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## Ward West Heritage Conservation District Study

Prepared for:  
City of Guelph  
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Guelph, ON N1H 3A1

A.S.I. Project No. 23CH-236  
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**Final Report**

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Cover Image: Alice Street at Huron Street (A.S.I, 2024)

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# Executive Summary

Archaeological Services Inc. (A.S.I.), in collaboration with O2 Planning and Design and The Landplan Studio Inc., was contracted by the City of Guelph to undertake a Heritage Conservation District (H.C.D.) Study in the Ward neighbourhood. The H.C.D. Study Area is sited at the confluence of the Speed and Eramosa rivers and on low-lying land below the drumlin known as St. George's Hill; this is a place that Indigenous peoples, including the Hatiwendaronk, Anishinaabe, and the Haudenosaunee, have called home for thousands of years.

The Study Area is located within the historical St. Patrick's Ward neighbourhood, which is still often referred to today as the Ward. Within the Ward, the Speed and Eramosa rivers define the natural edges of the neighbourhood, with a prominent drumlin to the north and a confluence of these rivers to the west and south. This low land was prone to frequent flooding and the area was slow to develop in the early part of the nineteenth century compared to other areas of the city to the west and north. However, by the 1850s and with booming commerce and industry, railway connections to Toronto and through Guelph were approved leading to the annexation of the area by the then Town of Guelph. Soon after, the area was subdivided and both industrial and residential development followed. A distinctive street pattern and mix of industrial operations and a residential area emerged in this period.

The current Study has been initiated to respond to the recommendations of the Cultural Heritage Action Plan and policies within the Downtown Secondary Plan. City Council directed staff to expedite a Cultural Heritage Study in this area in response to Bill 23 – The More Homes, Built Faster Act. The objective of this Study is to determine if the Study Area merits conservation as an H.C.D. through designation under Part V of the Ontario Heritage Act. Based on the results of research, survey activities, character analysis, heritage evaluation, and engagement, it is recommended that the City of Guelph proceed to protect this area as an H.C.D. Next steps would include preparing an H.C.D. Plan for the recommended area. The Plan will describe District objectives and the policies and guidelines that will support sensitively adapting Ward West as it continues to grow while maintaining its historical sense of place. The Plan will also identify proposed permitting processes. This future work will involve further consultations with the public, interested groups, and property owners. Once the Plan is complete, a by-law to designate the area under Part V of the Ontario Heritage Act will be prepared.



## Study Scope

The Ward West H.C.D. Study Area is bounded to the west and south by the Speed and Eramosa rivers and generally to the east and north by Hooper Street, Huron Street, and Duke Street between the Eramosa River and Elizabeth Street. To date, the following Study components have been completed:

- Review of existing policies, by-laws, plans, and guidelines relevant to conserving cultural heritage resources in the H.C.D. Study Area;
- Engagement events and information sharing, with the general public, the Ward West Working Group, Heritage Guelph, developed and organized to establish opportunities for input and feedback;
- Separate and direct engagement with the Mississaugas of the Credit First Nation and the Six Nations of the Grand River First Nation, including information sharing and opportunities for input and feedback;
- Historical research and analysis to understand how the Study Area evolved over time and to identify key themes and events that shaped its development;
- Examination and analysis of the character and appearance of the Study Area based on data collected through survey activities;
- Evaluation of the H.C.D. Study Area to assess whether it meets requirements for designation established under the Ontario Heritage Act, including criteria and definitions for an H.C.D. as presented in the Ontario Heritage Tool Kit;
- Delineation of a recommended boundary for a proposed H.C.D.;
- Statement of Significance;
- Recommendations as to the objectives of a prospective H.C.D. designation in Ward West; and
- Recommendations regarding whether changes will be required to the municipality's Official Plan or by-laws.

## Study Findings and Recommendations

The results of research, survey activities, analysis of the area's existing character, engagement sessions, and heritage evaluation confirm that the Study Area contains a concentration of landscape and built features. A diverse population lived and worked in the area throughout its early development and into the height of industrial operations in the neighbourhood. The communities established by those residing in the Study Area were impacted by the physiography and early development of the area. Communities also, in turn, influenced the built forms in the area as social and cultural patterns were established and traditions were formed and re-formed – a process that is ongoing.

The combination of landscape features, and residential, industrial, commercial, and institutional buildings that intermingle within the Study Area reflect the area's history and development. These qualities are valued by the local community. Based on the results of technical work, the Study has found that the Study Area retains a distinct, visually cohesive, and interconnected set of features that together express the story of the Ward. The technical work recommends a boundary that includes the Speed and



Eramosa rivers to the west and south, follows Ferguson Street, Huron Street and the top of the drumlin to the north and Morris Street to the east. These extents include the oldest portion of the Ward which was laid out in 1855 as well as key industrial features which influenced its settlement and development. The recommended H.C.D. area contains a rich collection of heritage resources that merit guidance. The authors of the Study recommend that the City of Guelph proceed to prepare an H.C.D. Plan for the recommended boundary as illustrated in Part E.

Technical work has considered areas adjacent to the project Study Area, such as, the Cultural Heritage Landscapes identified as Ward North and Ward East in the Cultural Heritage Action Plan (City of Guelph & MHBC, 2020). These areas were surveyed and developed at a later date and express a different residential development pattern in the Ward with the exception of the western portion of Ward North which is recommended for inclusion within the recommended Ward West H.C.D. boundary. The area recommended for designation remains historically, physically and visually distinct from adjacent areas.

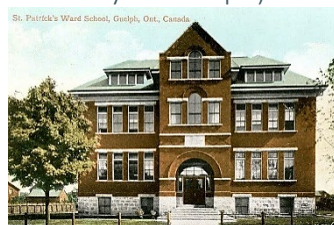
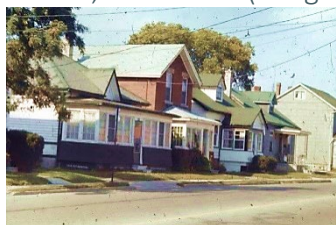


# Introduction

The City of Guelph retained Archaeological Services Inc. (A.S.I.), in collaboration with O2 Planning and Design and The Landplan Studio Inc., to complete a Heritage Conservation District (H.C.D.) Study in the Ward neighbourhood. The Study Area is the historical core of what has been known at various times as East Ward, St. Patrick's Ward, Ward One, or simply the Ward. The Study Area's street network emerged in the 1850s and by the early twentieth century, many newcomers to Guelph planted roots in the area.

In 2020, the City completed a Cultural Heritage Action Plan. The Action Plan identified four areas of the Ward as separate Cultural Heritage Landscapes: Ward North; Ward West; Ward Industrial; and Ward East. Ward West is described as a mixed residential and industrial area, while Ward North and Ward East are primarily residential, and Ward Industrial is primarily industrial. Ward West has a high proportion of properties included on the Heritage Register, with six properties designated (Part IV) and 152 properties included as non-designated properties (commonly referred to as 'listed'). The western portion of the neighbourhood is part of the Downtown Secondary Plan. The Downtown Secondary Plan directs the City to explore the implementation of an H.C.D. within St. Patrick's Ward. The Action Plan identified Ward West as high priority for further study and the other three areas of the Ward as medium priority. In May 2023, City Council voted to expedite the timing of a Cultural Heritage Study for Ward West, approving funding for the project as a response to Bill 23 - the More Homes, Built Faster Act (Proposed Changes to the Ontario Heritage Act and Its Regulations: Bill 23 (Schedule 6) - the Proposed More Homes Built Faster Act, 2022 | Environmental Registry of Ontario, 2022). In early 2024, the City retained the consultant team to carry out this H.C.D. Study.

Left to right: York Road, circa 1975; 47 Alice Street, circa 1920; Harding Yarns Mill, circa 1950; Tytler Public School, circa 1910 (Images Courtesies of: Guelph Museums; Gayle Valeriotte; and University of Guelph)

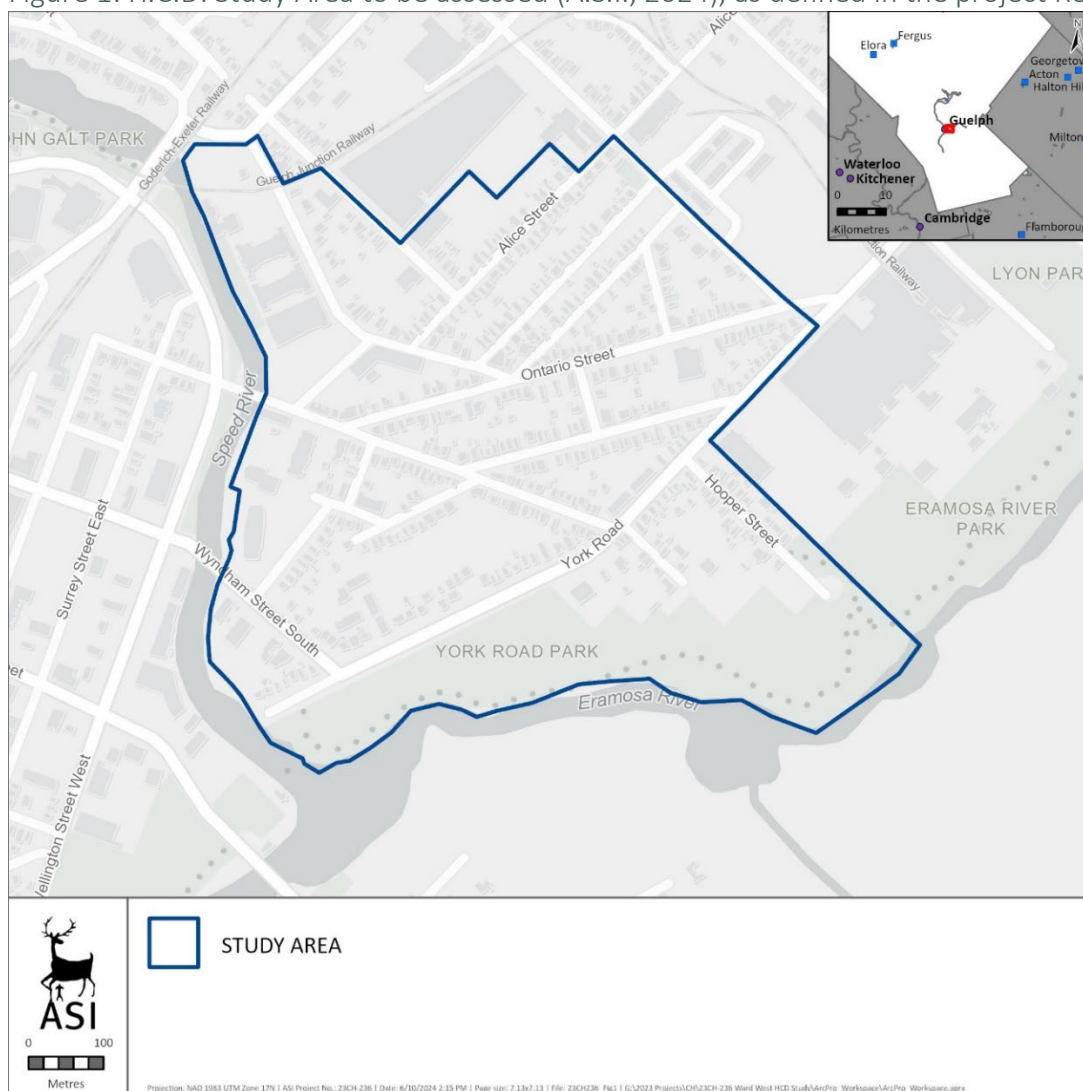


## Project Scope

The Ward West H.C.D. Study Area is located within the Ward neighbourhood and is bounded to the west and south by the Speed and Eramosa rivers and generally to the east and north by Hooper, Huron, Duke, and Elizabeth streets (Figure 1). The Study Area is based on the Ward West Cultural Heritage Landscape identified in the City of Guelph's Cultural Heritage Action Plan (City of Guelph & M.H.B.C., 2020). This mixed-use area is adjacent and linked to downtown Guelph and features:

- Residential buildings and streetscapes
- Small-scale/converted commercial buildings
- Industrial buildings and land uses
- Rail infrastructure
- Neighbourhood institutional buildings
- Recreational amenities

Figure 1: H.C.D. Study Area to be assessed (A.S.I., 2024), as defined in the project Request for Proposal



This Study assesses the Study Area’s history, design, evolution, and key features and evaluates the area to consider whether all or part should be designated as an H.C.D. under the Ontario Heritage Act. The Study was conducted in close collaboration with members of the City of Guelph’s Planning and Building Services and Strategic Communications and Community Engagement Departments and incorporates community input gathered through an ongoing series of public information sessions. To date, the following Study components have been completed:

- Review of existing policies, by-laws, plans, and guidelines relevant to conserving cultural heritage resources in the H.C.D. Study Area;
- Engagement events and information sharing, with the general public, the Ward West Working Group, Heritage Guelph, developed and organized to establish opportunities for input and feedback;
- Separate and direct engagement with the Mississaugas of the Credit First Nation and the Six Nations of the Grand River First Nation, including information sharing and opportunities for input and feedback;
- Historical research and analysis to understand how the Study Area evolved over time and to identify key themes and events that shaped its development;
- Examination and analysis of the character and appearance of the Study Area based on data collected through survey activities;
- Evaluation of the H.C.D. Study Area to assess whether it meets requirements for designation established under the Ontario Heritage Act, including criteria and definitions for an H.C.D. as presented in the Ontario Heritage Tool Kit;
- Delineation of a recommended boundary for a proposed H.C.D.;
- Statement of Significance;
- Recommendations as to the objectives of a prospective H.C.D. designation in the Study Area; and
- Recommendations regarding whether changes will be required to the municipality’s Official Plan or by-laws.

# Heritage Conservation District Process

Part V of the Ontario Heritage Act enables City Council to designate a defined area as an H.C.D. following a two-phase process. The first phase is the Heritage Conservation District Study, and the second phase is the Heritage Conservation District Plan.

Figure 2: H.C.D. process



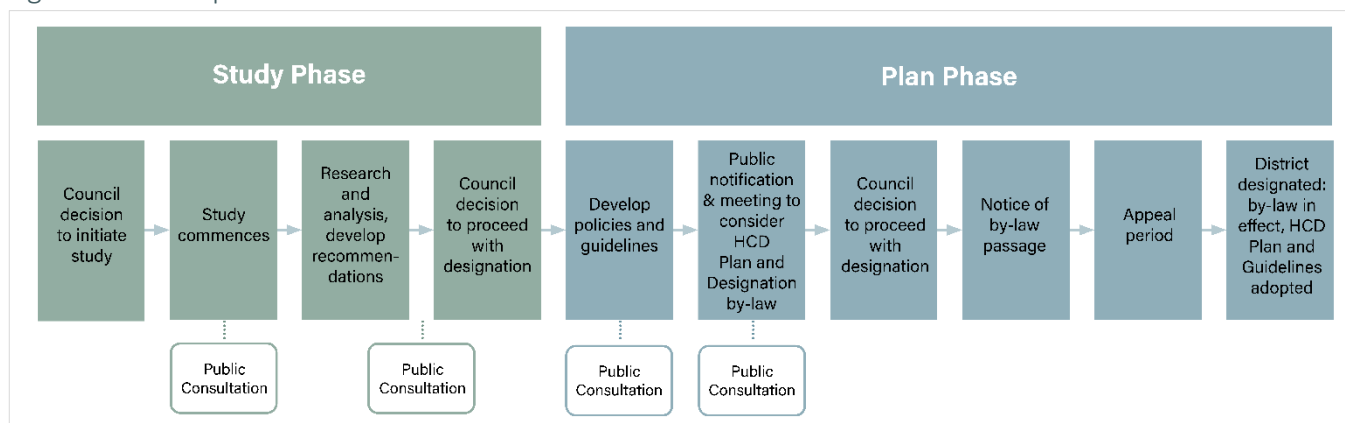
## Study Phase

Through background research, area analysis, and consultation with the community, the **H.C.D. Study** reviews the Study Area to understand its history, design, evolution, and key features. The Study phase analyzes the characteristics of the Study Area and considers heritage evaluation criteria prescribed under the Ontario Heritage Act. This work provides a basis for determining whether the area should be designated as an H.C.D.

## Plan Phase

If City Council approves the Study phase recommendations to recognize a heritage district in Ward West, an **H.C.D. Plan** will be prepared to implement the district. The Plan includes policies and guidelines to steward and enhance this important place into the future. The District Plan provides a framework for ensuring that redevelopment, significant renovations and alterations, and new growth within the H.C.D. boundary is compatible with, and does not detract from, the heritage attributes of the area.

Figure 3: H.C.D. process in detail



# Heritage Conservation District Study Phase Process

## Initiation of the Process

The Ward West H.C.D. Study was initiated by the City of Guelph through policy direction in the Downtown Secondary Plan, prioritization as part of the Cultural Heritage Action Plan and expedited in response to Bill 23 – The More Homes, Built Faster Act.

## Study Area

A general area is reviewed as part of the Study. During the Study, a boundary for the H.C.D. may be proposed based on public input, the history of the area, and what exists today. The boundary may include areas outside of the current Study Area or may exclude part of the Study Area.

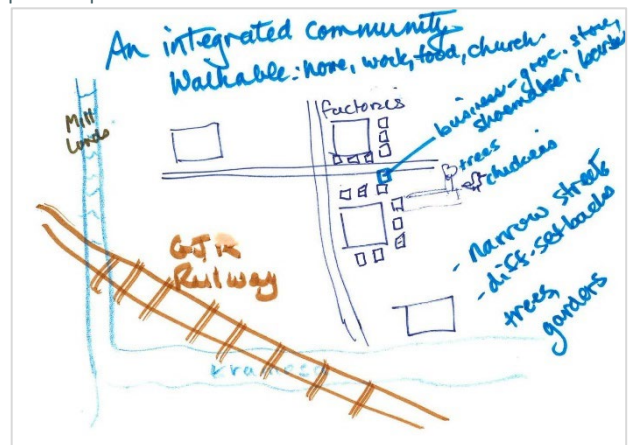
## Policy Framework

**Part A** of this document addresses the existing policy framework for managing change in relation to cultural heritage resources within the City of Guelph and the H.C.D. Study Area.

## Public Open Houses

Two public open houses were held during the H.C.D Study process. Prior to each public event, the City conducted a mail-out to all property owners and addresses within the Study Area. Additionally, a variety of techniques were employed to notify the public several weeks prior to each event. **Part B** of this document presents the results of engagement activities.

Figure 4: A map drawn by an open house participant



## Ward West Working Group

The Ward West Working Group was established as part of the H.C.D. Study. The mandate of this group is to provide input and feedback at key points throughout the H.C.D. Study and Plan process. The Working Group met two times during the H.C.D. Study.

## Heritage Guelph

Heritage Guelph is an appointed committee that advises City Council on matters relating to the identification, evaluation, listing, conservation, restoration, protection and enhancement of cultural heritage resources. The H.C.D. Study was presented to Heritage Guelph to provide feedback twice during the process.

## Indigenous Engagement

Mississaugas of the Credit First Nation and the Six Nations of the Grand River First Nation were separately and directly engaged during the H.C.D. Study.



## Evolution of the Study Area

**Part C** of this document presents the results of historical research and establishes a thematic framework for understanding how the Study Area evolved over time, including identification of key time periods and events that shaped the Study Area.

## Built Form and Landscape Inventory

**Part D** of this document describes the scope and methodology used to survey individual property parcels, streetscapes, and other potential heritage attributes in the Study Area.

## Character Analysis

**Part D** of this document then presents an analysis of the character of the Study Area based on survey data, historical and contextual research, and analysis.

## Developing a Statement of Significance

**Part E** of this document presents a heritage evaluation of the Study Area and assesses whether it meets the definitions and considerations for an H.C.D. as presented in the Ontario Heritage Act. Part E culminates in the presentation of a preliminary Statement of Significance based on the preceding technical work.

## Defining District Boundaries

**Part E** also presents a recommended boundary to delineate an H.C.D. and identifies key considerations and inputs that informed this analysis.

## Developing Implementation Tools

**Part F** of this document addresses next steps and implementation of the H.C.D. Study recommendations, including presentation of preliminary objectives of the recommended H.C.D. Plan and addresses whether municipal policies or by-laws will require updating during the subsequent H.C.D. Plan phase.



# Part A: Policy Framework

Relevant policies, legislation, by-laws, plans and guidelines have been reviewed as part of the Ward West Heritage Conservation District (H.C.D.) Study. These documents were reviewed to: identify policies, strategies and plans that have been developed to conserve cultural heritage resources in the Study Area and identify whether changes to the Official Plan, Secondary Plan and municipal by-laws including zoning by-laws may be required should an H.C.D. Plan be implemented in the Study Area. This review has confirmed that the City of Guelph has sufficient policies in place to enable designation of an H.C.D.

This section summarizes provincial and municipal policy and guideline documents. The area policy context discusses intersections between provincial and municipal policies and guidelines and the Ward West Study Area. This section also examines how the Study Area has been characterised over time in various policy and planning documents.

## 1.0 Ontario Planning Act

The Ontario Planning Act establishes the provincial policy framework that directs provincial and municipal planning interests. In Part 1, Provincial Administration and item (d) of the Planning Act, responsibility is placed on the Minister, municipal council, a local board, a planning board and the Municipal Board to have regard for the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest (Government of Ontario, 2023).

## 2.0 Provincial Planning Statement

The Provincial Planning Statement provides policy direction on matters of provincial interest. The Provincial Planning Statement states that cultural heritage and archaeology in Ontario will provide people with a sense of place. All municipal decisions must be consistent with the policy direction contained within the Provincial Planning Statement.

The conservation of heritage resources, including the preparation and implementation of H.C.D.s, is supported in the Provincial Planning Statement. The Provincial Planning Statement states that:



- “Protected heritage property, which may contain built heritage resources or cultural heritage landscapes, shall be conserved.”
- “Planning authorities are encouraged to develop and implement... proactive strategies for conserving significant built heritage resources and cultural heritage landscapes” (Ministry of Municipal Affairs and Housing, 2024).

### 3.0 Ontario Heritage Act

The Ontario Heritage Act provides the legislative framework for heritage conservation, protection and preservation in the province (Ontario Heritage Act, R.S.O. c. O.18, [as Amended in 2023], 1990). Individual properties that are recognized as possessing heritage value can be designated by Municipal Council under Part IV. Similarly, entire streetscapes or neighbourhoods can be designated for their heritage value under Part V.

Ontario Heritage Act states the requirements for an H.C.D. Study (Section 40.0.(2)) includes the examination of character and appearance, recommending a boundary and objectives, and any changes to the municipality’s official plan or by-laws. Through Ontario Regulation 9/06 criteria are prescribed for determining if an area is of cultural heritage value or interest per Section 41.1.(b) which states that 25% of properties must satisfy two or more of the criteria. Municipal Heritage Committees are required to be consulted as part of the Study and Plan phases of establishing an H.C.D. At least one public meeting is also required to be held as part of establishing an H.C.D. Plan. A copy of the Plan must be made available to the public prior to a by-law being enacted. An H.C.D. enables a permitting process to guide changes within the District and the Municipal Heritage Committee is consulted as part of permit applications. A by-law designating a District can be appealed to the Ontario Land Tribunal. Once the District is in force and where Council refuses to grant a permit, the property owner can appeal to the Ontario Land Tribunal.

The Ontario Heritage Act also enables municipalities to designate the area subject to an H.C.D. Study under a by-law, pursuant to Section 40.1.(1) of the Act, for a period up to one year for the purposes of prohibiting or limiting alterations to properties and/or erections, demolitions, or removals of buildings or structures, or classes of buildings or structures, within the subject Study Area. This by-law shall be served on each owner of property within the Study Area and published in a newspaper of general circulation in the municipality. Objections to this by-law may make an appeal to the Ontario Land Tribunal.

### 4.0 Ontario Heritage Tool Kit

The Ontario Heritage Tool Kit was developed to assist municipalities, professionals, organizations, and property owners with understanding the heritage conservation process in Ontario (Ministry of Citizenship and Multiculturalism, 2006). A specific document was developed as part of this Tool Kit to address H.C.D.s. Key aspects of this guide relevant to the current Study include the following: the process of district designation; changes to Part V of the Ontario Heritage Act that were enacted in 2005; advice for practitioners and municipalities regarding approaches, methods, and definitions to use when



completing a district Study; and key aspects of district management once the by-law has been passed and comes into force.

## 5.0 City of Guelph Official Plan

The City of Guelph's Official Plan (O.P.) establishes a vision for the future of the municipality (City of Guelph, 2024). This document provides policy direction to manage and guide future land use patterns including growth and development in the years leading up to 2051. The city has updated its O.P. through Official Plan Amendment 80 which was approved by the Minister of Municipal Affairs and Housing on April 11, 2023.

The City of Guelph's O.P. outlines objectives and policies surrounding the preservation of cultural heritage resources within the City of Guelph (Section 4.8). Cultural heritage resources are defined as both tangible and intangible features such as structures, sites or landscapes that provide historical, architectural, scenic or archaeological value to the community. They include built heritage resources, cultural heritage landscapes and archaeological resources. The O.P. identifies the delineation and implementation of H.C.D.s as important tools in the preservation of Guelph's cultural heritage.

## 6.0 Downtown Secondary Plan

The Downtown Secondary Plan provides policies and growth direction that apply to the city's downtown core (City of Guelph, 2024). The Downtown includes a portion of the Ward and envisions it as an area to accommodate future growth, redevelopment, and overall revitalization. Portions of the area east of the Speed River, within the Ward, are envisioned to accommodate significant population growth in the form of high-density development along with employment opportunities. Related to the future of the area, the Secondary Plan states:

- "Existing and former industrial sites are planned for redevelopment to both support growth objectives for Downtown and enhance The Ward as a neighbourhood."
- "As the land uses evolve, the character of The Ward's existing residential areas should be maintained."

## 7.0 Downtown Streetscape Manual and Built Form Standards

The Downtown Guelph Streetscape Manual and Built Form Standards were adopted by City Council in 2014, to enhance the Downtown Secondary Plan (City of Guelph, 2014). The document is intended to provide clear tools to guide the design of key streets, intersections, open spaces, and buildings within Downtown Guelph, outlining best urban design practices for streetscape and built form. The Manual provides general and area specific design provisions that apply to the H.C.D Study Area, identified as the Ward West Character Area therein.





## 10.0 Discussion of Applicable Policy and Guideline Documents

The **City of Guelph Official Plan** and the **Downtown Secondary Plan** support the conservation of cultural heritage resources alongside planned growth. The Secondary Plan, which extends to the northwest half of the Ward West H.C.D. Study Area, sets out that the downtown will be planned and designed to maintain, enhance, and promote cultural heritage resources, the Natural Heritage System, unique streetscapes and landmarks (Figure 6). The portion of the Ward included in the Secondary Plan is envisioned to accommodate significant population growth in the form of high-density development along with employment opportunities. Redevelopment is to occur in a manner that complements the area's cultural heritage resources. Additionally, the Secondary Plan directs the City to explore the implementation of an H.C.D. within the Ward (City of Guelph, 2022).

The **Downtown Streetscape Manual and Built Form Guidelines** supports the Downtown Secondary Plan and establishes six character areas (City of Guelph, 2014). The West Ward Character Area and The Mill Lands Character Area are located within the Study Area under assessment herein. The West Ward Character Area boundary acknowledges that the character extends beyond the eastern boundary of the Secondary Plan; however, the presentation of the history and protected heritage resources is focused on the properties contained within the Secondary Plan. The boundary of The Mill Lands passes along the western boundary of the Ward West H.C.D. Study Area and extends northward and southward following the Speed and Eramosa rivers.

In 2020, the City completed a **Cultural Heritage Action Plan** (Action Plan) which identifies C.H.L.s and prioritizations related to conserving cultural heritage resources through promotion and incentives. The Action Plan identified four areas of the Ward as C.H.L.s: Ward North; Ward West; Ward Industrial; and Ward East (Figure 7). The Ward West is described as a mixed residential and industrial area, while the Ward North and Ward East are primarily residential, and the Ward Industrial is primarily industrial. The Ward West C.H.L. is one of three neighbourhoods that has: "seen relatively high levels of activity related to building permits and demolition permits in recent years, suggesting a high interest for potential development, major alterations to buildings and infill construction" (City of Guelph & MHBC, 2020). The Ward West C.H.L. has a high concentration of properties included on the **Municipal Heritage Register**, with 30% of properties being listed (non-designated) and six properties designated under Part IV (Figure 8).

Figure 6: Northwest portion of the Ward West H.C.D. Study Area which is part of the Downtown Secondary Plan.

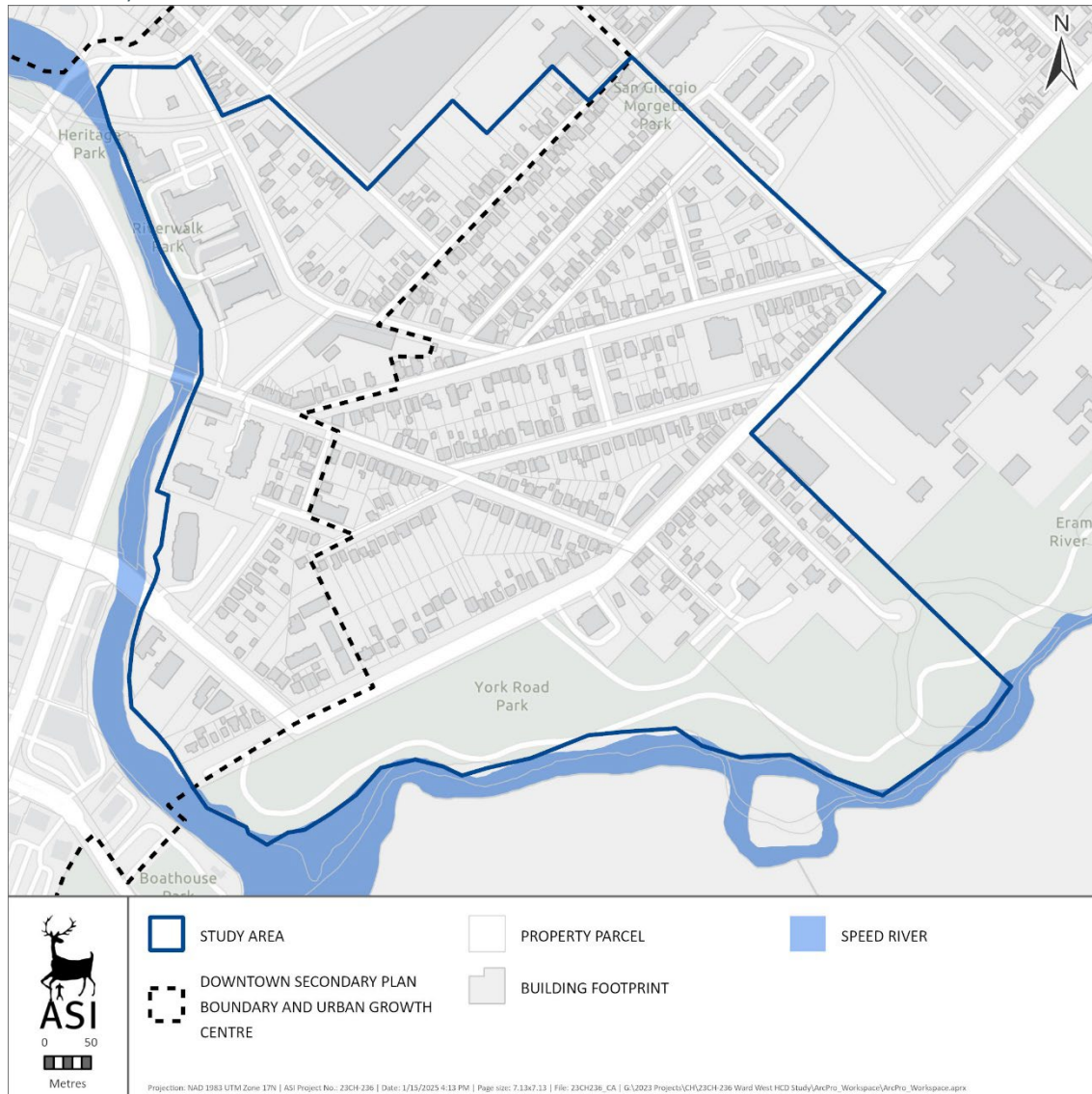


Figure 7: Candidate C.H.L.s identified in the Cultural Heritage Action Plan, including Ward West C.H.L. (Base map: City of Guelph & M.H.B.C., 2020).

