

HERITAGE GUELPH

A meeting of the Heritage Guelph Committee
will be held from
12:00 noon to 2:00 p.m

Monday, March 9, 2015

1 Carden St., New City Hall
MEETING ROOM C

A G E N D A

1.	Welcome. Acting Chair to begin the meeting	12:00-12:05
2.	Approval of Agenda	
3.	Declarations of Pecuniary Interest	
4.	Nomination of Committee Chair and Vice-Chair	
	Item 4.1 Nominations and election of HG Chair and HG Vice-Chair	12:05-12:10
5.	Adoption of Draft Minutes from the February 9, 2015 meeting of Heritage Guelph	12:10-12:15
6.	Matters arising from the Minutes	
7.	New Business	
	Item 7.1 372 Crawley Road Consideration of a Cultural Heritage Impact Assessment submitted by owner of 372 Crawley Road as condition of Heritage Review Application.	12:15-12:30
	Item 7.2 Niska Road Bridge and Cultural Heritage Landscape Information from City staff, the EA consulting team and consultants: R.J. Burnside & Associates, Richard Unterman and Owen Scott regarding the Niska Road Environmental Assessment process and the cultural heritage evaluation reports submitted for the bridge and the potential cultural heritage landscape. Delegations that wish to present their opinions regarding the cultural heritage resources within the EA study area are limited to 5 minutes per delegation.	12:30-2:00
8.	Information Items	
9.	Next Meetings: HG Designation Working Group Heritage Guelph March 23, 2015 (12:00–2:00 pm) April 13, 2015 (12:00 – 2:00 pm) Location: City Hall, Mtg Rm B Location: City Hall, Mtg Rm B	
10.	Other Business introduced by the Chair or Heritage Guelph members.	



3 October 2014

HERITAGE IMPACT ASSESSMENT

372 Crawley Road
Part of Lot 14, Concession 7
Geographic Township of Puslinch
City of Guelph, Wellington County, Ontario

Submitted to:
Mr. Zakir Akram, President
2192320 Ontario Inc.
114 Farley Drive
Guelph, Ontario N1L 1M3



REPORT



Report Number: 1404283-R01

Distribution:

2 Copies - 2192320 Ontario Inc.
2 Copies - Golder Associates Ltd.





Personnel

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Acknowledgments

Proponent Contact	Zakir Akram, President, 2192320 Ontario Inc.
City of Guelph	Stephen Robinson, M.A., CAHP, Senior Heritage Planner
Puslinch Heritage Committee	Marilynn Crow, Chair



Executive Summary

2192320 Ontario Inc. (the Client) owns the property located at 372 Crawley Road, City of Guelph, Ontario (Figures 1 and 2). The property is listed on the City of Guelph's *Municipal Register of Non-Designated Cultural Heritage Properties*. The City of Guelph has requested that the Client undertake a Heritage Impact Assessment (HIA) in order to better understand the property's potential cultural heritage value and any potential impacts to the property as a result of property development. Golder Associates (Golder) was retained by the Client to conduct a HIA of the property.

The study was undertaken according to the guidelines set out in the MTCS' *Ontario Heritage Toolkit: Heritage Resources in the Land Use Planning Process*. The Study Area consists of a portion of the former Lot 14, Concession 7, in the former Township of Puslinch, in Wellington County. Presently the lot address is 372 Crawley Road, in the City of Guelph. Research was conducted using archival and secondary source material gathered from the Puslinch Heritage Committee archives, and the City of Guelph. A field assessment was conducted on June 26, 2014 to visually assess and document the site.

Based on the Statement of Cultural Heritage Value, in this report, the Client should engage in negotiations with the City of Guelph to determine a mutually acceptable level of mitigation for the heritage attributes identified in this report (Section 4.4) and qualified in the Statement of Cultural Heritage Value (Section 4.5).



