

Heritage Impact Assessment

Woodlawn Memorial Park Candidate Cultural Heritage Landscape 762 Woolwich Street

Guelph, Ontario

Draft Report

Prepared for:

City of Guelph

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Archaeological Services Inc. File: 23CH-233

August 2024



Executive Summary

Archaeological Services Inc. was contracted by the City of Guelph to conduct a scoped Heritage Impact Assessment (H.I.A.) for the Woodlawn Memorial Park Candidate Cultural Heritage Landscape (C.C.H.L.) at 762 Woolwich Street in Guelph, Ontario (Figure 1). The H.I.A. is being undertaken as part of the design of the Guelph Junction Rail Multi-Use Path. The C.C.H.L. consists of a cemetery established in the mid-nineteenth century, and is identified as a Candidate Cultural Heritage Landscape in the City's *Cultural Heritage Action Plan* (City of Guelph & MHBC, 2020). The C.C.H.L. requires an H.I.A. to provide an assessment of how the proposed trail will impact the C.C.H.L.'s cultural heritage value. The H.I.A. follows the municipality's *Cultural Heritage Resources Impact Assessment Guidelines*.

Select sensitive heritage features of the Woodlawn Memorial Park C.C.H.L. are anticipated to be impacted through the construction of the multi-use trail, but the trail will be along the edge of the C.C.H.L. and will not interfere with the core of the cemetery or disrupt its primary features and original circulation patterns.

Based on the C.C.H.L.'s cultural heritage value and a thorough review of the preliminary trail design, this report includes recommendations to best conserve the C.C.H.L. and mitigate potential impacts to it.

The following recommendations are proposed:

1. In order to mitigate the visual impact of the new railing on the nineteenth-century park-like setting of the C.C.H.L., the selection of a material in a colour that blends in with its surroundings should be explored, such as a muted green or brown.
2. In order to mitigate the visual impact of the new retaining wall (for the approximately 50 metres that will run alongside the C.C.H.L.) on the nineteenth-century park-like setting of the C.C.H.L., it should be as low in height as is technically feasible. Design cues should be taken from within



the C.C.H.L. and a visually compatible material should be chosen, such as the use of stone masonry units or concrete masonry unit made to look like stone, rather than poured concrete.

3. In order to mitigate the visual impact of the new benches on the nineteenth-century park-like setting of the C.C.H.L., design cues should be taken from existing furniture within the C.C.H.L. A traditional slatted park bench design may be appropriate.
4. In order to mitigate the effects of construction-related dirt and dust on nearby gravestones, post-construction maintenance and restoration should be conducted on them to remove any construction-related dirt or dust and return them to pre-construction condition.
5. This report should be submitted to heritage planning staff at the City of Guelph and to the Heritage Guelph Committee for review and comment.



Report Accessibility Features

This report has been formatted to meet the Information and Communications Standards under the *Accessibility for Ontarians with Disabilities Act, 2005* (A.O.D.A.). Features of this report which enhance accessibility include: headings, font size and colour, alternative text provided for images, and the use of periods within acronyms. Given this is a technical report, there may be instances where additional accommodation is required in order for readers to access the report's information. If additional accommodation is required, please contact Annie Veilleux, Manager of the Cultural Heritage Division at Archaeological Services Inc., by email at aveilleux@asiheritage.ca or by phone 416-966-1069 ext. 255.



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Glossary

Built Heritage Resource (B.H.R.)

Definition: "...a building, structure, monument, installation or any manufactured remnant that contributes to a property's cultural heritage value or interest as identified by a community, including an Indigenous community. built heritage resources are located on property that may be designated under Parts IV or V of the *Ontario Heritage Act*, or that may be included on local, provincial, federal and/or international registers" (Ministry of Municipal Affairs and Housing, 2020, p. 41).

Cultural Heritage Landscape (C.H.L.)

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

Significant

Definition: With regard to cultural heritage and archaeology resources, significant means "resources that have been determined to have cultural heritage value or interest. Processes and criteria for determining cultural heritage value or interest are established by the Province under the authority of the *Ontario Heritage Act*. While some significant resources may already be identified and inventoried by official sources, the significance of others can only be determined after evaluation" (Ministry of Municipal Affairs and Housing, 2020, p. 51).



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1.0 Introduction

Archaeological Services Inc. was contracted by the City of Guelph to conduct a scoped Heritage Impact Assessment (H.I.A.) for the Woodlawn Memorial Park Candidate Cultural Heritage Landscape (C.C.H.L.) at 762 Woolwich Street in Guelph, Ontario (Figure 1). The H.I.A. is being undertaken as part of the design of the Guelph Junction Rail Multi-Use Path. The C.C.H.L. consists of a cemetery established in the mid-nineteenth century, and is identified as a Candidate Cultural Heritage Landscape in the City's *Cultural Heritage Action Plan* (City of Guelph & MHBC, 2020). The C.C.H.L. requires an H.I.A. to provide an assessment of how the proposed trail will impact the C.C.H.L.'s cultural heritage value. The H.I.A. follows the City's *Cultural Heritage Resource Impact Assessment Guidelines* (City of Guelph, 2010). The study area consists of the portion of Woodlawn Memorial Park located north of the Guelph Junction Railway.

1.1 Project Overview

The Guelph Junction Rail Multi-Use Path will be a multi-use trail within the Guelph Junction Railway corridor extending from Woolwich Street to Woodlawn Road in Guelph, Ontario. The proposed trail is among those recommended in the *Guelph Trail Master Plan* (City of Guelph, 2021). The trail would connect the Trans Canada Trail and the Guelph to Goderich Rail Trail.

1.2 Legislation and Policy Context

The subject heritage resource requires a Heritage Impact Assessment to provide an assessment of how the proposed work will impact the heritage resources' cultural heritage value. The assessment of the C.C.H.L. is being conducted in accordance with the following guiding documents: the Ministry of Citizenship and Multiculturalism's *Ontario Heritage Tool Kit* (Ministry of Culture, 2006), the *Standards and Guidelines for the Conservation of Historic Places in Canada* (Parks Canada, 2010), Ministry of Tourism, Culture and Sport's (now Ministry of Citizenship and Multiculturalism) *Information Bulletin No. 3: Heritage Impact Assessments for Provincial Heritage Properties* (Ministry of Tourism Culture and



Sport, 2017), the City of Guelph's *Official Plan* (City of Guelph, 2022), and the City's *Cultural Heritage Resource Impact Assessment Guidelines* (City of Guelph, 2010)

The analysis used throughout the heritage impact assessment process addresses cultural heritage resources under other various pieces of legislation and their supporting guidelines:

- *Ontario Heritage Act* (Ontario Heritage Act, R.S.O. c. O.18, [as Amended in 2023], 1990);
- *Standards and Guidelines for Conservation of Provincial Heritage Properties* (Ministry of Citizenship and Multiculturalism, 2010);
- *Standards and Guidelines for Conservation of Provincial Heritage Properties: Heritage Identification and Evaluation Process* (Ministry of Citizenship and Multiculturalism, 2014);
- *Ontario Heritage Tool Kit* (Ministry of Citizenship and Multiculturalism, 2006a); and
- *Planning Act* (Planning Act, R.S.O. 1990, c. P.13, 1990) and the 2020 *Provincial Policy Statement* (2020).

1.3 Approach to Heritage Impact Assessment Report

This H.I.A. has been scoped to meet the needs of the project. This report utilizes the description of the Woodlawn Memorial Park Candidate Cultural Heritage Landscape's (C.C.H.L) cultural heritage value and character-defining features as presented in the City's *Cultural Heritage Action Plan* (C.H.A.P.) (City of Guelph & MHBC, 2020). A full evaluation of the C.C.H.L.'s cultural heritage value has not been conducted as part of this H.I.A., as the information provided in the C.H.A.P. is considered to provide a sufficient level of detail for the purposes of assessing impacts for this project, given that the proposed work will impact only a small portion of the C.C.H.L. along its southern edge.

The scope of this H.I.A. is otherwise in accordance with the City of Guelph's *Official Plan* (City of Guelph, 2022), the City's *Cultural Heritage Resource Impact*



Assessment Guidelines (City of Guelph, 2010) and the *Ontario Heritage Tool Kit* (Ministry of Citizenship and Multiculturalism, 2006a). This H.I.A. includes the following components:

- A location plan;
- A general description of the history of the study area;
- A summary of community engagement with relevant agencies;
- A description of the cultural heritage landscape under assessment in this report;
- Representative photographs of the study area;
- A description of the cultural heritage landscape's cultural heritage value and heritage attributes as identified in the City's *Cultural Heritage Action Plan*;
- A description of the proposed development;
- An impact assessment; and
- Recommendations for mitigating impacts to the cultural heritage landscape.

An H.I.A is required whenever a proposed development or site alteration may impact an identified cultural heritage landscape (C.H.L.) or built heritage resource (B.H.R.). H.I.A.s are used to determine the magnitude of these potential impacts and provide recommendations for their avoidance, wherever possible, or their mitigation. Following a thorough review of the proposed development or site alteration plan to measure its potential impacts to the C.H.L or B.H.R., the H.I.A. will issue recommendations on how these impacts may be avoided, mitigated, and how the site may best be conserved. Strategies will then be suggested for their implementation and ongoing monitoring as the development or site alteration progresses.



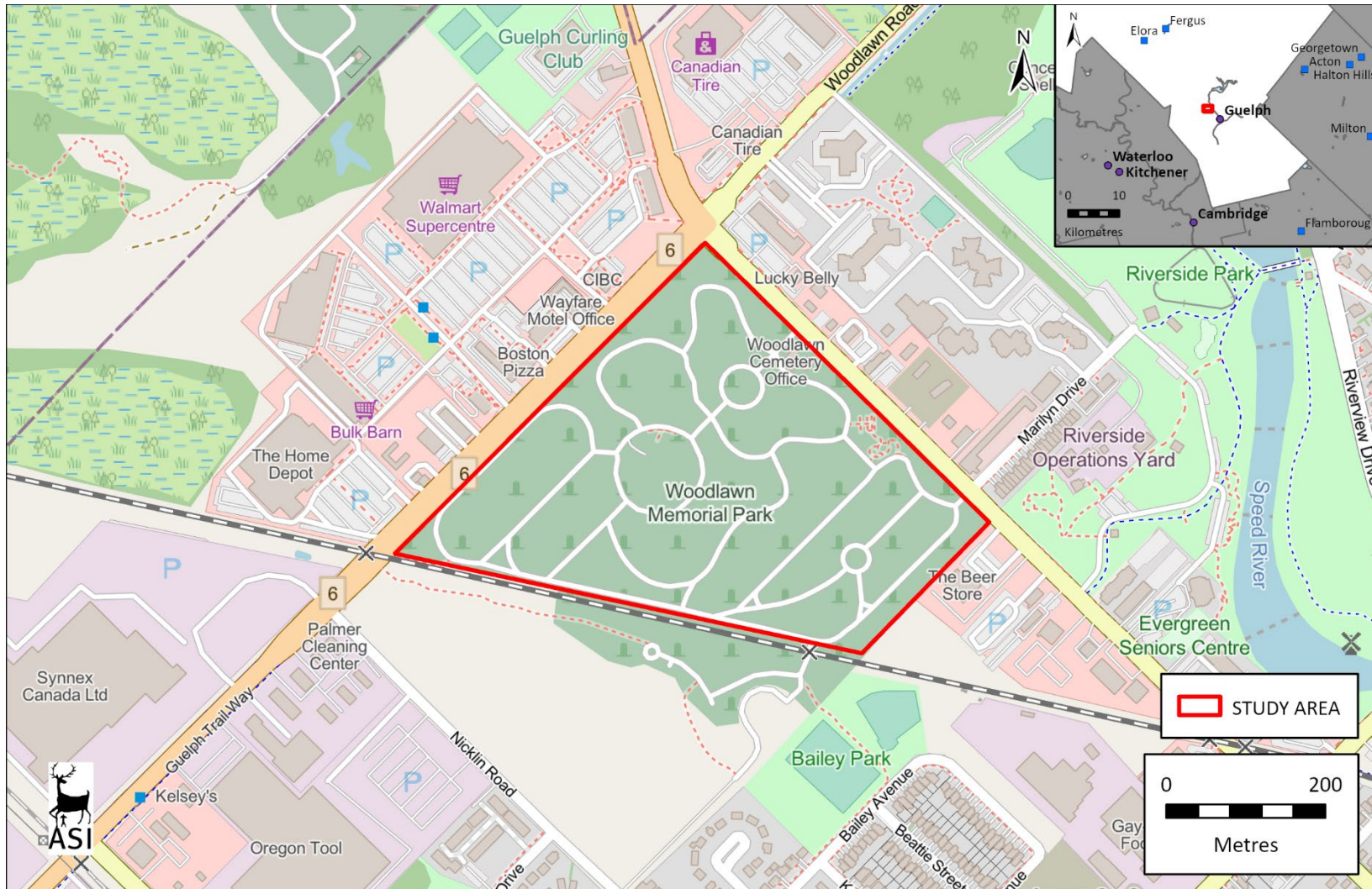


Figure 1: Location of Woodlawn Memorial Park study area. Source: (c) Open Street Map contributors, Creative Commons n.d.

2.0 Engagement

The following section outlines the community consultation that was undertaken to gather and review information about the subject property.

