

CAFRAMO PROPERTY:

HISTORY OF THE SITE AND  
PROPOSED EXPANSION

## **Proposed Expansion of Caframo – Part Lot 3 , Jones Range, Geographic Township of Keppel , Township of Georgian Bluffs**

### **Location**

The Caframo property is located along the south shore of Colpoys Bay, approximately one kilometer east of Wiarton. The site comprises 3.5 hectares of land. (See Ap.1)

The majority of the property is designated 'Escarpment Recreation' on the Niagara Escarpment Plan, and the balance is 'Escarpment Rural'. The property is not within the area of Niagara Escarpment Development Control. Under the current Township Zoning By-law, the site is zoned 'PD' (Planned Development). (See Ap.2 and 3)

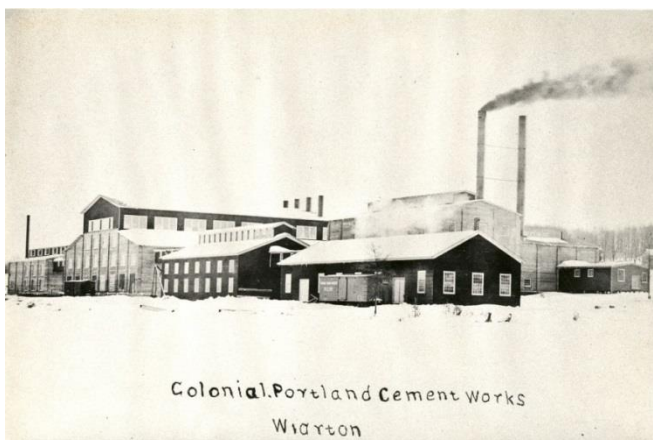


Situated on the site and entirely within the 'Escarpment Recreation' area is the Caframo business , which includes three buildings and parking areas. (See Ap.4)

### **History of the property and the plant**

Known initially as the Colonial Portland Cement Company, the firm was incorporated with \$250 000 of capital in 1901 to create cement using stone from White Cloud Island (one of three islands at the mouth of Colpoy's Bay) and marl (a type of sandstone) found along the shore of the bay.

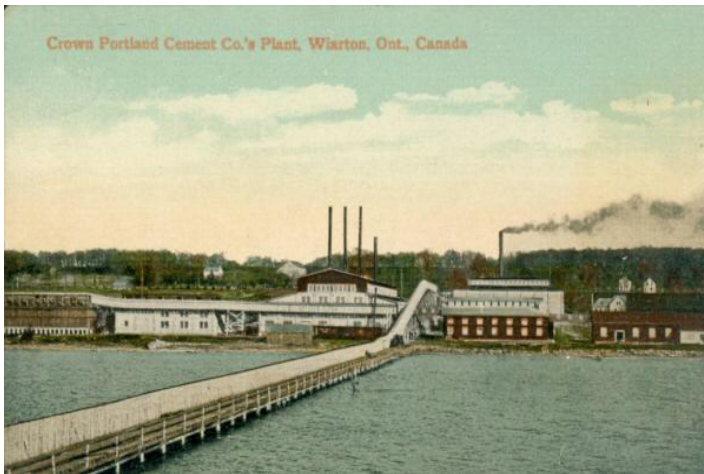
By 1907 the Wiarton Cement Works were constructed. Newspaper accounts of the day praised the factory's construction saying, "It is doubtful if an earthquake would jar the main building and long after the rest of us have vanished away these structures will probably remain."



Despite the tremendous size of the operation and the fanfare with which it was born, the Colonial Portland Cement Company suffered within an industry of excess production, falling prices and huge amalgamations. The company was forced to fold at the beginning of 1909.

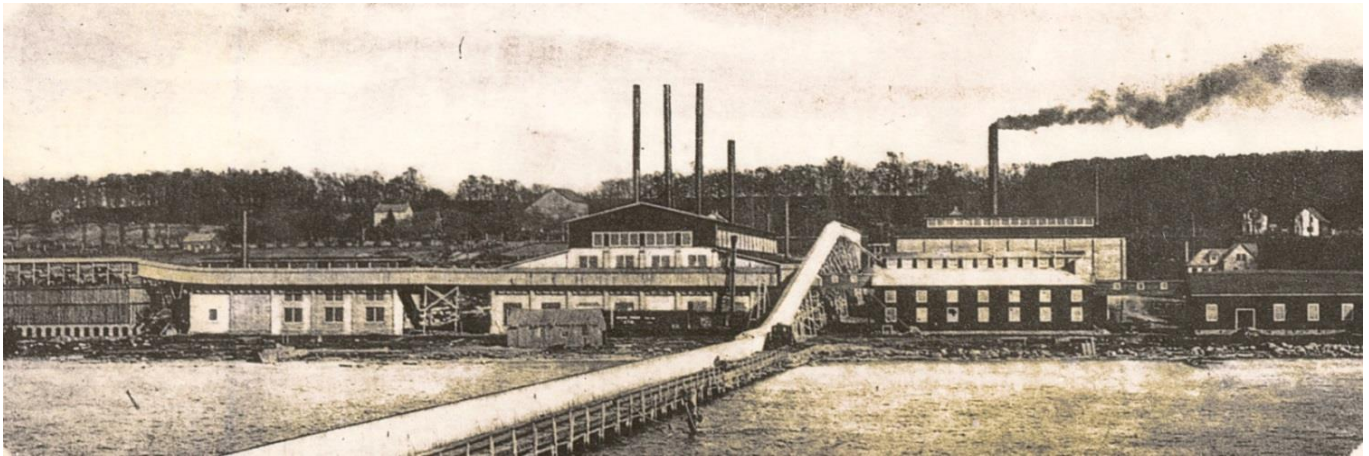
Always optimistic, the Echo newspaper exclaimed that the company "never had a fair chance" due to weak demand at the time production began.

