

April 15, 2026



528 Bathurst Street Toronto, ONTARIO M5S 2P9
T 416-966-1069 F 416-966-9723 asiheritage.ca

**To: Natalie Goss, Manager of Policy and Research and Michelle Drake,
Senior Heritage Planner, City of Kitchener**

From: Laura Wickett and Rebecca Sciarra, A.S.I.

**RE: Westmount Neighbourhood Cultural Heritage Landscape Research and
Survey Results**

A.S.I. File: 26CH-040

Dear Natalie and Michelle,

This memorandum contains the results of A.S.I.'s cultural heritage landscape (C.H.L.) research and survey work for the Westmount Neighbourhood (East and West) C.H.L. in the City of Kitchener.



Description of Work Undertaken

The City's inventory of Cultural Heritage Landscapes (City of Kitchener, 2014) identified the Westmount Neighbourhood (East and West) C.H.L. and provided preliminary identification of its cultural heritage value, heritage attributes and boundary. The research and survey work in this memo was undertaken to inform the City as they work on refinement of cultural heritage value, heritage attributes, and boundary for the subject C.H.L. ahead of Official Plan policy development.

The work was completed in three parts: research, survey, and walkshop. In consultation with City staff, a research focus was identified for the C.H.L. and scoped research was then undertaken. A streetscape-level pedestrian survey was also conducted to document and gain an understanding of the C.H.L. to help inform the research. A walkshop was conducted in collaboration with City staff to discuss the C.H.L. with residents and receive feedback on the boundary and heritage attributes. The results of the research are presented below, followed by the results of the streetscape survey and the walkshop. An analysis of the boundary is provided, followed by recommendations, including a recommended list of heritage attributes.

Results of Westmount C.H.L. Research

Research Focus

- Research the C.H.L.'s development pattern and chronology to identify if the east and west portions are sufficiently distinct to form two separate C.H.L.s.

Key Research Sources

- Plans of subdivision
- Historical maps, fire insurance plans and aerial photographs
- Susan Saunders Mavor, *Westmount: The Tie That Binds the Twin Cities – An Illustrated History of Westmount's 100 Years* (Waterloo: University of Waterloo Library, 2011)



Timeline of Development and Mapping Review within Westmount C.H.L.

Prior to the establishment of the Westmount area, the lands on which the neighbourhood are now located were mainly rural-agricultural, owned primarily by Samuel S. Snider. As depicted in 1881 map (Figure 1), the southern boundary of Snider's property was a survey line, which later became Glasgow Street, and the property was located on the west side of Berlin (now Kitchener), immediately south of the town line separating it from Waterloo.

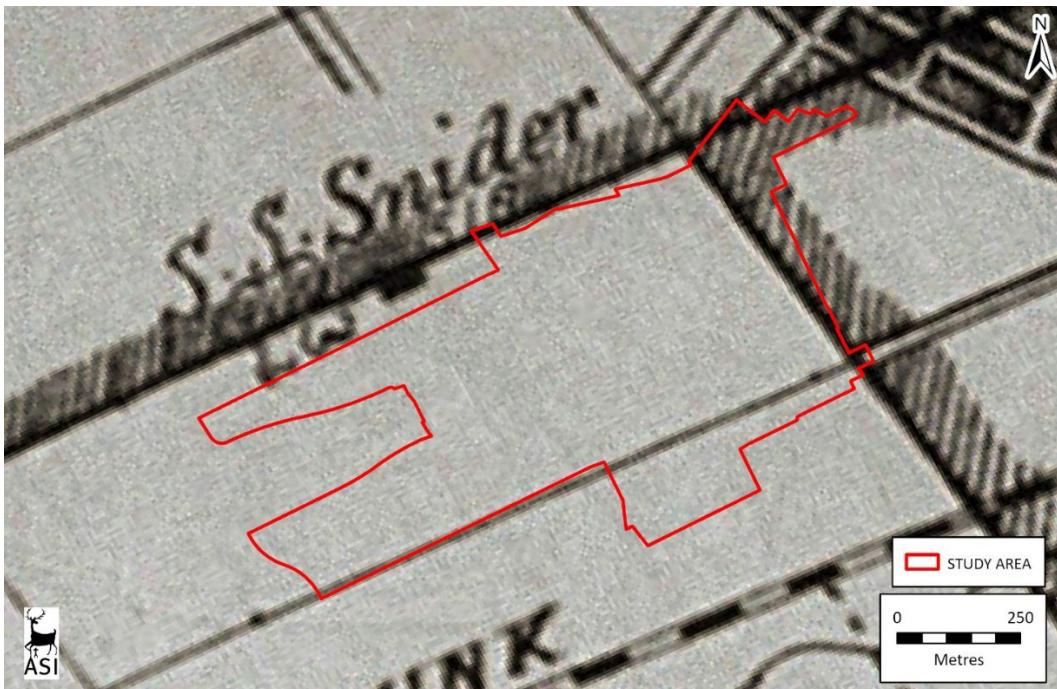


Figure 1: The study area overlaid on the 1881 Illustrated Historical Atlas of the County of Waterloo (Parsell & Co., 1881)

The origins of the Westmount neighbourhood in Kitchener date to 1912 when prominent businessman Talmon Henry Rieder purchased 26 acres on what had been known as Lots 15 and 22 of the German Company Tract, which had been owned by members of the Snider family for generations. Rieder (1878-1922) had risen to prominence through his involvement in the rubber industry, and particularly the emergence of tires that coincided with the rise of the automobile. Kitchener had several tire plants, and Rieder helped to establish the city as a key centre in the rubber industry, primarily as president of the Dominion Tire Company – a division of the

Canadian Consolidated Rubber Company – which established a large tire factory on Strange Street in 1914 (Mavor, 2011).

At the same time, Rieder and his partners in the Westmount Improvement Company (W.I.C.) purchased a large piece of agricultural land northwest of the plant to establish a residential development. They purchased the land from Henry Knell, who only three months earlier had himself purchased the land from Samuel Snider. These lands were located partly in the City of Berlin, in the Town of Waterloo, and in Waterloo Township, though the Township lands were annexed to Berlin in 1914. Rieder commissioned a real estate prospectus – *Westmount the Development Beautiful* – to publicize the planned subdivision, and which included a panoramic painting based on a bird’s eye view which prominently featured Westmount on the outskirts of both Waterloo and Berlin (Figure 2).



Figure 2: Panorama of Westmount, 1914 (Mavor, 2011)

Associated promotional language noted that “Westmount is the connecting link between the Twin-Cities ... and is destined to become the most valuable and sought-after residential section of this thriving community” (Mavor, 2011).

The W.I.C. had the land surveyed, and then, in 1914, Plan 248 (Plan of Westmount Subdivision) was registered with the Waterloo County Land Registry Office (Figure 3).

