

Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment

Exhibition Park Neighbourhood Improvements Preliminary Design

City of Guelph
County of Wellington, Ontario

Draft Report

Prepared for:

Arup

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Archaeological Services Inc. File: 23CH-176

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Executive Summary

Archaeological Services Inc. was contracted by Arup on behalf of the City of Guelph to conduct a Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment as part of the Exhibition Park Neighbourhood Improvements Preliminary Design (P.D.). The Exhibition Park Neighbourhood Improvements P.D. involves the preliminary design for several projects in the Exhibition Park Neighbourhood area, including roads, water, stormwater, and sanitary infrastructure improvements. The study area is approximately bounded by Kathleen Street, Speedvale Avenue, London Street and Exhibition Street, and includes Yorkshire Street and Glasgow Street from London Street to the Speed River.

The purpose of this report is to describe the existing conditions of the project study area, present an inventory of known and potential built heritage resources and cultural heritage landscapes, provide a preliminary impact assessment based on the proposed improvements, and propose appropriate mitigation measures.

The results of background historical research and a review of secondary source material, including historical mapping, indicate a study area with a history of Indigenous landscape use and settlement dating back thousands of years and an urban land use history dating to the early nineteenth century. A review of federal, provincial, and municipal registers, inventories, databases and background reports revealed that there 588 built heritage resources (B.H.R.s) and seven cultural heritage landscapes (C.H.L.s) in the Exhibition Park Neighbourhood Improvements study area. No additional B.H.R.s or C.H.L.s were identified during fieldwork.

Based on the results of the assessment, the following recommendations have been developed:

1. This draft Cultural Heritage Report should be submitted by the proponent to heritage staff at the City of Guelph, and the Heritage Guelph Committee for review and feedback.



2. To mitigate the removal of trees in C.H.L.s 1 and 2, removed trees should be replaced as per the City's Tree By-Law.
3. To mitigate the impacts of construction of the underground stormwater management facilities and sanitary sewer in Exhibition Park (located within C.H.L. 1), the affected areas should be returned to pre-construction condition.
4. To ensure identified B.H.R.s and C.H.L.s are not adversely impacted during construction, baseline vibration assessments should be undertaken during detailed design. Should this advance assessment conclude that any structures will be subject to vibrations: 1) a vibration monitoring plan should be prepared and implemented as part of the detailed design phase of the project to lessen vibration impacts related to construction; and where potential adverse vibration impacts cannot be avoided (2) a qualified engineer should include this property in the condition assessment of structures within the vibration zone of influence for this project.
5. Construction activities and staging should be suitably planned and undertaken to avoid impacts to identified B.H.R.s and C.H.L.s.
6. Suitable mitigation including establishing no-go zones with fencing and issuing instructions to construction crews to avoid identified B.H.R.s and C.H.L.s should be considered to mitigate any unintended impacts during construction. Suitable mitigation measures including post-construction rehabilitation should also be implemented.
7. Should future work require an expansion of the study area then a qualified heritage consultant should be contacted in order to confirm the impacts of the proposed work on B.H.R.s and C.H.L.s.



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.



Project Personnel

- **Senior Project Manager:** Lindsay Graves, M.A., C.A.H.P., Senior Cultural Heritage Specialist, Assistant Manager - Cultural Heritage Division
- **Project Coordinator:** Jessica Bisson, B.F.A. (Hon.), Cultural Heritage Technician, Division Coordinator – Cultural Heritage Division
- **Project Manager:** Laura Wickett, B.A. (Hon), Dipl. Heritage Conservation, Cultural Heritage Specialist, Project Manager - Cultural Heritage Division
- **Field Review:** Becca Clark, B.A. (Hon), Advanced Dipl., Cultural Heritage Technical Writer and Researcher- Cultural Heritage Division
- **Report Production:** Becca Clark
- **Graphics Production:** Robin Latour, B.A., M.Phil., Archaeologist, Geomatics Specialist - Operations Division
- **Report Reviewer(s):** Lindsay Graves, Laura Wickett



Qualified Persons Involved in the Project

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Senior Cultural Heritage Specialist, Assistant Manager - Cultural Heritage Division

The Senior Project Manager for this Cultural Heritage Report is **Lindsay Graves** (M.A., Heritage Conservation), Senior Cultural Heritage Specialist and Assistant Manager for 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. Lindsay is academically trained in the fields of heritage conservation, cultural anthropology, archaeology, and collections management and has over 15 years of experience in the field of cultural heritage resource management. This work has focused on the assessment, evaluation, and protection of built heritage resources and cultural heritage landscapes. Lindsay has extensive experience undertaking archival research, heritage survey work, heritage evaluation and heritage impact assessment. She has also contributed to cultural heritage landscape studies and heritage conservation plans, led heritage commemoration and interpretive programs, and worked collaboratively with multidisciplinary teams to sensitively plan interventions at historic sites/places. In addition, she is a leader in the completion of heritage studies required to fulfill Class Environmental Assessment processes and has served as Project Manager for over 100 heritage assessments during her time at Archaeological Services Inc. Lindsay is a member of the Canadian Association of Heritage Professionals.

Laura Wickett, B.A. (Hon.), Dipl. Heritage Conservation

Cultural Heritage Specialist, Project Manager - Cultural Heritage Division

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

Becca Clark, B.A. (Hons)
Cultural Heritage Technical Writer and Researcher, Project Administrator-
Cultural Heritage Division

The Cultural Heritage Technician for this project is **Becca Clark** (B.A. Hons, Adv. Diploma Applied Museum Studies), who is a Cultural Heritage Technical Writer and Researcher and Project Administrator within the Cultural Heritage Division. She was responsible for preparing research and technical reporting. With her educational and working background, Becca provides an understanding of Ontario history and built heritage as well as skilled research and analysis. Her time as a museum professional focused on local history in Southern Ontario and how it may be represented by objects and built heritage. In 2021, Becca researched, designed, and produced the Guelph Civic Museum's exhibition "The Origin of Fan: Folding Form and Function". She has since translated her knowledge of Southern Ontario's history into built heritage research. In 2023, she joined ASI's Cultural Heritage team as a Cultural Heritage Technician.



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, 2024, 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, 2024, p. 42).

Known Built Heritage Resource or Cultural Heritage Landscape

Definition: A known built heritage resource or cultural heritage landscape is a property that has recognized cultural heritage value or interest. This can include a property listed on a Municipal Heritage Register, designated under Part IV or V of the *Ontario Heritage Act*, or protected by a heritage agreement, covenant or easement, protected by the *Heritage Railway Stations Protection Act* or the *Heritage Lighthouse Protection Act*, identified as a Federal Heritage Building, or located within a U.N.E.S.C.O. World Heritage Site (Ministry of Citizenship and Multiculturalism, 2022).



Impact

Definition: Includes negative and positive, direct and indirect effects to an identified built heritage resource and cultural heritage landscape. Direct impacts include destruction of any, or part of any, significant heritage attributes or features and/or unsympathetic or incompatible alterations to an identified resource. Indirect impacts include, but are not limited to, creation of shadows, isolation of heritage attributes, direct or indirect obstruction of significant views, change in land use, land disturbances (Ministry of Citizenship and Multiculturalism, 2006c). Indirect impacts also include potential vibration impacts (See Section 2.5 for complete definition and discussion of potential impacts).

Mitigation

Definition: Mitigation is the process of lessening or negating anticipated adverse impacts to built heritage resources or cultural heritage landscapes and may include, but are not limited to, such actions as avoidance, monitoring, protection, relocation, remedial landscaping, and documentation of the cultural heritage landscape and/or built heritage resource if to be demolished or relocated (Ministry of Citizenship and Multiculturalism, 2006a).

Potential Built Heritage Resource or Cultural Heritage Landscape

Definition: A potential built heritage resource or cultural heritage landscape is a property that has the potential for cultural heritage value or interest. This can include properties/project area that contain a parcel of land that is the subject of a commemorative or interpretive plaque, is adjacent to a known burial site and/or cemetery, is in a Canadian Heritage River Watershed, or contains buildings or structures that are 40 or more years old (Ministry of Citizenship and Multiculturalism, 2022).

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, 2024, p. 51).

Vibration Zone of Influence

Definition: Area within a 50-metre buffer of construction-related activities in which there is potential to affect an identified built heritage resource or cultural heritage landscape. A 50-metre buffer is applied in the absence of a project-specific defined vibration zone of influence based on existing secondary source literature (Carman et al., 2012; Crispino & D’Apuzzo, 2001; P. Ellis, 1987; Rainer, 1982; Wiss, 1981). This buffer accommodates the additional threat from collisions with heavy machinery or subsidence (Randl, 2001).



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1.0 Introduction

Archaeological Services Inc. was contracted by Arup on behalf of the City of Guelph to conduct a Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment (Cultural Heritage Report) as part of the Exhibition Park Neighbourhood Improvements Municipal Class Preliminary Design. The purpose of this report is to describe the existing conditions of the project study area, present an inventory of known and potential built heritage resources and cultural heritage landscapes, provide a preliminary impact assessment, and propose appropriate mitigation measures. This draft report includes the Existing Conditions and the Preliminary Impact Assessment.

1.1 Project Overview

The Exhibition Park Neighbourhood Improvements Preliminary Design involves the preliminary design for several projects in the Exhibition Park Neighbourhood area, including roads, water, stormwater, and sanitary infrastructure improvements. The study area is approximately bounded by Kathleen Street, Speedvale Avenue, London Street and Exhibition Street, and includes Yorkshire Street and Glasgow Street from London Street to the Speed River.

1.2 Description of Study Area

This Cultural Heritage Report will focus on the project study area with an additional 50 metre buffer (Figure 1). This study area has been defined as inclusive of those lands that may contain built heritage resources or cultural heritage landscapes that may be subject to direct or indirect impacts as a result of the proposed undertaking. Properties within the study area are located in the City of Guelph.





Figure 1: Location of the study area (Base Map: ©OpenStreetMap and contributors, Creative Commons-Share Alike License (C.C.-By-S.A.))



2.0 Methodology

The following sections provide a summary of regulatory requirements and municipal and regional heritage policies that guide this cultural heritage assessment. In addition, an overview of the process undertaken to identify known and potential built heritage resources and cultural heritage landscapes is provided, along with a description of how the preliminary impact assessment will be undertaken.

2.1 Regulatory Requirements

The *Ontario Heritage Act* (O.H.A.) (Ontario Heritage Act, R.S.O. c. O.18, [as Amended in 2023], 1990) is the primary piece of legislation that determines policies, priorities and programs for the conservation of Ontario’s heritage. There are many other provincial acts, regulations and policies governing land use planning and resource development that support heritage conservation, including:

- The *Planning Act* (Planning Act, R.S.O. 1990, c. P.13, 1990), which states that “conservation of features of significant architectural, cultural, historical, archaeological or scientific interest” is a “matter of provincial interest”. The *Provincial Policy Statement* (Ministry of Municipal Affairs and Housing, 2024), issued under the *Planning Act*, links heritage conservation to long-term economic prosperity and requires municipalities and the Crown to conserve significant built heritage resources and cultural heritage landscapes.
- The *Environmental Assessment Act* (Ministry of the Environment, 1990), which defines “environment” to include cultural conditions that influence the life of humans or a community. Cultural heritage resources, which includes archaeological resources, built heritage resources and cultural heritage landscapes, are important components of those cultural conditions.



The Ministry of Citizenship and Multiculturalism (hereafter “The Ministry”) is charged under Section 2.0 of the O.H.A. with the responsibility to determine policies, priorities, and programs for the conservation, protection, and preservation of the heritage of Ontario. The *Standards and Guidelines for Conservation of Provincial Heritage Properties* (Ministry of Citizenship and Multiculturalism, 2010) (hereinafter “*Standards and Guidelines*”) apply to properties the Government of Ontario owns or controls that have “cultural heritage value or interest” (C.H.V.I.). The *Standards and Guidelines* provide a series of guidelines that apply to provincial heritage properties in the areas of identification and evaluation; protection; maintenance; use; and disposal. For the purpose of this report, the *Standards and Guidelines* provide points of reference to aid in determining potential heritage significance in the identification of built heritage resources and cultural heritage landscapes. While not directly applicable for use in properties not under provincial ownership, the *Standards and Guidelines* are regarded as best practice for guiding heritage assessments and ensure that additional identification and mitigation measures are considered.

Similarly, the *Ontario Heritage Tool Kit* (Ministry of Citizenship and Multiculturalism, 2006b) provides a guide to evaluate heritage properties. To conserve a built heritage resource or cultural heritage landscape, the *Ontario Heritage Tool Kit* states that a municipality or approval authority may require a heritage impact assessment and/or a conservation plan to guide the approval, modification, or denial of a proposed development.

2.2 Municipal/Regional Heritage Policies

The study area is located within the City of Guelph, in the County of Wellington. Policies relating to built heritage resources and cultural heritage landscapes were reviewed from the following sources:

- *City of Guelph Official Plan* (City of Guelph, 2024)
- *Wellington County Official Plan* (County of Wellington, 2022)
- *Place to Grow: Growth Plan for the Greater Golden Horseshoe* (Government of Ontario, 2020)



2.3 Identification of Built Heritage Resources and Cultural Heritage Landscapes

This Cultural Heritage Report follows guidelines presented in the *Ontario Heritage Tool Kit* (Ministry of Citizenship and Multiculturalism, 2006b) and *Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes* (Ministry of Citizenship and Multiculturalism, 2022). The objective of this report is to present an inventory of known and potential built heritage resources (B.H.R.s) and cultural heritage landscapes (C.H.L.s), and to provide a preliminary understanding of known and potential B.H.R.s and C.H.L.s located within areas anticipated to be directly or indirectly impacted by the proposed project.

In the course of the cultural heritage assessment process, all potentially affected B.H.R.s and C.H.L.s are subject to identification and inventory. Generally, when conducting an identification of B.H.R.s and C.H.L.s within a study area, three stages of research and data collection are undertaken to appropriately establish the potential for and existence of B.H.R.s and C.H.L.s in a geographic area: background research and desktop data collection; field review; and identification.

Background historical research, which includes consultation of primary and secondary source research and historical mapping, is undertaken to identify early settlement patterns and broad agents or themes of change in a study area. This stage in the data collection process enables the researcher to determine the presence of sensitive heritage areas that correspond to nineteenth- and twentieth-century settlement and development patterns. To augment data collected during this stage of the research process, federal, provincial, and municipal databases and/or agencies are consulted to obtain information about specific properties that have been previously identified and/or designated as having cultural heritage value. Typically, resources identified during these stages of the research process are reflective of particular architectural styles or construction methods, associated with an important person, place, or event, and



contribute to the contextual facets of a particular place, neighbourhood, or intersection.

A field review is then undertaken to confirm the location and condition of previously identified B.H.R.s and C.H.L.s. The field review is also used to identify potential B.H.R.s and C.H.L.s that have not been previously identified on federal, provincial, or municipal databases or through other appropriate agency data sources.

During the cultural heritage assessment process, a property is identified as a potential B.H.R. or C.H.L based on research, the Ministry screening tool, and professional expertise and best practice. In addition, use of a 40-year-old benchmark is a guiding principle when conducting a preliminary identification of built heritage resources and cultural heritage landscapes. While identification of a resource that is 40 years old or older does not confer outright heritage significance, this benchmark provides a means to collect information about resources that may retain heritage value. Similarly, if a resource is slightly younger than 40 years old, this does not preclude the resource from having cultural heritage value or interest.

2.4 Background Information Review

To make an identification of previously identified known or potential built heritage resources and cultural heritage landscapes within the study area, the following sections present the resources that were consulted as part of this Cultural Heritage Report.

2.4.1 Review of Existing Heritage Inventories

A number of resources were consulted in order to identify previously identified built heritage resources and cultural heritage landscapes within the study area. These resources, reviewed on 31 May 2024, include:

- The City of Guelph's online map of Cultural Heritage Resources (City of Guelph, n.d.)



- The *Places of Worship Inventory* (Ontario Heritage Trust, n.d.b);
- The inventory of Ontario Heritage Trust easements (Ontario Heritage Trust, n.d.a);
- The Ontario Heritage Trust's *An Inventory of Provincial Plaques Across Ontario*: a PDF of Ontario Heritage Trust Plaques and their locations (Ontario Heritage Trust, 2023);
- The Ontario Heritage Trust's *An Inventory of Ontario Heritage Trust-owned properties across Ontario*: a PDF of properties owned by the Ontario Heritage Trust (Ontario Heritage Trust, 2019);
- Inventory of known cemeteries/burial sites in the Ontario Genealogical Society's online databases (Ontario Genealogical Society, n.d.);
- Canada's Historic Places website: available online, the searchable register provides information on historic places recognized for their heritage value at the local, provincial, territorial, and national levels (Parks Canada, n.d.a);
- Directory of Federal Heritage Designations: a searchable on-line database that identifies National Historic Sites, National Historic Events, National Historic People, Heritage Railway Stations, Federal Heritage Buildings, and Heritage Lighthouses (Parks Canada, n.d.b);
- Canadian Heritage River System: a national river conservation program that promotes, protects and enhances the best examples of Canada's river heritage (Canadian Heritage Rivers Board and Technical Planning Committee, n.d.); and,
- United Nations Educational, Scientific and Cultural Organization (U.N.E.S.C.O.) World Heritage Sites (U.N.E.S.C.O. World Heritage Centre, n.d.).

2.4.2 Review of Previous Heritage Reporting

One additional cultural heritage study undertaken within parts of the study area was also reviewed:



- *Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment Downtown Infrastructure Revitalization Program Municipal Class Environmental Assessment, City of Guelph (ASI, 2023).*

2.4.3 Community Information Gathering

The following individuals, groups, and/or organizations were contacted to gather information on known and potential built heritage resources and cultural heritage landscapes, active and inactive cemeteries, and areas of identified Indigenous interest within the study area:

- Stephen Robinson, Senior Heritage Planner, City of Guelph, (email communication 3 May and 19 June 2024). Stephen provided background documents and identified the CHL at 18 Kathleen Street and 19 Lyon Avenue.
- The Ministry (email communication 3 and 6 June 2024). A response confirmed that there are no properties designated by the Minister and no known Provincial Heritage Properties within the study area.
- Sammy Bayefsky, the Ontario Heritage Trust (email communications 3 and 10 June 2024). A response indicated that there are no conservation easements or Trust-owned properties within the study area.

2.5 Community Engagement

The report should be submitted by the proponent to the Heritage Guelph Committee for review and comment.

Indigenous Nations Engagement for this project is being completed by the City of Guelph with Indigenous Nations that have an interest in this study area. No feedback has been received regarding the Cultural Heritage Report for this project at the time of draft report submission (March 2025). Any feedback received will be considered and incorporated into the final report.



2.6 Preliminary Impact Assessment Methodology

To assess the potential impacts of the undertaking, identified built heritage resources and cultural heritage landscapes are considered against a range of possible negative impacts, based on the *Ontario Heritage Tool Kit InfoSheet #5: Heritage Impact Assessments and Conservation Plans* (Ministry of Citizenship and Multiculturalism, 2006c). 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.

Indirect impacts from construction-related vibration have the potential to negatively affect built heritage resources and cultural heritage landscapes depending on the type of construction methods and machinery selected for the project and proximity and composition of the identified resources. Potential vibration impacts are defined as having potential to affect an identified built



heritage resources and cultural heritage landscapes where work is taking place within 50 metres of features on the property. A 50-metre buffer is applied in the absence of a project-specific defined vibration zone of influence based on existing secondary source literature (Carman et al., 2012; Crispino & D'Apuzzo, 2001; P. Ellis, 1987; Rainer, 1982; Wiss, 1981). This buffer accommodates any additional or potential threat from collisions with heavy machinery or subsidence (Randl, 2001).

Several additional factors are also considered when evaluating potential impacts on identified built heritage resources and cultural heritage landscapes. These are outlined in a document set out by the Ministry of Culture and Communications (now Ministry of Citizenship and Multiculturalism) and the Ministry of the Environment entitled *Guideline for Preparing the Cultural Heritage Resource Component of Environmental Assessments* (1992). While this document has largely been superseded in some respects by more current policies and legislation, the guidance provided that continues to be of relevance to this specific project includes the following definitions:

- Magnitude: the amount of physical alteration or destruction which can be expected;
- Severity: the irreversibility or reversibility of an impact;
- Duration: the length of time an adverse impact persists;
- Frequency: the number of times an impact can be expected;
- Range: the spatial distribution, widespread or site specific, of an adverse impact; and
- Diversity: the number of different kinds of activities to affect a heritage resource.

The proposed undertaking should endeavor to avoid adversely affecting known and potential built heritage resources and cultural heritage landscapes and interventions should be managed in such a way that identified features are conserved. When the nature of the undertaking is such that adverse impacts are unavoidable, it may be necessary to implement alternative approaches or



mitigation strategies that alleviate the negative effects on identified built heritage resources and cultural heritage landscapes. Mitigation is the process of lessening or negating anticipated adverse impacts and may include, but are not limited to, such actions as avoidance, monitoring, protection, relocation, remedial landscaping, and documentation of the built heritage resource or cultural heritage landscape if to be demolished or relocated.

Various works associated with infrastructure improvements have the potential to affect built heritage resources and cultural heritage landscapes in a variety of ways, and as such, appropriate mitigation measures for the undertaking need to be considered.

3.0 Summary of Historical Development Within the Study Area

This section provides a brief summary of historical research. A review of available primary and secondary source material was undertaken to produce a contextual overview of the study area, including a general description of physiography, Indigenous land use, and Euro-Canadian settlement.

3.1 Physiography

The study area is situated within the Guelph Drumlin Field physiographic region of southern Ontario in a former spillway (Chapman & Putnam, 1984). The Guelph Drumlin Field physiographic region (Chapman & Putnam, 1984) centres upon the City of Guelph and Guelph Township and occupies roughly 830 square kilometres. Within the Guelph Drumlin Field, there are approximately 300 drumlins of varying sizes.

The study area also intersects with the Speed River. Guelph's founding on the southern bank of the Speed River took advantage of its proximity to the Guelph Formation, comprised of dolomitic limestone "easily worked and of a superior kind for building purposes", which was extensively used in City of Guelph buildings (Historical Atlas Publishing Co., 1906, p. 1).



3.2 Indigenous Land Use and Settlement

Southern Ontario has been occupied by human populations since the retreat of the Laurentide glacier approximately 13,000 years ago, or 11,000 Before the Common Era (B.C.E.) (Ferris, 2013).¹ During the Paleo period (c. 11,000 B.C.E. to 9,000 B.C.E.), groups tended to be small, nomadic, and non-stratified. The population relied on hunting, fishing, and gathering for sustenance, though their lives went far beyond subsistence strategies to include cultural practices including but not limited to art and astronomy. Fluted points, beaked scrapers, and gravers are among the most important artifacts to have been found at various sites throughout southern Ontario, and particularly along the shorelines of former glacial lakes. Given the low regional population levels at this time, evidence concerning Paleo period groups is very limited (C. J. Ellis & Deller, 1990).

Moving into the Archaic period (c. 9,000 B.C.E. to 1,000 B.C.E.), many of the same roles and responsibilities continued as they had for millennia, with groups generally remaining small, nomadic, and non-hierarchical. The seasons dictated the size of groups (with a general tendency to congregate in the spring/summer and disperse in the fall/winter), as well as their various sustenance activities, including fishing, foraging, trapping, and food storage and preparation. There were extensive trade networks which involved the exchange of both raw materials and finished objects such as polished or ground stone tools, beads, and notched or stemmed projectile points. Furthermore, mortuary ceremonialism was evident, meaning that there were burial practices and traditions associated with a group member's death (C. J. Ellis et al., 2009; C. J. Ellis & Deller, 1990).

The Woodland period (c. 1,000 B.C.E. to 1600 C.E.) saw several trends and aspects of life remain consistent with previous generations. Among the more notable changes, however, was the introduction of pottery, the establishment of larger

¹ 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.



occupations and territorial settlements, incipient horticulture, more stratified societies, and more elaborate burials. Later in this period, settlement patterns, foods, and the socio-political system continued to change. A major shift to agriculture occurred in some regions, and the ability to grow vegetables and legumes such as corn, beans, and squash ensured long-term settlement occupation and less dependence upon hunting and fishing. This development contributed to population growth as well as the emergence of permanent villages and special purpose sites supporting those villages. Furthermore, the socio-political system shifted from one which was strongly kinship based to one that involved tribal differentiation as well as political alliances across and between regions (Birch et al., 2021; Dodd et al., 1990; C. J. Ellis & Deller, 1990; Williamson, 1990).

The arrival of European trade goods in the sixteenth century, Europeans themselves in the seventeenth century, and increasing settlement efforts in the eighteenth century all significantly impacted traditional ways of life in Southern Ontario. Over time, war and disease contributed to death, dispersion, and displacement of many Indigenous peoples across the region. The Euro-Canadian population grew in both numbers and power through the eighteenth and nineteenth centuries and treaties between colonial administrators and First Nations representatives began to be negotiated.

The study area is within Treaty No. 3 or the Between the Lakes Purchase. Following the American Revolutionary War, the British Crown needed to find lands on which to settle United Empire Loyalists, including approximately 2,000 members of the Six Nations confederacy who had fought alongside British troops. Led by Sir Frederick Haldimand who was the governor of Quebec at that time, the Crown was initially planning on providing lands for Loyalist settlers in Quebec and Southeastern Ontario, including providing land in the Bay of Quinte for Six Nations refugees. This was not suitable for many of the members of Six Nations and a contingent of approximately 1,800 community members, led by Chief Joseph Brant, requested land north of Lake Erie along the Grand River. Brant felt that the location in the Bay of Quinte was too isolated and that his followers



could be better served by being closer to the Six Nations communities that chose to remain in the United States in western New York (Surtees, 1984, p. 21).

Recognizing that under the terms of the Royal Proclamation the land needed to be purchased prior to settlement, Colonel John Butler was sent to negotiate with the Mississaugas of the Credit for lands east of Lake Ontario and north of Lake Erie. On May 22, 1784, the Mississaugas of the Credit agreed to cede approximately 3,000,000 acres (1,214,057 hectares) of land containing all or part of Brant, Elgin, Middlesex, Oxford, and Wellington Counties as well as the Regions of Haldimand-Norfolk, Halton, Hamilton-Wentworth, Niagara, and Waterloo. In exchange for these lands, the Mississaugas received £1180.74 worth of trade goods (Crown-Indigenous Relations and Northern Affairs 2016; Surtees 1984). Of the 3,000,000 acres (1,214,057 hectares), approximately 550,000 acres (222,577 hectares) was set aside for the settlement of Six Nations people.

However, due to uncertainties with the description of the lands in the original surrender, Treaty #3 was renegotiated on December 7, 1792, to clarify what was ceded. This largely revolved around the northern boundary of the Treaty area and in particular the area set aside for Six Nations settlement along the Grand River (see Haldimand Tract and Treaty #4). The signees on the side of the British included Lieutenant Governor John Graves Simcoe, John Butler, Robert Kerr, Peter Russell, John McGill, and Davie William Smith. The signees on the side of the Mississauga included Chiefs Wabakayne, Wabanip, Kautabus, Wabaniship and Mottotow (Crown-Indigenous Relations and Northern Affairs, 2016; Mississaugas of the Credit First Nation, 2017; Surtees, 1984).

The original text stipulated that the north-west boundary of the parcel was an imaginary line between Burlington Bay and the Thames River, which is inconsistent with the geography of the area. The boundaries of the parcel were corrected to create a polygon encompassing the Niagara peninsula up to Burlington Bay and then up north to the present-day town of Arthur then south to the present-day town of Woodstock to finally meet Lake Erie at Port Bruce. Treaty #3 lands exclude a corridor along the Grand River set aside for Six Nations (Crown-Indigenous Relations and Northern Affairs, 2016; Native Land Digital, 2018).



3.3 Historical Euro-Canadian Township Survey and Settlement

The first Europeans to arrive in the area were transient merchants and traders from France and England, who followed Indigenous pathways and set up trading posts at strategic locations along the well-traveled river routes. All of these occupations occurred at sites that afforded both natural landfalls and convenient access, by means of the various waterways and overland trails, into the hinterlands. Early transportation routes continued the use of existing Indigenous trails that typically followed the highlands adjacent to various creeks and rivers (Archaeological Services Inc., 2006). Early European settlements occupied similar locations as Indigenous settlements as they were generally accessible by trail or water routes and would have been in locations with good soil and suitable topography to ensure adequate drainage.

Throughout the period of initial European settlement, Indigenous groups 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).

Historically, the study area is located in the Township of Guelph in Lots B & C, Ranges 1-3, within the City of Guelph.



3.3.1 Township of Guelph

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 & 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 the year 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 & Mika, 1981). Many settlers arrived in the township between the years 1827 and 1830.

3.3.2 City of Guelph

While the present boundaries for the City of Guelph fall within the former Townships of Puslinch and Guelph, the historical 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 the company offices, a saw mill, a market square, two churches and a burial ground. Registered plans of subdivision for this village date from 1847-1865. The first settlers were attracted here in the next few years. By the late 1840s, the population of Guelph had reached 1,480, and it was incorporated as a town in 1850. It was also selected as the capital of Wellington County, and it was also deemed to be an inland port of entry. The population had reached 6,878 by 1873. By April 1879, the population exceeded 10,000 and Guelph was incorporated as a city. Guelph contained a wide variety of trades and professions by the 1840s (Johnson, 1977). By the 1870s, Guelph contained churches, banks, insurance agencies, a library, two newspapers, telegraph offices, hotels, stores, flour, saw, and planing mills, woollen factories, foundries, machinery works, sewing machine works, musical instrument manufacturers, tanneries, soap and candle factories, shoemakers, wooden ware manufacturers, and two breweries. It was a station for both the Grand Trunk and



Canadian Pacific Railways. Guelph was built on a number of hills which gives it a picturesque appearance, and a number of fine heritage structures in the city were built out of local limestone (Cameron, 1967; Crossby, 1873; Fischer & Harris, 2007; Rayburn, 1997; Scott, 1997; Winearls, 1991).

