which do not fall under one of the more defined historic styles and vernacular architecture, which takes many different forms, formed the bulk of Ontario's housing stock in the nineteenth century. Where upper and some middle-class owners could afford ornate houses constructed in the latest architectural fashion, this was not the case for the majority of people across the province whose houses, while they may have

drawn on certain aspect of architectural trends, were of a much simpler mould that were both easier to build and cheaper. In general, vernacular architecture is defined by a number of key elements, namely its simplicity, its absence of ornament, the economy of its construction, and its flexibility for different places and the requirements and budget of its owners. The gable front house, in both of its floor plans, was representative of nineteenth century vernacular residential architecture and an easily distinguishable architectural type to recognize.

In the nineteenth century, most vernacular residential properties followed a number of fairly standard layouts which were disseminated throughout the province through the lived experience of owners and builders, as well as through architectural pattern books and periodicals which aimed to provide access to plans and patterns for those without architectural assistance to design their home. These plans filtered out from their sources and appeared in many different kinds of publications that people would have access to, including newspapers and popular magazines. The L-shaped gable front plan, for example, first appeared in a Canadian publication in 1864 when it was featured in the periodical *The Canadian Farmer* as a cost-effective farmhouse, but the plan was drawn from earlier sources and was certainly already in use. Versions of it can be found in many publications of the time and this plan was constructed in communities across the province as the owners of properties saw it as a cost-effective way to meet their housing needs.

The evolution of these forms was organic and it is difficult to pinpoint when and from where the L-shaped plan evolved as a standard housing type. It is related to, if not directly derived from, the Gothic Revival style which was at its height of popularity for residential construction in the middle decades of the nineteenth century. In particular, the use of a steeply pitched gable is a direct point of contact between the two, as these were a key aspect of Gothic Revival design. Similarly, some of the decorative elements which were often used to embellish gable front houses, such as decorative bargeboard and decorative verandahs, were also pervasive in the Gothic style; at times the line between the two can become blurred when viewing example of gable front houses with more developed decorative elements. Whatever its exact origins and evolution, however, the gable front house was highly pervasive across Ontario communities throughout the second half of the century.

One of the reasons that the gable front house, in both its rectangular plan and L-plan version, was so popular was because of its flexibility. The relative simplicity of the external layout and massing meant that ornamental detail and additional features could be easily applied to whatever degree the owner wanted or was able to afford. Popular details included decorative bargeboard, bay windows, verandahs, spindlework, brackets and window surrounds and were all easy to purchase and apply to these basic design, particularly with the

rise of mass manufactured wood decorative elements in the second half of the nineteenth century. Prefabricated elements were used across the building trade in the late nineteenth century and covered a large range of finishing details, from window frames and doors to decorative brackets and gingerbread, making it easier for buildings to install complex decorative features at reasonable costs. By the final decades of the nineteenth century, there was a high demand for premade and standardized architecture millwork which could be applied across a variety of building styles and budgets. While prefabricated millwork facilitated in large part the rise of highly ornate Victorian domestic architecture, particularly the Queen Anne, it also had a substantial impact on vernacular architecture where a client could pick and choose elements to decorate an otherwise plain house. These elements could be as ornate or as simple as was desired and, as a result, vernacular gable front houses spanned a range from completely unadorned to highly decorative in alignment with the needs of the client and the budget.

These types of houses were also suitable for a variety of cladding treatments, which could range from decorative to the plain, from polychromatic brickwork to board and batten to weatherboard. The majority of these houses were constructed in wood; at this time, wood was the most affordable and accessible construction material in Ontario because of the substantial lumber industry in the province in the second half of the nineteenth century, meaning that lumber was easily available for frame construction. Once the frame building was constructed it could be clad in a variety of materials, including brick which was cheaper than constructing a house solely of brick, although houses of this style certainly were executed in brick construction. Brick cladding could be applied to be plain or ornate, using different brick patterns or colours. The gable front style was also suited to either horizontal or vertical wood siding, resulting in a range of different exterior looks that could be applied to a very simple architectural form.