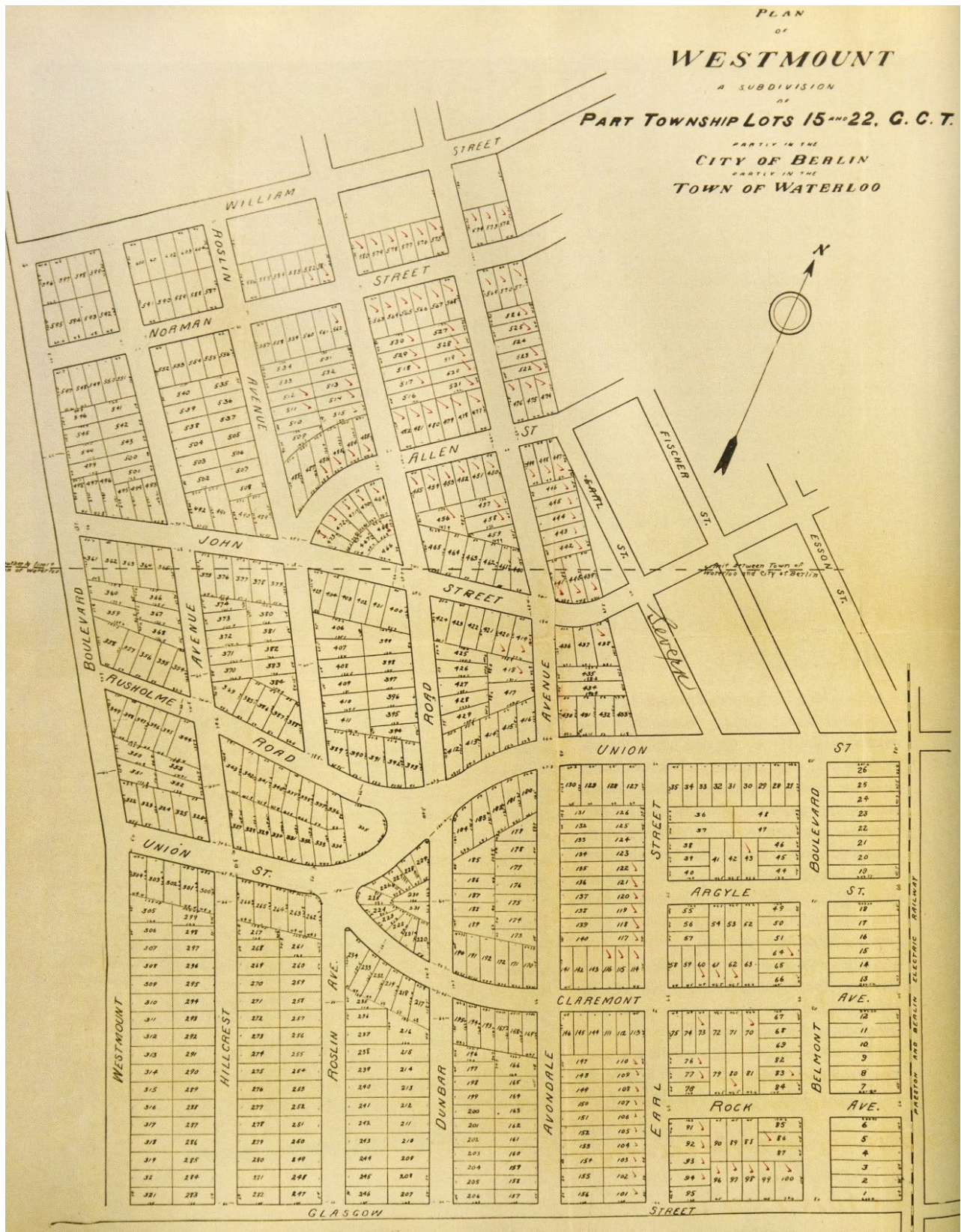


Figure 3: Rieder's original Plan of Westmount, 1914



Much of Rieder's plan was realized (with some modifications) and still exists today, although it would take longer to develop than Rieder likely expected it to. This portion of the Westmount neighbourhood – generally referred to as Old Westmount – is regarded as “Kitchener's first suburban residential development” (Mavor, 2011). Rieder was inspired by the design of the Mount Royal and Westmount neighbourhoods in Montreal, where Rieder had lived while engaged in business for the Canadian Consolidated Rubber Company. This is reflected in a number of the street names, which match those in Montreal's Westmount (Mavor, 2011).

Rieder's vision for the neighbourhood was of a beautifully laid out suburb; promotional materials emphasized its thoughtful design, especially its wide, curving boulevards and triangular intersections, which were inspired by the City Beautiful movement (Mavor, 2011). As Westmount historian Susan Mavor has noted, the plan “shows an orderly and attractive layout of curving streets interspersed with the more usual and less imaginative gridiron plan. The winding streets were a radical feature at this time in suburb design. Rieder's combination of the curvilinear with the familiar grid design produced a unique hybrid” (Mavor, 2011).

The gracious, winding streets planted with trees show the influence of the City Beautiful movement. The movement in Canada was heavily influenced by its origins in the United States. The movement began with the park designs of the distinguished American landscape architect Frederick Law Olmsted¹ (1822-1903). His design and creation of Central Park (begun in 1858) in New York City set a precedent that other cities were quick to follow (Kalman, 1994). Olmsted designed Mount Royal Park in Montreal in the 1870s, and following, his park planning principles began to be applied to the planning of cities and urban neighbourhoods. William H. Wilson, in the introduction to his book *The City Beautiful Movement* (pg. 1), provides a summation of the movement's ideals and physical manifestations:

¹ In fact, Rieder had reached out to Olmsted's firm regarding engineering and street layout for Westmount, though the firm was not ultimately involved in Westmount's design and development.



The heyday of the City Beautiful movement, from about 1900 to 1910 [in the United States], saw middle- and upper-middle class Americans attempt to refashion their cities into beautiful, functional entities. Their effort involved a cultural agenda, a middleclass environmentalism, and aesthetics expressed as beauty, order, system, and harmony. The ideal found physical realization in urban design. Public and semipublic buildings, civic centres, park and boulevard systems, or extensions and embellishments of them, were the tokens of the improved environment. So were ordinary street improvements, including good paving, attractive furniture such as lampposts, and carefully selected and maintained trees. The goal beyond the tangibles was to influence the heart, mind, and purse of the citizen. Physical change and institutional reformation would persuade urban dwellers to become more imbued with civic patriotism, and better disposed toward community needs. Beautiful surroundings would enhance worker productivity and urban economics.

In keeping with the City Beautiful movement, Rieder's vision for Westmount was practical and forward-looking, focused on a healthy and sanitary environment. Some marketing literature described Westmount as "a new development, laid out along the most modern ideals of city planning" (Mavor, 2011). To that end, advertisements and promotional materials focused on the inclusion of amenities such as sewers, waterworks, and paved streets.

The plan was to be a residential neighbourhood, separate from, but close to, industrial and commercial areas. Certain clauses and conditions related to both nature and the built form were enacted to ensure this separation and reflect Rieder's vision for a beautiful residential subdivision filled with detached houses. The planting of trees, for instance, was included as a clause in several early deeds of sale, with Rieder agreeing to plant silver maples "at ten feet back from the street line and thirty feet apart along the whole length of John Street and Avondale Avenue". Similarly, restrictive covenants were imposed to regulate structures (and features thereof) within Westmount; buyers agreed that "no building of any kind including verandahs, porches, bay windows or similar structures (excepting however steps) shall be erected within twenty feet of the street line on any lots fronting on said John Street and Avondale Avenue" (Mavor,



2011). Finally, urban planning developments and the rise of zoning in the 1920s helps to explain why Westmount emerged and was maintained as an exclusively residential neighbourhood. Bylaw No. 1823, for example, instituted regulations that outlined borders for various areas across the city and detailed how these areas could be developed. The Westmount suburb – what is today known as old Westmount – was marked as a Detached Private Residential District, “the first in Canada to be so delineated” (Mavor, 2011). Further covenants and deed restrictions in the 1930s meant more regulations related to how the neighbourhood would develop. In 1938, a typical deed stipulated that “no dwelling house shall be erected on the said lot unless and until the plans, specifications and location of such dwelling house shall have first been submitted to the Grantor and its consent in writing shall have been obtained thereto.” According to Susan Mavor, this “mandatory pre-approval ensured a high standard of design for these often large houses that would, it was hoped, create an image of prestige and stability for the neighbourhood” (Mavor, 2011). This prestige was enhanced in the 1940s, when further regulations were introduced. At the outset of that decade, the City of Kitchener purchased many vacant Westmount lots, an investment they hoped would pay off handsomely when the housing market picked back up again following the Depression. At the war’s end, the City dictated the terms of development on lots they owned within Westmount, including minimum setbacks of 53 or 85 feet from the centre of the road and a minimum value of \$8,000 or \$15,000 for houses (both of which depended on the street) (Mavor, 2011).

Despite plans for immediate development, various factors constrained Westmount’s development in the first half of the twentieth century. The First World War (1914-1918), for instance, disrupted urban residential development and limited largescale planning projects in Kitchener – which had been named Berlin until 1916 – and across Canada. At the same time, the war forced Rieder to focus on his business affairs rather than the W.I.C., and this was exacerbated by his promotion to the presidency of the Consolidated Rubber Company which required more time in Montreal. The immediate postwar period saw the rubber industry’s economic decline, which only further required Rieder’s attention. Rieder was also anxious that the longstanding historical and cultural connections between Kitchener and Germany might limit the economic potential of both his business interests and of Westmount itself, given Canadians’



anti-German sentiment. Rieder's early death in 1922, the slow development of Westmount's infrastructure, the Great Depression in the 1930s, and Canadians' focus on the Second World War (1939-1945) further delayed significant development in Westmount (City of Kitchener, 1999b; Mavor, 2011).

Nevertheless, some degree of development did occur. Mavor notes that there were nine completed houses in Westmount by 1918, with many early owners connected to the rubber industry, and 100 lots had been sold by 1921, though many lots were later combined into larger ones (Mavor, 2011). Following Rieder's death in 1922, businessman and chairman of the Kitchener City Planning Commission Alvin Ratz Kaufman became the leading figure in Westmount's development. His involvement helped to spur further building activity, including more homes for professionals and members of the upper middle class, especially along Union Boulevard and in the Waterloo portion of Westmount (Mavor, 2011). Between the 1920s and the 1950s, one of the building companies frequently used in Westmount was Reitzels Ltd., which was established by brothers Clemens, Eugene, and Frank Reitzel in 1921 (City of Kitchener, 1999b, 1999a; Mavor, 2011).

The 1927 topographic map (Figure 4) depicts Westmount Road and Glasgow Street as part of the boundary of the City of Kitchener. Some houses appear to have been erected on the first streets laid out within the C.H.L.: Earl Street and Rock and Claremont Avenues (Mavor, 2011). Avondale Avenue was the western limit of the extant road system at this time, with several proposed roads to the west as well as some proposed roads to the east that were not yet completed.² The Grand River Railway, an interurban electric railway, is shown on the east side of Belmont Avenue. The map also depicts the west half of the C.H.L., as well as the part of the study area south of Glasgow Street, in a rural context, with wooded areas dotting the landscape.

² Two north-south streets are shown extending between Glasgow Street and Norman Avenue, east of Westmount Boulevard, but these never did come into fruition. Similarly, Claremont Avenue is shown extending into the western most part of Union Street on a curve, but this also did not actually come to fruition. Further east, Argyle Street between Belmont Avenue and Earl Street, Belmont Avenue between Union Boulevard and Argyle Street, and Severn Avenue between Union Boulevard and John Street were not yet completed.