Warton's cement factory received a second chance for success when it was reorganized under the name "Crown Portland Cement Co." in June of 1909. Following extensive upgrades to improve efficiency, reduce costs and, ultimately, compete with other cement firms, the cement factory began running again at the end of July. Crown Portland Cement Company was in its prime.



The productivity of the plant was said to be so superior as to produce with 75 men what is typically produce with 125-150. As is apparent, it consisted of several buildings including the main rotary building, the powerhouse, a boiler house, a coal grinding building and a dry grinder. The company also privately constructed a 3.5 mile rail line between Warton and the marl beds. Following the company's 1909 reorganization, it also featured the world's longest conveyor belt. (It was used to deliver stone taken by barge from White Cloud Island.)

In June of 1909, the firm issued a new series of debentures to pay for the extensive alterations completed following the reorganization. With the price of cement on the rise, the outlook for Warton's cement plant appeared to improve.



In August of 1912 Crown Portland Cement Company fell abruptly into receivership. Winter holds expectations that company would be wound up so the factory could reorganize once more and run again in the spring of 1913. By March, however, the full picture was visible. The factory had built up significant debt and lost a large amount of money the previous season. The firm then entered liquidation.

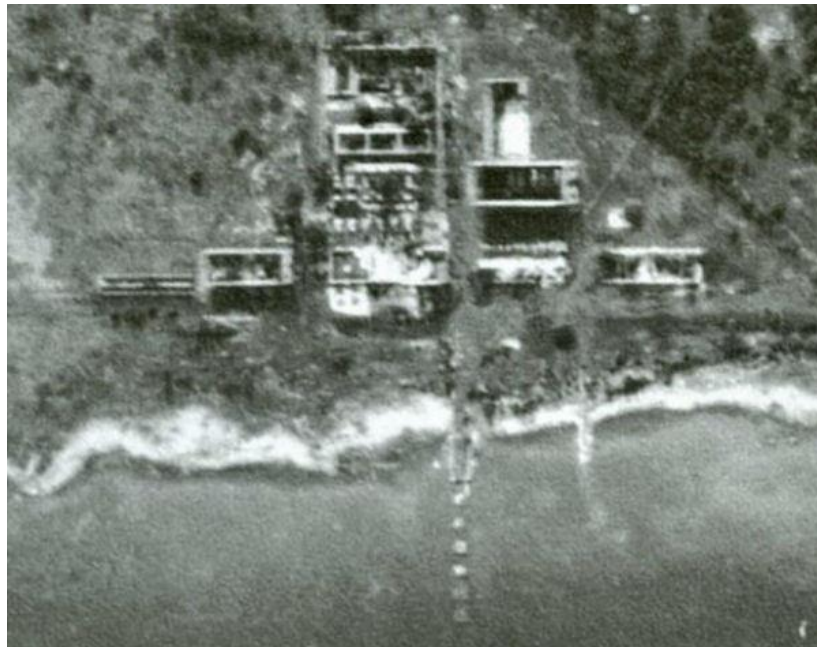
For five years, the buildings of the cement works stood empty. The expensive machinery was liquidated to junk dealers for a tiny fraction of its original cost and the property was left to a trust company.

Only empty hulking walls remained, as showing on the photo taken from a distance in 1919.





Once the cement company closed, its buildings were left to the elements. The bottom image gives an aerial view of the ruins in 1950.



The white building toward the left was the temporary **stock house** (storage building). Dominating the grounds at center was the massive **Main Rotary Building**, containing more than twice the square footage of any other building on site. At top right was the **Powerhouse** with the **boiler house** at the rear. The **Coal Grinder** and **Dry Grinder** buildings sat near the train tracks along the shoreline toward the right.

Given the solid construction of most of the cement works buildings, it is not surprising that, after forty years of neglect, most of the damage to the structures came from the actual scrapping, not from exposure to the wilderness.

Mr. Hans Heidolph purchased the ruins in 1954. Despite their age, the massive walls of the cement works would once again serve as a home to Warton's premier manufacturing firm, this time under the name of Caframo Limited.