At the same time as the gable front house was rising to prominence as the preferred style for vernacular housing, new construction methods were also becoming more ubiquitous, specifically balloon framing. Balloon framing was, in the late nineteenth century, by far the most pervasive construction method in residential architecture in Ontario, making use of the vast amounts of wood available in the province at this time and the rise of standardized lumber sizes. This method is characterized by its use of continuous studs from the foundation to the rafter and the placement of floor joists on ledgers attached to the studs at each storey.

Balloon framing evolved as the preferred style for residential construction in wood throughout the nineteenth century. In the early decades of the century, most homes were of post and beam timber frame construction. Timber framing required large and heavy members fastened together by mortice and

tenon connections; this frame formed the loadbearing elements of the building and the walls served as effectively the skin of the building. While this method was very structurally sound, it had two primary disadvantages. On one hand, it required a huge amount of material for the large load bearing elements which could be difficult to obtain and expensive, particularly in communities that did not have timber at hand. It also required specialized skills to do, in order to create tight and stable mortice and tenon joins; with an increasing need for housing in North America throughout the nineteenth century, less skilled carpenters were needed to quickly complete residential construction and they may not have had the skills to undertake this sort of work.

The new method of balloon framing evolved gradually throughout the nineteenth century as a response to these issues. It is important to note that balloon framing was not invented at a particular moment, but developed through trial and error and builders experimented with new ways of doing things; there are many structures from the early to mid-nineteenth century that include components of both post and beam and balloon frame construction. This method accomplished a number of things. Primarily, it required significantly less lumber by changing the load bearing elements of the buildings from the frame to the walls themselves. Instead of a small number large framing elements, balloon framing used a larger number of smaller studs usually arranged on sixteen to eighteen inch centres as the load bearing elements; the spacing of studs was not standardized and was often modified in order to accommodate the size of the structure and the layout and design of openings in the façade. Most builders used 2x4s for this purpose. The use of 2x4s significantly decreased the amount of material required for a house, making them cheaper and easier to build; smaller pieces of lumber required fewer workers to manipulate them, further decreasing cost and labour required. Balloon frame structures also required less skill to erect because they were nailed together. The complex joins used in post and beam structures were no longer required with the smaller pieces of lumber and nails could effectively be used to hold the entire structure together.

Balloon framing was an extremely efficient structural system but it was reliant on the availability of dressed lumber and, as the century progressed, on dressed lumber produced in consistent sizes. The advent of more efficient and consistent milling equipment in the second half of the nineteenth century allowed for a new level of consistency to be established within the industry and, with it, the advent of dimensional lumber. In the early and middle nineteenth century, dimensional, dressed lumber was available but it was generally hand finished and was not necessarily consistent. Local mills knew the sizes preferred by their local builders and dressed lumber to suit them, but as local markets expanded to regional, provincial and national markets throughout the nineteenth century, a local lumber standard no longer made businesses sense. The significant expansion of the railway throughout the

lumber producing regions in central and eastern Ontario throughout the 1860s and 1870s meant that processing of timber was increasingly done closer to where it was harvest and transported to towns and cities for use in construction. Consistent sizes were needed to facilitate easy shipping and also so builders receiving product knew what they were purchasing. This was also a time when the population of Ontario was growing rapidly and there was a real need for quick and efficient building methods to get houses up quickly, particularly in villages, towns and cities.

As building increasingly became professionalized throughout the nineteenth century, as opposed to settlers constructing their own homes, consistency in lumber sized allowed buildings to be erected more quickly and efficiently to standardized plans to meet demand for housing. Lumber dimensions were not officially standardized in Canada until into the twentieth century, but the second half of the nineteenth century saw mills producing 2x4s and 2x6s in relatively consistent sizes for their clients – whether professional builders or individuals building their own homes – to use in construction framing with ease; this standardization was market-driven, as opposed to regulatory, and achieved a consistency across the construction industry with regard to the size and shape of dressed lumber received for building. Balloon framing, and the increasing number of builders using it, also required very large quantities of these smaller sizes of lumber and mills responded with new and more efficient equipment that produced massive amount of lumber which was shipped across the province by train for new frame houses in growing communities. The increasing number of nails produced by industrial manufacturers also helped facilitate the growth of balloon framing by decreasing its reliance on local, handmade nails. The industrialization of the production of construction materials was a significant shift in the building industry in the second half of the nineteenth century and it had a substantial impact on residential construction in particular where its impacts.