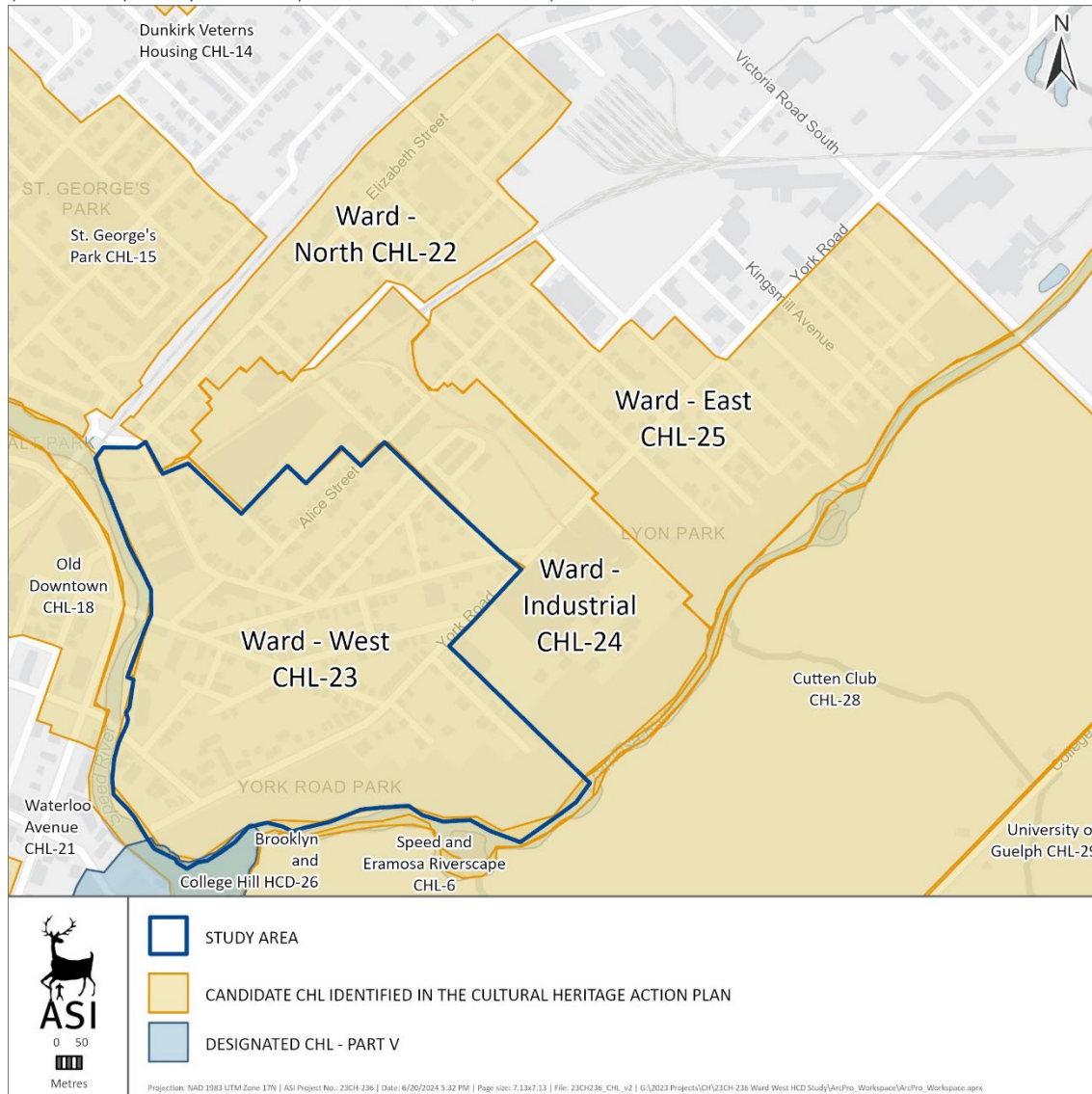
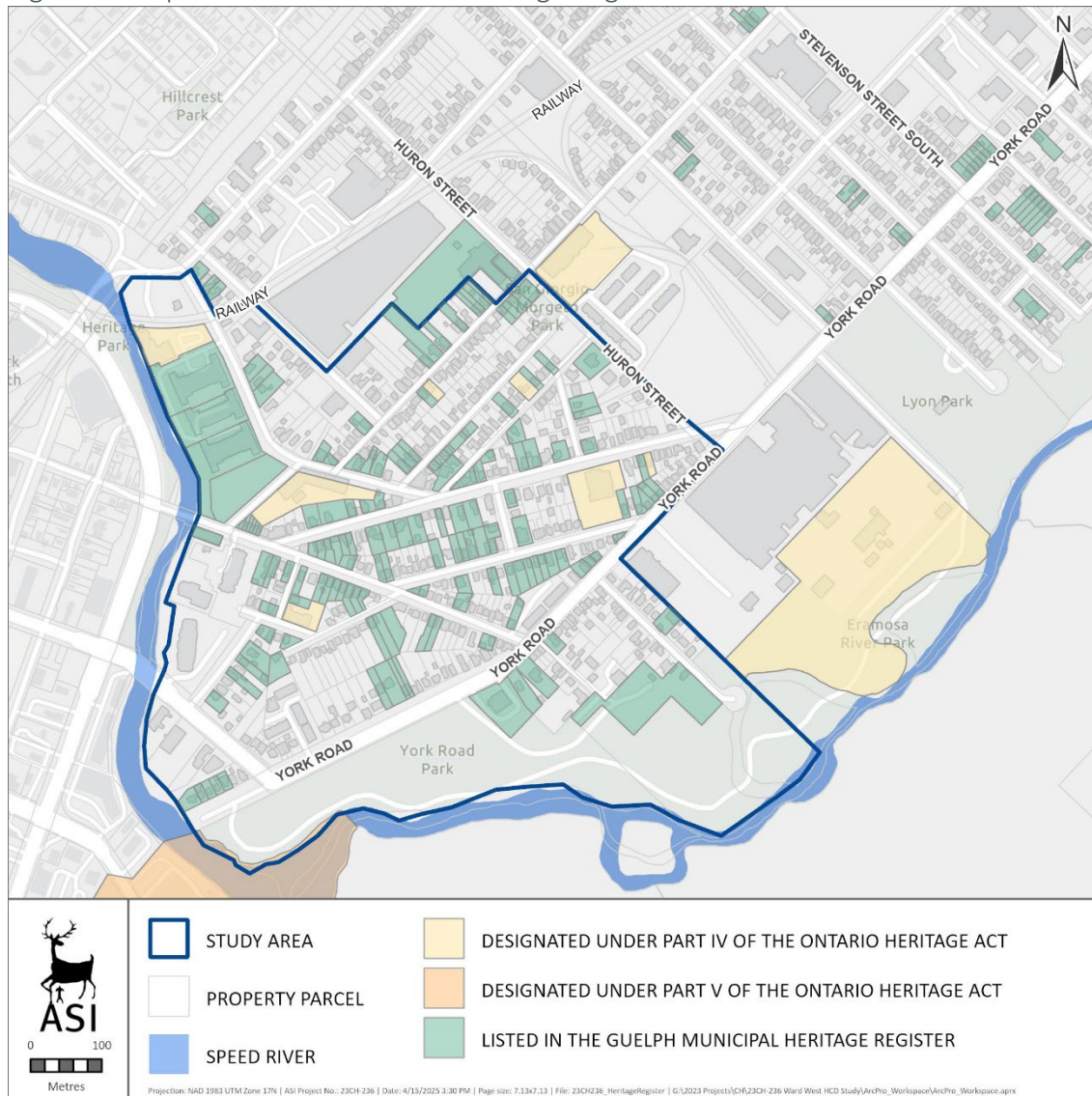


Figure 8: Properties included on the Heritage Register.



## 11.0 Characteristics of Ward West Described Within Policy and Guideline Documents

The **St. Patrick's Ward Land Use Strategy** provides insights into the planning vision for the neighbourhood from as early as the mid-twentieth century (City of Guelph, 2003). The 1946 zoning by-law envisioned a different kind of neighbourhood, one which emphasized industrial uses and deprioritized the residential areas of the neighbourhood. Residential areas were zoned "A" and "B", Ontario Street and the east part of York Street were in the General Business "D" zone, and most of the remaining properties in the neighbourhood were in the Industrial "E" zone. The industrial zoning, near the Guelph Junction Railway and major streets, resulted in the removal of many homes during this period to accommodate business expansion.

Figure 9: Zoning By-law Map from 1945 to 1955 (Guelph Museums, 2013.39.28).



Following this period of emphasis on industrial uses, policy documents that have since been written for the neighbourhood have attempted to address how to successfully support industry and residences in close proximity to one another while also achieving modern standards for the health and safety of residents which calls for a separation of industry. Heavy industrial uses have generally moved out of the neighbourhood and been replaced by light industry or business uses.

The **St. Patrick's Ward Land Use Strategy** recognized that the pattern of mixing residential and business uses would remain in the neighbourhood over the long term. The Land Use Strategy envisioned maintaining the mixed-use character of the neighbourhood while strategically guiding the transition of business uses away from intensive industrial activities toward uses that would be more compatible with the established residential neighbourhood. Strengthening the residential areas was seen as an appropriate strategy to help maintain the local elementary school population and the many community facilities, churches and shops in the neighbourhood.

The **Cultural Heritage Action Plan** describes Ward West as:

- Adjacent to the Speed River and York Road Park along the Eramosa River.
- In close proximity to the downtown.
- Residential properties consisting of a majority single-detached and some high-rise and dating to the early twentieth century.
- Having typical setbacks and landscaping accented by street trees.
- Housing forms are modest, typical of workers housing and have a high degree of integrity.
- Residential growth was influenced by the industry that settled nearby and the railways that travelled through the neighbourhood.

The Ward East is identified as having residential dwellings with a later period of construction than Ward West. The Ward Industrial area is described as being located at the centre of the Ward neighbourhood and a key influence of the residential growth in the area.

The **Downtown Secondary Plan** describes the area as:

- Containing a mix of land uses including existing and former industrial lands.
- Having unique, diverse and eclectic qualities resulting from its origin as a neighbourhood where places of employment and working-class houses existed side-by-side.
- Being characterised by a mix of small lots, modest homes and historic industrial buildings, interspersed with neighbourhood-scale commercial and institutional buildings.
- Having a legacy of neighbourhood-scale shopping which remains in the architecture and memories of the residents.
- Being walkable because of the fine-grained pattern of narrow streets, angled streets, trails and laneways.

The **Downtown Streetscape Manual and Built Form Guidelines** provides a historical analysis which describes Ward West as follows:

- The built form is generally limited to two storeys and includes limestone, wood frame and brick residences set within a community that includes industry, local commercial and institutional properties.
- The area population was initially Irish and became an Italian neighbourhood in the early twentieth century.
- The strength in the character area is the maintenance of its original built form, street pattern and context over a sustained period of change in Guelph.
- There is a contextual connection to the residential development adjacent to Ward West.

The historical analysis supports the description of the Ward West Character Area presented therein:

The Ward West Character Area incorporates a portion of the St. Patrick's Ward community containing a mix of land uses including existing and former industrial lands. The Ward's unique, diverse and eclectic qualities result from its origin as a neighbourhood where places of employment and working-class houses existed side-by-side. The Ward is characterized by a mix of small lots, modest homes and historic

industrial buildings, interspersed with neighbourhood-scale commercial and institutional buildings. Although the viability of neighbourhood-scale shopping has declined recently, its legacy remains in both the architecture and memories of residents. In addition, its fine-grained pattern of narrow streets, angled streets, trails and laneways contribute to its walkability. Existing and former industrial sites are planned for redevelopment to both support growth objectives for Downtown and enhance The Ward as a neighbourhood. As land uses evolve, the character of The Ward's existing residential areas should be maintained (City of Guelph, 2014).

# Part B: Public and Indigenous Engagement

Community engagement is integral to the success of a Heritage Conservation District (H.C.D.) Study. People who live and work in the area can express and communicate the value of the area and are often best able to identify important landmarks, boundary markers and defining characteristics (Ministry of Citizenship and Multiculturalism, 2006). Engagement also allows for members of the community to express goals and objectives of the prospective District. The Study's engagement program encouraged active discussions with community members and property owners and provided various opportunities to participate in the process and provide comments and feedback.

As part of the H.C.D. Study, the City of Guelph has engaged with the public and stakeholders throughout the project. This section summarizes the communications, open houses, workshops, meetings, and project promotion undertaken by the City of Guelph and the consultant team led by Archaeological Services Inc. (A.S.I.).

Three phases of engagement sessions and activities were held as part of the H.C.D. Study. The first round, which was held in the early Summer of 2024, focused primarily on providing opportunities for the public to learn about the project and to share knowledge regarding the Study Area's heritage and history, its special places, and its assets that should be guided through a potential heritage conservation framework as the City of Guelph continues to grow and change. The second round of engagement sessions and activities was held in the Fall of 2024 and focused primarily on providing opportunities for stakeholders to learn about the preliminary findings of the Study and results of the public engagement. The final round of engagement occurred in the Winter of 2025 and focused on providing opportunities for the public and stakeholders to learn about the findings of the Study and share feedback on those findings.

Engagement sessions and opportunities included Public Open Houses, online engagement, direct correspondence with the City's Project Manager, as well as meetings with the Ward West Working Group and Heritage Guelph. The following sections provide a summary of these engagement opportunities in chronological order, identifying how feedback received informed and was incorporated into subsequent engagement sessions, as appropriate.



## 12.0 Round 1: Learning About the Project (Summer 2024)

The City's Project Manager was responsible for inviting community members to participate in engagement events, both in person and online.

The first Public Open House was hosted by the City of Guelph, in collaboration with the consultant team, on June 27, 2024. The session was held at the Italian Canadian Club of Guelph and was open to all residents, property owners, business owners, agencies, developers, and any other interested parties. All property owners within the Study Area were notified of the Open House by mail and invited to participate. In addition to property owners registered on title, an invitation was sent to all addresses within the Study Area. The session was advertised on the City's project webpage, via posters in the Guelph Library and Museum and other public places within the Study Area and through social media, including posts and reels on X (formerly Twitter), Facebook, and Instagram.

Engagement was also conducted through an online platform to increase accessibility and reach a greater number of community members. Information was communicated on websites and through social media and traditional print advertisements. The public had opportunities to provide comments and feedback through an online survey, community character mapping activity, and through submission of questions and stories. The public could also contact the City's Project Manager via email or telephone with questions or comments at any time.

A project webpage was created and launched on the City's website and on the Have Your Say Guelph website at the start of the Study ([Ward West HCD Have Your Say Website](#)). Regular updates were posted on the websites throughout the project to notify the public of the status of the project and any upcoming public meetings and opportunities to provide feedback.

### 12.1 Public Open House #1

This first public meeting was formatted to allow members of the public to drop in at any time during a two-hour event to both learn about the project and for the project team to share information. The Open House was augmented by two 45-minute walking tours of the Study Area. A total of 42 individuals signed in at the Open House.

The drop-in format provided an opportunity for members of the public to peruse information boards, talk to members of the consultant team and City staff, to learn about the H.C.D. process in general and the Ward West H.C.D. Study more specifically, ask questions, and share feedback. The Open House also provided an opportunity for attendees to share their knowledge of the Study Area's heritage and history, its special places, and its assets that should be guided through a potential heritage conservation framework as the City of Guelph continues to grow and change. The Open House presented three activity stations, designed to solicit insights on:

- People's experience of the Study Area;



- The community’s character as expressed through places in the neighbourhood that participants enjoy spending time in, features and places that make participants proud of their neighbourhood, and the neighbourhood’s hidden gems, special places and/or interesting finds;
- What people consider as the boundary of the historical core of the Ward – the place that tells the story of the neighbourhood’s past and gives it its unique or representative qualities.

## 12.2 Online Engagement #1

An online survey was posted to the Have Your Say Guelph website on June 27, 2024, and closed on July 26, 2024. The objective of this survey was to gather additional feedback from participants of the Public Open House and those members of the community who were unable to attend. The survey questions were created to compliment the Community Character Map and Stories exercises also hosted on the project webpage. A total of 287 people visited the site and 66 people engaged with the survey. Survey questions included:

- What do you value most about the Ward West community?
- Imagine you are talking to someone who doesn’t know Guelph. Describe the Ward West neighbourhood in a few sentences.
- Describe what you see as being the boundary of the Ward West neighbourhood based on your description? This may be the place that tells the story of this area’s past and gives it its unique or representative qualities. Think about locations of entry and exit – when do you know you have arrived in the Ward West neighbourhood?
- What parts of Guelph’s history, events or traditions come to mind for you? Where can this history be seen in this neighbourhood? Where do these events or traditions happen?

## 12.3 Summary of Findings from the Public Open House and Online Engagement

The results from the mapping exercises from the Public Open House, the Online Survey, and the Online Community Character Map have been compiled and illustrated on a map of the Study Area. Special places associated with the neighbourhood’s character are highlighted on Figure 10. A number of intangible aspects of the neighbourhood are further described below. The results of the discussions and questions about boundary have been compiled with 43 distinct boundaries illustrated (Figure 11). On this map, the darkest shading represents the most intensive overlapping of responses. It should be noted that while some of the boundaries were drawn by participants at the Open House, other boundaries were interpreted by the consultant team based on textual descriptions provided by survey participants. Figure 12 presents a word cloud of key words used by participants to describe the Study Area.

Many of the participants approached the mapping exercises by considering the Ward neighbourhood as a whole which extends to Victoria Road South, rather than just the Ward West Study Area. Many shared that there is no such place as “Ward West”, leading to questions as to why there was a focus on this particular area rather than the Ward as a whole. To address these questions and concerns, the consultant team provided further context on why the Study Area was called Ward West, through the project website and during subsequent engagement sessions. It was explained that the Ward West was

used in the Cultural Heritage Action Plan to differentiate this area from the other cultural heritage landscapes in the Ward. The Ward West Study Area is the historical core within what has been known at various times as East Ward, St. Patrick's Ward, Ward One, or simply The Ward. It was also further explained that the Study Phase will engage the public to determine what a heritage district in this area should be called.

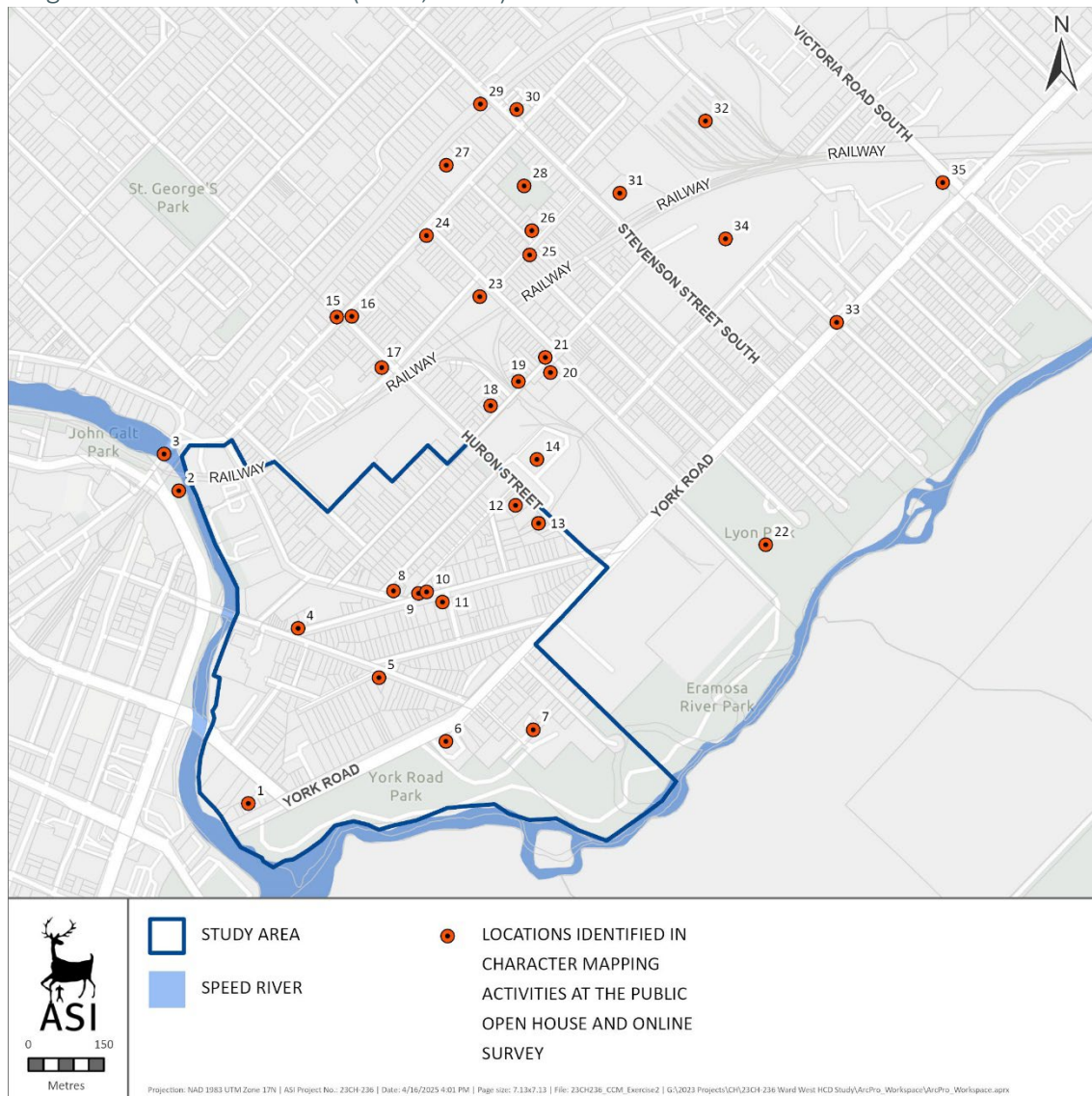
When asked what they value the most about the Ward West community, participants were given options to select. The following results were collected:

- Sense of community (19%)
- Proximity to downtown (15%)
- History of the area (13%)
- The rivers (8%)
- Natural areas (6%)
- Heritage buildings (12%)
- Mix of building types (12%)
- Other (12%)
- My neighbours (3%)

Feedback received by a number of participants indicate that the Ward neighbourhood is characterized by many intangible features that are important to the community. Some intangible characteristics relate to the walkable nature of the neighbourhood, a unique place to wander with its narrow and irregular streets. Residents enjoy being close to nature. The neighbourhood has a strong arts community, and a number of community events, gatherings and initiatives were highlighted, including:

- 2023 Praise the Ward event
- Alice Street block parties
- Alice Street Pantry
- Community Food Equity with Dignity (F.E.W.D.)
- Food banks
- Italian Canadian Festival
- Sacred Heart Bazaar
- Small seed exchanges
- Tool Library
- Two Rivers Neighbourhood Group
- Tytler School Pumpkin Promenade
- Ward Days
- Ward Night Markets

Figure 10: Results from the first Public Open House and Online Survey showing places that reflect the neighbourhood's character (A.S.I., 2024).



- 1: Row of Gambrel Roof Houses
- 2: Old Mill Stone and Pathway
- 3: Allan's Bridge
- 4: Old Hotel
- 5: Old Shop Building
- 6: Ukrainian Church
- 7: Prior's Landscaping
- 8: Vacant Building
- 9: Old Butcher Shop
- 10: Laza Catering
- 11: Former Grocery Store

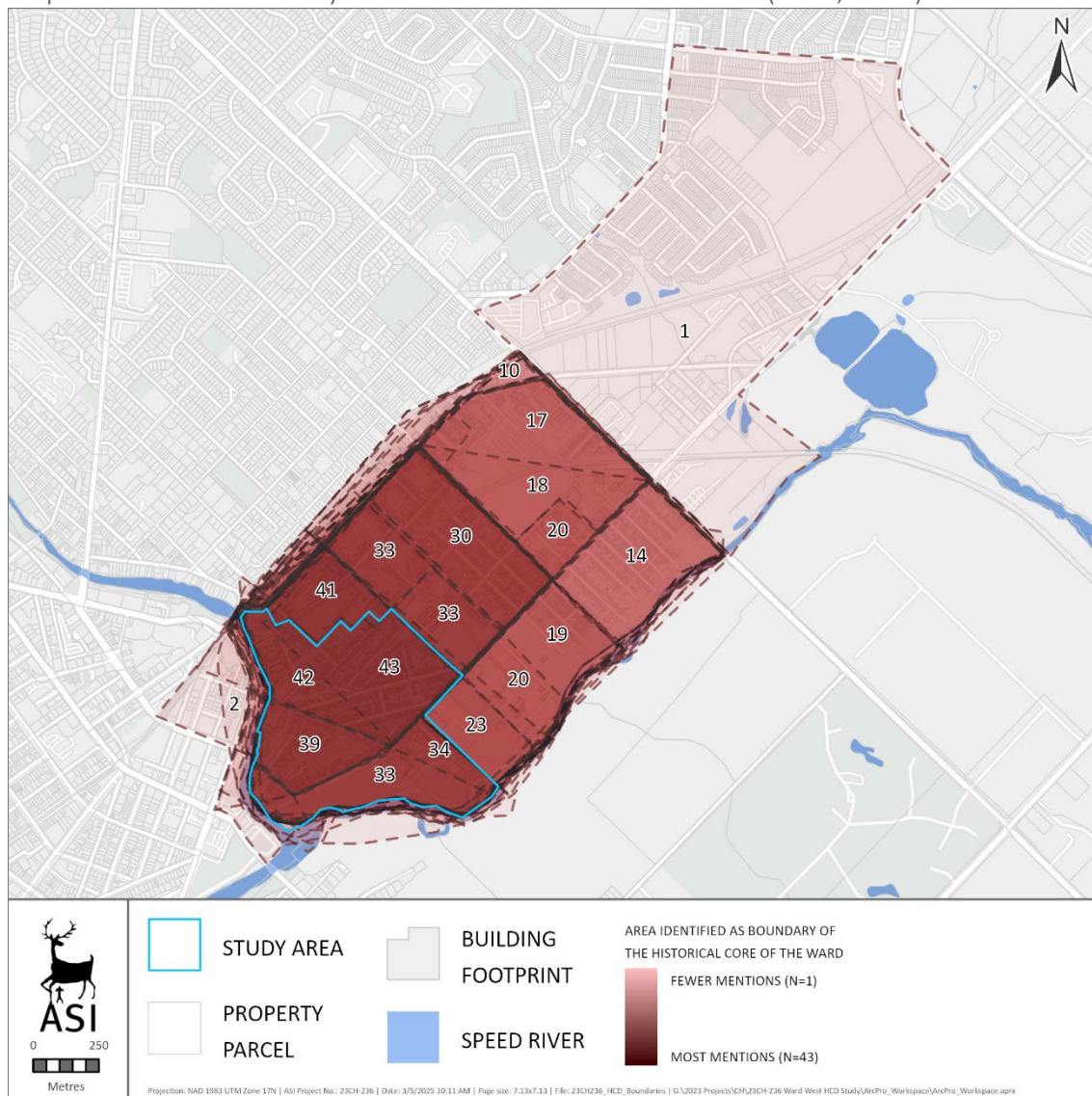
- 12: Rectory Building
- 13: Original Farmhouse, 179 Huron Street
- 14: Old Quarry
- 15: 100 Steps
- 16: Natural Bakery
- 17: Old Spaghetti House
- 18: Valeriote Groceteria 1907-1985
- 19: 177-187 Alice St., semi-detached houses
- 20: Luke's Carpentry

- 21: Palace on Alice/Rosie Sylvestro's Variety Store
- 22: Lyon Leisure Pool
- 23: Italian Canadian Club
- 24: Gatti's Store
- 25: Ferguson St. and Wheeler Ave., row houses
- 26: Embro's Store
- 27: Tool Shop
- 28: Mico Valeriote Park

- 29: Franchetto Greenhouse
- 30: Angelino's Fresh Market
- 31: Storage Buildings
- 32: C.P.R. Freight Marshalling Yard P.D.I.
- 33: 404 York Road: Ed Video, Art Gallery, Lost Aviator Coffee
- 34: Demolished IMICO Factory
- 35: Former Guelph Stove Company



Figure 11: Results from the first Public Open House and Online Survey showing the community's responses to the boundary of the historical core of the Ward (A.S.I., 2024).





There was discussion about other areas of the Ward neighbourhood being considered for heritage conservation in phases with the west portion being a priority. There was some agreement that the east and west portions have distinct street patterns, and that the walkability of the Study Area extends eastward to Stevenson Street South.

### 13.2 Ward West Working Group #1

A Ward West Working Group was established as part of the H.C.D. Study with eight members. The mandate of this group is to provide input and feedback at key points throughout the Study and Plan process. The Terms of Reference for this group, including membership and procurement strategy, are on file with City of Guelph planning staff. The working group members self-identify as belonging to one or more of the following groups:

- The Ward Residents' Association representatives
- Study Area property owners
- Study Area tenants
- Member of the Guelph Black Historical Society
- Former Ward City Councillor
- Local historian
- Representative of Heritage Guelph
- Representative of Wood Development Group

A Working Group session was held virtually on October 28, 2024. Six members attended the first session, with two members sending their regrets. The workshop provided the opportunity for the Working Group to: learn about the H.C.D. process in general and the Ward West H.C.D. Study more specifically; learn about the emergent findings of the project, including a preliminary boundary for the H.C.D.; and, provide feedback on the emergent findings and preliminary boundary. A presentation by the consultant team was followed by a discussion.

This primary session focused on: sharing information about H.C.D.s; making introductions and forming relationships; and soliciting feedback about a preliminary boundary for a potential H.C.D. in the Ward. Working Group members were supportive of the H.C.D. Study but expressed concern about exclusion of other areas of the Ward neighbourhood. In particular, discussion focused on the value of the Ward Industrial Cultural Heritage Landscape between Huron and Morris streets, the completeness of the intersection of Huron and Alice Streets, and the history of Sackville Street as it relates to the character of the Study Area. There was discussion about other areas of the Ward neighbourhood being considered for heritage conservation in phases with the west portion being a priority.

### 13.3 Direct Correspondence with the City's Project Manager

During Rounds 1 and 2 of engagement, the City's Project Manager received emails, phone calls and facilitated in-person meetings from approximately 12 community members. The following table (Table 1) provides a summary of a range of comments received through these formats.



Table 1: Comments Received from Members of the Public

Categories	Description
Highly Supportive	Six members of the public contacted the City’s project manager via telephone or email to voice their support for the H.C.D. The project manager met one resident at their property to discuss the goals of a heritage district and how it can benefit the community.
Curious	One member of the public inquired via telephone about the implications of the district and what impact it would have on alterations to their property, or for new development in the area.
Apprehensive	One resident within the Study Area contacted the project manager via telephone to convey their concerns about a H.C.D. in the Ward. The resident was primarily concerned about the loss of property rights and potential impacts on their property’s value.
Opponents	One member of the public contacted the project manager via telephone to voice their opposition to the Study.

## 14.0 Round 3: Learning About Findings (Winter 2025)

The third round of engagement sessions and activities were held in the Winter of 2025 and focused primarily on providing opportunities for stakeholders and the public to learn about the findings of the Study and share feedback on those findings. The following sections provide a summary of the sessions.

### 14.1 Ward West Working Group #2

The second Ward West Working Group workshop was held virtually with the consultant team and City staff on January 21, 2025. The session was attended by eight Working Group members. The workshop provided an opportunity for the Working Group to understand the findings of the H.C.D. Study and to provide their input on three topics: naming of a potential H.C.D.; objectives of a potential H.C.D.; and recommended H.C.D. boundary.

The first topic discussed was a name for a potential H.C.D. Input from the Working Group suggested that ‘The Ward’ would be the most appropriate name as it has a unique story to tell, and it is the name used by those who live within the area. Other suggestions that were put forward for discussion, such as ‘St. Patrick’s Ward’ and ‘Two Rivers’ were not supported as they were deemed not likely to be popular names and/or not immediately recognizable names among the residents.

Next, the project team facilitated a workshop about potential H.C.D. objectives. The purpose of H.C.D. Plan objectives was explained, and sample objectives were shared. Members of the Working Group were invited to contribute to a roundtable discussion to share feedback on the community’s goals and aspirations for the future. Participants expressed District Plan objectives should support the



preservation of the strong, vibrant community identity as well as honour the places where working people live, work and play, and the stories attached to those spaces. Objectives should also support the preservation of the history of mixed-use properties, as well as the scale and walkability of the neighbourhood.

The final discussion focused on the recommended H.C.D. boundary. Members of the Working Group expressed concern with the method of drawing boundary lines down the middle of streets and one member suggested drawing the line through backyards to capture both sides of the street. The consultant team explained that, in some cases such as on Morris Street, the two sides of the street are very visually distinct.

Multiple members expressed the importance of Elizabeth Street and the 100 Steps that lead to Grove Street from Elizabeth Street, over the railway, and one member shared that the railway embankment was a natural boundary to the area. A member of the Working Group expressed that the recommended H.C.D. boundary was an improvement from the Study Area boundary.

At a few points during the meeting, questions surrounding the potential re-opening and extension of the boundary in the future were raised. The consultant team clarified that, while the City is able to re-open the District in the future, the boundary rationale is driven by research and analysis in a comprehensive manner and is based on what are understood to be the most significant parts that can be cohesively identified as a core to the area.

As part of the meeting, the Working Group shared feedback that helped refine the recommended H.C.D. boundary. Additionally, their feedback informed the development of objectives for a potential H.C.D. Plan. These included ensuring that the strong and vibrant community identity is preserved, and that change be encouraged in a way that feels authentic to the area. As shared by one member of the Working Group, the role of the H.C.D. should support the feeling of the area. The Kensington Market H.C.D. in Toronto was shared as a similar example.