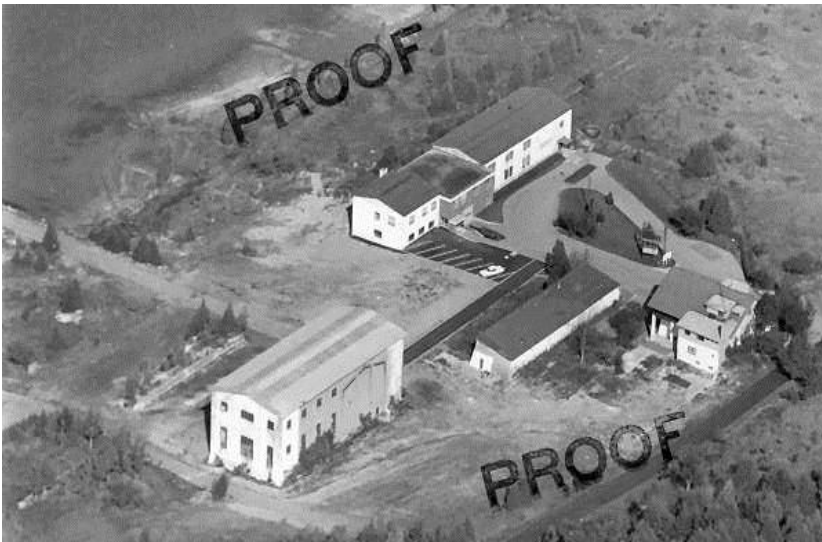
The Caframo factory incorporated as much of the old ruins as possible. The main storehouse for Caframo is the original Powerhouse (the roofline of the old boiler house is still visible on the rear exterior of the Caframo building). The walls of this building, although still standing after all the years of neglect, had to be carefully pulled back together using a series of cables. The wall closest to the shoreline had been leaning out by about three to four feet.



Caframo's manufacturing/office building incorporated the old stock house. The Rotary Building was also used to construct a dwelling on the site, while the three distinct adjoined rectangles in the Rotary Building also survive as a separate building.

During Caframo's first year of production in 1957, the factory operated out of the remains of the former Rotary Building. Lack of adequate heating, however, led the company to move production into the

northeast building constructed from the former stock house. In 1964, the manufacturing building was extended include more production and office space.



Aerial view looking toward the back of the Caframo factory about 1964, shortly after the addition of the office portion of the building at the top of the image. Note the impression on the back of the largest building, the warehouse. As mentioned earlier, this building was the cement works powerhouse and the impression on the back is the outline of where the cement works boiler house once stood. Note also the foundations remaining at the left-bottom and left-top portions of the photo.

Caframo has existed and has been designing and producing fans, heaters and similar products on this property since 1956. In 1996 the business was sold to the current owner, Tony Solecki, who subsequently purchased the property in 2009.

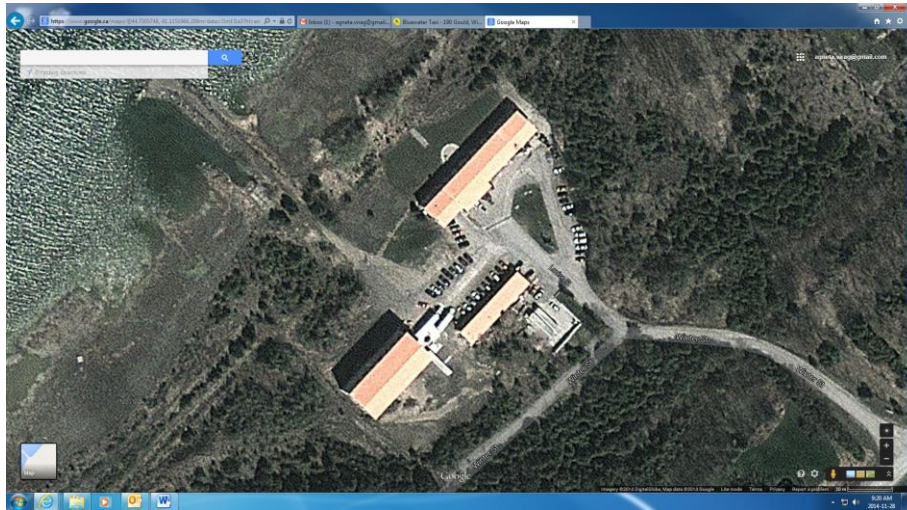
Upon purchasing the property in 2009, a Phase II Environmental Site Assessment was completed and it was determined that the property exceeded the MOE standard 153/04 Table 3 Industrial/ Commercial/ Community. To obtain a Record of Site Condition for the property, Mr. Solecki undertook considerable site remediation, resulting in 4,623 tons of impacted soil being removed from the site and properly disposed. Despite these efforts, the soil classification was only brought to the MOE Table 3 ICC Industrial rating. To remediate to higher rating would require stratification of the property with a minimum 2 meters of clean fill.

### **At the present time.**

Caframo has been successful in expanding their innovative product line and growing their business over the last several years.

Caframo operation employs approximately 80 people on this site. Mr Solecki is hoping to continue to grow the business, and is confident that Caframo's current sales could grow fourfold and the workforce will be increased to 150 people. A second and possibly third work shift will be required and the current floor space would need to be doubled over time.

At the present time, three buildings exist on the property as shown on the site plan.



The buildings collectively comprise 2,538 square meters of floor area, and are used for assembly, administration and office space, research and development, and component and finished good storage.

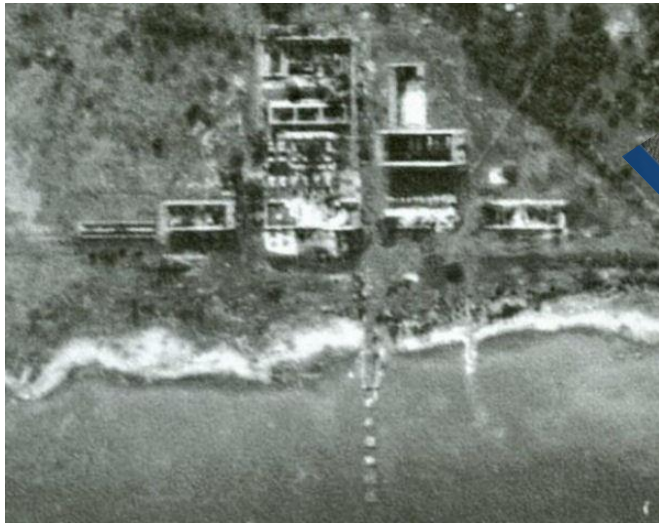
The proposed building expansions and new buildings are illustrated on the site plan. The upgrades and new construction will increase the floor area to 4,624 square meters. This development would occur in phases, in keeping with the growth of the business. The parking area would be expanded to accommodate a total of 81 vehicles and a new sewage treatment system, with capacity for the proposed increase in employees will be installed.