131 Glengarry Road was constructed in this context and is representative of this form of vernacular construction which was extremely prevalent across Ontario; the house itself is broadly representative of the type of houses large numbers of people across the province built and lived in throughout the late nineteenth and into the twentieth century. The house is believed to have been constructed at some point in the 1870s; the lot on which the house is built was subdivided from a larger agricultural property in 1871 and first changed hands, to the son of the farmer who owned the main farm parcel, in 1879 and it is believed the house was constructed around that time. Although the actual date of construction is not definitively known, the style and massing of the house is consistent with a construction date in this period.

The house is one-and-half storeys in height with a gable roof and is of balloon frame construction, like the vast majority of houses constructed in Ontario at

this time. Like many gable front vernacular houses, it is constructed on an L-shaped plan, although, unlike many other houses where the corner of the L is typically on the front elevation of the house, the front façade of the subject property is flush across the entire front. The L-shaped orientation of the house is evident from the side and rear elevations of the house, but not the front, which is unusual for a property of this type. This orientation does, however, allow for the front verandah to stretch across the full length of the house and emphasizes the popularity of large verandahs in both vernacular and fashionable homes during the late nineteenth century where deep and wide verandahs served dual purposes of passive climate control during the summer months, as well as a transitional space between the interior and exterior of the house. A secondary verandah is also present on the rear entrance of the house.

Apart from the chamfered columns and entablature on the verandah, there are few other decorative features on the house; it is not known if the house was originally constructed in this way or if decorative features were removed over the years, as modifications have been made to the building, particularly with the addition of aluminum siding and shutters which are not original to the house. The front door, however, is original to the house and demonstrates the type of decorative woodwork that was regularly employed for houses of this style and type. The door includes a large window with a single recessed panel above and paired recessed panels below. The addition of windows in front doors typifies the mid- to late- Victorian period where glass was increasingly added to front doors for both letting light into the house and for aesthetics. The window includes a decorative surround, and there are recessed panels both above and below the window. The door also retains original hardware, including a twist door bell and door handle.

Overall, however, the house is highly typical of vernacular residential design, including the typical size and massing of a house of this type, as well as its limited amount of decorative detail that is often seen in late nineteenth century vernacular housing. Typifying both the common vernacular styling of the final decades of the nineteenth century and the most common construction method of the late nineteenth and early twentieth century – balloon framing – the property is demonstrative of the types of houses that were built for the majority of people in Ontario communities, including Bethany, between about 1870 and 1910. It demonstrates the gable front format and L-shaped layout that was commonly used in houses in both rural and urban settings at this time, as well as the broad verandah and sash windows that characterize vernacular housing from this period.

Historical and Associative Value

131 Glengarry Road has historical and associative value through its association with the Davis family who owned the land from which this property was originally severed. The land was originally owned by William Davis Senior, one

of Manvers' early settlers who severed a significant portion of his property to form the western side of Bethany, and eventually passed to his son William Davis Junior who was the first occupant of the house. The younger Davis was a well-known local figure in Bethany and the surrounding area as he served as the local mail carrier for many years. The property also has associations with the prominent Preston family through its ownership by James Curry, the law partner of J.A.V. Preston, and Preston's father Isaac Preston. The property also yields information regarding the growth of Bethany as a local centre in the late nineteenth century as an example of the small subdivisions that were created to support the village's growth at this time.

Manvers Township was first surveyed for non-indigenous settlement between 1816 and 1817 by Samuel S. Wilmot, and the first non-indigenous settlers likely arrived around 1820, although several families who bought portions of the clergy reserves may have arrived slightly earlier. However, settlement throughout the first several decades was slow and by 1842, there were 111 households in the townships, most of whom were engaged in agricultural work. Industries and businesses, such as mills, blacksmiths and stores, had yet to become established. However, by the 1851 census, the township's employment base was beginning to diversify with three mills, new stores, churches, schools and taverns. Nascent villages were also beginning to form, with Ballyduff having the largest concentration of residences and businesses at this time, while Bethany was also slowly developing as a small, but growing centre.