## 14.2 Heritage Guelph #2

A second hybrid meeting was held with Heritage Guelph as part of the H.C.D. Study on February 20, 2025. The goal for the meeting was to present the findings of the H.C.D. Study, hear feedback in response to the presentation, and answer any questions that arose. Members posed questions on the number of applications that would be impacted by this Plan, the proposed boundary for the Ward West H.C.D., and how properties outside of and/or adjacent to the H.C.D. could potentially be conserved.

When asked about the number of applications that would be impacted with an H.C.D. Plan, City staff indicated that there is a higher level of development in this area compared to the rest of the city and more research would need to be done to determine the actual number.

The recommended boundary for the Ward West H.C.D. was then discussed. One member of the committee was pleased that the Speed River was included within the recommended boundary, but expressed concerns that the neighbourhood of Upper Neeve, on the east side of the river was not included, in particular properties along Surrey, Neeve, Fountain, and Grant streets. The consultant team



shared that there is no compelling evidence to include this area, as it does not have a shared history, settlement, and land use pattern as does the H.C.D. Study Area.

When asked about how properties outside of and/or adjacent to the H.C.D. should be addressed, the potential for Part IV designations was raised. City staff confirmed that Guelph has a specific definition for adjacency, and there are limitations when considering large properties.

Finally, the consultant team shared information on next steps for the H.C.D. Study, including the second Public Open House happening later in the day, feedback from the First Nations, and when the report was expected to be presented to City Council.

### 14.3 Public Open House #2

The second Public Open House was hosted by the City of Guelph, in collaboration with the consultant team, on February 20, 2025. The session was held at the Italian Canadian Club of Guelph and was open to all residents, property owners, business owners, agencies, developers, and any other interested parties. All property owners within the proposed H.C.D. boundary were notified of the Open House by mail and invited to participate. In addition to property owners registered on title, an invitation was sent to all addresses within the proposed H.C.D. boundary. The session was advertised on the City's project webpage, via posters in the Guelph Library and Museum and other public places within the Study Area and through social media. This second public meeting was formatted to allow members of the public to drop in at any time during a two-hour event to both learn about the project findings and share feedback.

The Open House provided an opportunity for members of the public to peruse information boards, talk to members of the consultant team and City staff, to learn about findings of the H.C.D. Study, ask questions, and share feedback. Participants had the opportunity to learn about and share feedback on: the recommended H.C.D. Boundary; cultural heritage values and heritage attributes; and objectives of a potential H.C.D. in the Ward. Participants also had the opportunity to rank their support for an H.C.D. in the Ward and to suggest names for the potential District.

### 14.4 Online Engagement #2

The online engagement activities were developed to mirror as much as possible the stations and activities presented at the Public Open House. Information boards presented at the in-person Open House were available for review as part of the online engagement. A total of 167 people visited the site and 12 people completed some or all of the activities. Responses received are on file with the project team at the City and are summarized in the following section.

### 14.5 Summary of Feedback from Public Open House and Online Engagement

The following sections summarize feedback received from during the public open house and online engagement on the recommended H.C.D. boundary, the cultural heritage values and heritage attributes, the potential H.C.D. plan objectives and H.C.D. name and support for a potential H.C.D.



## Feedback on Recommended H.C.D. Boundary

Through a series of boards, participants learned that an H.C.D. boundary defines an area that should be managed through heritage policies and guidelines rather than the limits of a neighbourhood. They learned how a boundary is determined through extensive analysis and is based on specific characteristics. A member of the consultant team at the in-person event, led participants through information boards on particular characteristics of the area that informed the recommended H.C.D. boundary. Participants were then asked to identify positive aspects and challenges with the recommended H.C.D. boundary, and whether they had any questions about the recommended boundary.

### *“Important to balance yesterday, today and tomorrow” – Participant feedback*

Some of the positive aspects of the boundary, as shared by participants, include the acknowledgement of the pedestrian heritage of the Ward through the inclusion of the 100 Steps. The expanded boundary was seen as positive, as well as the inclusion of the node at Huron and Alice streets. It was suggested that Lyon’s Park should be added to the H.C.D. boundary. There is a desire to see responsible development within the boundary, and the protection of iconic sites. Participants identified that an H.C.D. may limit what is possible for existing development projects and may pose a challenge to property owners wanting to sell their property in the future. Others questioned the purpose of an H.C.D. in this area. It was suggested that physical markers such as signs or plaques be added to identify the H.C.D.

Online feedback was generally in support of the recommended boundary with responses including that it encompasses most of the truly unique parts of the Ward, it encompasses a very significant part of Guelph, is easily defined and delineated. One respondent provided feedback to expand the boundary further to capture the Beverley Street former IMICO lands and low-rise industrial building but not to include the “newer” streets south of York Road. Another suggested that it should include the eastern portions of the neighbourhood.

## Feedback on Cultural Heritage Values and Heritage Attributes

Through a series of boards, participants learned about the themes, cultural heritage values, and heritage attributes identified for the District. The heritage attributes were organized into three categories: physiography and landscape; public realm; and built form and streetscapes. Participants were then asked to share what they liked about the cultural heritage values and heritage attributes, if they thought anything was missing from the cultural heritage values and heritage attributes, and if they had any suggestions on how to improve the cultural heritage values and heritage attributes.

### *“Preserve and protect streetscape and greenscape – it **tells** the story” – Participant feedback*

Participants identified that the community is characterized by varied housing types and size, which creates a very mixed neighbourhood in terms of property uses, built form, and demographics. It was suggested that a heritage tree inventory be conducted to protect heritage trees, that the pedestrian character of the District should be protected and enhanced, and that the quirkiness of the Ward should be celebrated and protected. A question was posed on the future of the Guelph Junction Railway and



how it might influence the area. It was suggested that heritage information on select buildings, such as the history of individual shops and industry, should be shared.

Online responses mirrored that of the in-person participants also noting the sense of belonging and collective pride, proximity to downtown and the rivers, and distinction from other places in the city and from other cities. Some would like to see more reflection or description of the history, cultural and social attributes, and the physical and built form. One respondent raised affordable housing as a need within the neighbourhood.

#### Feedback on Potential H.C.D. Plan Objectives and H.C.D. Name

Participants had the opportunity to share feedback on potential H.C.D. Plan objectives. Sample objectives were shared, and participants were invited to identify which objectives were important to them and to suggest additional Plan objectives.

#### *“Keep the Ward weird” – Participant feedback*

Participants expressed support for the sample objectives that were shared as part of the Public Open House and which included:

- Conserve and maintain the District’s cultural heritage value;
- Conserve the District’s block configuration with irregular block sizes and many interior streets;
- Conserve the patterns of building adaptation for commercial and social uses; and
- Support and manage the ongoing evolution of the District through the continuation of measured, incremental change.

Participants overwhelmingly shared how the **quirkiness**, the **weirdness**, the **irregular** character of the Ward should be protected as part of any potential H.C.D. Plan. This includes suggestions such as:

- Protecting and enhancing the pedestrian/walkable character of the area;
- Supporting the community’s intangible cultural heritage (e.g., arts spaces, events, festivals);
- Keeping the variety of size and type of residential and mixed-use buildings to ensure a mix of residents;
- Protecting the live-work spaces and entrepreneurial spaces and encouraging adaptive re-use;
- Conserving affordability;
- Allowing new, needed, and affordable housing in a way that maintains the sense of neighbourliness;
- Conserving the sense of community that the nature and history of the area has instilled;
- Conserving important trees that contribute to the canopy; and,
- Participants shared that concrete strategies to conserve a sense of the neighbourhood need to be found.

A concern shared by multiple participants during the Public Open House was that an H.C.D. should not be a barrier to housing affordability and availability. This concern was shared by participants who both support and who do not support an H.C.D. in the Ward. It was suggested that safeguards could be put in place to allow fast tracking of affordable or high-density housing solutions.



While a number of suggestions were provided for a potential name for the District, The Ward H.C.D. received the most support.

Support for a Potential H.C.D.

An exit survey was also conducted as part of the Public Open House only. Participants were asked to respond to the following instructions:

Rank your support for a Heritage Conservation District (H.C.D.) in the western part of the Ward on a scale of 0 to 4, with 0 being you do not support an H.C.D. and 4 being you are highly supportive of an H.C.D. Tell us why.

A total of 21 participants responded: 16 were highly supportive of an H.C.D.; two were somewhat supportive; and three were not supportive at all. Feedback provided echoed what was shared throughout the event and as summarized in the sections above.

## 14.6 Direct Correspondence with the City’s Project Manager

During Round 3 of engagement, the City’s Project Manager received emails and phone calls from three community members. The following table (Table 2) provides a summary of a range of comments received through these formats.

Table 2: Comments Received from Members of the Public

Categories	Description
Highly Supportive	Two members of the public contacted the City’s project manager via telephone and email to voice their support for the H.C.D.
Curious	None
Apprehensive	None
Opponents	One member of the public contacted the project manager via telephone to voice their opposition to the Study.

## 15.0 Indigenous Engagement

The Indigenous engagement program for the Ward West H.C.D. Study followed the approach of separate and direct engagement with the Mississaugas of the Credit First Nation and the Six Nations of the Grand River First Nation.

### 15.1 Mississaugas of the Credit First Nation

The City’s Project Manager sent a project commencement notice to the Mississaugas of the Credit First Nation on July 16, 2024. The letter was addressed to Abby LaForme, Consultation Coordinator,



Department of Consultation and Accommodation. The letter introduced the project and requested initial input by providing any preliminary comments or concerns, the level of interest in further engagement and the best methods of communication. The letter further invited the Nation to reach out should they wish to schedule a meeting to discuss further. A link to the online survey was also shared.

A project update was circulated via email on January 21, 2025. As part of the update, the City's Project Manager provided a description and a map of the proposed H.C.D. boundary and asked whether the Indigenous history previously drafted for the Downtown Guelph H.C.D. Study, and which includes a history of the Mississauga of the Credit First Nation that was provided by the Nation, could be used for the Ward West H.C.D. Study as these areas are directly adjacent to one another. Additional comments on the Indigenous history were also invited. The project update further invited the Nation to reach out should they wish to schedule a meeting to discuss the project further and indicated that a complete draft of the H.C.D. Study would be circulated for their review when it was finished. Darin Wybenga, Traditional Knowledge and Land Use Coordinator, confirmed that there were no concerns with using the previously drafted Indigenous Land Use section in the Ward West H.C.D. Study.

## 15.2 Six Nations of the Grand River First Nation

The City's Project Manager sent a project commencement notice to the Six Nations of the Grand River First Nation on July 16, 2024. The letter was addressed to Peter Graham, Land Use Officer, Department of Lands and Resources. The letter introduced the project and requested initial input by providing any preliminary comments or concerns, the level of interest in further engagement and the best methods of communication. The letter further invited the Nation to reach out should they wish to schedule a meeting to discuss further. A link to the online survey was also shared.

A project update was circulated via email on January 21, 2025. As part of the update, the City's Project Manager provided a description and a map of the proposed H.C.D. boundary and asked whether the Indigenous history previously drafted for the Downtown Guelph H.C.D. Study, and which includes a history of the Six Nations of the Grand River that was provided by the Nation, could be used for the Ward West H.C.D. Study as these areas are directly adjacent to one another. Additional comments on the Indigenous history were also invited. The project update further invited the Nation to reach out should they wish to schedule a meeting to discuss the project further and indicated that a complete draft of the H.C.D. Study would be circulated for their review when it was finished. Peter Graham suggested some further minor changes to the Indigenous Land Use history which were incorporated.

# Part C: History and Evolution of the Study Area

This section discusses key factors that influenced nineteenth- and twentieth-century development patterns in the historical St. Patrick's Ward. The story begins at the confluence of the Speed and Eramosa rivers and their watersheds, which has attracted human habitation for thousands of years. By the mid-nineteenth century, the land east of the Speed River was annexed to the Town of Guelph. Shortly after, a series of registered plans from 1855 laid out a road network in anticipation of residential development. The introduction of the Guelph Junction Railway in the 1880s brought industrial growth to the area, and a wave of workers housing was constructed, filling in much of the west half of St. Patrick's Ward. The neighbourhood became a popular location for newcomers moving into the city in the early twentieth century, attracted by the affordability of the narrow residential lots in the area and the opportunities for work at the many industrial factories and manufacturers operating in the vicinity. The neighbourhood's diversity of communities introduced social and cultural eclecticism.

## 16.0 Purpose and Methodology

Historical background research was undertaken to illustrate how the Study Area's physical, social, and employment characteristics have evolved over time, including development of its natural, built, and cultural heritage features. Primary and secondary sources, including available historical mapping and images, were reviewed to identify key factors that contributed to the establishment and development of the Ward with a focus on the Study Area boundaries and in relation to the neighbourhood as a whole. The objective of this analysis is to determine how these various impulses influenced the area's built form, landscape composition, and character over time (See Part D of the Study).

The resulting historical framework is not an exhaustive or definitive history of the Study Area and its surroundings. It begins with establishing the setting and thousands of years Indigenous land use and



settlement. Subsequent sections are focused and scoped to address the existing physical fabric that is extant today and which generally relates to settler land use patterns that began to shape the area in the mid-nineteenth century. This framework is an organizing tool that provides a basis for the consultant team to systematically assess, analyze, and evaluate the built features and cultural landscapes located within the Study Area.

## 17.0 The Setting

The formation of the Study Area was influenced by a series of physiographic features such as rivers, spillways and drumlins (Figure 13). This underlying structure is primarily a result of the Wisconsin glacialiation, which sculpted the landscape approximately 20,000 years ago. As the glaciers retreated, they left behind an array of landforms that define the region today. Within the Ward, these features define the natural edges of the neighbourhood, with a prominent drumlin to the north and a confluence of rivers to the west and south. These features contain the glacial spillways on which the Ward was built.

The Guelph drumlin field features elongated hills formed by glacial till. The orientation of these drumlins, predominantly north-south, indicates the direction of glacial movement, and they create a visually distinctive landscape that has influenced both agriculture and urban development. The drumlins provided ideal locations for homesteads and later urban structures, promoting a settlement pattern that favoured higher ground for visibility and accessibility. The Ward sits south of and below a large drumlin called St. George's Hill, the steep slope of which forms a distinct edge between the two residential neighbourhoods (Figure 14).

Glacial spillways contain the Speed River and Eramosa River which are key components of Guelph's hydrology, flowing through valleys formed by glacial meltwater. These rivers provided essential water resources to the area's inhabitants. In the early nineteenth century, the Speed River served as a transportation route facilitating trade and movement of people and goods and allowed for the establishment of various industries, including mills, which utilized the river for power. With the establishment of the 1827 Plan of Guelph on the west side of the Speed River, industry developed on the west bank.

The glacial spillway creates a particularly low-lying area within the Ward resulting in natural floodplains prone to frequent flooding, particularly in the area near to the confluence of the two rivers (

Figure 15). This deterred early development in the area and contributed to it being less desirable. While these qualities initially discouraged development, this area was well-suited for the industrial development that would come following the introduction of railway lines in the mid- and late-nineteenth century. Industries that established in the area in the early twentieth century took advantage of the relatively flat landscape that allowed for the necessarily large floorplates. The proximity to downtown and the potential for residential development were now also desirable characteristics (Chapman & Putnam, 1984).

The rivers directed initial points of access between downtown and the Study Area to the few crossings that were constructed (Allan's Bridge and Neeve Street Bridge). Although a few more crossings have



been since added, none of them bridge the Eramosa River and roadway connections remain limited from the north and east. These features insulate the core of the neighbourhood from the surrounding areas.

Figure 13: Physiographic features related to the Study Area (Archaeological Services Inc. (A.S.I.), 2024).

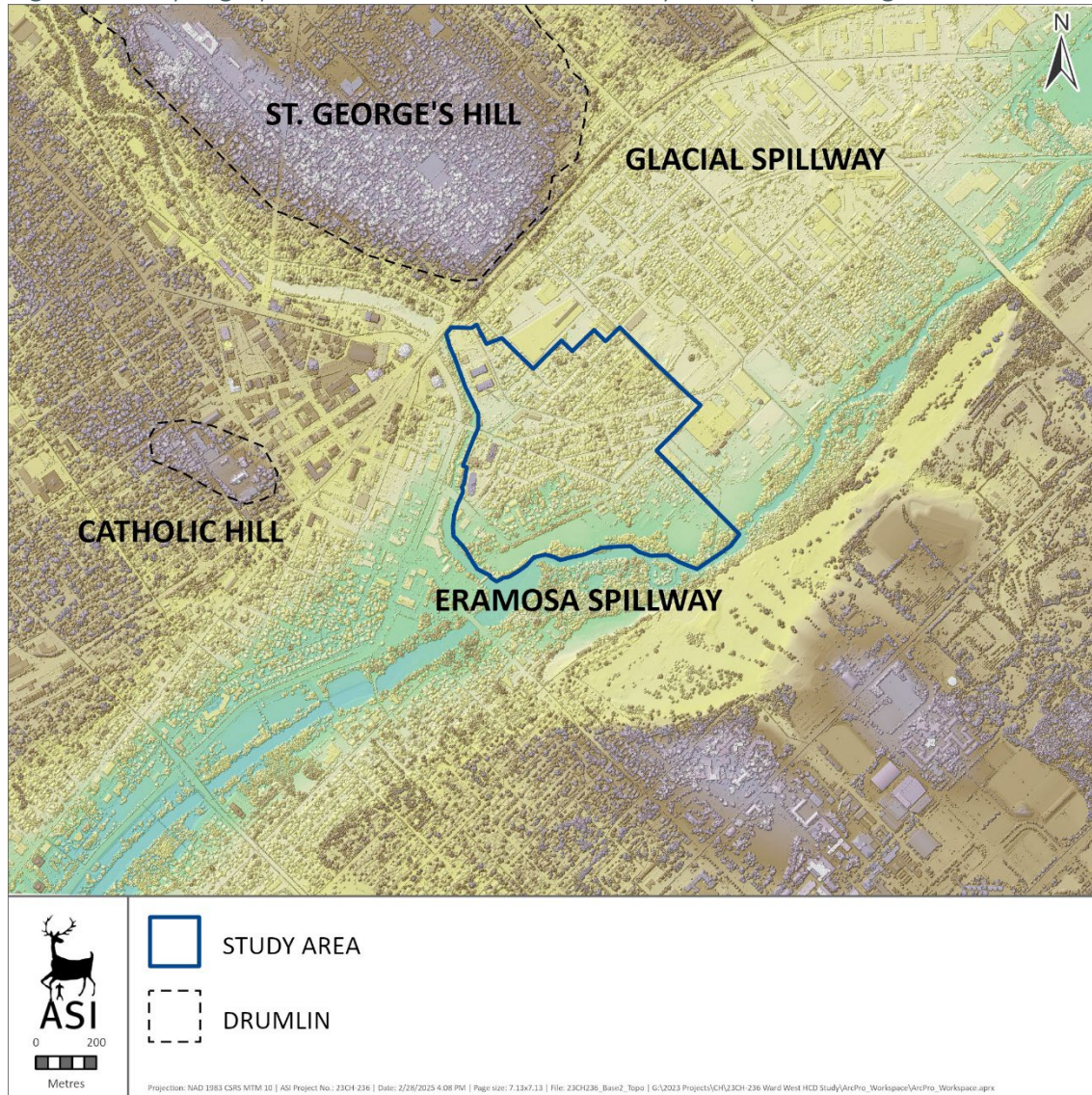


Figure 14: View of the drumlin that forms St. George's Hill in 1948, dividing the Ward from the residential development located atop the land formation (Guelph Museums, 1981.32.1, annotated by A.S.I.)

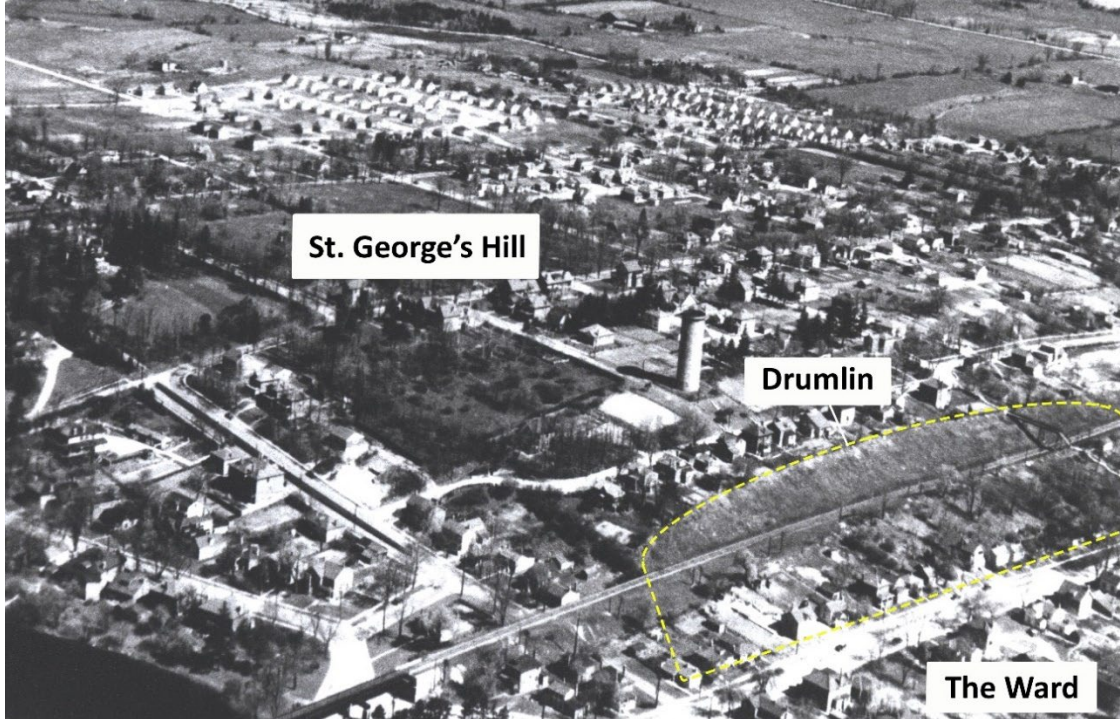


Figure 15: Undated photo of a Hood Street resident standing in his garden, flooded in the spring by the river (Guelph Today).



## 18.0 Indigenous Land Use and Settlement

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

### 18.1 Early History

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

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

For millennia, Indigenous populations continued to practice residential mobility and to harvest seasonally available resources, including spawning fish. The Woodland period begins around 2,500 B.P. and exchange and interaction networks broaden at this time (Spence et al., 1990) and by approximately 2,000 B.P., evidence exists for small community camps, focusing on the seasonal harvesting of resources (Spence et al., 1990). By 1,500 B.P. there is macro botanical evidence of maize in southern Ontario, and it is thought that initially maize only supplemented people's diet. There is earlier evidence for maize in central New York State by 2,300 B.P., and once further cooking residue analysis is conducted on contemporary ceramic vessels from Ontario, the same evidence may be found (Birch & Williamson, 2013).

From the beginning of the Late Woodland period at approximately 1,000 B.P., lifeways became more similar to that described in early historical documents. Between approximately 1000-1300 Common Era (C.E.), larger settlement sites focused on horticulture begin to dominate the archaeological record.



These groups were likely the ancestors of later Iroquoian-speaking communities such as the Hatiwendaronk (Neutral) and the Huron-Wendat. Seasonal dispersal of the community for the exploitation of a wider territory and more varied resource base was still practised (Williamson, 1990). By 1300-1450 C.E., archaeological research focusing on these horticultural societies note that this episodic community dispersal was no longer practised and populations now occupied sites throughout the year (Dodd et al., 1990). By the mid-sixteenth century these small villages had coalesced into larger communities (Birch et al., 2021). Through this process, the socio-political organization of the First Nations, as described historically by the French and English explorers who first visited southern Ontario, was developed. Other First Nations continued to practice residential mobility and to harvest available resources across the landscapes they returned to seasonally/annually.

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

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

## 18.2 First Nations Histories

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



## Hatiwendaronk (Neutral Nation)

Samuel de Champlain in 1615 reported that a group of Iroquoian-speaking people situated between the Haudenosaunee and the Huron-Wendat were at peace and remained “la nation neutre”. In subsequent years, the French visited and traded among the Neutral, but the first documented visit was not until 1626, when the Recollet missionary Joseph de la Roche Daillon recorded his visit to the villages of the Hatiwendaronk, whose name in the Huron-Wendat language meant “those who speak a slightly different tongue” (the Neutral apparently referred to the Huron-Wendat by the same term). Like the Huron-Wendat, Petun, and Haudenosaunee, the Neutral people were settled village agriculturalists. At the time of European contact, it is estimated that the Hatiwendaronk were a confederation of perhaps up to eight Nations located between the western end of Lake Ontario and the Niagara River with a population of around 30,000. Prior to contact the Hatiwendaronk territory was much more extensive, extending as far west as Chatham and northwest into Waterloo and Wellington Counties. Intensive and long-term warfare with the Anishinaabe Assistaroonon (Fire Nation) who were situated around the western end of Lake Erie forced the Hatiwendaronk to concentrate east of the Grand River, some abandoning their ancestral lands in southwestern Ontario.

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

## Mississaugas of the Credit First Nation

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

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

During the latter part of the 17<sup>th</sup> century, Mississaugas of the Credit ancestors came to occupy, control and exercise stewardship over approximately four million acres of land at the western end of Lake Ontario that encompasses much of today’s Golden Horseshoe Area. The Mississaugas had and continue to have strong connections to water as they established their homes on the flats of rivers and creeks flowing into Lake Ontario, gained sustenance from aquatic flora and fauna, and utilized the rivers as a transportation network. Water was regarded as the lifeblood of “Mother Earth” and the people revered it for its life-giving properties and they used of its gifts with an ethos of thanksgiving. One river, in particular, the Missinnihe, was esteemed as a place for fishing, hunting and gathering activities, a place of healing and ceremony, and a location for trade. During the early 18<sup>th</sup> century, the French established a trading post in its vicinity and in their business transactions often extended credit to the Mississaugas- the Missinnihe became known as the Credit River and the people became known as the Mississaugas of the Credit.

The American Revolution (1775-1783) and its aftermath placed great pressure on the British Crown to acquire lands for the re-settlement of Loyalist refugees. Recognizing that



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

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

#### Six Nations of the Grand River

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

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



Starting in 1613, the Haudenosaunee entered into several Two Row Wampum agreements with European Powers that formed the basis for subsequent treaties: “We will not be like Father and Son, but like Brothers. [Our treaties] symbolize two paths or two vessels, travelling down the same river together. One, a birchbark canoe, will be for the Indian People, their laws, their customs, and their ways. The other, a ship, will be for the white people and their laws, their customs, and their ways. We shall each travel the river together, side by side, but in our own boat. Neither of us will make compulsory laws nor interfere in the internal affairs of the other. Neither of us will try to steer the other’s vessel.”

Southern Ontario was always Iroquois land. Occupied by the Huron-Wendat and Neutral Nations prior to colonialism, both were defeated by Haudenosaunee in the Beaver Wars and a majority of their members were absorbed into Six Nations. The Crown later recognized this vast expanse of Haudenosaunee land in the 1701 Fort Albany/Nanfan Treaty and continued to recognize it and honour its terms. That same year, the Haudenosaunee and a number of Anishinaabeg Nations agreed to share a portion of those lands in their Dish with One Spoon Treaty. In the late 1600s, the Anishinaabe, as allies of the French, expanded their territory westward into Fort Albany/Nanfan lands as Six Nations was preoccupied fighting alongside their Imperial Crown allies elsewhere. The Anishinaabe attempted to exclude the Haudenosaunee from their northern lands, but failed, as the Haudenosaunee continued to use those lands for hunting, trapping, trade, transit, and settlement. While the Haudenosaunee had their rights to those lands enshrined in treaties, the Anishnaabe forfeited any rights they may have had in a series of quit claims, despite being told they had no right to sell the land. Throughout the American War of Independence, the Six Nations continued their alliance with the Imperial Crown. During an American raid on Onondaga, Cayuga, and Seneca villages in the late summer of 1779, an estimated nine million pounds of corn were destroyed, attesting that the Haudenosaunee were prolific farmers as well as hunters and fishers. Because of the Crown’s defeat in that war, many Haudenosaunee left the United States and, at the invitation of the Crown, settled on a portion of their Fort Albany.

Nanfan lands, known today as the Haldimand Tract. The 1784 Haldimand Treaty emphasized the land was for the exclusive possession and settlement of the Six Nations and that those lands would be enjoyed by their descendants forever.

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



## 19.0 Community Formation and Registered Plans

Early maps of Guelph show a downtown core expanding from the west bank of the Speed River. By the late 1840s, development extended to the east side of the river, with surveyed lots going to present-day Huron Street (Figure 16). Despite being located adjacent to the historic downtown core, the area was slower to develop due to frequent flooding in the low-lying lands. This meant that while some streets, such as Neeve and Huron streets came to fruition, much of the anticipated lotting did not.

There was a boom in Guelph's commerce and industry in the 1850s, driven by businesses and manufacturing in the downtown. This led the Board of Trade to successfully lobby Town Council to approve a railroad connection to Toronto. The introduction of a connection to the Grand Trunk Railway through Guelph led to land speculation along the proposed route. In an effort to manage suburban growth in anticipation of the changes the rail line would bring to the areas surrounding the downtown, the Town of Guelph annexed the area to the east in 1855 (City of Guelph, 2003). While serving on the Grand Trunk Railway Board, Sir John A. Macdonald acquired a large swath of land in this area annexed by the Town. In 1855, Macdonald conducted a survey of the land and divided the area into residential lots to form a subdivision (City of Guelph, 2003). Others also saw opportunity with the introduction of a rail line to the Town and subdivided land in the same year. The 1855 Thorp Survey registered land south of York Road along Hooper Street to the east side of Hood Street, and George Harvey's survey extended from Hood Street to the Eramosa River (Figure 17) (Hobson, 1868).

During this period of subdivision beginning in 1855, a road network of angled streets was laid out in the area. This irregular street network maximized available lots relating to the river and made connections to earlier established streets. These roadways remain largely intact today and contribute to the distinguishing streetscapes and lotting pattern in the area. They include: Ontario Street, Neeve Street, Toronto Street, Wyndham Street, Margaret Street, Richardson Street, Cross Street, and Arthur Street South.

When the Guelph Subdivision of the Grand Trunk Railway was completed in 1856, it was the first major railway built through Guelph (Metroscapes, n.d.). The route travelled northwest out of the downtown, crossing the Speed River before following along the base of the drumlin that divides the St. George's Hill neighbourhood from the Eramosa Spillway where the Study Area is located. The combination of the steep slope of the drumlin and rail line served to divide the neighbourhoods that would develop above and below the drumlin. In 1879, the town incorporated as the City of Guelph and by the early twentieth century, wards were establishing within the city limits. The area east of the Speed River that was subdivided in 1855 was grouped with lands further east to form St. Patrick's Ward, and the area on top of the drumlin formed St. George's Ward (Figure 18). St. Patrick's Ward was given its name in reference to the population of Irish immigrants that had settled in the area. Access between the two neighbourhoods is limited as a result of the slope of the drumlin that divides the two areas. Access in the west part is limited to Arthur Street and the 100 Steps staircase. Further east, Stevenson Street and Victoria Road cut through the landform (City of Guelph, 2003).

Ward boundaries in the city have been redrawn over time, but the area of the former St. Patrick's Ward has continued to be referenced by its original ward name, and more commonly as "The Ward." The area



generally understood to be the Ward is bound to the south and west by the Eramosa and Speed rivers, to the north by the drumlin and rail line and to the east by Victoria Road. The west portion of the Ward was established in the 1850s through subdivision plans, with subsequent plans filling in the east portion to Victoria Road beginning in 1906.

Figure 16: 1847 Plan of the Town of Guelph showing the town limits extending to present-day Huron Street (Guelph Historical Society, annotated by A.S.I.)



Figure 17: Early registered plans in the Ward overlaid on the 1868 map of Guelph (Guelph Museums, 2008.44.3, annotated by A.S.I.)