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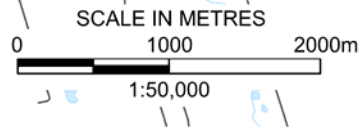
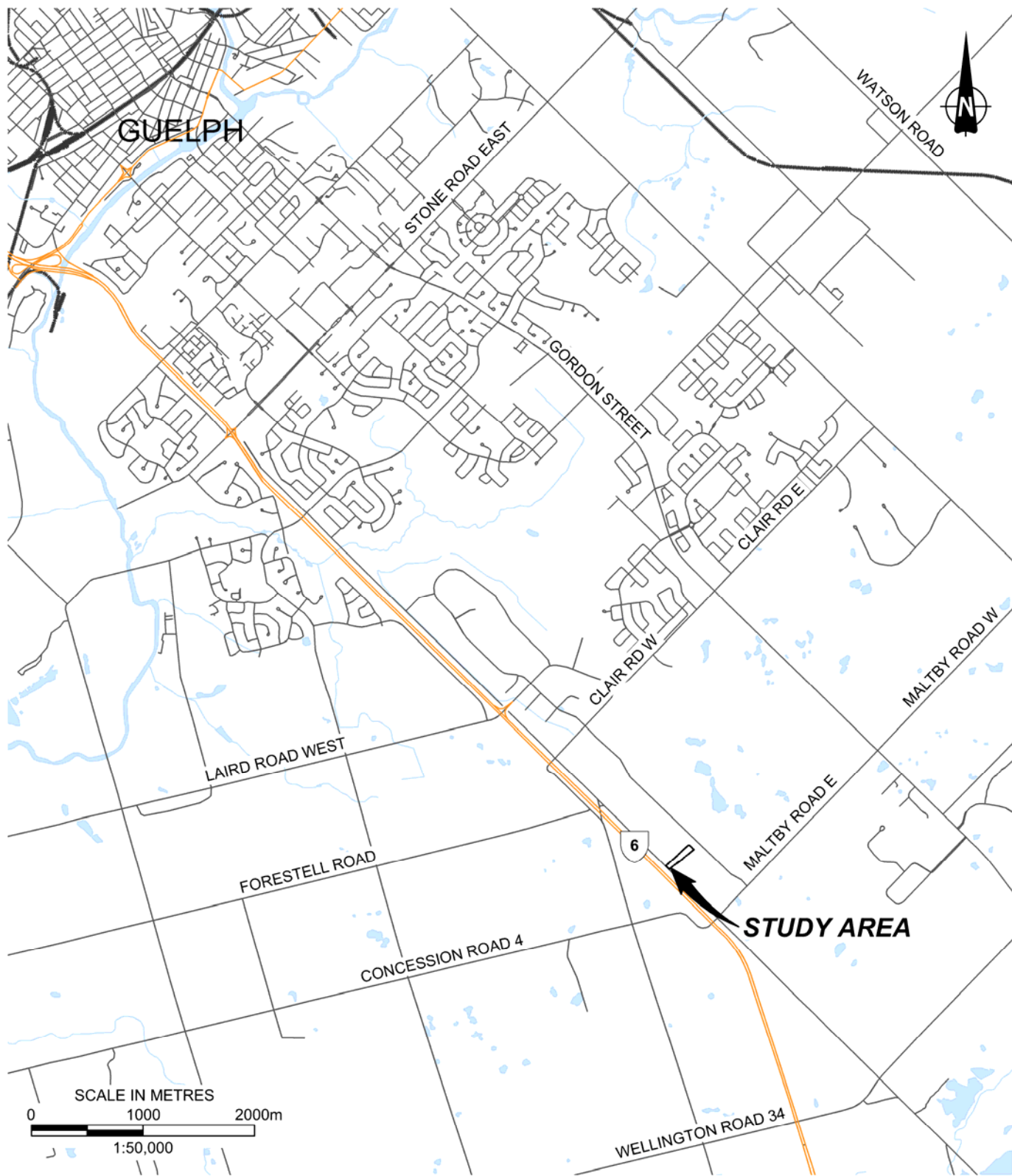


1.0 STUDY PURPOSE AND METHOD

2192320 Ontario Inc. (the Client) owns the property located at 372 Crawley Road, City of Guelph, Ontario (Figures 1 and 2). The property is listed on the City of Guelph's *Municipal Register of Non-Designated Cultural Heritage Properties*. The City of Guelph has requested that the Client undertake a Heritage Impact Assessment (HIA) in order to better understand the property's potential cultural heritage value and any potential adverse impacts to the property as a result of future property development. Golder Associates (Golder) was retained by the Client to conduct this HIA.