The land on which the subject property is located was first surveyed and settled as a large agricultural parcel, forming a portion of Lot 23 in Concession 7. Both the north and south 100-acre parcels were purchased by the Canada Company in 1833 and 1832 respectively. At this time, the Canada Company, which was founded in 1824 as a land speculation and colonization company, had purchased around 2.5 million acres of land in Upper Canada to advance British settlement in the region; about half of this land was in what was known as the Huron Tract in southwestern Ontario while the rest was scattered throughout the crown reserves in the surveyed townships throughout the province. The company held large tracts of land in both Mariposa Township, in Victoria County, and in Manvers Township, which at this time was part of Durham. Throughout the second quarter of the century, the Canada Company was an active participant in the disposition of land to prospective settlers, promoting the emigration of settlers from Britain to North America.

The Canada Company first sold the north half of Lot 23 in 1839 to early local settler James Fallis who quickly resold it in the same year to another settler, John Robinson, who owned the property until 1853. In 1853, the property was sold to William Davis, who came to Manvers from England as a young man in 1843. Davis was born in Devonshire in around 1821 and appears to have

immigrated to Canada with his parents, first landing in Quebec and then travelling on to Whitby. By the time of the 1851 census, he was living in Manvers Township on his own working as a labourer. In 1854, he married Prudence Graham, born in 1823, the daughter of local settlers Arthur Graham and Frances Morton. Both the Graham and Morton families were early Irish settlers in Durham County. Arthur Graham, born in 1796 in Ireland had come to Canada in 1818, settling in Cavan the following year when he married Frances Morton, who had also been born in Ireland several years later in 1799, and who came to Canada with her family around this same period. The young couple first settled in Cavan and then moved to Manvers with their children in 1835 where other members of both the Graham and Morton families had settled, in close proximity to what would eventually become Bethany.

Davis purchased the subject property in 1853, the year prior to his marriage to Graham and established a homestead there. The couple would go on to have seven children there: William (1855); John (1856); Arthur (1858); Frances (1861); Ann (1861); Jefferson or Jeffery (1864); and James (1866). The couple remained living on the property until it was sold in 1885 to Johnson Morton, who owned the property immediately to the west, and they moved to Lot 25 in Concession 6, the larger lot owned by Prudence's parents when they settled in Manvers, that was later inherited by her younger brothers Arthur and Jeffrey.

At the same time as the Davis' were establishing their first homestead on Lot 23 in Concession 7, changes were also coming to Bethany. In the early 1850s, Bethany had been established as a small settlement serving the surrounding agricultural area. However, in 1856, the Port Hope, Lindsay and Beaverton Railway was constructed north through Manvers Township on route to Lindsay and a stop was established at Bethany. The construction of the railway was part of a massive boom in regional railway construction across Canada in the mid-1850s that reshaped both Canadian transport networks, as well as demographic and settlement patterns. The company had formed in 1854 in Port Hope to provide a new transport link into central Ontario and to compete with its rival, the Cobourg and Peterborough Railway, which had been completed that same year. Lindsay was chosen as the first terminus due to its connection to the new Trent-Severn Waterway and access to further, more northerly markets. Construction began in Port Hope, through Millbrook, Bethany and Omemee before reaching Lindsay in 1857. The railway was renamed the Midland Railway in 1869 with its expansion westwards, eventually reaching its final terminus of Midland on Georgian Bay in 1878. The Midland system was eventually absorbed by the Grand Trunk Railway in 1893 and, in 1923, the Canadian National Railway.

The arrival of the railway in Bethany was the impetus for the growth of the community. Although the community already existed as a small hamlet, the new station allowed for Bethany to grow into a much more sizable village with

increased access to trade, transport in and out of the community, and post. By 1869, the population of the village had grown to 300 inhabitants and boasted a range of stores, including the subject property, and services as well as several hotels, a school and three churches. Through the proximity to the railway, the village became a local hub for the surrounding rural community, with its centre located on either side of the concession line between Lot 24 in Concession 7 and Lot 24 in Concession 8. By the end of the century, the *Eastern Ontario Gazetteer and Directory* for 1898 recorded the village with a population of 500 with an expanding range of businesses and small industries to serve the local community and the railway.