2.1 Relevant Agencies and/or Stakeholders Engaged

The following stakeholders were contacted with inquiries regarding the heritage status and for information concerning the subject property and any additional adjacent built heritage resources or cultural heritage landscapes:

- Stephen Robinson, Senior Heritage Planner, City of Guelph (email communication 14 May, 3 and 30 July 2024). Stephen confirmed that the portion of Woodlawn Memorial Park located south of the Guelph Junction Railway (the Lilac Block) is not part of the Woodlawn Memorial Park Candidate Cultural Heritage Landscape. Additional requests were sent to Stephen to confirm the scope of this H.I.A. A response had not been received at the time of draft report submission.
- The Ministry of Citizenship and Multiculturalism (email communication 6 and 12 August 2024). A response confirmed that there are no properties designated by the Minister or any provincial heritage properties within or adjacent to the study area.
- The Ontario Heritage Trust (email communication 6 and 9 August 2024). A response confirmed that there are no Trust-owned conservation easements related to the study area or for adjacent Trust-owned properties.



3.0 Description of the Property

The following section provides a description of the property.

3.1 General Description of Property

Woodlawn Memorial Park is a large cemetery located along the northern edge of Guelph’s city boundary at 762 Woolwich Street (Figure 2). It was established in 1853. Designed in the “garden cemetery” tradition, it has a park-like setting. The cemetery spans both sides of the Guelph Junction railway, however the study area consists of the portion of the cemetery located north of the rail line.



Figure 2: Aerial image of Woodlawn Memorial Park study area (Google Maps).

3.2 Heritage Recognitions

Woodlawn Memorial Park is identified as a Candidate Cultural Heritage Landscape (C.C.H.L.) in the City’s *Cultural Heritage Action Plan* (City of Guelph & MHBC, 2020). This applies to the portion of the park identified as the study area

in Figure 1. A newer portion of the cemetery known as the Lilac Block that was established on the south side of the railway line in the twenty-first century does not form part of the C.C.H.L.¹ The following features within Woodlawn Memorial Park are also listed on the municipal heritage register:

- Gates
- Residence
- Garage
- Mausoleum
- Monuments

3.3 Adjacent Lands

No listed or designated heritage properties adjacent to the study area have been identified.

4.0 Research

This section provides a history of the study area and Woodlawn Memorial Park as well as a discussion of the garden cemetery style.

4.1 Indigenous Land Use and Settlement

Current archaeological evidence indicates humans were present in southern Ontario approximately 13,000 years before present (B.P.) (Ferris, 2013). The Guelph area was home to the Hatiwendaronk, the Anishinaabe, and the Haudenosaunee and Indigenous peoples continue to live and work within the City of Guelph today. The study area is situated within the Between the Lakes Treaty (No. 3), which was negotiated in 1784 and ratified in 1792.

¹ As confirmed by Stephen Robinson, Senior Heritage Planner at the City of Guelph, via email on 23 May 2024.



4.1.1 Early History

While many types of information can inform the precontact settlement of Ontario, such as oral traditions and histories, this summary provides information drawn from archaeological research conducted in Southern Ontario over the last century. Southern Ontario has been occupied by human populations since soon after the retreat of the Laurentide glacier more than 13,000 B.P. Populations at this time would have been highly mobile, inhabiting a boreal-parkland similar to the modern sub-arctic. By approximately 10,000 B.P., the environment had progressively warmed and populations now occupied less extensive territories (C. Ellis, 2013; C. J. Ellis & Deller, 1990; Ferris, 2013; Stewart, 2013).

Between approximately 10,000 and 5,500 B.P., the Great Lakes and Lake Simcoe experienced low-water levels, and many sites which would have been located on those former shorelines are now submerged. This period produces the earliest evidence of heavy wood working tools, an indication of greater investment of labour in felling trees for fuel, to build shelter, and watercraft production. These activities suggest prolonged seasonal residency at occupation sites. Polished stone and native copper implements were being produced by approximately 8,000 B.P.; the latter was acquired from the north shore of Lake Superior, evidence of extensive exchange networks throughout the Great Lakes region. The earliest evidence for cemeteries dates to approximately 4,500-3,000 B.P. and is indicative of increased social organization, investment of labour into social infrastructure, and the establishment of socially prescribed territories (Brown, 1995, p. 13; C. J. Ellis et al., 1990, 2009).

For millennia, Indigenous populations continued to practice residential mobility and to harvest seasonally available resources, including spawning fish. The Woodland period begins around 2,500 B.P. and exchange and interaction networks broaden at this time (Spence et al., 1990, pp. 136, 138) and by approximately 2,000 B.P., evidence exists for small community camps, focusing on the seasonal harvesting of resources (Spence et al., 1990, pp. 155, 164). By 1,500 B.P. there is macro botanical evidence of maize in southern Ontario, and it is thought that initially maize only supplemented people's diet. There is earlier



evidence for maize in central New York State by 2,300 B.P., and once further cooking residue analysis is conducted on contemporary ceramic vessels from Ontario, the same evidence may be found (Birch & Williamson, 2013, pp. 13–15). As is evident in the detailed ethnographies of Anishinaabek populations, winter was a period during which some families would disperse from the larger group as it was easier to sustain smaller populations (Rogers, 1962).

From the beginning of the Late Woodland period at approximately 1,000 B.P., lifeways became more similar to that described in early historical documents. Between approximately 1000-1300 Common Era (C.E.), larger settlement sites focused on horticulture begin to dominate the archaeological record. Seasonal dispersal of the community for the exploitation of a wider territory and more varied resource base was still practised (Williamson, 1990, p. 317). By 1300-1450 C.E., archaeological research focusing on these horticultural societies note that this episodic community dispersal was no longer practised and populations now occupied sites throughout the year (Dodd et al., 1990, p. 343). By the mid-sixteenth century these small villages had coalesced into larger communities (Birch et al., 2021). Through this process, the socio-political organization of the First Nations, as described historically by the French and English explorers who first visited southern Ontario, was developed. Other First Nations continued to practice residential mobility and to harvest available resources across the landscapes they returned to seasonally/annually.

By 1600 C.E., Huron-Wendat communities within Simcoe County had formed the confederacy encountered by the first European explorers and missionaries. In the 1640s, the traditional enmity between the Haudenosaunee and the Huron-Wendat (and their Algonquian allies such as the Nipissing and Odawa) led to their dispersal from southern Ontario. Shortly afterwards, the Haudenosaunee established a series of settlements at strategic locations along the trade routes inland from the north shore of Lake Ontario. By the 1690s however, the Anishinaabeg were the only communities with a permanent presence in southern Ontario after the Haudenosaunee returned to their homelands in what is now New York State.



Throughout the period of initial European settlement, First Nations continued to inhabit Southern Ontario, and continued to fish, gather, and hunt within their traditional and treaty territories, albeit often with legal and informal restrictions imposed by colonial authorities and settlers. In many cases, Indigenous peoples acted as guides and teachers, passing on their traditional knowledge to Euro-Canadian settlers, allowing them to sustain themselves in their new homes. Indigenous peoples entered into economic arrangements and partnerships, and often inter-married with settlers. However, pervasive, and systemic oppression and marginalization of Indigenous peoples also characterized Euro-Canadian colonization, with thousands being displaced from their lands, denied access to traditional and treaty hunting, fishing, and collecting grounds, and forced to assimilate with Euro-Canadian culture through mandatory attendance at Day and Residential Schools (Ray, 2005; Rogers & Smith, 1994)

4.2 First Nations Histories

This section provides a brief history of the Hatiwendaronk (Neutral Nation) as documented in the archaeological and archival record. The Mississaugas of the Credit First Nation and Six Nations of the Grand River were invited, as part an engagement program for a previous project with the City of Guelph, to share a brief history of their individual Nations in their own words for inclusion in this report. These histories are told from the perspective of the two First Nations and may not be in harmony. The histories are included below and are presented in alphabetical order. These sections provide historical and contemporary context about these communities.

Hatiwendaronk (Neutral Nation)

Samuel de Champlain in 1615 reported that a group of Iroquoian-speaking people situated between the Haudenosaunee and the Huron-Wendat were at peace and remained “la nation neutre”. In subsequent years, the French visited and traded among the Neutral, but the first documented visit was not until 1626, when the Recollet missionary Joseph de la Roche Daillon recorded his visit to the villages of the Hatiwendaronk, whose name in the Huron-Wendat



language meant “those who speak a slightly different tongue” (the Neutral apparently referred to the Huron-Wendat by the same term). Like the Huron-Wendat, Petun, and Haudenosaunee, the Neutral people were settled village agriculturalists. At the time of European contact, it is estimated that the Hatiwendaronk were a confederation of perhaps up to eight Nations located between the western end of Lake Ontario and the Niagara River with a population of around 30,000. Prior to contact the Hatiwendaronk territory was much more extensive, extending as far west as Chatham and northwest into Waterloo and Wellington Counties. Intensive and long-term warfare with the Anishinaabe Assistaroonon (Fire Nation) who were situated around the western end of Lake Erie forced the Hatiwendaronk to concentrate east of the Grand River, some abandoning their ancestral lands in southwestern Ontario.

Between 1647 and 1650, the Hatiwendaronk were decimated by epidemics and ultimately dispersed and assimilated by the Haudenosaunee. While some remnant Hatiwendaronk joined the Wyandot and some settled with the Huron Wendat in Quebec, the majority were adopted by the Seneca.

Mississaugas of the Credit First Nation

The following history was provided by Darin P. Wybenga, Traditional Knowledge and Land Use Coordinator, Department of Consultation and Accommodation, Mississaugas of the Credit First Nation:

“The Mississaugas of the Credit First Nation is a sub-group of the larger Anishinaabe (Ojibway) Nation.

During the latter part of the 17th century, Mississaugas of the Credit ancestors came to occupy, control and exercise stewardship over approximately four million acres of land at the western end of Lake Ontario that encompasses much of today’s Golden Horseshoe Area. The Mississaugas had, and continue to have strong connections to water as they established their homes on the flats of rivers and creeks flowing into Lake Ontario, gained sustenance from aquatic flora and fauna, and utilized the rivers as a transportation network.



Water was regarded as the lifeblood of “Mother Earth” and the people revered it for its life-giving properties and they used of its gifts with an ethos of thanksgiving. One river, in particular, the Missinnihe, was esteemed as a place for fishing, hunting and gathering activities, a place of healing and ceremony, and a location for trade. During the early 18th century, the French established a trading post in its vicinity and in their business transactions often extended credit to the Mississaugas- the Missinnihe became known as the Credit River and the people became known as the Mississaugas of the Credit.

The American Revolution (1775-1783) and its aftermath placed great pressure on the British Crown to acquire lands for the re-settlement of Loyalist refugees. Recognizing that Mississaugas of the Credit ancestors had lands desirable for that purpose, the Crown actively pursued the acquisition of their territory. Between 1781 and 1820, the Mississaugas of the Credit and the Crown entered into eight treaties that enabled settlement on much of the Mississaugas’ territory. Treaty No. 3, the Between the Lakes Treaty, negotiated in 1784 and ratified in 1792, covered much of the territory of the Mississaugas of the Credit and included the lands on which the present-day City of Guelph is located. Loyalists soon flooded Mississauga territory, amongst them about two thousand members of the Six Nations Confederacy who were granted the Haldimand Tract, on the Grand River, for their service to the Crown during the Revolutionary War. Entering into the treaties, the Mississaugas expected to be sustained by their lands as they had always been while they shared the land in a mutually beneficial way with the newcomers. The Crown and settlers however, believed the treaties were outright land purchases and depleted the resources of the land. Developments by the settlers hampered the movement of the Mississaugas throughout their territory and the harvest of their territory’s resources. The resulting damage to their traditional economy, the depletion of their land base, and the advent of new



diseases accompanying the settlers brought the First Nation to the brink of collapse.

The Mississaugas of the Credit averted the disintegration of their Nation by transitioning from their seasonally migrant ways to an agrarian lifestyle. Converting to Methodism during the mid-1820s, the Mississaugas established a Christian mission village at the Credit River in 1826. During their time at the village, the Mississaugas were able to build successful farms and a village that included a school, hospital, chapel, mechanics' shops, and forty settler style homes. Learning about business as well, the Mississaugas were the major shareholders of the Credit River Harbour Company and the owners of their own schooner. Despite their successful adoption of a new world and life view, continued encroachment by settlers, diminishing resources, and the inability to gain title to their lands, eventually caused the Mississaugas to relocate their settlement. Leaving their mission village in 1847, the Mississaugas of the Credit moved to their present location on 6,000 acres of land in Brant and Haldimand Counties. Today the Mississaugas of the Credit population has a population of 2700 with roughly two-thirds of the membership living off reserve."

Six Nations of the Grand River

The following history was provided by Peter Graham, Consultation Supervisor, Six Nations Lands & Resources:

"From time immemorial, the Six Nations (sometimes then referred to as the Five Nations) possessed very large territories in what is today the United States of America and the provinces of Ontario and Quebec. The original five nations unified under the Great Tree of Peace and became the Haudenosaunee Confederacy.

Starting in 1613, the Haudenosaunee entered into several Two Row Wampum agreements with European Powers that formed the basis



for subsequent treaties: “We will not be like Father and Son, but like Brothers. [Our treaties] symbolize two paths or two vessels, travelling down the same river together. One, a birchbark canoe, will be for the Indian People, their laws, their customs, and their ways. The other, a ship, will be for the white people and their laws, their customs, and their ways. We shall each travel the river together, side by side, but in our own boat. Neither of us will make compulsory laws nor interfere in the internal affairs of the other. Neither of us will try to steer the other’s vessel.”