3.3.3 Transportation Development

Grand Trunk Railway

The Grand Trunk Railway (G.T.R.) Company of Canada was incorporated by the Canadian government in 1852 and was planned to connect Toronto to Montreal. It began in 1853 by purchasing five existing railways: the St. Lawrence and Atlantic Railroad Company, the Quebec and Richmond Railroad Company, the Toronto and Guelph Railroad Company, the Grand Junction Railroad Company, and the Grand Trunk Railway Company of Canada East. By 1853, the Toronto and Guelph Railroad Company had already begun construction of its line. Construction of the line through Guelph (now the Metrolinx rail corridor) began in the spring of 1853 and was completed by 1856 (City of Guelph & MHBC, 2018). In 1920, control of the G.T.R. was assumed by the Canadian Government and three years later, in 1923, the G.T.R. was amalgamated with Canadian National Railway (Andreae, 1997). The line cuts across southern end of the study area (now the Metrolinx corridor), and the alignment of a former spur line that has been converted to the CNR Spurline Trail (forming part of the Royal Recreation Trail) cuts across the northern end of the study area.

Guelph Junction Railway

The Guelph Junction Railway (G.J.R.) was established in 1884 by the citizens of Guelph who were seeking an alternative to the G.T.R. monopoly that could offer improved rates and service. Work commenced in the fall of 1886 to construct a line from a point south of the Grand Trunk Railway in Guelph to a connection with the Credit Valley Railway near Campbellville. By the time the line opened in September 1888, the directors of the G.J.R. had entered into an agreement with the Canadian Pacific Railway (C.P.R.) for the lease and operation of the line. The



G.J.R. continues to be owned and operated by the City of Guelph (Hughes, 1997). The line cuts across the northeastern arms of the study area.

3.4 Review of Historical Mapping

The 1827 *Plan of the Town of Guelph* (Galt, 1827), the 1862 *Cooper's map of Guelph* (Cooper, 1862), and the 1872 aerial plan of Guelph (Brosius, 1872), were examined to determine the presence of historical features within the study area during the nineteenth century (Figure 2 to Figure 4). Historically, the study area is located in the Township of Guelph in Lots B & C, Ranges 1-3, within the City of Guelph.

It should be noted, however, that not all features of interest were mapped systematically in the Ontario series of historical atlases. For instance, they were often financed by subscription limiting the level of detail provided on the maps. Moreover, not every feature of interest would have been within the scope of the atlases. The use of historical map sources to reconstruct or predict the location of former features within the modern landscape generally begins by using common reference points between the various sources. The historical maps are geo-referenced to provide the most accurate determination of the location of any property on a modern map. The results of this exercise can often be imprecise or even contradictory, as there are numerous potential sources of error inherent in such a process, including differences of scale and resolution, and distortions introduced by reproduction of the sources.

The 1827 *Plan of the Town of Guelph* (Galt, 1827) shows the initial town layout along the southern bank of the Speed River (Figure 2). The street and block pattern within the study area radiate outward from an apex at the bend in the Speed River. This resulted in an irregular, radial street pattern within downtown Guelph. South of the downtown area, the lots follow a standard grid pattern. The plan largely reflects the current-day alignment of streets in the city's core. The saw mill on the plan indicates an early plan for a mill at the site of what would become Wellington Mills, built in 1845, and the later Goldie Mills, constructed in 1866, whose ruins stand in the location today.



The 1862 *Cooper's Map of Guelph* (Cooper, 1862) shows the streets with much the same layout as the 1827 Plan, with the area subdivided into town lots (Figure 3). The development of the community is evident, particularly within the downtown core. The lots at the north end of the study area, including where Exhibition Park now sits, are largely undeveloped at this time. The eastern and southern portions of the study area are beginning to be developed, denoted by buildings on the map and reflecting industrial construction close to the Speed River and early residential construction that occurred surrounding the downtown core. While a small portion of St. Patrick's Square falls into the study area in the 1827 *Plan of the Town of Guelph*, the square's footprint as it was built is smaller and thus is located outside of the study area from the 1862 *Cooper's Map of Guelph* and onward.

The 1872 *Aerial Plan of Guelph* (Brosius, 1872) shows Guelph as a bustling city, with numerous features that remain today, including Exhibition Park, which was established in 1871 (Figure 4). Commercial blocks are illustrated within the downtown core. Industrial properties are sited along the riverbanks, including the Goldie Mill buildings within the eastern tip of the study along the Speed River. Adjacent to the mill, a bridge crosses the Speed River in the location of the Norwich Street Bridge, built in 1882. Residential growth is visible radiating outward from the downtown Core. Within the western portion of the plan, the study area is illustrated within a rural agricultural context with some clusters of residential properties beginning to fill in along Glasgow Street and cross streets.

In addition to nineteenth-century mapping, historical topographic mapping and aerial photographs from the twentieth and twenty-first centuries were examined. This report presents maps and aerial photographs from 1906, 1930, 1955, 1975, and 2000 (Figure 5 to Figure 8).

The 1906 historical atlas map (Historical Atlas Publishing Co., 1906) does not illustrate the location of buildings, but does show the subdivision of lots (Figure 5). Features shown on the map within the study area include Exhibition Park, labelled as "Exhibition Grounds", and a spur line of the Grand Trunk Railway that weaves in and out of the study area particularly in the north end and crosses



through the northern end of the exhibition grounds. The Goldie Mill complex is not indicated on the 1906 map of Guelph, however the Norwich Street Bridge is shown. The Electric Street Railway crosses through the southern portion of the study area along what is now Waterloo Avenue.

The 1930 aerial photograph of Guelph (University of Waterloo, 1930) shows the core of the city as largely built out in the areas south of London Road and east of Exhibition Park (Figure 6). The northwest edges of the study area remain within a rural context. A baseball diamond and stadium is shown at the north end of Exhibition Park, with open space in the middle and a forested area at the south end. Most other features within the study area shown on earlier maps are also visible in this photograph.

The 1955 aerial photograph of Guelph (*1955 Air Photo of the City of Guelph*, 1955) reflects continued intensification spreading outward from the downtown core (Figure 7). Residential development has occurred within the northwestern edge of the study area. Trees are beginning to line the edges of Exhibition Park. Glasgow Street and its cross streets are densely populated with houses and trees. Most other features within the study area shown on earlier figures continue to be visible in this photograph.

The 1975 topographic map of Guelph (Department of Energy, Mines and Resources, 1975a, 1975b) reflects the dense residential environment and highlights prominent buildings dispersed throughout the downtown core and study area (Figure 8). An arena is labelled within Exhibition Park and a “water tank” sits partially within the study area to the north of the park. The northeastern and eastern arms of the study area include multiple large industrial buildings including the Goldie Mill and Norwich Street Bridge. Along Glasgow Street, multiple churches are indicated within the study area. Most other features within the study area shown on earlier figures continue to be visible here, with the exception of the railway spur which is not depicted on the 1975 map.

The 2000 aerial photograph (City of Guelph, 2000) indicates that the study area has remained in an urban residential and commercial context throughout the



twentieth century (Figure 9). Any changes over the later twentieth century have been gradual. Most other features within the study area shown on earlier figures continue to be visible here. The former of the Canadian Pacific Railway spur line that was shown running through Exhibition Park prior to the 1975 mapping can be seen in this photograph as a walking trail. The Goldie Mill ruins are visible and are surrounded by pedestrian walking trails, one of which connects to the Norwich Street Bridge.

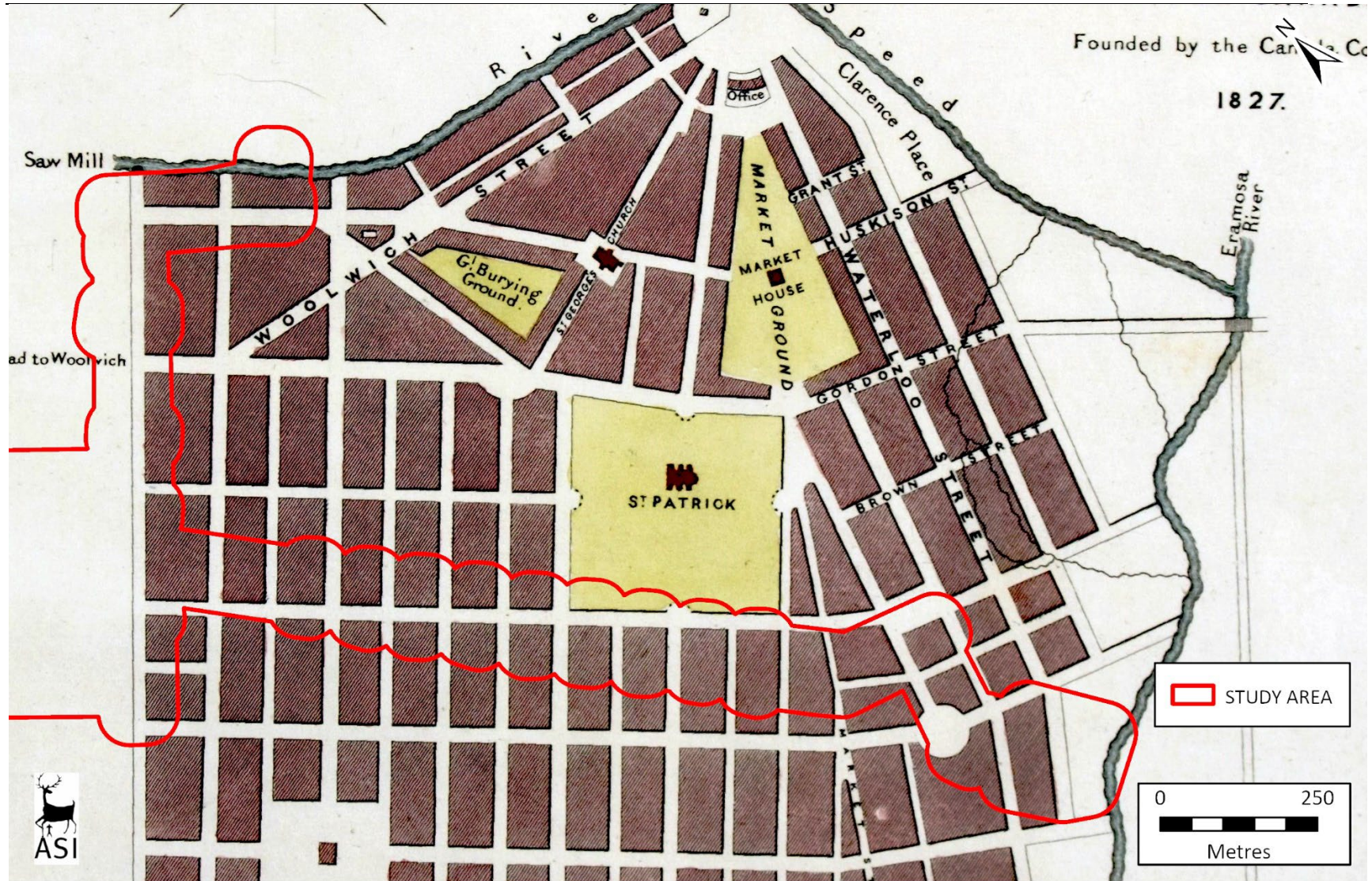


Figure 2: The study area overlaid on the 1827 Plan of Guelph (Galt, 1827).

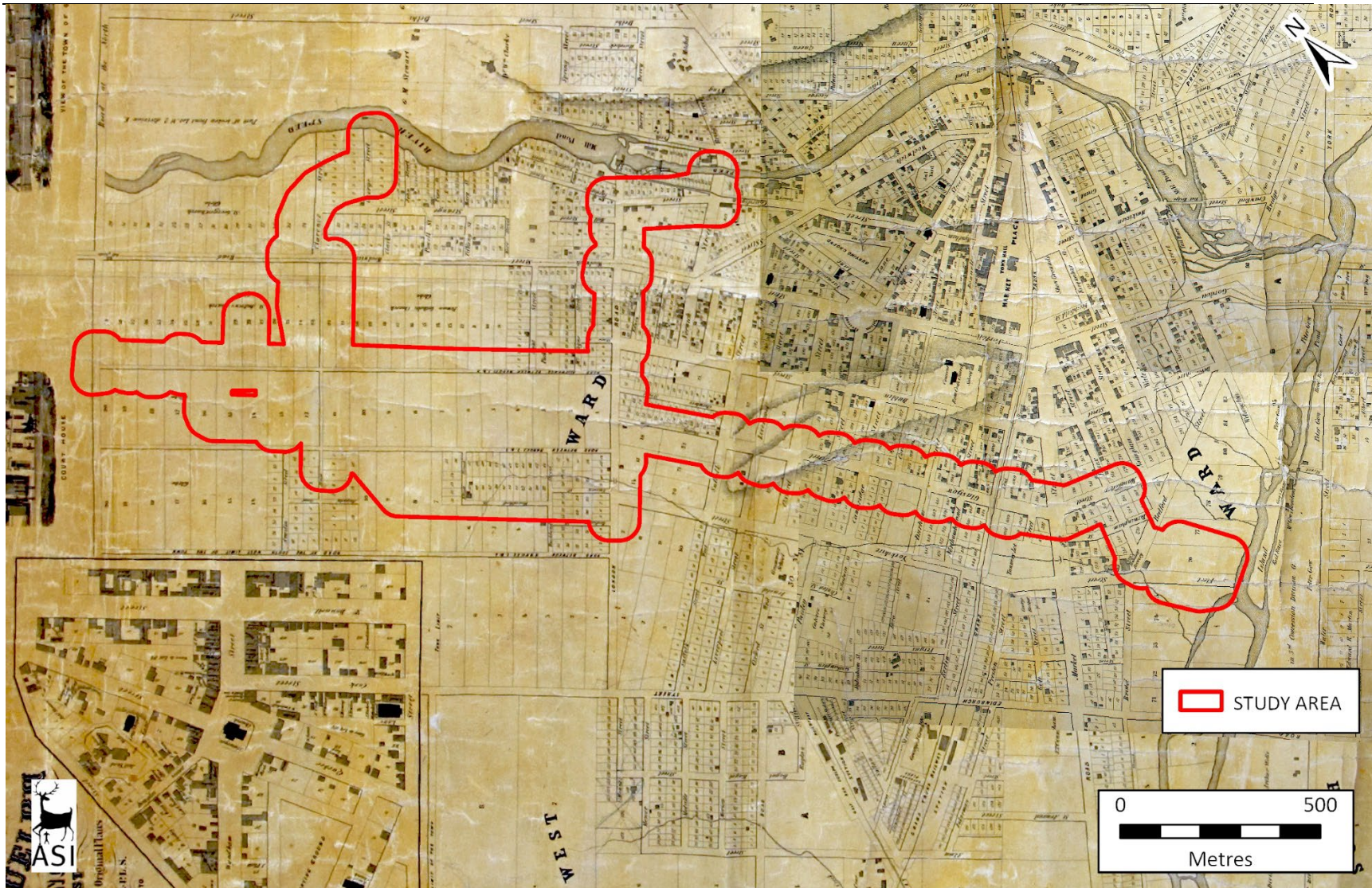


Figure 3: Study area overlaid on the 1862 Cooper's Map of Guelph (Cooper, 1862).

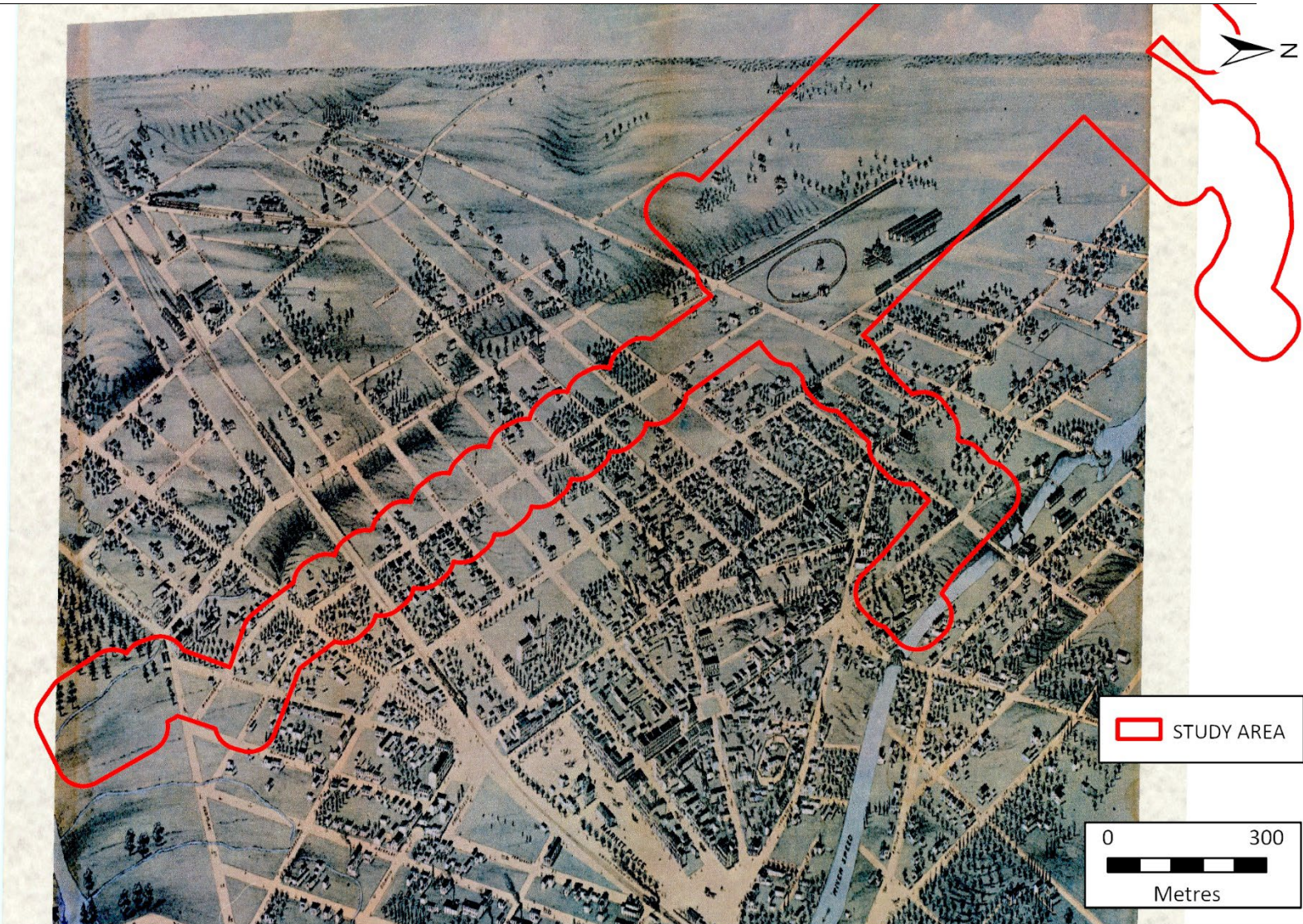


Figure 4: Study area overlaid on the 1872 Aerial plan of Guelph (Brosius, 1872).

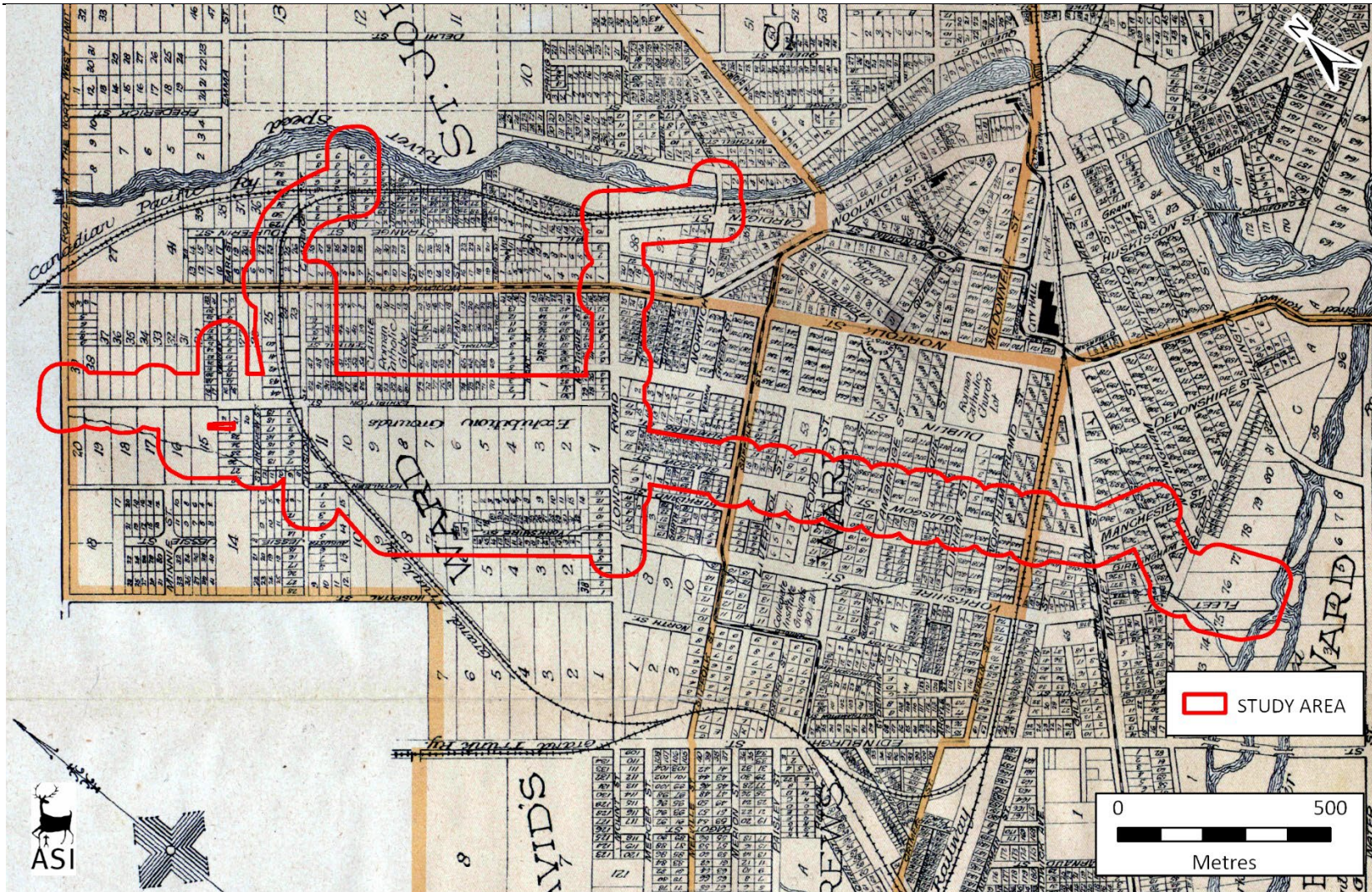


Figure 5: Study area overlaid on the 1906 Historical Atlas Map of Guelph (Lloyd, 1906).

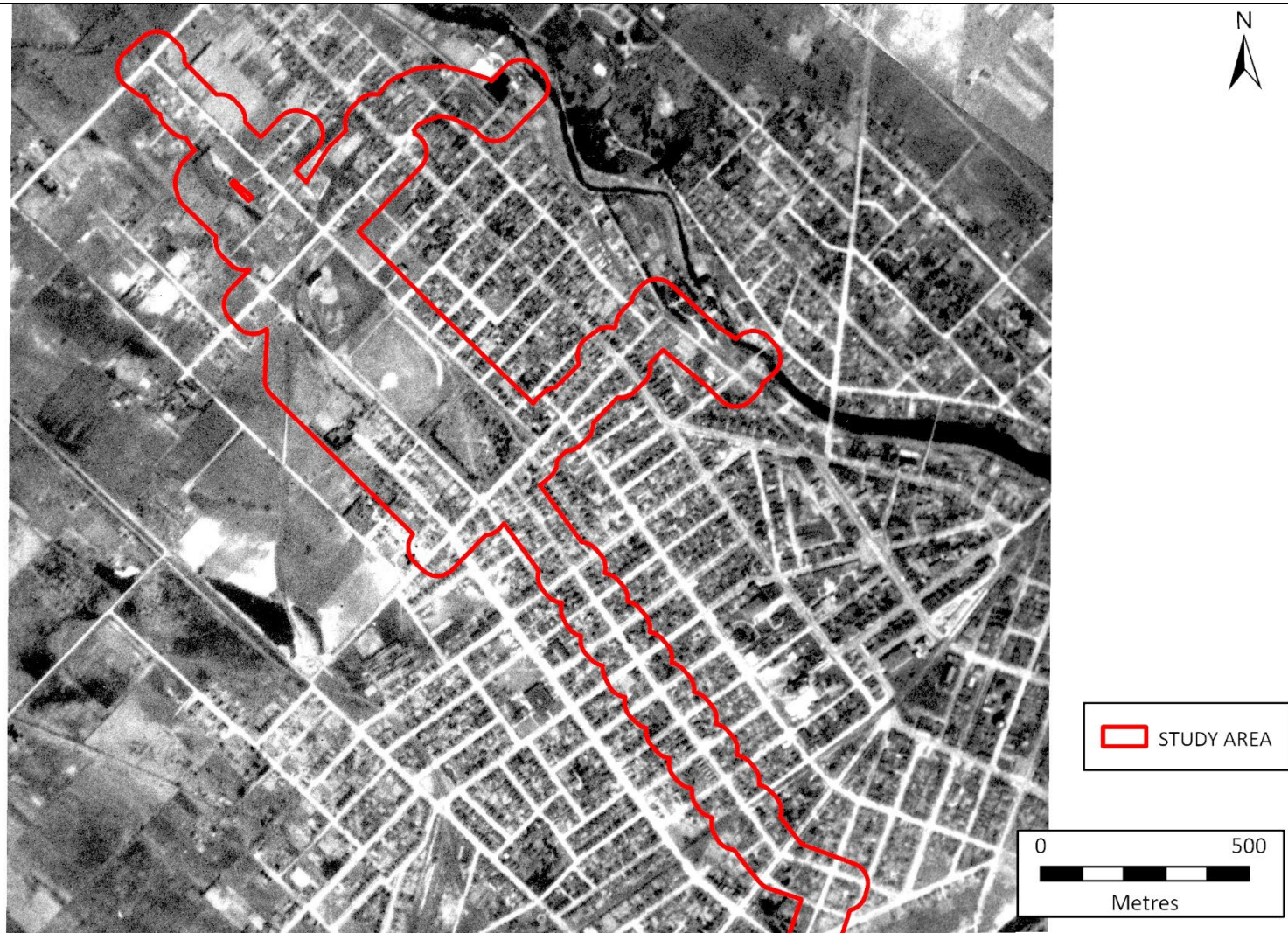


Figure 6: Study area overlaid on the 1930 aerial photograph of Guelph (University of Waterloo, 1930).

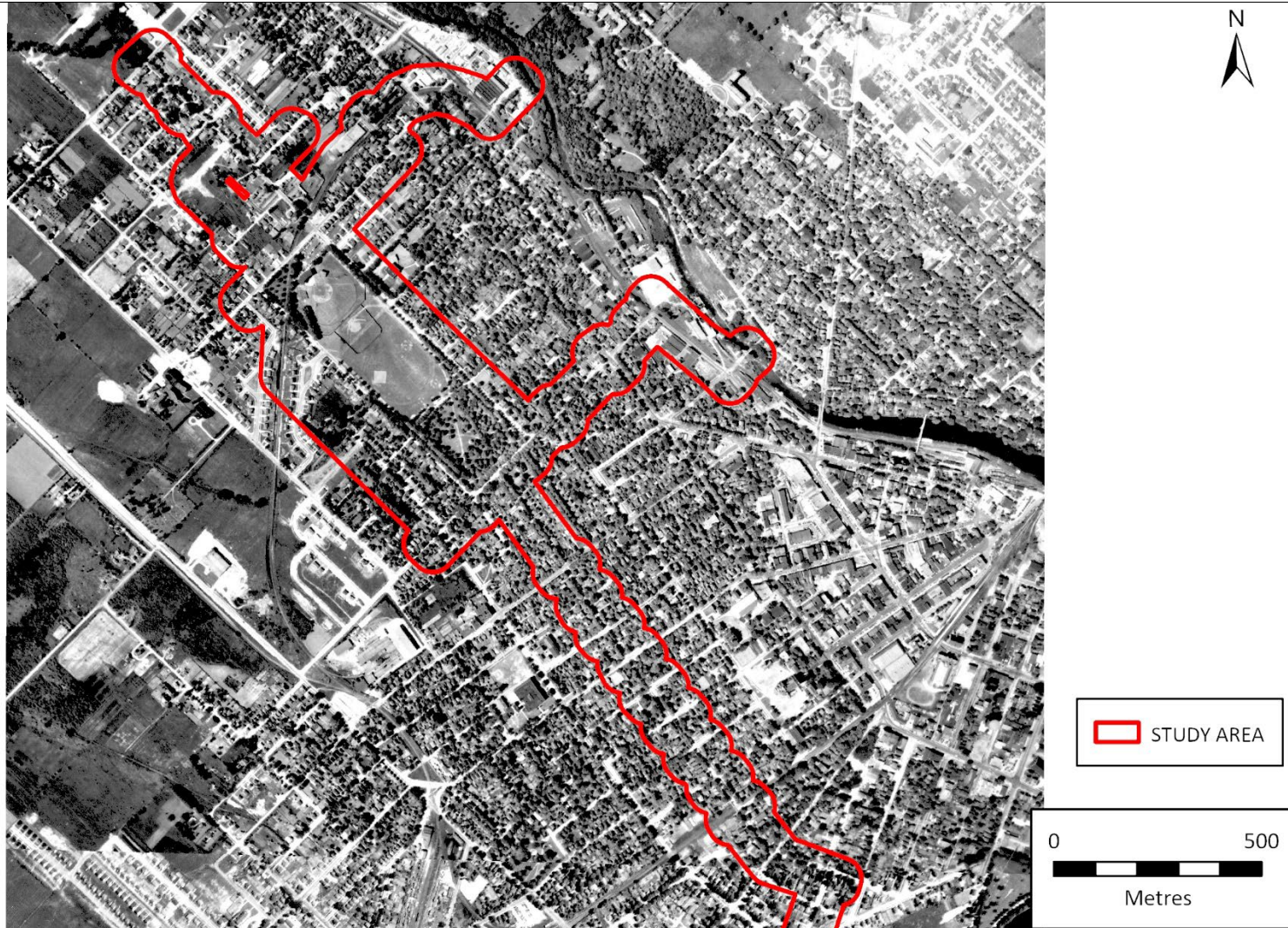


Figure 7: Study area overlaid on the 1955 aerial photograph of Guelph (1955 Air Photo of the City of Guelph, 1955).