**Very specific aspect of the planned expansion is that all the proposed expansions and new buildings are planned and designed to be built over the original building footprints from the 1902 constructions. The following two pages are presenting historical pictures of the ruins on the site compared with the current buildings and the planned development.**

**Expansion of Building #1 Production/Office – The building expansion will be erected on the footprints of the original Main Rotary Building which was the largest building at the center of the property. The warehouse expansion of building #3 is located in the area of the original boiler house - situated in the right top part of the picture.**



Aerial view of the ruins in 1950 versus the latest Google map view (See Ap.5)



Mark up of existing buildings and proposed relocated/new buildings relative to original building locations on the Caframo property: (See Ap.6)



Existing building

Proposed building

Mark up of existing buildings and proposed relocated/new buildings relative to original building locations on the Caframo property:

It is important to note the manufacturing component of the Caframo business involves only hand assembly of the parts. The parts are manufactured elsewhere and shipped to the site. This business is a dry industry and generates very little noise.

From a shipping perspective, please note that despite the proposed increase in productivity, the number of trucks frequenting the site would increase only slightly, at most. At present the trucks delivering products to the site and hauling the finished goods are partially empty. Therefore, an increase in production within the Caframo plant would simply result in a more efficient use of the trucks rather than an increase of traffic.

### **Vegetation**

surrounding the buildings in 1962-1964



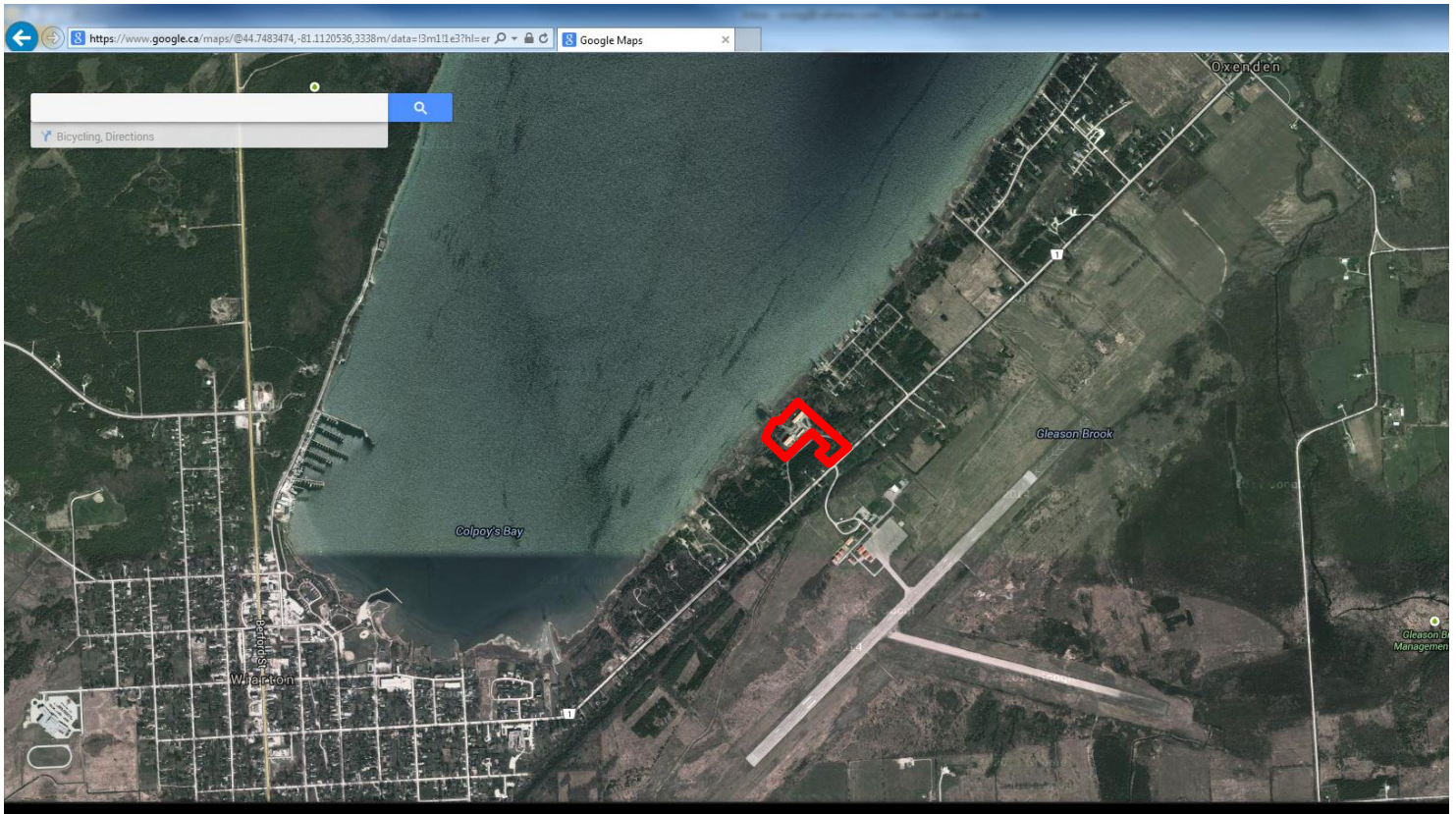
current vegetation - 2014 :