Southern Ontario was always Iroquois land. Occupied by the Huron-Wendat and Neutral Nations prior to colonialism, both were defeated by Haudenosaunee in the Beaver Wars and a majority of their members were absorbed into Six Nations. The Crown later recognized this vast expanse of Haudenosaunee land in the 1701 Fort Albany/Nanfan Treaty and continued to recognize it and honour its terms. That same year, the Haudenosaunee and a number of Anishinaabeg Nations agreed to share a portion of those lands in their Dish with One Spoon Treaty.

In the late 1600s, the Anishinaabe, as allies of the French, expanded their territory westward into Fort Albany/Nanfan lands as Six Nations was preoccupied fighting alongside their Imperial Crown allies elsewhere. The Anishinaabe attempted to exclude the Haudenosaunee from their northern lands, but failed, as the Haudenosaunee continued to use those lands for hunting, trapping, trade, transit, and settlement. While the Haudenosaunee had their rights to those lands enshrined in treaties, the Anishnaabe forfeited any rights they may have had in a series of quit claims, despite being told they had no right to sell the land.

Throughout the American War of Independence, the Six Nations continued their alliance with the Imperial Crown. During an American raid on Onondaga, Cayuga, and Seneca villages in the late



summer of 1779, an estimated nine million pounds of corn were destroyed, attesting that the Haudenosaunee were prolific farmers as well as hunters and fishers. Because of the Crown's defeat in that war, many Haudenosaunee left the United States and, at the invitation of the Crown, settled on a portion of their Fort Albany/Nanfan lands, known today as the Haldimand Tract. The 1784 Haldimand Treaty emphasized the land was for the exclusive possession and settlement of the Six Nations and that those lands would be enjoyed by their descendants forever.

As more settlers moved onto Six Nations of the Grand River territory, the land became unsuitable for hunting and the Six Nations were forced to find alternate means of support. The Haudenosaunee placed some of their lands in trust with the Crown to raise funds, via leases for the perpetual care and maintenance of Six Nations. But those leases were never properly honoured. Monies resulting from such leases, and illegal sales, were administered by the Crown, but instead of benefitting Six Nations, these funds were frequently used to pay down Crown debts and build public infrastructure. These actions are subject to ongoing litigation between Six Nations of the Grand River and the provincial and federal Crowns.”

4.3 Post-Contact Settlement

4.3.1 The Between the Lakes Purchase

The study area is within Treaty 3, the Between the Lakes Purchase. Following the 1764 Niagara Peace Treaty and the follow-up treaties with Pontiac, the English colonial government considered the Mississaugas to be their allies since they had accepted the Covenant Chain. The English administrators followed the terms of the Royal Proclamation and ensured that no settlements were made in the hunting grounds that had been reserved for their use (Johnston, 1964; Lytwyn, 2005). In 1784, under the terms of the “Between the Lakes Purchase” signed by Sir Frederick Haldimand and the Mississaugas, the Crown acquired



over one million acres of land in-part spanning westward from near modern day Niagara-on-the-Lake along the south shore of Lake Ontario to modern day Burlington (Aboriginal Affairs and Northern Development Canada, 2016).

4.3.2 Township of Guelph

Historically, the study area was located in part of Lots 18, 19, 31 and 32, Division A, in the Geographic Township of Guelph, Wellington County.

Guelph Township is named after the Royal House of Brunswick, family of the English monarch, George IV. Guelph Township was surveyed by John MacDonald in 1830. The land in the township was purchased by the Canada Company, which consisted of a group of British speculators who acquired more than two million acres of land in Upper Canada for colonization purposes (Mika and Mika, 1981). Many settlers arrived in the township before it was surveyed. The first settler in the township was Samuel Rife, who squatted near the western limits of the township around 1825. Waterloo Road, formerly Broad Road, was built by Absalom Shade and was finished around 1827, the year the Town of Guelph was founded (Mika and Mika, 1981). Many settlers arrived in the township in the following three years.

4.3.3 City of Guelph

While the present boundaries for the City of Guelph fall within the former Townships of Puslinch and Guelph, the historic community of Guelph was situated on the River Speed in Guelph Township. Guelph was first laid out by a novelist named John Galt, head of the Canada Company, in 1827. The original plan for the town depicted lots reserved for offices of the Canada Company, as well as for a sawmill, a market square, two churches and a burial ground. Registered plans of subdivision for this community date from 1847-1865. By the late 1840s, the population of Guelph had reached 1,480 and contained a wide variety of tradespeople and professionals. Guelph was incorporated as a town in 1850 and selected as the capital of Wellington County.



By 1873, the population had reached 6,878 and within five years it was over 10,000. At this time, Guelph boasted churches, banks, insurance agencies, a library, two newspapers, telegraph offices, hotels, stores, woollen factories, foundries, machinery works, sewing machine works, musical instrument manufacturers, tanneries, soap and candle factories, shoemakers, wooden ware manufacturers, two breweries, as well as flour, saw, and planing mills. Guelph also had a station for both the Grand Trunk and Canadian Pacific Railways. In 1879, Guelph was incorporated as a city (Crossby, 1873; Johnson, 1977).

In 1880, the Ontario Agricultural College was established in Guelph and in 1903, the MacDonald Institute was opened to teach economics (University of Guelph, 2024). In 1922, the Ontario Veterinary College moved to Guelph from the University of Toronto. The three colleges merged in 1964 to form the University of Guelph and Wellington College was added, offering degrees in arts and science. Through the later twentieth century, the city grew around the university and the factories established to the west of the city; however, as Guelph was built on a number of hills and includes many fine heritage structures constructed from local limestone, the city centre has retained a picturesque appearance (Cameron, 1967; Fischer and Harris, 2007; Rayburn, 1997; Scott, 1997; Winearls, 1991). In 2021, the population of Guelph was recorded as 144,356 (Statistics Canada, 2021).

4.3.4 History of Woodlawn Memorial Park

Woodlawn Memorial Park began as a cemetery in 1853 when it became clear that the burial grounds at Guelph churches were insufficient for the needs of the growing community. Dr. William Clarke offered 40 acres of land, being part of Lots 31 and 32 in Division A, “with the understanding that the Rector, Church Wardens, and Vestry of St. George’s Church should have one-fourth, or ten acres for the use of the members of the Church.” There were actually two cemeteries established on the site. One was called the Union Cemetery because of the joint ownership of the town and township of Guelph while the other was St. George’s Cemetery (Cooke, 1977).



The first burial in St. George's cemetery occurred in 1853, while the first in the Union Cemetery was in 1854. A cemetery keeper's lodge was constructed in 1854, and the first cemetery keeper was Samuel Calver.

The entire 40 acres of the cemetery was not immediately used for burial purposes. Some of the land was cultivated, and hay and gravel were sold. Part of the cemetery was rented to farmers.

A new cemetery house was constructed in 1884. It was a "new white brick, two storey dwelling" and was still in use in the late 1970s. Peter Gokey, who was appointed the cemetery keeper in 1882, was the first cemetery keeper to occupy the house; Gokey served as the cemetery keeper for 23 years. An additional 12.2 acres of land adjoining the eastern limits of the cemetery were purchased for \$5,000 in 1924, and in 1925 the cemetery was given the name Woodlawn Cemetery. In 1941, a new entrance to the 12.2-acre extension was completed. A 300-crypt mausoleum was built by the Canada Mausoleum Company and dedicated in 1930. It was faced with Indiana limestone and had a rotunda for services (Cooke, 1977).

In the late 1940s, it was deemed necessary to buy land for the future extension of the cemetery. This purchase meant that Woodlawn Cemetery now encompassed all of Lots 31 and 32, and now included "all the land south of the C.P. railroad² to Nicklin Road, on which it has the same frontage as on Woolwich Street". The 31 acres were purchased from Dr. Edward Johnson for \$3,500. The abstract index book for Lot 31 notes that the Johnson Realty Co. Ltd. granted part of Lot 31 to Beverly Elliot in 1946, who in turn granted part to the Guelph Cemetery Commission in 1947 (OLRA, n.d.[b]; Cooke, 1977).

In 2004, the cemetery's name was changed to Woodlawn Memorial Park (Woodlawn Memorial Park, 2024).

² The Guelph Junction Railway was leased to the Canada Pacific (C.P.) Railway at this time.



Despite acquiring the lands in the 1940s, expansion of the cemetery south of the railway corridor did not begin until the twenty-first century. At present, the only location south of the railway corridor where burial plots have been laid out is in a single block designated as the Lilac Block. The first burial within the Lilac Block took place on July 6, 2006, at Lot 2 of Section 4.

4.4 Rural and Garden Cemeteries

The “rural” or “garden” cemetery emerged in the United States and England in the mid-nineteenth century. This style of cemetery was developed in response to overcrowded and unsanitary inner-city burial grounds, and the rising price of land. The solution taken was to establish a large burial ground on the outskirts of the city that also provided a beautiful, landscaped setting. Boston’s Mount Auburn Cemetery was the prototype of a garden cemetery in the United States (U.S.). Founded in 1831, it inspired the design of similar cemeteries in major U.S. cities. Similar examples were established in the United Kingdom (U.K.) around the same time, including the Glasgow Necropolis and London’s Highgate Cemetery (Rainey, 2010). The beauty and serenity of these cemeteries made them popular destinations for the public, who would use the green space for leisure activities such as strolling and picnics.

In Ontario, cities like Toronto, Kingston and London also faced difficulties with the price of land and overcrowding and health hazards in their graveyards. Early examples of garden cemeteries in Ontario such as Kingston’s Cataraqui Cemetery and Toronto’s Necropolis were established in the 1850s, taking inspiration in their planning and design from the U.S. and U.K. precedents. By the late nineteenth century, examples abounded in Ontario towns and smaller cities (Hall & Bowden, 1986).

Inspired by Picturesque landscapes of Europe, garden cemeteries typically featured entrance gates, memorials in the Gothic, classical or Egyptian style, winding roads or pathways giving access to graves and the use of rolling topography and planned plantings of trees, ornamental shrubs and flowers to



create a naturalistic or Picturesque effect (The Cultural Landscape Foundation, n.d.).

5.0 Description of Existing Conditions

A site visit to the study area was conducted on 17 April 2024 by Laura Wickett, of A.S.I. The site visit included photographic documentation of the southern edge of the study area. This description of existing conditions focuses on the southern edge of the study area, in proximity to the proposed work. All photographs in this section are credited to A.S.I., 2024.

Figure 3 presents a map of the cemetery. Measuring approximately 32 hectares, the park contains a cemetery founded in 1853. The various blocks of the cemetery are accessed via a network of winding, paved lanes, lined in some places with mature trees (Figure 4 and Figure 5). The grave markers are surrounded by manicured lawns and accented with ornamental shrubs, creating a park-like setting.

The Guelph Junction Railway runs adjacent to the southern edge of the study area boundary (Figure 9). This is also the southern boundary of the Woodlawn Memorial Park Candidate Cultural Heritage Landscape. Along this southern edge, a chain link fence and a berm separate the cemetery from the single rail line. A narrow dirt path along the berm on the southern side of the chain link fence forms part of the Trans Canada Trail, which leads into the park through an opening in the fence. The southern entrance of the Trans Canada Trail into the cemetery is marked by a Peace Pole near the southwest corner of the cemetery (Figure 10). The 2.1-metre-high granite Peace Pole was dedicated in 2002 and designed by Guelph artist and retired Woodlawn Memorialist Ceska Brennan.

A row of mature spruce trees lines the southern edge of the study area inside the fence. A paved lane within the cemetery runs parallel to the fence and rail line, with graves and markers located on the north side of this lane (Figure 11 and Figure 12). This lane forms part of the Veteran's Trail, Garden Trail and Johnson Trail. Several other lanes intersect with this lane.



Towards the southeastern corner of the study area, the chain link fence ends, the berm becomes flatter, and there is an unprotected railway crossing that allows access to the Lilac Block on the south side of the rail line (Figure 9 and Figure 10). There is a gap in the row of spruce trees at this crossing, presumably for safety in crossing the tracks.

The southeastern corner of the study area contains a chain link fence, a lane and several trees, with graves and markers located along the eastern edge of the cemetery (Figure 11, Figure 12 and Figure 13). The lane running along the southern edge of the study area is mostly flat but slopes gently downwards to the east.