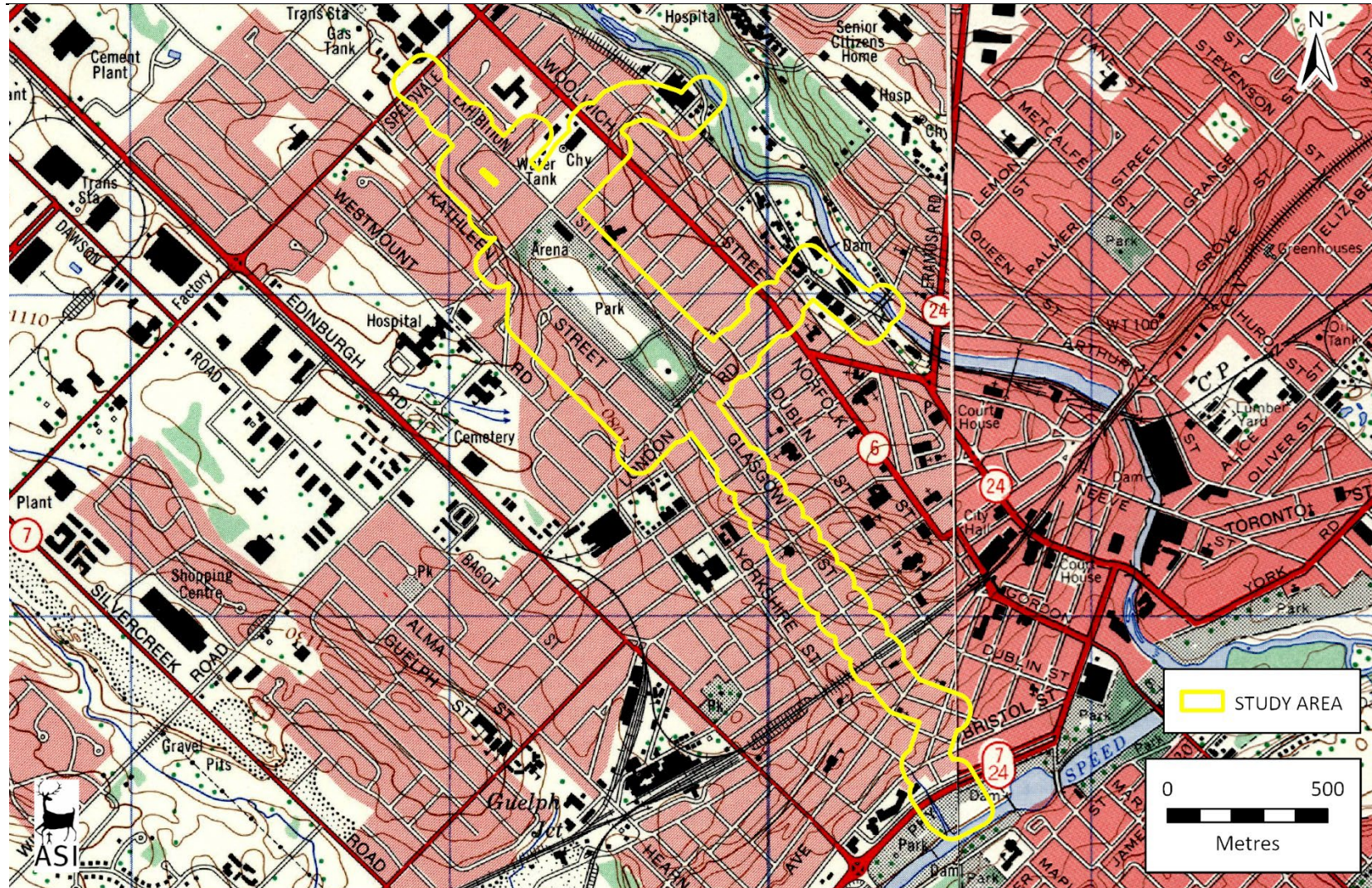


Figure 8: Study area overlaid on the 1975 topographic map of Guelph (Department of Energy, Mines and Resources, 1975b, 1975a).

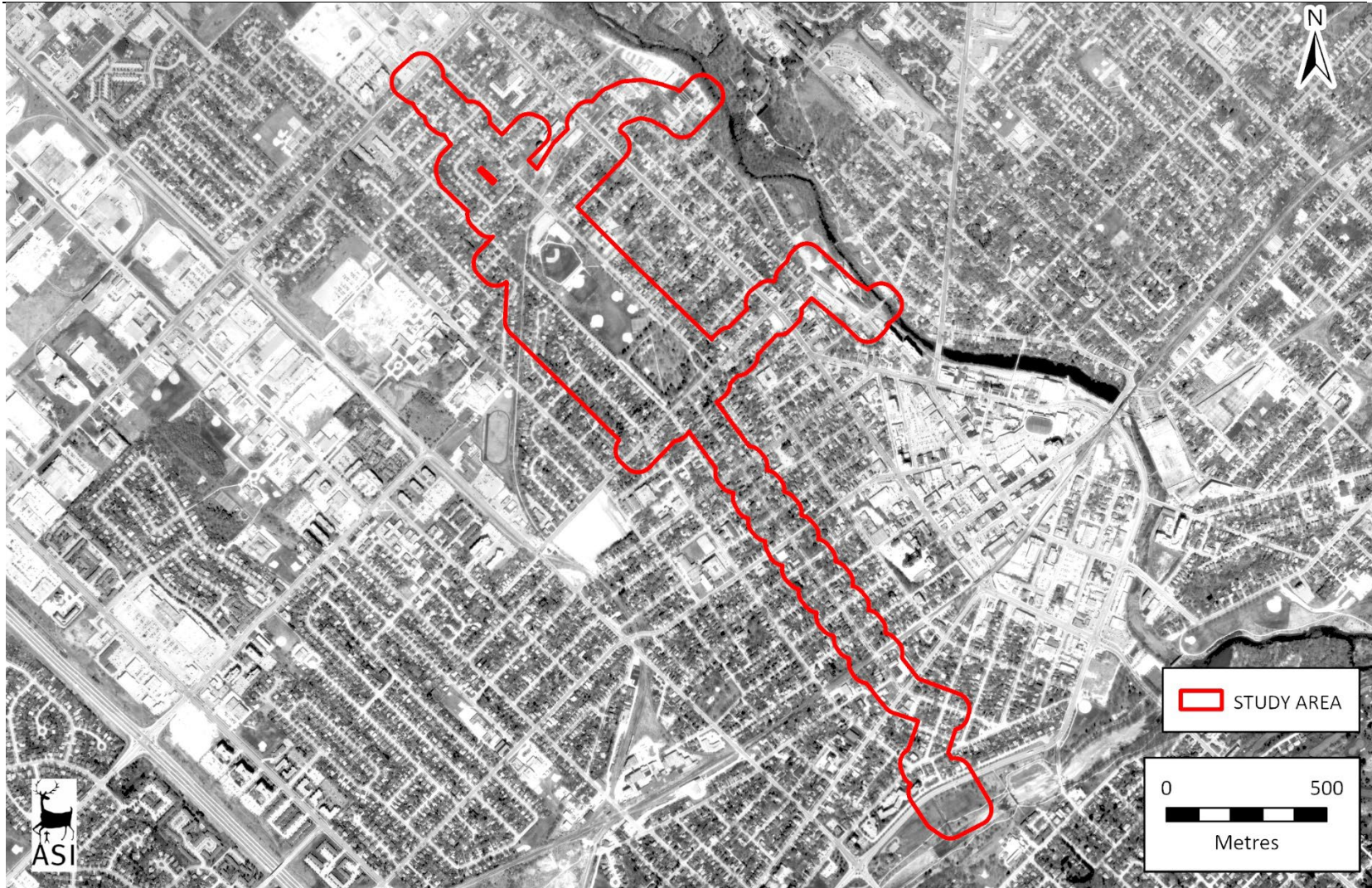


Figure 9: Study area overlaid on a 2000 orthographic image of Guelph (City of Guelph, 2000).

4.0 Existing Conditions

A field review of the study area was undertaken by Becca Clark of Archaeological Services Inc., on 6 June 2024 to document the existing conditions of the study area from existing rights-of-way. The existing conditions of the study area are described below and captured in Plate 3 to Plate 32. The description of the study area has been organized according to the previously identified cultural heritage landscape (C.H.L.) that each portion of the study area passes through, with the exception of the north and south ends of the study area which are not located within a C.H.L.

4.1 Description of Field Review

4.1.1 North End of the Study Area

The northern end of the study area encompasses the stretch of Exhibition Street from Speedvale Avenue West to north of Division Street as well as Robertson Drive and parts of Verney Street and St. Andrew Street (Plate 1 and Plate 2). The streets within this section of the study area are generally paved two-lane roads with concrete sidewalks and curbs and grass boulevards. The streetscapes consist of early to mid twentieth-century detached homes on small lots. The houses are generally one to one-and-a-half-storeys and clad in siding or red brick. Speedvale Avenue West is a four-lane paved road with concrete sidewalks and curbs. The Canadian National Railway (C.N.R.) Spurline Trail curves northeastward between a municipal water tower property and industrial park, which lies partially within the study area, and the rear of private residences on Division Street.





Plate 1: View of houses along the west side of Exhibition Street, north of Division Street (A.S.I., 2024).



Plate 2: Facing west along Barton Street from Exhibition Street (A.S.I., 2024).

4.1.2 Exhibition Park Candidate Cultural Heritage Landscape

The Exhibition Park Candidate Cultural Heritage Landscape (C.C.H.L.) includes Exhibition Park (Plate 3) and the surrounding residential area and is bounded by Division Street in the north, Kathleen Street in the west (inclusive of Lyon Avenue and Tipperary Place), London Street East in the south, and Exhibition Street in the east. The C.C.H.L. also includes a large portion of the CNR Spurline Trail, which follows the alignment of the former railway spur (Plate 4). The majority of the trail is a gravel path lined with vegetation, through some of the path, especially near remaining active rail lines, is paved. The trail crosses multiple paved streets including Woolwich Street. The C.C.H.L. consists of late nineteenth and early twentieth-century residential streetscapes with primarily single detached houses. The streets surrounding Exhibition Park south of Division Street are single-lane two-way streets generally lined with grass boulevards, concrete curbs, sidewalks, and a mature tree canopy. The houses have varied architectural styles, but generally can be described as one to two storeys, primarily clad in brick or siding. Lots are relatively small with consistently shallow setbacks and mature trees (Plate 5 and Plate 6). The north end of the C.C.H.L. and surrounding Division Street presents a more diverse range of houses in terms of age, ranging from nineteenth century and mid-to-late twentieth century (Plate 7 and Plate 8). Victory Public School on Exhibition Street is an early twentieth century red-brick two-storey school building with multiple entrances facing Exhibition Street, Clarke Street West and Powell Street (Plate 9). Exhibition Park itself contains multiple baseball fields, an arena, and a parking lot among other outdoor facilities like tennis courts (Plate 10 and Plate 11), as well as mature deciduous and coniferous trees dispersed throughout and bordering the park. The majority of the landscape consists of grass and paved walking paths.

Within the Exhibition Park C.C.H.L. lies a small potential C.H.L. formed by the properties at 18 Kathleen Street and 19 Lyon Avenue. (Plate 12 and Plate 13). 18 Kathleen Street is a two-storey Colonial Revival/Neo-Georgian brown brick house built in 1928 (City of Guelph, 2015). 19 Lyon Street is a one-storey buff brick



Ontario cottage built c. 1875 (City of Guelph, 2023). The two properties' rear yards back onto each other.



Plate 3: View of the mature vegetation in Exhibition Park facing southeast (A.S.I., 2024).



Plate 4: Looking west along CNR Spurline Trail (A.S.I., 2024).



Plate 5: Looking west on Lyon Avenue at a row of early-to-mid twentieth century homes (A.S.I., 2024).



Plate 6: Looking west on Kathleen Street at a group of homes that face Exhibition Park (A.S.I., 2024).



Plate 7: Looking north on Division Street at two red-brick homes (A.S.I., 2024).



Plate 8: Looking southwest down Division Street from the intersection of Kathleen Street (A.S.I., 2024).



Plate 9: Victory Public School from Clarke Street West (A.S.I., 2024).





Plate 10: View of the Exhibition Park Arena and parking lot at the David E. Hastings Stadium (A.S.I., 2024).



Plate 11: View of the baseball fields from the east side of Exhibition Park (A.S.I., 2024).



Plate 12: 18 Kathleen Street (A.S.I., 2024).



Plate 13: 19 Lyon Avenue (A.S.I., 2024).



4.1.3 Woolwich Street Candidate Cultural Heritage Landscape

The Woolwich Street C.C.H.L. runs north-south along Woolwich Street just west of the Speed River and intersects with the study area at Division Street, the CNR Spurline Trail, and London Road West. The CNR Spurline Trail follows the decommissioned rail line through the study area with a curved alignment from southwest to southeast (Plate 14). The trail intersects with Woolwich Street just north of Division Street. At the intersection of Division Street and Woolwich Street, both streets are two-lane paved streets with concrete curbs, grass boulevards and sidewalks on both sides. Woolwich Street has a bike lane and parking lane on its west side. The architecture surrounding the intersection is generally comprised of houses built in the late nineteenth century and early twentieth century (Plate 15). One corner property is mixed use commercial/residential (Plate 16).



Plate 14: CNR Spurline Trail from Woolwich Street (A.S.I., 2024).



Plate 15: Houses along the east side of Woolwich Street (A.S.I., 2024).



Plate 16: A mixed-use commercial and residential building on the northeast corner of Woolwich Street and Division Street (A.S.I., 2024).

4.1.4 Riverside Industrial Corridor Candidate Cultural Heritage Landscape

The Riverside Industrial Corridor C.C.H.L. runs north-south between Dufferin Street and the Speed River and includes the Goldie Mill Ruins. The C.C.H.L. intersects with the study area just northwest of Clarence Street where the study area arches southeast and then turns onto George Street to meet the river. At its intersection with the study area, the C.C.H.L. is characterized by the Guelph Junction Railway tracks and a number of large industrial buildings dating to the late nineteenth and early twentieth centuries (Plate 17 and Plate 18). George Street within the study area is a two-lane paved street with a concrete curb, grass boulevard and sidewalk all on one side only. The study area follows the Downtown Trail (forming part of the Royal Recreation Trail) through the C.C.H.L. toward the Speed River (Plate 19). This C.C.H.L. also includes a portion of Cardigan Street as well as the Goldie Mill ruins and Norwich Street Bridge which sit within the eastern arm of the study area (Plate 20 and Plate 21). Cardigan Street within the study area is a two-lane paved street with concrete curbs, grass boulevards and sidewalks on both sides.





Plate 17: View of an industrial building, the City of Guelph Junction Railway line, and the Downtown Trail (A.S.I., 2024).



Plate 18: View of an industrial building on a large lot that fronts onto Dufferin Street (A.S.I., 2024).



Plate 19: A portion of the Downtown Trail covered by tree canopy (A.S.I., 2024).



Plate 20: Goldie Mill ruins (A.S.I., 2024).

4.1.5 Speed and Eramosa River Candidate Cultural Heritage Landscape

The Speed and Eramosa River Candidate Cultural Heritage Landscape runs along both the Speed and Eramosa Rivers within the limits of the City of Guelph. The C.C.H.L. intersects with the study area at the east end of George Street and again along the Norwich Street bridge. The Norwich Street bridge was built in 1882 and is a single-span, pony truss bridge of iron and steel (City of Guelph, 1998). The bridge was designated in 1998 under Part IV of the Ontario Heritage Act (By-law 1998-15786).



Plate 21: Norwich Street Bridge (A.S.I., 2024).

4.1.6 Guelph Collegiate Candidate Cultural Heritage Landscape

The Guelph Collegiate C.C.H.L. is bounded by Edinburgh Road North to the west, Norfolk Street to the east, Suffolk Street West to the north and Kent Street to the south. The study area runs through the centre of the C.C.H.L. along Glasgow Street North and includes the intersections of each street that crosses Glasgow Street North. This section of the study area is characterized as a residential neighbourhood with large lots containing mid-nineteenth to early-twentieth century houses dating to 1855 onward, (City of Guelph & MHBC, 2020) with a mix of architectural styles (Plate 22 to Plate 25). The houses are generally large, two-storey structures with mature trees and deep setbacks. The two-lane paved streets are lined by grass boulevards with concrete curbs and sidewalks on either one or both sides of the street. The C.C.H.L. within the study area includes the Church of the Apostles, a late-nineteenth century Anglican stone church, on the southwest corner of Paisley Street and Glasgow Street North (Plate 26). The

Guelph Junction Railway line crosses through the south end of the C.C.H.L. (Plate 27).



Plate 22: Row of houses along the northeast corner of Glasgow Street North and Liverpool Street (A.S.I., 2024).



Plate 23: House on Glasgow Street North between
Liverpool Street and Oxford Street (A.S.I., 2024).



Plate 24: House on Glasgow Street North between
Cambridge Street and Cork Street (A.S.I., 2024).



Plate 25: House at the intersection of Glasgow Street North and Northumberland Street (A.S.I., 2024).



Plate 26: Church of the Apostles at the intersection of Paisley Street and Glasgow Street North (A.S.I., 2024).



Plate 27: Guelph Junction Railway tracks at the south end of the C.C.H.L. (A.S.I., 2024).

4.1.7 Waterloo Avenue Candidate Cultural Heritage Landscape

The Waterloo Avenue C.C.H.L. sits north of the Speed River and south of the City of Guelph railroad tracks. The study area intersects with the C.C.H.L. along Glasgow Street South and portions of Essex Street, Bristol Street and Holliday Street. Within the study area, the residential neighbourhood's period of construction generally ranges from the early to mid- twentieth century. The houses in the north end of the C.C.H.L. along Glasgow Street are generally one-and-a-half to two-storey brick structures on large lots with mature trees (Plate 28). The homes in the south end of the C.C.H.L., starting at Essex Street, are generally one to one-and-a half-storey detached homes on lots with shallow setbacks and mature trees (Plate 29). The streets are generally paved two-lane roads with concrete curbs, grass boulevards and sidewalks.



Plate 28: View facing north from the intersection of Glasgow Street South and Essex Street (A.S.I., 2024).



Plate 29: View facing north from the intersection of Glasgow Street South and Bristol Street (A.S.I., 2024).





Plate 30: Limestone cottage at the intersection of Essex Street and Birmingham Street (A.S.I., 2024).

4.1.8 South End of the Study Area

Silvercreek Park sits at the south end of the study area, just north of the Speed River parallel to Wellington Street West (Plate 31 and Plate 32). It contains a large multi-use grass field and a stretch of the CNR Spurline Trail. Wellington Street West is a four-lane paved road with concrete curbs and two lanes for each direction and an east-west alignment within the study area. The north side of the road has a grass boulevard to separate traffic from the residential street, Raymond Street, that runs parallel to the north side of the road.



Plate 31: View facing east along Wellington Street West (A.S.I., 2024).




Plate 32: View of Silvercreek Park from Wellington Street West (A.S.I., 2024).

4.2 Identification of Known and Potential Built Heritage Resources and Cultural Heritage Landscapes



Based on the results of the background research and field review, six potential candidate cultural heritage landscapes (C.H.L.s) and one additional potential C.H.L. were identified within the study area. An inventory of potential C.H.L.s within the study area is presented below in Table 1. Six of these potential C.H.L.s are identified as Candidate C.H.L.s in the City's *Cultural Heritage Action Plan* (City of Guelph & MHBC, 2020). 588 known and potential built heritage resources (B.H.R.s) were also identified within the study area, including properties designated under Part IV of the *Ontario Heritage Act*, properties listed on the municipal heritage register, and properties identified by the City as "Potential Heritage Resources". A list of the known and potential B.H.R.s is presented in Appendix B. Figure 26 presents mapping showing the location of identified C.H.L.s. Figure 27 to Figure 38 present mapping showing the location of identified B.H.R.s².


² Parcel fabric was supplied by the City of Guelph. There appear to be some irregularities with property lines in some places and there are some areas near the edges of the study area where no parcel fabric is shown. However, these discrepancies do not impede the identification of C.H.L.s and B.H.R.s or the preliminary impact assessment.



Table 1: Inventory of Potential Cultural Heritage Landscapes within the Study Area


Feature I.D.	Type of Property	Address or Location	Heritage Status and Recognition	Description of Property and Known or Potential C.H.V.I. ³	Photographs
C.H.L. 1	Residential/ Institutional/ Recreational C.H.L.	Exhibition Park Candidate C.H.L.	Potential C.H.L. identified as Candidate C.H.L. by the City of Guelph	<p>Description:</p> <p>The Exhibition Park area includes Exhibition Park itself, bounded by Division Street at the north, Kathleen Street to the west, London Street East to the south and Exhibition Street to the east, as well as surrounding nineteenth and twentieth century neighbourhoods. The park was established in 1871, and the neighbourhood surrounding it is one of Guelph’s oldest and most well-known. A number of designated or listed historic properties are immediately proximate to the park. Exhibition Park was originally the location of the former Central Exhibition, which began in 1871. It was also once the location of a horse race track, exhibition building and livestock sheds.</p> <p>Today, the southern portion of the park contains mature shade trees and rolling topography with paved walking paths. The northern area is used for recreational activities including baseball, soccer, and tennis, with an indoor hockey arena at the northeast corner. The park provides multi-use trails and leisure areas for visitors.</p> <p>Street blocks south and east of Exhibition Park consist of a concentration of listed and designated residential and institutional heritage properties dating back to the nineteenth and twentieth centuries, with mature shade trees lining the street edges.</p> <p>Exhibition Park has its origins in Plan 8, dating from 1855.</p>	 <p>Figure 10: View within Exhibition Park (A.S.I., 2024).</p>


³ Description, cultural heritage values and character-defining features for C.H.L.s 1 – 6 are reproduced from the *Cultural Heritage Action Plan, Appendix B* (City of Guelph & MHBC, 2020). See Appendix A of the present report for C.H.L. data sheets extracted from the Cultural Heritage Action Plan.


Feature I.D.	Type of Property	Address or Location	Heritage Status and Recognition	Description of Property and Known or Potential C.H.V.I. ³	Photographs
				<p>Cultural Heritage Values:</p> <p>Historical Theme</p> <ul style="list-style-type: none"> • Views – Key landmarks, vistas • Residential neighbourhood – Nineteenth and twentieth century, wartime, registered plans, other significant • Recreational <p>Cultural Value</p> <ul style="list-style-type: none"> • Design value - Aesthetic/Scientific reasons • Historic value - Direct association with a theme, event or person • Contextual value - Important in defining character of an area; Historically, physically, functionally or visually linked to surroundings <p>Community Value</p> <ul style="list-style-type: none"> • Community identity - Tells story of the area • Landmark - Recognized by community • Commemoration - Site used for celebrations • Public space - Used for frequent cultural events • Quality of life - Valued for its day-to-day impact on community life • Local history - Contributing to local lore • Planning - Identified through other planning initiatives <p>Character-defining features:</p> <ul style="list-style-type: none"> • Location of the former Guelph Exhibition, inaugurated in 1871 [in Exhibition Park] 	 <p>Figure 11: Houses along London Road West (A.S.I., 2024).</p>  <p>Figure 12: Victory Public School from Clarke Street West (A.S.I., 2024).</p>


Feature I.D.	Type of Property	Address or Location	Heritage Status and Recognition	Description of Property and Known or Potential C.H.V.I. ³	Photographs
				<ul style="list-style-type: none"> • Former location of horse racing track, exhibition building and livestock sheds [in Exhibition Park] • Historical neighbourhoods overlooking park • Collection of mature trees and landscaped green space 	
C.H.L. 2	Residential/ Transportation	Woolwich Street Candidate C.H.L.	Potential C.H.L. identified as Candidate C.H.L. by the City of Guelph	<p>Description:</p> <p>Woolwich Street is located west of the Speed River, beginning at the intersection of Woolwich Street and Woodlawn Road East and ending at Woolwich and Macdonell Street. The road historically served as a major trade and transportation route connecting the downtown to communities further north, and still serves as a primary route into the city core. Woolwich Street is distinctive for its variety of historic properties, particularly a series of limestone block houses built by John Hall between 1872-1876. It is also notable as being one of the first streets in Guelph to operate the first public transit system in 1895, built by George Sleeman, a local businessman and member of the Sleeman family of brewers.</p> <p>In addition to being a critical transportation route, Woolwich Street hosts an array of architectural styles that are historically significant, with many buildings located along the street listed as heritage properties.</p> <p>Cultural Heritage Values:</p> <p>Historical Theme</p> <ul style="list-style-type: none"> • Planning - Unique, strategic planned settlement • Planning - Remnant of Galt’s radial plan 	 <p>Figure 13: CNR Spurline Trail from Woolwich Street (A.S.I., 2024).</p>


Feature I.D.	Type of Property	Address or Location	Heritage Status and Recognition	Description of Property and Known or Potential C.H.V.I. ³	Photographs
				<ul style="list-style-type: none"> • Transit - First Nations trails; early roads connecting Guelph to other towns; railroad post-1857; streetcar lines, early rural routes; bridges • Residential Neighbourhood – Nineteenth and twentieth century, wartime, registered plans; other significant <p>Cultural Value</p> <ul style="list-style-type: none"> • Design Value - Aesthetic/Scientific reasons • Historic Value - Historic understanding of the area • Historic Value - Direct association with a theme, event or person • Contextual Value - Important in defining character of an area • Contextual Value - Historically, physically, functionally or visually linked to surroundings <p>Community Value</p> <ul style="list-style-type: none"> • Community Identity - Tells story of the area • Local History - Contributing to local lore • Planning - Identified through other planning initiatives <p>Character-defining features:</p> <ul style="list-style-type: none"> • A concentration of heritage resources including heritage buildings and sites along its length • Nineteenth and twentieth century architecture • Culturally significant, functioning as first major public transit route in 1895 	 <p>Figure 14: Houses along Woolwich Street (A.S.I., 2024).</p>  <p>Figure 15: View of a house on the west side of Woolwich Street (A.S.I., 2024).</p>


Feature I.D.	Type of Property	Address or Location	Heritage Status and Recognition	Description of Property and Known or Potential C.H.V.I. ³	Photographs
C.H.L. 3	Industry	Riverside Industrial Corridor Candidate C.H.L.	Potential C.H.L. identified as Candidate C.H.L. by the City of Guelph	<p>Description:</p> <p>The Riverside Industrial Corridor area is characterized by a series of remnant industrial properties approximately delineated by the Speed River to the east, Dufferin Street to the west, Speedvale Avenue to the north and adjacent railway line. Early twentieth century residential neighbourhoods immediately abut the area, which is now largely comprised of storage facilities or empty lots, but Goldie Mill remains as a well-preserved ruin of the former early industrial areas. Located between Cardigan Street and the Speed River, Goldie Mill Park is rich in history as it is one of Guelph’s most well-known early manufacturing sites. It was the location of Guelph’s first sawmill, built by David Gilkison in 1827, and was used for this purpose for over 100 years. Although the principal use of the property was for the Mill, during its life the site was also used as a foundry, cooperage, distillery, piggery and tannery. Today, the ruins of the former Mill lie in the park and is maintained by the Grand River Conservation Authority. The remains of the Mill today include stone walls, a brick chimney and foundations buried to the north and north-west of the site.</p> <p>Goldie Mill was highly significant to the prosperity of Guelph and has been designated under Part IV of the Ontario Heritage Act for its historic and architectural value.</p> <p>Cultural Heritage Values:</p> <p>Historical Theme</p> <ul style="list-style-type: none"> • Industry - Early industry- mills • Natural Landform – Topography influencing settlement 	 <p>Figure 16: View of an industrial building, the City of Guelph Junction Railway line, and the Downtown Trail (A.S.I., 2024).</p>


Feature I.D.	Type of Property	Address or Location	Heritage Status and Recognition	Description of Property and Known or Potential C.H.V.I. ³	Photographs
				<ul style="list-style-type: none"> • Natural Landform - River systems influencing settlement <p>Cultural Value</p> <ul style="list-style-type: none"> • Historic Value - Historic understanding of the area • Historic Value - Direct association with a theme, event, or person • Contextual Value - Important in defining character of the area <p>Community Value</p> <ul style="list-style-type: none"> • Community Identity- tells story of the area • Local History- contributing to local lore <p>Character defining features:</p> <ul style="list-style-type: none"> • Abandoned/remnant early industrial properties • Location of Guelph’s first Sawmill and used as such for over a century • Ruins of the former Goldie Mill including stone walls, brick chimney foundations • Speed River to the east of the site adjacent railway and associated steel bridge (1882) 	 <p>Figure 17: A portion of the CNR Spurline Trail covered by tree canopy (A.S.I., 2024).</p>


Feature I.D.	Type of Property	Address or Location	Heritage Status and Recognition	Description of Property and Known or Potential C.H.V.I. ³	Photographs
C.H.L. 4	Waterways/ Recreational	Speed and Eramosa River Candidate C.H.L.	Potential C.H.L. identified as Candidate C.H.L. by the City of Guelph	<p>Description:</p> <p>The Speed and Eramosa Rivers flow south and south west, respectively, through the City of Guelph before combining and entering into the Grand River in Cambridge. The rivers have provided the City of Guelph and its residents with extensive waterfront access and recreational opportunities throughout the city’s history and served as transportation corridors for local indigenous peoples prior to Western settlement.</p> <p>The Speed River, flowing south through the City of Guelph, passes through a number of neighbourhoods and parks. A majority of the Speed River that flows through Guelph is channelized through retaining walls along the east and west sides of the river. Alongside the river, you will typically find various types of vegetation and trees lining the bank. Multi-use trails also exist along the riverbanks providing waterfront access to residents. Similarly, the Eramosa River provides both naturalized and planned vegetation along its banks, as well as multi-use trails.</p> <p>This candidate CHL comprises the entire length of the Speed River and Eramosa River within the limits of the City of Guelph. A portion is also included within the Brooklyn and College Hill Heritage Conservation District.</p> <p>Cultural Heritage Values:</p> <p>Historical Theme</p> <ul style="list-style-type: none"> • Transit - First Nations trails; early roads connecting Guelph to other towns; railroad post-1857; streetcar lines, early rural routes, bridges 	 <p>Figure 18: View of the Speed River from the Norwich Street Bridge (A.S.I., 2024).</p>