Glasgow Street now extended all the way west to the southeast corner of what is now the approximate location of Knell Drive. There is a farmhouse – now 418 Glasgow Street – located at the northwest corner of Glasgow Street and Westmount Road.



Figure 4: The study area overlaid on the 1927 topographic map, Stratford Sheet (Department of National Defence, 1927)

In 1930, there were only 44 houses in the Kitchener portion of Westmount, and the Depression did not improve sales. In 1931, E.O. Weber, a local land developer who had purchased many of the vacant lots in Westmount a decade earlier, established Westmount Homes Limited in an effort to “meet the crisis of the Depression and to save his beloved Westmount” (Mavor, 2011). To that end, he helped facilitate infrastructural development in the subdivision as part of a relief work program. Among the projects were the construction of “concrete sidewalks, storm drains, sewers, and grading and pavement on sections of Rusholme Road, Claremont Avenue, Glasgow Street, Dunbar Road, and Avondale Avenue” (Mavor, 2011).

As Susan Mavor has noted, in the mid-1930s, Westmount remained a “fledgling” neighbourhood and “only a few houses had been constructed beyond the built-up block bounded by the streets of Earl, Belmont, Glasgow, and Union Boulevard. Neither Dunbar Road nor Avondale Avenue were open. There were about 65 houses in what is referred to today as “old Westmount” prior to 1936, with one house on Belmont, seven on Claremont Avenue, one being built on Dunbar Road, one vacant house on Rusholme Road, 21 on Earl Street, six on Glasgow Street, two on Rock Avenue, and 26 on Union Boulevard” (Mavor, 2011).

The establishment of Westmount Homes Limited and the opening of the Westmount Golf & Country Club, both in 1931, as well as the erection of a portable school, all spurred Westmount’s development – albeit slowly – especially among the wealthier class (Mavor, 2011). Furthermore, Westmount’s development was facilitated in part by the emerging importance of the automobile in Canadian society during the 1920s. The number of cars in Berlin/Kitchener jumped from 1,315 in 1920 to 5,067 in 1930 (Bloomfield, 1995). As cars became a more widespread mode of transportation, suburban living became an option for those that could afford it, but who had previously been unavailable because of the necessity of living close to workplaces or public amenities.

The 1930s was also a period in which new Plans for Westmount emerged (namely #340, 343, 350, and 352), which resulted in new block and lot formations, new roads and laneways, road widenings and enhanced curves, and the elimination of certain planned roads (Roslin and Hillcrest Avenues) when compared with Rieder’s original plan (see Figure 5 and Figure 6). More specifically, Plan 340 from 1931 outlined a new alignment of Rusholme Road, and several changes to the planned intersection of Claremont Avenue, Union Boulevard, and Roslin Avenue, caused by the new alignment of Claremont Avenue. Further, Roslin and Hillcrest Avenues were removed, leading to changes in lot formations and the creation of Blocks A-G. Plan 343 from 1932 outlined smaller lots along Belmont Boulevard than what had been allocated on Plan 248 due to the creation of Belmont Lane East and West, which limited the depth of the properties on Belmont Boulevard. Finally, Plans 352 (1935) and 350 (1937) clearly lay out the re-aligned streets outlined in Plan 340, and added in more lots south of Glasgow Street



on either side of Dunbar Road. These plans allowed for much larger properties (both in frontage and in depth) than Rieder's original Plan 248, especially along Union Boulevard, Rusholme Road, and Claremont Avenue.

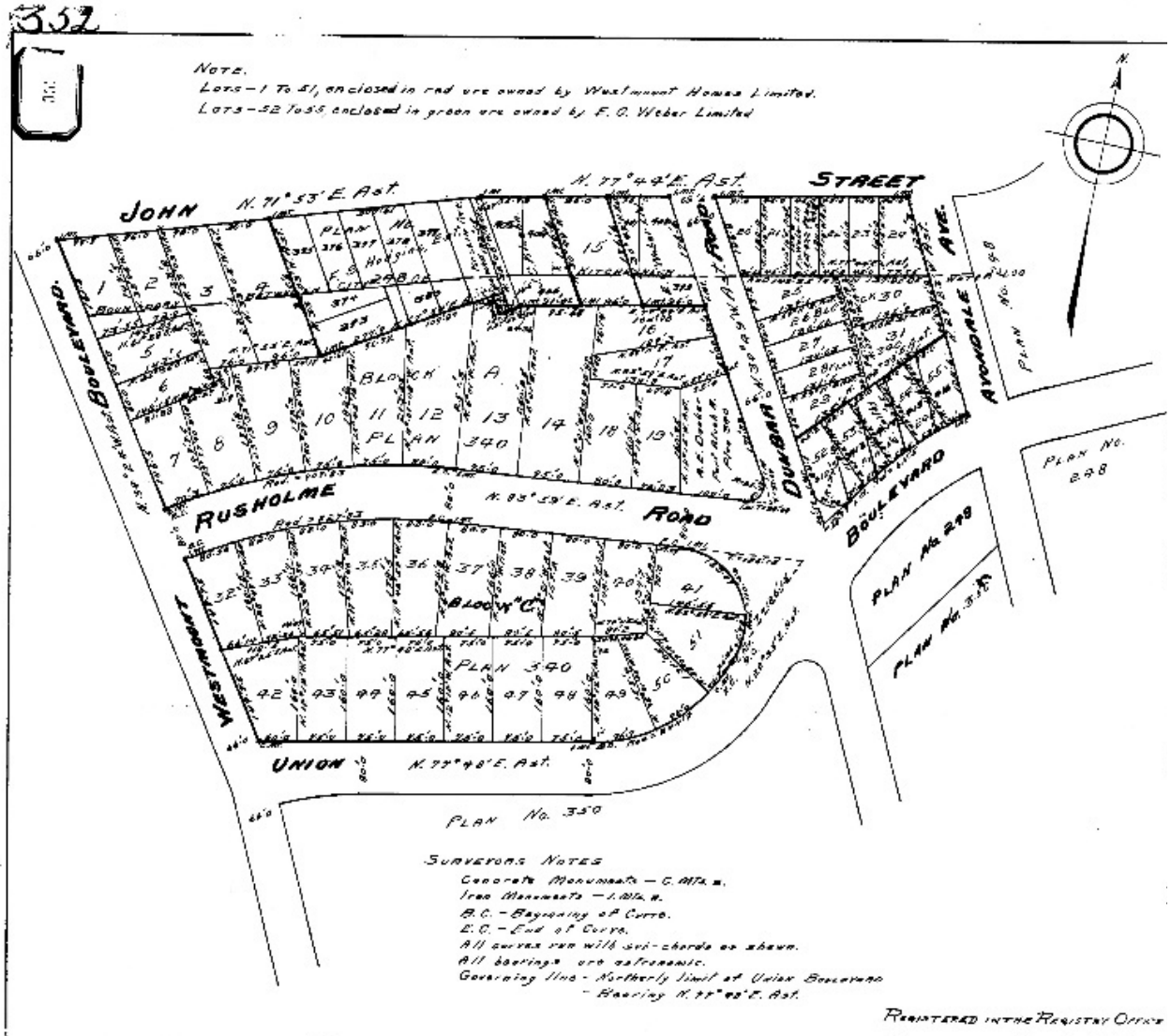


Figure 5: Plan 352, 1935 (City of Kitchener)