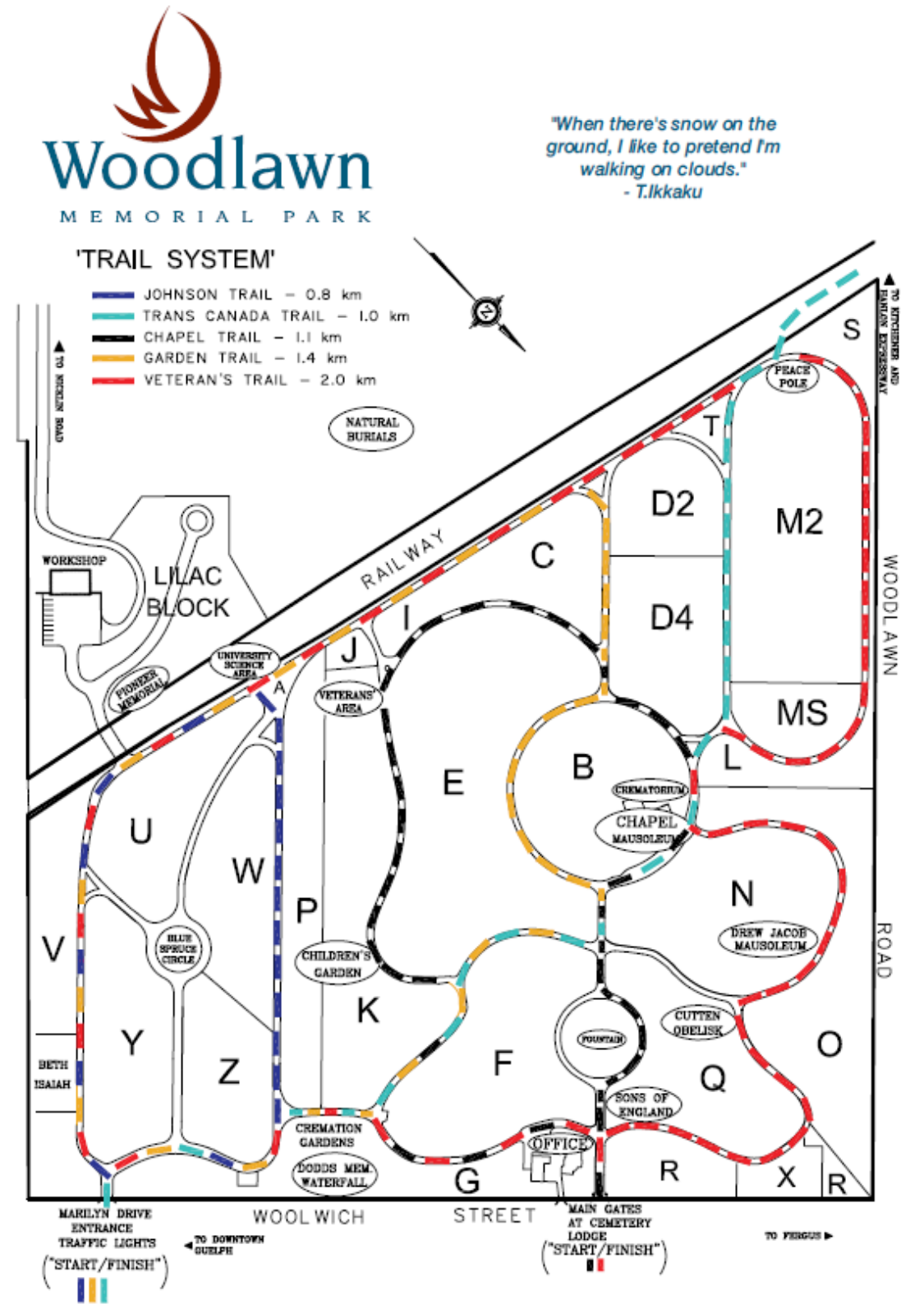


Figure 3: Map of Woodlawn Memorial Park (Woodlawn Memorial Park, n.d.)





Figure 4: General view of the cemetery, looking south with the rail bed in the background.

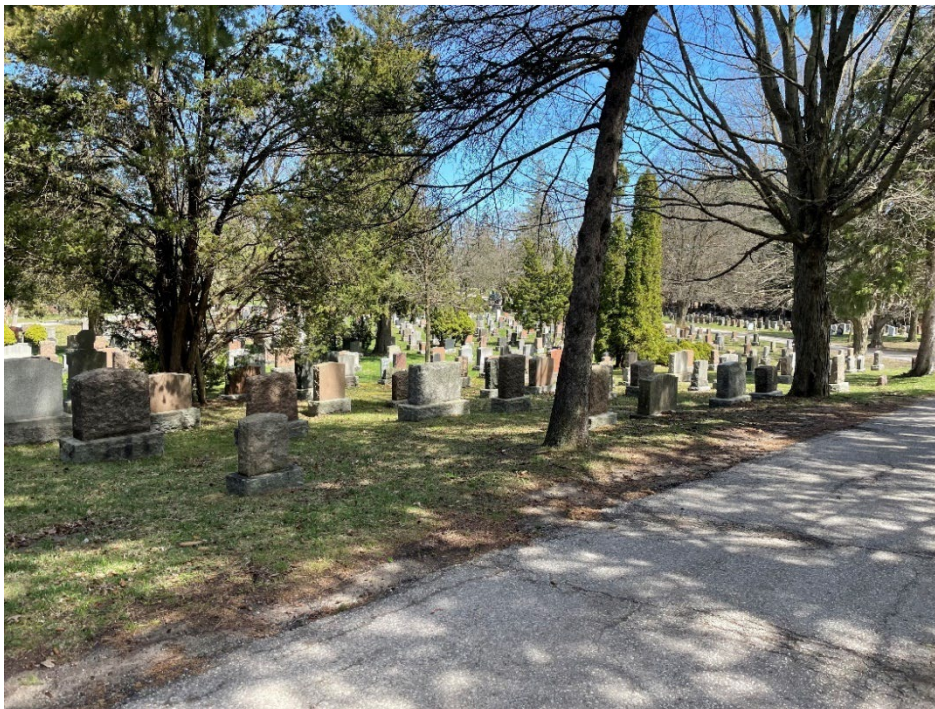


Figure 5: General view, looking northeast towards grave markers in the "U" Block.



Figure 6: Southwest corner of cemetery showing chain link fence, berm, dirt path (Trans Canada Trail), and rail line.



Figure 7: Looking east along the study area's southern edge, where the Trans Canada Trail enters. The Peace Pole is visible at left.



Figure 8: Looking east along the study area's southern edge, east of the Peace Pole, with rail line at right.



Figure 9: Looking east along the study area's southern edge, where the Garden Trail meets the Veteran's Trail.



Figure 10: Looking east along the study area's southern edge, towards the railway crossing.



Figure 11: Looking northwest towards the study area's southern edge from the south side the rail line.



Figure 12: Looking southeast towards the southeast corner of the study area.

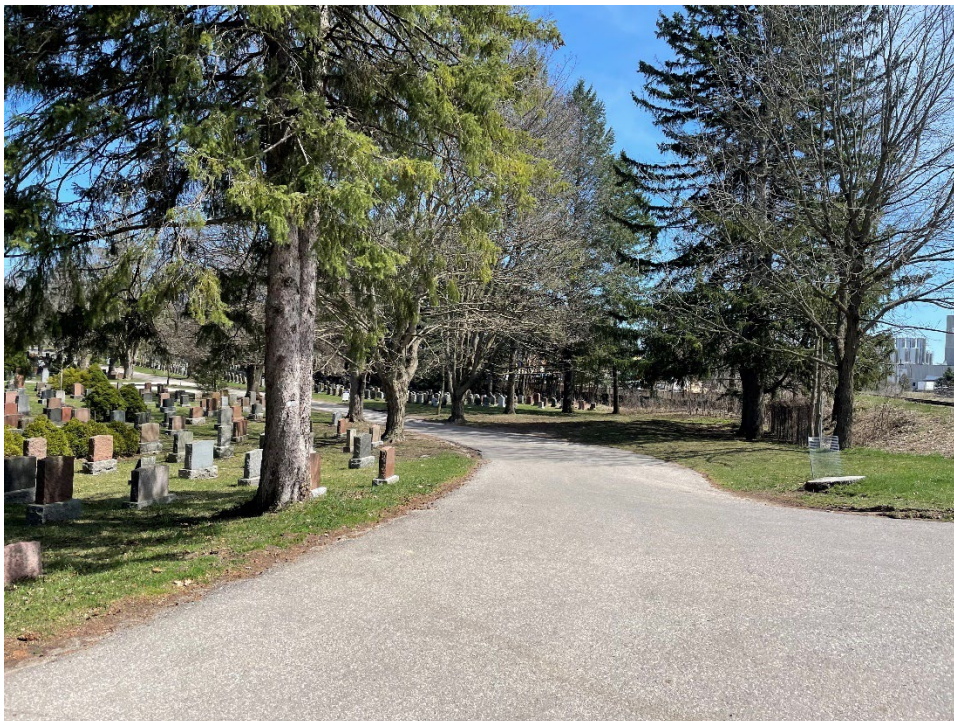


Figure 13: Looking east towards the southeast corner of the study area.



Figure 14: Looking towards the southern edge of the study area, east of the railway crossing.

6.0 Identification of Heritage Sensitivities

The study area was reviewed through background research, municipal data collection, and field review to determine sensitive features and areas. The description of Woodlawn Memorial Park Candidate Cultural Heritage Landscape (C.C.H.L.) and its character-defining features below is reproduced from the *Cultural Heritage Action Plan* (City of Guelph & MHBC, 2020). It provides context for which features of the C.C.H.L. are sensitive heritage features that should be considered during the development of the Guelph Junction Trail Multi-Use Path. Appendix B contains an excerpt from the *Cultural Heritage Action Plan*.

Description:

Located at the intersection of Highways 6 and 7, Woodlawn Memorial Park is representative of mid-1800's "garden cemetery" landscape design, featuring Gothic-Revival style entry gates and caretaker buildings, and a mausoleum in the Classical Revival architectural style. Victorian-style gravestones carved of limestone and granite are interspersed with mature trees, winding lanes, and ornamental shrub groupings. Common to cemeteries established at this time, Woodlawn Cemetery³ was created out of a desire to move cemeteries out of the downtown cores due to health risks, and into more distant park-like settings. The cemetery includes burial areas for multiple different faiths and memorial purposes.

Historical Theme:

- Early planning for prominent sites/spaces
- Institutional – churches, education, government; public work; healthcare; memorials
- Views – Key landmarks, vistas

Cultural Value

- Design value – aesthetic scientific reasons
- Historic value – historic understanding of an area

³ The names Woodlawn Memorial Park and Woodlawn Cemetery are used interchangeably.

- Historic value – direct association with a theme, event or person
- Contextual value – landmark value

Community value

- Community identity – tells the story of the area
- Landmark – recognized by community
- Commemoration – site used for celebrations
- Cultural traditions – used to express
- Local History – contributing to local lore
- Visually significant – photographed often
- Genius Loci – Sense of place

Character-Defining Features⁴

- Primary cemetery serving the City of Guelph and surrounding areas
- Prominent, central location at junctions of Highways 6 and 7
- “Garden cemetery” design of mid-to-late 1800s with park-like, rolling topography, ornamental shrubs and mature trees, wide-spaced Victorian gravestones
- Late nineteenth/early twentieth-century Greco Revival mausoleum, Gothic Revival buildings and stone gates

Additionally, A.S.I. has identified that the network of winding lanes that provide access to different areas of the cemetery are a typical feature of the garden cemetery style and should be considered as sensitive areas of the Woodlawn Memorial Park C.C.H.L. in the development of the Guelph Junction Trail Multi-Use Path.

7.0 Proposed Development

This section presents a description of the proposed development, an assessment of impacts, mitigation recommendations and a discussion of alternatives.

⁴ Also known as heritage attributes.

7.1 Description of Proposed Development

A.S.I. has reviewed the *Guelph Junction Trail Multi-Use Path Woolwich St. to Woodlawn Rd. Technical Design Memo* dated 1 May 2024 (WSP, 2024). Figure 12 to Figure 18 illustrate the preliminary design of the proposed trail.

The proposed asphalt 3-metre (m) wide multi-use trail will run immediately adjacent to the southern boundary of the Woodlawn Memorial Park Candidate Cultural Heritage Landscape (C.C.H.L.), on the north side of the rail line. The total distance of the trail along this boundary is approximately 600 m. The trail will begin at Woodlawn Road in the west and end at Woolwich Street in the east. The trail will form a connection between two existing trails, the Trans Canada Trail and the Guelph to Goderich Rail Trail.

The existing chain link fence between the rail line and the C.C.H.L. will be removed. For the entire length of the trail, a 1.4 m high three-rail galvanized railing is proposed between the rail line and trail (Figure 20). East of where the cemetery road crosses the rail line, a retaining wall (ranging from 0.4 – 2.2 m in height) is required to the north of the proposed trail (Figure 21). The retaining wall will be 150 m long, however only approximately 50 m of this wall is along the edge of the C.C.H.L. Figure 11, Figure 12 and Figure 13 illustrate the existing conditions in this location. The type and material of the retaining wall has not yet been determined. Fencing or railings are also required on the retaining wall where heights exceed 600 millimetres.

Some elements of the trail will enter the C.C.H.L. At the location of the Peace Pole, the proposed trail's paving will branch off a short distance into the C.C.H.L. to connect it to the cemetery's internal circulation route. Several benches will be installed on new concrete pads on the north side of the trail, just inside the southern boundary of the C.C.H.L.

The trail will generally follow the topography of the existing berm located between the C.C.H.L. and the rail line, though small changes in elevation will be smoothed out through grading. Towards the southeast corner of the C.C.H.L.,



where the existing berm becomes flatter, it will be filled and supported by the proposed retaining wall.

Trees on the berm located on the north side of the rail line, south of the chain link fence (directly south of the C.C.H.L. boundary), may require removal or be impacted by the proposed trail construction works. No trees within the C.C.H.L. are proposed for removal. The trail base is being designed to mitigate impacts to the root zones of trees within the park. Construction activities will include the removal of the existing chain link fence, removal of trees south of the cemetery property line, removal of soil, grading and filling to prepare the trail bed, paving of the trail, the installation of the guard rail, excavation and back fill for installation of retaining wall, and the installation of concrete pads and benches.