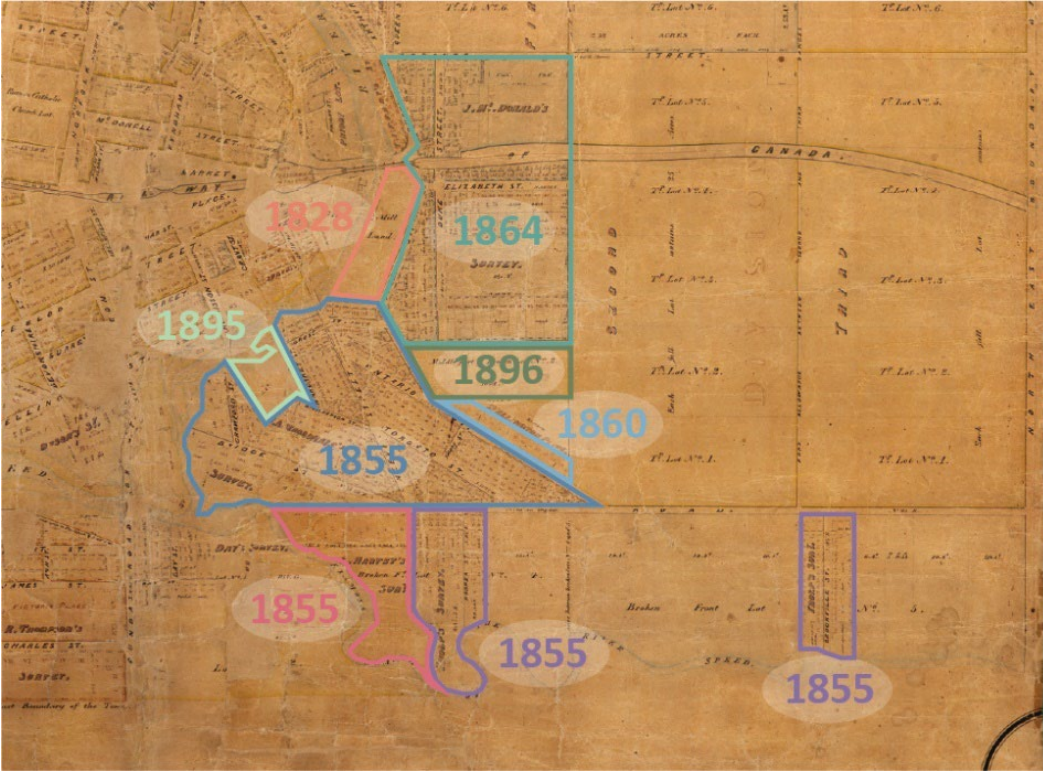
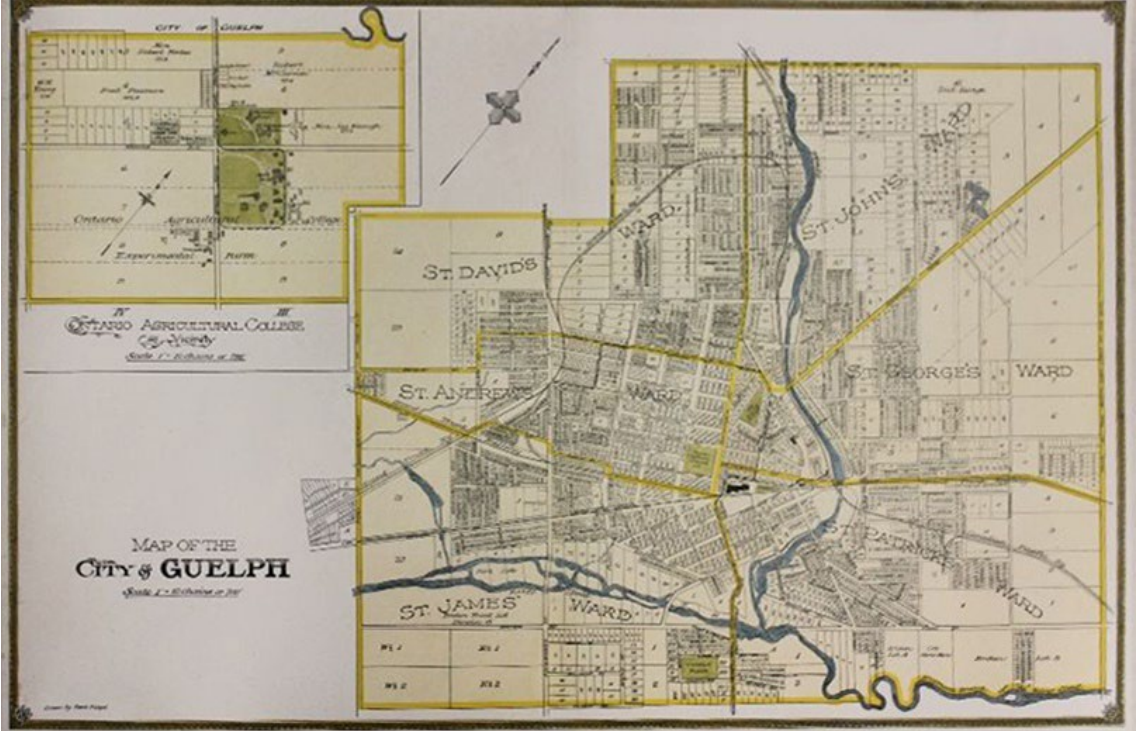


Figure 18: 1906 Map of Guelph showing the wards within the city with St. Patrick’s Ward at the bottom right corner (Lloyd, 1906 via Biblio.com)



## 20.0 Industrial Development and the Railways

Development within the Study Area has been influenced by an evolution in industrial growth and the introduction of railways. The following section summarizes how and where industrial activity occurred in the Study Area, and how rail infrastructure impacted the growth and decline of industrial operations.

### 20.1 Early Industry

The first industry in the present-day Ward was an expansion of Allan’s Mill, one of Guelph’s earliest industries that utilized hydro power from the Speed River from its location on the west bank. In 1835, the owner of the mill, William Allan, purchased the land on the east side of the river to expand operations, including constructing a wooden structure to be a distillery. In the 1850s, the distillery building was replaced with a stone structure (Figure 19). The industrial complex spanning the river offered milling, a distillery, cooperage shop, textile production and livestock feed – a byproduct of the distillery. The distillery was destroyed by a fire in 1883, with the exception of a two-storey building that remains extant today (City of Guelph, 2003; Crowley, 2023). Taylor-Forbes moved to the site in 1902, refurbishing and expanding the remains of the distillery to accommodate their operations. Taylor-Forbes was one of Canada’s largest manufacturers of push lawn mowers and general hardware, and in 1910 was the first industry in Guelph to use hydro electric power. Operations ceased on the site in 1955 when the company went bankrupt (Tersigni, 2023). The W.C. Wood Company moved into the site following the bankruptcy and grew to become a global leader in the design and manufacture of home appliances such as refrigerators, freezers and water heaters. The plant was a major employer in the area and operated until the economic recession in 2008 which led to its closure in 2009 (Tersigni, 2023).

The Speed River was an important site for mill and textile production, and these are the first industries that emerge in the Ward beginning in the late nineteenth century. These early industries include the Armstrong Carpet Company (later the Guelph Carpet Mills Company Limited), located on Neeve Street at the Speed River (building extant) and the Canadian Textile and Weaving Company (building extant) on Crawford (present-day Wyndham Street) at the Speed River (Durtnall, B., 2020; Goad, 1911; Tersigni, 2023). A subsidiary of the Guelph Carpet Mills Company opened further in-land as the Guelph Carpet and Worsted Spinning Mills (later Harding Yarns<sup>1</sup>) in the early decades of the twentieth century, as cheap electricity allowed operations to be less dependant on hydro power (Figure 20) (Crowley, 2022; Harding Carpets Limited, 1948; Tersigni, 2023). Their factory building, located on the southwest corner of Arthur Street South and Cross Street, was in operation until 1978 and in 2003 was converted into residential units called Mill Lofts.

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<sup>1</sup> Other sources use “Harding Carpets” to refer to this iteration of the factory operations and prior to this, the company was called “Guelph Yarns Limited” from 1948 to 1952.

Figure 19: Allan's Mill and site of the Distillery illustrated in 1872 (Wellington County Museum and Archives, annotated by A.S.I.)

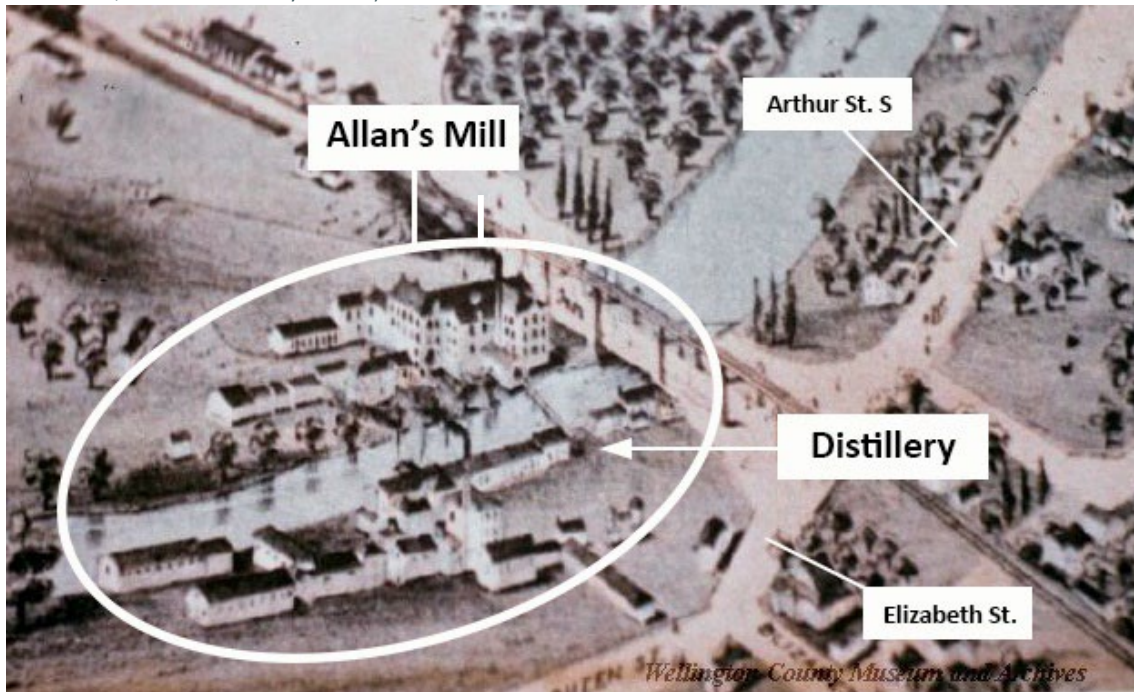


Figure 20: Aerial of Harding Yarns factory, now Mill Lofts, circa 1950 (Guelph Museums, 1987.60.2, annotated by A.S.I.)



## 20.2 Railways

In the mid-1870s, the Board of Trade became concerned with the monopoly held by the Grand Trunk Railway and appealed to the City to construct a railway that would increase competition and bring in fairer pricing. In response, the Guelph Junction Railway was constructed in 1888, which cut through the centre of St. Patrick's Ward (Figure 21). When constructed, the Guelph Junction Railway was leased to the Canadian Pacific Railway for 99 years (City of Guelph, 2003). Slowly, industries such as the Page-Hersey Tube Company, which opened in 1902 on the south side of York Road, began to open or move into the Ward near the new rail line and its various spur lines (Durtnall, B., 2022).

James Walter Lyon, an American businessman dealing primarily in publishing who had settled in Guelph, and in his role as President of the Board of Trade, saw potential for robust industrial development along the new rail line. While Lyon had been actively buying and selling land in this area of the city as early as the 1880s, in 1906 he made multiple substantial purchases of land to the north and south of York Road and east of Huron Street, outside of the Study Area (Durtnall, B., 2021; O.L.R.A., n.d.a, n.d.b, n.d.c). He then proceeded to offer 12- to 16-acre lots free of charge to industries willing to open their operations in Guelph (Figure 22). Large and lasting industrial companies such as Northern Rubber (120 Huron Street, now converted to the Alice Block Lofts) were attracted by this offer, opening in the Ward 1920 (Lyon, J. W., n.d.; Tersigni, 2023). To profit from this charitable offer of land, Lyon sold some large portions of land (ultimately subdivided by R.R. Dodds and Tanner) while others were subdivided into residential lots between 1906 and 1924 that were sold to housing developers. These residential areas developed over the next several decades and appear fully built up by the mid-twentieth century.

In 1911, the Guelph Radial Railway, which operated streetcars carrying passengers and freight along a series of routes throughout Guelph, extended a line from downtown to follow Neeve Street, then Ontario Street, before connecting to York Road and travelling out of the Ward and ending at the Ontario Reformatory (City of Guelph, 2003). Various plants and factories including the Guelph Waterworks building, were located along the route. The streetcars were in operation until 1939 (City of Guelph, 2003).

The majority of industries that set up shop in the Ward in the twentieth century were based in manufacturing. These plants and factories were a major source of employment for local residents, who typically lived within walking distance. Industrial operations in the Ward were at their height from the 1930s to the 1960s. A decline in rail traffic in the 1950s as road networks improved and shipment by truck became more popular resulted in changes to industrial growth in the Ward. The Canadian Pacific Railway (operating on the Junction line) ended passenger service in the 1960s and closed its freight and express sheds in 1969. Industrial activity in the Ward, particularly in the western portion of the neighbourhood, steadily declined following suit. While some companies continued operations into the early 2000s, many were closed by the 1980s (Durtnall, B., n.d.). Employment related to the rail operations around Alice and Morris streets declined after that (City of Guelph, 2003).

Figure 21: Rail lines with rail- and water-based industries in the Ward, 1955 aerial photograph (Tile D3, University of Waterloo, 1955, annotated by A.S.I.)

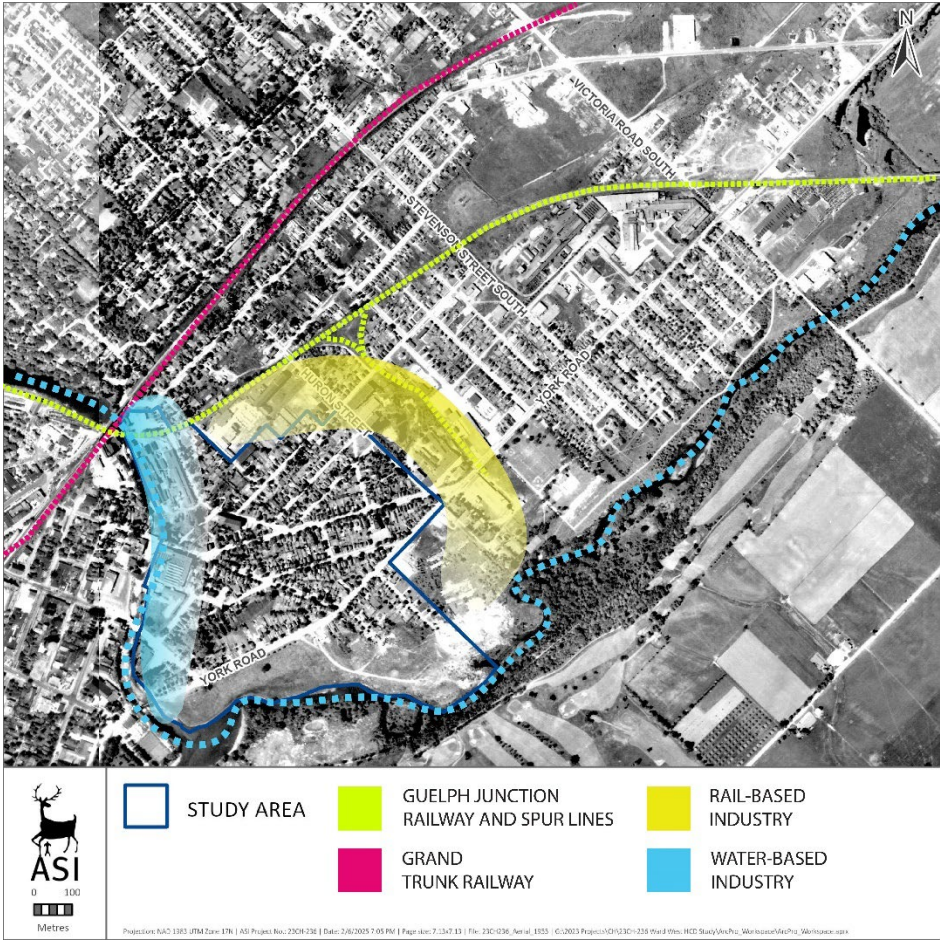


Figure 22: Detail of a 1915 Map of the City of Guelph labelling “Free Manufacturing Sites” in the east part of St. Patrick’s Ward (Guelph Museums 2001.12.1)



## 21.0 Newcomers and Community Building

During the early- to mid-nineteenth century, people arriving in the Guelph area were primarily of British, Scottish, and Irish origin, though other communities are known to have lived and worked in the neighbourhood (Nash-Chambers, 2011). For instance, some of Guelph's first Black residents lived in chattel houses located on Alice Street, as well as in houses on Toronto Street and Sackville Street along the Guelph Junction Railway line by the late nineteenth century (Genoway, 2010; Wencke, R & Ferguson, J., n.d.). As the city grew and expanded in the twentieth century, newcomers were looking to establish themselves in the area, with many settling in the Ward neighbourhood. The Ward was a popular choice for newcomers to the city for a number of reasons. In particular, the availability and affordability of property. The area where the Ward was established was not viewed as desirable by the residents already living in Guelph in the nineteenth century due to its low-lying topography which was prone to flooding and close proximity to industrial operations along the Speed River (City of Guelph, 2003; Crowley, 2022). As a result, residential development was incremental through the second half of the nineteenth century and into the early twentieth century. The area's combination of available lots located within a historically flood prone area and surrounded by industrial operations provided opportunities for newcomers to purchase and build a home in the area. Many newcomers found work at the various industries located in the Ward, and a walkable commute was important (Figure 23) (Crowley, 2022). Additionally, with downtown located nearby on the other side of the Speed River, goods and services offered there were also within a reasonable walking distance.

As the Ward became more established, local schools and churches integrated into the fabric of the neighbourhood where they became important social and cultural touchstones in the community. The first school was constructed in the neighbourhood at 131 Ontario Street in 1878. It was replaced with a brick structure in 1908 and was called St. Patrick's Ward School. The school building was expanded and added to over the years, and in 1922 was renamed Tytler Public School, which remains its name today (City of Guelph, 2023c). To cater to the Roman Catholic population in the neighbourhood, a Catholic school was moved from 158 Ontario Street to Alice Street in 1912 (Crowley, 2023). A series of churches were also constructed within the west part of the Ward in the early twentieth century to serve various denominations. For example, St. Paul's Presbyterian Church on the corner of Toronto Street and Short Street served the Presbyterian community (Figure 24), Paisley Memorial United Church on Howitt Street served the Methodist community, and Sacred Heart Church was constructed in the 1920s next to the Catholic school located on Alice Street (Crowley, 2023). By the mid-twentieth century a church to serve the Ukrainian Catholic community was built on York Road. Similar to the factories, these institutional buildings were embedded into the community and were walkable for their students, congregations and parishioners.

In the twentieth century, individuals residing in the Ward were mainly Italian, Polish, Ukrainian, and Irish or the first and second generations of parents who identified with these ethnic origins (Figure 25 to Figure 28) (Tersigni, 2023). Italians comprised a large non-English speaking community in Guelph after 1900 (Crowley, 2022), and many first generation residents were born and raised around Morris, Ferguson, Elizabeth, Metcalfe (now Huron) and Alice streets. This area is considered the heart of St. Patrick's Ward and Guelph's Italian community (Tersigni, 2020). As communities formed in the

neighbourhood, local economies developed in support of the residents that were living and working there. By the mid-twentieth century, there was a store on nearly every corner where people went to socialize, eat, drink, play cards, listen to music, buy groceries and congregate (Tersigni, 2020). As was the importance of walkability to employment, so too was it important for goods and services in the neighbourhood. Beyond economic functions, these shops were important social touch points in the community. A well-documented example is Valerioté's Groceteria and Sub-Post Office #5 (as well as Dee's Coffee Bar) run by Dominic "Dee" and Loyola Valerioté at 134 Alice Street (Figure 29). The grocery store operated until 1975, but today no trace of the former commercial operations are visible from the street (Figure 30 and Figure 31). Another is the Spaghetti House at 51 Metcalfe (now 49 Huron Street), which was a popular pasta house that opened in 1946 with a juke box and dance floor on the second floor (Tersigni, 2020). This building has also been converted back to a solely residential use.

In addition to corner stores and grocery shops, newcomers converted parts of homes to serve as a shop for various services. For example, V. (Vincenzo) Valerioté's Shoe Repairing Shop was located next to the family home at 47 Alice Street in the early twentieth century and is now home to the Alice Street Clubhouse (Figure 32) (Alice Street Clubhouse, 2019). The clubhouse hosts events like film screenings and art shows for local residents, as well as providing a community pantry box. While there was an increase in the conversion of residential properties to add commercial uses during the twentieth-century immigration boom in the Ward, operating a business out of your home was not without precedent in the neighbourhood. Several early homes built in the area operated what are known as cottage industries, in which families produced goods at home, such as textiles or pottery, to supplement their income. The residence at 60 Manitoba Street, for instance, was constructed circa 1878 and was used by Samuel Carter from 1882 to 1893 as a knitting factory. Carter was a newcomer to Canada and employed seven or eight people to manufacture items like gloves, mitts and hosiery at the one-and-a-half storey house on Manitoba Street. When operations outgrew the house, Carter eventually established the Royal Knitting Company with co-founder Thomas Wootton on Norwich Street in the downtown (City of Guelph, 2009). The modest residence, which still stands on Manitoba Street, has been converted back to full residential use, but serves as a marker of the early live-work spaces in the neighbourhood. The presence and prevalence of these mixed-uses and storefronts that emerged within the residential blocks of the neighbourhood have come to characterize the distinct streetscapes of the Ward and are reflective of its long-standing community of entrepreneurial residents.

The local economy and contained community of the Ward in part developed as a result of newcomers creating a place of belonging. The community that developed over successive generations meeting and cohabitating formed a culture of traditions and daily practices that occurred in private and public spaces in the neighbourhood. Due to the tight-knit nature of the community, credit was often provided to shoppers within the local establishments (Tersigni, 2020), a courtesy that was unlikely to be granted elsewhere. These factors contributed to a strong sense of local and community pride and identity for those that were living in the Ward. Festivals and events, which often occurred in the streets of the Ward, also served to foster the sense of community and belonging valued by residents of the neighbourhood (Figure 33).

Figure 23: Employees of the Royal Knitting Company, pictured in 1932 (Guelph Museums, 1991.7.1)



Figure 24: St. Paul's Presbyterian Church, 1977 (Wellington County Museum & Archives, A1985.110.11162).

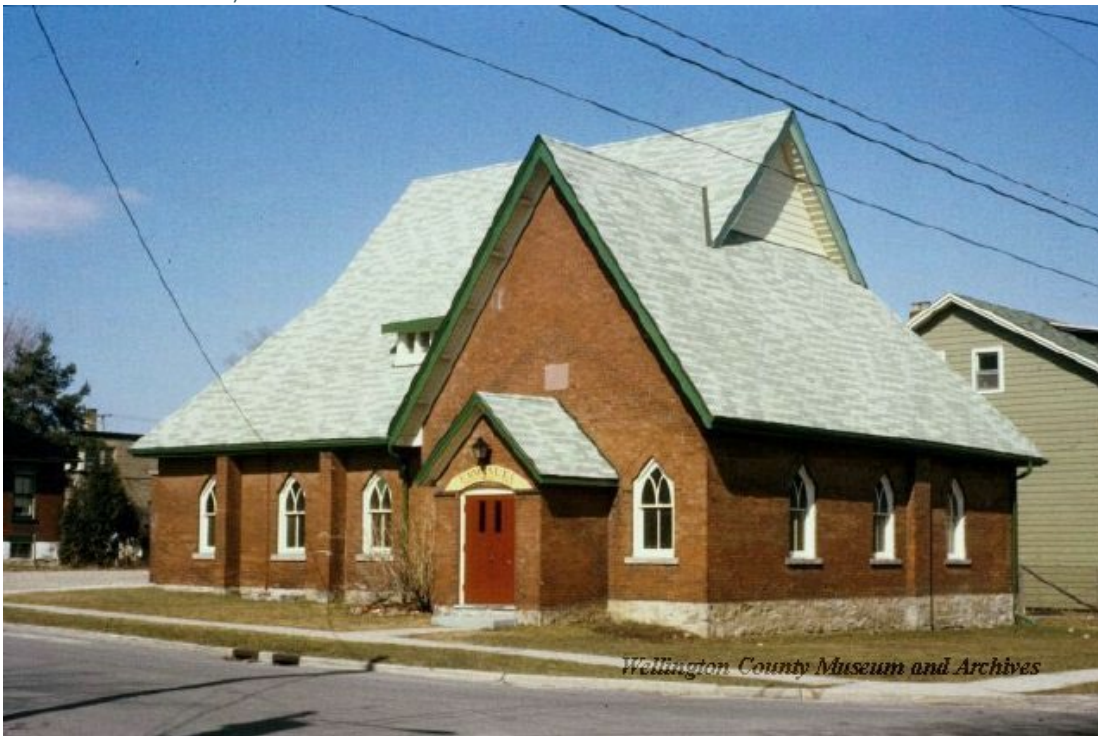




Figure 29: Group of young men in front of Dee's Coffee Bar and Valeriote's Groceteria, a popular gathering spot in the community, undated (Guelph Today)



Figure 32: Valeriote shoe repair shop at 49 Alice Street that included their family home to the right (at edge of image), c. 1920 (City of Guelph)



Figure 30: Valeriote's Groceteria, Post Office #5 and Dee's Coffee Bar at 134 Alice Street, pictured circa 1950 (Guelph Museums)



Figure 33: Cat and Rat game played on Alice Street, 1967 (Wellington County Museum and Archives)

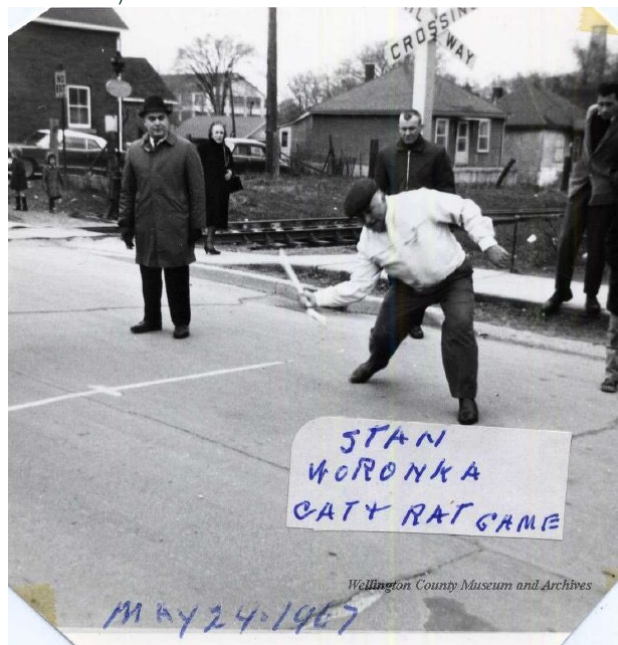


Figure 31: 134 Alice Street today, converted back to a residential use (A.S.I., 2024)



## 22.0 The Ward Today

Following the decline in rail activity and industrial operations in the west part of the Ward, change to the rhythm of life in the neighbourhood began to shift. Commercial activity in the neighbourhood reduced towards the end of the twentieth century. While some of the small businesses contained within the commercial shops in the neighbourhood continued to operate, other purpose-built commercial or mixed-use buildings were converted solely to residential use (Figure 34 and Figure 35). Similarly, many of the small commercial operations and businesses operating out of converted residential spaces that proliferated in the early- to mid-twentieth century closed, with houses being converted back to full residential use. The social and cultural community fostered by the many small shops that operated amongst the streetscape of the neighbourhood diminished as a result of fewer businesses within the Ward. In recent years; however, this aspect of life in the neighbourhood has been revived through the introduction of new small businesses that resemble the corner shops and grocery stores that were social hubs in previous decades. For instance, the conversion of a former gas station at the intersection of Ontario Street and Arthur Street South, into a coffee shop and small local bar provides a new social and economic centre within the neighbourhood (Figure 36).

A de-industrialization effort also brought change to the fabric of the neighbourhood, as many of the large lots with former industrial buildings became housing sites. This aligned not only with the decline in industrial activity in the area, but also broader trends towards de-industrialization trends and the development of “brownfield” planning policies within cities that began following the Second World War and gained fervor beginning in the 1980s (Crowley, 2023). The development of the former site of Allan’s Mill, and later the home of Taylor-Forbes and the W. C. Wood Company, is an example of the kind of redevelopment occurring in the Ward in response to brownfield policies. Following the close of W. C. Wood in 2009, the property with its sprawling complex of industrial buildings was sold and the majority of the buildings on the property were demolished, with some of the structures retained signaling the site’s industrial past (Figure 37 and Figure 38) (Crowley, 2023; O’Flanagan, 2016). Over the years the site was redeveloped, with a series of residential condo towers being constructed on the property where factory buildings once stood (Figure 39).

Of the industrial buildings that remained but were no longer operating, the large open interiors were found to be suitable for use as studios, bringing a range of artistic and craft practices to the neighbourhood. This was also during a time when real estate in the Ward was less expensive compared to other parts of the city, adding to the appeal of the area for working artists and creative groups. For example, the Guelph Little Theatre relocated to a former welding factory at 163 Morris Street when a devastating fire in 1993 at their previous location forced the group to find a new home for their productions (Ratcliffe, S., 2011; Waterloo Region Record, 2014). Many of the artists that moved to the neighbourhood in the 1990s and early 2000s found inspiration in the neighbourhood, and became an important part of building a new sense of community within the Ward through participating in local events and holding studio tours (Artworks Gallery Guelph, 2024). In more recent years, annual events (such as the Italian Canadian Festival, Sacred Heart Bazaar, the Ward Night Market, and Praise the Ward, which includes a studio tours as a main attraction), the opening of the Alice Street Clubhouse with the



Alice Street Pantry, and the introduction of the Two Rivers Huron Street Community Garden at the corner of Manitoba and Huron streets among others demonstrate the new kind of placemaking and community building that has emerged in the neighbourhood (Figure 40 and Figure 41).

Figure 34: 85 Ontario Street, formerly a mixed-use commercial/residential building, converted to exclusively residential us (A.S.I., 2024)



Figure 35: 8 Ontario Street, formerly a mixed-use commercial/residential building, converted to exclusively residential us (A.S.I., 2024)



Figure 36: Former gas station at the corner of Ontario Street and Arthur Street South converted into several local establishments (A.S.I., 2024)



Figure 37: Site of the former W. C. Wood Company during the demolition process, with elements of the former industrial complex being retained (O’Flanagan, 2016)



Figure 38: Remnants of Taylor-Forbes foundry adaptively reused as part of the re-development of the former industrial site (A.S.I., 2024)



Figure 40: Alice Street Clubhouse (left) located at 47 Alice Street (A.S.I., 2024)



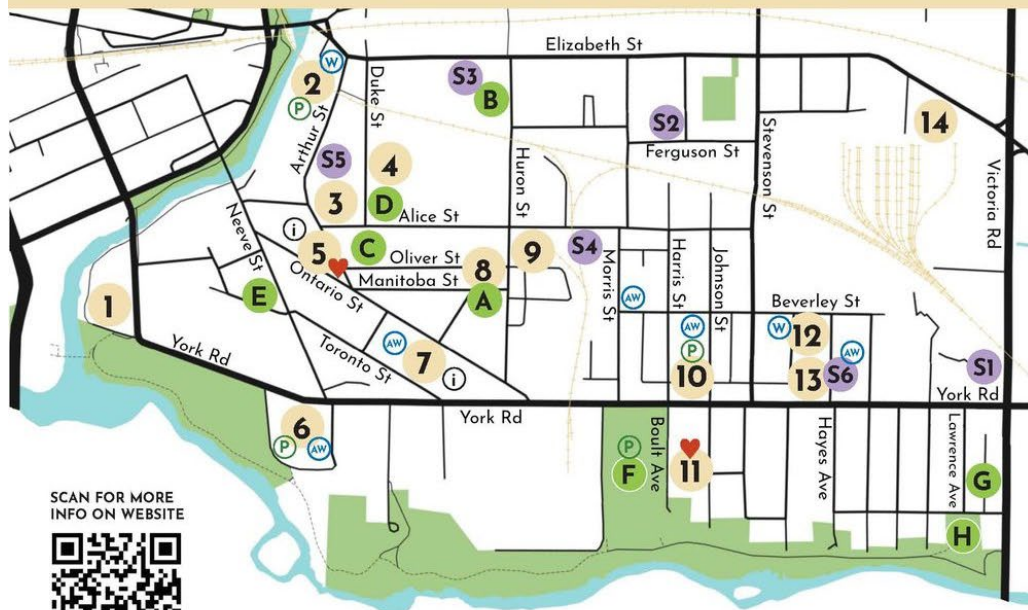
Figure 39: A series of residential towers occupy the area where the W. C. Wood Company factories once stood (A.S.I., 2024)



Figure 41: Venue map for the 2024 Praise the Ward festival, featuring studio tours (*Praise the Ward*, n.d.)



## VENUE MAP



SCAN FOR MORE INFO ON WEBSITE



- EVENT VENUE
- GARDEN TOUR
- STUDIO TOUR

### SPECIAL EVENTS

The Guelph Celtic Orchestra @ Guelph Little Theatre, 7:30pm. This event is ticketed separately through: <https://tinyurl.com/guelph-celtic-orchestra>

PTW Organ Recital at 8pm. Sacred Heart Church, 98 Alice St.