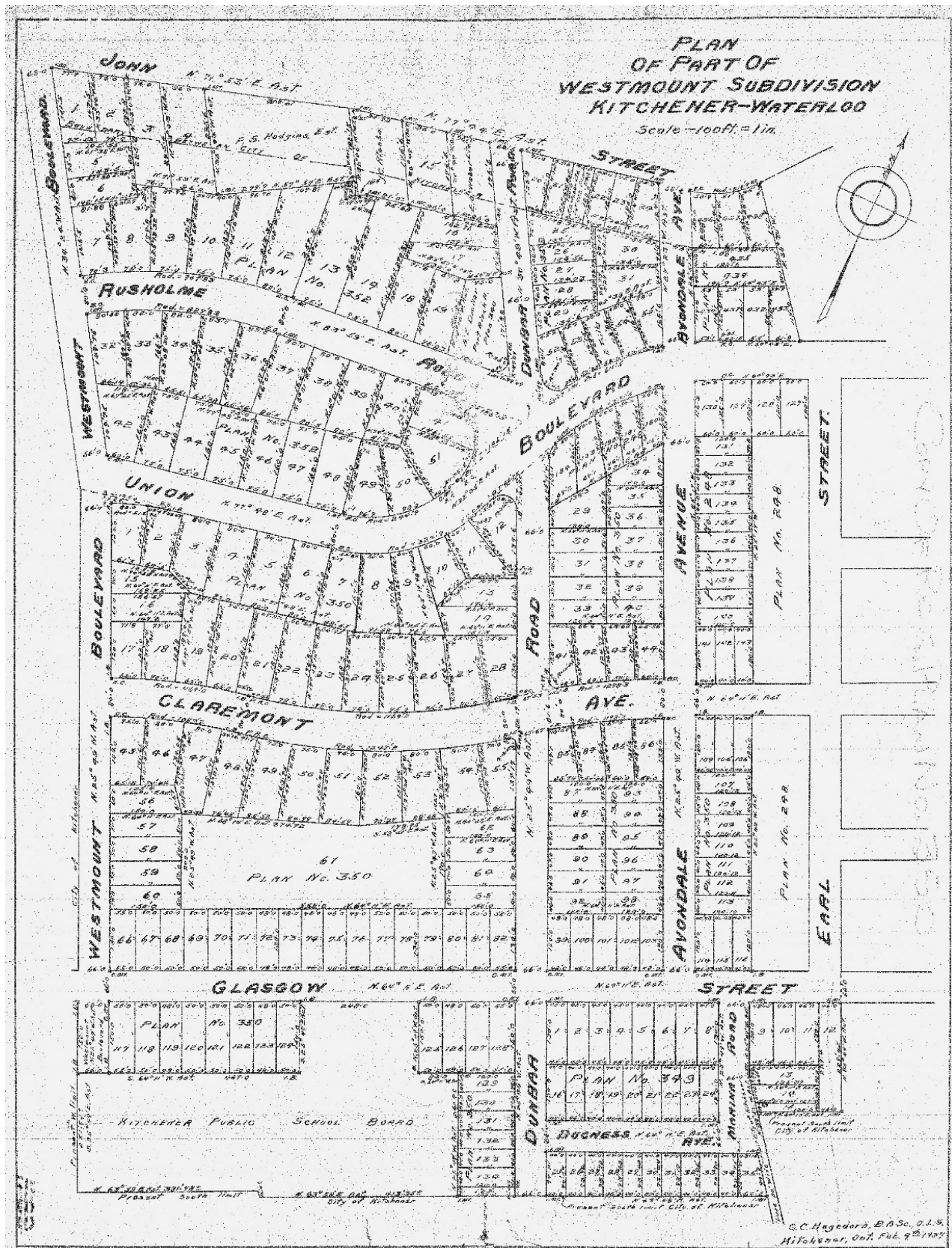


Figure 6: Plan 350, 1937 (City of Kitchener)



By the end of the 1930s, the Westmount community was taking shape, and it “was being recognized as a neighbourhood”. Nevertheless, “a large number of lots still stood vacant and the hoped-for development of the Belmont business area had not materialized” (Mavor, 2011).

Following the conclusion of the Second World War, Canada experienced economic growth, and Westmount – with its rolling topography, single detached houses, and prestigious character – saw an increase in residential construction that continued to project and reinforce an air of exclusivity (Mavor, 2011). This construction boom is depicted in aerial photographs from 1945, 1954, and 1963 (Figure 7 to Figure 9). The 1945 aerial photograph (Figure 7) shows a concentration of houses at the easternmost portion of the C.H.L., as well as spotty residential construction on the west side of Avondale Avenue. The road network on the east half of the C.H.L. matches what it is today, and trees and lampposts line all these roadways. The west side of Westmount Road remained in a rural-agricultural context at this time, with the only features of note being the farmhouse property at 418 Glasgow Street and the entrance driveway to Westmount Golf and Country Club.

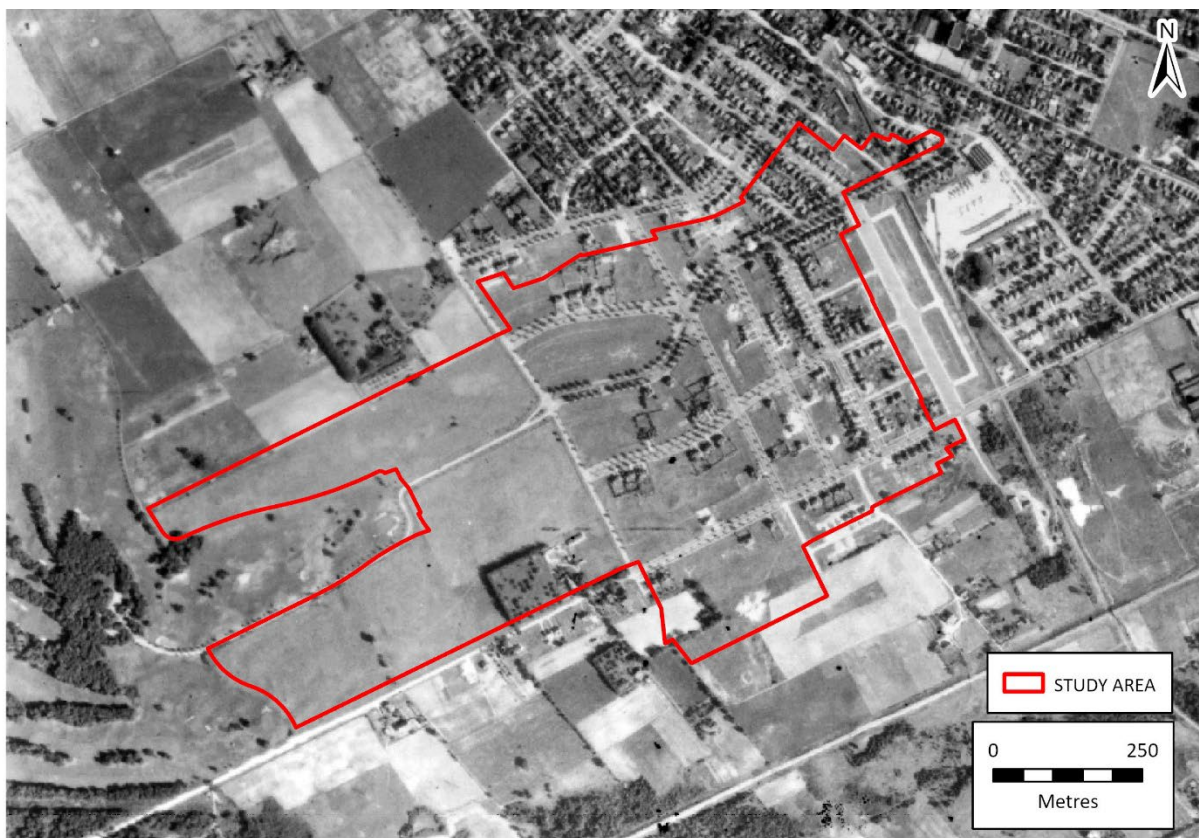


Figure 7: The study area overlaid on a 1945 aerial photograph (University of Waterloo Geospatial Centre)

The 1954 aerial photograph (Figure 8) depicts most roadways on the east half of the C.H.L., including the areas south of Glasgow Street, lined with houses. The residential expansion when compared with the 1945 aerial photograph is particularly evident in the Waterloo portion of Westmount, centring around the construction of the Dominion Life Assurance Company at Westmount Road and John Street, which had begun in the late 1940s. There was also greater infill in “old Westmount” in the 1940s and 1950s as well as some development on the west side of Westmount Road in Kitchener, north and south of Union Boulevard by the early 1950s (Mavor, 2011). The 1954 aerial photograph also appears to show Westmount Public School, the replacement for the portable school, under construction (it opened in 1955) and what is now Argyle Park seems to have been greenspace at this time. Furthermore, the aerial depicts the beginning of the long-awaited commercial development along Belmont Boulevard, which included service stations, a grocery store, a Brewer’s Retail Store, and a row of retail stores at the northwest corner of Belmont and Claremont Avenues (Mavor, 2011). The only development on the west side of the C.H.L. is north and south of Union Boulevard between Aberdeen and Westmount Roads and with Golfview Place laid out but with no houses on it yet. What is now Inverness Drive was the driveway into the club house of the golf course. The farmhouse at the northwest corner of Glasgow Street and Westmount Road was occupied by Allen J. Ritzer, manager at the London Life Assurance Company. At this time, the property was being used for both agricultural purposes and a horse farm and was among the “last remaining original farm houses in the neighbourhood” (City of Kitchener, 2008).





Figure 8: The study area overlaid on a 1954 aerial photograph (Hunting Survey Corporation Limited, 1954)

The 1963 aerial photograph (Figure 9) depicts infill in Old Westmount as virtually complete, and further commercial and/or industrial activity on Belmont Avenue, adjacent to the residential community's east side. West of Westmount Road, residential and roadway development had expanded significantly; Claremont Avenue and Union Boulevard had extended west to Aberdeen Road, and both Golfview Place and Orchard Park Crescent were completed, and houses line all these roadways, as well as Glasgow Street. Some residential development is also depicted on Westgate Walk, which Mavor describes as "a unique new subdivision" designed to be more exclusive and with large lots on a roadway that considered the contours of the land (Mavor, 2011). The area northwest of the intersection of Aberdeen Road and Glasgow Street remained as vacant fields.