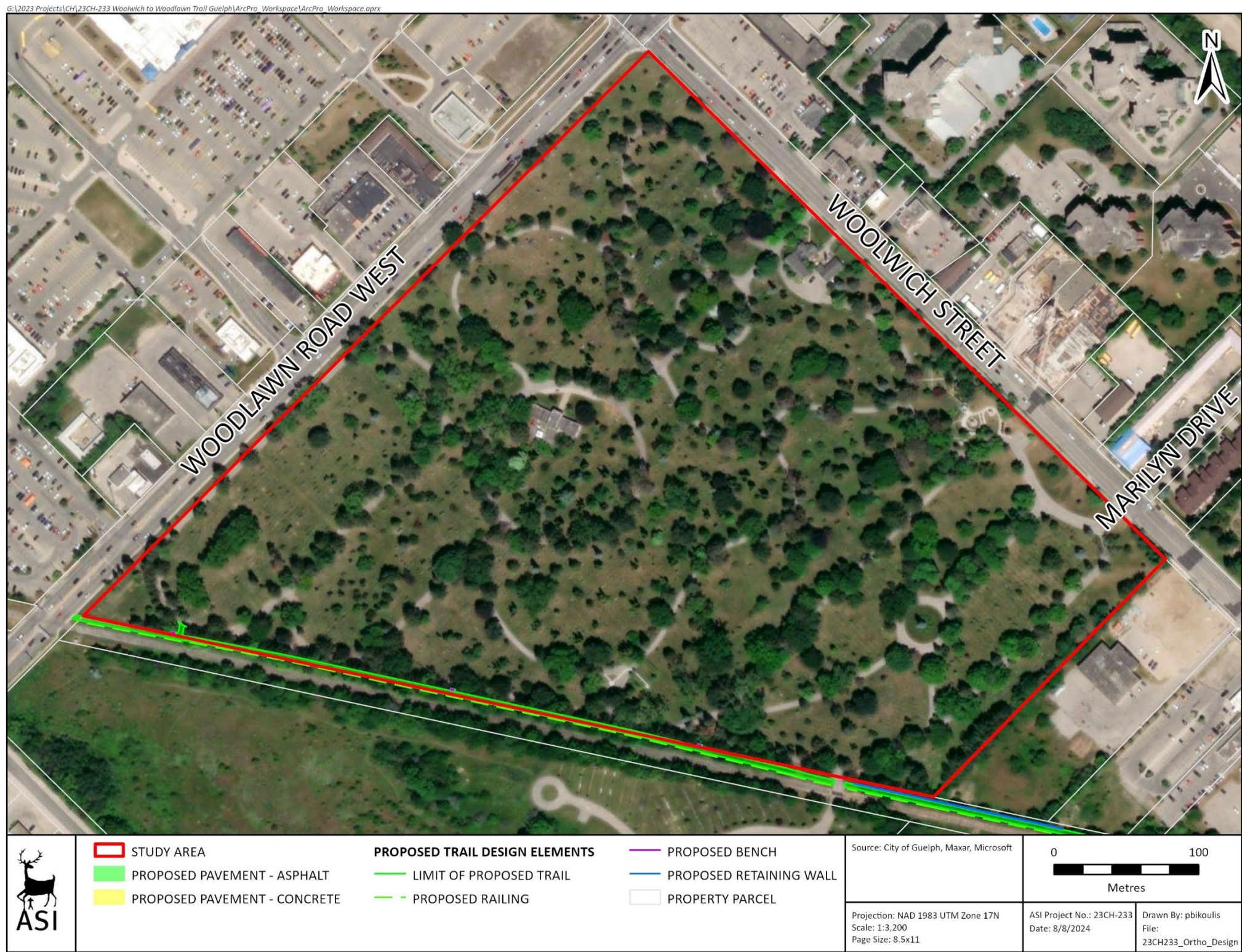


Figure 15: Preliminary design of proposed trail (Overall sheet)

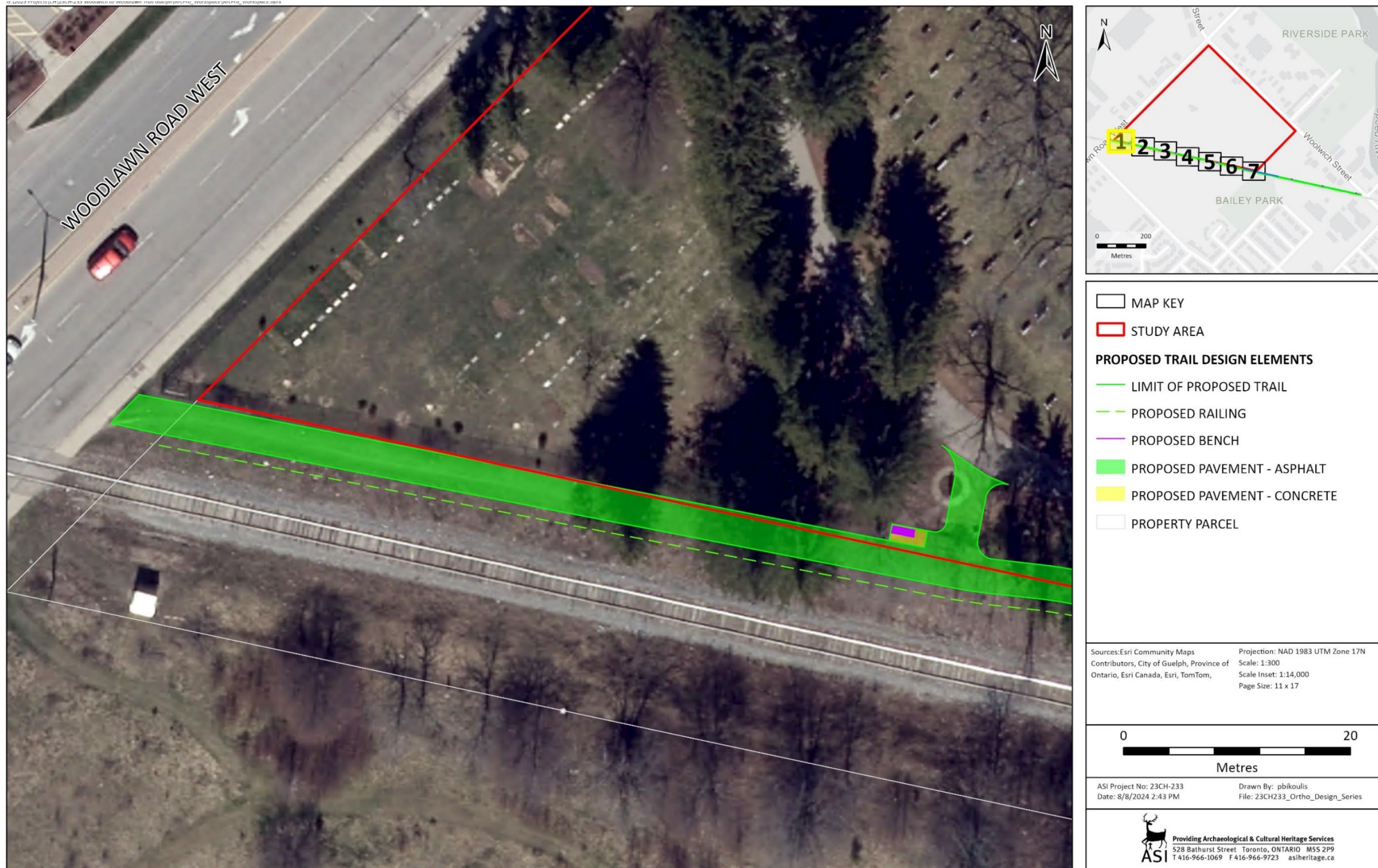


Figure 16: Preliminary design of proposed trail (Sheet 1)

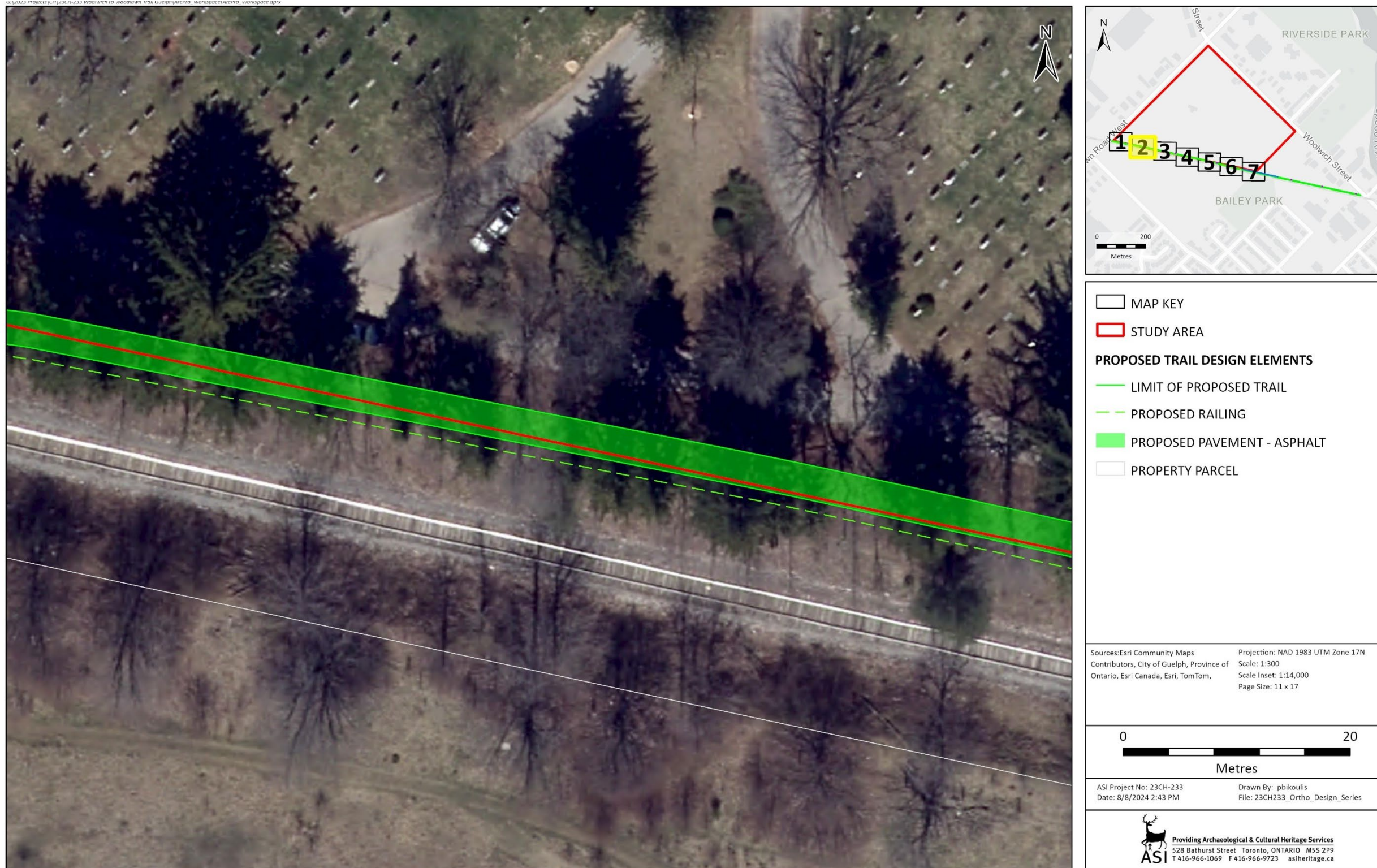
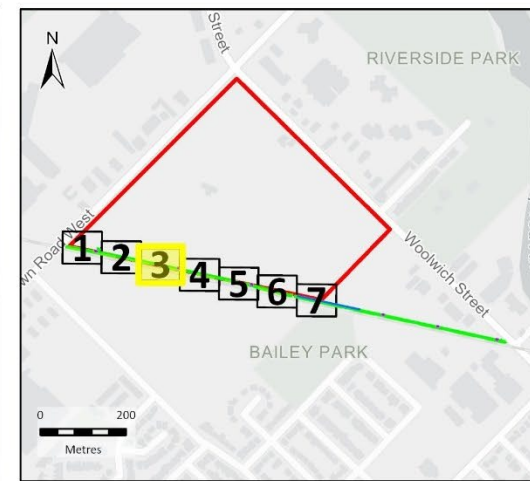
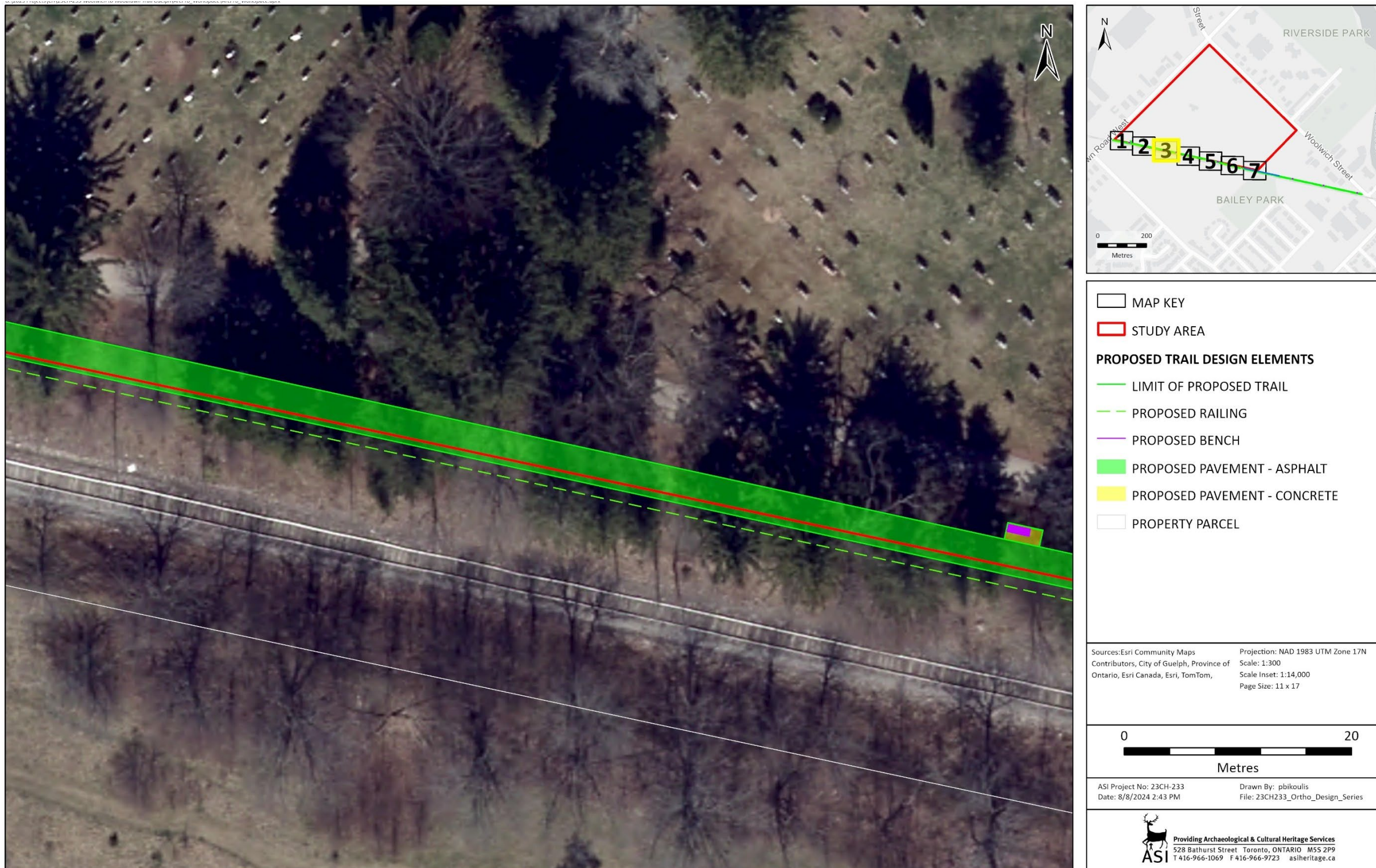