This growth as the result of the arrival of the railway was an extremely common demographic trend, particularly in small communities across Canada. The railway allowed for new and increased economic opportunities as well as better access to new residents to reach communities. The use of the railway as a mechanism for shipping out agricultural products brought new wealth to an area and in turn attracted new businesses and services to railway communities. Increased domestic markets in growing urban centres fueled the demand for rural agricultural produce providing a ready and growing market. This was particularly the case for domestic wheat and grain which were in high demand in the middle decades of the nineteenth century, corresponding with the boom in railway construction.

Bethany's role as the local railway hub also made it the commercial centre. Businesses, both those related and unrelated to the railway sprung up in the hamlet, growing its main street, then known as King Street, to a sizeable concern. In 1866, the *Northumberland and Durham Gazetteer and Directory* notes that most of the businesses were focussed around the buying and selling of grain as well as general retail to serve local residents and farms and included two general stores, a grocery store, a wagon shop, a shoe shop, a saddle and harness maker, two blacksmith's shops and two hotels, alongside grain processing and sales associated with the railway. By 1898, the range of stores had expanded including a dry goods store, a shop making and selling musical instruments, a furniture store, and a tailor.

The growth of Bethany as a commercial centre meant that housing was needed for the growing number of people who were moving to the community and, throughout the 1860s and 1870s, farmers living on the surrounding lots began to create small subdivisions from their properties to support the residential growth of the village. This included William Davis who lived immediately to the west of the village. In 1870, Davis created a small subdivision on the north east corner of his property which was registered in 1871 as Plan 4; Plan 4 also included several lots on the northwest corner of Lot 24 which did not belong to Davis. In total, seventeen lots were created as part of the new subdivision including five fronting onto the south side of King

Street, now Highway 7A, two fronting onto Queen Street now Davis Street named after Davis himself, and ten on the west side of what was alternatively known as Concession Line or South Street but is now known as Glengarry Road.

Davis sold the first lot in 1870 and continued to sell the lots in the new subdivision over the course of the next decade. In 1879, he sold Lot 9, where the subject property is located, along with Lot 8 immediately to the north to his oldest son, William Davis Junior, for \$500. It is believed that the house was built around this time as a home for the younger Davis, either just before or just after the sale of the lots. Davis was just 24 at the time and was working as a mail carrier and as a farmer, alongside his father.

In 1882, Davis married Catherine Adelaide Twigg (1852-1932), the daughter of another prominent settler family in the Bethany area. They would go on to have five children together: George (1855); Ada (1886); Lila (1889); Myrtle (1892); and Josephine (1894). Davis was well known in the local area, both due to his family's presence in the village and his role as a mail carrier for Bethany and the surrounding rural area. Davis met the train coming into Bethany at 1 o'clock in the afternoon to collect the mail, and would drive the mail to the surrounding hamlets, including Ballyduff, Lotus, Burton, Newry, Janetville and Lifford.

Soon after their marriage, however, Davis and Twigg moved to a farm in the second concession of Cavan and the property was sold to James Curry. Curry was born in Port Hope in 1856 and attended Queen's University to study law. He was called to the bar in 1881 and later opened a practice in Millbrook, first as Curry and Smith with a partner who is currently unknown and then alongside J.V.A. Preston, the grandson of early Manvers settler Alexander Preston and part of the larger Preston family who had settled in the Bethany area in the first half of the nineteenth century. The Preston family was well known and respected in the village; J.V.A. Preston's great-uncle James Preston established the grist mill on Fleetwood Creek to the west of Bethany in about 1850 and his cousin J.J. Preston served as the Reeve of Manvers Township, County Warden of Durham and Northumberland, and was elected MPP for Durham East in 1902. Preston himself was a well-known figure, as a lawyer, but also a military man, serving in the North West Rebellion and as the commander of the 39th Battalion and later the 6th Infantry Brigade during the First World War.