Site view and mark-up to present the vegetation on site and the absence of essential vegetation at the proposed building locations. (See Ap.7)

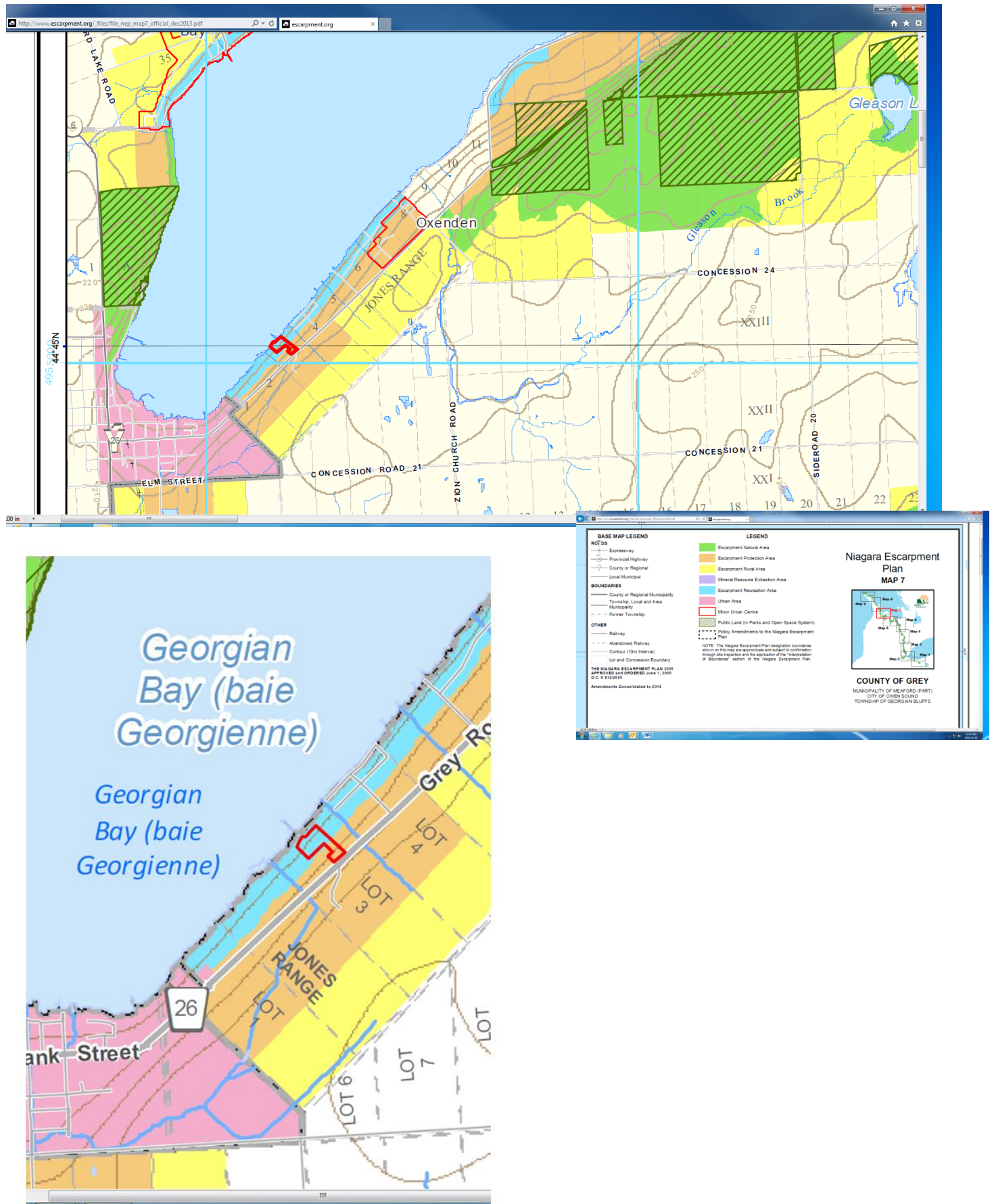


## Ap.1 -Caframo site location

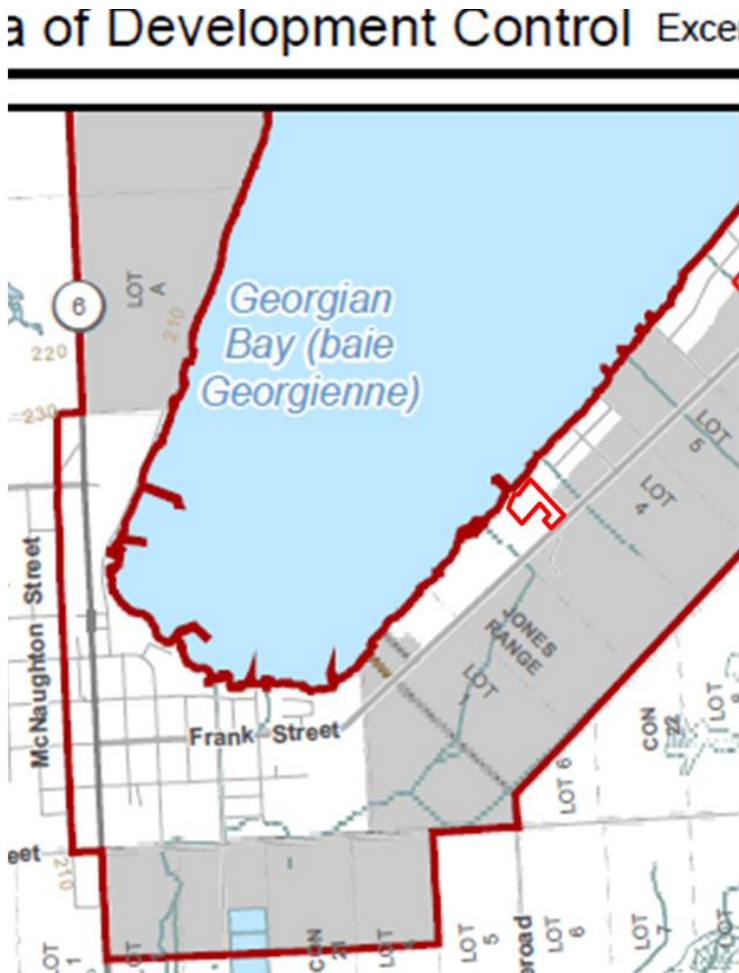
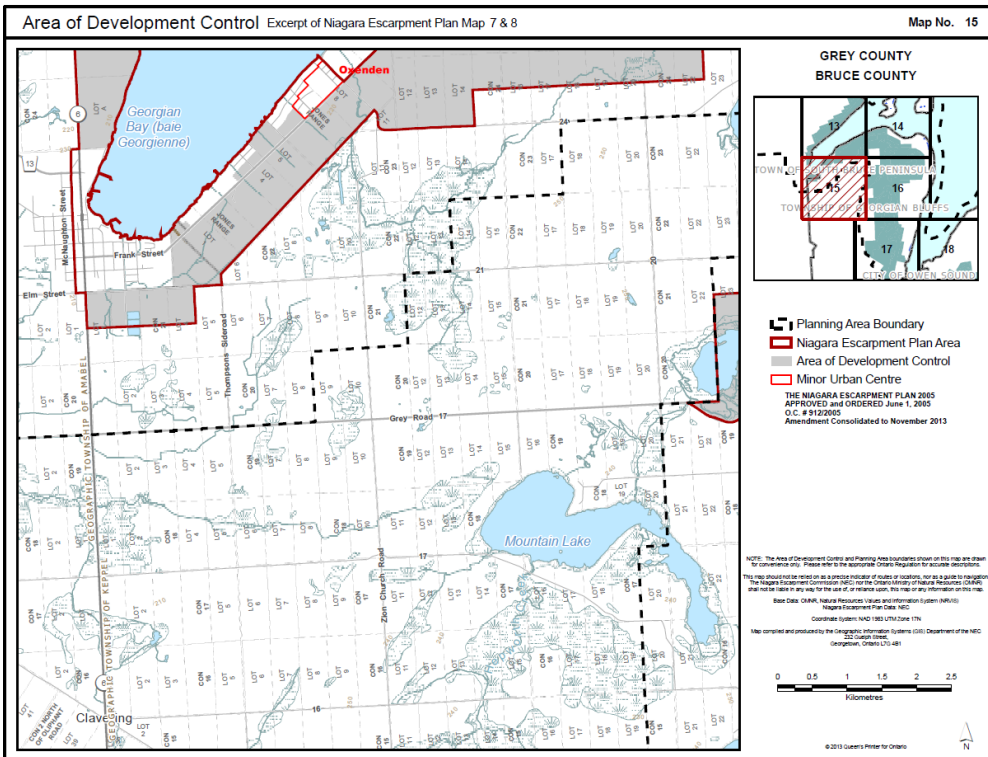