Figure 17: Preliminary design of proposed trail (Sheet 2)



MAP KEY

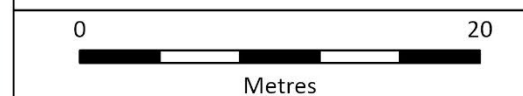
STUDY AREA

PROPOSED TRAIL DESIGN ELEMENTS

- LIMIT OF PROPOSED TRAIL
- PROPOSED RAILING
- PROPOSED BENCH
- PROPOSED PAVEMENT - ASPHALT
- PROPOSED PAVEMENT - CONCRETE
- PROPERTY PARCEL

Sources: Esri Community Maps
 Contributors: City of Guelph, Province of Ontario, Esri Canada, Esri, TomTom

Projection: NAD 1983 UTM Zone 17N
 Scale: 1:300
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 T 416-966-1069 F 416-966-9723 as heritage.ca

Figure 18: Preliminary design of proposed trail (Sheet 3)





Figure 19: Preliminary design of proposed trail (Sheet 4)



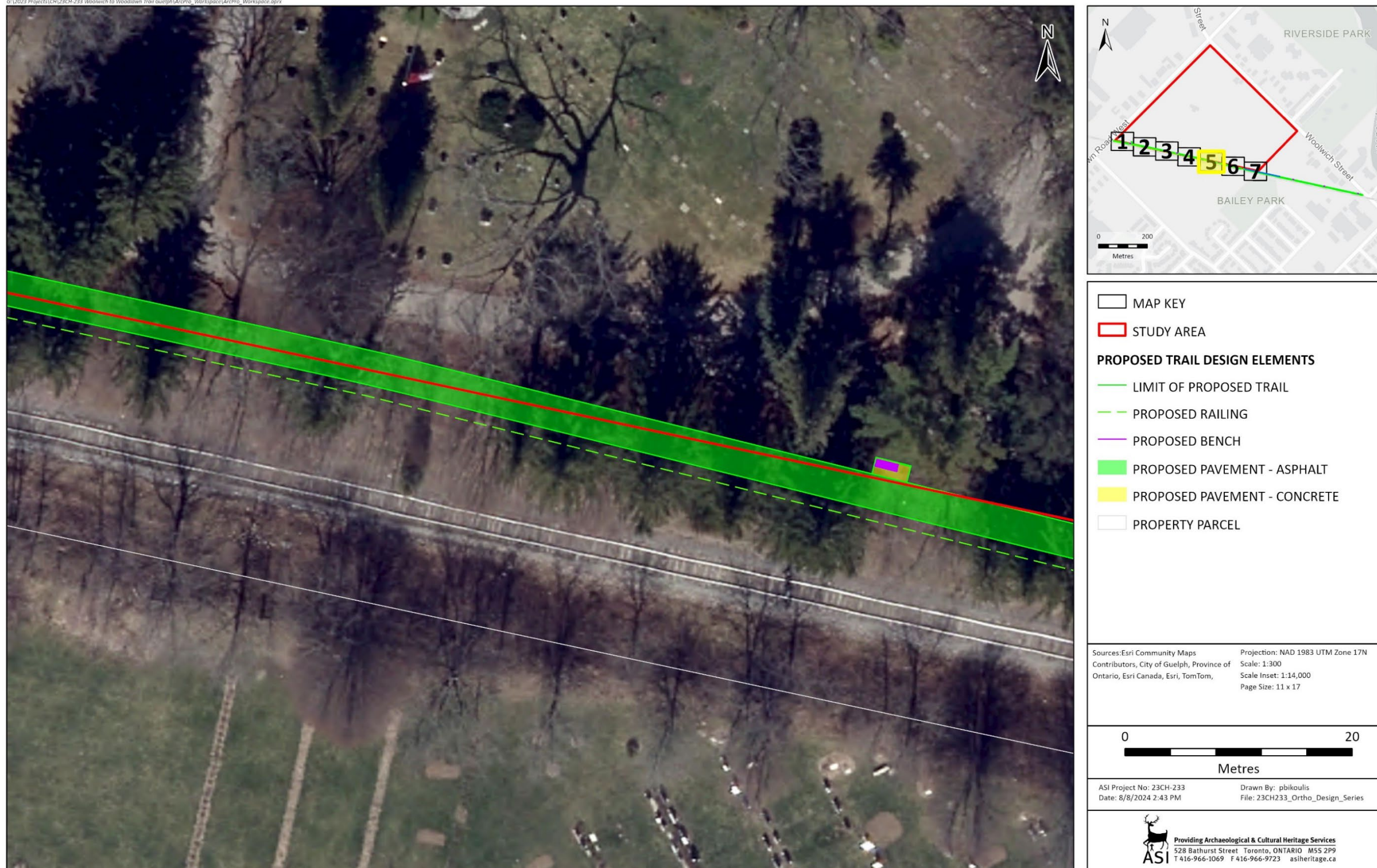
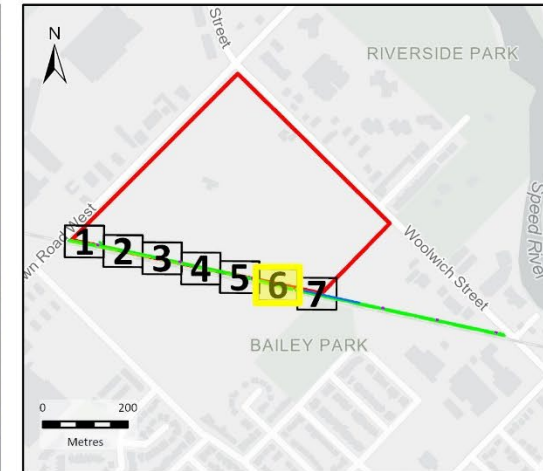
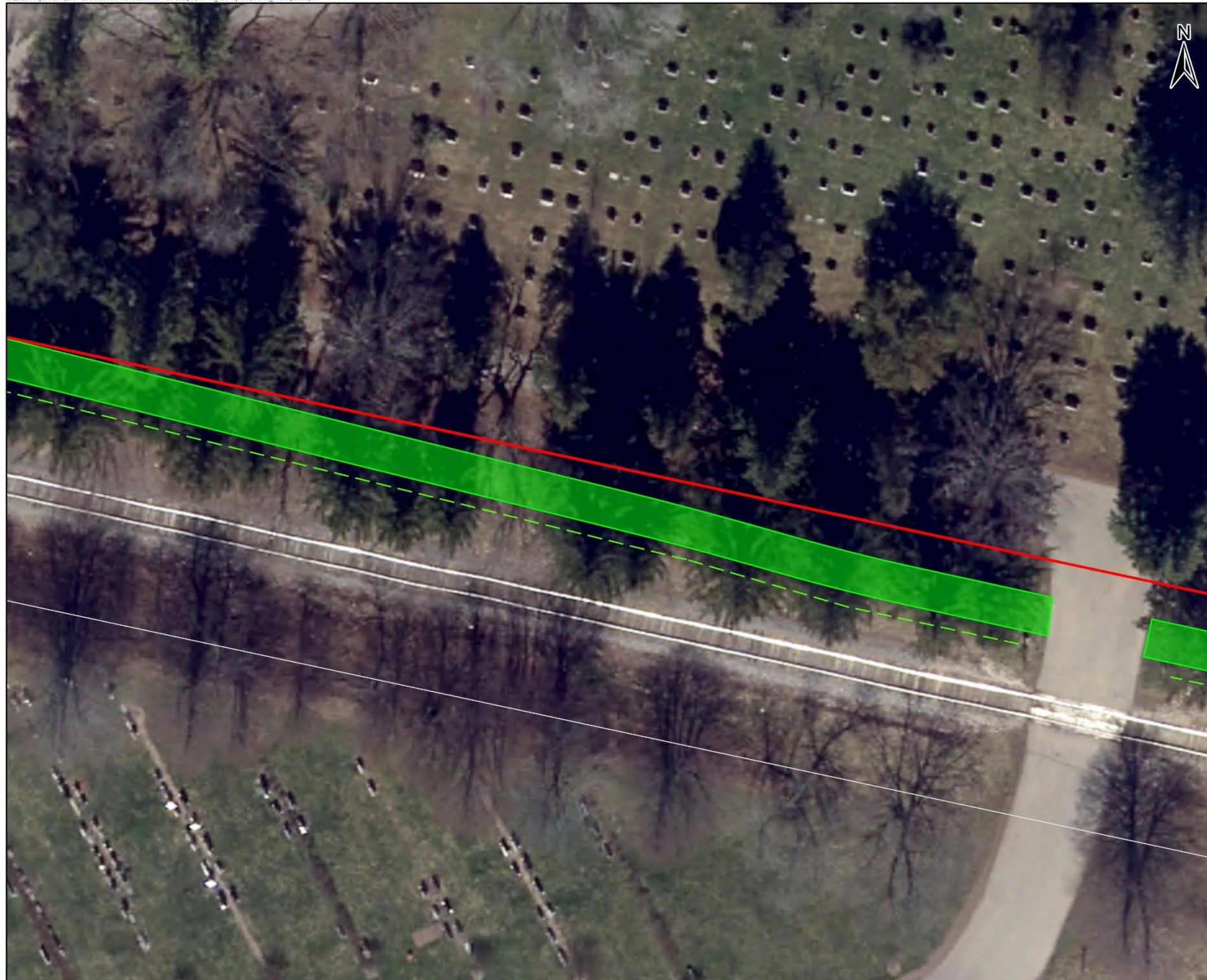


Figure 20: Preliminary design of proposed trail (Sheet 5)

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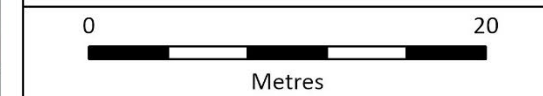
- STUDY AREA

PROPOSED TRAIL DESIGN ELEMENTS

- LIMIT OF PROPOSED TRAIL
- PROPOSED RAILING
- PROPOSED PAVEMENT - ASPHALT
- PROPERTY PARCEL

Sources: Esri Community Maps
 Contributors: City of Guelph, Province of Ontario, Esri Canada, Esri, TomTom

Projection: NAD 1983 UTM Zone 17N
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Figure 21: Preliminary design of proposed trail (Sheet 6)





Figure 22: Preliminary design of proposed trail (Sheet 7)