Curry never lived in the village; the law practice was based in Millbrook but advertisements from the late 1880s and early 1890s note that the practice held office hours in Bethany on certain days of the week so Curry, and Preston who moved to Millbrook in the 1880s, had a presence in the village. They acted as general country solicitors, handling estates and conveyances, as well as financial matters including loans. It is not known what role the house played in

their operations but both Curry and Preston may have stayed in the house while conducting their business in Lindsay or it may have been rented out.

In 1909, it was sold to Isaac Preston, J.V.A. Preston's father. The elder Preston, who had farmed in Manvers for most of his life, appears to have moved into the house after retiring from active farming with his wife Mary Ann and daughter Emily where they lived until his death in 1920. After his death, the estate was disposed of by J.V.A. Preston and his brother Wilfred; at this time neither of them lived in Bethany and the property was sold after which it passed through a number of owners throughout the twentieth century.

The historical and associative value of the property comes through these owners who have significance to Bethany through their and their family's contributions to the community. Both the Davis and Preston families made significant contributions to the village and were well-known locally as farming families and prominent local citizens. The property is also yields information regarding the growth of Bethany in the late nineteenth century as part of the Plan 4 subdivision created from the Davis property to facilitate the residential expansion of the village as it grew into an economic centre for the area.

Contextual Value

131 Glengarry Road has contextual value as a contributing feature to the historic village character of Bethany. The property forms part of the concentrated settlement area that makes up the village within the larger surrounding rural area of Manvers Township and through its lots size and positioning within the residential area along Glengarry Road is a contrast to the surrounding rural agricultural properties. It is also visually and historically linked to it surrounding as part of the as part of the late nineteenth century residential development of Bethany and is linked to the surrounding properties on Glengarry Road which are primarily of a similar size, massing and age to the subject property. Taken together, this grouping of vernacular residential properties forms a cohesive historic neighbourhood within the village.

Bethany, as a hamlet within Manvers Township, began its primary period of development in the late 1850s with the arrival of the Port Hope, Lindsay and Beaverton Railway in the community. The hamlet, which existed as a much smaller community prior to the arrival of the railway in 1856, grew exponentially after this time as it became an economic and population centre within Manvers Township, itself largely rural and agricultural. The village grew steadily, both economically and in population throughout the 1860s and 1870s; by 1869, the population of the village had grown to 300 people and further rising to 500 by 1899.

A key aspect of the growth of the community was the growth of its residential areas; as a commercial core grew up along what was then King Street and is

now Highway 7A, new homes were constructed in the surrounding area. New plans of subdivision were created in the 1860s and 1870s to expand the physical footprint of the village and facilitate residential expansion. None of these new plans were particularly large, creating new areas with around ten to thirty homes, but gradually expanded the boundaries of the village.

The subject property was constructed as part of this residential expansion as part of Plan 4 which was registered in 1871 and created new lots primarily along the west side of what is now Glengarry Road and, at the time, was known as South Street or Concession Line. The lots created in this area were relatively small and new houses were quickly erected in this area, including the subject property, throughout the 1870s and 1880s. Most of these houses still exist on Glengarry Road and are both historically linked through their time of construction and relationship to the historic development of the community, but are visually linked as well.

The majority of the houses along Glengarry Road in this area, both those that were erected as part of Plan 4 and those on the east side of the road which were subdivided as part of Plan 3, are late nineteenth century vernacular buildings. They are all one-and-a-half-to two storeys in height and relatively small in their massing and plain in their design, incorporating limited decorative details such as decorative porched and gables. This is in alignment with the subject property which fits firmly into this category and is visually similar to the properties that surround it. Together, these properties form a consistent streetscape along Glengarry Road of vernacular homes that are visually related to one another through their size and style.

The property is also a supporting feature to the broader historic landscape of Bethany, maintaining the character of the community as a village within the surrounding rural agricultural area. Bethany, and the subject property, are located in Manvers Township which is primarily rural and agricultural and comprised of large agricultural parcels arranged along the linear concession lines. Within this rural landscape, there are several small villages and hamlets which are differentiated from the rest of the township through their more concentrated settlement, including residential, commercial and institutional properties.