Scavenger Hunt, Costume Try-On, & Photo Booth: Guelph Little Theatre 176 Morris. 11-4

Guelph Grotto: 50% off Climbing Wall for ticket holders at 199 Victoria South

- ♥ SAFE SPACE
- i INFORMATION
- P PARKING
- W WASHROOMS
- AW ACCESSIBLE WASHROOMS

### FOOD

Quite a few of our fine Ward food purveyors are offering discounts with your festival key chain pass, or special meals for the occasion:

Sugo Mercato | 60 Ontario St

Double Rainbow Café | 60 Ontario

Laza Foods | 74 Ontario St

Bollywood Restaurant | serving at Tytler School

Lost Aviator Coffee | 404 York Rd

Bev's Bar | 101 Beverley (w/ special drink)

Standing Room Only | 60 Ontario (w/ special drink)

Wild Blooms | 68 Toronto St

FEWD (Food Equity with Dignity): light snacks & lunch options from 12-6 pm. PWYC (proceeds going towards their vital community work). | 60 Ontario St

### GARDEN TOURS 11-2

Self guided | Suggested order:

A. Two Rivers Huron Street Community Garden

B. 29 Huron St | Boulevard garden

C. 24 Oliver St | Pollinator garden

D. 24 Alice St | Rain garden

E. 151 Neeve St | Mixed food & pollinator garden

F. Two Rivers Lyon Park Community Garden

G. 26 Lawrence Ave | Urban food forest

H. Eramosa River Park | Community Food Forest

### FAMILY ACTIVITIES ALL DAY:

Scavenger Hunt, Face Painting, Juggling and More! See website & reverse for details.

### STUDIO TOURS 11-4

Self guided | Suggested order:

S1. Gail Barber

GB Gallery Studio of Art 199 Victoria Rd S 2nd floor

S2. Joan Hug-Valerioté

Horizons Canadian Art Quilter 178 Ferguson St

S3. Tiffany Horrocks

Lizzy Street Studio Gallery 93 Elizabeth St S

S4. Maria Pezzano, Laurie Skantzos, Peter Bolisty

And guests: Barb Bryce, Sue Smith

Alice St Studios

163 Alice St

S5. Steve Baker

Seven Circles Tattoo and Design

94 Arthur St S

S6. Patti Collins, Sharyn Seibert, Suzanne Wakefield, Diana Scott, Nan Hogg

Artworks Gallery Guelph 404 York Rd



# Part D: Built Form and Landscape Survey and Character Analysis

This chapter consolidates the results of historical research, survey activities and engagement sessions to present a character analysis of the Study Area. It begins with an overview of the methodology and approach used for surveying the landscape and built form within the Study Area. It then describes how this data informed analysis of the Study Area's existing character in relation to its significant and historical development patterns. The chapter analyzes the Study Area's landscape, streetscape, and built form characteristics through assessment of a range of specific factors. The chapter concludes with an analysis of the Ward neighbourhood, comparing and contrasting historical and prevailing patterns observed across the area. This analysis provides a basis for conducting more detailed heritage evaluation work as presented in Part E of this report.

## 23.0 Built Form and Landscape Survey Methodology and Results

The Ward West Heritage Conservation District (H.C.D.) Study included completion of a built form and landscape survey of the Study Area. The built form and landscape survey fulfills the requirement of the H.C.D. Study to examine the character and appearance of the area as set out by Section 40 (2)(a) of the Ontario Heritage Act.

Built form and landscape survey activities were conducted in April and August 2024. A pedestrian survey was undertaken to observe and photograph the Study Area at the streetscape level followed by an individual property survey. The purpose of streetscape survey was to understand the relationships between streets and buildings, the qualities of the area as a whole, and to determine the scope of the individual property survey. Based on the early engagement with the public, the surrounding area was also subject to windshield survey to understand the interaction between the four cultural heritage landscapes identified in the Ward as per the Cultural Heritage Action Plan (2020).

The Study Area has a mix of land uses and building types including historical single-detached residences, commercial and industrial buildings and contemporary multi-unit residential buildings. The streetscape survey work found:

- a range of vernacular residential expressions;
- a number of conversions and/or alterations to residential properties to serve alternative functions;
- small-scale commercial properties dispersed throughout the residential area; and,
- large-scale former and active industrial properties that contrast the low-rise residential properties anchoring the edges of the Study Area.

The survey was conducted from public rights-of-way, and information was recorded in relation to primary elevations of buildings and those portions of the building that can be seen from public roads. Primary elevations are typically those designed as the “front” of the building with a main entrance and often face onto the street. The building’s overall condition was also recorded.

The survey data was compiled in a geodatabase and used to generate analytical maps to understand the Study Area’s existing character in relation to its historical growth and development patterns, architecture, streetscape, and landscape features.

There are 496 properties and 449 buildings within the Study Area. There are 32 properties with original building types/uses that are not residential and 15 documented instances of a residential building being converted to a mixed-use or new use at some point in its past. The survey results are discussed in Sections 25.0 to 0 below. The discussion and analysis are scoped to present survey results that inform the understanding of the Study Area’s existing character and as it relates to significant historical themes and narratives, as presented in Part C above. Digital records of survey data are on file with the City of Guelph.

## 24.0 Character Analysis Methodology

Analysis of the Study Area’s character is undertaken to assess how historical and contemporary development patterns and factors are expressed today. This analysis focuses on the assessment of the following features and/or qualities (Sections 25.0 to 0):

- Landscape Analysis:
  - Waterways
  - Vegetation Patterns
  - Parks and Open Spaces
  - Gateways and Nodes
- Streetscape Analysis:
  - Street and Block Pattern
  - Streetscape Typologies
  - Intersections
- Built Form:
  - Existing Land Use Patterns
  - Periods of Construction
  - Historical Building Typology and Function
  - Building Materiality
  - Distinctive Built Form Features
- Distinguishing the Ward’s Parts

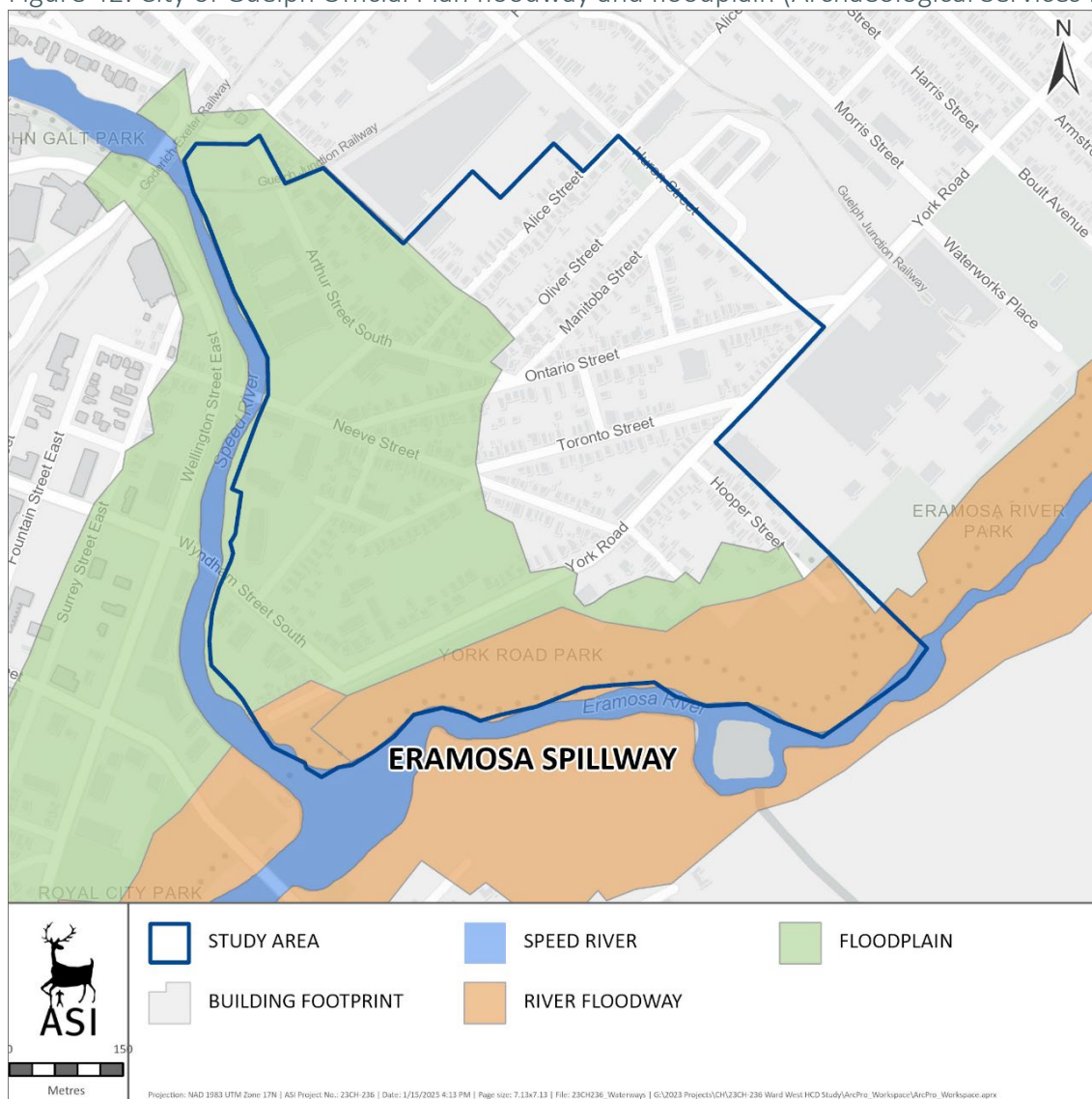


## 25.0 Landscape Analysis

As discussed in The Setting (Section 17.0), the underlying landscape influenced establishment of industry in this area as well as residential development patterns. The edges of the Study Area are defined by Guelph’s major waterways, the Speed River to the west and its tributary, the Eramosa River, to the south. Distinct vegetation patterns present within the Study Area diverge from typical residential neighbourhood and the character of the Ward neighbourhood. Specific sites throughout the neighbourhood including open spaces, gateways, nodes, and transitional areas are also discussed.

### 25.1 Waterways

Figure 42: City of Guelph Official Plan floodway and floodplain (Archaeological Services Inc. (A.S.I.), 2024)



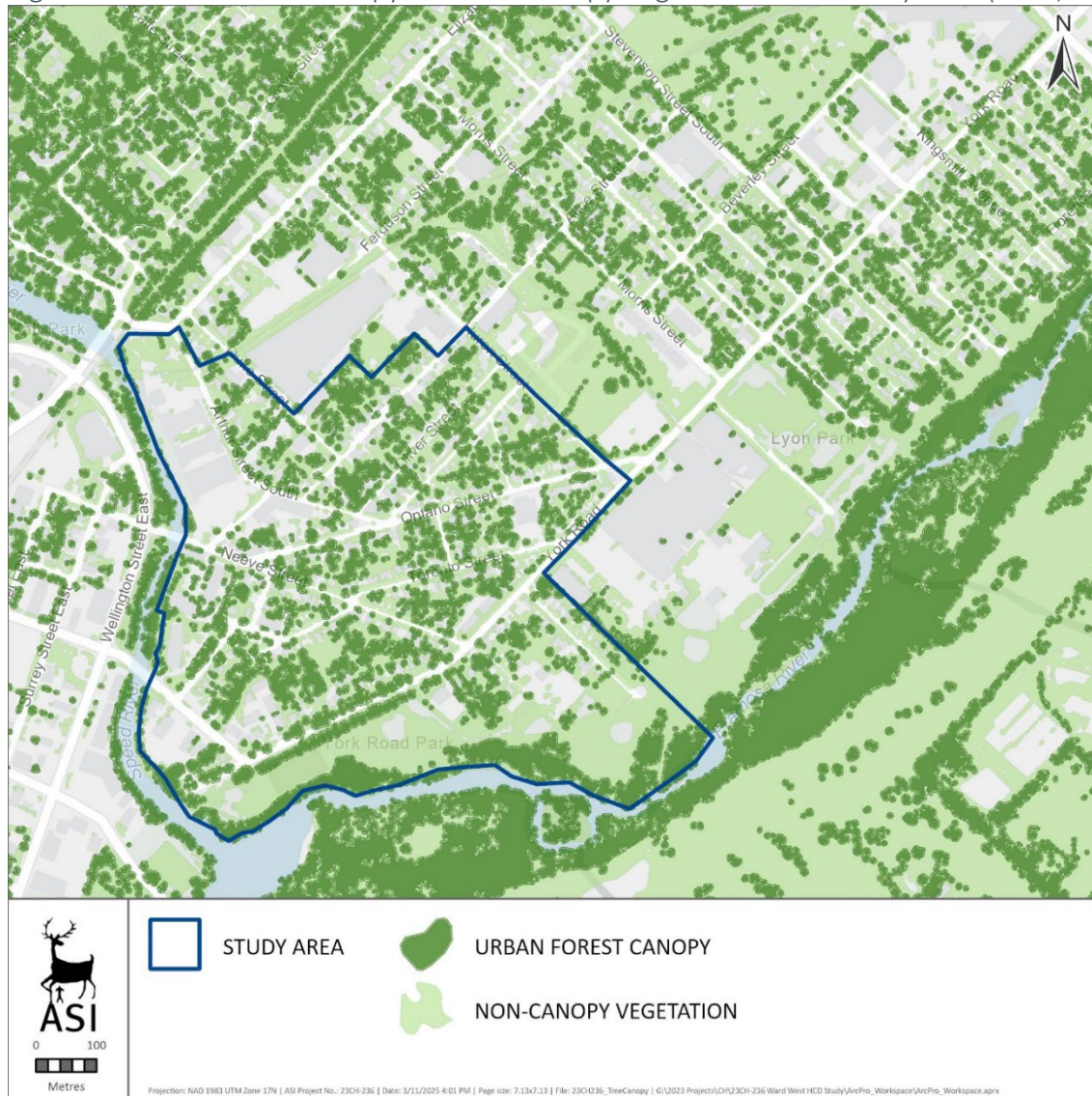
In Southern Ontario, rivers form the “boundaries, barriers, and corridors of geographical importance” (Chapman & Putnam, 1984). The Ward neighbourhood is bounded by the Speed River to the west and the Eramosa River to the south. These waterways are key components of Guelph's hydrology, flowing through valleys formed by glacial meltwater. The whole of the Ward is part of the Eramosa Spillway (Figure 42). While relatively low-lying and flat, there are some slight rises from the southern end of Howitt Street and the eastern end of Manitoba Street which provide some visual interest to the area. At least one stream is documented in early and various maps through the area with a remnant of it extant on the north side of the Junction Railway line.

These rivers have provided essential water resources and served as transportation routes, facilitating trade and movement in the early days of Guelph's settlement. Today, the Study Area has a direct relationship with the rivers through the parks and trails which have been established at the rivers' edge. The Eramosa River is highly visible from York Road and within York Road Park. The Speed River plays a central role in Guelph's urban landscape, providing recreational opportunities and scenic amenity to the city.

This meeting of the Speed and Eramosa rivers at the southwest corner of the Ward has led to the neighbourhood at times being referred to as “Two Rivers”. It is at this confluence and extending north beyond Macdonell Street and east to Hooper Street, that the area has been most prone to flooding. These rivers form part of the Grand River Canadian Heritage River Designation, a recognition that is commemorative in nature.

## 25.2 Vegetation Patterns

Figure 43: Urban Forest Canopy and Non-Canopy Vegetation in the Study Area (A.S.I., 2024)



Vegetation in what is now known as the City of Guelph has changed dramatically over the course of history. When the area became habitable for humans, the area was characterized by a tundra-like environment. Over the next few thousand years, this was replaced by more temperate coniferous pine forests, shifting to hardwoods and eventually being cleared over the two centuries for logging and agriculture (City of Guelph, 2023b).

Existing vegetation patterns often can be a distinguishing element (Figure 43). The dense vegetation along the south slope of St. George’s Hill emphasizes the separation between the area atop this drumlin and the Ward.

Tree cover within the Ward is lower than most other areas of the city at approximately 18.7% compared to the overall average tree cover for the entire city which is 23.3% (Lallemand Inc. & KBM Resources Group, 2019). Along the river edges of the Study Area historical images show very little vegetation with

the current canopy being a result of restoration efforts. Trees within the Study Area are predominantly associated with residential land uses and typically found within the rear portion of properties. A comparison to early-twentieth century images shows that while overall there has been some tree canopy lost over time, there has not been a dramatic change in the past 100 years. Ontario Street has had the most change with considerably fewer street trees today.

Where street trees are present, they vary in species. York Road, which is lined with mature trees on both sides and expands into York Road Park on the south side has a scenic quality which differs from the less treed streets typical in the Study Area.

#### Notable Trees

Notable trees, identified by to their size, age or visual qualities, within the Study Area include:

- **Silver Maples along York Road:** Along York Road near the park, a notable feature is the row of silver maple trees (Figure 44). These trees were added possibly as part of streetscaping efforts, enhancing the visual appeal of the area and providing environmental benefits such as shade and improved air quality. The large deciduous trees create a cathedral-like canopy over York Road, contrasting with the less mature trees and varied land uses at either end of the park. \
- **White Elm at 63 Alice Street:** An exceptionally large tree, it is in the top diameter at breast height category of Overall Size Class Distribution for the city, comprising 0.1% of the entire tree population for the city (Figure 45). Elm trees, particularly the American elm (*Ulmus americana*), have historically been planted as street trees in Canada due to their aesthetic appeal, large canopy, and ability to provide shade and enhance urban landscapes. Their tall, majestic form creates a picturesque streetscape, contributing to community identity and enhancing property values. However, the introduction of Dutch Elm Disease in the twentieth century has severely affected elm populations across Canada. This fungal disease, spread by beetles, has led to the widespread decline and death of elm trees, resulting in the loss of millions of specimens. The dramatic reduction in elm trees has altered urban forestry dynamics and affected biodiversity

Figure 44: Collection of Silver Maples along York Road (Landplan, 2024)

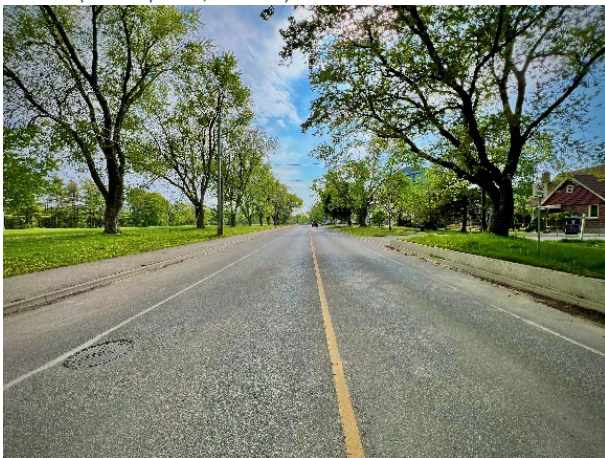
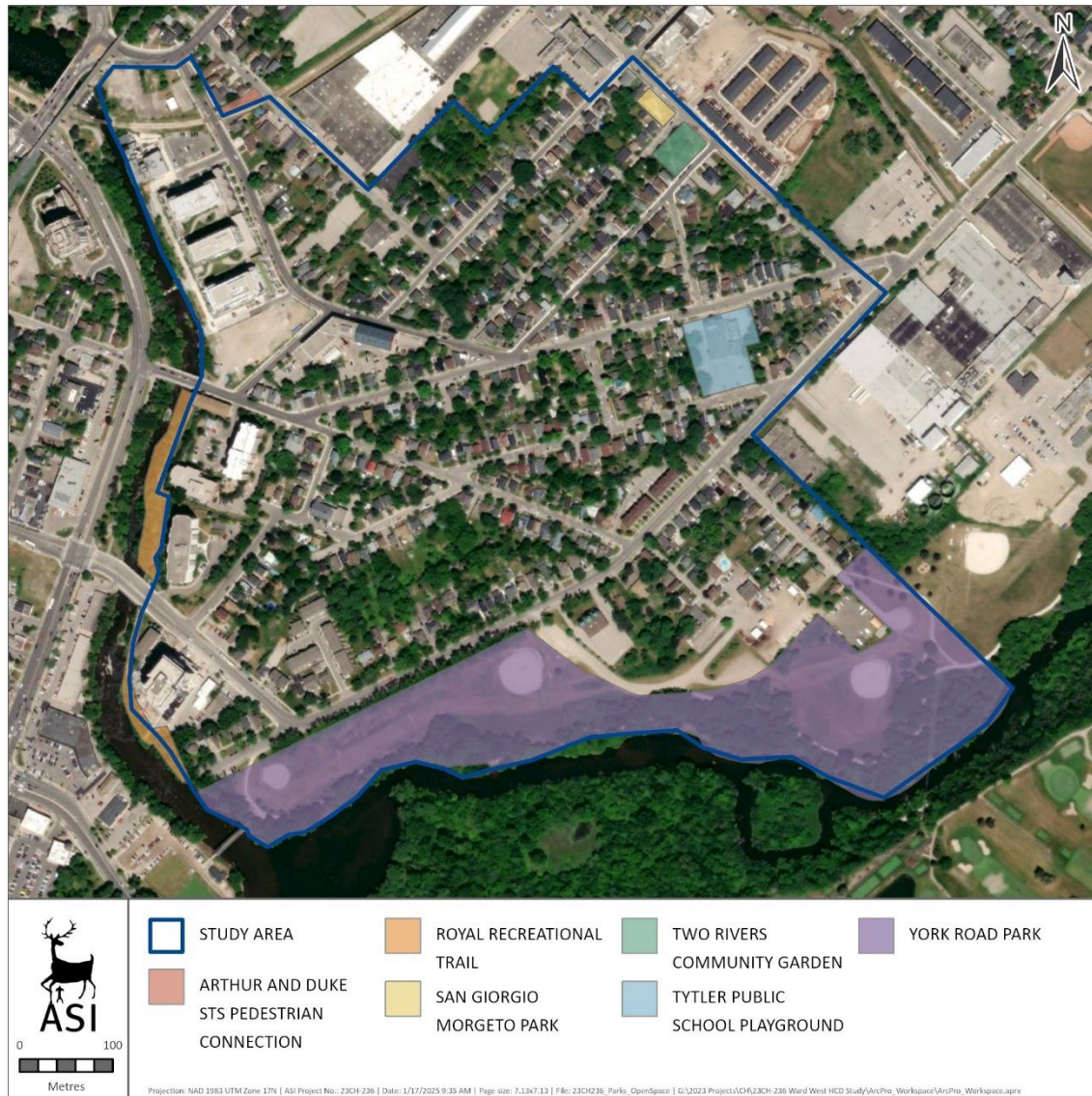


Figure 45: White Elm at 63 Alice Street (Landplan, 2024)



## 25.3 Parks and Open Spaces

Figure 46: Open spaces and parks within and on the edge of the Study Area (A.S.I. 2024)



Open space and park landscape features are present within the Study Area (Figure 46 to Figure 52):

- York Road, York Road Park and Royal Recreation Trail System:** The park located at York Road and Wyndham Street, now known as York Road Park, has a history tied to its former use as a municipal landfill (Crowley, 2023; M.M.M. Group Limited, 2015; O’Flanagan, 2012). Until the mid-twentieth century, the site functioned as a dump serving the city’s waste disposal needs. Over time, as the landfill was decommissioned, the area was repurposed into a green space. Today, the park features recreational facilities, including a softball field, the Royal Recreational Trail, and is a venue for community events such as “Cinema in the City.” The park signifies a shift from the natural river corridor to the south towards the urban landscape north and east of the rivers.

- The Royal Recreation Trail is a trail system comprised of seven zones that connect users from the north to the south, and from the east to the west, of Guelph. Within the Ward neighbourhood, there are two trail zones, the Downtown trail and the Eramosa River trail. The Downtown trail and the Eramosa River trail meet in York Road Park.
- **Two Rivers Community Garden, 120 Huron Street:** The garden is a vibrant community space established in 2019 where residents grow vegetables, fruits, herbs, and flowers in raised plots of varying sizes, available for seasonal rent. The garden is maintained by the Two Rivers Neighbourhood Group and volunteers and serves as a venue for neighbourhood gatherings.
- **San Giorgio Morgeto Park:** This site was temporarily referred to as Oliver Street Park when the City acquired the privately-owned lot. The park was officially named the San Giorgio Morgeto Park when it opened in 2020 to commemorate the contributions of Italian immigrants from San Giorgio Morgeto, Calabria, Italy, to the Ward neighbourhood and community (Khan, A., 2021). Italian immigrants played a crucial role in Guelph’s post-war development, as was acknowledged in a statement at the time of the renaming: “Guelph’s Italian immigrants were among the grocers, stonemasons, bricklayers and carpenters who built the homes during Guelph’s post-war housing boom. Some were entrepreneurs who established their own companies, like Durose Welding, Barzotti Woodworking, and Gorgi’s Construction, while others went into the real estate and travel businesses. The historical significance of the families from San Giorgio Morgeto is mapped into Guelph and their descendants continue to be an integral part of its growing prosperity” (Khan, A., 2021). The park reflects Guelph’s commitment to celebrating its multicultural heritage and serves as both a physical and symbolic space, connecting past immigration stories with the city’s present-day identity.
- **Tytler Public School and Playground:** The school and playground provide community functions beyond the school itself such as periodic community events and markets.
- **Arthur and Duke Streets Pedestrian Connection:** Located at the north edge of the Study Area along the Guelph Junction Railway. This pedestrian corridor appears to be an outlier within the city’s pedestrian realm, although not out of character with other parts of the Ward, such as the east portion where back lanes are not uncommon. Although not specifically identified in the 2022 Guelph Transportation Master Plan, the Duke to Arthur Streets pedestrian connection is within the zone identified as, “Enhanced Pedestrian Realm” (Dillon Consulting Limited, 2021).

Just outside the Study Area is an additional open space worth noting:

- **Sackville Street Railway Intersection:** A triangular shaped piece of land within the street block bounded by Huron, Ferguson, Morris, and Alice streets. Sackville Street is a dead-end street that connects to Alice Street just east of the Alice Block Lofts development (Figure 53). Presumably the land is privately owned by the railway. Two curving spur lines depart from the main line, connecting to the Owens Corning Canada plant to the south.

Figure 47: York Road Park, Eramosa River Trail (Royal Recreational Trail) looking upstream (Landplan, 2024)



Figure 48: Downtown Trail between Neeve and Wyndham Streets (Speed River to right of photo) (Landplan, 2024)

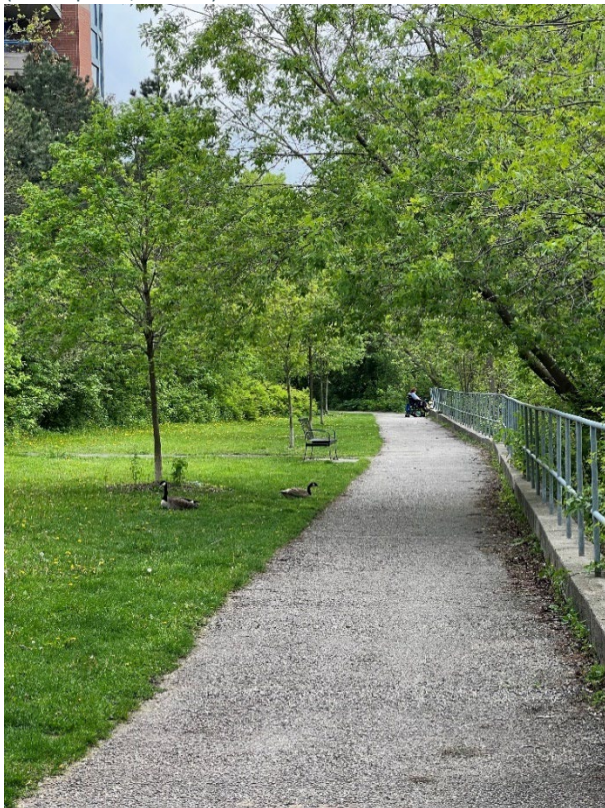


Figure 49: Huron Street Community Garden at Huron Street and Manitoba Street (A.S.I., 2024)



Figure 50: San Giorgio Morgeto Park from the corner of Oliver and Huron Streets (Park to the left of photo) (A.S.I., 2024)



Figure 51: Playground at Tytler Public School (A.S.I., 2024)



Figure 52: Looking west along pedestrian connection from Duke Street towards Arthur Street (Landplan, 2024)

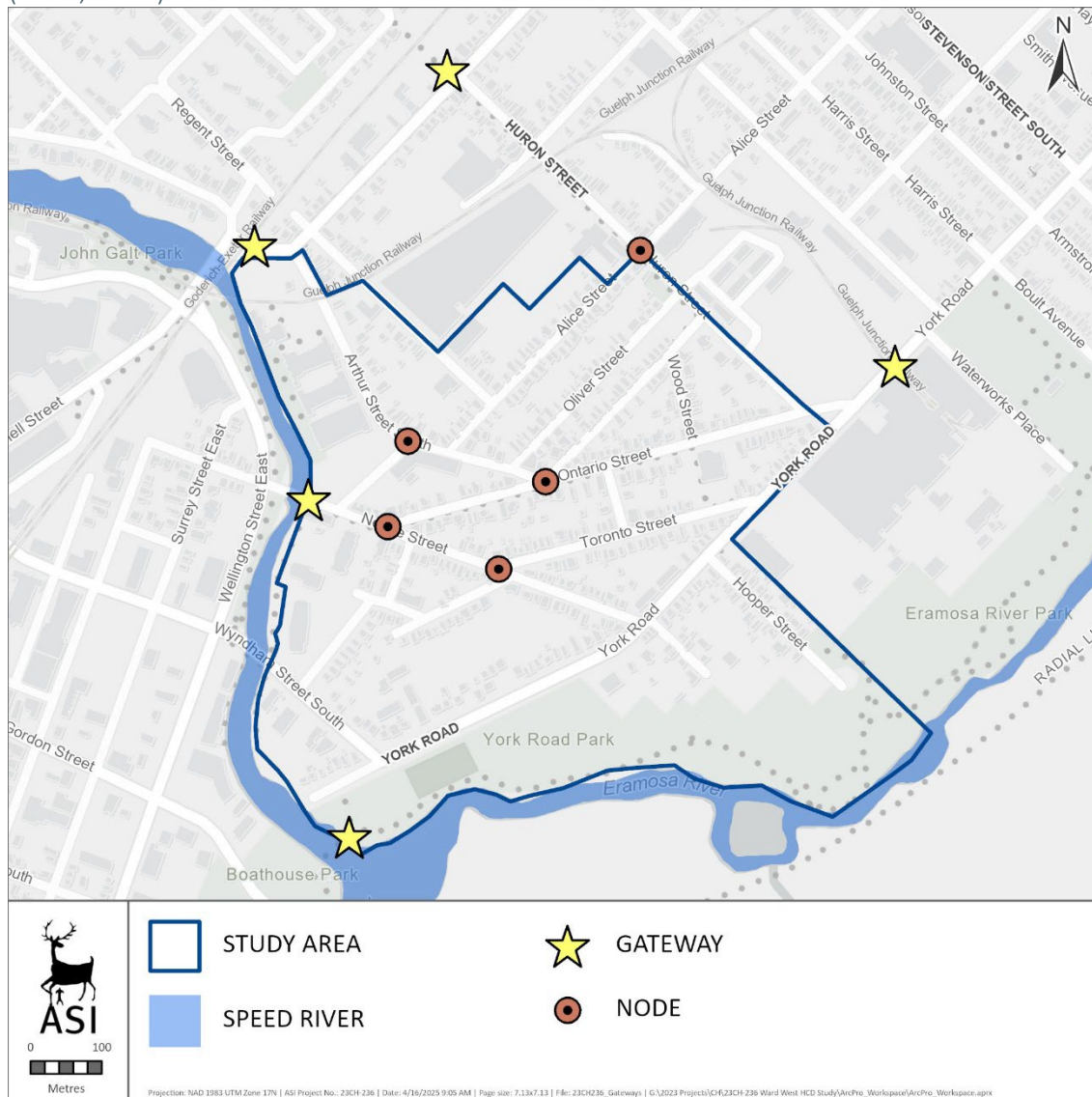


Figure 53: Background: freight train travelling east along main line. Foreground: Spur line accessing Owens Corning Canada factory to the south. Middle ground: copse of Trembling Aspen and Manitoba Maple (Landplan, 2024)



## 25.4 Gateways and Nodes

Figure 54: Gateways at the edges or outside the Study Area and nodes situated within the Study Area (A.S.I., 2024)



Gateways and nodes within and around the Study Area contribute to how the area is distinguished from other neighbourhoods or the balance of the Ward itself (Figure 54). Gateways are identified as points that mark a sense of entryway. Nodes tend to be points of destination and provide a central focus to an area.

### Gateways

There are relatively few connections into and out of the Study Area and the Ward itself. There are three vehicular bridges, one pedestrian bridge, and two railway bridges connecting the Ward to the downtown. All of the bridges are located along the Speed River with no physical connections across the Eramosa River. There are also few connections in the Study Area between the Ward and St. George's Hill

to the north. These are located at Elizabeth Street and Arthur Street South and the 100 Steps. Additional connections are present in the Ward more broadly at Stephenson Street and Victoria Road. The following gateway locations provide a sense of arrival into the Study Area.