The study was undertaken according to the guidelines set out in the Ministry of Tourism Culture and Sport's (MTCS) *Ontario Heritage Toolkit: Heritage Resources in the Land Use Planning Process*. The Study Area consists of a portion of Lot 14, Concession 7, in the former Township of Puslinch, in Wellington County. The property address is 372 Crawley Road, in the City of Guelph. Research was conducted using archival and secondary source material gathered from the Puslinch Heritage Committee archives, and the City of Guelph. A field assessment was conducted on June 26, 2014 to visually assess and document the site.

The study was directed by Christopher Andreae, Ph.D., Associate, and Senior Built Heritage Specialist with Golder, and managed by Michael Greguol, M.A., Junior Cultural Heritage Specialist with Golder. Historical research, field assessment, and report production was undertaken by Michael Greguol, and Erin Elridge, B.L.A., Landscape Designer and Heritage Specialist with Golder. Christopher Andreae provided Senior Review.




REFERENCE

PLAN BASED ON CANMAP STREETFILES V.2008.

NOTES

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ALL LOCATIONS ARE APPROXIMATE ONLY.

PROJECT		HERITAGE IMPACT ASSESSMENT 372 CRAWLEY ROAD GUELPH, ONTARIO			
TITLE		KEY PLAN			
PROJECT No.		1404283		FILE No.	
				1404283-R01001	
CADD		LMK		SCALE	
CHECK		July 21/14		AS SHOWN	
				REV.	
				0	
 Golder Associates LONDON, ONTARIO		FIGURE 1			

Drawing file: 1404283-R01001.dwg Jul 30, 2014 - 9:51am




REFERENCE

2006 ORTHOGRAPHIC PHOTOGRAPH PROVIDED BY GRAND RIVER CONSERVATION AUTHORITY.

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TITLE		SITE PLAN			
PROJECT No.		1404283		FILE No. 1404283-R01001	
CADD		LMK		SCALE AS SHOWN	
CHECK		July 21/14		REV. 0	
 Golder Associates LONDON, ONTARIO		FIGURE 2			



2.0 HISTORICAL SUMMARY

2.1 Natural Environment

The Study Area is located in the Horseshoe Moraines physiographic region; a moraine system that flanks the Niagara escarpment. From the edge of the escarpment in Caledon, a hilly relief of the moraines extends through the Study Area. Much of the area is characterised by steep, irregular slopes. The physiographic conditions of the area have had varying impacts on land use and settlements. Much of the hilly land, and soil conditions have contributed to extensive pasturage. Most agricultural practices have been reliant on livestock. In Puslinch, most of the area consists of rough moraines, but unlike many of the rural areas within this physiographic region, the area's proximity to the urban centres of Cambridge and Guelph have resulted in a larger populations of non-farmers. It is evident that agricultural has not dominated this portion of the Horseshoe Moraines.¹

2.2 Regional History

2.2.1 Context

The Study Area is located at 372 Crawley Road, in the City of Guelph. Originally, the property was located in the Township of Puslinch, in Wellington County. By 2014, Guelph's city limits had expanded to include the Study Area.

2.2.2 Puslinch Township, Wellington County

The Crown Survey of Puslinch Township began in 1828 and was completed by 1831. Settlers began to arrive in 1828 and the entire township was settled by 1840. The township was surveyed using a variation of the Double Front survey system that was commonly used between 1815 and 1829. The survey system produced a rectangular pattern of ten 100-acre lots allowances (Plate 1). The resulting survey created the modern farm landscape and road pattern that is still visible today.²

Puslinch was named after a community in Devonshire, England. The population of Puslinch Township in 1829 – one year after surveying began – was 126. By 1877 the population had grown to 4,514. In the same year, the township was described as the “least valuable in an agricultural point of view, of any in the county.”³

¹ Chapman and Putnam, *The Physiography of Southern Ontario*, 127-129.

² Dean, *Economic Atlas of Ontario*; Ontario Agricultural Commission, *Report of the Commissioners*, 1880, 614-617; *Illustrated Historical Atlas of Wellington County*, 1877.