Bethany is the largest of the settlement areas within Manvers Township and is characterized by a compact downtown located along Highway 7A, surrounded by limited rural development. The visual shift between the village and surrounding area is apparent through the change in lot size, presence of non-residential and non-agricultural buildings, and compact built form. The character of the village is characterized by this combination of factors working together, including the subject property, to create a unique community character that is separate from the rural area that surrounds it. The subject

property, which is located on the western boundary of the village, helps demarcate the shift from agricultural, as the property directly on its western boundary is the large agricultural parcel from which it was originally severed, to village.

Summary of Reasons for Designation

The short statement of reasons for designation and the description of the heritage attributes of the property, along with all other components of the Heritage Designation Brief, constitute the Reasons for Designation required under the Ontario Heritage Act.

Short Statement of Reasons for Designation

Design and Physical Value

131 Glengarry Road has design and physical value as a representative example of a mid-Victorian vernacular balloon frame residential property. Believed to have been constructed in the early to mid-1870s, the property displays key characteristics of a vernacular frame gable front house, including its frontal gable, an L-shaped plan, sash windows and large verandahs. The property is balloon framed which was the most prevalent form of wood construction in the second half of the nineteenth century and is representative of this form of construction. The house as a whole is representative of many residential properties constructed in both rural and urban settings across Ontario in the second half of the nineteenth century.

Historical and Associative Value

131 Glengarry Road has historical and associative value through its association with the Davis family who owned the land from which this property was originally severed. The land was originally owned by William Davis Senior, one of Manvers' early settlers who severed a significant portion of his property to form the western side of Bethany, and eventually passed to his son William Davis Junior who was the first occupant of the house. The younger Davis was a well-known local figure in Bethany and the surrounding area as he served as the local mail carrier for many years. The property also has associations with the prominent Preston family through its ownership by James Curry, the law partner of J.A.V. Preston, and Preston's father Isaac Preston. The property also yields information regarding the growth of Bethany as a local centre in the late nineteenth century as an example of the small subdivisions that were created to support the village's growth at this time.

Contextual Value

131 Glengarry Road has contextual value as a contributing feature to the historic village character of Bethany. The property forms part of the concentrated settlement area that makes up the village within the larger surrounding rural area of Manvers Township and through its lot size and positioning within the residential area along Glengarry Road is a contrast to the surrounding rural agricultural properties. It is also visually and historically linked to its surrounding as part of the late nineteenth century residential development of Bethany and is linked to the surrounding properties on Glengarry Road which are primarily of a similar size, massing and age to the

subject property. Taken together, this grouping of vernacular residential properties forms a cohesive historic neighbourhood within the village.

Summary of Heritage Attributes to be Designated

The Reasons for Designation include the following heritage attributes and apply to all elevations, unless otherwise specified, and the roof including: all façades, entrances, windows, chimneys, and trim, together with construction materials of wood, brick, stone, stucco, concrete, plaster parging, metal, glazing, their related building techniques and landscape features.

Design and Physical Attributes

The design and physical attributes of the property support its value as a representative example of late nineteenth century vernacular residential architecture.

- One-and-a-half storey construction
- Balloon frame construction
- Rubble stone foundation
- Front and side gables
- Gable roof
- L-shaped massing
- Chimney
- Fenestration including:
 - Sash windows
- Front and rear verandahs including:
 - Chamfered columns
 - Front verandah entablature
- Front entrance including:
 - Door with window and decorative surround
 - Hardware

Historical and Associative Attributes

This historical and associative attributes of the property support its relationship with the Davis family and other historical figures in the history of Bethany.

- Association with William Davis and family
- Spatial relationship with the main portion of the Davis property
- Association with the Preston family

Contextual Attributes

The contextual attributes of the property support its value as a contributing property to the historic village landscape of Bethany and as part of the residential development along Glengarry Road.

- Location on the western edge of Bethany
- Lot size
- View of the subject property from Glengarry Road

Images





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