Feature I.D.	Type of Property	Address or Location	Heritage Status and Recognition	Description of Property and Known or Potential C.H.V.I. ³	Photographs
				<ul style="list-style-type: none"> • Views - key landmarks, vistas • Natural landform - river systems influencing settlement • Recreational <p>Cultural Value</p> <ul style="list-style-type: none"> • Historic Value - Historic understanding of the area • Contextual Value - Important in defining character of an area • Contextual Value - Historically, physically, functionally or visually linked to surroundings <p>Community Value</p> <ul style="list-style-type: none"> • Community Identity - Tells story of the area • Landmark - Recognized by community • Public Space - Used for frequent cultural events • 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 <p>Character defining features:</p> <ul style="list-style-type: none"> • River corridor with hardened/channelized and naturalized banks • Weirs and bridges • Numerous adjacent walking/recreational trails and park spaces throughout the city 	 <p>Figure 19: View over Norwich Street bridge from the deck (A.S.I., 2024).</p>

Feature I.D.	Type of Property	Address or Location	Heritage Status and Recognition	Description of Property and Known or Potential C.H.V.I. ³	Photographs
C.H.L. 5	Residential/ Industry	Guelph Collegiate Candidate C.H.L.	Potential C.H.L. identified as Candidate C.H.L. by the City of Guelph	<p>Description:</p> <p>The Guelph Collegiate neighbourhood is located between Edinburgh Road North and Norfolk Street, with Paisley Street at its northern border and Kent Street at the south. This residential neighbourhood encompasses the Guelph Collegiate Institute, one of the oldest continually operating high schools in Ontario. Much of the neighbourhood was constructed in the early twentieth century, characterized by Edwardian/ Neoclassic Vernacular style single-detached homes on regularly spaced lots with mature trees. To the east of the high school are a series of well maintained early industrial buildings that connect the area to the downtown core.</p> <p>The Guelph Collegiate neighbourhood has its origins in Plan 8, dating from 1855.</p> <p>Cultural Heritage Values:</p> <p>Historical Theme</p> <ul style="list-style-type: none"> ● Institutional- Churches, education, government; public works; healthcare; memorials ● Residential Neighbourhood – Nineteenth and twentieth century, wartime, registered plans; other significant <p>Cultural Value</p> <ul style="list-style-type: none"> ● Historic Value - Historic understanding of the area ● Historic Value - Direct association with a theme, event or person 	 <p>Figure 20: Church of the Apostles at the corner of Glasgow Street North and Paisley Street (A.S.I., 2024).</p>


Feature I.D.	Type of Property	Address or Location	Heritage Status and Recognition	Description of Property and Known or Potential C.H.V.I. ³	Photographs
				<ul style="list-style-type: none"> • Contextual Value - Important in defining character of an area <p>Community Value</p> <ul style="list-style-type: none"> • Community Identity- Tells story of an area • Local history - Contributing to local lore <p>Character defining features:</p> <ul style="list-style-type: none"> • Historic neighbourhood with concentration of listed single-detached homes in distinct early twentieth century styles • Landscaped lots with mature trees lining the streets • Association with Guelph’s oldest continually-operating high school • Association with 1855 Plan 8. 	 <p>Figure 21: Houses at the corner of Glasgow Street North and Oxford Street (A.S.I., 2024).</p>

Feature I.D.	Type of Property	Address or Location	Heritage Status and Recognition	Description of Property and Known or Potential C.H.V.I. ³	Photographs
C.H.L. 6	Residential/ Transportation	Waterloo Avenue Candidate C.H.L.	Potential C.H.L. identified as Candidate C.H.L. by the City of Guelph	<p>Description:</p> <p>The Waterloo Avenue neighbourhood is situated north of Wellington Avenue and the Speed River, and south of the railroad tracks. The area is distinct in its relationship to three primary transit routes into and out of the city, as it is bounded by the railroad to the north, the Speed River to the south, and centres on Waterloo Avenue. This latter corridor is the former Huron Road, a major trade route connecting Guelph to Waterloo.</p> <p>The area is distinguished by properties in differing architectural styles developed throughout the nineteenth and twentieth century. Known as Guelph’s earliest business district, it includes a variety of limestone buildings, including the Guelph Civic Museum, and residential homes built in the Queen Anne Revival style. Many properties along Waterloo Avenue are deeply connected to the roots of Guelph, with a number of well-known Guelph residents having lived on this street. Lots have larger setbacks from Waterloo Avenue than other areas of Guelph and are lined with mature trees.</p> <p>Cultural Heritage Values:</p> <p>Historical Theme</p> <ul style="list-style-type: none"> • Transit - First nations trails, early roads connecting Guelph to other towns, railroad post-1957, streetcar lines, early rural routes, bridges • Industry - boom/bust periods influencing construction; early industry- mills, foundries; nineteenth and twentieth century industry-factories; quarries, dams, etc. 	 <p>Figure 22: Houses along Glasgow Street South (A.S.I., 2024).</p>

Feature I.D.	Type of Property	Address or Location	Heritage Status and Recognition	Description of Property and Known or Potential C.H.V.I. ³	Photographs
				<ul style="list-style-type: none"> • Residential Neighbourhood – nineteenth and twentieth century, wartime, registered plans; other significant <p>Cultural Value</p> <ul style="list-style-type: none"> • Historic Value - Historic understanding of an area • Historic Value - Direct association with a theme, event or person • Contextual Value - Important in defining the character of an area <p>Community Value</p> <ul style="list-style-type: none"> • Local History - Contributing to local lore <p>Character defining features:</p> <ul style="list-style-type: none"> • Historical residential properties built in the nineteenth and twentieth century • History of well-known Guelph residents who lived in homes along Waterloo Avenue • Located along major transit routes including Waterloo Avenue, Speed River and railroad • Association with early transportation routes 	 <p>Figure 23: House on the corner of Waterloo Avenue and Glasgow Street South (A.S.I., 2024).</p>

Feature I.D.	Type of Property	Address or Location	Heritage Status and Recognition	Description of Property and Known or Potential C.H.V.I. ³	Photographs
C.H.L. 7	Residential C.H.L.	18 Kathleen Street and 19 Lyon Avenue	Potential C.H.L. identified by City heritage planning staff	<p>18 Kathleen Street is a designated heritage property with a house constructed in 1928. The original owner was William Alexander Caldwell, a well-known architect and builder in the Guelph area during the first half of the twentieth century. Cowan designed and built many houses in Guelph, but 18 Kathleen Street was built for him and his family. Cowan was quite involved in civic affairs and for many years was a member of City Council.</p> <p>The properties at 18 Kathleen Street and 19 Lyon Avenue (a listed property) back onto each other and have been identified by the City as forming a small C.H.L. The two properties were connected to a builder’s yard established in the early twentieth century by the family contracting business of Walter S. Cowan and subsequently William A. Cowan. William A. Cowan had a vision to create a shared garden area for the houses he had built on Lyon Avenue, London Road, and Kathleen Street (City of Guelph, 2015).</p> <p>Potential heritage attributes include:</p> <ul style="list-style-type: none"> • Houses at 18 Kathleen Street and 19 Lyon Avenue • Rear yards of each property⁴, which connect with each other • Creek that surfaces in the rear yards • Landscape features in the rear yards 	 <p>Figure 24: 18 Kathleen Street (A.S.I., 2024).</p>

⁴ The rear yards were not visible or accessible from the public right of way during field review. As such, the presence and nature of landscape features in the rear yards have not been confirmed by ASI.

Feature I.D.	Type of Property	Address or Location	Heritage Status and Recognition	Description of Property and Known or Potential C.H.V.I. ³	Photographs
					 <p data-bbox="2091 949 2675 983">Figure 25: 19 Lyon Avenue (A.S.I., 2024).</p>

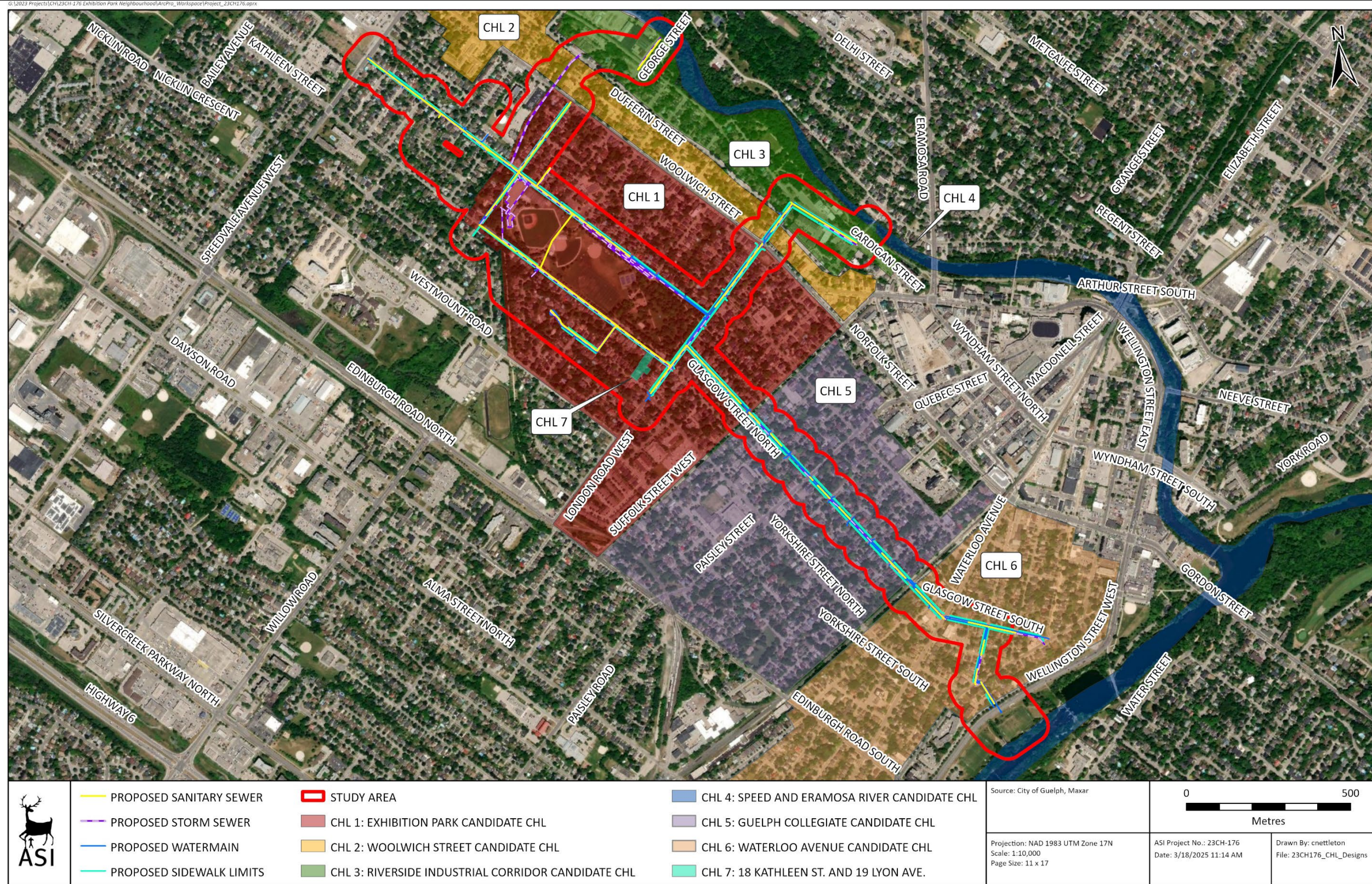


Figure 26: Location of Identified Cultural Heritage Landscapes (C.H.L.) in the Study Area



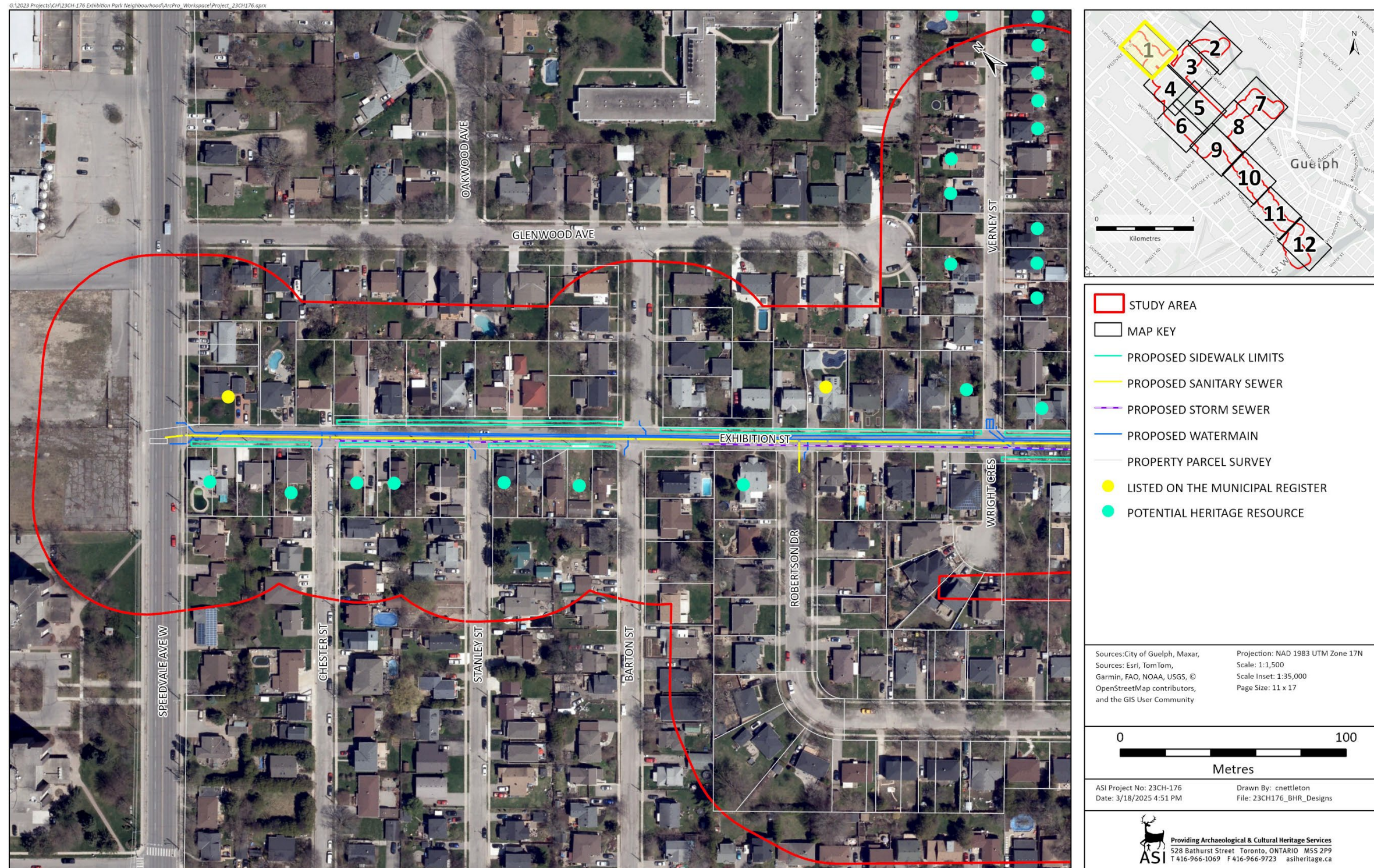


Figure 27: Location of Known and Potential Built Heritage Resources in the Study Area (Sheet 1)

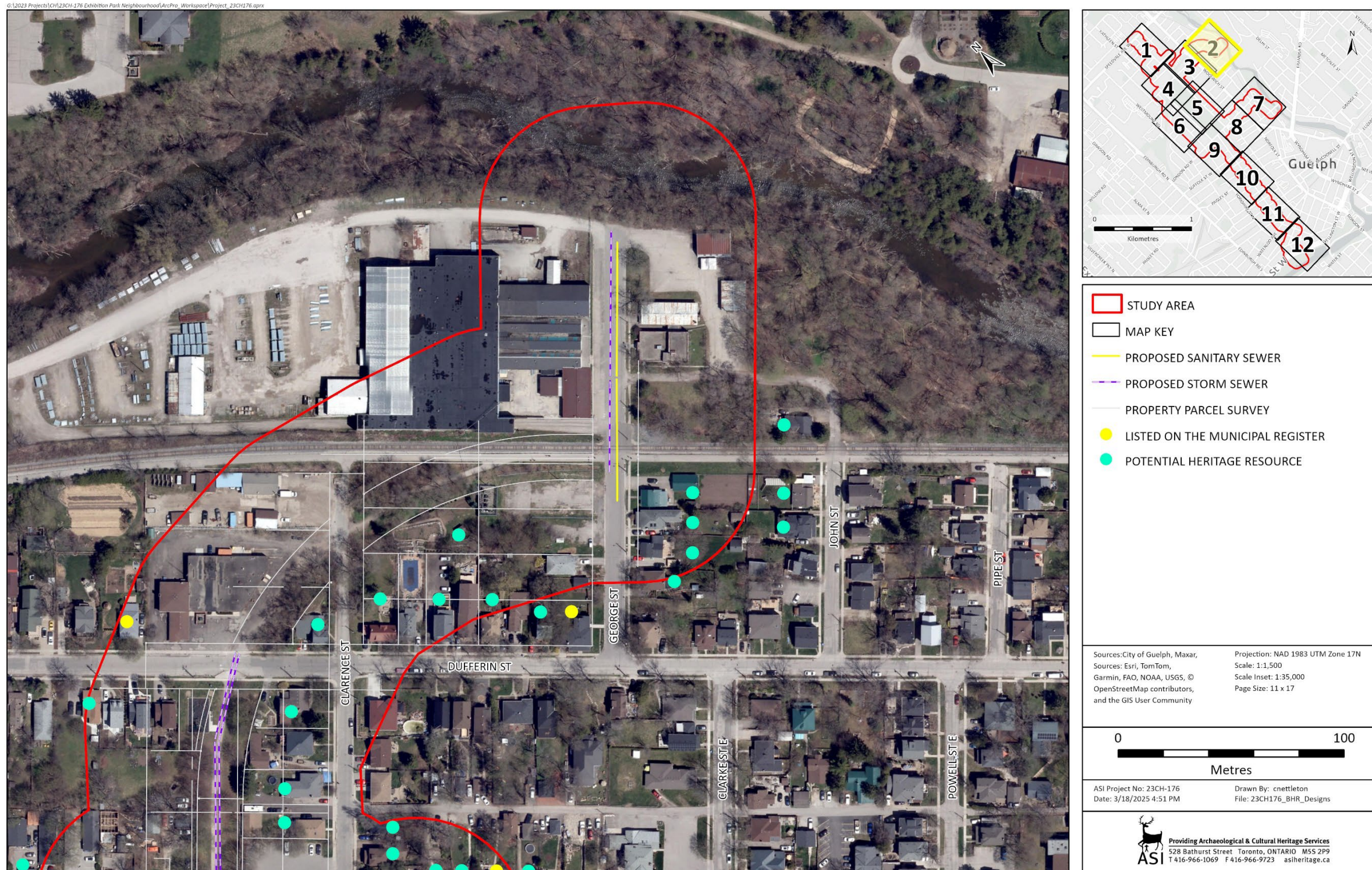


Figure 28: Location of Known and Potential Built Heritage Resources in the Study Area (Sheet 2)



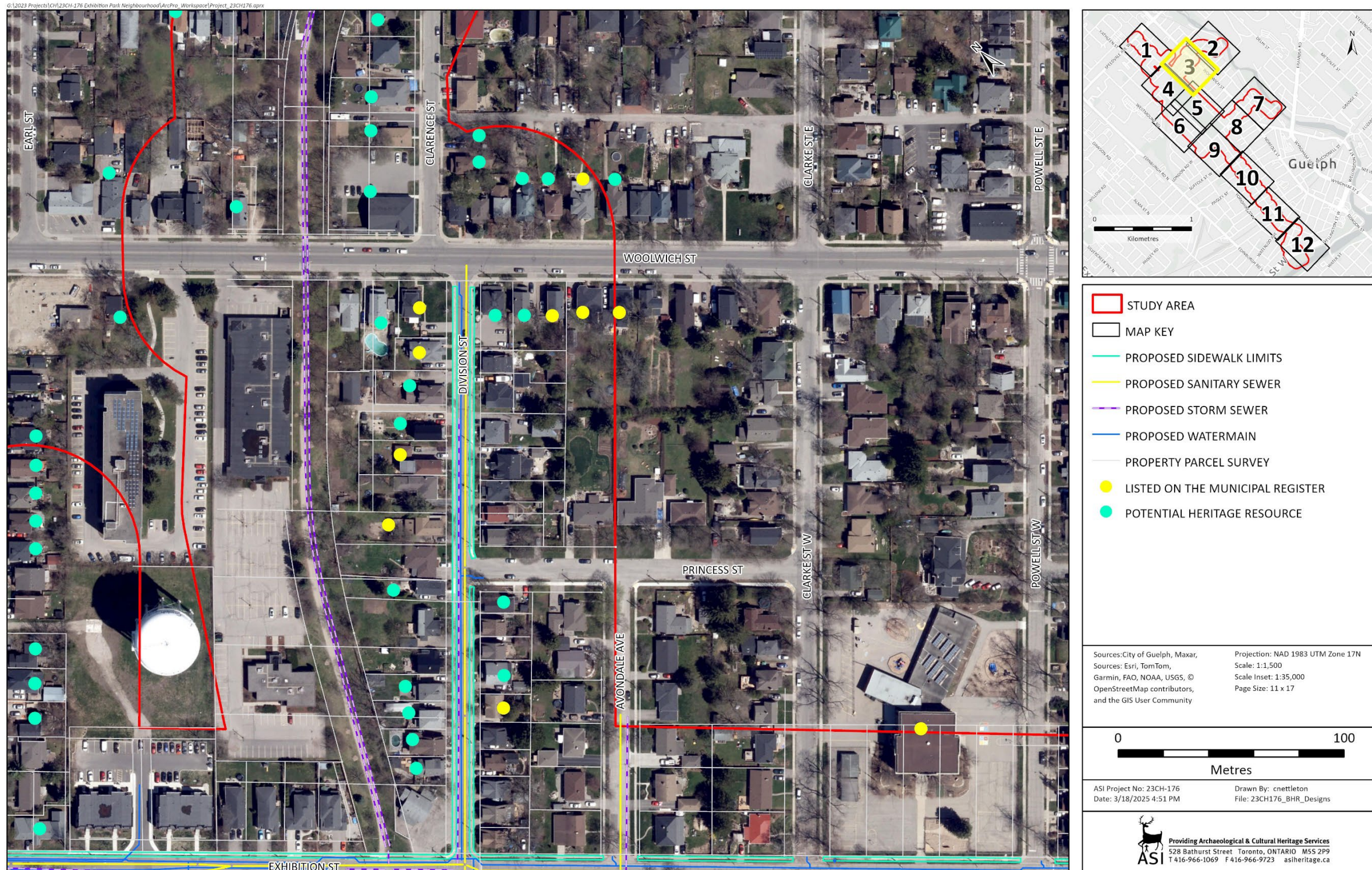


Figure 29: Location of Known and Potential Built Heritage Resources in the Study Area (Sheet 3)



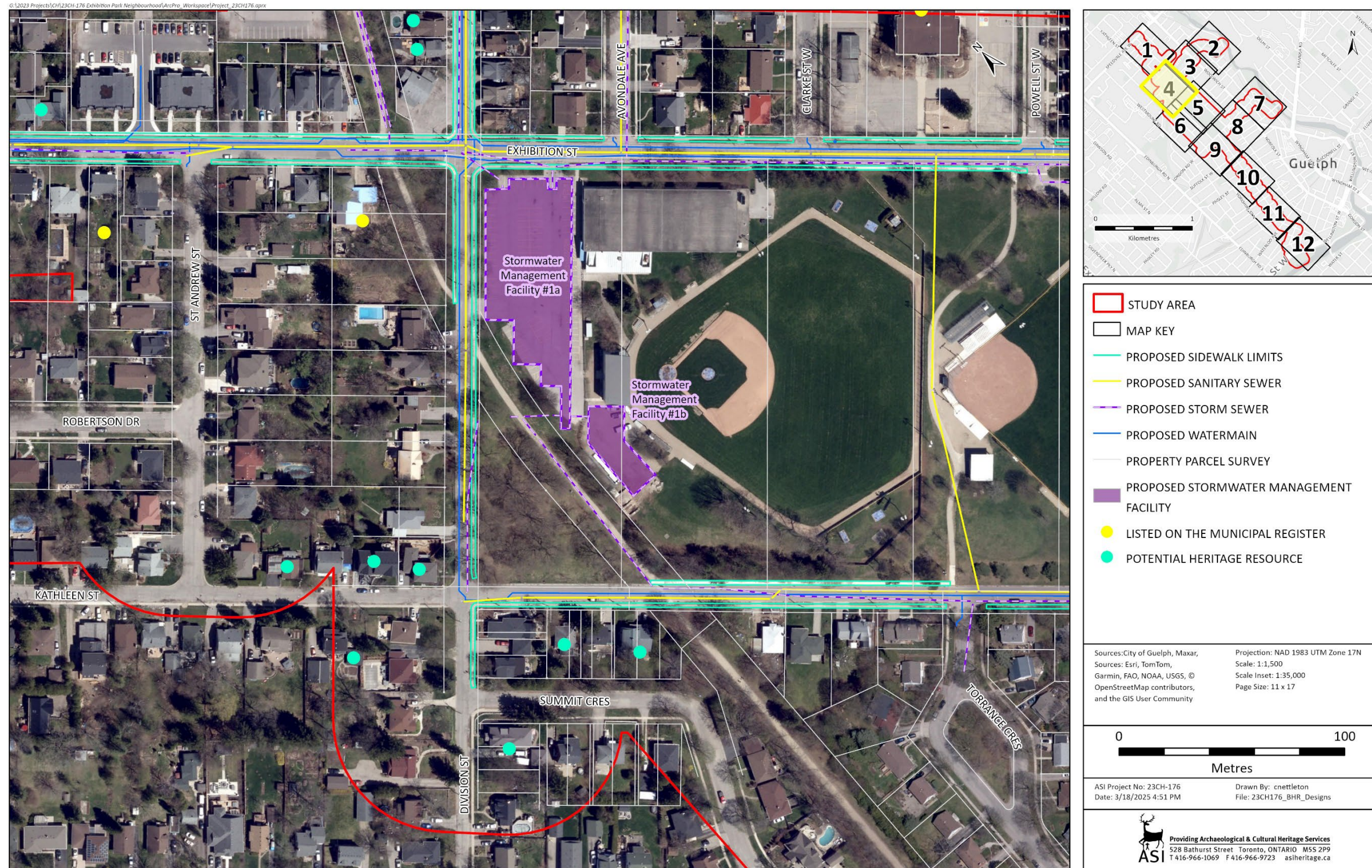


Figure 30: Location of Known and Potential Built Heritage Resources in the Study Area (Sheet 4)



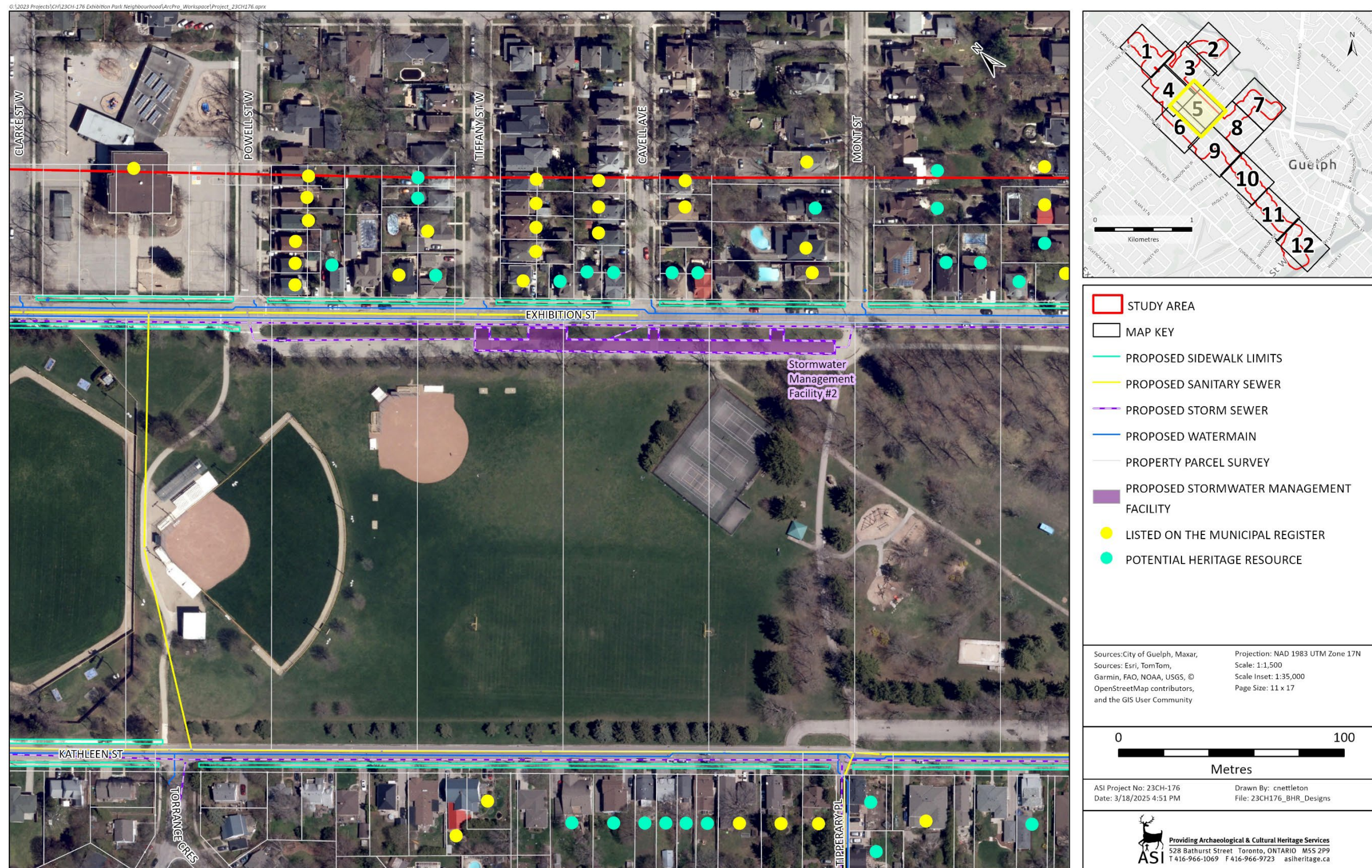


Figure 31: Location of Known and Potential Built Heritage Resources in the Study Area (Sheet 5)