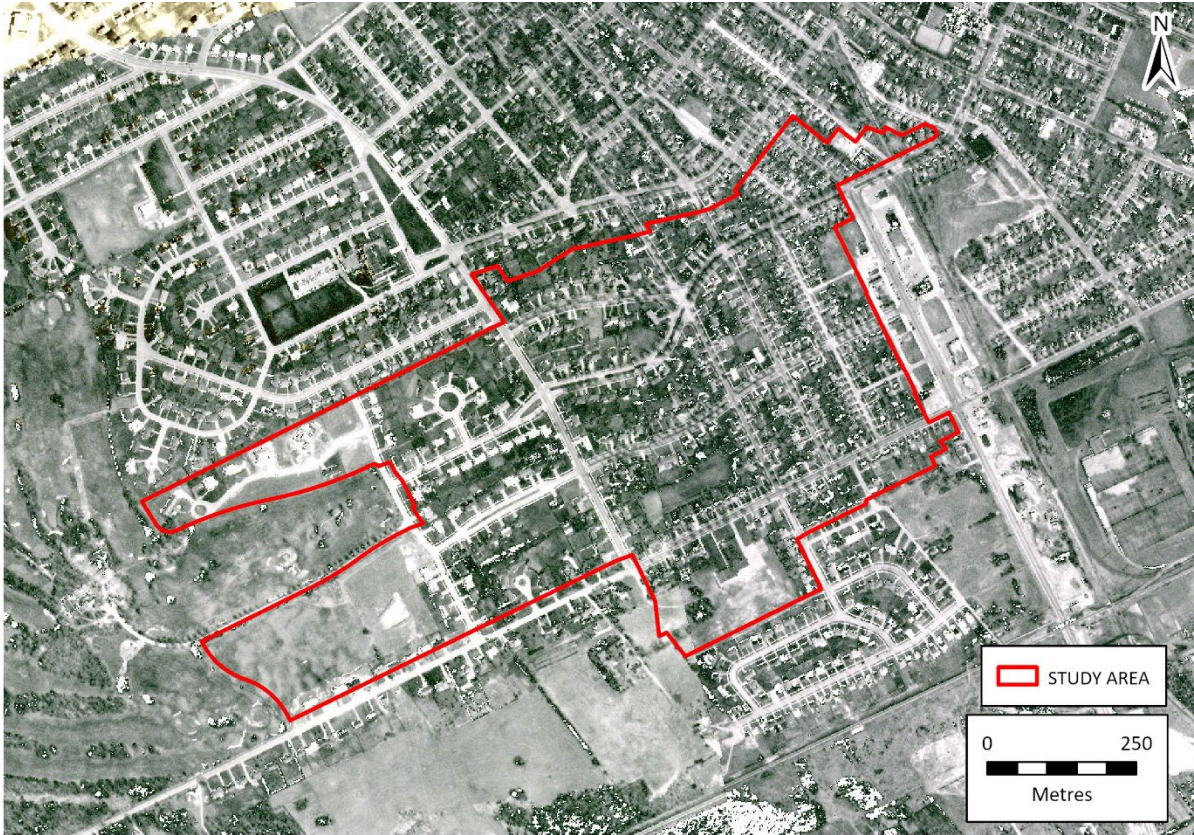


Figure 9: The study area overlaid on a 1963 aerial photograph (University of Waterloo Geospatial Centre)

The 1969 topographic map (Figure 10) shows that all areas of the C.H.L. were built up except for the southwest corner, which still only depicts a long driveway to the golf course.

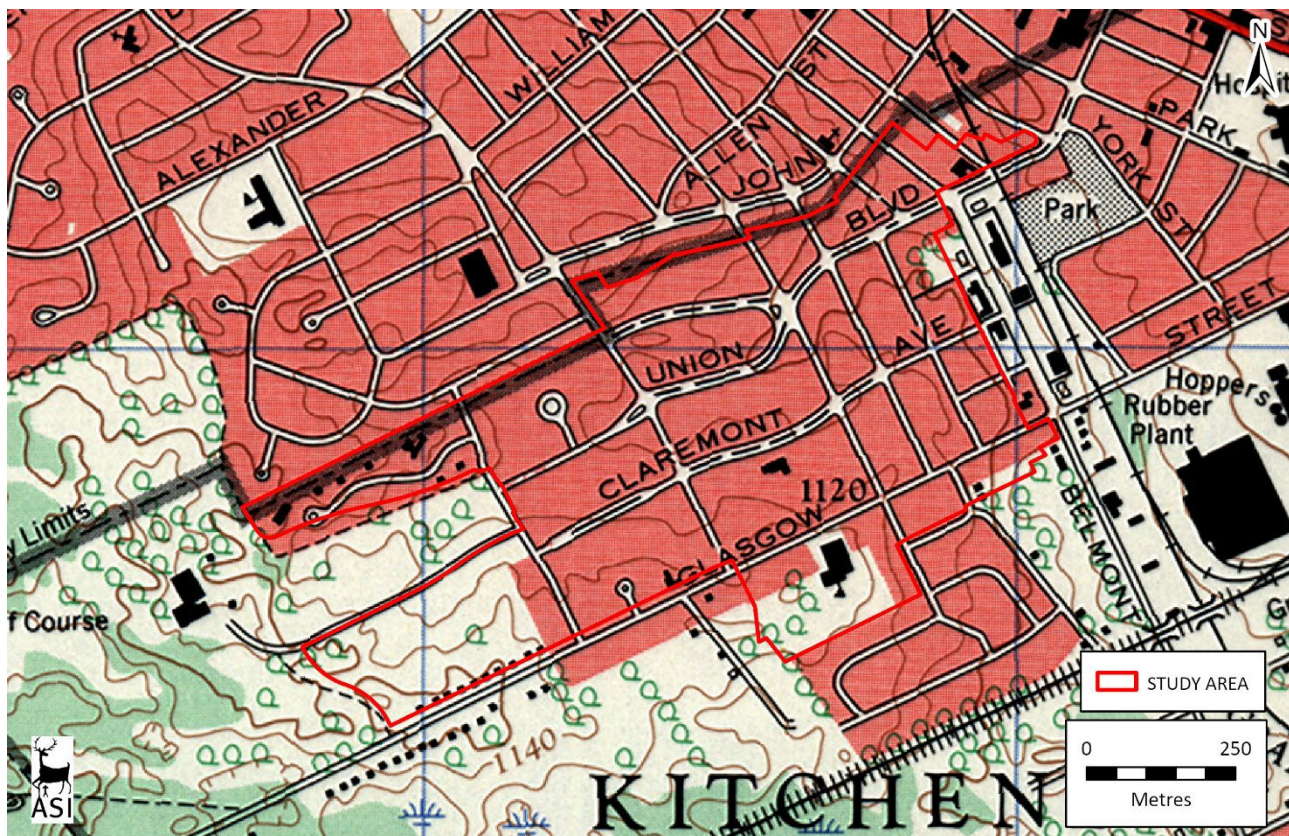


Figure 10: The study area overlaid on a 1969 topographic map (Surveys and Mapping Branch, Department of Energy, Mines and Resources, 1969)

In the early 1970s, the last stages of the C.H.L.'s development occurred via an expansion to the neighbourhood made by new purchases of tracts of land west of Aberdeen Road, particularly with the construction of homes on Inverness Drive (the former entrance drive to the golf course) and Huntley Crescent. The 1971 City Planning Department map (Figure 11) is the first to show Huntley Crescent and Inverness Drive as roadways. By the early 1970s, construction of new houses on formerly vacant lots was complete. The period from 1970 through to the new century saw few significant changes (Mavor, 2011).

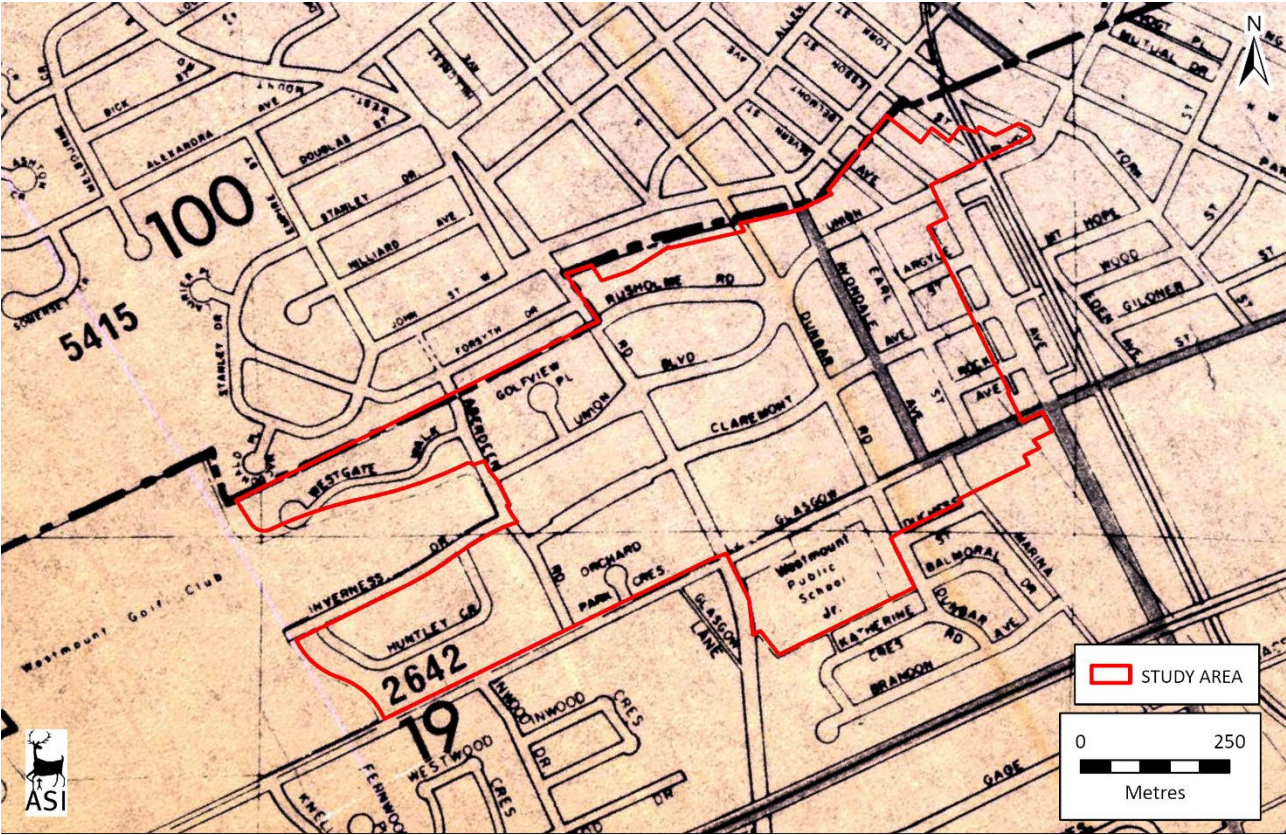


Figure 11: The study area overlaid on a 1971 City Planning Department map (Thomson, 1971)