- **Elizabeth Street and Arthur Street South:** Just outside the northern extent of the Study Area is an entry point to the Ward from downtown, experienced by traveling beneath Allan's Bridge or along Macdonell Street (Figure 55). Originally located directly above Macdonell Street, Allan's Bridge now stands just west of the street's alignment. This steel beam structure, supported by paired stone columns made from Guelph's limestone, serves as a dramatic gateway into the Ward, intersecting rail, vehicular, water, and pedestrian travel. This intersection was identified during engagement and has been highlighted in the Downtown Secondary Plan as "an important anchor the historic Downtown and a gateway to St. Patrick's Ward." (Section 11.1.4.2.13).
- **100 Steps:** To the north of the Study Area is a point of connection between the Ward and St. George's Hill neighbourhoods (Figure 56). The steps are located at the north end of Huron Street and provide a pedestrian connection over the railway. This site was a noted location in public engagement sessions. The 100 Steps provide a visual point of entry and exit along Elizabeth Street and visually express the functional and spatial impact of the area's topography and location at the bottom of St. George's drumlin.
- **York Road and Guelph Junction Railway Spur:** Just outside the eastern extent of the Study Area there is a transition point that provides a sense of arrival (Figure 57). It is distinguished by a series of changes in the streetscape from the residential street grid in the east end of the neighbourhood to large former industrial lots, a level crossing over the rail spur and finally the triangular point of the intersection of Ontario Street and York Road containing a commercial property.
- **Neeve Street Bridge:** Crosses the Speed River and connects the Ward and downtown. This bridging point was established in 1850. Combined with the former Guelph Carpet Mill building at 83 Neeve Street it is a noted entry point to the area.
- **The Covered Bridge, York Road Park:** This is the southernmost bridge connection into and out of the Study Area (Figure 58). It is noted for providing a close, safe pedestrian route for students who reside in the Ward crossing to and from the University of Guelph located further south.

Figure 55: Elizabeth Street and Arthur Street South gateway (A.S.I., 2024).



Figure 56: 100 Steps gateway (A.S.I., 2024).



Figure 57: York Road and Guelph Junction Railway spur gateway (Google Streetview, 2022).



Figure 58: York Road Covered Bridge gateway (A.S.I., 2024).



## Nodes

- Within the central portion of the Study Area there is a pattern of nodes related to the sharp intersecting streets. These are located along: Neeve Street, as it connects to Ontario and Toronto streets (Figure 59 and Figure 60); and Arthur Street as it connects to the internal streets in the neighbourhood such as Cross, Ontario and Manitoba streets (Figure 61 to Figure 63). These sharp corners emerged as key crossroads where a range of uses historically and presently continue to function as neighbourhood nodes of commercial and social activity.
- **Huron Street and Alice Street Intersection:** This intersection is consistently described by Guelphites as the heart of the Ward (Figure 64). It is at the centre of the historical Italian community and is representative of the features that are key to the historical core of the Ward – a converted residential building with a storefront addition, an industrial building, a residence and a church.

Figure 59: Intersection of Neeve Street and Ontario Street, facing east (A.S.I., 2024).



Figure 62: Intersection of Arthur Street South and Ontario Street, facing east (A.S.I., 2024).



Figure 60: Intersection of Neeve, Toronto, and Richardson streets, facing west (A.S.I., 2024).



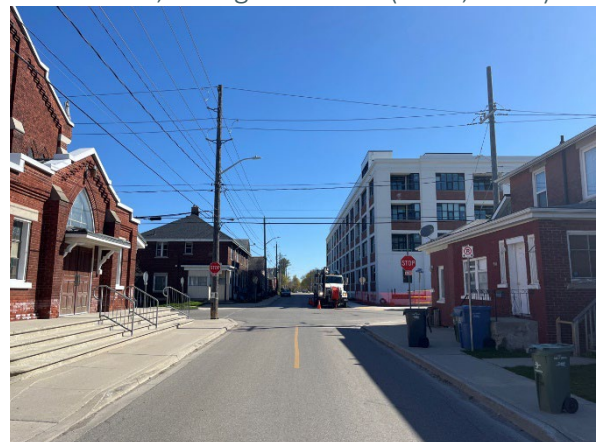
Figure 63: Intersection of Arthur Street South and Manitoba Street, facing west (A.S.I., 2024).



Figure 61: Arthur Street South, facing south toward Cross Street (A.S.I., 2024).



Figure 64: Intersection of Huron Street and Alice Street, facing northeast (A.S.I., 2024).



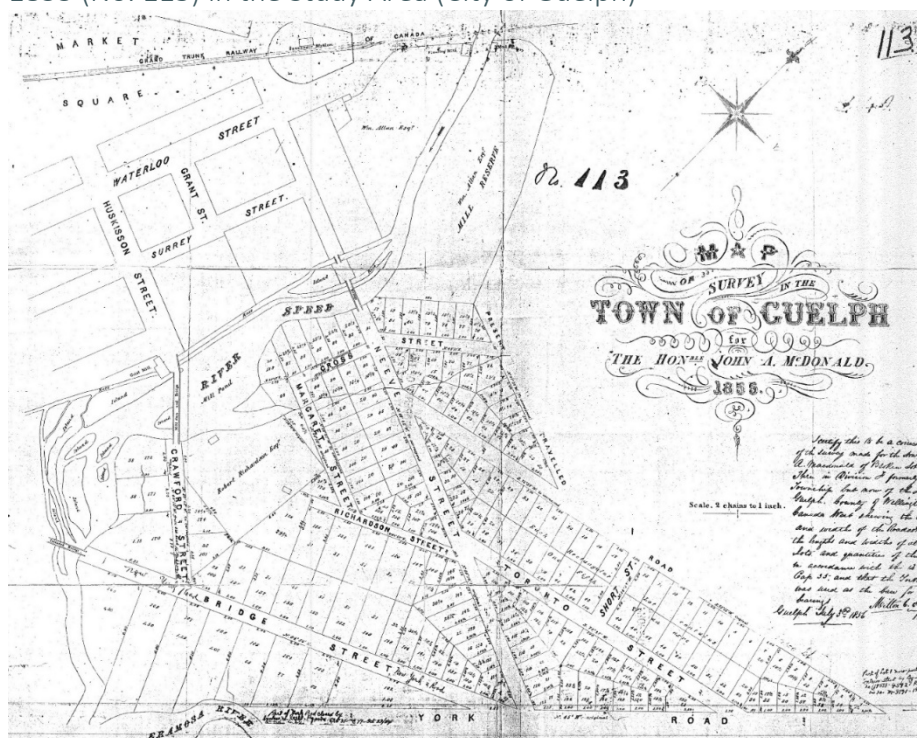
## 26.0 Streetscape Analysis

Streets within the Study Area have been reviewed to assess their lotting and block patterns, right-of-way elements, topographic qualities, built form characteristics, and functions. These elements combine to establish a distinct set of streetscape typologies in the Study Area. The following sections provide maps, descriptions, and photographic examples of each.

### 26.1 Street and Block Pattern

Much of the extant street network within the Study Area was established in the 1850s when the area was subdivided through registered plans. Prior to this, when the area was annexed by the Town of Guelph, some suggested roadways and lots are depicted in mapping but do not appear to have been fully realized. Mapping shows that while much of the lotting pattern planned in the 1850s was realized in the St. George neighbourhood located north of the drumlin and former Grand Trunk Railway line, components of subdivision plans did not come to fruition in the Ward. One aspect that was introduced and has had a lasting impact on the layout of the west part of the Ward is the road network. The Honourable John A. Macdonald Survey from 1855 laid out the angled streets that converge at various intersections in the west portion of the Ward neighbourhood. The key angled streets that define the road network in the west are: Neeve Street, Ontario Street, Toronto Street, Wyndham Street, Margaret Street, Richardson Street, Cross Street, and Arthur Street South (Figure 65).

Figure 65: Map of the Town of Guelph showing The Honourable John A. Macdonald's registered plan, 1855 (No. 113) in the Study Area (City of Guelph)



Where these angled roads intersect, triangular properties are created and often buildings are angled or constructed in a wedge shape to accommodate the irregular corners, which have a distinct quality within the area. Despite the irregularity of the street and block pattern there are very few streets north of York Road that have no exit. The connectivity of the road network contributes to the walkability often noted by residents of the Study Area. East of Huron Street, beyond the Study Area, the road network of the Ward neighbourhood follows a gridded street and block pattern.

The block and lot patterns formed by the angled streets, have an overall irregularity in the Study Area. Most blocks contain divided parcels with buildings fronting the parallel streets. Backyards typically abut each other, and there are few alleys or laneways dividing parcels or blocks. An exception to this is Oliver Street. For most of the length of the roadway, buildings fronting the north side of Oliver Street face the rear of the lots fronting Manitoba Street. This break from the convention may be a product of limited space. The road was laid to fit between Alice and Manitoba streets, which were established by the turn of the twentieth century. Lots in the Study Area are typically long and narrow for residential properties or large and irregular where there are institutional, industrial, recreational, and multi-unit residential/condo buildings. These non-residential building types are dispersed throughout the Study Area, though industrial properties are typically located at the edges of the Study Area whereas commercial, institutional, and mixed-use properties are intermingled with the residential properties, typically at intersections or on corners. The dispersal of non-residential properties throughout residential areas points to the development of a local community, where goods and services and social/cultural touch points were provided within the neighbourhood. Larger lots are concentrated along the river and to the east with smaller and more densely arranged lots focused on the angled roadways in the west portion of the Study Area, which follows the historical pattern of lotting established in the 1855 Registered Plan. This pattern continued through the nineteenth century and into the twentieth century (Figure 66 and Figure 67). While some consolidation has occurred over time, the creation of larger lots has typically occurred along the river and to the east where this character in the lotting was already established (Figure 68).

Figure 66: 1861 (Leslie & Wheelock, 1861)

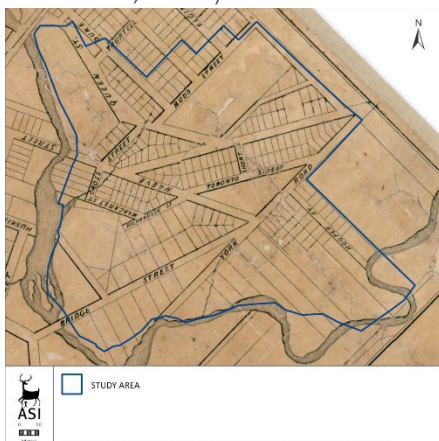


Figure 67: 1906 (Lloyd, 1906)

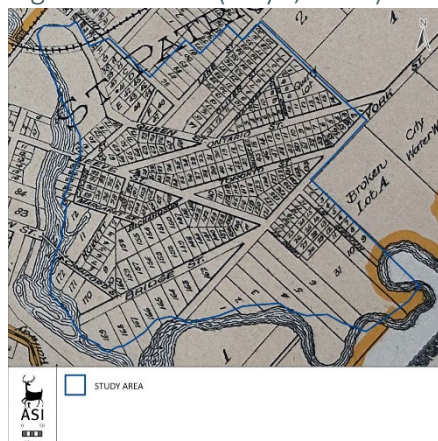
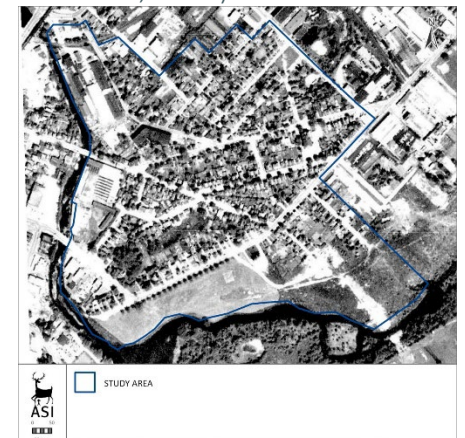


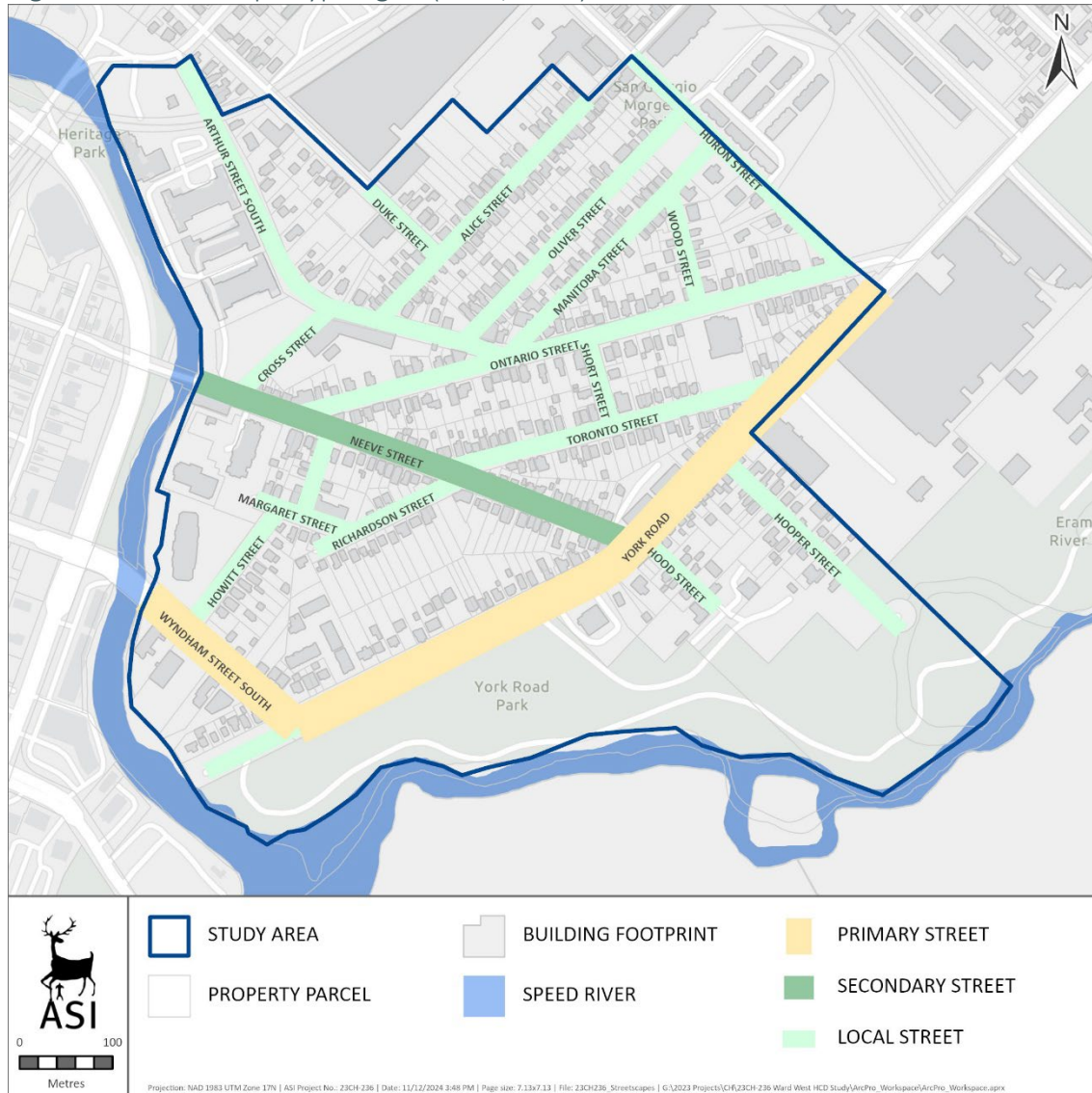
Figure 68: 1966 (University of Waterloo, 1966)



## 26.2 Streetscape Typologies

Streets within the Study Area can be categorized according to their width, built form, function and landscape qualities (Figure 69). The street type classifications identified in the City’s Downtown Streetscape Manual and Built Form Standards provide a useful framework to analyze the streetscapes within the Study Area (City of Guelph, 2014). Description of streetscape typologies and their characteristics within the Study Area are provided below.

Figure 69: Streetscape Typologies (A.S.I., 2023)



**Primary Streets:** Wyndham Street South and York Road are Primary Streets within the Study Area. These are major roads that provide access to the downtown and out of the neighbourhood (Figure 70 and Figure 71). Key characteristics of Wyndham Street South and York Road include:

- Expansive street width with dedicated bike lanes;
- Primarily stand-alone buildings;
- Varied setbacks;
- Varied lot and building sizes;
- A mix of commercial, former industrial, institutional, and residential built forms, reflecting the transition from downtown to surrounding residential areas;
- Building heights up to 13 storeys where the roadway is in proximity to the downtown, transitioning to generally between one and three storeys travelling east into the neighbourhood;
- Buildings constructed primarily during the mid-nineteenth century to early-twentieth century, with some late-twentieth and twenty-first century buildings;
- Areas with dense tree coverage and some mature trees on private properties lining the street; and
- Gently sloping or flat topography.

Figure 70: Wyndham Street South



Figure 71: York Street



**Secondary Streets:** Neeve Street is a Secondary Street within the Study Area. It is a moderately trafficked road that provides access to the downtown and connects Local Streets to Primary Streets (Figure 72). Key characteristics of Neeve Street include:

- Street width to accommodate two lanes of travel and sidewalks;
- On-street parking;
- Generally narrow lots with detached, semi-detached and rowhouses of fairly consistent building sizes;
- Primarily residential buildings, with some storefront commercial and small-scale industrial located at intersections;
- Building heights are typically between one and three storeys;
- Buildings constructed primarily during the mid-nineteenth century to early-twentieth century;

- Some mature trees on private properties lining the street; and
- Gently sloping topography.

Figure 72: Neeve Street



**Local Streets:** The majority of streets within the Study Area are categorized as Local Streets (Howitt, Margaret, Richardson, Cross, Duke, Alice, Oliver, Ontario, Manitoba, Wood, Short, Toronto, Hood, and Hooper streets, and Arthur Street South). These are primarily residential streets that complete the network of neighbourhood streets by providing fine-grained connections to Primary Streets and Secondary Streets and generally are focused on providing access to residential properties as a throughfare or route for travel (Figure 73 to Figure 76). See Figure 77 for a cross-section of a typical Local Street. Key characteristics of Local Streets in the Study Area include:

- Narrow street width, providing a contrast to the wider Primary Streets;
- Generally narrow lots with detached, semi-detached and rowhouses of fairly consistent building sizes, though industrial, business, and institutional properties typically have larger lots;
- Primarily residential buildings, with some storefront commercial, industrial, and business buildings located on corners or mid-block;
- Building heights are typically between one and three storeys, though non-residential buildings may be six storeys or more;
- Buildings constructed primarily during the mid-nineteenth century to early-twentieth century, with mid-twentieth century to twenty-first century infill;
- Variations in setback of the buildings fronting Local Streets and landscaping of front yards, typically containing garden beds, grassed lawns, planter boxes, shrubs, walkways to entrances, and intermittent driveways, contribute to the rhythm of the streetscape and pedestrian scale;
- Some intermittent mature trees on private properties; and
- Varying topography though generally trends towards being flat.

Figure 73: Oliver Street



Figure 75: Arthur Street South



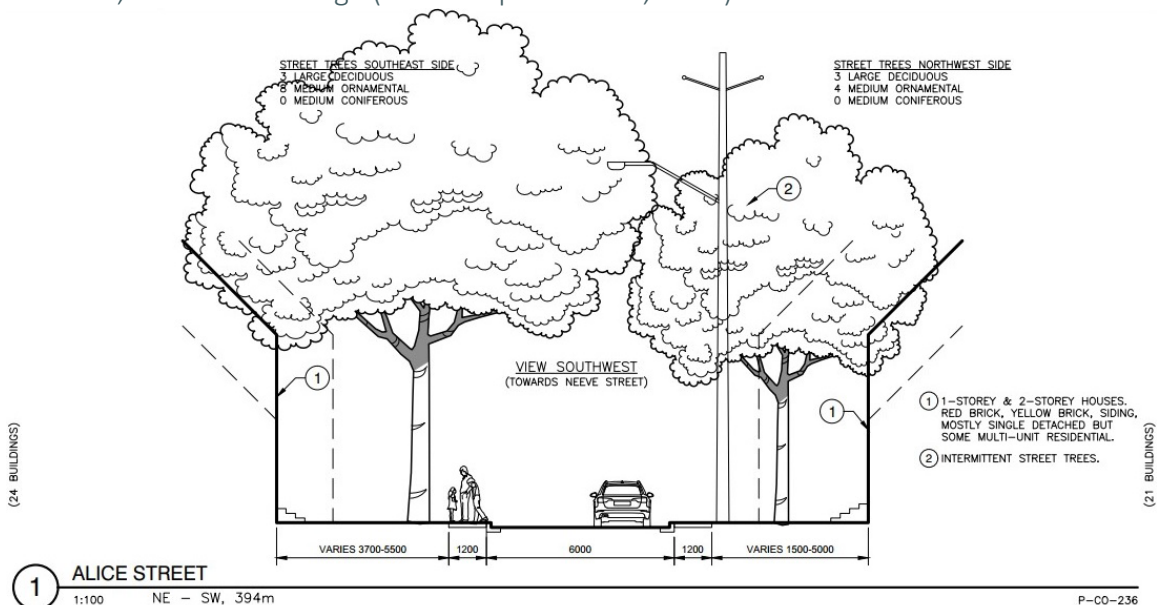
Figure 74: Howitt Street



Figure 76: Hooper Street

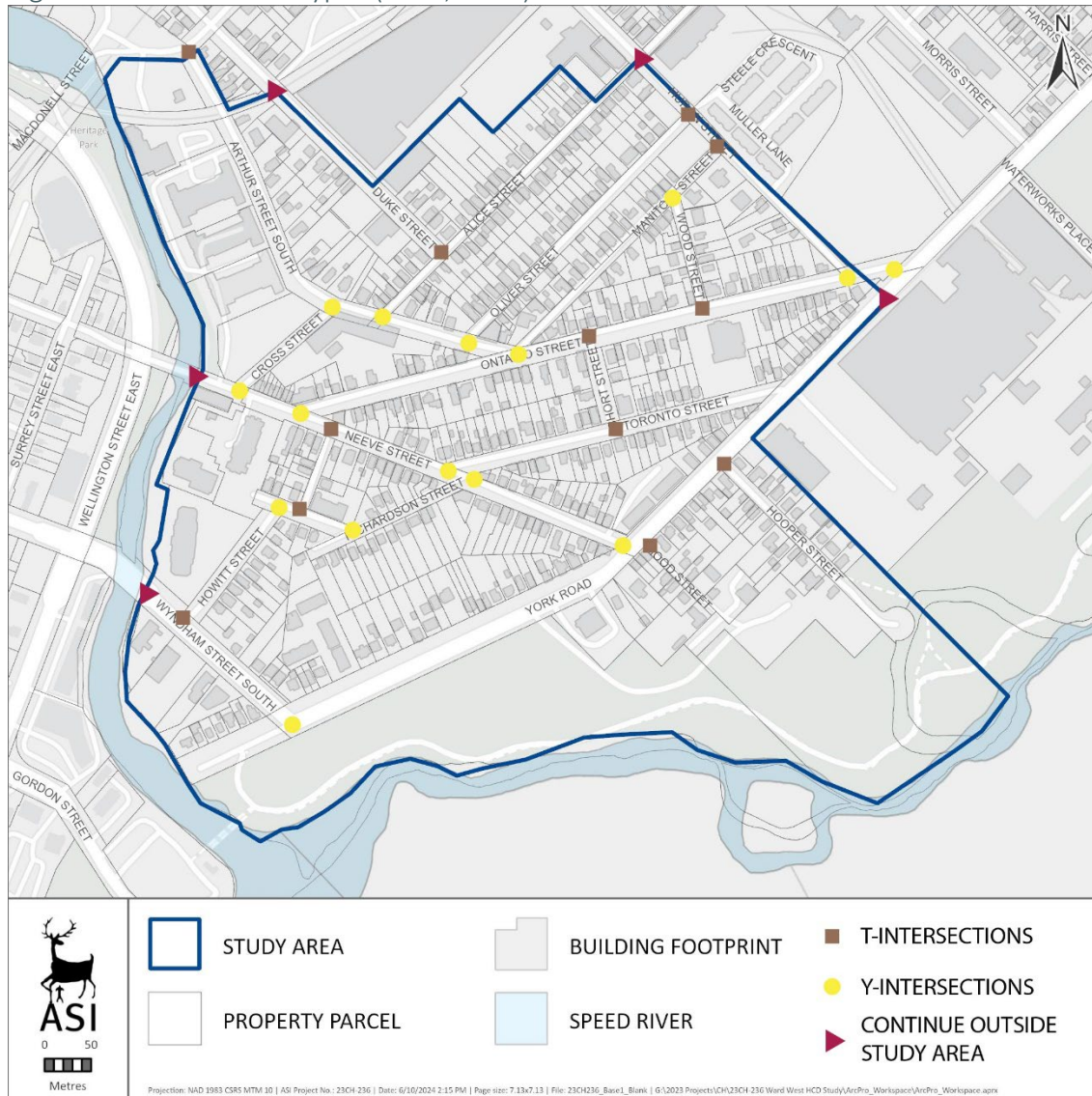


Figure 77: Cross-section of Alice Street, showing road width, location of sidewalks, typical building setbacks, and tree coverage (The Landplan Studio, 2024)



## 26.3 Intersections

Figure 78: Intersection Types (A.S.I., 2024)



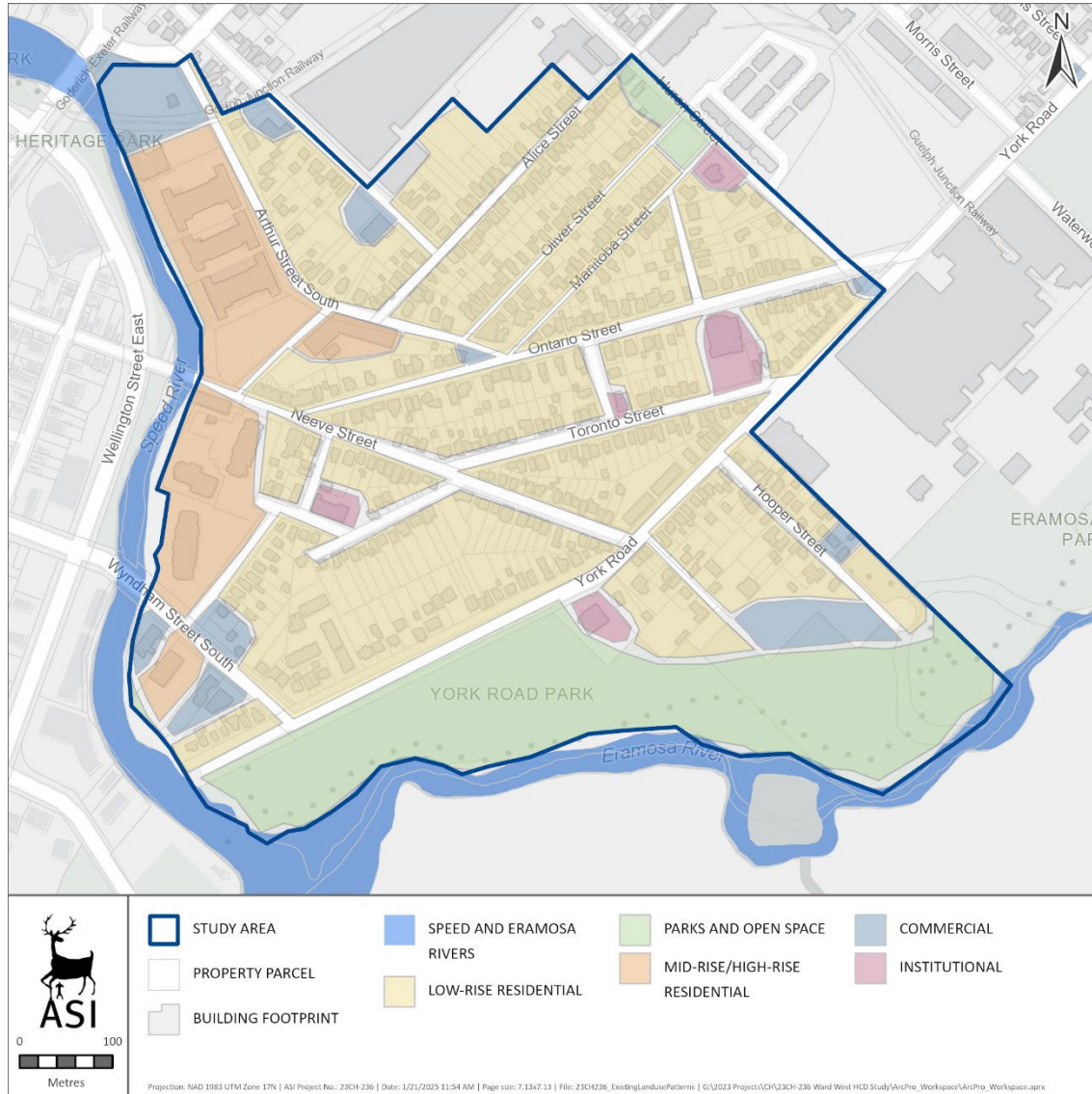
Within the Study Area, there are very few streets that provide access into the area (Figure 78). These are limited to Neeve Street and Wynndham Street which provide bridge connections over the Speed River, Duke Street and Huron Street which extend outside the Study Area but terminate at Elizabeth Street, and York Road which continues east outside the City of Guelph. These limited access points create a sense of enclosure within the neighbourhood.

The irregular street pattern creates numerous T- and Y- intersections where streets terminate at right angles or at various other angles. In combination with the irregular blocks many of which are quite short, an environment that is both pedestrian-friendly and restrictive to vehicular traffic is created. In addition, discontinuous streets tend to promote sociability insofar as they impede heavy car traffic which is a negative influence on sociability.

# 27.0 Built Form

## 27.1 Existing Land Use Patterns

Figure 79: Existing land use patterns (A.S.I., 2024)



Existing land use patterns were broadly characterized through a visual assessment of building use and typology and generalized across properties (Figure 79). Existing land use patterns have been categorized and described as follows:

- **Low-Rise Residential:** Low-Rise Residential areas are located within the centre of the Study Area, occupying the majority of the land coverage. These areas include built forms such as single detached, semi-detached, and townhouse or rowhouse style dwellings.
- **Mid-Rise/High-Rise Residential:** A higher density residential land use pattern has been identified in select locations on the edges of the Study Area and includes mid-rise and high-rise residential buildings. This land use pattern includes both mid-rise residential in the range of four to six-

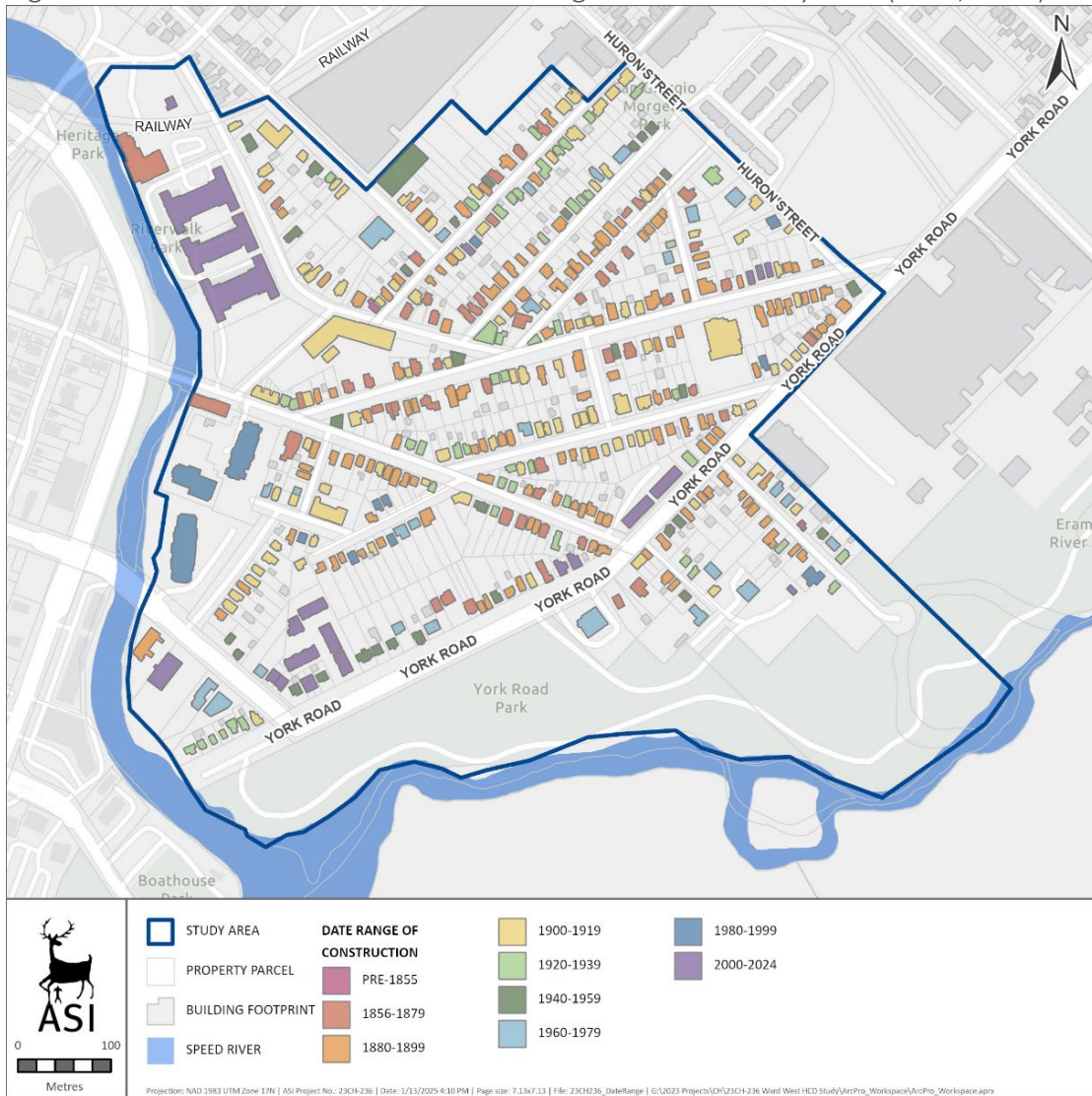


storey buildings, new high-rise tower developments, earlier slab towers, and former industrial buildings converted into multi-unit residential buildings.