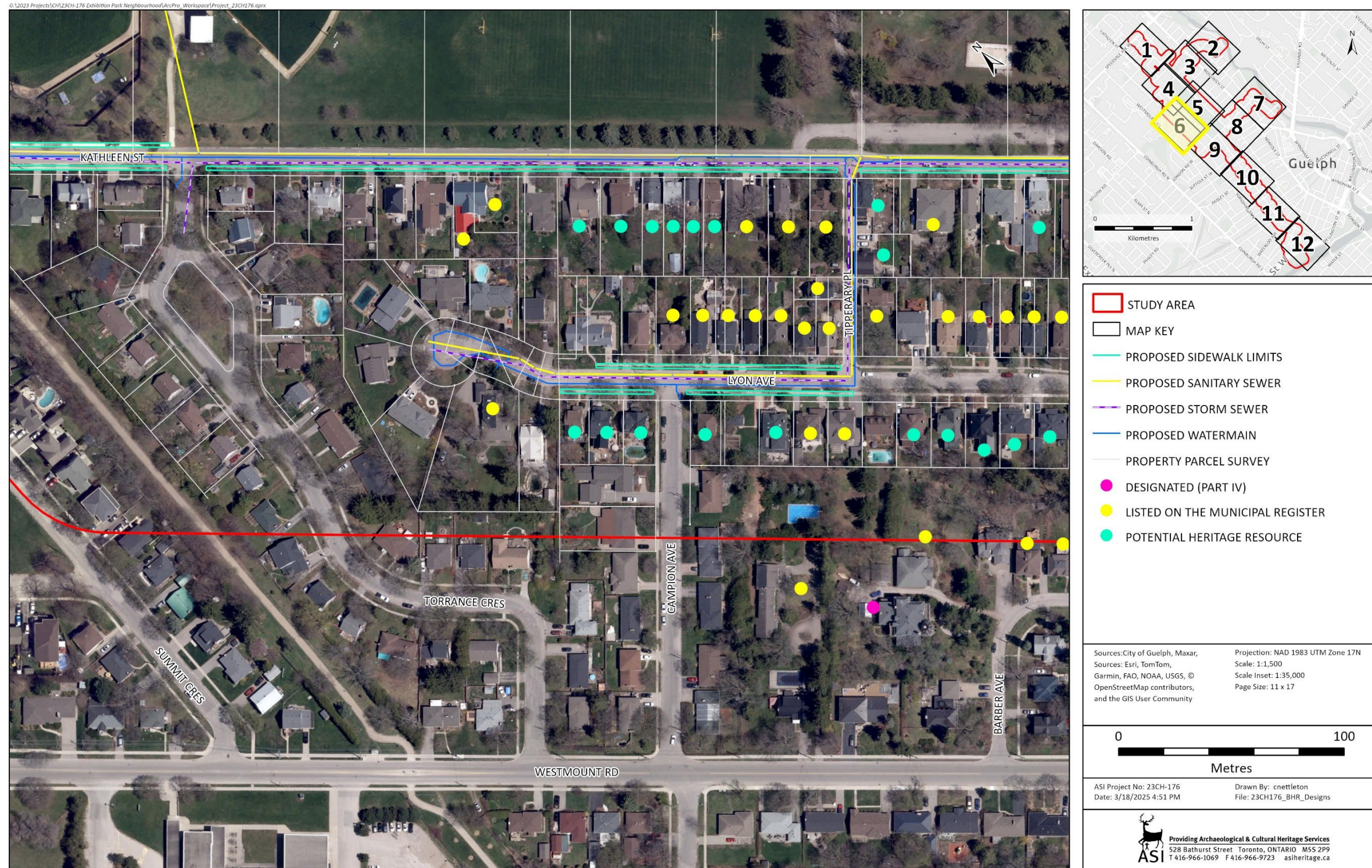


Figure 32: Location of Known and Potential Built Heritage Resources in the Study Area (Sheet 6)

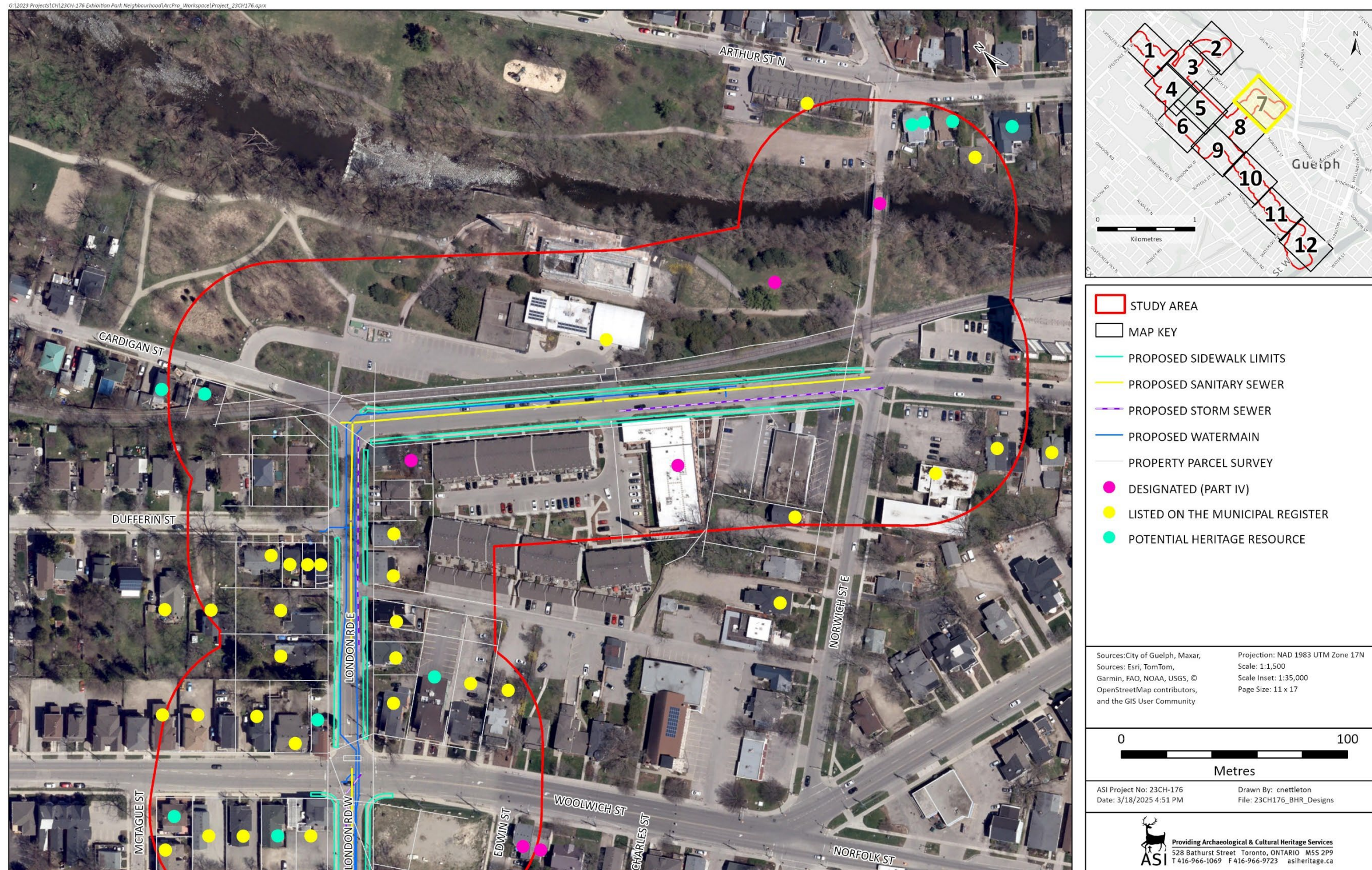


Figure 33: Location of Known and Potential Built Heritage Resources in the Study Area (Sheet 7)

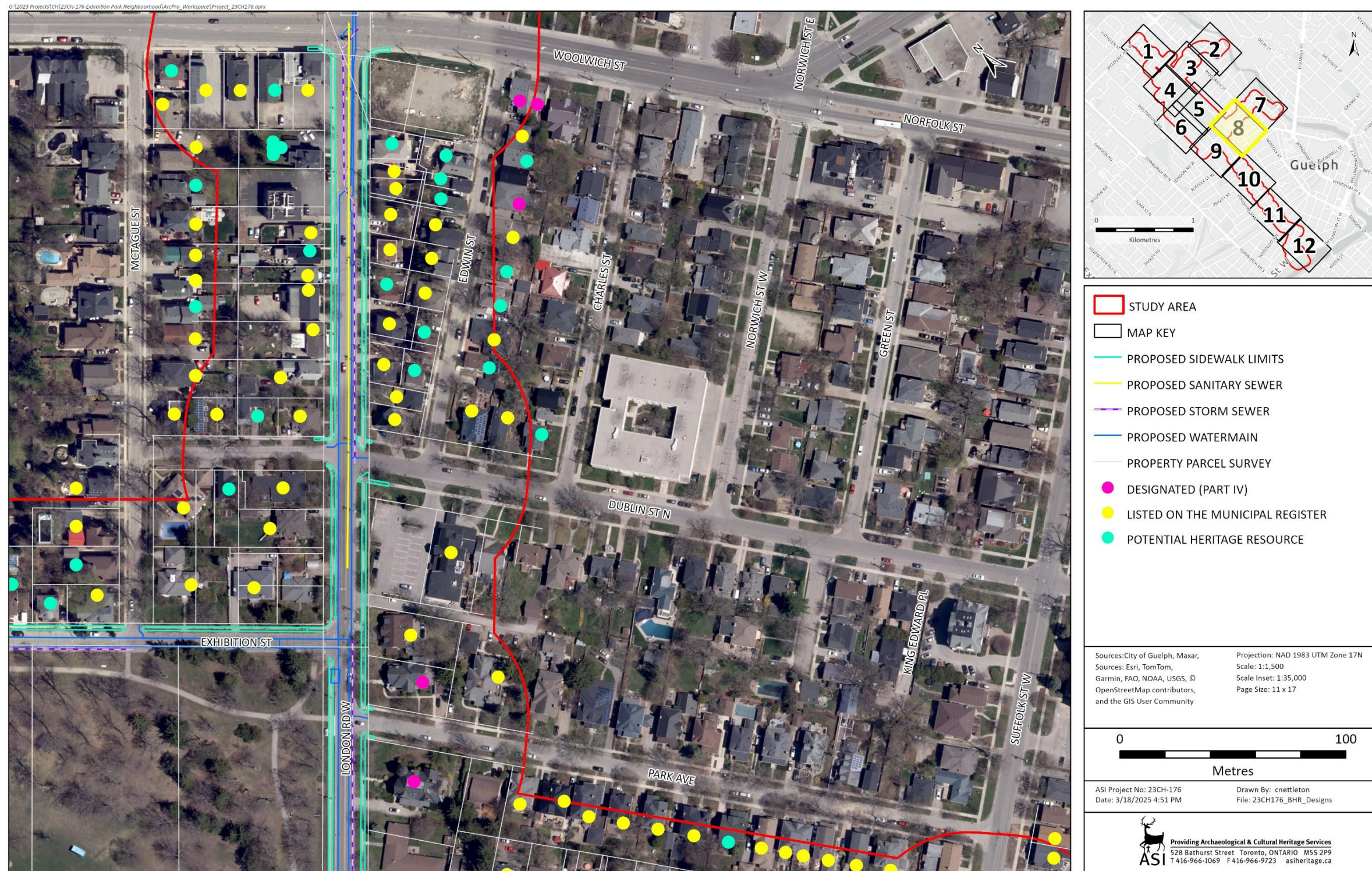


Figure 34: Location of Known and Potential Built Heritage Resources in the Study Area (Sheet 8)



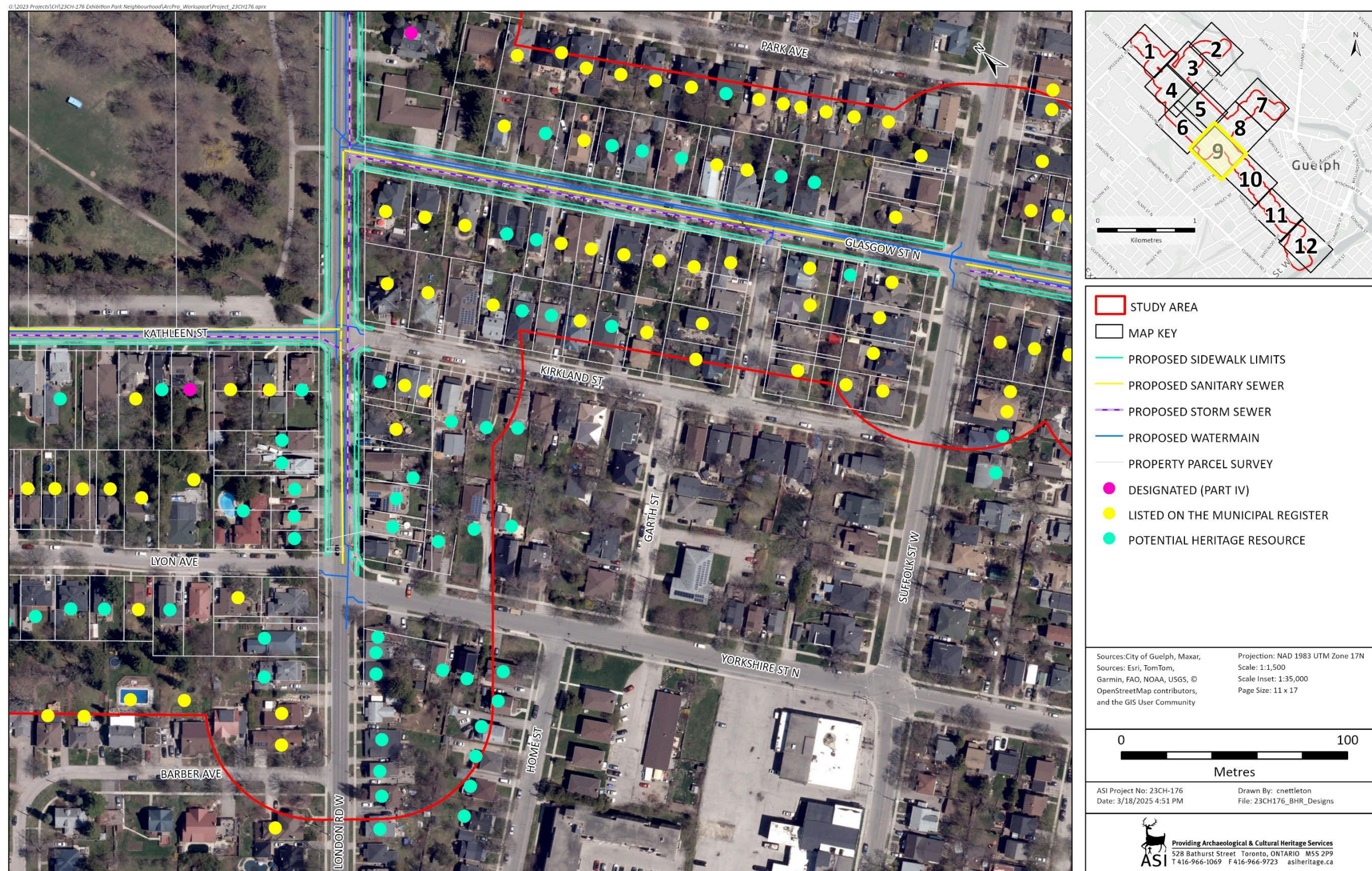


Figure 35: Location of Known and Potential Built Heritage Resources in the Study Area (Sheet 9)





Figure 36: Location of Known and Potential Built Heritage Resources in the Study Area (Sheet 10)



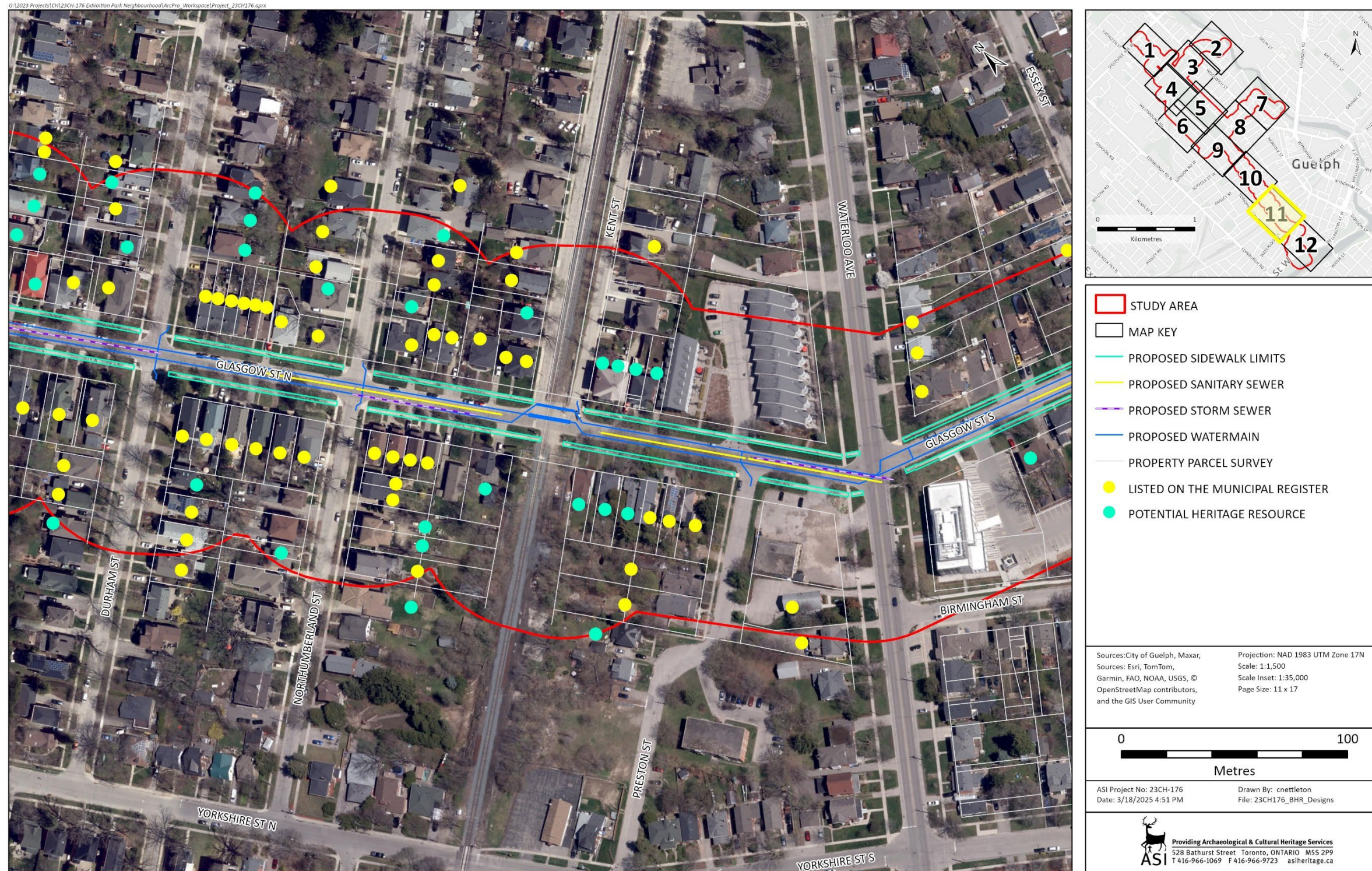


Figure 37: Location of Known and Potential Built Heritage Resources in the Study Area (Sheet 11)





Figure 38: Location of Known and Potential Built Heritage Resources in the Study Area (Sheet 12)



5.0 Preliminary Impact Assessment

The following sections provide more detailed information regarding the proposed project undertaking and analysis of the potential impacts on identified built heritage resources and cultural heritage landscapes.

5.1 Description of Proposed Undertaking

Archaeological Services Inc. (A.S.I.) has reviewed the Draft Final Preliminary Design Report for the Exhibition Park Neighbourhood Improvements project, dated 7 February 2025 (ARUP Canada Inc., 2025). The proposed undertaking for the Exhibition Park Neighbourhood Improvements study area encompasses the replacement and upgrading of storm and sanitary sewers, replacement of existing watermains and installation of new transmission and local watermains, and reconstruction of roadways to integrate active transportation and traffic calming measures (Figure 27 to Figure 38). These upgrades are designed to align with the City's long-term infrastructure planning goals and support a more resilient and sustainable urban environment. It is understood that the limits of construction will be confined to the existing right-of-way, with no land taking required. The proposed work includes the following:

Wastewater Servicing

The recommended option includes the following:

- Existing sanitary sewers currently routed through Exhibition Park will be consolidated and upgraded
- Replacement of the existing local sanitary sewer network

Water Servicing

The recommended option includes the following:

- Construction of new transmission watermains
- Replacement of existing local watermains along all corridors

- Replacement of all cast-iron watermains

Storm Drainage & Stormwater Management

The recommended option includes the following:

- Construction of two underground storage systems, one underneath the Exhibition Park Arena parking lot (Stormwater Management Facility #1) and one underneath a parking area at the north end of Exhibition Park parallel to Exhibition Street (Stormwater Management Facility #2), to temporarily detain stormwater and mitigate flooding impacts. The underground facilities will be accessed by standard maintenance holes.
- Upgrades to the minor drainage system
- Replacement of the existing storm sewer network along all corridors
- Construction of a new storm sewer on Kathleen Street

Roadway Reconstruction

The recommended option includes the following:

- Full-depth road reconstruction along all corridors with new curb and gutter, and increased sidewalk widths where local constraints allow, without encroaching on private property. The proposed typical cross-section has two vehicular lanes with concrete curbs, boulevards and sidewalks on both sides (Figure 32).



Figure 39: Typical proposed right-of-way cross section (Arup)

Tree Removal

Based on a review of the *Exhibition Park, Guelph Tree Inventory and Preservation Plan* prepared for this project, tree removals resulting from the proposed work are anticipated in C.H.L. 1 (35 trees proposed for removal) and C.H.L. 2 (1 tree proposed for removal) (Dougan Ecology, 2025). Appendix C presents mapping of the proposed tree removals.

5.2 Analysis of Potential Impacts

Table 2 outlines the potential impacts on all identified built heritage resources (B.H.R.s) and cultural heritage landscapes (C.H.L.s) within the study area. Figure 27 to Figure 38 present mapping showing the B.H.R.s and C.H.L.s in relation to the proposed work.

Table 2: Preliminary Impact Assessment and Recommended Mitigation Measures

Feature I.D.	Name and Heritage Status	Stormwater - Type and Description of Potential/Anticipated Impact	Water - Type and Description of Potential/Anticipated Impact	Wastewater - Type and Description of Potential/Anticipated Impact	Transportation and Roads – Type and Description of Potential/Anticipated Impact	Mitigation Strategies
C.H.L. 1	<p>Exhibition Park Candidate C.H.L.</p> <p>Potential C.H.L. identified as Candidate C.H.L. by the City of Guelph</p>	<p>Direct impacts to Exhibition Park are anticipated due to the construction of two underground stormwater management facilities beneath parking areas within the park. These impacts are temporary and not adverse, as the only component visible aboveground will be a standard maintenance hole frame and cover. Direct impacts to Exhibition Park are also anticipated due to the construction of a sanitary sewer, running north-south between two baseball diamonds. These impacts are temporary and not adverse as the sewer will not be visible aboveground. No additional direct impacts are anticipated as the proposed work will be confined to the existing right-of-way.</p> <p>Indirect adverse impacts due to construction-related vibration are possible as some</p>	<p>No direct impacts are anticipated as the proposed work will be confined to the existing right-of-way.</p> <p>Indirect adverse impacts due to construction-related vibration are possible as some structures within the C.H.L. sit within 50 metres of the proposed work. These impacts are expected to be limited and temporary. No additional indirect impacts were identified.</p>	<p>No direct impacts are anticipated as the proposed work will be confined to the existing right-of-way.</p> <p>Indirect adverse impacts due to construction-related vibration are possible as some structures within the C.H.L. sit within 50 metres of the proposed work. These impacts are expected to be limited and temporary. No additional indirect impacts were identified.</p>	<p>Direct impacts will result from the removal of 35 trees within this CHL. These are temporary and not adverse, as the removed trees will be replaced as per requirements in the City’s Tree By-Law.</p> <p>The proposed work will not result in any additional direct impacts to the potential heritage attributes or the setting given that the affected roadways within the C.H.L. are already existing thoroughfares through the C.H.L. with sidewalks, curbs and boulevards in place and the proposed work is confined to the existing right-of-way. Accordingly, the resulting visual conditions will be similar to existing conditions.</p> <p>Indirect adverse impacts due to construction-related vibration are possible as some structures within the C.H.L. sit within 50 metres of the proposed work. These impacts are expected to be limited and temporary. No additional indirect impacts were identified.</p>	<p>To mitigate the removal of trees, removed trees should be replaced as per the City’s Tree By-Law.</p> <p>To mitigate the impacts of construction of the underground stormwater management facilities in Exhibition Park, the affected areas should be returned to pre-construction condition.</p> <p>To mitigate the potential for direct impacts to the structures within the C.H.L. during construction, workers should be provided with awareness training to ensure no accidental impacts occur to the heritage buildings during construction.</p> <p>Suitable mitigation measures including post-construction rehabilitation should also be implemented.</p> <p>To address the potential for indirect impacts due to construction-related vibration, undertake a baseline vibration assessment during detail design to determine potential vibration impacts. Should this</p>



Feature I.D.	Name and Heritage Status	Stormwater - Type and Description of Potential/Anticipated Impact	Water - Type and Description of Potential/Anticipated Impact	Wastewater - Type and Description of Potential/Anticipated Impact	Transportation and Roads – Type and Description of Potential/Anticipated Impact	Mitigation Strategies
		structures within the C.H.L. sit within 50 metres of the proposed work. These impacts are expected to be limited and temporary. No additional indirect impacts were identified.				advance assessment conclude that any structures will be subject to vibrations: 1) a vibration monitoring plan should be prepared and implemented as part of the detailed design phase of the project to lessen vibration impacts related to construction; and where potential adverse vibration impacts cannot be avoided; and (2) a qualified engineer should include this property in the condition assessment of structures within the vibration zone of influence for this project.
C.H.L. 2	Woolwich Street Candidate C.H.L. Potential C.H.L. identified as Candidate C.H.L. by the City of Guelph	No direct impacts are anticipated as the proposed work will be confined to the existing right-of-way. Indirect adverse impacts due to construction-related vibration are possible as some structures within the C.H.L. sit within 50 metres of the proposed work. These impacts are expected to be limited and temporary. No additional indirect impacts were identified.	No direct impacts are anticipated as the proposed work will be confined to the existing right-of-way. Indirect adverse impacts due to construction-related vibration are possible as some structures within the C.H.L. sit within 50 metres of the proposed work. These impacts are expected to be limited and temporary. No additional indirect impacts were identified.	No direct impacts are anticipated as the proposed work will be confined to the existing right-of-way. Indirect adverse impacts due to construction-related vibration are possible as some structures within the C.H.L. sit within 50 metres of the proposed work. These impacts are expected to be limited and temporary. No additional indirect impacts were identified.	Direct impacts will result from the removal of one tree within this C.H.L. These impacts are temporary and not adverse, as the removed tree will be replaced as per requirements in the City’s Tree By-Law. The proposed work will not result in any additional direct impacts to the potential heritage attributes or the setting given that the affected roadways within the C.H.L. are already existing thoroughfares through the C.H.L. with sidewalks, curbs and boulevards in place and	To mitigate the removal of trees, removed trees should be replaced as per the City’s Tree By-Law. To mitigate the potential for direct impacts to the structures within the C.H.L. during construction, workers should be provided with awareness training to ensure no accidental impacts occur to the heritage buildings during construction.