Summary of Streetscape Survey

A streetscape pedestrian survey of the portion of the Westmount C.H.L. lying east of Westmount Road was conducted to photograph and characterize the built form, architectural styles, lotting patterns, and natural features on a streetscape level, the results of which are presented below.

Westmount Neighbourhood C.H.L. (Study Area East of Westmount Rd)

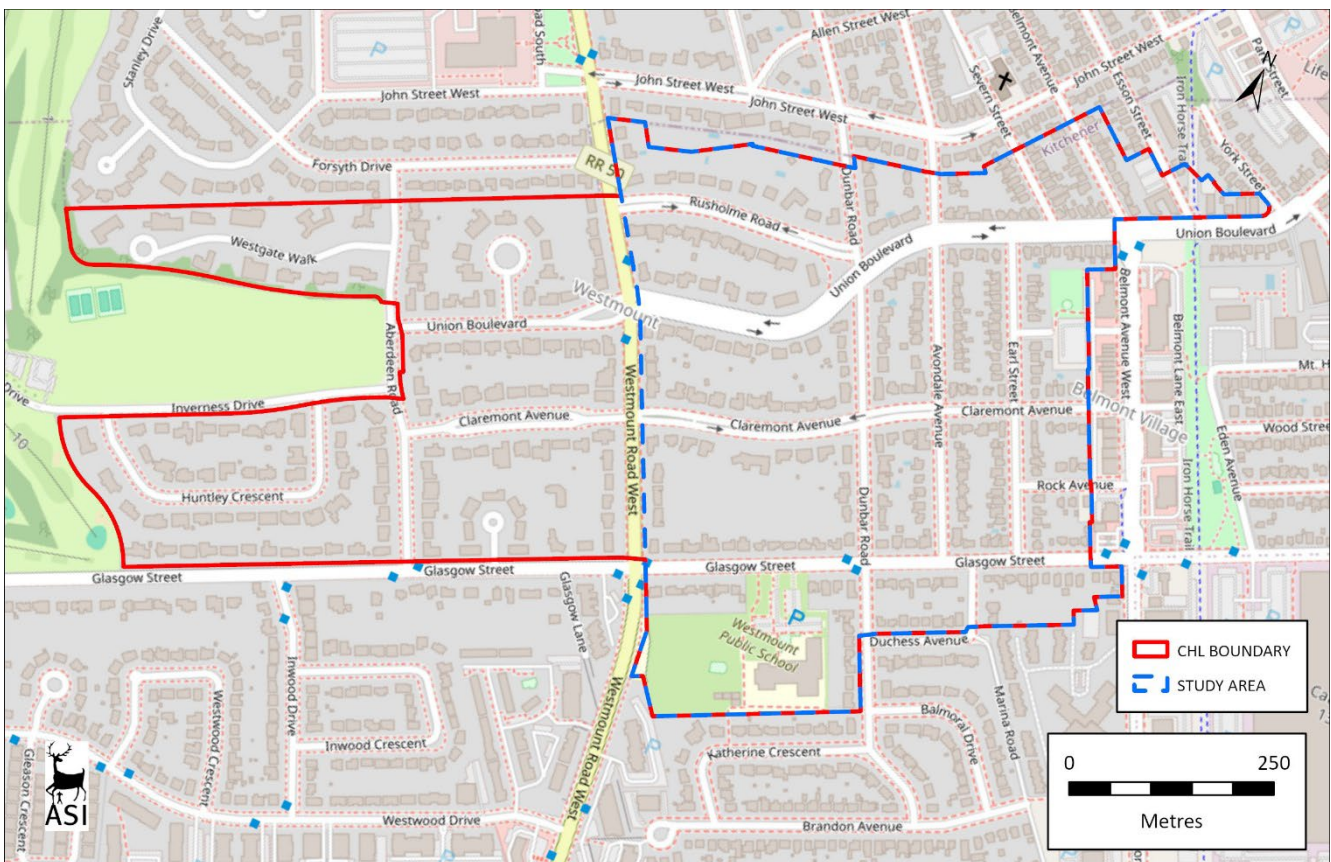


Figure 12: Map of Westmount C.H.L. and study area.

Number of Properties: 328 properties are located within the study area and 466 properties are located within the C.H.L.

General land use patterns

Residential.



Property and building types

Single detached houses, with one public school and one park property.

Block and lot patterns

The study area contains a hybrid of two block patterns. The eastern-most portion bounded by Union Blvd, Belmont Lane, Glasgow St and Dunbar Rd has a general grid pattern with smaller blocks. Lots are long and narrow, with some subtle variation in width. The portion from Dunbar Rd to Westmount Rd has much larger blocks because there are less north-south streets here. The blocks are irregularly-shaped due to the curving east-west streets, with Union Blvd having the most pronounced curve. Lots in this portion are generally wider and longer, with more variation in size, and also variation in shape due to the curved streets. The school property on the south side of Glasgow St occupies a much larger lot, extending south behind the houses fronting onto Glasgow St. The block and lot configurations result in backyards backing onto each other, creating a green space at the interior of the blocks.

Typical street cross-section

Rusholme Rd, Union Blvd and Claremont Ave are wider two-lane streets with concrete curbs divided by a central grassy median planted with trees, grassed road verges planted with trees and sidewalks. The typical cross-section for the other streets within the study area has a two-lane paved road with concrete curbs, grassed road verges planted with trees and sidewalks. Rusholme Rd, Union Blvd, Glasgow St, Dunbar Rd, Claremont Ave and Avondale Rd do not have overhead hydro lines and are lined with heritage-style streetlights. Other streets are lined with hydro lines with concrete hydro poles and integrated streetlights.

Typical building setbacks

Building setbacks between Earl St and Dunbar Rd are fairly consistent from street to street and typically range from approximately seven to 12 metres from the sidewalk. Setbacks within the portion from Dunbar Rd to Westmount Rd have somewhat more variation and are deeper overall, typically ranging from approximately nine to 15 metres from the sidewalk. Setback depths on curved streets reflect the shape of these curves. Properties typically have minimal side yards and driveways are located to the side of the house.



Primary era of development

1920s and 1930s, with some infill dating to the 1950s and 60s.

Typical building heights

Houses are typically one-and-a-half to two-and-a-half storeys.

Dominant cladding materials

Brick, primarily red and brown, is highly dominant.

Main architectural themes/styles

The predominant architectural style is Arts and Crafts. This is seen in moderately-sized brick houses on smaller lots as well as in larger houses with more elaborate expressions of the style, usually on larger lots. Influences of the related style Tudor Revival is found in places. Other common styles in the C.H.L. are Colonial Revival, and a 1950s bungalow or ranch house. Some houses have front porches and these are more common on smaller, Arts and Crafts style houses. Earlier houses that weren't built with garages sometime have a single-car garage addition at the side of the house. These are typically sympathetic to the original house.

Dominant roof type

Rooflines are often complex, reflecting the Arts and Crafts architectural style, with typically one or more steep front gables intersecting with a gable roof.

General condition of properties

Good condition.

General level of integrity of properties

Integrity is very good, with little alteration to individual houses and a relatively small number of newer houses. The most common alteration is the addition of a single-car garage to the side of the house.

Landscape features

A graceful tree canopy throughout the study area is created by mature street trees. The lack of overhead hydro lines on certain streets has allowed the trees to reach their full height and natural form. The medians on Rusholme Rd, Union Blvd and Claremont



Ave are a prominent landscape feature and are planted with a row of mature trees which creates a double canopy on those streets. Front yards typically have grass lawns with plantings at the foundation of the house and some with larger gardens and private trees. Argyle Park is a small park on the edge of the C.H.L. with sloping lawns, mature trees and a playground. A triangular lot is located at the point where Dunbar Rd and Rusholme Rd meet. This functions as a small green space, with a city-maintained garden and commemorative plaque.