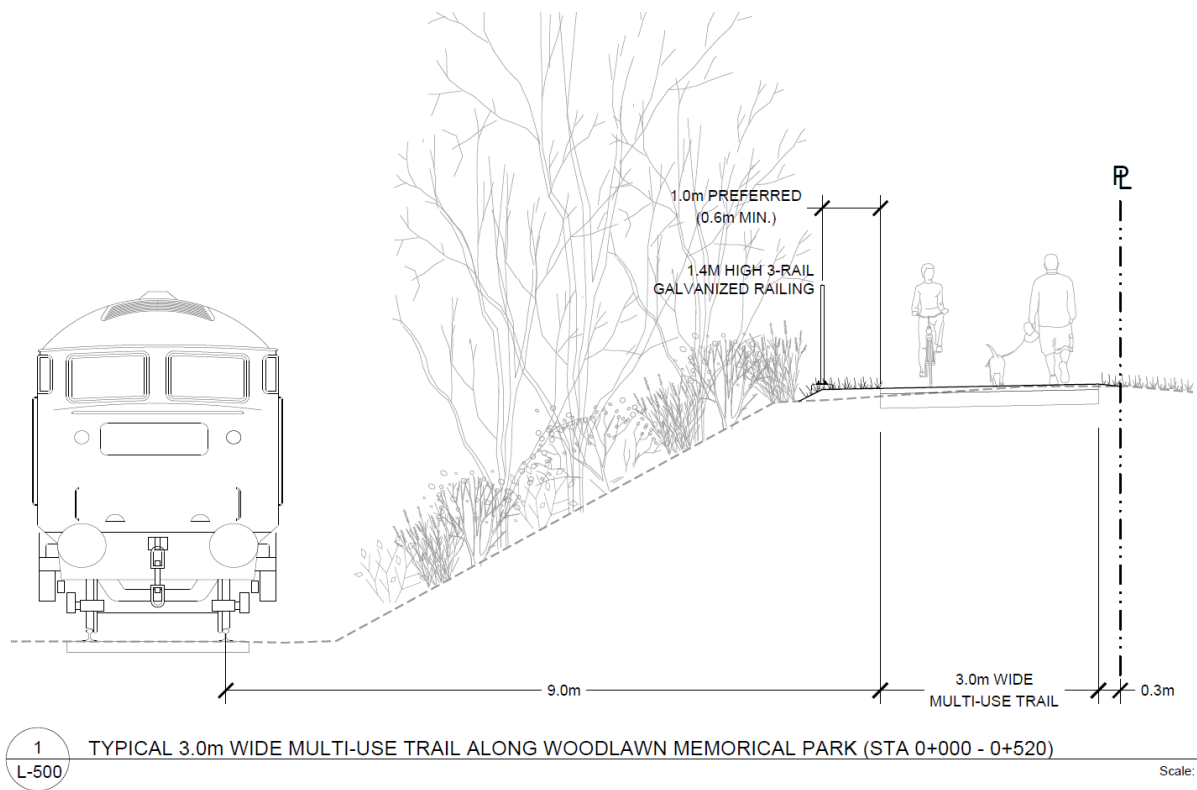
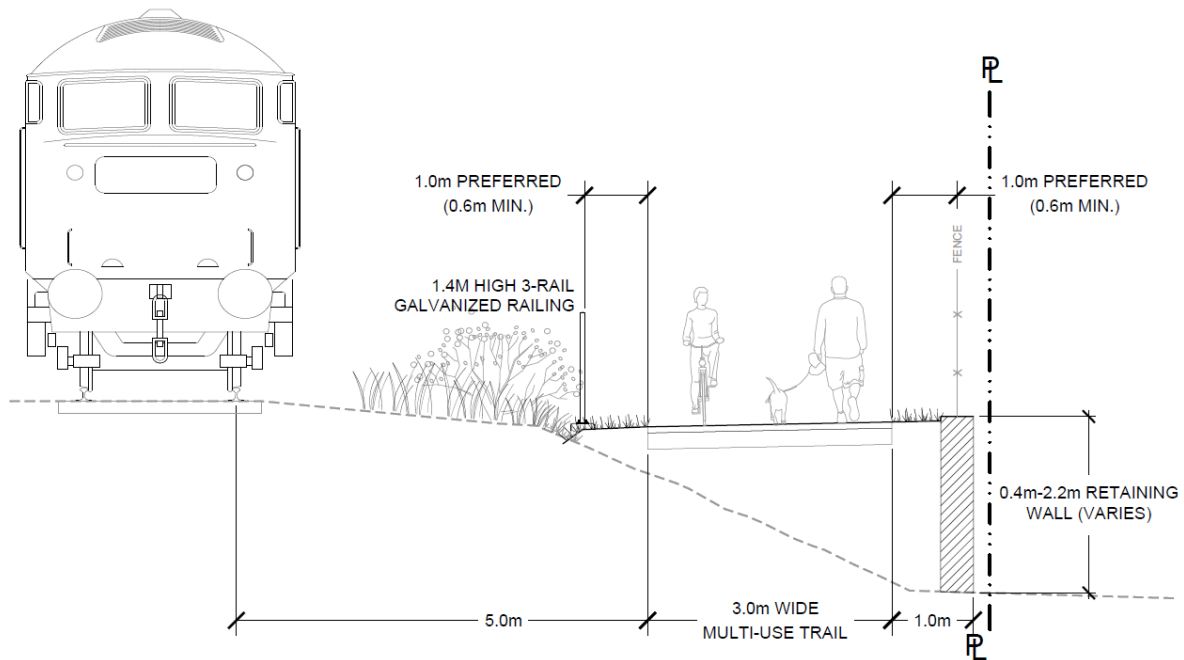


Figure 23: Preliminary cross-section showing trail with railing along Woodlawn Memorial Park, west of where the cemetery lane crosses the rail line (W.S.P. 2024).



OPTION 1 - NO CUT CONDITION, FULL HEIGHT RETAINING WALL

3 TYPICAL 3.0m WIDE MULTI-USE TRAIL RETAINIGN WALL CONDITION (STA 0+550-0+700)
 L-500

Figure 24: Preliminary cross-section showing trail with railing and retaining wall along Woodlawn Memorial Park, east of where the cemetery lane crosses the rail line (W.S.P. 2024).

7.2 Impact Assessment

To assess the potential impacts of the proposed works on the cultural heritage value of the Woodlawn Memorial Park Candidate Cultural Heritage Landscape (C.C.H.L.), the identified heritage sensitivities outlined in Section 6.0 were considered against a range of possible impacts based on the *Ontario Heritage Tool Kit InfoSheet #5: Heritage Impact Assessments and Conservation Plans* (Ministry of Citizenship and Multiculturalism, 2006b). These include:

Direct impacts:

- Destruction of any, or part of any, significant heritage attributes or features; and
- Alteration that is not sympathetic, or is incompatible, with the historic fabric and appearance.

Indirect impacts:

- Shadows created that alter the appearance of a heritage attribute or change the viability of a natural feature or plantings, such as a garden;
- Isolation of a heritage attribute from its surrounding environment, context or a significant relationship;
- Direct or indirect obstruction of significant views or vistas within, from, or of built and natural features;
- A change in land use such as rezoning a battlefield from open space to residential use, allowing new development or site alteration to fill in the formerly open spaces; and
- Land disturbances such as a change in grade that alters soils, and drainage patterns that adversely affect an archaeological resource.

As part of the analysis of impacts, factors such as scale or severity of impacts, whether they are to be temporary or permanent, reversible, or irreversible, are also considered. In addition, the *Information Bulletin 3: Heritage Impact Assessments for Provincial Heritage Properties*, created by the Ministry of Tourism, Culture and Sport (now administered by the Ministry of Citizenship and Multiculturalism) (Ministry of Tourism Culture and Sport, 2017) was consulted to ensure this assessment was compliant with standards guiding Heritage Impact Assessments for Provincial Heritage Properties⁵. In accordance with this

⁵ While ensuring compliance with guidelines for Provincial Heritage Properties is not strictly required in this instance as the study area is not a Provincial Heritage Property, the guidance included in Information Bulletin 3 was considered in this assessment to adhere to best practices.



document, direct adverse impacts are identified where the following resulting conditions are anticipated:

- a permanent and irreversible negative affect on the cultural heritage value or interest of a property; and
- loss of a heritage attribute on all or part of the provincial heritage property.

Indirect adverse impacts are identified where activities on or near the property may adversely affect its cultural heritage value or interest and/or heritage attributes. Positive impacts may also result where a property's cultural heritage value or interest and/or heritage attributes is conserved or enhanced.

Impacts beyond those identified above were also considered, including potential vibration impacts related to the proposed development. Possible impacts are further discussed below.

The results of the impact assessment are based on the description of the project works provided by W.S.P. It considers possible direct adverse impacts, indirect adverse impacts, and positive impacts.

The creation of the new multi-use trail will result in the construction of new elements adjacent to the southern edge of the C.C.H.L., specifically a paved trail, a 1.4 m-high three-rail galvanized railing running the full length of the C.C.H.L.'s southern edge and a retaining wall ranging in height from 0.4 – 2.2 m (material not yet determined), running alongside the cemetery for approximately 50 m at the southeast corner. It should be noted that the total length of the trail running along the C.C.H.L. is approximately 600 m.

Although these new elements will be located primarily adjacent to the southern edge of the C.C.H.L., they will be visible from within the southern portion of the C.C.H.L. The removal of the existing chain link fence and the trees and vegetation between the fence and the rail line will result in a more open view of the new trail infrastructure from within the C.C.H.L. This will be particularly noticeable in the area towards the southeast corner of the C.C.H.L., where the



cemetery road crosses the rail line. There is a gap in the row of mature spruce trees along the southern edge of the C.C.H.L. and the proposed retaining wall will begin east of the rail crossing.

Several new benches and concrete pads will also be installed within the C.C.H.L., along its southern edge and adjacent to the new trail. The installation of the benches and concrete pads is not anticipated to directly impact any of the C.C.H.L.'s above-ground sensitive heritage features.

However, these new elements both adjacent to and within the C.C.H.L. have the potential to create adverse indirect impacts due to the introduction of new elements that may not be visually compatible with the nineteenth-century garden cemetery setting of the C.C.H.L. With proper mitigation, these potential impacts can be minimized.

Construction activities may also result in the accumulation of dirt and dust on nearby gravestones. This is a temporary impact which can be reversed with proper mitigation.

In summary, the proposed trail will introduce a new corridor along the edge of the C.C.H.L. which does not interfere with the core of the cemetery or disrupt its primary features and original circulation patterns.

7.3 Alternatives and Mitigation

7.3.1 Considered Alternatives

The *Guelph Junction Trail Multi-Use Path Woolwich St. to Woodlawn Rd. Technical Design Memo* (WSP, 2024) discusses considered alternatives. The trail has been designed to run along the northeast of the rail corridor and rail line. While the south side of the rail line was initially considered, it was ruled out for the following reasons:

- Elevation on the north side is higher, putting trail users at eye-level with the train conductor, and therefore a safer position relative to the tracks;



- Electrical infrastructure and a maintenance bungalow are located south of the tracks;
- Complex drainage solution would be required south of the tracks; and
- Guelph Junction Railway noted a potential expansion of the rail lines south of the existing lines, within the existing rail corridor.

The proposed preliminary design avoids the use of extensive retaining walls by running parallel and immediately adjacent to the property line shared with the C.C.H.L. Between stations 1+040 (Woolwich Street) and 0+520 (just west of where the cemetery lane crosses the rail line), there are no alternative alignments for the trail if it is to be placed north of the rail tracks, owing to the need for a 5.18 m setback from the nearest rail.

The proposed preliminary design allows for trail users to be elevated and further from the train tracks.

Alternative Trail Alignment: Align Trail with Setback from Rail

- The trail alignment west of the cemetery may be shifted slightly south to align with the required 5.18m setback from the nearest rail. Advantages and disadvantages of this option include: Consistent distance/setback from rail line.
- Potential to impact fewer trees, however removals still required for over-excavation and back fill of retaining wall.
- Approximately 400 m of additional stepped retaining wall required. Potential for additional 400 millimetres of railing on north side retaining wall for fall arrest purposes.
- Additional distance from cemetery, but closer to rail line.

This alternative is not preferable to the proposed option described in Section 7.1 because it would increase the visual impacts of the retaining wall on sensitive heritage features of the cemetery due to the additional 400m in length.

Alternative Reduced Height Retaining Wall

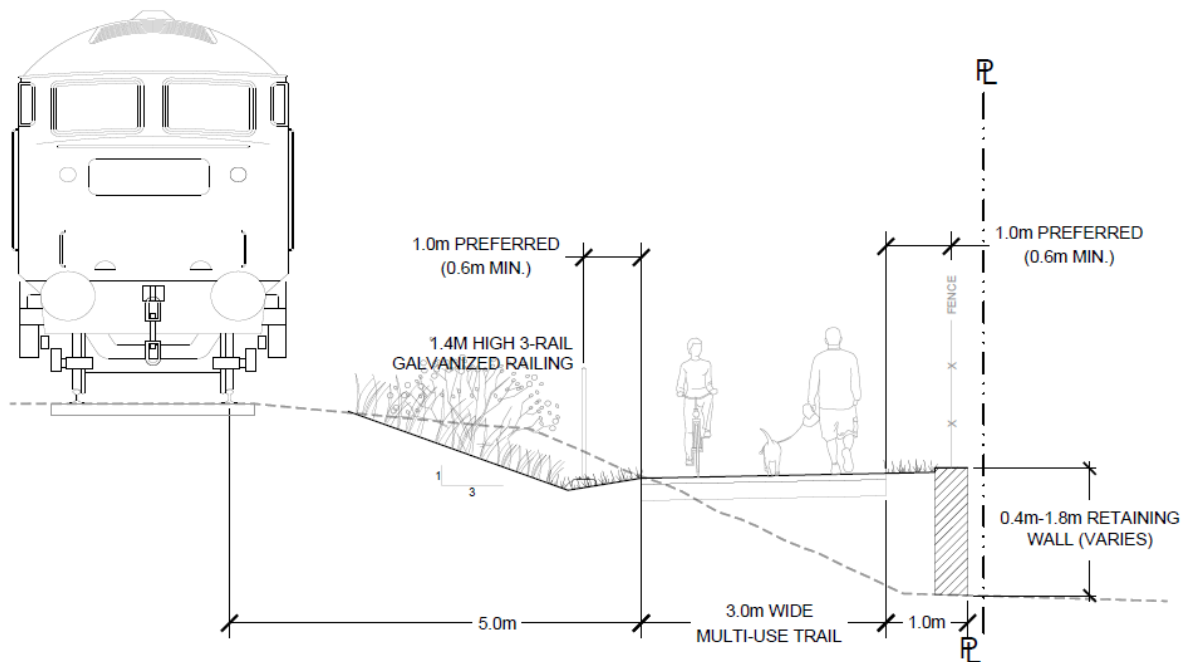


An alternative to the proposed retaining wall along the north of the trail is a reduced height retaining wall (0.4 – 1.8 m.). The reduction in height would be achieved by grading a small swale between the tracks and the multi-use trail.