Feature I.D.	Name and Heritage Status	Stormwater - Type and Description of Potential/Anticipated Impact	Water - Type and Description of Potential/Anticipated Impact	Wastewater - Type and Description of Potential/Anticipated Impact	Transportation and Roads – Type and Description of Potential/Anticipated Impact	Mitigation Strategies
					<p>the proposed work is confined to the existing right-of-way. Accordingly, the resulting visual conditions will be similar to existing conditions.</p> <p>Indirect adverse impacts due to construction-related vibration are possible as some structures within the C.H.L. sit within 50 metres of the proposed work. These impacts are expected to be limited and temporary. No additional indirect impacts were identified.</p>	<p>Suitable mitigation measures including post-construction rehabilitation should also be implemented.</p> <p>To address the potential for indirect impacts due to construction-related vibration, undertake a baseline vibration assessment during detail design to determine potential vibration impacts. Should this advance assessment conclude that any structures will be subject to vibrations: 1) a vibration monitoring plan should be prepared and implemented as part of the detailed design phase of the project to lessen vibration impacts related to construction; and where potential adverse vibration impacts cannot be avoided; and (2) a qualified engineer should include this property in the condition assessment of structures within the vibration zone of influence for this project.</p>

Feature I.D.	Name and Heritage Status	Stormwater - Type and Description of Potential/Anticipated Impact	Water - Type and Description of Potential/Anticipated Impact	Wastewater - Type and Description of Potential/Anticipated Impact	Transportation and Roads – Type and Description of Potential/Anticipated Impact	Mitigation Strategies
C.H.L. 3	<p>Riverside Industrial Corridor Candidate C.H.L.</p> <p>Potential C.H.L. identified as Candidate C.H.L. by the City of Guelph</p>	<p>No direct impacts are anticipated as the proposed work will be confined to the existing right-of-way.</p> <p>Indirect adverse impacts due to construction-related vibration are possible as some structures within the C.H.L. sit within 50 metres of the proposed work. These impacts are expected to be limited and temporary. No additional indirect impacts were identified.</p>	<p>No direct impacts are anticipated as the proposed work will be confined to the existing right-of-way.</p> <p>Indirect adverse impacts due to construction-related vibration are possible as some structures within the C.H.L. sit within 50 metres of the proposed work. These impacts are expected to be limited and temporary. No additional indirect impacts were identified.</p>	<p>No direct impacts are anticipated as the proposed work will be confined to the existing right-of-way.</p> <p>Indirect adverse impacts due to construction-related vibration are possible as some structures within the C.H.L. sit within 50 metres of the proposed work. These impacts are expected to be limited and temporary. No additional indirect impacts were identified.</p>	<p>The proposed work will not result in any direct impacts to the potential heritage attributes or the setting given that the affected roadways within the C.H.L. are already existing thoroughfares through the C.H.L. with sidewalks, curbs and boulevards in place and the proposed work is confined to the existing right-of-way. Accordingly, the resulting visual conditions will be similar to existing conditions.</p> <p>Indirect adverse impacts due to construction-related vibration are possible as some structures within the C.H.L. sit within 50 metres of the proposed work. These impacts are expected to be limited and temporary. No additional indirect impacts were identified.</p>	<p>To mitigate the potential for direct impacts to the structures within the C.H.L. during construction, workers should be provided with awareness training to ensure no accidental impacts occur to the heritage buildings during construction.</p> <p>Suitable mitigation measures including post-construction rehabilitation should also be implemented.</p> <p>To address the potential for indirect impacts due to construction-related vibration, undertake a baseline vibration assessment during detail design to determine potential vibration impacts. Should this advance assessment conclude that any structures will be subject to vibrations: 1) a vibration monitoring plan should be prepared and implemented as part of the detailed design phase of the project to lessen vibration impacts related to construction; and where potential adverse vibration impacts cannot be avoided; and (2) a qualified engineer should include this property in the condition assessment of structures</p>

Feature I.D.	Name and Heritage Status	Stormwater - Type and Description of Potential/Anticipated Impact	Water - Type and Description of Potential/Anticipated Impact	Wastewater - Type and Description of Potential/Anticipated Impact	Transportation and Roads – Type and Description of Potential/Anticipated Impact	Mitigation Strategies
						within the vibration zone of influence for this project.
C.H.L. 4	Speed and Eramosa River Candidate C.H.L. Potential C.H.L. identified as Candidate C.H.L. by the City of Guelph	No direct impacts are anticipated as no work is proposed within the C.H.L. No indirect adverse impacts are anticipated, as the Norwich Street Bridge is the only structure located within the Study Area and as it is located more than 50 metres from the proposed work, it is not at risk of vibration impacts. No additional indirect impacts were identified.	No direct impacts are anticipated as no work is proposed within the C.H.L. No indirect adverse impacts are anticipated, as the Norwich Street Bridge is the only structure located within the Study Area and as it is located more than 50 metres from the proposed work, it is not at risk of vibration impacts. No additional indirect impacts were identified.	No direct impacts are anticipated as no work is proposed within the C.H.L. No indirect adverse impacts are anticipated, as the Norwich Street Bridge is the only structure located within the Study Area and as it is located more than 50 metres from the proposed work, it is not at risk of vibration impacts. No additional indirect impacts were identified.	No direct impacts are anticipated as no work is proposed within the C.H.L. No indirect adverse impacts are anticipated, as the Norwich Street Bridge is the only structure located within the Study Area and as it is located more than 50 metres from the proposed work, it is not at risk of vibration impacts. No additional indirect impacts were identified.	No further work required.
C.H.L. 5	Guelph Collegiate Candidate C.H.L. Potential C.H.L. identified as	No direct impacts are anticipated as the proposed work will be confined to the existing right-of-way. Indirect adverse impacts due to construction-related vibration are possible as some structures within the C.H.L. sit	No direct impacts are anticipated as the proposed work will be confined to the existing right-of-way. Indirect adverse impacts due to construction-related vibration are possible as some structures within the C.H.L. sit	No direct impacts are anticipated as the proposed work will be confined to the existing right-of-way. Indirect adverse impacts due to construction-related vibration are possible as some structures within the C.H.L. sit	The proposed work will not result in any direct impacts to the potential heritage attributes or the setting given that the affected roadways within the C.H.L. are already existing thoroughfares through the C.H.L. with sidewalks, curbs and boulevards in place and the proposed work is confined to the	To mitigate the potential for direct impacts to the structures within the C.H.L. during construction, workers should be provided with awareness training to ensure no accidental impacts occur to the heritage buildings during construction.

Feature I.D.	Name and Heritage Status	Stormwater - Type and Description of Potential/Anticipated Impact	Water - Type and Description of Potential/Anticipated Impact	Wastewater - Type and Description of Potential/Anticipated Impact	Transportation and Roads – Type and Description of Potential/Anticipated Impact	Mitigation Strategies
	Candidate C.H.L. by the City of Guelph	within 50 metres of the proposed work. These impacts are expected to be limited and temporary. No additional indirect impacts were identified.	within 50 metres of the proposed work. These impacts are expected to be limited and temporary. No additional indirect impacts were identified.	metres of the proposed work. These impacts are expected to be limited and temporary. No additional indirect impacts were identified.	existing right-of-way. Accordingly, the resulting visual conditions will be similar to existing conditions. Indirect adverse impacts due to construction-related vibration are possible as some structures within the C.H.L. sit within 50 metres of the proposed work. These impacts are expected to be limited and temporary. No additional indirect impacts were identified.	Suitable mitigation measures including post-construction rehabilitation should also be implemented. To address the potential for indirect impacts due to construction-related vibration, undertake a baseline vibration assessment during detail design to determine potential vibration impacts. Should this advance assessment conclude that any structures will be subject to vibrations: 1) a vibration monitoring plan should be prepared and implemented as part of the detailed design phase of the project to lessen vibration impacts related to construction; and where potential adverse vibration impacts cannot be avoided; and (2) a qualified engineer should include this property in the condition assessment of structures within the vibration zone of influence for this project.
C.H.L. 6	Waterloo Avenue	No direct impacts are anticipated as the proposed work will be confined to the existing right-of-way.	No direct impacts are anticipated as the proposed work will be confined to the existing right-of-way.	No direct impacts are anticipated as the proposed work will be confined to the existing right-of-way.	The proposed work will not result in any direct impacts to the potential heritage attributes or the setting given that the affected roadways within the C.H.L. are already existing	To mitigate the potential for direct impacts to the structures within the C.H.L. during construction, workers should be provided with awareness training to ensure no accidental

Feature I.D.	Name and Heritage Status	Stormwater - Type and Description of Potential/Anticipated Impact	Water - Type and Description of Potential/Anticipated Impact	Wastewater - Type and Description of Potential/Anticipated Impact	Transportation and Roads – Type and Description of Potential/Anticipated Impact	Mitigation Strategies
	<p>Candidate C.H.L.</p> <p>Potential C.H.L. identified as Candidate C.H.L. by the City of Guelph</p>	<p>Indirect adverse impacts due to construction-related vibration are possible as some structures within the C.H.L. sit within 50 metres of the proposed work. These impacts are expected to be limited and temporary. No additional indirect impacts were identified.</p>	<p>Indirect adverse impacts due to construction-related vibration are possible as some structures within the C.H.L. sit within 50 metres of the proposed work. These impacts are expected to be limited and temporary. No additional indirect impacts were identified.</p>	<p>Indirect adverse impacts due to construction-related vibration are possible as some structures within the C.H.L. sit within 50 metres of the proposed work. These impacts are expected to be limited and temporary. No additional indirect impacts were identified.</p>	<p>thoroughfares through the C.H.L. with sidewalks, curbs and boulevards in place and the proposed work is confined to the existing right-of-way. Accordingly, the resulting visual conditions will be similar to existing conditions.</p> <p>Indirect adverse impacts due to construction-related vibration are possible as some structures within the C.H.L. sit within 50 metres of the proposed work. These impacts are expected to be limited and temporary. No additional indirect impacts were identified.</p>	<p>impacts occur to the heritage buildings during construction.</p> <p>Suitable mitigation measures including post-construction rehabilitation should also be implemented.</p> <p>To address the potential for indirect impacts due to construction-related vibration, undertake a baseline vibration assessment during detail design to determine potential vibration impacts. Should this advance assessment conclude that any structures will be subject to vibrations: 1) a vibration monitoring plan should be prepared and implemented as part of the detailed design phase of the project to lessen vibration impacts related to construction; and where potential adverse vibration impacts cannot be avoided; and (2) a qualified engineer should include this property in the condition assessment of structures within the vibration zone of influence for this project.</p>

Feature I.D.	Name and Heritage Status	Stormwater - Type and Description of Potential/Anticipated Impact	Water - Type and Description of Potential/Anticipated Impact	Wastewater - Type and Description of Potential/Anticipated Impact	Transportation and Roads – Type and Description of Potential/Anticipated Impact	Mitigation Strategies
C.H.L. 7	18 Kathleen Street and 19 Lyon Avenue C.H.L. Potential C.H.L. identified by City heritage planning staff	No direct impacts are anticipated as no work is proposed within the C.H.L. Indirect adverse impacts due to construction-related vibration are possible as some structures within the C.H.L. sit within 50 metres of the proposed work. These impacts are expected to be limited and temporary. No additional indirect impacts were identified.	No direct impacts are anticipated as no work is proposed within the C.H.L. Indirect adverse impacts due to construction-related vibration are possible as some structures within the C.H.L. sit within 50 metres of the proposed work. These impacts are expected to be limited and temporary. No additional indirect impacts were identified.	No direct impacts are anticipated as no work is proposed within the C.H.L. Indirect adverse impacts due to construction-related vibration are possible as some structures within the C.H.L. sit within 50 metres of the proposed work. These impacts are expected to be limited and temporary. No additional indirect impacts were identified.	No direct impacts are anticipated as no work is proposed within the C.H.L. Indirect adverse impacts due to construction-related vibration are possible as some structures within the C.H.L. sit within 50 metres of the proposed work. These impacts are expected to be limited and temporary. No additional indirect impacts were identified.	To mitigate the potential for direct impacts to the structures within the C.H.L. during construction, workers should be provided with awareness training to ensure no accidental impacts occur to the heritage buildings during construction. Suitable mitigation measures including post-construction rehabilitation should also be implemented. To address the potential for indirect impacts due to construction-related vibration, undertake a baseline vibration assessment during detail design to determine potential vibration impacts. Should this advance assessment conclude that any structures will be subject to vibrations: 1) a vibration monitoring plan should be prepared and implemented as part of the detailed design phase of the project to lessen vibration impacts related to construction; and where potential adverse vibration impacts cannot be avoided; and (2) a qualified engineer should include this property in the condition assessment of structures



Feature I.D.	Name and Heritage Status	Stormwater - Type and Description of Potential/Anticipated Impact	Water - Type and Description of Potential/Anticipated Impact	Wastewater - Type and Description of Potential/Anticipated Impact	Transportation and Roads – Type and Description of Potential/Anticipated Impact	Mitigation Strategies
						within the vibration zone of influence for this project.
B.H.R. 1 - B.H.R. 588	Known and Potential B.H.R.s identified by the City of Guelph – see Appendix B for addresses and heritage status and recognition	<p>No direct impacts are anticipated as the proposed work will be confined to the existing right-of-way.</p> <p>Indirect adverse impacts due to construction-related vibration are possible as some structures within the B.H.R. sit within 50 metres of the proposed work. These impacts are expected to be limited and temporary. No additional indirect impacts were identified.</p>	<p>No direct impacts are anticipated as the proposed work will be confined to the existing right-of-way.</p> <p>Indirect adverse impacts due to construction-related vibration are possible as some structures within the B.H.R. sit within 50 metres of the proposed work. These impacts are expected to be limited and temporary. No additional indirect impacts were identified.</p>	<p>No direct impacts are anticipated as the proposed work will be confined to the existing right-of-way.</p> <p>Indirect adverse impacts due to construction-related vibration are possible as some structures within the B.H.R. sit within 50 metres of the proposed work. These impacts are expected to be limited and temporary. No additional indirect impacts were identified.</p>	<p>No direct impacts are anticipated as the proposed work will be confined to the existing right-of-way.</p> <p>Indirect adverse impacts due to construction-related vibration are possible as some structures within the B.H.R. sit within 50 metres of the proposed work. These impacts are expected to be limited and temporary. No additional indirect impacts were identified.</p>	<p>Construction should be planned at a distance as far from the B.H.R.s as possible. Excavation, grading, and staging activities should be planned and executed to limit impacts to the adjacent B.H.R.s.</p> <p>Suitable mitigation, including establishing no-go zones with fencing and issuing instructions to construction crews to avoid the B.H.R.s, should be considered to mitigate any unintended impacts to adjacent B.H.R.s.</p> <p>Suitable mitigation measures including post-construction rehabilitation should also be implemented.</p> <p>To ensure the properties are not adversely impacted during construction, baseline vibration assessments should be undertaken during detailed design. Should this advance assessment conclude that any structures will be subject to vibrations: 1) a vibration monitoring</p>

Feature I.D.	Name and Heritage Status	Stormwater - Type and Description of Potential/Anticipated Impact	Water - Type and Description of Potential/Anticipated Impact	Wastewater - Type and Description of Potential/Anticipated Impact	Transportation and Roads – Type and Description of Potential/Anticipated Impact	Mitigation Strategies
						<p>plan should be prepared and implemented as part of the detailed design phase of the project to lessen vibration impacts related to construction; and where potential adverse vibration impacts cannot be avoided (2) a qualified engineer should include this property in the condition assessment of structures within the vibration zone of influence for this project.</p>

Direct impacts to C.H.L.s 1 and 2 will occur as a result of the removal of trees, however these impacts are temporary and not adverse as the removed trees will be replaced as per requirements in the City's Tree By-Law. To mitigate the removal of trees, removed trees should be replaced as per the City's Tree By-Law. Additional direct impacts to C.H.L. 1 will occur as a result of construction of two underground stormwater management facilities beneath parking areas in Exhibition Park, however these impacts are temporary and not adverse as the only component visible aboveground will be a standard maintenance hole frame and cover. Direct impacts to Exhibition Park are also anticipated due to the construction of a sanitary sewer, running north-south between two baseball diamonds. These impacts are temporary and not adverse as the sewer will not be visible aboveground. To mitigate the impacts of construction of the underground stormwater management facilities and sanitary sewer in Exhibition Park, the affected areas should be returned to pre-construction condition.

Indirect impacts to C.H.L.s 1 – 3, and C.H.L.s 5 -7 and B.H.R.s 1 - 588 may occur as a result of their location adjacent to the proposed work. To ensure the structures within these C.H.L.s and B.H.R.s are not adversely impacted during construction, a baseline vibration assessment should be undertaken during detailed design. Should this advance assessment conclude that any structures will be subject to vibrations, a vibration monitoring plan should be prepared and implemented as part of the detailed design phase of the project to lessen vibration impacts related to construction.

6.0 Results and Mitigation Recommendations

The results of background historical research and a review of secondary source material, including historical mapping, indicate a study area with a history of Indigenous landscape use and settlement dating back thousands of years and an urban land use history dating to the early nineteenth century. A review of federal, provincial, and municipal registers, inventories, databases and background reports revealed that there are 588 known and potential built heritage resources (B.H.R.s) and seven potential cultural heritage landscapes (C.H.L.s) in the



Exhibition Park Neighbourhood Improvements study area. No additional known or potential B.H.R.s or C.H.L.s were identified during fieldwork.

6.1 Key Findings

A total of 588 B.H.R.s and seven potential C.H.L.s were identified within the study area:

- Of the 588 B.H.R.s identified, 21 are designated under Part IV of the *Ontario Heritage Act*, 323 are listed on the City of Guelph Heritage Register, and 244 are identified as potential heritage resources.
- Of the seven potential C.H.L.s, six are identified as Candidate C.H.L.s in the City's *Cultural Heritage Action Plan* (City of Guelph & MHBC, 2020).
- One C.H.L. was identified by the City of Guelph's Senior Heritage Planner.
- Identified B.H.R.s and C.H.L.s are historically, architecturally, and contextually associated with land use patterns in the City of Guelph.

Results of Preliminary Impact Assessment

- The proposed work is anticipated to result in direct but temporary and non-adverse impacts to C.H.L. 1 and C.H.L 2 due to tree removal and construction in Exhibition Park.
- The proposed work may result in indirect impacts to C.H.L.s 1 – 3, C.H.L.s 5 - 7 and B.H.R.s 1 - 588 due to their location adjacent to the proposed work.

6.2 Recommendations

Based on the results of the assessment, the following recommendations have been developed:

1. This Cultural Heritage Report should be submitted by the proponent to heritage staff at the City of Guelph, and the Heritage Guelph Committee for review and feedback.



2. To mitigate the removal of trees in C.H.L.s 1 and 2, removed trees should be replaced as per the City's Tree By-Law.
3. To mitigate the impacts of construction of the underground stormwater management facilities and sanitary sewer in Exhibition Park (located within C.H.L. 1), the affected areas should be returned to pre-construction condition.
4. To ensure identified B.H.R.s and C.H.L.s are not adversely impacted during construction, baseline vibration assessments should be undertaken during detailed design. Should this advance assessment conclude that any structures will be subject to vibrations: 1) a vibration monitoring plan should be prepared and implemented as part of the detailed design phase of the project to lessen vibration impacts related to construction; and where potential adverse vibration impacts cannot be avoided (2) a qualified engineer should include this property in the condition assessment of structures within the vibration zone of influence for this project.
5. Construction activities and staging should be suitably planned and undertaken to avoid impacts to identified B.H.R.s and C.H.L.s.
6. Suitable mitigation including establishing no-go zones with fencing and issuing instructions to construction crews to avoid identified B.H.R.s and C.H.L.s should be considered to mitigate any unintended impacts during construction. Suitable mitigation measures including post-construction rehabilitation should also be implemented.
7. Should future work require an expansion of the study area then a qualified heritage consultant should be contacted in order to confirm the impacts of the proposed work on B.H.R.s and C.H.L.s.



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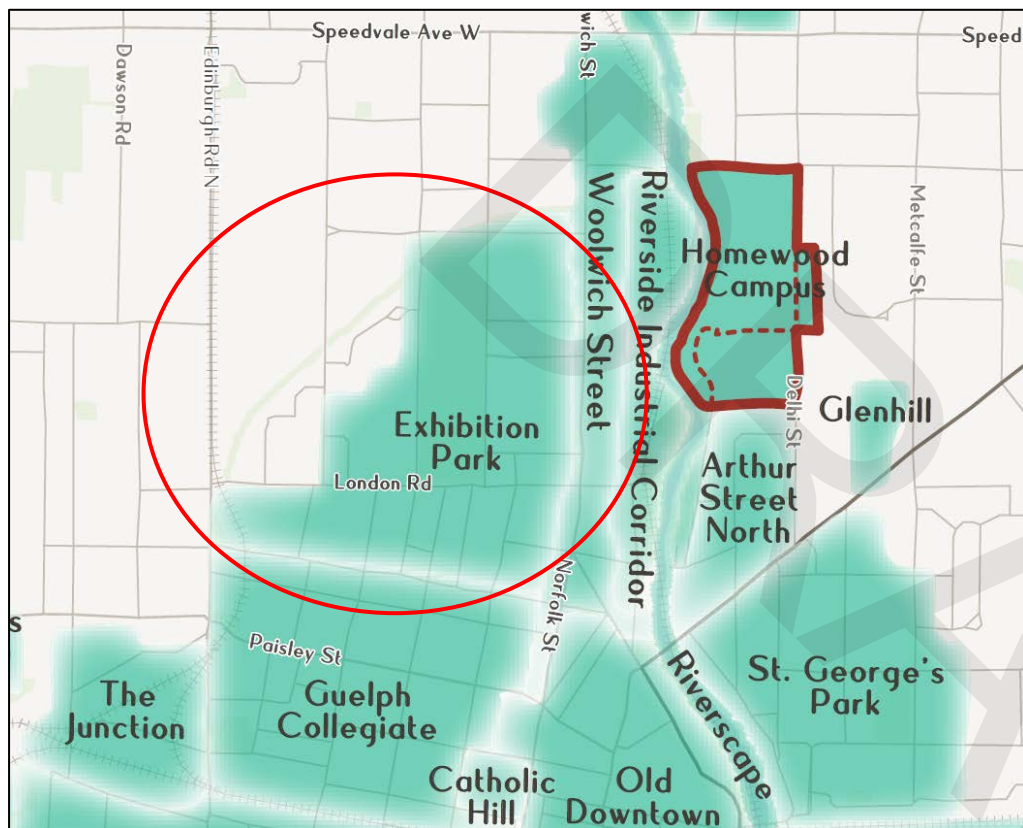
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Appendix A: Candidate Cultural Heritage Landscape Data Sheets from Cultural Heritage Action Plan



Map



DESCRIPTION:

The Exhibition Park area includes both Exhibition Park itself, bounded by Division Street at the north, Kathleen Street to the west, London Street East to the south and Exhibition Street to the east, as well as surrounding 19th and 20th century neighbourhoods. The park was established in 1871, and the neighbourhood surrounding it is one of Guelph's oldest and most well-known. A number of designated or listed historic properties are immediately proximate to the park. Exhibition Park was originally the location of the former Central Exhibition, which began in 1871. It was also once the location of a horse race track, exhibition building and livestock sheds.

Today, the southern portion of the park contains mature shade trees and rolling topography with paved walking paths. The northern area is used for recreational activities including baseball, soccer, and tennis, with an indoor hockey arena at the northeast corner. The park provides multi-use trails and leisure areas for visitors.

Street blocks south and east of Exhibition Park consist of a concentration of listed and designated residential and institutional heritage properties dating back to the 19th and 20th centuries, with mature shade trees lining the street edges.

Exhibition Park has its origins in Plan 8, dating from 1855.

LOCATION:

Within the Described Boundary, there are:

Designated HCDs:	0
Designated Properties:	12
Listed Properties:	214

LANDSCAPE TYPE:

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

CHARACTER-DEFINING FEATURES

- Location of the former Guelph Exhibition, inaugurated in 1871
- Former location of horse racing track, exhibition building and livestock sheds
- Historical neighbourhoods overlooking park
- Collection of mature trees and landscaped green space

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

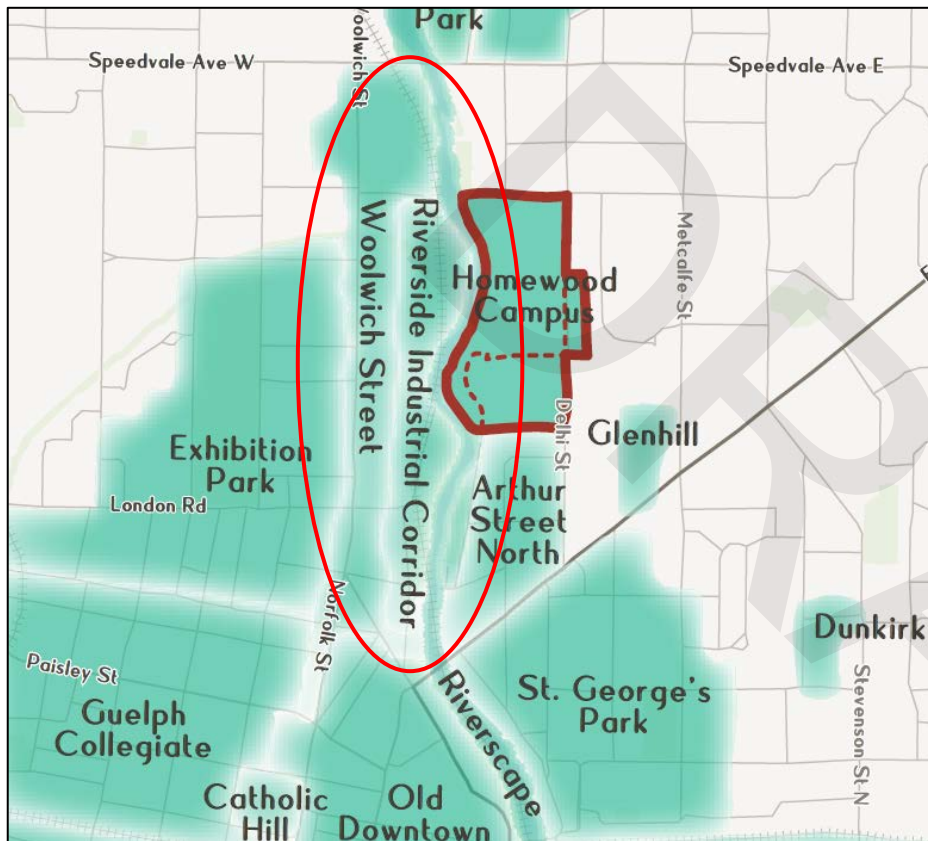
- DESIGN VALUE – RARE OR UNIQUE
- DESIGN VALUE – AESTHETIC / SCIENTIFIC REASONS
- DESIGN VALUE – HIGH DEGREE TECHNICAL/ SCIENTIFIC INTEREST
- HISTORIC VALUE – HISTORIC UNDERSTANDING OF AN AREA
- HISTORIC VALUE – DIRECT ASSOCIATION WITH A THEME, EVENT OR PERSON
- HISTORIC VALUE – WORK OF LANDSCAPE ARCHITECT, 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



Map



DESCRIPTION:

Woolwich Street is located west of the Speed River, beginning at the intersection of Woolwich Street and Woodlawn Road East and ending at Woolwich and Macdonell Street. The road historically served as a major trade and transportation route connecting the downtown to communities further north, and still serves as a primary route into the city core. Woolwich Street is distinctive for its variety of historic properties, particularly a series of limestone block houses built by John Hall between 1872-1876. It is also notable as being one of the first streets in Guelph to operate the first public transit system in 1895, built by George Sleeman, a local businessman and member of the Sleeman family of brewers.

In addition to being a critical transportation route, Woolwich Street hosts an array of architectural styles that are historically significant, with many buildings located along the Street listed as heritage properties.

LOCATION:

Within the Described Boundary, there are:

Designated HCDs:	0
Designated Properties:	12
Listed Properties:	95

LANDSCAPE TYPE:

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

CHARACTER-DEFINING FEATURES

- A concentration of heritage resources including heritage buildings and sites along its length
- 19th and 20th century architecture
- Culturally significant, functioning as first major public transit route in 1895

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
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- VISUALLY SIGNIFICANT – PHOTOGRAPHED OFTEN
- GENIUS LOCI – SENSE OF PLACE
- PLANNING – IDENTIFIED THROUGH OTHER PLANNING INITIATIVES



(Source: City of Guelph)

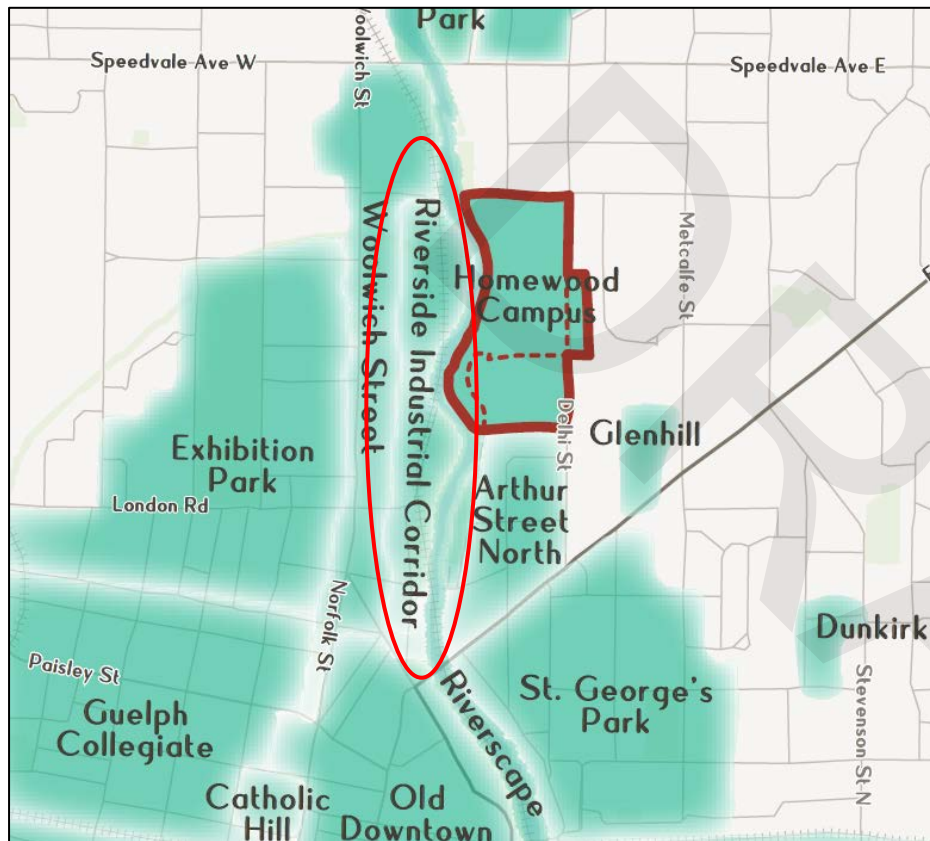


(Source: Google)



(Source: Google)

Map



DESCRIPTION:

The Riverside Industrial Corridor area is characterized by a series of remnant industrial properties approximately delineated by the Speed River to the east, Dufferin Street to the west, Speedvale Avenue to the north and adjacent railway line. Early 20th century residential neighbourhoods immediately about the area, which is now largely comprised of storage facilities or empty lots, but Goldie Mill remains as a well-preserved ruin of the former early industrial areas.

Located between Cardigan Street and the Speed River, Goldie Mill Park is rich in history as it is one of Guelph's most well-known early manufacturing sites. It was the location of Guelph's first sawmill, built by David Gilkison in 1827, and was used for this purpose for over 100 years. Although the principal use of the property was for the Mill, during its life the site was also used as a foundry, cooperage, distillery, piggery and tannery. Today, the ruins of the former Mill lie in the park and is maintained by the Grand River Conservation Authority. The remains of the Mill today include thick stone walls, a brick chimney and foundations buried to the north and north-west of the site.

Goldie Mill was highly significant to the prosperity of Guelph and has been designated under Part IV of the Ontario Heritage Act for its historic and architectural value.