Notable views/vistas

- General views along streets within the neighbourhood as framed by the houses and trees
- The intersection of Rusholme Rd, Dunbar Rd and Union Blvd (Figure 13) creates a number of open, panoramic views looking down multiple streets at once, for example, standing on Union near Dunbar and looking west (Figure 14). This vantage point also highlights the distinctive street pattern resulting in the triangular lot where Dunbar and Rusholme meet and the City-maintained garden is located.
- Views looking along Rusholme Rd, Union Blvd and Claremont Ave as picturesque wide curving boulevards with landscaped medians, creating a parklike effect. Representative photos of these general views are presented in Figure 15, Figure 16 and Figure 17 below.





Figure 13: Looking south from Dunbar Rd towards intersection of Rusholme Rd, Dunbar Rd and Union Blvd.



Figure 14: Example of panoramic view at intersection of Rusholme Rd, Dunbar Rd and Union Blvd.





Figure 15: Representative view looking west along Claremont Ave from Avondale Ave.



Figure 16: Representative view looking west along Rusholme Rd from Dunbar Rd.





Figure 17: Representative view looking east long Union Blvd from Dunbar Rd.

Representative Photographs of the Study Area



Figure 18: Earl St south of Argyle St.



Figure 19: Glasgow St east of Westmount Public School.



Figure 20: Corner of Glasgow St and Dunbar Rd.



Figure 21: Avondale Ave north of Glasgow St.



Figure 22: Union Blvd at Earl St.



Figure 23: Union Blvd between Dunbar Rd and Westmount Rd.



Figure 24: Union Blvd east of Westmount Rd.



Figure 25: Claremont Ave east of Westmount Rd.



Figure 26: Rusholme Rd between Dunbar Rd and Westmount Rd.

Summary of Public Engagement

Walkshop

A public walkshop was held within the C.H.L. on March 26th, 2026, with approximately 60 to 80 attendees. Participants shared their feedback on what they value about the neighbourhood, opinions about the C.H.L. boundary and also comments about the land use changes proposed for the neighbourhood as part of the Official Plan policies. Summarized below is feedback pertaining to built form characteristics, streetscape patterns, landscape features, qualities of the area valued by participants, and the C.H.L. boundary.

Built Form Characteristics

- Consistent, low-rise building heights
- Well-maintained homes with a pleasing variety of architectural styles and sizes and from a variety of periods



- Arched doorways
- Steep gable rooflines
- Tudor-style and Arts and Crafts-style houses
- Houses with jerkinhead roofs reflect German heritage
- Front porches provide a means of interacting with the community

Streetscape Patterns and Landscape Features

- Orientation of housing with “forest” behind
- Location near the centre of Kitchener and Waterloo
- Mature trees
- Consistent front yard setback
- Side yards are minimal and consistent
- Curved streets with medians are a defining feature
- Views, particularly looking down the streets with the medians provides an open view that feels safe and serene
- Character of properties extends beyond the house and includes gardens
- Absence of parkland in the neighbourhood because of the sizeable yards – whole neighbourhood feels like a “park”
- Argyle Park

General Comments Relating Valued Qualities of the Area

- Historical associations with significant people
- Westmount is one of the few gems in the city
- One of Kitchener’s first planned neighbourhoods and it should not change
- Not a lot of ownership change; once people move to the neighbourhood, they don’t leave. Some move within the neighbourhood.
- Westmount is a place people want to live in to raise a family and establish a forever home
- Attractive destination within the city and pleasant neighbourhood for walking – residents from outside of the neighbourhood come to Westmount to walk their dogs, go trick or treating, etc.



- Residents with different income levels live in the neighbourhood
- The neighbourhood has a strong sense of community and collective investment that goes beyond taking pride in their individual houses
- Neighbourhood feels private and open at the same time

Comments about the C.H.L. Boundary

- There appeared to be general recognition that there is a discernible shift in characteristics between the east and west sides of the C.H.L. This was also evidenced in some residents referring to “Old Westmount” which is the eastern portion. No participants voiced opposition to the delineation of a separate C.H.L. east of Westmount Rd. Some viewed the west side of the C.H.L. as lacking a heritage feel and noted its separateness from the east side, while others spoke to the west side as an extension of Old Westmount’s and the west side’s differences as part of the diversity of architecture in the neighbourhood as a whole.
- Several participants asked why Belmont Village was not included in the C.H.L. boundary and one expressed that it should be included as it is a walkable commercial area providing services and amenities to the local neighbourhood.
- One participant asked why the southern boundary does not continue south of Duchess Ave.

Online Survey

The City conducted an online survey inviting the public’s input on the C.H.L.’s cultural heritage value, heritage attributes and boundary. 53 respondents completed the survey.

In summary, respondents highlighted that Westmount was a very attractive neighbourhood worthy of preservation, with a calm and picturesque public realm and a pleasing variety of low-rise, single-detached historical homes. Many of the valued features and heritage attributes of the area identified in the survey align with the feedback from the walkshop summarized above. A good proportion of respondents



indicated that they agreed with the C.H.L. boundary as delineated in the City’s 2014 C.H.L. inventory. Several respondents suggested that the boundary should extend south to the railway tracks, several suggested that the boundary should include Belmont Ave, and several suggested that the boundary should only include the area east of Westmount Rd.

Analysis of C.H.L. Boundary

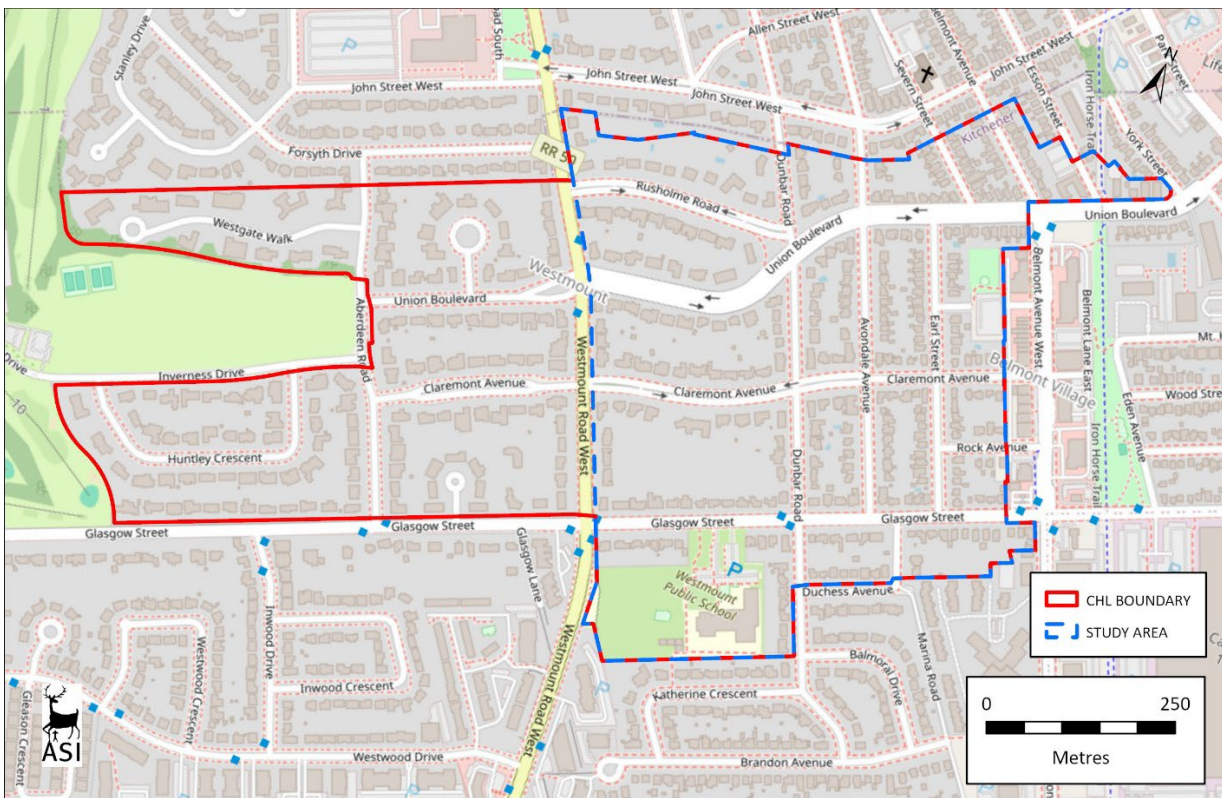


Figure 27: Map of Westmount, showing the 2014 C.H.L. boundary in red and the east side study area in blue.

The City’s 2014 inventory of Cultural Heritage Landscapes (City of Kitchener, 2014) delineated a preliminary boundary for the Westmount Neighbourhood (East and West) C.H.L. that is bound by Westmount Golf Course, Municipal Boundary, Belmont Lane W, Duchess Ave, and Glasgow St (Figure 27).