- **Commercial:** Commercial properties are typically located on the edges of the Study Area, though instances of small-scale commercial and storefronts are located within the residential areas. Commercial properties include large-scale commercial warehouses, larger office complexes, and small-scale businesses ranging from one to two storeys in height.
- **Industrial:** Industrial land uses are located to the north and south of the Study Area, adjacent to a Guelph Junction Railway line and spur line. These areas feature large-scale buildings and/or a complex of buildings.
- **Institutional:** An Institutional land use pattern has been identified in dispersed locations throughout the Study Area. This land use includes a school, churches, and associated religious buildings.
- **Parks and Open Space:** Parks and Open Space areas are located south of York Road and at the intersection of Huron and Oliver streets in the Study Area. York Road Park is located south of York Road and is a notable green space within the area. Open fields provide locations for recreational sports and a well-used trail runs along the edge of the Eramosa River. At Huron and Oliver streets are a community garden and the San Giorgio Morgeto Park.

## Periods of Construction

Figure 80: Periods of construction for buildings within the Study Area (A.S.I., 2024)



Within the Study Area, building constructed before 1880 are considered to be early dates of construction for the area (Figure 80 to Figure 84). Approximately 12% of the buildings in the Study Area were constructed before 1880. Approximately 46% of the buildings were constructed in the late nineteenth century, with 35% of the buildings being constructed between 1880 and 1899. This reflects a wave of construction in the late nineteenth century. The building boom continued into the early twentieth century, with 33% of the buildings in the Study Area being constructed between 1900 and 1939. Distribution across the remaining twentieth century shows a steady decline, with 7% being constructed between 1940 and 1959, 6% being constructed between 1960 and 1979 and 3% between 1980 and 1999. An upswing in construction occurs in the twenty-first century, with 5% of buildings being constructed from 2000 to 2024, not including buildings currently under construction or approved development applications.

The nineteenth-century buildings are distributed across the Study Area, though they are typically located on the angled streets of the neighbourhood that were laid out in the mid-nineteenth century, such as Neeve, Toronto, Richardson and Manitoba streets. Several are also concentrated on Hooper and Oliver streets. Some of the oldest, non-residential buildings are former industrial buildings located along the banks of the Speed River. The buildings with early dates of construction for the neighbourhood along with their locations reflect the wave of development that occurred following the establishment of the 1855 Registered Plan, as well as the introduction of the Guelph Junction Railway in the 1880s. The Study Area began to fill in as the boom of construction continued into the twentieth century. Buildings constructed between 1900 and 1939 are fairly dispersed throughout the Study Area, though groupings of buildings constructed during the same period can be found, such as the series of Dutch Colonial Revival houses on the west end of York Road and a pocket of early nineteenth-century buildings surrounding the intersection of Toronto and Short streets. Buildings constructed in the mid-twentieth century tend to be located towards the edges of the Study Area, as much of its core had already been filled in over the previous decades. Buildings constructed from the 1980s onwards are typically infill properties dispersed throughout or have larger footprints that required lot consolidation and/or site development and are located along the Speed River or along York Road.

Figure 81: 23 Toronto Street, constructed circa 1860 (A.S.I., 2024)



Figure 82: 42 Toronto Street, constructed circa 1910 (A.S.I., 2024)



Figure 83: 31 Richardson Street, constructed circa 1960 (A.S.I., 2024)

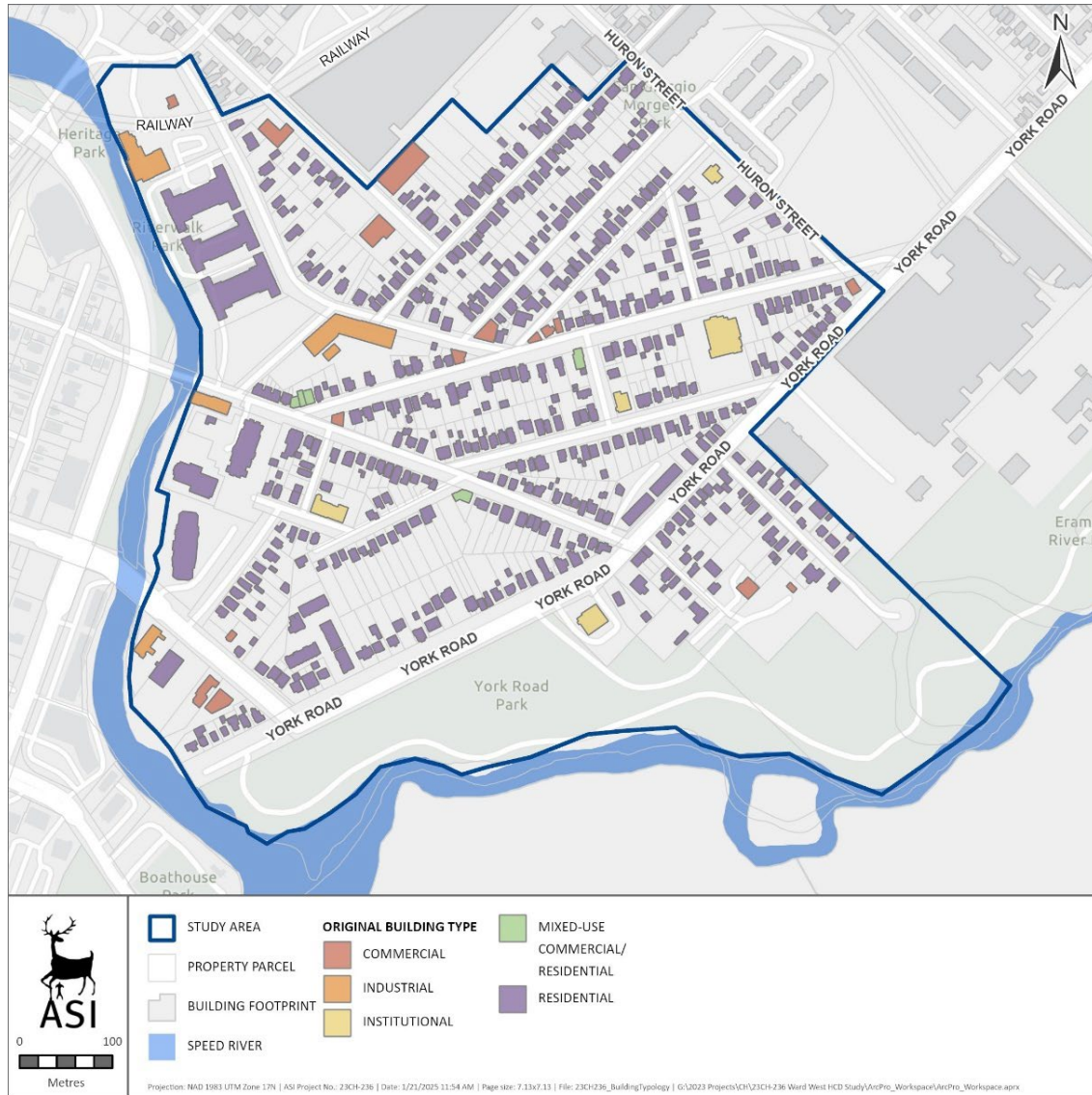


Figure 84: 71 Wyndham Street South, construction complete 2022 (A.S.I., 2024)



## 27.2 Historical Building Typology and Function

Figure 85: Building typologies within the Study Area (A.S.I., 2024)



This map shows original building type defined by the use for which the building was constructed (Figure 85). For example, a residential building that has been converted to commercial use is identified as residential on this map. Approximately 94% of the buildings within the Study Area are a residential building typology. Typically, the residential buildings are single-family or semi-detached building types, though rowhouses, multi-unit residential towers, and townhouses are also located in various parts of the Study Area. There are 15 instances of a residential building typology being converted to a mixed-use or new use that have been recorded based on observations during pedestrian survey or through historical research. The two main forms of conversion that occurred involved either converting the main level of a residence to commercial use while maintaining living quarters above or expanding to have a side-by-side arrangement with an attached commercial operation located beside a dwelling. Observing these properties alongside the commercial and mixed-use commercial/residential properties within the

Study Area shows a concentration of small-scale commerce occurring along Ontario Street, where many of the smaller shops and storefronts were located historically (

Figure 86). Others may also have existed that are not captured in the mapping. In several instances, residences that were converted to alternate uses have been changed back to exclusive residential use. In addition to the residential building typologies, there are commercial, industrial, institutional, and mixed-use commercial/residential buildings in the Study Area. As the area developed around the introduction of railways and a boom in industrial operations, the concentration of residential properties, supported by commercial and institutional buildings, around these industries is still present in the remaining building stock within the Study Area.

Figure 86: Commercial, mixed-use commercial/residential, and converted-to-commercial residential properties (A.S.I., 2024)

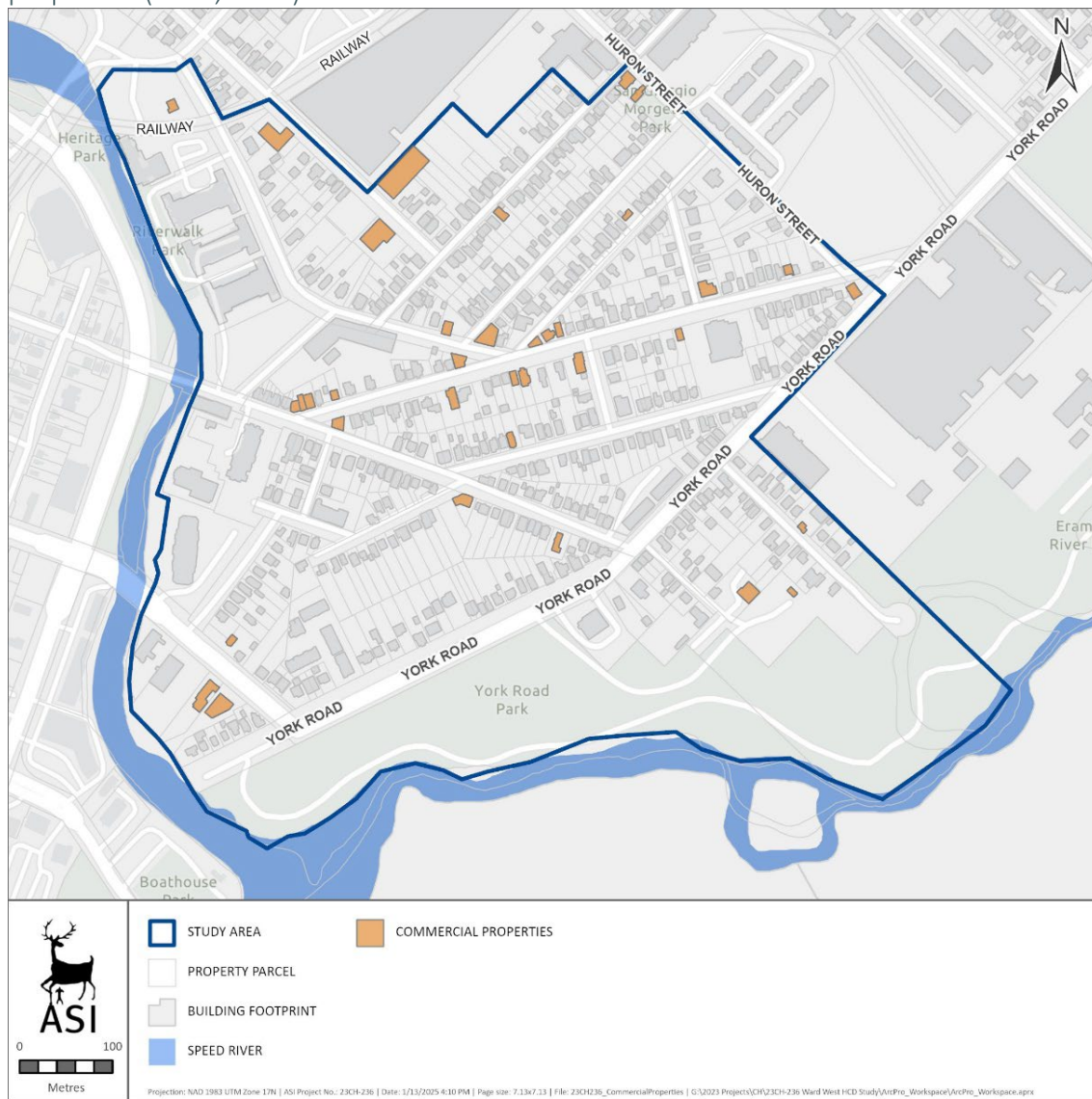


Figure 87: Industrial building (now Mill Lofts) at 26 Ontario Street (A.S.I., 2024)



Figure 88: Industrial building (now the Spring Mill Distillery) at 43 Arthur Street South (A.S.I., 2024)



Figure 89: Row of mixed-use commercial/residential buildings at 2-8 Ontario Street (A.S.I., 2024)



Figure 90: Example of an institutional building – Holy Protection of the Mother of God Ukrainian Catholic Church and St. Mary’s Parish Centre – at 115 York Road (A.S.I., 2024)



Figure 91: Commercial building at 72 Ontario Street (A.S.I., 2024)

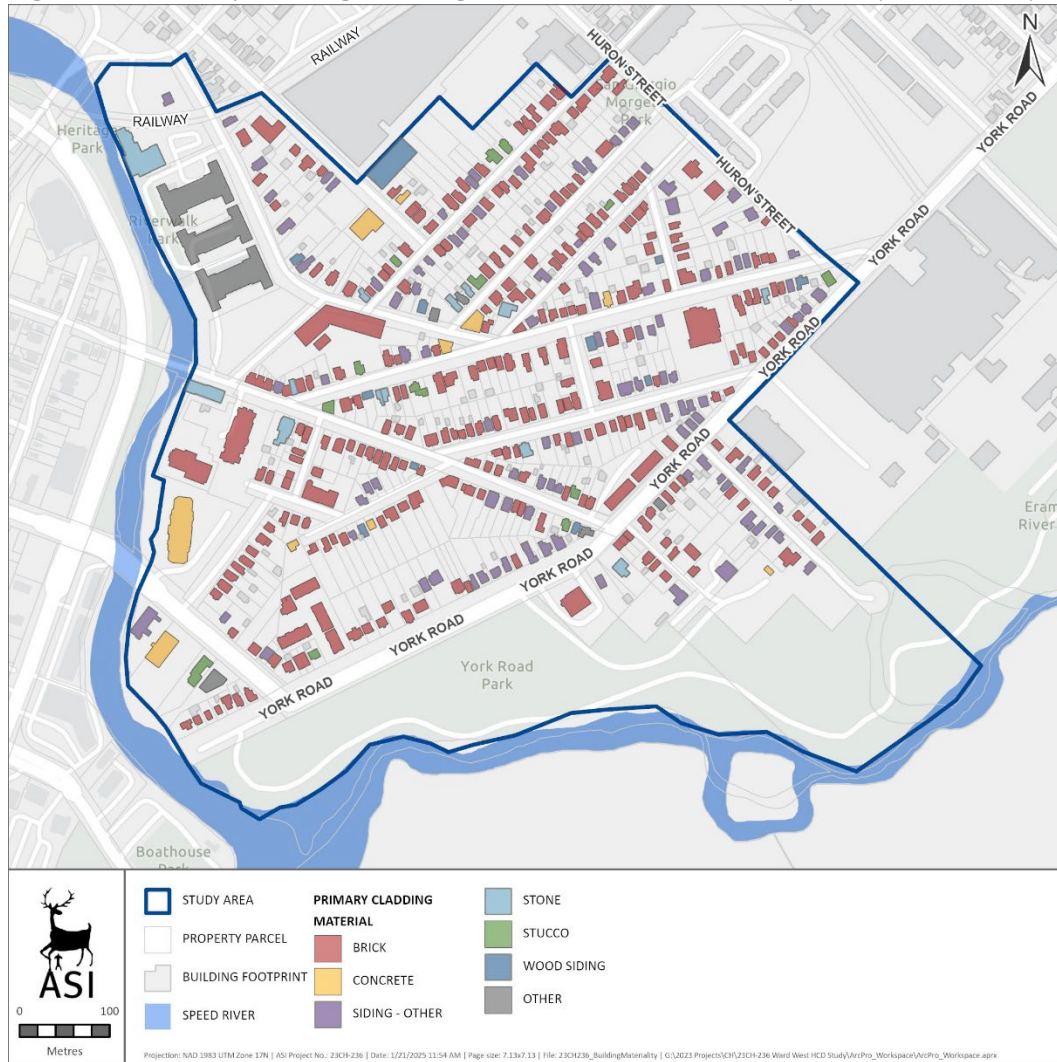


Figure 92: Commercial building at 77 Wyndham Street South (A.S.I., 2024)



### 27.3 Building Materiality

Figure 93: Primary building cladding material within the Study Area (A.S.I., 2024).



A variety of exterior cladding materials<sup>2</sup> are found within the Study Area (Figure 93 to Figure 97). Approximately 64% of the buildings within the Study Area have a brick exterior. The buildings with brick exteriors are located throughout the Study Area and are reflective of the vernacular nature of the built forms in the neighbourhood. Vernacular architecture uses local materials, construction methods and expressions of style that reflect the local environment and culture. Buildings with a vernacular style are typically modest structures that prioritize functionality and practicality over aesthetics and ornament. Buildings with siding, typically vinyl or aluminum, represent 24% of the exterior cladding observed in the Study Area. Much like the brick buildings, structures with siding are generally located throughout the Study Area. For those buildings built before 1929 that currently have siding, the majority are wood frame buildings beneath the existing siding based on historical fire insurance plan mapping. Wood

<sup>2</sup> Exterior cladding materials analyzed and mapped were observed from the street and defined by the primary cladding material on the street-facing façade.

siding, distinguished separately from those with vinyl or aluminum siding, represent 2% of the building stock and are dispersed throughout the Study Area. Buildings with a stucco finish, constructed of stone, or concrete blocks represent approximately 8% of the buildings in the Study Area collectively. Stone buildings, which are commonly those with early dates of construction in the Study Area, are typically located within the northwest portion of the Study Area, along roads established in the 1850s. A small number of buildings (2%) have an exterior cladding material that cannot be identified with those categorized above. These are usually buildings with contemporary building materials, or a distinct finishing technique, such as pebble dash.

Unlike other areas of Guelph where limestone buildings predominate, the area’s high proportion of buildings constructed of or clad with brick reflect a later period of development, the proximity to the railways which would have brought brick from other communities, and the lower cost of brick compared to stone and the relatively lower skill required for construction.

Figure 94: Buff brick cladding on 15-17 Oliver Street (A.S.I., 2024)



Figure 96: Vinyl siding on 44 Manitoba Street (A.S.I., 2024)



Figure 95: Stone building at 101-103 Neeve Street (A.S.I., 2024)



Figure 97: Concrete block cladding on 1 Richardson Street (A.S.I., 2024)



## 27.4 Distinctive Built Form Features

- A number of purpose-built mixed-use commercial/residential buildings, as well as commercial storefronts have been added to residential properties in the Study Area, reflecting the mix of uses that intermingled in the streetscapes and within the neighbourhood. While many of these storefronts no longer operate as commercial businesses, being converted back to residential use, their physical remnants serve as a visual reminder of the former rhythms of daily life in the area.
- Rowhouses are located throughout the Study Area and are a distinct residential building typology that contributes to the density and ‘cheek by jowl’ built form patterns that permeates the neighbourhood.
- A number of buildings located at intersections where angled streets meet are constructed in a wedge shape to accommodate the corner or are sited at an angle to align with the distinct road network. This allows even intersections with narrow points to remain occupied by a building, further adding to the experience of densely packed buildings within the neighbourhood. This also serves to act as a landmark where atypical building forms mark an intersection.
- Narrow property lots and street widths in combination with variations in setback of the buildings and landscaping of front yards, typically containing garden beds, grassed lawns, planter boxes, shrubs, walkways to entrances, and intermittent driveways, contribute to the rhythm of the streetscape and pedestrian scale of the Study Area.
- There are several vernacular expressions that are repeated in the residential typologies throughout the Study Area. These expressions typically utilize brick exterior cladding and a simplified approach to ornament. The prevalence and consistency of these forms in the neighbourhood unifies streetscapes.

Figure 98: Mixed-use commercial/residential on Ontario Street at Short Street



Figure 99: Rowhouses on Neeve Street



Figure 100: Commercial building at Ontario and Manitoba Streets (A.S.I., 2024)



Figure 101: 58 and 60 Howitt Street, typical brick residences in a vernacular expression (A.S.I., 2024)



## 28.0 Distinguishing the Ward's Parts

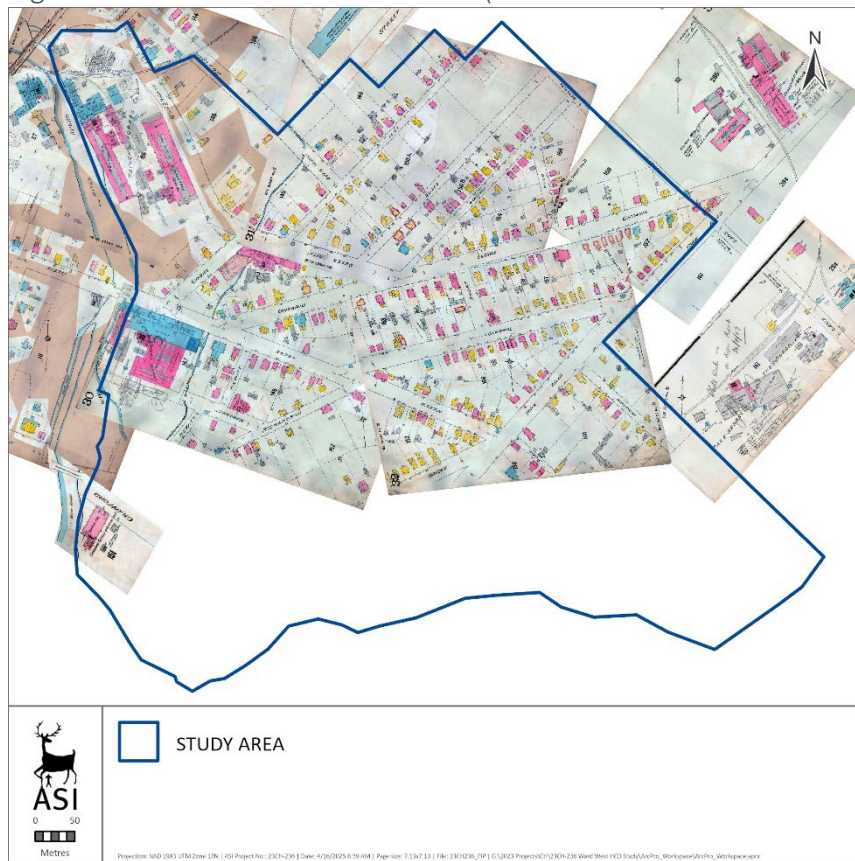
The Study Area is located within the historical St. Patrick's Ward neighbourhood, which is still often referred to today as the Ward. To appropriately understand if the Study Area may be considered as a distinct place within the Ward, with its own set of characteristics and qualities that differentiate it from the broader neighbourhood, a review and analysis of the Ward as a whole was conducted (Figure 102). This analysis focused on the historical evolution of the Ward, tracing when and where areas of the neighbourhood emerged to identify what may be considered early development and/or the historical core compared to later periods. The analysis also considered development patterns, reviewing road and railway network patterns and circulation routes, both historical and in use today. Finally, land use and lotting patterns in the Ward were reviewed to understand streetscaping patterns within the layout of the neighbourhood.

Figure 102: The most commonly understood definition of the Ward neighbourhood (A.S.I., 2025)



Development of the east side of the Speed River, where the Study Area is located, was first shown on mapping of Guelph in the mid-nineteenth century. Plans for subdivision were limited to the first few blocks east of the river, which were formally surveyed and a road network laid in 1855. This area, which would become part of the Ward neighbourhood, would continue to see growth through development and a density of construction into the early twentieth century. East of Huron Street, mapping tends to be sparse or cease entirely. For instance, fire insurance plans from 1911 for the City of Guelph include the majority of buildings between the Speed River and Huron Street, a factory complex just east of a Guelph Junction Railway spur line, and partial inclusion of York Road before cutting off at the open space that is currently occupied by York Road Park (Figure 103). This mapping serves to highlight what was considered at that time to be an established area, indicating that the surrounding lands not featured on the mapping either did not contain buildings and, therefore, were not necessary to include on mapping concerned with structures, or that there was not a concentration of buildings which would warrant inclusion on a fire insurance plan.

Figure 103: 1911 Fire Insurance Plan (Goad's Insurance Plan of Guelph, 1897 revised 1911)



The 1906 map of the City of Guelph, supported by aerial photography from 1930 shows that the west portion of the Ward neighbourhood developed earlier than the east portion and was more densely populated with a greater concentration of buildings compared to the east by this period (Figure 104). There is a cluster of residential development that has occurred on the streets extending south from York Road in the east half of the Ward as well as Lyon Park, but large swathes of open land and/or residential blocks with a few buildings define the broader character of the area. Large-scale industrial buildings are visible within the centre of the neighbourhood, near the spur of the Guelph Junction Railway, and

towards the east edge of the neighbourhood where the rail line continues to travel out of the neighbourhood. An aerial photograph from 1966 shows that by the middle of the twentieth century, the east half of the neighbourhood has caught up to the west half as residential blocks have filled in and continued industrial development has occurred within the large open spaces that were available (Figure 105). The stagger in development between east and west results in the west portion having a greater concentration of older buildings, which are considered early for the neighbourhood. The east half, by contrast, has a higher number of early to mid twentieth century buildings, reflecting when the boom in development occurred in that area (Figure 106 and Figure 107).

Figure 104: 1930 aerial photograph of the Ward (University of Waterloo)



Figure 105: 1966 aerial photograph of the Ward (University of Waterloo)



Figure 106: Manitoba Street, typical residential streetscape in the west portion of the Ward (A.S.I., 2024)

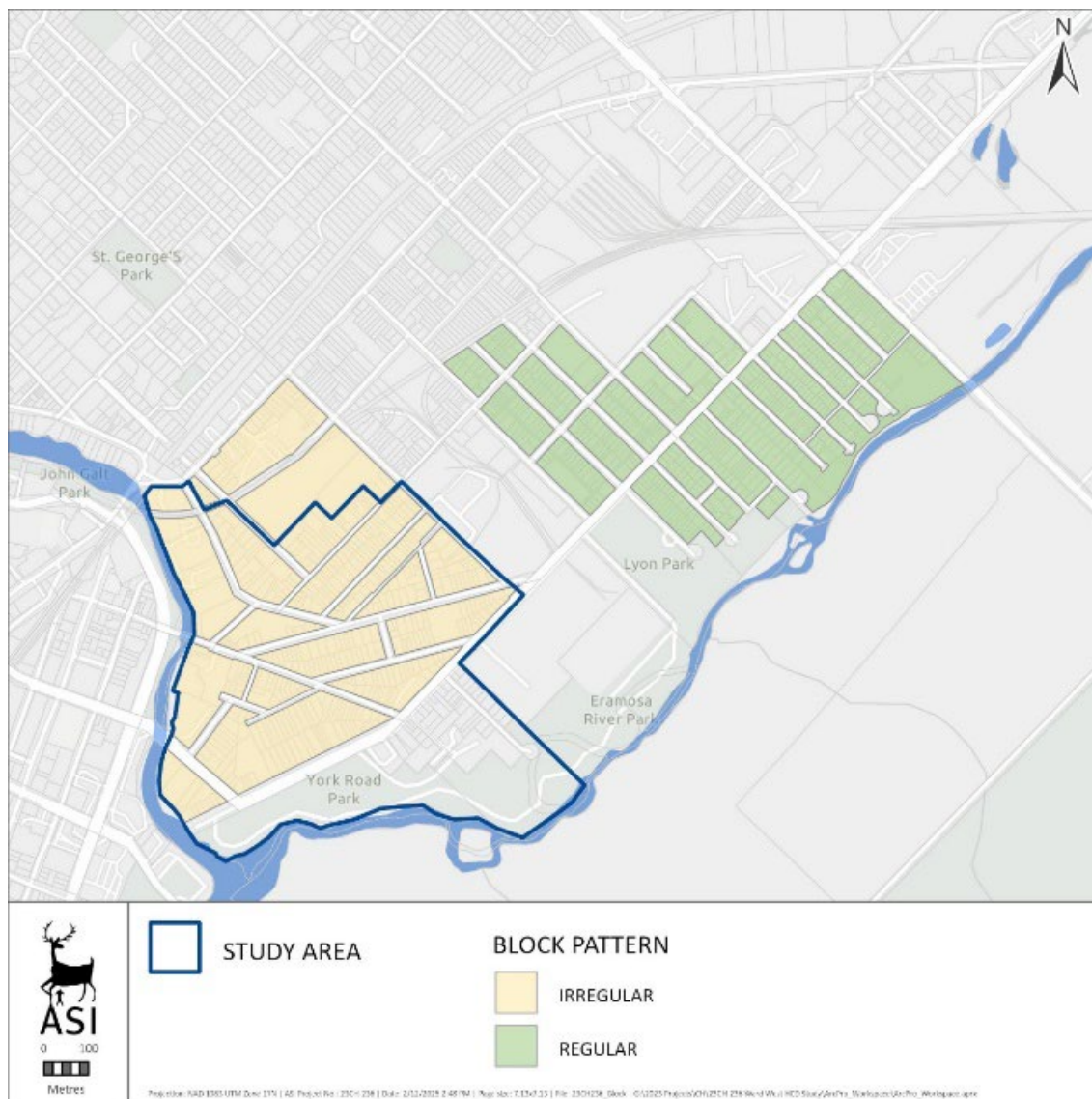


Figure 107: Dodds/Bell Avenue from Balsarroch Place, a typical residential streetscape in the east portion of the Ward (A.S.I., 2024)



Analysis of the street and block pattern in the Ward reveals a divide between east and west (Figure 108). The road network of the west portion of the neighbourhood is characterized by angled streets that create irregular blocks. The configuration of streets, established primarily in 1855, create contained areas as travel through, to and from is made inefficient by the network of local roads. By contrast, the east half of the Ward is laid out in a gridded pattern dating to the early twentieth century, which is a traditional arrangement for residential development for this period. The irregular block pattern in the west creates a series of T- and Y-intersections which contributes to a strong pedestrian experience that is not prevalent in the east. Sidewalks are more frequently present within the west half compared to the east, emphasizing the walkability and pedestrian-friendly qualities that have been associated with the neighbourhood.

Figure 108: Irregular block pattern in the west portion of the Ward compared to the regular block pattern in the east.



The lotting pattern of the Ward and distribution of land uses create distinct areas within the neighbourhood. The irregular blocks resulting from the angled streets used throughout the west portion of the neighbourhood have also led to irregular lot shapes and greater variation in the built forms that respond to these irregular patterns. The concentration of industrial uses along the Speed River and spur lines of the Guelph Junction Railway have divided the neighbourhood into pockets of residential development. The west contains early industrial buildings, which typically have a smaller building footprint, but are generally greater in height compared to the east where industrial buildings have larger floor plates but typically only reach one to two storeys in height (Figure 109 and Figure 110). The industrial properties in the west were often larger complexes with additions that were constructed over time that have later been removed with remnant structures being integrated into the residential fabric of the area. By contrast, the east trends towards more discrete areas with large-scale industrial and commercial operations, distinct and separate from the surrounding residential area.

Figure 109: Typical industrial (at left) in the west (A.S.I. 2024)



Figure 110: Typical industrial area in the east (A.S.I., 2024)



Railway lines have also impacted the delineation of the neighbourhood's boundary. The former Grand Trunk Railway, which cuts along the north edge of the neighbourhood following the slope of a drumlin, serves to limit north-south access between the Ward and St. George's Hill, the neighbourhood located on the land atop the drumlin. This feature, along with the topography itself, provides a clear delineation for the northern boundary of the Ward. The Guelph Junction Railway, which cuts through the Ward generally following an east-west alignment, features two spur lines that divide the neighbourhood and have directed where industrial properties interrupt the otherwise predominantly residential streetscapes. The Guelph Junction Railway has also introduced several level rail crossings that cut across the road network within the neighbourhood. These crossings occur at grade and are integrated into the streetscape, adding to the delineation of places within the Ward as well as contributing to the understanding that the neighbourhood contains a mix of residential and industrial uses (Figure 111 and Figure 112).