³ Floreen Ellen Carter, *Place Names of Ontario*, 965; *Illustrated Atlas*.

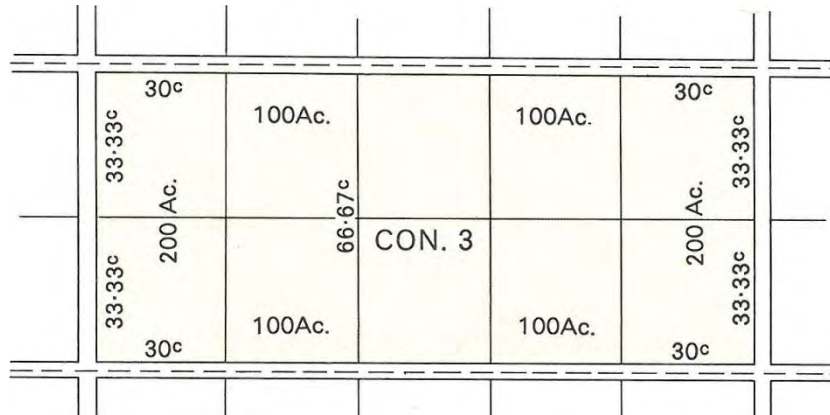


Plate 1: Double Front survey system, 1815-1829

Until 1852 the Study Area was a part of the District of Wellington, which included the counties of Wellington, Waterloo, Grey and parts of Dufferin County. In 1852 the district was reorganized and the United Counties of Waterloo, Wellington and Grey were formed. In 1854 Wellington County became an individual entity that consisted of the Towns and Townships of Amaranth, Arthur, Eramosa, Erin, Guelph, Garafraxa, Maryborough, Nichol, Peel, Pilkington, and Puslinch. In 1879, the City of Guelph separated from the County. The county remained politically unchanged until 1999 when it was reorganized into seven new municipalities through the amalgamation of several towns and townships. Puslinch Township remained the only municipality to exist unchanged by the amalgamation. However, recent expansions of Guelph’s city limits have resulted in portions of Puslinch being annexed into the City.

2.3 Study Area Land Use History

2.3.1 Lot 14, Concession 7, Puslinch Township, Wellington County

The Study Area (372 Crawley Road, Guelph) was located on Part of Lot 14, Concession 7 (Figure 3). The lot was purchased by James Kidd from the Crown in 1830.⁴ By the 1860s Joseph and Ellen Lynch had purchased a subdivided portion of the lot and owned an adjacent farm property in the township. Their son, James Lynch married and farmed on his father’s property at Lot 14. In November of 1862 James died in a wagon accident.

⁴ Puslinch Township, Brock Road Women’s Institute, *Tweedsmuir History*, Vol 1., 114.



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His wife, Anastasia died giving birth in June of 1863. Left orphaned by the death of their parents, their eight children were raised by their aunt Ellen. The property was managed by a family member and held for the children until they were old enough to own the land. The 1871 Census Return indicates that Joseph Lynch owned 200 acres of property in the area. In 1877, the lot is noted as belonging to the "Lynch Heirs" so it is assumed that Joseph Lynch took ownership of the property in the interim. Historical atlas mapping (1877) indicates that the other 100 acres were located further west on Lot 11. The two properties contained three dwelling houses, and four barns or stables. In 1892, a land transaction took place and Edward and Joseph Lynch, the two eldest children of James and Anastasia inherited the 100-acre lot. For unknown reasons, they both later settled in Maynooth, Hastings County and presumably sold the Puslinch property.⁵



*Plate 2: James and Anastasia Lynch
(Giles, From Whence We Came, Book III)*

By 1906, Patrick McGarr owned Lot 14 (and likely purchased it from the Lynches). In addition, McGarr owned a small triangular lot across the road from the Lynch farm. His son Matthew McGarr and his wife Elizabeth lived on the Study Area property where their son Patrick was born. Patrick joined the army in 1942 and was sent overseas to participate in World War II. He was killed that summer while fighting in France.⁶



Over the last sixty years Lot 14 has been subdivided and is the current study area property is approximately three and a half acres. It is one of the only remaining on Crawley Road properties that resembles an early farmstead.