Historical research and mapping review confirms that Westmount Rd was the western edge of Rieder’s original 1914 plan for Westmount. Plans to develop the

farmland west of Westmount Rd were not registered until the 1950s. As a result, the eastern half of the C.H.L. (known as “Old Westmount”) developed first as a discrete area, with roads and houses constructed gradually from the 1910s into the 1940s. The streetscape survey confirmed that this pattern survives on the ground today; house forms and styles typical of the 1920s-1940s predominate in the eastern half, though a small number of later houses reflect that the area continued to fill in from the 1950s onwards. Figure 28 presents an overlay of Rieder’s 1914 plan on an existing street map. This figure demonstrates how much of Rieder’s original plan was executed and remains today. By and large, Rieder’s plan on the east side of Westmount Rd was realized and survives today, though there have been some road realignments, consolidation of lots, and two north south streets between Dunbar Rd and Westmount Rd that were never built.

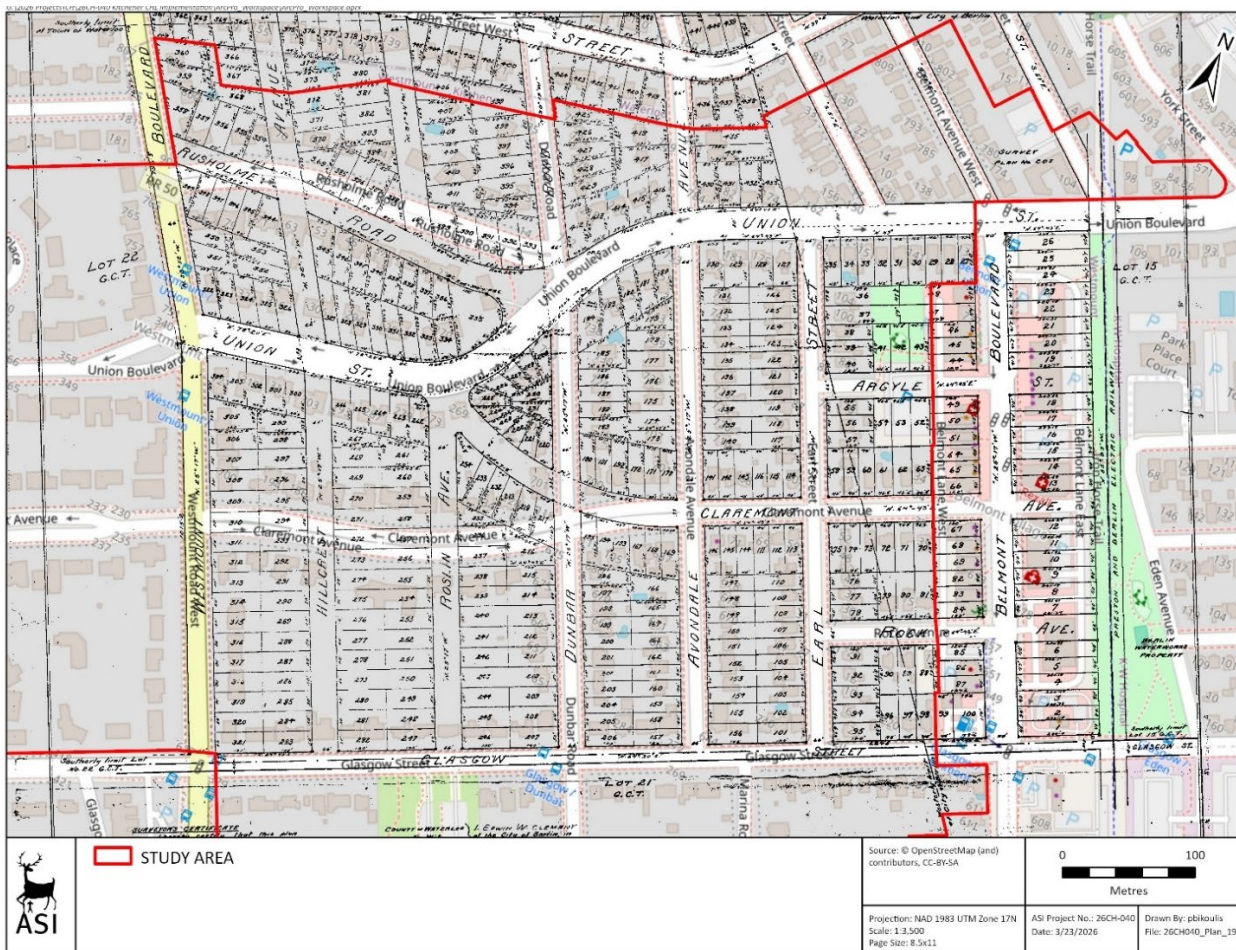


Figure 28: Rieder’s 1914 plan overlaid on the existing street network (A.S.I. 2026).



In comparison, the portion of the C.H.L. lying west of Westmount Road was never part of the lands forming Rieder's 1914 plan. Further, the development pattern that emerged in this area was not contemporaneous with the area east of Westmount Road. While Rieder's 1914 plan did lay out some elements on the east side that would influence the later development pattern on the west, the two areas have distinct characteristics. On the west side, the combination of built form features, streetscape patterns, and landscape features do not combine together in a way that is seamless with, or intrinsic to, the quality of design principles and elements expressed on the east-side lands.

Starting in the 1950s, Union Blvd and Claremont Ave were extended into the western half of the C.H.L., but the streets are not as curved on this side and only Claremont Ave continues its landscaped median west of Westmount Rd. The western half displays different street layouts than the eastern half, such as curved and circular crescents, reflecting the much later period of their design. Lot sizes are on average larger than the eastern half. The house forms and styles here are more characteristic of their period of construction in the 1950s, 1960s, and later, with many bungalows and ranch houses displaying a horizontal emphasis that is not as pronounced on the east side. There are also a higher number of houses constructed more recently in a contemporary architectural style.

The portion of the C.H.L. between Dunbar Rd and Westmount Rd displays a transition from the eastern half to the western half, in keeping with the general development of Westmount occurring chronologically from east to west. The houses and lots here increase in size in comparison to typical properties east of Dunbar Rd, as a result of changes made to Rieder's plan in the 1930s, and some houses reflect a 1950s construction date. The houses display a mix of styles and periods of construction, but a higher number of houses dating to the 1950s and later reflects the fact that this portion was still filling in during this period. However, this area also contains the wide, curving boulevards with landscaped medians, which are a defining feature of Rieder's original plan and the neighbourhood as it exists today.

Belmont Ave was included in Rieder's 1914 plan, however it was not included as part of the C.H.L. boundary delineated by the City in 2014. Belmont was planned as a commercial street, but it was not until the 1950s that it developed as such. The area



south of Glasgow within the C.H.L. boundary (Marina Rd, the north side of Duchess Ave, and the Westmount Public School Property) was added as part of registered plan 350 in 1937 for Westmount and most houses here appear to have been constructed in the late 1940s or early 1950s, with some Arts and Crafts influences, though with less detail than typical houses to the north.

Recommendations

Based on the results of historical research, mapping review, streetscape survey and public engagement, the following recommendations are provided regarding the C.H.L. boundary and heritage attributes:

1. The portion of the C.H.L. lying east of Westmount Rd should be identified as a discrete C.H.L. (“Old Westmount”), with the boundary as shown in blue in Figure 27.
2. No further refinements to the boundary in blue are recommended.
3. The list of recommended heritage attributes for the portion of the C.H.L. lying east of Westmount Rd is provided below.
4. The western half of the overall Westmount C.H.L. may have potential to be identified as a separate C.H.L. with related but different characteristics, however this would require additional study.

Recommended Heritage Attributes

Built Form Attributes

- Houses dating to the late 1910s, 1920s, 1930s and 1940s, many built in brick and with a similar character but not identical, displaying elements of the Arts and Crafts, Tudor Revival and Colonial Revival architectural styles
- Diversity in house size, detailing and construction period
- Consistent typical building height of one-and-a-half to two-and-a-half storeys
- Front porches



Streetscape and Landscape Attributes

- Street, block and lot patterns largely reflective of Rieder's 1914 plan, with some alterations occurring in the 1930s
 - Picturesque wide curving boulevards with landscaped medians running from east to west (Rusholme Rd, Union Blvd and Claremont Ave)
 - Combination of different street and block patterns with long and narrow blocks east of Dunbar Rd and larger blocks west of Dunbar Rd with curving streets and that are oriented east to west
 - The intersection of Rusholme Rd, Union Blvd and Dunbar Rd that functions as a node to anchor the centre of the C.H.L.
 - Generous lot sizes allowing for substantial homes
 - Generous and consistent house setbacks
 - Minimal sideyards and driveways at the side of houses
 - Backyards that back onto each other, in particular the block formed by Claremont Ave, Westmount Rd, Glasgow St and Dunbar Rd that creates a large green space behind the houses
- Tree plantings along the road verges, on landscaped medians and on private property
- City-maintained garden at the point where Dunbar Rd and Rusholme Rd meet
- Absence of overhead hydro lines on Rusholme Rd, Union Blvd, Glasgow St, Dunbar Rd, Claremont Ave and Avondale Rd
- Original sidewalk etchings on the west side of Earl St at its intersections with Argyle St and Claremont Ave
- Argyle Park
- School property on Glasgow St

Views

- General views along streets within the neighbourhood as framed by the houses and trees
- Views looking along Rusholme Rd, Union Blvd and Claremont Ave as picturesque wide curving boulevards with landscaped medians, creating a parklike effect
- Open, panoramic views created at the intersection of Rusholme Rd, Dunbar Rd and Union Blvd



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