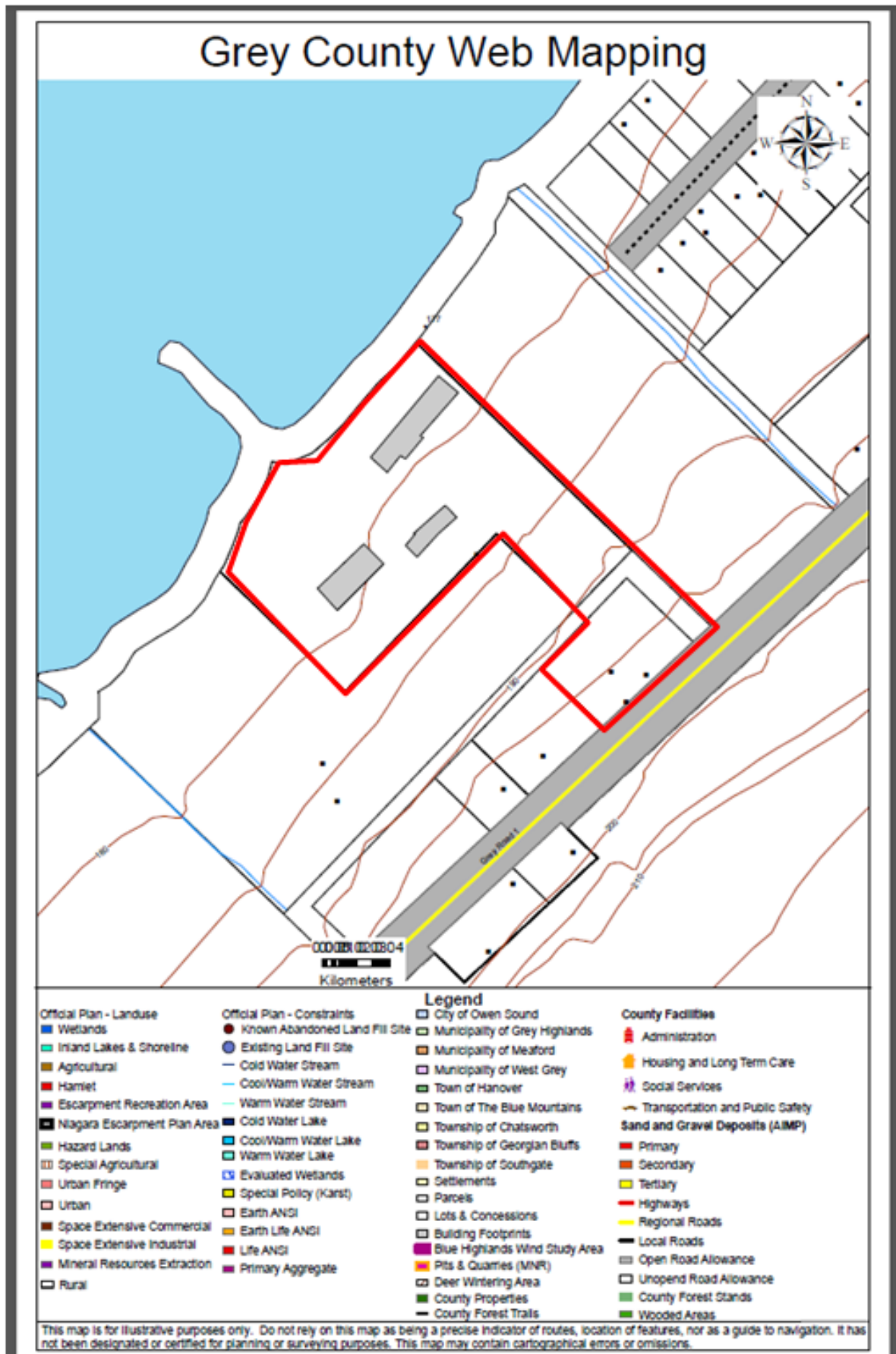
## Ap.2 –NEC plan details



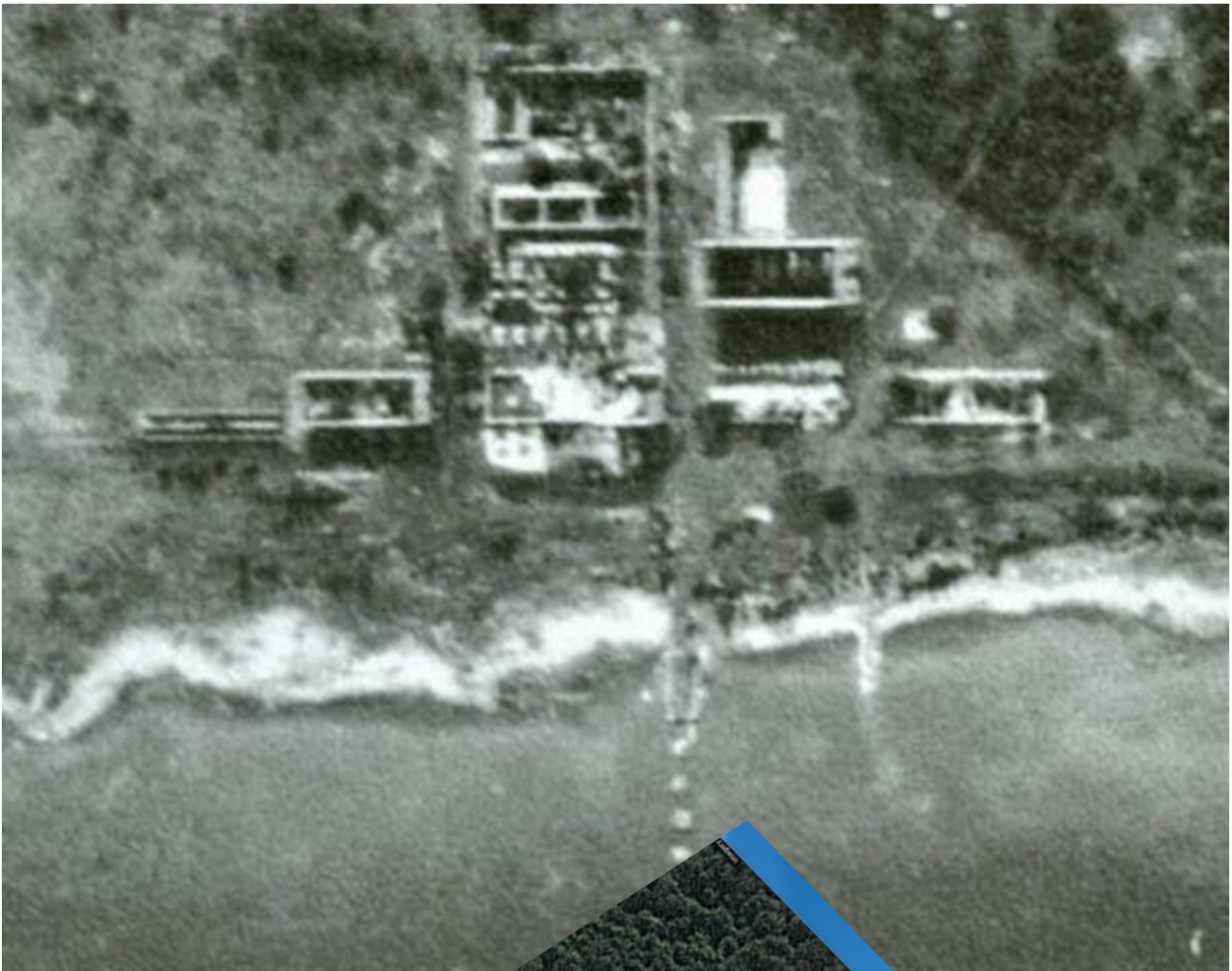
### Ap.3 –NEC plan details-development plan