LOCATION:

Within the Described Boundary, there are:

Designated HCDs:	0
Designated Properties:	2
Listed Properties:	5

LANDSCAPE TYPE:

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

CHARACTER-DEFINING FEATURES

- Abandoned/remnant early industrial properties
- Location of Guelph's first Sawmill and used as such for over a century
- Ruins of the former Goldie Mill including stone walls, brick chimney and foundations;
- Remnant foundations from other factory buildings in close proximity;
- Speed River to the east of the site, adjacent railway and associated steel bridge (1882)

HISTORICAL THEME

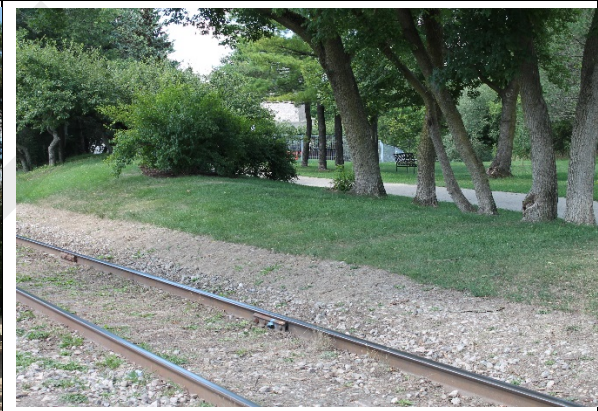
- PLANNING
 - UNIQUE, STRATEGIC PLANNED SETTLEMENT
 - CULTURAL HISTORIC SETTLEMENT
 - REMNANT OF GALT'S RADIAL PLAN
 - EARLY PLANNING FOR PROMINENT SITES/SPACES
- TRANSIT: FIRST NATIONS TRAILS; EARLY ROADS CONNECTING GUELPH TO OTHER TOWNS; RAILROAD POST-1857; STREETCAR LINES; EARLY RURAL ROUTES; BRIDGES
- 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

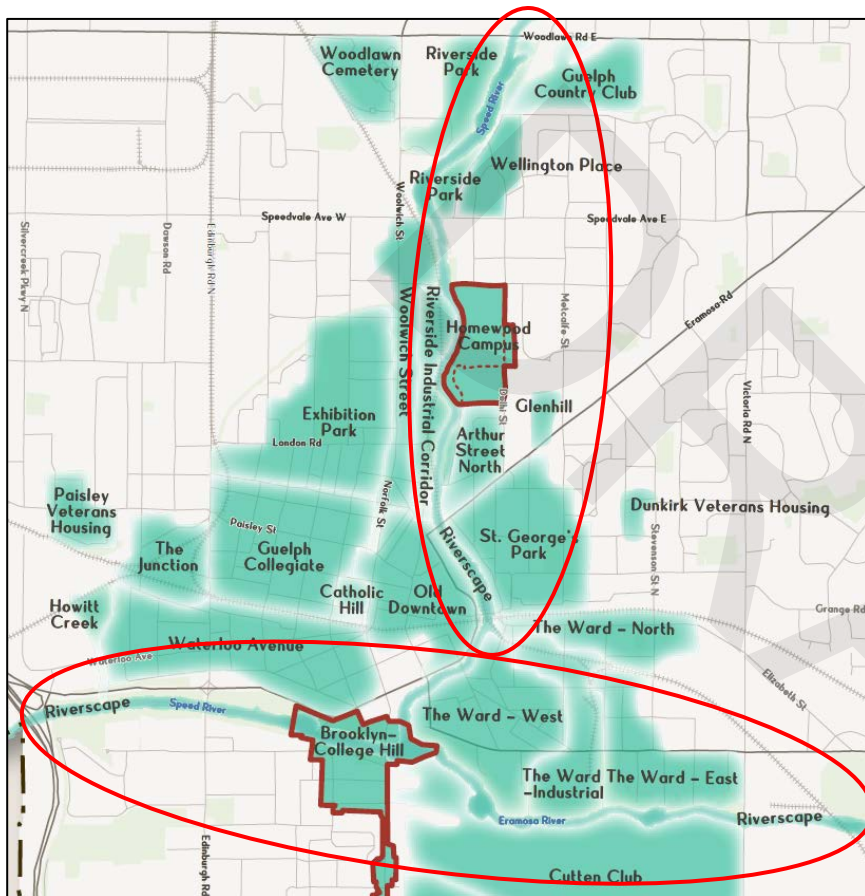
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- DESIGN VALUE – AESTHETIC / SCIENTIFIC REASONS
- DESIGN VALUE – HIGH DEGREE TECHNICAL/ SCIENTIFIC INTEREST
- HISTORIC VALUE – HISTORIC UNDERSTANDING OF AN AREA
- HISTORIC VALUE – DIRECT ASSOCIATION WITH A THEME, EVENT OR PERSON
- HISTORIC VALUE – 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
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- LOCAL HISTORY – CONTRIBUTING TO LOCAL LORE
- VISUALLY SIGNIFICANT – PHOTOGRAPHED OFTEN
- GENIUS LOCI – SENSE OF PLACE
- PLANNING – IDENTIFIED THROUGH OTHER PLANNING INITIATIVES



Map



DESCRIPTION:

The Speed and Eramosa Rivers flow south and south west, respectively, through the City of Guelph before combining and entering into the Grand River in Cambridge. The rivers have provided the City of Guelph and its residents with extensive waterfront access and recreational opportunities throughout the city’s history, and served as transportation corridors for local indigenous peoples prior to Western settlement.

The Speed River, flowing south through the City of Guelph, passes through a number of neighbourhoods and parks. A majority of the Speed River that flows through Guelph is channelized through retaining walls along the east and west sides of the river. Alongside the river, you will typically find various types of vegetation and trees lining the bank. Multi-use trails also exist along the riverbanks providing waterfront access to residents. Similarly, the Eramosa River provides both naturalized and planned vegetation along its banks, as well as multi-use trails.

This candidate CHL comprises the entire length of the Speed River and Eramosa River within the limits of the City of Guelph. A portion is also included within the Brooklyn and College Hill Heritage Conservation District.

LOCATION:

Within the Described Boundary, there are:

- Designated HCDs: 0
- Designated Properties: 0
- Listed Properties: 0

LANDSCAPE TYPE:

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

CHARACTER-DEFINING FEATURES

- River corridor with hardened/channelized and naturalized banks
- Weirs and bridges
- Numerous adjacent walking/recreational trails and park spaces throughout city

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.
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 - RIVER SYSTEMS INFLUENCING SETTLEMENT
- RESIDENTIAL NEIGHBOURHOOD: 19th, 20th, WARTIME, REGISTERED PLANS; OTHER SIGNIFICANT
- COMMERCIAL
- AGRICULTURE
- RECREATIONAL
- OTHER:

CULTURAL VALUE

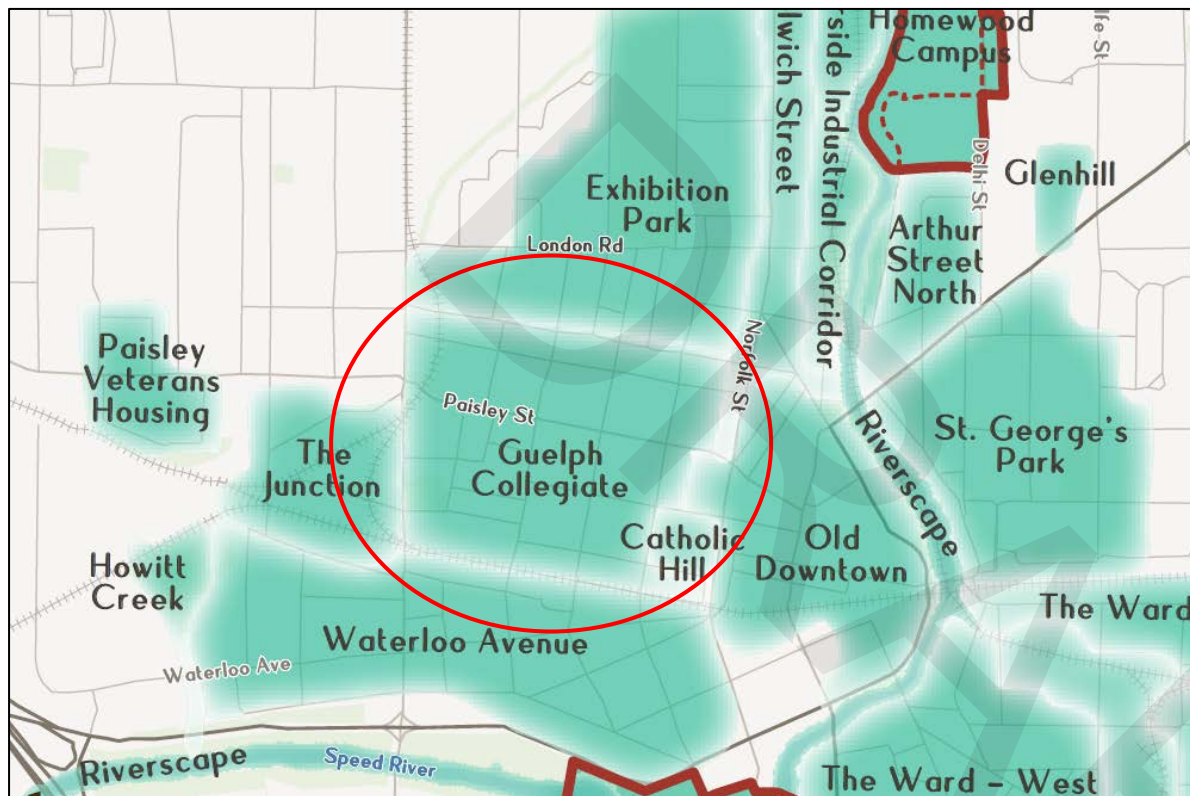
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- CONTEXTUAL VALUE – IMPORTANT IN DEFINING CHARACTER OF AN AREA
- CONTEXTUAL VALUE – HISTORICALLY, PHYSICALLY, FUNCTIONALLY OR VISUALLY LINKED TO SURROUNDINGS

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



Map



DESCRIPTION:

The Guelph Collegiate neighbourhood is located between Edinburgh Road North and Norfolk Street, with Paisley Street at its northern border and Kent Street at the south. This residential neighbourhood encompasses the Guelph Collegiate Institute, one of the oldest continually operating high schools in Ontario. Much of the neighbourhood was constructed in the early-20th century, characterized by Edwardian/ Neoclassic Vernacular style single-detached homes on regularly spaced lots with mature trees. To the east of the high school are a series of well-maintained early industrial buildings that connect the area to the downtown core.

The Guelph Collegiate neighbourhood has its origins in Plan 8, dating from 1855.

LOCATION:

Within the Described Boundary, there are:

Designated HCDs:	0
Designated Properties:	4
Listed Properties:	157

LANDSCAPE TYPE:

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

CHARACTER-DEFINING FEATURES

- Historic neighbourhood with concentration of listed single-detached homes in distinct early-20th century styles;
- Landscaped lots with mature trees lining the streets;
- Association with Guelph's oldest continually-operating high school;
- Association with 1855 Plan 8.

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



Source: Google Maps

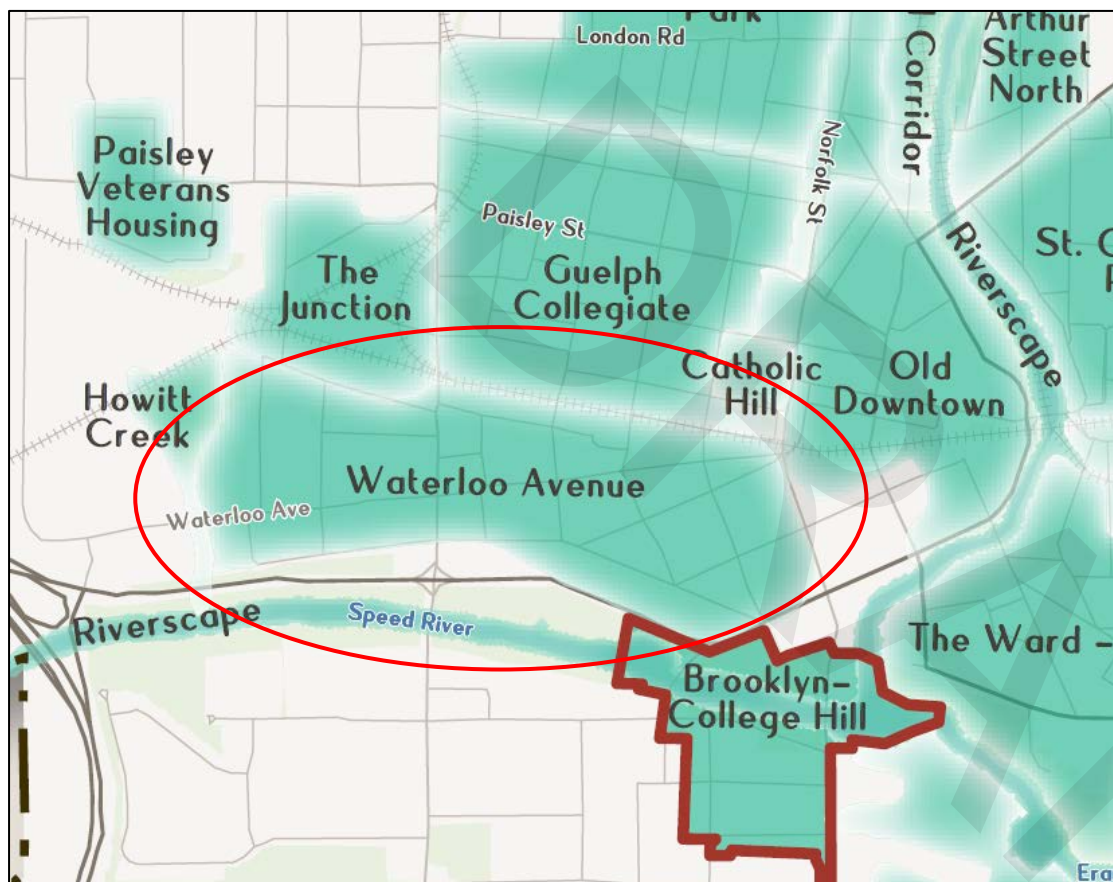


Source: Google Maps



Source: electricscotland.com

Map



DESCRIPTION:

The Waterloo Avenue neighbourhood is situated north of Wellington Avenue and the Speed River, and south of the railroad tracks. The area is distinct in its relationship to three primary transit routes into and out of the city, as it is bounded by the railroad to the north, the Speed River to the south, and centres on Waterloo Avenue. This latter corridor is the former Huron Road, a major trade route connecting Guelph to Waterloo.

The area is distinguished by properties in differing architectural styles developed throughout the 19th and 20th century. Known as Guelph’s earliest business district, it includes a variety of limestone buildings, including the Guelph Civic Museum, and residential homes built in the Queen Anne Revival style. Many properties along Waterloo Avenue are deeply connected to the roots of Guelph, with a number of well-known Guelph residents having lived on this street. Lots have larger setbacks from Waterloo Avenue than other areas of Guelph, and are lined with mature trees.

LOCATION:

Within the Described Boundary, there are:

Designated HCDs:	0
Designated Properties:	5
Listed Properties:	44

LANDSCAPE TYPE:

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

CHARACTER-DEFINING FEATURES

- Historical residential properties built in the 19th and 20th century;
- History of well-known Guelph residents who lived in homes located along Waterloo Avenue;
- Located along major transit routes including Waterloo Avenue, Speed River and railroad;
- Association with early transportation routes.

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 FREQUENT CULTURAL EVENTS
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- LOCAL HISTORY – CONTRIBUTING TO LOCAL LORE
- VISUALLY SIGNIFICANT – PHOTOGRAPHED OFTEN
- GENIUS LOCI – SENSE OF PLACE
- PLANNING – IDENTIFIED THROUGH OTHER PLANNING INITIATIVES



Appendix B: List of Known and Potential Built Heritage Resources

Feature ID	Address	Heritage Status and Recognition
1	182 Arthur St N	Potential Heritage Resource
2	184 Arthur St N	Listed (non-designated)
3	186 Arthur St N	Potential Heritage Resource
4	190 Arthur St N	Potential Heritage Resource
5	192 Arthur St N	Potential Heritage Resource
6	196 Arthur St N	Listed (non-designated)
7	1 Barber Ave	Listed (non-designated)
8	11 Barber Ave	Listed (non-designated)
9	17 Barber Ave	Listed (non-designated)
10	19 Barber Ave	Listed (non-designated)
11	21 Barber Ave	Listed (non-designated)
12	25 Barber Ave	Listed (non-designated)
13	27 Barber Ave	Designated - Individual
14	32 Birmingham St	Potential Heritage Resource

Feature ID	Address	Heritage Status and Recognition
15	50 Birmingham St	Potential Heritage Resource
16	52 Birmingham St	Potential Heritage Resource
17	112 Bristol St	Potential Heritage Resource
18	130 Bristol St	Potential Heritage Resource
19	22 Cambridge St	Potential Heritage Resource
20	24 Cambridge St	Designated - Individual
21	26 Cambridge St	Listed (non-designated)
22	28 Cambridge St	Potential Heritage Resource
23	45 Cambridge St	Potential Heritage Resource
24	46 Cambridge St	Listed (non-designated)
25	47 Cambridge St	Potential Heritage Resource
26	51 Cambridge St	Listed (non-designated)
27	44 Cardigan St	Listed (non-designated)

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Feature ID	Address	Heritage Status and Recognition
28	46 Cardigan St	Listed (non-designated)
29	60 Cardigan St	Designated - Individual
30	75 Cardigan St	Listed (non-designated)
31	122 Cardigan St	Designated - Individual
32	140 Cardigan St	Potential Heritage Resource
33	148 Cardigan St	Potential Heritage Resource
34	17 Cavell Ave	Listed (non-designated)
35	18 Cavell Ave	Listed (non-designated)
36	19 Cavell Ave	Listed (non-designated)
37	20 Cavell Ave	Listed (non-designated)
38	21 Cavell Ave	Listed (non-designated)
39	11 Clarence St	Potential Heritage Resource
40	14 Clarence St	Potential Heritage Resource
41	15 Clarence St	Potential Heritage Resource
42	22 Clarence St	Potential Heritage Resource

Feature ID	Address	Heritage Status and Recognition
43	30 Clarence St	Potential Heritage Resource
44	34 Clarence St	Potential Heritage Resource
45	78 Cork St W	Listed (non-designated)
46	80 Cork St W	Listed (non-designated)
47	81 Cork St W	Listed (non-designated)
48	82 Cork St W	Potential Heritage Resource
49	85 Cork St W	Listed (non-designated)
50	88 Cork St W	Potential Heritage Resource
51	89 Cork St W	Listed (non-designated)
52	91 Cork St W	Listed (non-designated)
53	92 Cork St W	Potential Heritage Resource
54	112 Cork St W	Listed (non-designated)
55	116 Cork St W	Potential Heritage Resource
56	120 Cork St W	Listed (non-designated)
57	148 Delhi St	Designated - Individual
58	150 Delhi St	Designated - Individual



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Feature ID	Address	Heritage Status and Recognition
59	15 Division St	Listed (non-designated)
60	17 Division St	Potential Heritage Resource
61	21 Division St	Potential Heritage Resource
62	25 Division St	Listed (non-designated)
63	33 Division St	Listed (non-designated)
64	44 Division St	Potential Heritage Resource
65	45 Division St	Potential Heritage Resource
66	50 Division St	Potential Heritage Resource
67	51 Division St	Potential Heritage Resource
68	52 Division St	Listed (non-designated)
69	53 Division St	Potential Heritage Resource
70	55 Division St	Potential Heritage Resource
71	57 Division St	Potential Heritage Resource
72	75 Division St	Potential Heritage Resource

Feature ID	Address	Heritage Status and Recognition
73	86 Division St	Potential Heritage Resource
74	237 Dublin St N	Potential Heritage Resource
75	243 Dublin St N	Listed (non-designated)
76	245 Dublin St N	Listed (non-designated)
77	252 Dublin St N	Listed (non-designated)
78	269 Dublin St N	Potential Heritage Resource
79	270 Dublin St N	Potential Heritage Resource
80	271 Dublin St N	Listed (non-designated)
81	273 Dublin St N	Listed (non-designated)
82	2 Dufferin St	Listed (non-designated)
83	4 Dufferin St	Listed (non-designated)
84	6 Dufferin St	Listed (non-designated)
85	10 Dufferin St	Listed (non-designated)
86	16 Dufferin St	Listed (non-designated)
87	22 Dufferin St	Listed (non-designated)
88	151 Dufferin St	Listed (non-designated)



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Feature ID	Address	Heritage Status and Recognition
89	153 Dufferin St	Potential Heritage Resource
90	157 Dufferin St	Potential Heritage Resource
91	161 Dufferin St	Potential Heritage Resource
92	165 Dufferin St	Potential Heritage Resource
93	167 Dufferin St	Potential Heritage Resource
94	185 Dufferin St	Listed (non-designated)
95	188 Dufferin St	Potential Heritage Resource
96	29 Durham St	Listed (non-designated)
97	31 Durham St	Potential Heritage Resource
98	32 Durham St	Potential Heritage Resource
99	36 Durham St	Potential Heritage Resource
100	37 Durham St	Listed (non-designated)
101	40 Durham St	Potential Heritage Resource

Feature ID	Address	Heritage Status and Recognition
102	41 Durham St	Potential Heritage Resource
103	62 Durham St	Potential Heritage Resource
104	63 Durham St	Listed (non-designated)
105	64 Durham St	Listed (non-designated)
106	67 Durham St	Listed (non-designated)
107	70 Durham St	Listed (non-designated)
108	71 Durham St	Potential Heritage Resource
109	74 Durham St	Listed (non-designated)
110	10 Edwin St	Listed (non-designated)
111	11 Edwin St	Potential Heritage Resource
112	12 Edwin St	Potential Heritage Resource
113	15 Edwin St	Potential Heritage Resource
114	16 Edwin St	Designated - Individual
115	17 Edwin St	Potential Heritage Resource
116	20 Edwin St	Listed (non-designated)



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Feature ID	Address	Heritage Status and Recognition
117	21 Edwin St	Listed (non-designated)
118	23 Edwin St	Listed (non-designated)
119	26 Edwin St	Potential Heritage Resource
120	28 Edwin St	Potential Heritage Resource
121	29 Edwin St	Listed (non-designated)
122	32 Edwin St	Listed (non-designated)
123	33 Edwin St	Potential Heritage Resource
124	38 Edwin St	Potential Heritage Resource
125	39 Edwin St	Potential Heritage Resource
126	41 Edwin St	Listed (non-designated)
127	89 Essex St	Listed (non-designated)
128	93 Essex St	Listed (non-designated)
129	96 Essex St	Potential Heritage Resource
130	99 Essex St	Listed (non-designated)
131	101 Essex St	Listed (non-designated)
132	106 Essex St	Listed (non-designated)

Feature ID	Address	Heritage Status and Recognition
133	115 Essex St	Listed (non-designated)
134	122 Essex St	Listed (non-designated)
135	124 Essex St	Potential Heritage Resource
136	7 Exhibition St	Listed (non-designated)
137	19 Exhibition St	Listed (non-designated)
138	37 Exhibition St	Potential Heritage Resource
139	45 Exhibition St	Potential Heritage Resource
140	47 Exhibition St	Potential Heritage Resource
141	85 Exhibition St	Potential Heritage Resource
142	87 Exhibition St	Potential Heritage Resource
143	95 Exhibition St	Potential Heritage Resource
144	101 Exhibition St	Potential Heritage Resource
145	105 Exhibition St	Potential Heritage Resource
146	119 Exhibition St	Listed (non-designated)



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Feature ID	Address	Heritage Status and Recognition
147	123 Exhibition St	Potential Heritage Resource
148	135 Exhibition St	Listed (non-designated)
149	226 Exhibition St	Listed (non-designated)
150	264 Exhibition St	Listed (non-designated)
151	267 Exhibition St	Potential Heritage Resource
152	285 Exhibition St	Potential Heritage Resource
153	297 Exhibition St	Listed (non-designated)
154	308 Exhibition St	Potential Heritage Resource
155	330 Exhibition St	Potential Heritage Resource
156	340 Exhibition St	Potential Heritage Resource
157	356 Exhibition St	Potential Heritage Resource
158	360 Exhibition St	Potential Heritage Resource
159	374 Exhibition St	Potential Heritage Resource
160	380 Exhibition St	Potential Heritage Resource

Feature ID	Address	Heritage Status and Recognition
161	8 Garth St	Listed (non-designated)
162	11 Garth St	Listed (non-designated)
163	13 George St	Potential Heritage Resource
164	15 George St	Potential Heritage Resource
165	19 George St	Potential Heritage Resource
166	21 George St	Potential Heritage Resource
167	1 Glasgow St N	Listed (non-designated)
168	3 Glasgow St N	Listed (non-designated)
169	4 Glasgow St N	Potential Heritage Resource
170	7 Glasgow St N	Listed (non-designated)
171	11 Glasgow St N	Listed (non-designated)
172	12 Glasgow St N	Listed (non-designated)
173	13 Glasgow St N	Listed (non-designated)
174	15 Glasgow St N	Listed (non-designated)
175	16 Glasgow St N	Listed (non-designated)
176	18 Glasgow St N	Listed (non-designated)



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Feature ID	Address	Heritage Status and Recognition
177	20 Glasgow St N	Listed (non-designated)
178	22 Glasgow St N	Listed (non-designated)
179	26 Glasgow St N	Listed (non-designated)
180	27 Glasgow St N	Listed (non-designated)
181	29 Glasgow St N	Listed (non-designated)
182	30 Glasgow St N	Listed (non-designated)
183	31 Glasgow St N	Listed (non-designated)
184	33 Glasgow St N	Listed (non-designated)
185	34 Glasgow St N	Listed (non-designated)
186	35 Glasgow St N	Listed (non-designated)
187	36 Glasgow St N	Listed (non-designated)
188	37 Glasgow St N	Listed (non-designated)
189	39 Glasgow St N	Listed (non-designated)
190	40 Glasgow St N	Listed (non-designated)
191	42 Glasgow St N	Listed (non-designated)
192	43 Glasgow St N	Listed (non-designated)
193	47 Glasgow St N	Listed (non-designated)
194	48 Glasgow St N	Listed (non-designated)

Feature ID	Address	Heritage Status and Recognition
195	53 Glasgow St N	Potential Heritage Resource
196	54 Glasgow St N	Listed (non-designated)
197	59 Glasgow St N	Listed (non-designated)
198	60 Glasgow St N	Listed (non-designated)
199	62 Glasgow St N	Potential Heritage Resource
200	63 Glasgow St N	Listed (non-designated)
201	64 Glasgow St N	Potential Heritage Resource
202	69 Glasgow St N	Listed (non-designated)
203	73 Glasgow St N	Listed (non-designated)
204	75 Glasgow St N	Listed (non-designated)
205	78 Glasgow St N	Listed (non-designated)
206	79 Glasgow St N	Listed (non-designated)
207	86 Glasgow St N	Designated - Individual
208	102 Glasgow St N	Potential Heritage Resource
209	108 Glasgow St N	Listed (non-designated)
210	112 Glasgow St N	Listed (non-designated)



Cultural Heritage Report: Existing Conditions
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Feature ID	Address	Heritage Status and Recognition
211	113 Glasgow St N	Potential Heritage Resource
212	117 Glasgow St N	Listed (non-designated)
213	120 Glasgow St N	Listed (non-designated)
214	123 Glasgow St N	Listed (non-designated)
215	126 Glasgow St N	Listed (non-designated)
216	127 Glasgow St N	Listed (non-designated)
217	133 Glasgow St N	Listed (non-designated)
218	136 Glasgow St N	Listed (non-designated)
219	143 Glasgow St N	Listed (non-designated)
220	144 Glasgow St N	Listed (non-designated)
221	150 Glasgow St N	Listed (non-designated)
222	151 Glasgow St N	Listed (non-designated)
223	153 Glasgow St N	Listed (non-designated)
224	154 Glasgow St N	Listed (non-designated)
225	159 Glasgow St N	Listed (non-designated)
226	160 Glasgow St N	Listed (non-designated)
227	170 Glasgow St N	Potential Heritage Resource

Feature ID	Address	Heritage Status and Recognition
228	177 Glasgow St N	Potential Heritage Resource
229	178 Glasgow St N	Listed (non-designated)
230	183 Glasgow St N	Potential Heritage Resource
231	187 Glasgow St N	Listed (non-designated)
232	188 Glasgow St N	Listed (non-designated)
233	192 Glasgow St N	Listed (non-designated)
234	193 Glasgow St N	Listed (non-designated)
235	198 Glasgow St N	Listed (non-designated)
236	202 Glasgow St N	Listed (non-designated)
237	203 Glasgow St N	Potential Heritage Resource
238	205 Glasgow St N	Potential Heritage Resource
239	208 Glasgow St N	Listed (non-designated)
240	210 Glasgow St N	Listed (non-designated)
241	213 Glasgow St N	Potential Heritage Resource
242	214 Glasgow St N	Potential Heritage Resource
243	215 Glasgow St N	Listed (non-designated)



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Feature ID	Address	Heritage Status and Recognition
244	217 Glasgow St N	Potential Heritage Resource
245	220 Glasgow St N	Potential Heritage Resource
246	221 Glasgow St N	Listed (non-designated)
247	224 Glasgow St N	Listed (non-designated)
248	228 Glasgow St N	Listed (non-designated)
249	236 Glasgow St N	Listed (non-designated)
250	1 Glasgow St S	Potential Heritage Resource
251	2 Glasgow St S	Potential Heritage Resource
252	4 Glasgow St S	Potential Heritage Resource
253	5 Glasgow St S	Potential Heritage Resource
254	6 Glasgow St S	Potential Heritage Resource
255	8 Glasgow St S	Potential Heritage Resource
256	9 Glasgow St S	Potential Heritage Resource
257	11 Glasgow St S	Listed (non-designated)

Feature ID	Address	Heritage Status and Recognition
258	15 Glasgow St S	Listed (non-designated)
259	17 Glasgow St S	Listed (non-designated)
260	35 Glasgow St S	Potential Heritage Resource
261	43 Glasgow St S	Potential Heritage Resource
262	47 Glasgow St S	Listed (non-designated)
263	55 Glasgow St S	Potential Heritage Resource
264	57 Glasgow St S	Potential Heritage Resource
265	3 Home St	Potential Heritage Resource
266	5 Home St	Potential Heritage Resource
267	7 Home St	Potential Heritage Resource
268	9 Home St	Potential Heritage Resource
269	11 Home St	Potential Heritage Resource
270	25 Home St	Potential Heritage Resource



Cultural Heritage Report: Existing Conditions
 Exhibition Park Neighbourhood Improvements
 City of Guelph, Ontario

Feature ID	Address	Heritage Status and Recognition
271	16 John St	Potential Heritage Resource
272	22 John St	Potential Heritage Resource
273	30 John St	Potential Heritage Resource
274	2 Kathleen St	Potential Heritage Resource
275	8 Kathleen St	Listed (non-designated)
276	14 Kathleen St	Listed (non-designated)
277	18 Kathleen St	Designated - Individual
278	22 Kathleen St	Potential Heritage Resource
279	26 Kathleen St	Listed (non-designated)
280	36 Kathleen St	Potential Heritage Resource
281	50 Kathleen St	Listed (non-designated)
282	60 Kathleen St	Potential Heritage Resource
283	64 Kathleen St	Listed (non-designated)
284	72 Kathleen St	Listed (non-designated)
285	78 Kathleen St	Listed (non-designated)