The advantage of the proposed option includes placing trail users at a higher vantage point relative to the train. Advantages of the reduced height retaining wall include less required fill, and lower overall retaining wall height, both of which would lower construction costs.

A lower retaining wall may somewhat mitigate the wall's visual impact on the sensitive heritage features of the cemetery, however only approximately 50 m. of the wall will run alongside the cemetery and height is not the only consideration when it comes to mitigating the visual effects of the retaining wall.





ALTERNATIVE OPTION - CUT CONDITION, REDUCED HEIGHT RETAINING WALL

Figure 25: Alternative option showing reduced height retaining wall (W.S.P. 2024).

7.3.2 Mitigation

Based on the impacts to the C.C.H.L. discussed in Section 7.2, the following mitigation measures are proposed:

1. In order to mitigate the visual impact of the new railing on the nineteenth-century park-like setting of the C.C.H.L., the selection of a material in a colour and material that blends in with its surroundings should be explored, such as a muted green or brown with a matte, non-reflective finish.
2. In order to mitigate the visual impact of the new retaining wall (for the approximately 50 metres that will run alongside the C.C.H.L.) on the nineteenth-century park-like setting of the C.C.H.L., it should be as low in

height as is technically feasible. Design cues should be taken from within the C.C.H.L. and a visually compatible material should be chosen, such as the use of stone masonry units or concrete masonry unit made to look like stone, rather than poured concrete.

3. In order to mitigate the visual impact of the new benches on the nineteenth-century park-like setting of the C.C.H.L., design cues should be taken from existing furniture within the C.C.H.L. A traditional slatted park bench design may be appropriate.
4. In order to mitigate the effects of construction-related dirt and dust on nearby gravestones, post-construction maintenance and restoration should be conducted on them to remove any construction-related dirt or dust and return them to pre-construction condition.

8.0 Conclusions and Conservation Recommendations

Select sensitive heritage features of the Woodlawn Memorial Park Candidate Cultural Heritage Landscape (C.C.H.L.) are anticipated to be impacted through the construction of the multi-use trail. Based on the C.C.H.L.'s cultural heritage value and a thorough review of the preliminary trail design, this report includes recommendations to best conserve the C.C.H.L. and mitigate potential impacts to it.

The following recommendations are proposed:

1. In order to mitigate the visual impact of the new railing on the nineteenth-century park-like setting of the C.C.H.L., the selection of a material in a colour and material that blends in with its surroundings should be explored, such as a muted green or brown with a matte, non-



reflective finish.

2. In order to mitigate the visual impact of the new retaining wall (for the approximately 50 metres that will run alongside the C.C.H.L.) on the nineteenth-century park-like setting of the C.C.H.L., it should be as low in height as is technically feasible. Design cues should be taken from within the C.C.H.L. and a visually compatible material should be chosen, such as the use of stone masonry units or concrete masonry unit made to look like stone, rather than poured concrete.
3. In order to mitigate the visual impact of the new benches on the nineteenth-century park-like setting of the C.C.H.L., design cues should be taken from existing furniture within the C.C.H.L. A traditional slatted park bench design may be appropriate.
4. In order to mitigate the effects of construction-related dirt and dust on nearby gravestones, post-construction maintenance and restoration should be conducted on them to remove any construction-related dirt or dust and return them to pre-construction condition.
5. This report should be submitted to heritage planning staff at the City of Guelph and to the Heritage Guelph Committee for review and comment.



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Appendix A: Qualified Persons Involved in the Project

Kristina Martens, B.A., Dipl. Heritage Conservation **Senior Cultural Heritage Specialist, Assistant Manager - Cultural Heritage Division**

The Senior Project Manager for this Cultural Heritage Report is **Kristina Martens** (B.A., Diploma Heritage Conservation), who is a Senior Cultural Heritage Specialist and Assistant Manager within the Cultural Heritage Division. She was responsible for: overall project scoping and approach; development and confirmation of technical findings and study recommendations; application of relevant standards, guidelines and regulations; and implementation of quality control procedures. She has ten years of experience in the field of cultural heritage planning and management as a conservator and heritage consultant with Vitreous Glassworks and Taylor Hazell Architects prior to joining A.S.I. in 2018. Kristina brings a cultural landscape focus to the heritage planning process and draws on holistic methods for understanding the interrelationships between natural, built and intangible heritage. Kristina has extensive experience conducting field surveys and heritage analysis, including the comprehensive documentation and evaluation of cultural heritage resources in urban and rural settings. She brings together her experience in research, project management, documentation, built form and spatial analysis, architectural history, and built heritage conservation with the practical application of Ontario Regulation 9/06 and 10/06 of the Ontario Heritage Act and writing statements of cultural heritage value. Kristina is a graduate of the prestigious Willowbank School.

Laura Wickett, B.A. (Hon.), Dipl. Heritage Conservation **Cultural Heritage Analyst, Project Manager - Cultural Heritage Division**

The Project Manager and Report Writer for this Cultural Heritage Report is **Laura Wickett** (B.A. (Hon.), Diploma Heritage Conservation), who is a Cultural Heritage

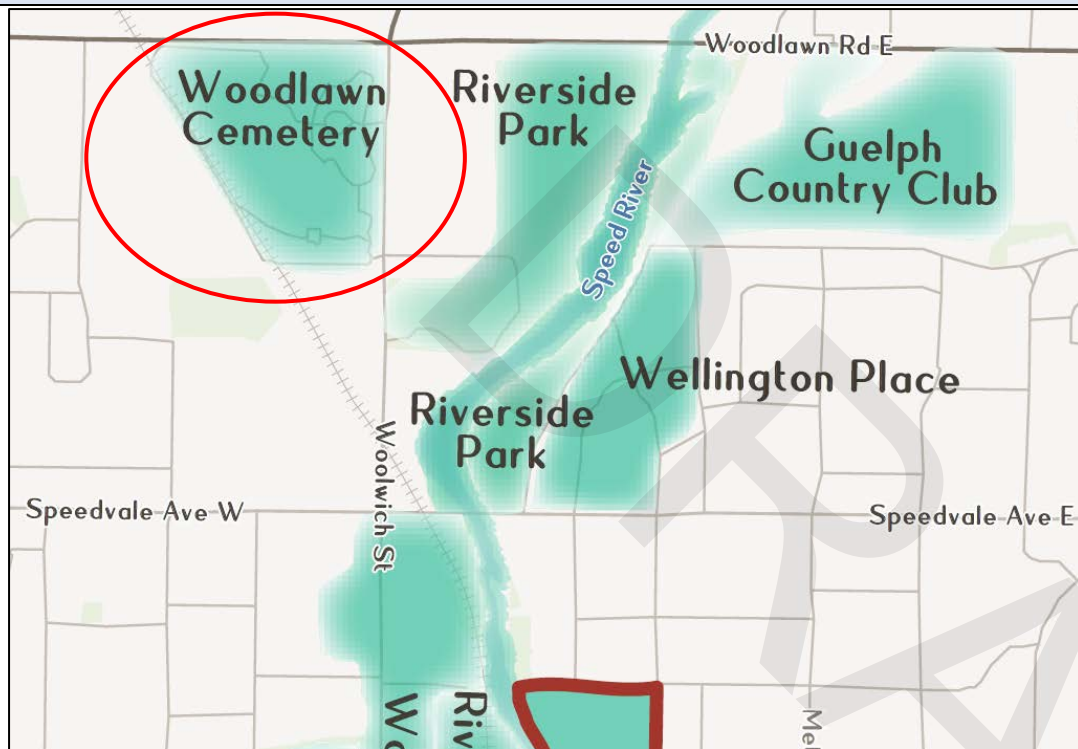


Analyst and Project Manager within the Cultural Heritage Division. She was responsible for day-to-day management activities, including scoping and conducting research activities and drafting of study findings and recommendations. Trained in the theoretical and technical aspects of heritage conservation, Laura has over seven years' experience working in the field of cultural heritage resource management. She began working in A.S.I.'s Cultural Heritage Division as a Cultural Heritage Technician in 2017, providing support for a range of cultural heritage assessment reports, including Cultural Heritage Resource Assessments, Cultural Heritage Evaluation Reports, Heritage Impact Assessments, and Secondary Plan assessments. She has also contributed to Heritage Conservation District studies, Cultural Heritage Landscape inventories and Heritage Register reviews.



Appendix B: Excerpt from Cultural Heritage Action Plan





DESCRIPTION:

Located at the intersection of Highways 6 and 7, Woodlawn Memorial Park is representative of a of mid-1800's "garden cemetery" landscape design, featuring Gothic-Revival style entry gates and caretaker buildings, and a mausoleum in the Classical Revival architectural style. Victorian-style gravestones carved of limestone and granite are interspersed with mature trees, winding lanes, and ornamental shrub groupings.

Common to cemeteries established at this time, Woodlawn Cemetery was created out of a desire to move cemeteries out of the downtown cores due to health risks, and into more distant park-like settings. The cemetery includes burial areas for multiple different faiths and memorial purposes.

LOCATION:

Within the Described Boundary, there are:

Designated HCDs:	0
Designated Properties:	0
Listed Properties:	6

LANDSCAPE TYPE:

Residential / Commercial / Transportation / Industry / Waterways / Agricultural / **Institutional** / Recreational / **Planning**

CHARACTER-DEFINING FEATURES

- Primary cemetery serving the City of Guelph and surrounding areas
- Prominent, central location at junctions of Highway #s 6 and 7
- "Garden cemetery" design of mid-to-late 1800's with park-like, rolling topography, ornamental shrubs and mature trees, wide-spaced, Victorian stone gravestones
- Late 19th/early 20th century Greco Revival mausoleum, Gothic Revival buildings and stone gates

HISTORICAL THEME

- PLANNING
 - UNIQUE, STRATEGIC PLANNED SETTLEMENT
 - CULTURAL HISTORIC SETTLEMENT
 - REMNANT OF GALT'S RADIAL PLAN
 - EARLY PLANNING FOR PROMINENT SITES/SPACES
- TRANSIT: FIRST NATIONS TRAILS; EARLY ROADS CONNECTING GUELPH TO OTHER TOWNS; RAILROAD POST-1857; STREETCAR LINES; EARLY RURAL ROUTES; BRIDGES
- INDUSTRY: BOOM/BUST PERIODS INFLUENCING CONSTRUCTION; EARLY INDUSTRY – MILLS, FOUNDRIES; 19TH – 20TH CENTURY INDUSTRY – FACTORIES; QUARRIES, DAMS, ETC.
- INSTITUTIONAL: CHURCHES, EDUCATION, GOVERNMENT; PUBLIC WORKS; HEALTHCARE; MEMORIALS
- VIEWS – KEY LANDMARKS, VISTAS
- NATURAL LANDFORM
 - TOPOGRAPHY INFLUENCING SETTLEMENT
 - RIVER SYSTEMS INFLUENCING SETTLEMENT
- RESIDENTIAL NEIGHBOURHOOD: 19TH, 20TH, WARTIME, REGISTERED PLANS; OTHER SIGNIFICANT
- COMMERCIAL
- AGRICULTURE
- RECREATIONAL
- OTHER:

CULTURAL VALUE

- DESIGN VALUE – RARE OR UNIQUE
- DESIGN VALUE – AESTHETIC / SCIENTIFIC REASONS
- DESIGN VALUE – HIGH DEGREE TECHNICAL/ SCIENTIFIC INTEREST
- HISTORIC VALUE – HISTORIC UNDERSTANDING OF AN AREA
- HISTORIC VALUE – DIRECT ASSOCIATION WITH A THEME, EVENT OR PERSON
- HISTORIC VALUE – WORK OF LANDSCAPE ARCHITECT, ARCHITECT OR OTHER DESIGNER
- CONTEXTUAL VALUE – LANDMARK VALUE
- CONTEXTUAL VALUE – IMPORTANT IN DEFINING CHARACTER OF AN AREA
- CONTEXTUAL VALUE – HISTORICALLY, PHYSICALLY, FUNCTIONALLY OR VISUALLY LINKED TO SURROUNDINGS

COMMUNITY VALUE

- COMMUNITY IDENTITY – TELLS STORY OF THE AREA
- PUBLIC STEWARDSHIP SUPPORTED BY VOLUNTEERISM
- COMMUNITY IMAGE IDENTIFIED W/ GUELPH'S PROVINCIAL / NATIONAL REPUTATION
- TOURISM – PROMOTED AS TOURIST DESTINATION
- LANDMARK – RECOGNIZED BY COMMUNITY
- COMMEMORATION – SITE USED FOR CELEBRATIONS
- PUBLIC SPACE – USED FOR FRQUENT CULTURAL EVENTS
- CULTURAL TRADITIONS – USED TO EXPRESS
- QUALITY OF LIFE – VALUED FOR ITS DAY-TO-DAY IMPACT ON COMMUNITY LIFE
- LOCAL HISTORY – CONTRIBUTING TO LOCAL LORE
- VISUALLY SIGNIFICANT – PHOTOGRAPHED OFTEN
- GENIUS LOCI – SENSE OF PLACE
- PLANNING – IDENTIFIED THROUGH OTHER PLANNING INITIATIVES