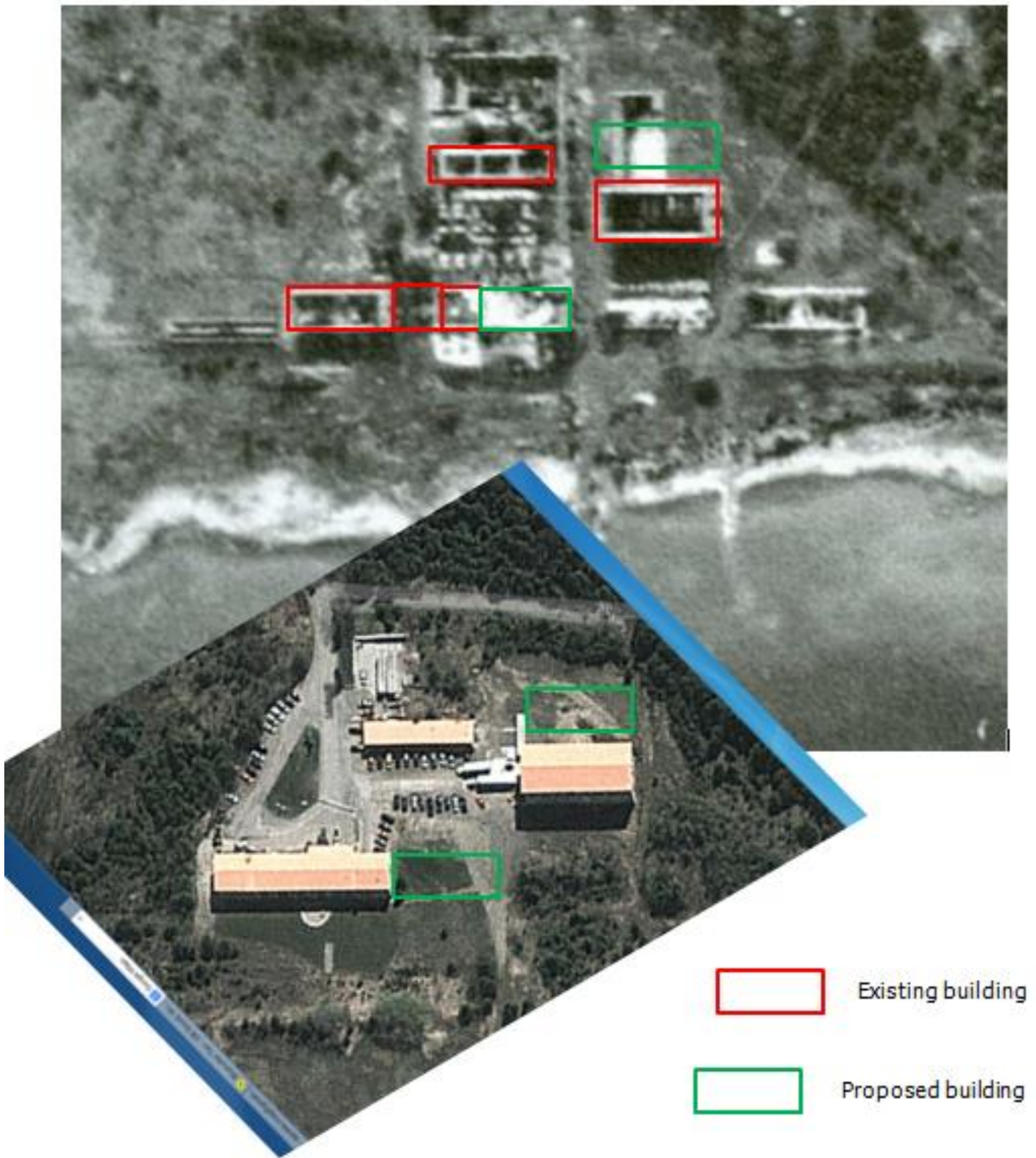


Ap.5 –Ruins in 1950 vs. current google map





Ap.6 –Mark-up of existing and proposed buildings





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