Feature ID	Address	Heritage Status and Recognition
286	80 Kathleen St	Potential Heritage Resource
287	82 Kathleen St	Potential Heritage Resource
288	86 Kathleen St	Potential Heritage Resource
289	88 Kathleen St	Potential Heritage Resource
290	92 Kathleen St	Potential Heritage Resource
291	96 Kathleen St	Potential Heritage Resource
292	102 Kathleen St	Listed (non-designated)
293	104 Kathleen St	Listed (non-designated)
294	202 Kathleen St	Potential Heritage Resource
295	208 Kathleen St	Potential Heritage Resource
296	233 Kathleen St	Potential Heritage Resource
297	236 Kathleen St	Potential Heritage Resource
298	239 Kathleen St	Potential Heritage Resource



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 Exhibition Park Neighbourhood Improvements
 City of Guelph, Ontario

Feature ID	Address	Heritage Status and Recognition
299	80 Kent St	Listed (non-designated)
300	81 Kent St	Listed (non-designated)
301	85 Kent St	Listed (non-designated)
302	89 Kent St	Potential Heritage Resource
303	9 Kirkland St	Listed (non-designated)
304	17 Kirkland St	Listed (non-designated)
305	25 Kirkland St	Listed (non-designated)
306	37 Kirkland St	Listed (non-designated)
307	43 Kirkland St	Potential Heritage Resource
308	47 Kirkland St	Listed (non-designated)
309	51 Kirkland St	Potential Heritage Resource
310	52 Kirkland St	Potential Heritage Resource
311	55 Kirkland St	Potential Heritage Resource
312	57 Kirkland St	Listed (non-designated)
313	58 Kirkland St	Potential Heritage Resource

Feature ID	Address	Heritage Status and Recognition
314	62 Kirkland St	Potential Heritage Resource
315	66 Kirkland St	Listed (non-designated)
316	67 Kirkland St	Listed (non-designated)
317	68 Kirkland St	Listed (non-designated)
318	74 Kirkland St	Potential Heritage Resource
319	77 Liverpool St	Listed (non-designated)
320	79 Liverpool St	Listed (non-designated)
321	80 Liverpool St	Listed (non-designated)
322	82 Liverpool St	Potential Heritage Resource
323	83 Liverpool St	Listed (non-designated)
324	86 Liverpool St	Listed (non-designated)
325	87 Liverpool St	Designated - Individual
326	88 Liverpool St	Potential Heritage Resource
327	120 Liverpool St	Potential Heritage Resource
328	124 Liverpool St	Listed (non-designated)
329	14 London Rd E	Listed (non-designated)



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Feature ID	Address	Heritage Status and Recognition
330	15 London Rd E	Listed (non-designated)
331	18 London Rd E	Listed (non-designated)
332	19 London Rd E	Listed (non-designated)
333	25 London Rd E	Listed (non-designated)
334	29 London Rd E	Listed (non-designated)
335	13 London Rd W	Potential Heritage Resource
336	13 London Rd W	Potential Heritage Resource
337	13 London Rd W	Potential Heritage Resource
338	13 London Rd W	Potential Heritage Resource
339	14 London Rd W	Potential Heritage Resource
340	16 London Rd W	Listed (non-designated)
341	18 London Rd W	Listed (non-designated)
342	20 London Rd W	Listed (non-designated)
343	25 London Rd W	Listed (non-designated)
344	26 London Rd W	Listed (non-designated)
345	27 London Rd W	Potential Heritage Resource

Feature ID	Address	Heritage Status and Recognition
346	29 London Rd W	Listed (non-designated)
347	30 London Rd W	Potential Heritage Resource
348	31 London Rd W	Listed (non-designated)
349	36 London Rd W	Listed (non-designated)
350	37 London Rd W	Listed (non-designated)
351	41 London Rd W	Listed (non-designated)
352	42 London Rd W	Listed (non-designated)
353	50 London Rd W	Listed (non-designated)
354	51 London Rd W	Listed (non-designated)
355	55 London Rd W	Listed (non-designated)
356	59 London Rd W	Listed (non-designated)
357	76 London Rd W	Listed (non-designated)
358	80 London Rd W	Designated - Individual
359	88 London Rd W	Designated - Individual
360	128 London Rd W	Listed (non-designated)
361	140 London Rd W	Listed (non-designated)
362	143 London Rd W	Potential Heritage Resource



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 Exhibition Park Neighbourhood Improvements
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Feature ID	Address	Heritage Status and Recognition
363	145 London Rd W	Potential Heritage Resource
364	146 London Rd W	Potential Heritage Resource
365	147 London Rd W	Potential Heritage Resource
366	148 London Rd W	Potential Heritage Resource
367	149 London Rd W	Potential Heritage Resource
368	150 London Rd W	Potential Heritage Resource
369	151 London Rd W	Potential Heritage Resource
370	164 London Rd W	Potential Heritage Resource
371	165 London Rd W	Potential Heritage Resource
372	166 London Rd W	Potential Heritage Resource
373	168 London Rd W	Potential Heritage Resource
374	169 London Rd W	Potential Heritage Resource
375	175 London Rd W	Listed (non-designated)

Feature ID	Address	Heritage Status and Recognition
376	176 London Rd W	Potential Heritage Resource
377	182 London Rd W	Potential Heritage Resource
378	186 London Rd W	Potential Heritage Resource
379	190 London Rd W	Potential Heritage Resource
380	193 London Rd W	Listed (non-designated)
381	1 Lyon Ave	Potential Heritage Resource
382	12 Lyon Ave	Listed (non-designated)
383	19 Lyon Ave	Listed (non-designated)
384	20 Lyon Ave	Potential Heritage Resource
385	21 Lyon Ave	Listed (non-designated)
386	23 Lyon Ave	Listed (non-designated)
387	24 Lyon Ave	Listed (non-designated)
388	25 Lyon Ave	Listed (non-designated)
389	27 Lyon Ave	Listed (non-designated)
390	28 Lyon Ave	Potential Heritage Resource



Cultural Heritage Report: Existing Conditions
 Exhibition Park Neighbourhood Improvements
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Feature ID	Address	Heritage Status and Recognition
391	29 Lyon Ave	Listed (non-designated)
392	31 Lyon Ave	Listed (non-designated)
393	32 Lyon Ave	Potential Heritage Resource
394	33 Lyon Ave	Listed (non-designated)
395	36 Lyon Ave	Potential Heritage Resource
396	40 Lyon Ave	Potential Heritage Resource
397	42 Lyon Ave	Potential Heritage Resource
398	44 Lyon Ave	Potential Heritage Resource
399	50 Lyon Ave	Listed (non-designated)
400	51 Lyon Ave	Listed (non-designated)
401	52 Lyon Ave	Listed (non-designated)
402	53 Lyon Ave	Listed (non-designated)
403	54 Lyon Ave	Potential Heritage Resource
404	55 Lyon Ave	Listed (non-designated)
405	57 Lyon Ave	Listed (non-designated)

Feature ID	Address	Heritage Status and Recognition
406	58 Lyon Ave	Potential Heritage Resource
407	59 Lyon Ave	Listed (non-designated)
408	60 Lyon Ave	Potential Heritage Resource
409	61 Lyon Ave	Listed (non-designated)
410	62 Lyon Ave	Potential Heritage Resource
411	63 Lyon Ave	Listed (non-designated)
412	64 Lyon Ave	Potential Heritage Resource
413	70 Lyon Ave	Listed (non-designated)
414	6 McTague St	Listed (non-designated)
415	14 McTague St	Listed (non-designated)
416	18 McTague St	Potential Heritage Resource
417	22 McTague St	Listed (non-designated)
418	26 McTague St	Listed (non-designated)
419	30 McTague St	Listed (non-designated)
420	34 McTague St	Potential Heritage Resource
421	36 McTague St	Listed (non-designated)



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 Exhibition Park Neighbourhood Improvements
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Feature ID	Address	Heritage Status and Recognition
422	42 McTague St	Listed (non-designated)
423	57 McTague St	Listed (non-designated)
424	60 McTague St	Listed (non-designated)
425	65 McTague St	Listed (non-designated)
426	69 McTague St	Potential Heritage Resource
427	73 McTague St	Listed (non-designated)
428	54 Mont St	Potential Heritage Resource
429	58 Mont St	Potential Heritage Resource
430	59 Mont St	Listed (non-designated)
431	65 Mont St	Potential Heritage Resource
432	69 Mont St	Listed (non-designated)
433	75 Mont St	Listed (non-designated)
434	76 Northumberland St	Listed (non-designated)
435	79 Northumberland St	Listed (non-designated)
436	83 Northumberland St	Listed (non-designated)

Feature ID	Address	Heritage Status and Recognition
437	84 Northumberland St	Potential Heritage Resource
438	86 Northumberland St	Listed (non-designated)
439	88 Northumberland St	Listed (non-designated)
440	89 Northumberland St	Listed (non-designated)
441	90 Northumberland St	Potential Heritage Resource
442	93 Northumberland St	Potential Heritage Resource
443	99 Northumberland St	Listed (non-designated)
444	108 Northumberland St	Listed (non-designated)
445	110 Northumberland St	Listed (non-designated)
446	114 Northumberland St	Potential Heritage Resource
447	115 Northumberland St	Potential Heritage Resource
448	116 Northumberland St	Potential Heritage Resource



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 Exhibition Park Neighbourhood Improvements
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Feature ID	Address	Heritage Status and Recognition
449	120 Northumberland St	Listed (non-designated)
450	124 Northumberland St	Potential Heritage Resource
451	0 Norwich St E	Designated - Individual
452	30 Norwich St E	Listed (non-designated)
453	40 Norwich St E	Listed (non-designated)
454	41 Norwich St E	Listed (non-designated)
455	70 Norwich St E	Designated - Individual
456	93 Nottingham St	Designated - Individual
457	95 Nottingham St	Designated - Individual
458	111 Nottingham St	Potential Heritage Resource
459	115 Nottingham St	Listed (non-designated)
460	74 Oxford St	Potential Heritage Resource
461	77 Oxford St	Potential Heritage Resource
462	79 Oxford St	Listed (non-designated)
463	80 Oxford St	Listed (non-designated)
464	82 Oxford St	Listed (non-designated)

Feature ID	Address	Heritage Status and Recognition
465	83 Oxford St	Listed (non-designated)
466	85 Oxford St	Listed (non-designated)
467	110 Oxford St	Listed (non-designated)
468	111 Oxford St	Listed (non-designated)
469	120 Oxford St	Potential Heritage Resource
470	123 Oxford St	Listed (non-designated)
471	61 Paisley St	Listed (non-designated)
472	65 Paisley St	Listed (non-designated)
473	66 Paisley St	Designated - Individual
474	74 Paisley St	Designated - Individual
475	77 Paisley St	Listed (non-designated)
476	83 Paisley St	Designated - Individual
477	88 Paisley St	Listed (non-designated)
478	101 Paisley St	Listed (non-designated)
479	107 Paisley St	Potential Heritage Resource
480	109 Paisley St	Potential Heritage Resource
481	110 Paisley St	Potential Heritage Resource



Cultural Heritage Report: Existing Conditions
 Exhibition Park Neighbourhood Improvements
 City of Guelph, Ontario

Feature ID	Address	Heritage Status and Recognition
482	112 Paisley St	Potential Heritage Resource
483	10 Park Ave	Listed (non-designated)
484	14 Park Ave	Listed (non-designated)
485	20 Park Ave	Listed (non-designated)
486	24 Park Ave	Listed (non-designated)
487	26 Park Ave	Listed (non-designated)
488	28 Park Ave	Listed (non-designated)
489	34 Park Ave	Potential Heritage Resource
490	40 Park Ave	Listed (non-designated)
491	46 Park Ave	Listed (non-designated)
492	50 Park Ave	Listed (non-designated)
493	54 Park Ave	Listed (non-designated)
494	60 Park Ave	Listed (non-designated)
495	64 Park Ave	Listed (non-designated)
496	71 G Park Ave	Listed (non-designated)
497	58 Powell St W	Listed (non-designated)
498	60 Powell St W	Listed (non-designated)
499	62 Powell St W	Listed (non-designated)

Feature ID	Address	Heritage Status and Recognition
500	64 Powell St W	Listed (non-designated)
501	66 Powell St W	Listed (non-designated)
502	68 Powell St W	Listed (non-designated)
503	7 Preston St	Listed (non-designated)
504	9 Preston St	Listed (non-designated)
505	13 Preston St	Potential Heritage Resource
506	38 Speedvale Ave W	Listed (non-designated)
507	80 Suffolk St W	Listed (non-designated)
508	82 Suffolk St W	Listed (non-designated)
509	83 Suffolk St W	Listed (non-designated)
510	90 Suffolk St W	Listed (non-designated)
511	91 Suffolk St W	Listed (non-designated)
512	103 Suffolk St W	Listed (non-designated)
513	109 Suffolk St W	Listed (non-designated)
514	114 Suffolk St W	Listed (non-designated)
515	115 Suffolk St W	Listed (non-designated)
516	116 Suffolk St W	Listed (non-designated)
517	119 Suffolk St W	Listed (non-designated)



Cultural Heritage Report: Existing Conditions
 Exhibition Park Neighbourhood Improvements
 City of Guelph, Ontario

Feature ID	Address	Heritage Status and Recognition
518	120 Suffolk St W	Potential Heritage Resource
519	124 Suffolk St W	Potential Heritage Resource
520	54 Tiffany St W	Listed (non-designated)
521	55 Tiffany St W	Potential Heritage Resource
522	56 Tiffany St W	Listed (non-designated)
523	57 Tiffany St W	Potential Heritage Resource
524	58 Tiffany St W	Listed (non-designated)
525	60 Tiffany St W	Listed (non-designated)
526	61 Tiffany St W	Listed (non-designated)
527	62 Tiffany St W	Listed (non-designated)
528	71 Tiffany St W	Potential Heritage Resource
529	5 Tipperary Pl	Potential Heritage Resource
530	16 Tipperary Pl	Listed (non-designated)
531	17 Tipperary Pl	Listed (non-designated)
532	20 Verney St	Potential Heritage Resource

Feature ID	Address	Heritage Status and Recognition
533	21 Verney St	Potential Heritage Resource
534	24 Verney St	Potential Heritage Resource
535	26 Verney St	Potential Heritage Resource
536	28 Verney St	Potential Heritage Resource
537	30 Verney St	Potential Heritage Resource
538	33 Verney St	Potential Heritage Resource
539	37 Verney St	Potential Heritage Resource
540	38 Verney St	Potential Heritage Resource
541	41 Verney St	Potential Heritage Resource
542	48 Verney St	Potential Heritage Resource
543	52 Verney St	Potential Heritage Resource
544	64 Waterloo Ave	Listed (non-designated)
545	68 Waterloo Ave	Listed (non-designated)



Cultural Heritage Report: Existing Conditions
 Exhibition Park Neighbourhood Improvements
 City of Guelph, Ontario

Feature ID	Address	Heritage Status and Recognition
546	70-72 Waterloo Ave	Listed (non-designated)
547	87 Waterloo Ave	Listed (non-designated)
548	91 Waterloo Ave	Listed (non-designated)
549	21 Westmount Rd	Listed (non-designated)
550	268 Woolwich St	Designated - Individual
551	270 Woolwich St	Designated - Individual
552	275 Woolwich St	Listed (non-designated)
553	279 Woolwich St	Listed (non-designated)
554	285 Woolwich St	Potential Heritage Resource
555	289 Woolwich St	Listed (non-designated)
556	294 Woolwich St	Listed (non-designated)
557	295 Woolwich St	Potential Heritage Resource
558	297 Woolwich St	Listed (non-designated)
559	298 Woolwich St	Potential Heritage Resource
560	304 Woolwich St	Listed (non-designated)
561	305 Woolwich St	Listed (non-designated)
562	311 Woolwich St	Listed (non-designated)

Feature ID	Address	Heritage Status and Recognition
563	312 Woolwich St	Listed (non-designated)
564	314 Woolwich St	Potential Heritage Resource
565	315 Woolwich St	Listed (non-designated)
566	467 Woolwich St	Listed (non-designated)
567	469 Woolwich St	Potential Heritage Resource
568	471 Woolwich St	Potential Heritage Resource
569	472 Woolwich St	Listed (non-designated)
570	473 Woolwich St	Potential Heritage Resource
571	476 Woolwich St	Listed (non-designated)
572	480 Woolwich St	Listed (non-designated)
573	486 Woolwich St	Potential Heritage Resource
574	490 Woolwich St	Potential Heritage Resource
575	494 Woolwich St	Listed (non-designated)
576	497 Woolwich St	Potential Heritage Resource
577	500 Woolwich St	Potential Heritage Resource



Cultural Heritage Report: Existing Conditions
 Exhibition Park Neighbourhood Improvements
 City of Guelph, Ontario

Feature ID	Address	Heritage Status and Recognition
578	515 Woolwich St	Potential Heritage Resource
579	528 Woolwich St	Potential Heritage Resource
580	531 Woolwich St	Potential Heritage Resource
581	560 Woolwich St	Potential Heritage Resource
582	237 Yorkshire St N	Potential Heritage Resource

Feature ID	Address	Heritage Status and Recognition
583	241 Yorkshire St N	Potential Heritage Resource
584	243 Yorkshire St N	Potential Heritage Resource
585	256 Yorkshire St N	Potential Heritage Resource
586	260 Yorkshire St N	Potential Heritage Resource
587	71 Yorkshire St S	Listed (non-designated)
588	73 Yorkshire St S	Listed (non-designated)

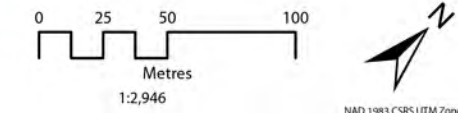
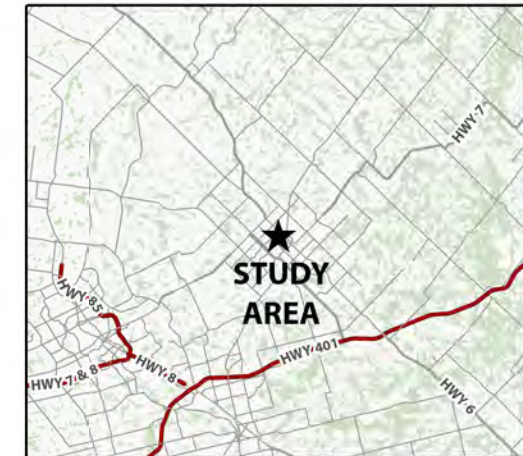
Appendix C: Mapping of Proposed Tree Removals



Map 1: Tree Preservation Plan

Exhibition Park TPP

- Limit of Disturbance
- - - Tree Protection Fencing
- Tree Action**
- Preserve
- Injure
- Remove
- Potential Transplant
- / Dead



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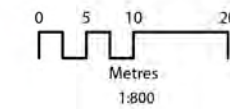
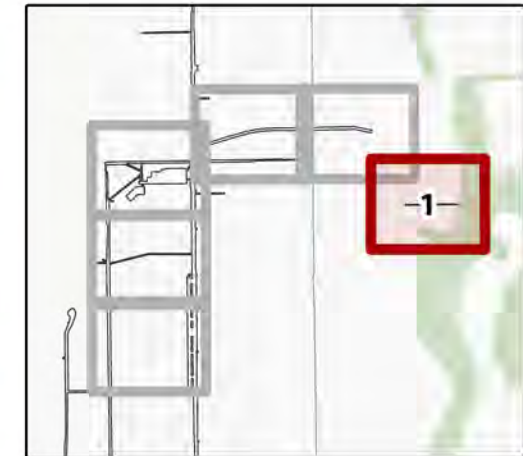
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Map 1 - 1: Tree Preservation Plan

Exhibition Park TPP

- ▭ Limit of Disturbance
- ✂ Tree Protection Fencing
- Tree Action**
- Preserve
- Remove
- Injure
- Potential Transplant
- ▨ Dead



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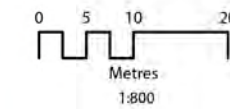
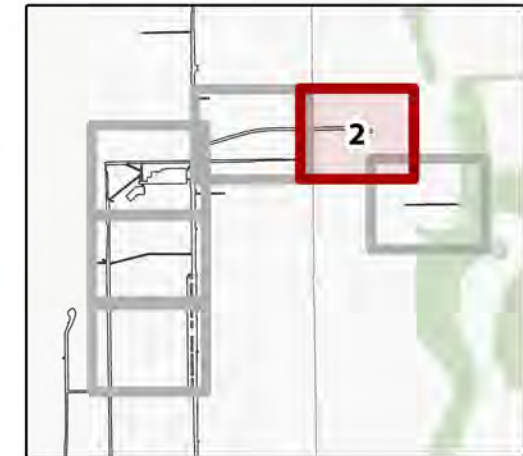
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Map 1 - 2: Tree Preservation Plan

Exhibition Park TPP

- Limit of Disturbance
- Tree Protection Fencing
- Tree Action**
- Preserve
- Remove
- Injure
- Potential Transplant
- Dead

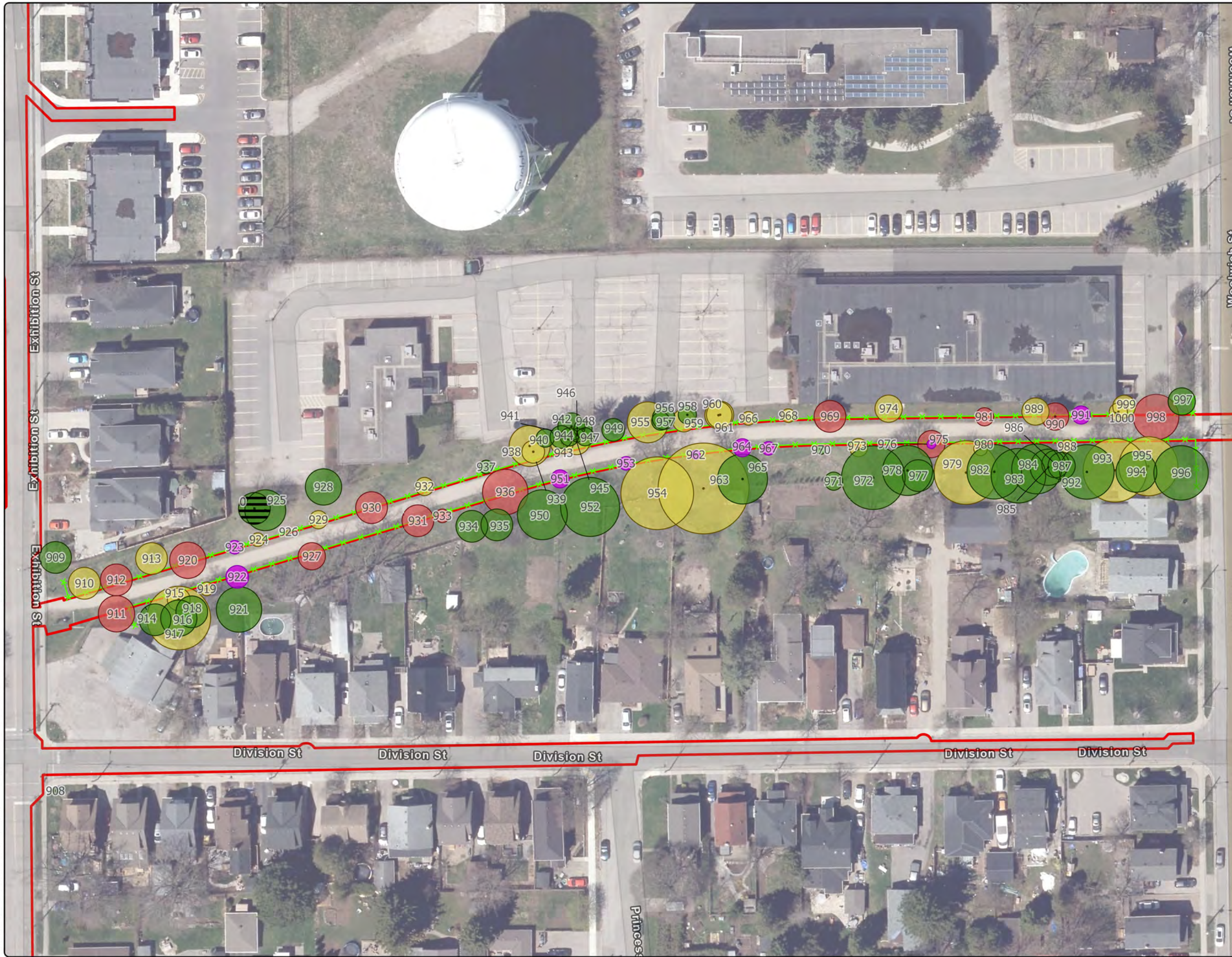


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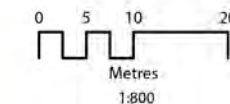
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Map 1 - 3: Tree Preservation Plan

Exhibition Park TPP

- ▭ Limit of Disturbance
- - - Tree Protection Fencing
- Tree Action**
- Preserve
- Remove
- Injure
- Potential Transplant
- ▨ Dead



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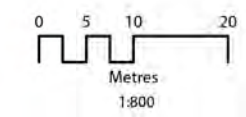
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Map 1 - 4: Tree Preservation Plan

Exhibition Park TPP

- Limit of Disturbance
- Tree Protection Fencing
- Tree Action**
- Preserve
- Remove
- Injure
- Potential Transplant
- Dead

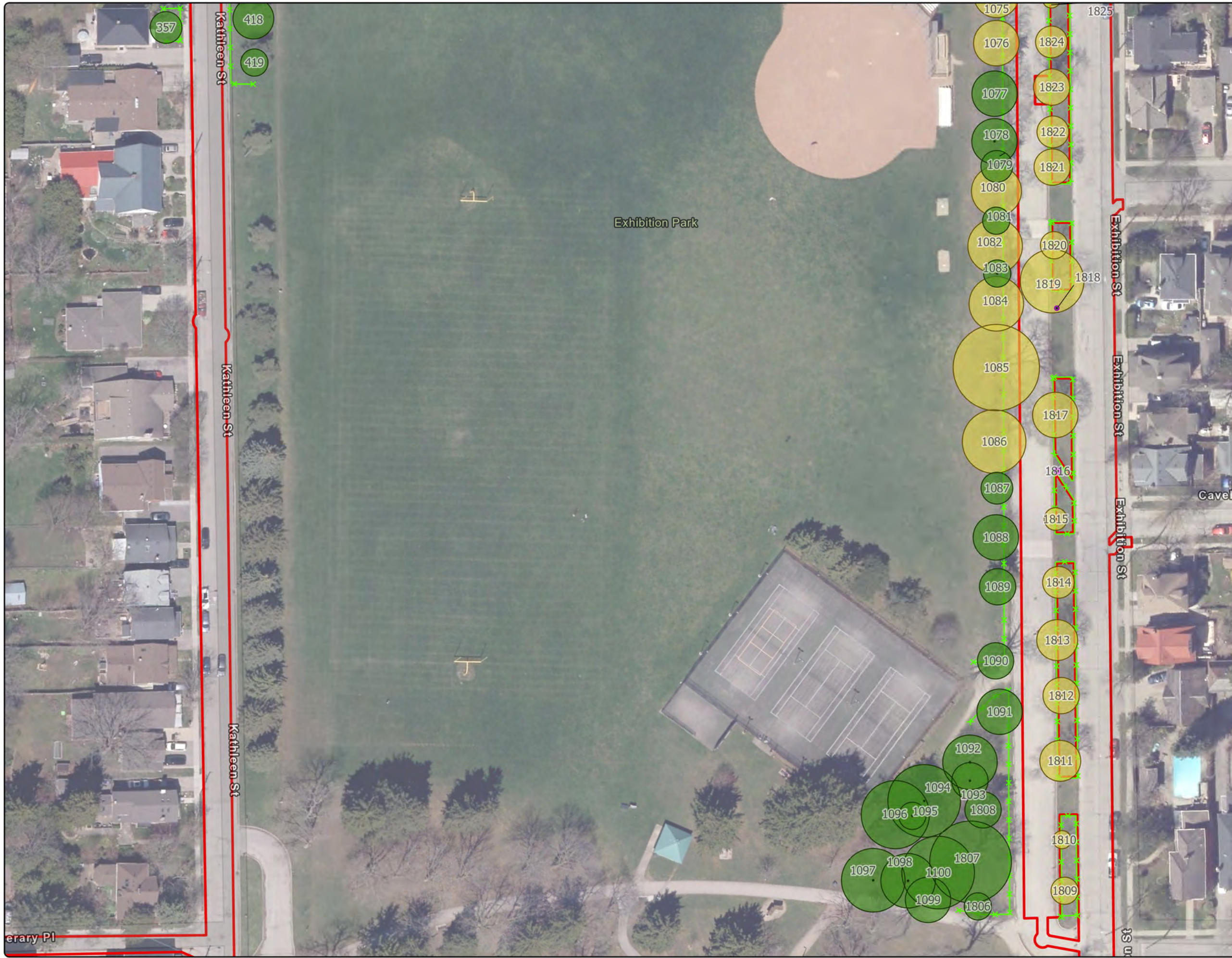


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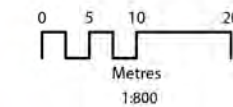
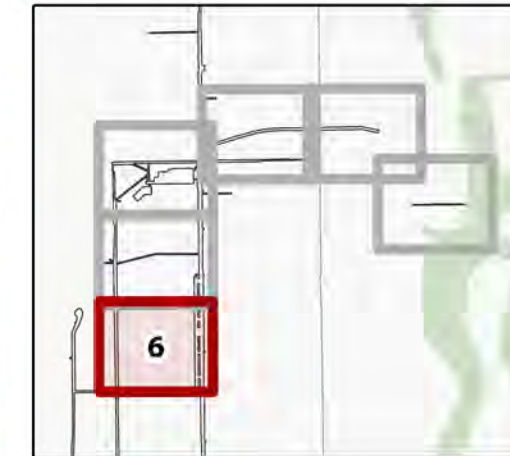
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Map 1 - 6: Tree Preservation Plan

Exhibition Park TPP

- Limit of Disturbance
- ✂ Tree Protection Fencing
- Tree Action**
- Preserve
- Remove
- Injure
- Potential Transplant
- ▨ Dead



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