Figure 111: Sackville Street and Guelph Junction Railway line (A.S.I., 2024)



Figure 112: Level crossing of the Guelph Junction Railway line at Arthur Street South (A.S.I., 2024)



Beyond the physical features that make up the built environment of the Ward, an important and essential aspect of the neighbourhood's character and value lies in the people that call it home and form its community. The events, relationships, experiences, and stories that occur within and around the neighbourhood are intangible qualities that contribute to the Ward having a sense of place and a distinct community. To fully experience the Ward is to understand and acknowledge both its buildings and streetscapes as well as the neighbours and interactions that make up the culture of the neighbourhood. When considering the potential of the Ward as a Heritage Conservation District, the social ties that connect the entirety of the neighbourhood have been explored. However, as a District typically focuses on physical fabric, examining the history and development of the streets, lots, and buildings that shape the environment of the Ward has shown that there are two distinct phases of growth that divide the neighbourhood into an earlier phase in the west and a later phase in the east.

# Part E: Evaluation, Boundary and Statement of Significance

This section discusses the Study Area’s cultural heritage values. Based on the results of research, analysis, and engagement, the Study Area as a whole is of cultural heritage value and meets the requirements for designation under Part V of the Ontario Heritage Act. This section presents a recommended boundary for the proposed Heritage Conservation District and provides a preliminary Statement of District Significance.

## 29.0 Determination of Cultural Heritage Value or Interest within a Heritage Conservation District

The Ontario Heritage Act (O.H.A.) establishes that designation under Part V relates to an area, either the entirety of a municipality or a portion of it (Section 41(1)) (Ontario Heritage Act, R.S.O. c. O.18, 1990). Further, the O.H.A. acknowledges that determination of an area’s suitability for preservation as a Heritage Conservation District (H.C.D.) shall be based on, in part, examination of the character and appearance of the area that is the subject of the Study (Section 40(2)). Relatedly, Part 41.1 (5) of the O.H.A. directs that where an H.C.D. is designated under a by-law, a Plan must be adopted and the Plan shall present, among other components, an explanation of how the *district* is of cultural heritage value and describe the heritage attributes of the district, including properties within it (emphasis added).

Amendments to the O.H.A. that went into force on January 1, 2023<sup>3</sup> now require that where an H.C.D. is designated, at least twenty-five percent of properties within its boundaries are to demonstrate that they meet at least two of the following nine criteria presented in O.H.A. Regulation 9/06 (3 (1)):

- i. The properties have design value or physical value because they are rare, unique, representative or early example of a style, type, expression, material or construction method.
- ii. The properties have design value or physical value because they display a high degree of craftsmanship or artistic merit.

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<sup>3</sup> See O.H.A. Section 41(1)(b); See Ontario Regulation 9/06 Section 3(1)(2)

- iii. The properties have design value or physical value because they demonstrate a high degree of technical or scientific achievement.
- iv. The properties have historical value or associative value because they have a direct association with a theme, event, belief, person, activity, organization or institution that is significant to a community.
- v. The properties have historical value or associative value because they yield, or have the potential to yield, information that contributes to an understanding of a community or culture.
- vi. The properties have historical value or associative value because they demonstrate or reflect the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.
- vii. The properties have contextual value because they define, maintain or support the character of the district.
- viii. The properties have contextual value because they are physically, functionally, visually or historically linked to each other.
- ix. The properties have contextual value because they are defined by, planned around or are themselves is a landmark.

The Ontario Heritage Tool Kit identifies specific factors that should be considered when examining the character of an area under assessment for an H.C.D. (Ministry of Citizenship and Multiculturalism, 2021, p. 9):

- A concentration of heritage buildings, sites, structures, designed landscapes, natural landscapes that are linked by aesthetic, historical and socio-cultural contexts or use.
- A framework of structured elements including major natural features such as topography, land form, landscapes, water courses and built form such as pathways and street patterns, landmarks, nodes or intersections, approaches and edges.
- A sense of visual coherence through the use of such elements as building scale, mass, height, material, proportion, colour, etc. that convey a distinct sense of time or place.
- A distinctiveness which enables districts to be recognized and distinguishable from their surroundings or from neighbouring areas.

The Tool Kit also recommends that an H.C.D. boundary be assessed based on consideration of the following factors (p.24):

- Historic Factors, such as the boundary of an original settlement or an early planned community, concentrations of early buildings and sites;
- Visual factors determined through an architectural survey or changes in the visual character of the topography of an area;
- Physical features such as man-made transportation corridors (railways and roadways), major open spaces, natural features (rivers, treelines, and marshland), existing boundaries (walls, fences, and embankments), gateways, entrances, and vistas to and from a potential district; and
- Legal or planning factors which include less visible elements such as property or lot lines, land use designations in Official Plans or boundaries for particular uses, or densities in the zoning

bylaw, may also influence the delineation of the boundary, especially as they may affect its eventual description in the bylaw.

The legislative requirements outlined above, as well as guidance provided in the Ontario Heritage Tool Kit have been considered as part of this Study.

## 30.0 Analysis of the Study Area's Cultural Heritage Values and Boundary

The results of research and analysis undertaken (Sections 17.0 to 0) as part of this Study as well as the public engagement process (Sections 12.0 to 15.0) demonstrate that the Study Area meets the requirements for designation under Part V of the O.H.A. The following sections present a rationale for this recommendation through:

- Discussion of the area's design, historical, and contextual values based on consideration of criteria contained in Ontario Regulation 9/06 (Section 30.1);
- Analysis of the Study Area's initial boundary and which includes recommendations for expansion (Section 30.2); and
- Confirmation that a minimum of twenty-five percent of properties within the recommended boundary meet at least two criteria contained in Ontario Regulation 9/06 (Section 30.3).

### 30.1 Preliminary Discussion of the Area's Cultural Heritage Values

The Study Area is influenced by a series of physiographic features such as rivers, spillways and drumlins. The confluence of the Speed and Eramosa rivers is located at the southwest tip of the Study Area. These rivers have long served as an important resource for the area's inhabitants, including the establishment of various industries along the Speed River in the late nineteenth century. The high and lowlands defined by drumlins that surround the Study Area and the glacial spillways that run through it also contribute to how, where, and when development occurred. The drumlins form a natural barrier to contain development, and the low-lying areas of the spillways result in natural floodplains near the confluence of the rivers that deterred early development.

Development and subdivision of the area occurred when the introduction of the Grand Trunk Railway through Guelph led to land speculation in areas along its route. In 1855 a series of registered plans were set in place within the Study Area, which established much of the existing road network and block pattern between the two rivers and present-day Huron Street. The distinct street pattern of angled roads and emphasis on local streets led to a contained neighbourhood that was insulated from the surrounding areas, including the downtown which was located on the other side of the Speed River but only accessible via a few bridges that connected the two sides. This isolation was furthered by the natural barrier of the drumlin to the north and Eramosa River to the south.

Early industrial buildings were established along the Speed River in the nineteenth century, with the centre of the Study Area developing as a residential neighbourhood following the subdivision of the



land. The early houses constructed in the area were typically built of readily available materials such as stone or brick and constructed in vernacular expressions of common residential forms for that period. As the area was prone to flooding, it was not a desirable area for Guelph's wealthy elite or middle-class population and, therefore, the early houses built in this area tend not to be architect designed or fine examples of classic architectural styles.

The introduction of the Guelph Junction Railway in the 1880s also impacted residential development in the area, which saw an influx of industries and a residential building boom beginning in the 1880s and continuing into the first few decades of the twentieth century. The residential buildings constructed during this period are characterised by their vernacular designs and were typically constructed using brick, a building material that was readily available, affordable, and did not require a particularly skilled tradesperson to be involved in construction. The modest houses built during this period reflect the people who lived there and were often built by those who occupied them. Their prevalence throughout the District creates a textured visual coherence and differentiates the area from other parts of the city built up around the same time that more often utilized stone construction. The residential areas of the District, in addition to being characterized by their vernacular expressions and brick construction, were also densely packed within their blocks. The lots in the District are particularly narrow for residential construction, and while the lots still allowed for front and back yards, the spaces between buildings are limited, resulting in streetscapes with compact series of residences. The narrow lots also lent themselves to the prevalence of semi-detached and rowhouses that are common in the area, as they allow for a maximization of building footprint within a small lot by eliminating the space on one or both sides of the residence. In many cases, the lots are quite long with the house set near to the street resulting in larger back yards where the majority of the tree canopy in the area is situated.

The Guelph Junction Railway along with offers of free land grants for industrial parcels, brought increased industrial development from the river inland, where operations were established along the rail line route and spur lines. Industry was also suited to the area as there was availability of undeveloped land and the generally flat topography allowed for the large floorplates needed for manufacturing. In particular, industrial lots along the spur line between Huron and Morris streets and north of Alice Street served to further contain the north and east sides of the residential neighbourhood established in the 1850s.

The diverse population of the District in the early to mid-twentieth century began to change the neighbourhood through the conversion of residences into shops and businesses. The emergence of commercial storefronts and shops within residential buildings and properties not only altered the streetscapes, but also the function and culture of the District. The prevalence of shops and services within the neighbourhood led to the development of a local economy and highlighted the adaptability of the built form of the neighbourhood to suit current cultural and social needs. Similar to the institutional buildings such as churches and schools that were introduced into the neighbourhood during its building boom, these local enterprises contributed to the self-sustaining community that formed in the District.

The narrow lots were established relatively early in the development of the District. As the lots were smaller than a standard residential parcel in other areas of the city, and were located in a neighbourhood that was then viewed as less desirable, they were more affordable for working-class



residents. The affordability of the lots was also attractive to newcomers, who saw additional appeal in their proximity to job opportunities in the industrial properties that surrounded the residential core of the District. As a result, a significant Italian population, along with immigrants from Poland, Ireland, and Ukraine, among others, settled into the Ward beginning in the early twentieth century. This confluence of cultures in the neighbourhood solidified as subsequent generations were born and raised in the Ward.

The tightly-knit community, both physically and culturally, was fostered by the walkability of the neighbourhood, a quality that has historically been present and has continued to today. This can be attributed to the concentration of local streets in the area and various proximities. The services and amenities that were provided internally within the District met immediate needs within a short distance from people's homes. The District is also in close proximity to the downtown, located on the other side of the Speed River, for needs that could not be addressed in the neighbourhood itself. Finally, people who lived in the District also worked at one of the many industrial operations located within the neighbourhood, walking daily to their place of employment.

The fabric of the neighbourhood is tied to industrial growth in Guelph, through the industrial buildings that dot the landscape, but also in the collection of worker's houses that have defined the neighbourhood beginning in the 1880s. The area has long been home to residents who settled where affordability and access to work opportunities converged. The meeting of diverse cultures by those who lived and worked in the Ward are woven into this narrative. In more recent years, the affordability that defined the neighbourhood, and access to large spaces for studios by converting industrial buildings, resulted in a rising artist population that reshaped the demographics of the Ward, highlighting the evolution and adaptability of the neighbourhood through its built form.

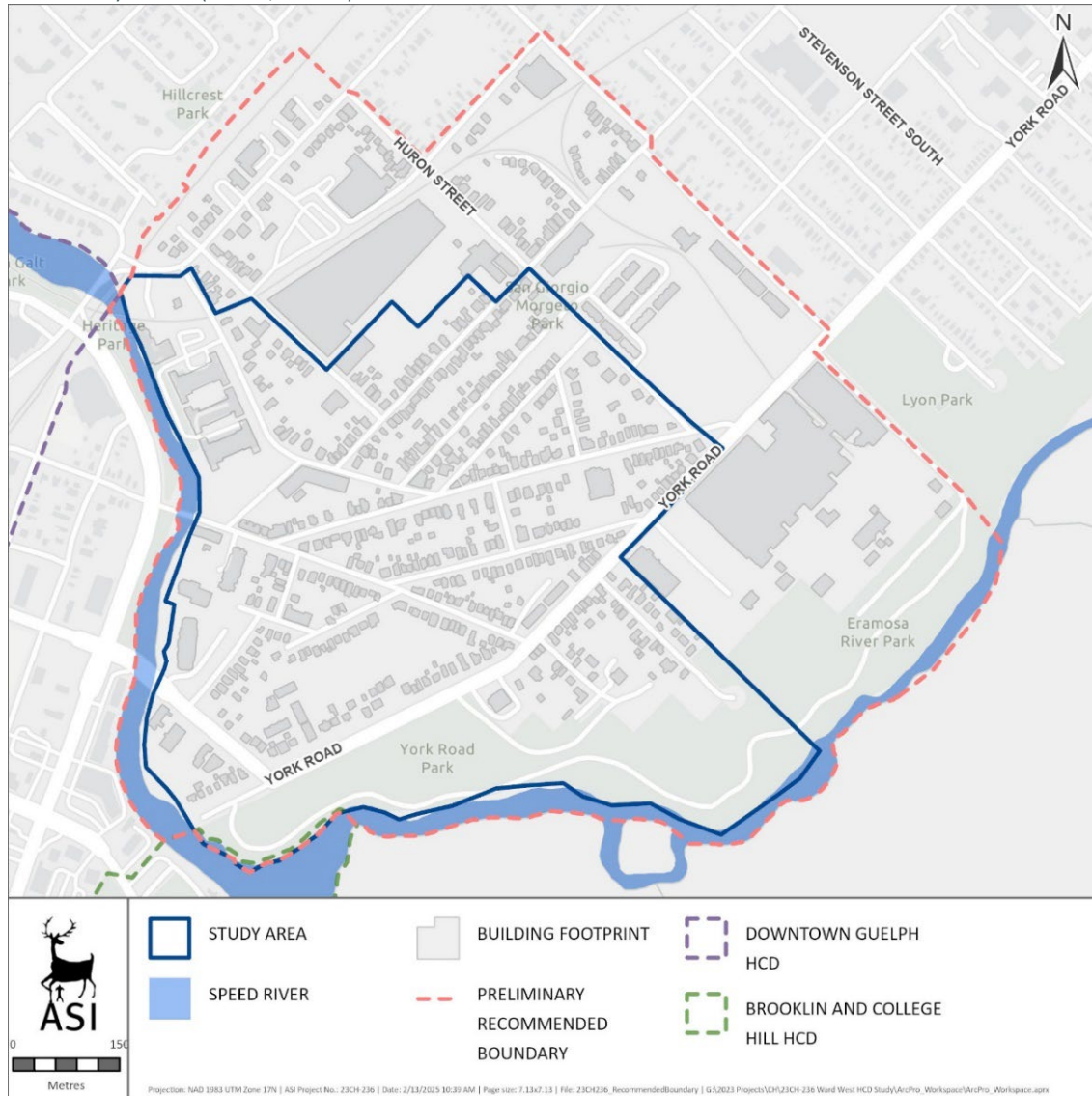
## 30.2 Boundary Analysis

Generally, the Study Area is visually distinct from its surroundings and encompasses the area first developed east of the Speed River in the neighbourhood that has historically been known as St. Patrick's Ward or the Ward. It presents an interconnected collection of buildings, streetscapes and landscape features that together reflect the area's long-standing working-class communities and the industrial operations that supported and were supported by the residents of the neighbourhood. Based on the results of research, analysis, consideration of cultural heritage evaluation criteria, and public engagement, an extended boundary has been recommended to include the following additional areas:

- The east boundary be extended from Huron Street to Morris Street, inclusive of the public right-of-way.
- The north boundary be extended to follow along Ferguson Street, to Huron Street northwards to include the 100 Steps and the south slope of the drumlin. This boundary includes the Ward Industrial Cultural Heritage Landscape and a portion of the Ward North Cultural Heritage Landscape, as defined in the Cultural Heritage Action Plan (2020).

- The Speed and Eramosa rivers abutting the Brooklyn and College Hill H.C.D. and the potential Downtown Guelph H.C.D. The two rivers are part of the Riverscape Cultural Heritage Landscape defined in the Cultural Heritage Action Plan (2020).

Figure 113: Recommended Ward West H.C.D boundary as indicated by the pink dashed line and including the Study Area (A.S.I., 2024)



These areas are recommended to be included in the H.C.D. boundary based on the following:

- The drumlin, known as St. George's Hill, provides a natural barrier between the area atop and within the Ward, limiting connections between the two places and each with distinct historical and cultural development patterns and themes. The barrier between the two areas is reinforced by the former Grand Trunk Railway.
- The Speed and Eramosa rivers played an integral role in how development in the area occurred and was distinct from surrounding areas. Like the drumlin, the rivers form natural barriers with few connections between the Ward and neighbouring areas. The Speed River also supported the initial industrial development in the area.
- The additional area between Huron and Morris streets south of Ferguson Street generally follows the boundary for the Ward Industrial Cultural Heritage Landscape, which was given medium priority for study in the Cultural Heritage Action Plan. The inclusion of the area in the Action Plan indicates that it is a place with recognized potential heritage value and significance.
- The inclusion of the spur line traveling south from the Guelph Junction Railway brings into the District industrial and former industrial properties that were important to the formation, growth and character of the neighbourhood.
- The expanded boundary allows for the inclusion of several key places identified through public consultation, which include:
  - Sacred Heart Church and Catholic School
  - Alice Block Lofts (former Northern Rubber)
  - Sackville Street
  - The Italian Canadian Club
  - (former) Valeriotte Groceteria
  - 'Palace on Alice' Convenience Store
  - 100 Steps

The delineation of the recommended boundary at Morris Street aligns with analysis of the historical development of the Ward neighbourhood, which began in the mid-nineteenth century in the west and eventually extended into the east in the early twentieth century. Morris Street marks the transition from the angled streets laid out primarily in 1855 in the west from the gridded pattern that was introduced later to the east part of the Ward. The recommended eastern edge also allows for the inclusion of the rail infrastructure and associated industrial developments that are key to understanding the evolution of the west part of the Ward and the periods of significance that trace its development and evolution.

The recommended boundary encompasses the concentration of vernacular residential buildings that reflect a long history of working-class residents and communities. It also captures the intermingling of industrial, commercial, and institutional buildings within the residential areas, which have been recognized as an important characteristic of the west part of the Ward.

Legal property lines have been used to refine the general area of significance.

Should the public support this boundary and Council agree to proceed with preparing a Plan for this recommended boundary, the survey work completed for the Study, which examined and documented the areas surrounding the original Study Area, can be used to inform the H.C.D. Plan phase. Additional



technical work, however, may be required. As part of this additional technical work, the preliminary Statement of District Significance may require refinement during the Plan phase. Consultation with property owners within the Study Area was conducted during the Study phase. Property owners within the recommended boundary were consulted via mailout ahead of Public Open House #2.

It is worth noting that the Ward is the name by which the neighbourhood is known by residents and visitors. The title “Ward West” is administrative in nature and does not suggest that the neighbourhood is known by this title, or that different parts of the Ward are separate neighbourhoods. The titles were used to differentiate one cultural heritage landscape from another as part of their identification in the Cultural Heritage Action Plan. The development histories of each part of the Ward are related and each one contributes to the history of the broader Ward neighbourhood. As part of engagement events for the H.C.D. Study, participants expressed concerns with the title Ward West and so were subsequently asked about a potential name for the recommended H.C.D. boundary. The Ward H.C.D. received the most support.

### 30.3 Assessment of Individual Properties

The O.H.A., as amended in 2023, requires that at least twenty-five percent of properties within the boundary of the District meet at least two criteria as defined by Ontario Regulation 9/06 (Ontario Heritage Act, R.S.O. c. O.18, 1990).

Within the Ward West H.C.D. boundary, 508 parcels were surveyed. To meet the threshold of twenty-five percent, at least 127 parcels are required to meet two criteria. Of these parcels, the following characteristics and heritage evaluation criteria are demonstrated as follows:

- 55 (approximately 11%) properties were built before 1880 and can be considered to have early dates of construction and which define the character of the area (design criteria related to early construction; contextual criteria related to defining, maintaining or supporting the character of the area).
- 182 (approximately 36%) properties contain structures with brick exteriors that were constructed between 1880 and 1919, which is when the majority of the buildings in the Study Area were constructed and which represents the vernacular design that characterises these buildings, reflecting the working-class demographics of the neighbourhood (design criteria for representative typologies and building materials, historical associations for the themes significant to a community, and contextual criteria for defining, maintaining or supporting the character of the area).

A parcel with any or all of these characteristics can be understood to have design, historical and/or contextual values individually and as it relates to the overall significance of the District. Should the H.C.D. proceed to the Plan phase, individual properties will be further assessed to determine their relationship to the overall value of the district (as contributing or non-contributing properties) and the criteria they meet individually. Therefore, the District boundary contains greater than the minimum threshold required by the O.H.A.



## 31.0 Preliminary Statement of District Significance

### Description of Historic Place

The Ward West Heritage Conservation District (H.C.D.)<sup>4</sup> is generally bounded by the Speed and Eramosa Rivers to the west and south, and Morris Street to the east. The northern boundary follows Ferguson Street to Huron Street northwards including the 100 Steps, the railroad tracks, and the south slope of the drumlin. The District retains a distinct nineteenth-century road network and lotting pattern that contributed to the formation of a contained community within the neighbourhood of the historical St. Patrick's Ward. The combination of residential, industrial, commercial, and institutional buildings that intermingle within the H.C.D. reflects the area's history and development as a working-class neighbourhood established in 1855 and continuing until there was a decline in industrial operations in the 1980s. The majority of the buildings within the District were constructed between the 1880s and 1920s and have a brick exterior. They are typically vernacular in their design. Many of the extant buildings constructed during the building boom of the 1880s to the 1920s maintain their historical uses. Others, however, have been adapted or converted to complimentary or additional uses to suit changing social, cultural, and economic needs of the community. For example, commercial storefronts have been added to residential buildings and several former industrial buildings have been converted to multi-unit residences. These adaptations allowed for new uses while the original building forms continue to be expressed within the streetscape. The physical and historical conditions that shaped the development of the District contribute to the social and cultural context of the neighbourhood. The diverse population and communities that were formed within the District beginning in the early twentieth century shaped the built environment and understanding of the neighbourhood – an evolutionary process that continues today.

### Statement of Cultural Heritage Value

Cultural heritage values associated with the physiography and landscape of the District include:

- The presence of the Speed and Eramosa rivers, their confluence, and remnant streams, are defining features, highlighting a long history of use and of influence in shaping industrial and residential development patterns in the area.
- Drumlins that surround the area provide a natural enclosure or barrier that physically divides the low-lying lands of the District from the adjacent highlands.
  - The drumlin north of the District limited north-south access between St. Patrick's and St. George's neighbourhoods.
- Spillways located within the lowlands that define the District are floodplains that were prone to flooding, deterring development and growth in the area compared to nearby neighbourhoods.
- The distinct rear yard tree canopy that is a result of long lots with shallow front yards.

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<sup>4</sup> Note: It is proposed that the name "Ward West" be revised to "The Ward" based on feedback received during public engagement.

Cultural heritage values associated with the 1855 Registered Plans include:

- Speculative surveys and registered plans within the District in 1855 led to development in the area.
- The road network laid in 1855 is largely extant today and forms a distinct pattern of angled streets that create irregular street and lotting patterns, as well as intersections that forms nodes with a “sense of place” within the neighbourhood.

Cultural heritage values associated with the industrial development and railway infrastructure include:

- The area has a concentration of the largest and earliest water and rail-based industries.
- Early industry was located along the Speed River, utilizing hydro power for operations and in proximity to other industries on the west side and downtown.
- The introduction of the Guelph Junction Railway brought industrial operations inland and development was furthered by several key factors:
  - The physiography and topography of the low-lying, flat land lent itself to the construction of large buildings and/or sprawling industrial complexes, which required space and relatively flat terrain to accommodate the large floor plates.
  - In the early twentieth century, large plots of land were offered for free for those willing to open or move their operations to the area.
  - An influx in the immigrant population to Guelph, many of whom settled in the District, provided the necessary labour to support operations.
- The location of spur lines for the Guelph Junction Railway directed the location of industrial properties, which were built next to the residential areas that were already established in the district, forming a distinct co-mingling of land uses.

Cultural heritage values associated with the built form and character include:

- The earliest modest houses built with readily available materials on small, affordable lots and set within an irregular street pattern. This pattern distinguishes the feel of the area in combination with its proximity to the Speed and Eramosa rivers and their confluence.
- The street and lot pattern set up a concentration of T- and Y-intersection which limit passage through the area, restricting vehicular traffic and creating a pedestrian friendly environment.
- The District contains a concentration of residential properties constructed between 1880 and 1920. These buildings are typically vernacular expressions with a brick exterior. The vernacular designs, scale, and density of buildings as a result of narrow lots results in a ‘cheek by jowl’ streetscape pattern.
- Industrial properties contrast the fine-grain residential properties through their larger scale and built form. They are typically found in groupings or within a particular area rather than dispersed throughout the District and serve to frame the residential area located in the centre of the District.
- Commercial storefronts and institutional buildings are integrated throughout the District, demonstrating their role in providing services and supporting the local community.

- A distinct pattern of storefronts being added to residential properties, and/or the use of residential properties for commercial uses or cottage industries was prevalent in the District. This can be tied to the long history of working-class residents who were seeking ways to supplement their income, as well as the large immigrant population that settled in the District in the first half of the twentieth century.
- Open space and parks are limited in the District, but provide a variety of recreational, social and environmental roles in the community.
- The parks allow for recreational activities and wetland protections along the Eramosa River.
- The community garden is an important location for social connection and community building.
- Coherent mixed-use character of the neighbourhood.

Cultural heritage values associated with walkability and community include:

- Newcomers that moved into the neighbourhood brought with them traditions and lifestyles from home that were incorporated into their new community and influenced how the built environment was formed and used. Many of the grocery stores, bakeries, and restaurants became social hubs within the District, deepening the connection between neighbours within the neighbourhood. This also contributed to the self-sufficient nature of the neighbourhood as all the goods and services residents needed were within the neighbourhood and in walking distance.
- Walkability and proximity were also important for the many residents that were living in the District and working at one of the nearby industrial manufacturers in the neighbourhood. The opportunities available for work through the large-scale industrial operations in the area as well as their close distance to affordable housing within the neighbourhood was an important draw for newcomers in Guelph and was a major factor that contributed to the high immigrant population in the District.
- The adaptation of buildings and open spaces to accommodate changing social, cultural, and economic needs of the communities living in the District are an important aspect of the evolution and diversity of the place. Examples include converting a vacant lot to a community garden, adapting residential properties to have a commercial storefront, and utilizing open areas like the yard of a public school for community activities, festivals, markets, and events.
- The identity and sense of place, centred on creating community and creativity and evidenced through community activities, festivals, markets, and events.

### **Preliminary Heritage Attributes**

Heritage attributes that embody the values of the District include:

Attributes related to physiography and landscape:

- The Speed and Eramosa rivers, remnant streams, and the location of the District at the confluence of the rivers.
- Situated below Guelph’s prominent drumlins within the lowlands of glacial spillways.
- Topography of the drumlin forming St. George’s Hill that provides a natural divide between the historical St. George’s and St. Patrick’s wards.



- Notable trees including the row of silver maples that form a canopy on York Road and the mature white elm on Alice Street as well as the dense tree canopy in the rear yards of residential properties throughout the neighbourhood.

#### Attributes related to public realm:

- General layout of streets defined by Macdonald, Thorpe, and Harvey's 1855 registered plans and resulting in angled streets that form a non-gridded road network and irregular block and lot patterns.
- Neeve, Arthur, Ontario and Toronto streets as significant angled streets.
- The intersections of Neeve and Ontario streets, Neeve and Toronto streets, Arthur Street South and Cross Street, Huron and Alice streets, and Ontario Street and Arthur Street South and Manitoba Street as significant nodes with place-making qualities.
- Alignment of the Guelph Junction Railway and spur line, which historically functioned to foster industrial growth in the District.
- Concentration of local streets with narrow widths and sidewalks, contributing to the pedestrian experience and walkability of the District.
- Open spaces that serve social and recreational functions in the District and continue a historical pattern of open spaces in those areas, which include York Road Park, San Giorgio Morgeto Park, and the Two Rivers Community Garden.

#### Attributes related to built form and streetscapes:

- Mid-nineteenth-century properties associated with the early development of the District.
- Late-nineteenth- and early-twentieth-century residential properties related to the boom in construction that occurred to support the industrial development brought in by the introduction of the Guelph Junction Railway line in the 1880s.
- Collection of late-nineteenth- and early-twentieth-century buildings reflecting representative vernacular expressions of architectural styles and building typologies.
- Buildings designed to accommodate wedge-shaped parcels where angled roads intersect, including those built to follow the irregular shape of the lot or angled to respond to the point formed at the intersection.
- Industrial building typologies that represent the prevalence of industrial operations in the District from the late nineteenth century to the mid twentieth century and ranging from one to four storeys.
- Commercial storefronts and institutional buildings that relate to the development of services and social supports within the community of the District.
- The Guelph Junction Railway line and spur line, as well as the level crossings.
- The Elizabeth Street and Arthur Street South, 100 Steps, Neeve Street Bridge, and The Covered Bridge as gateways to the District.

# Part F: Implementation

This Study concludes that the Study Area within the west part of the Ward neighbourhood meets the requirements for designation as a Heritage Conservation District (H.C.D.) under Part V of the Ontario Heritage Act (O.H.A.). This Study also concludes that areas outside of the Study Area boundary to the north and east should also be protected as part of the Ward West H.C.D. Part E further elaborates on these recommendations.

The District Plan will contain a statement of objectives to be achieved in the designation of the area as an H.C.D. Section 32.0 presents a preliminary statement of objectives. Section 33.0 addresses recommended changes to the Official Plan, Downtown Guelph Secondary Plan and Urban Growth Centre, and Zoning By-law.

## 32.0 Preliminary Statement of Objectives

In accordance with Section 40(2) of the O.H.A., the H.C.D. Study is to consider and make recommendations as to the objectives of the recommended designation. Based on the results of research, heritage evaluation, development of a statement of significance, and engagement, it is recommended that the prospective H.C.D. Plan for the Ward consider addressing the following objectives:

- Conserve and maintain the District's cultural heritage values as expressed through its natural and built landscapes.
- Find opportunities to acknowledge and honour the historic and ongoing presence of Indigenous peoples in the District, including, but not limited to increasing green space and the tree canopy.
- Find opportunities to acknowledge and honour the historical and ongoing presence of multicultural immigrant communities in the District.
- Conserve the legibility of the District's early periods of development as expressed through the visual character of the District's industrial, residential, commercial, and institutional properties, which include vernacular architectural features.
- Conserve patterns of building expansion and adaptation for commercial and social uses that reflect the District's self-sufficiency and its legacy of immigrant communities living and working in this place.

- Conserve the experience of a pattern of narrow lot frontages, which help facilitate the walkability and pedestrian qualities that contribute to the District’s distinct character.
- Conserve the District’s juxtaposition of a low-rise, fine-grain scale defined by the District’s residential buildings with the historical mid-rise, large-scale floor plates defined by the District’s industrial and former industrial buildings.
- Conserve the District’s distinctive local streetscapes defined by buildings closely sited next to the public right-of-way.
- Conserve the District’s pedestrian experience which is structured and enhanced by the unique street and block configuration with irregular and triangular blocks and many interior streets that both begin and terminate within the District and meet at T- and Y-intersections
- Maintain and support the ongoing intermingling of residential and commercial uses, cultural events, public art, and cultural expression.
- Support and celebrate the ongoing evolution of the District that has resulted in the eclectic qualities and layered built fabric that represents the District’s cultural heritage value.
- Ensure that new development, additions, and alteration to existing built heritage resources conserve, maintain, and enhance the cultural heritage value of the District while also increasing accessibility and promoting sustainable building practices.
- Preserve and enhance the strong, vibrant community identity of the District by telling the stories of the people who lived and worked in this place.
- Sustain the District as a place that welcomes change and creativity, providing a range of housing types to various communities.
- Encourage change and development in the Ward which honours its history as an inclusive place of new beginnings, providing opportunities for securing housing, home ownership, entrepreneurial pursuits, and employment.

## 33.0 Next Steps and Recommended Content of a Heritage Conservation District Plan

Ontario’s provincial policy documents support the conservation of built heritage resources, cultural heritage landscapes and archaeological resources, and enable planning authorities to implement plans to protect these resources. The O.H.A. enables municipalities to designate H.C.D.s under Part V of the Act. The City of Guelph Official Plan policies support the identification and conservation of built heritage resources and cultural heritage landscapes within the City. The City of Guelph’s policy documents conform to provincial plans and contain policies which prioritize heritage conservation and authorize the municipality to establish new H.C.D.s following a study process prior to designation. Provisions in many City of Guelph municipal by-laws have implemented measures to protect and conserve cultural heritage resources within the H.C.D. Study Area.

As such, no changes or modifications to any City of Guelph policy documents or municipal by-laws are recommended at this time to facilitate the initiation and creation of an H.C.D. in the Ward. However, should an H.C.D. Plan be initiated, it should be noted that further review of City of Guelph municipal by-

laws and plans, including in-progress planning studies such as part of the Downtown Renewal projects may require coordinating prospective design and conservation directives. During the Plan stage, plans, policies, and by-laws which may require revision or update will be identified.



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