*Plate 3: Patrick McGarr (left) and his grandson Patrick McGarr (right).
The elder McGarr purchased Lot 14, Concession 7 in the late-19th
century, and the younger McGarr was raised on the family farm before
being sent overseas to fight in WWII*

⁵ Irene Clair Giles, *From Whence We Came*; 1871 Census Returns, Schedule 3, Return of Public Institutions, Real and Personal Estate.

⁶ *Historical Atlas of the County of Wellington*, 1906; Marjorie Clark, *The Maple Leaf Forever: Our Township and the Military*, 155-156.



REFERENCE

ILLUSTRATED ATLAS OF THE COUNTY OF WELLINGTON, TORONTO; WALKER AND MILES, 1877.

NOTES

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PROJECT	HERITAGE IMPACT ASSESSMENT 372 CRAWLEY ROAD GUELPH, ONTARIO		
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TITLE	SITE PLAN, 1877		
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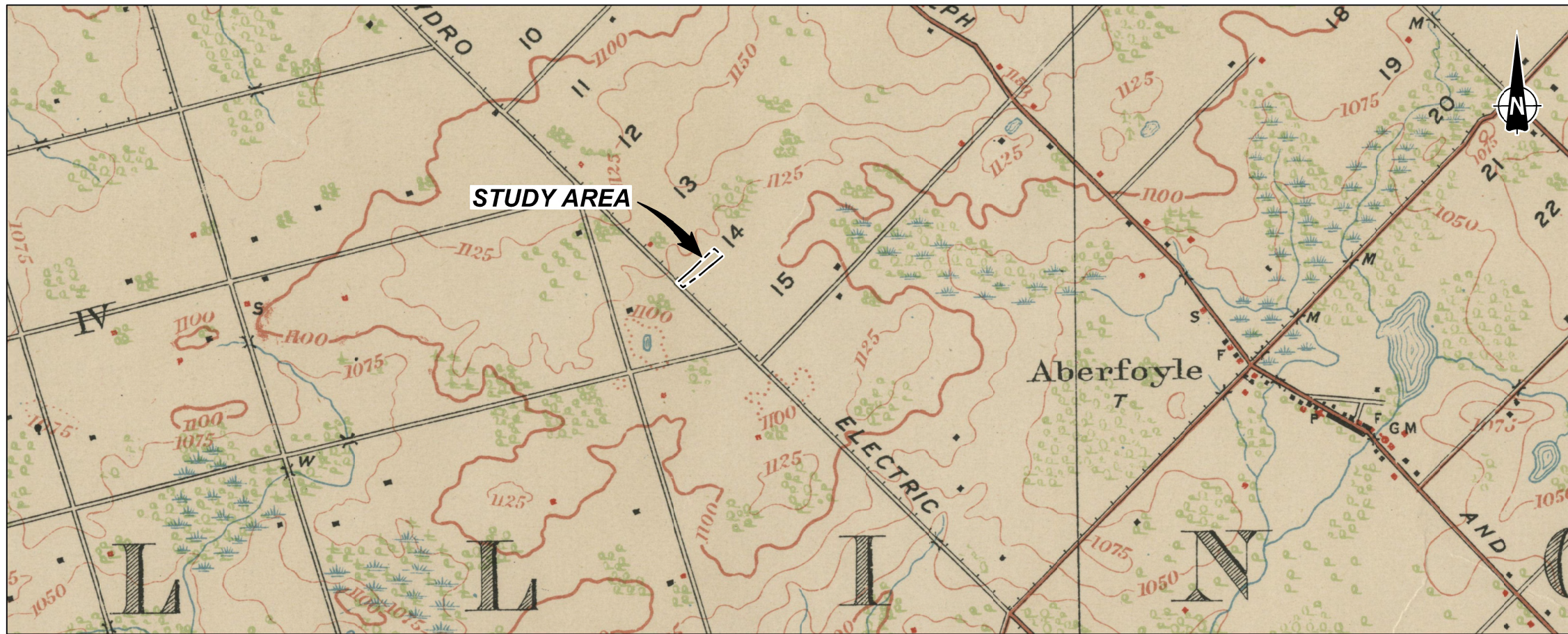
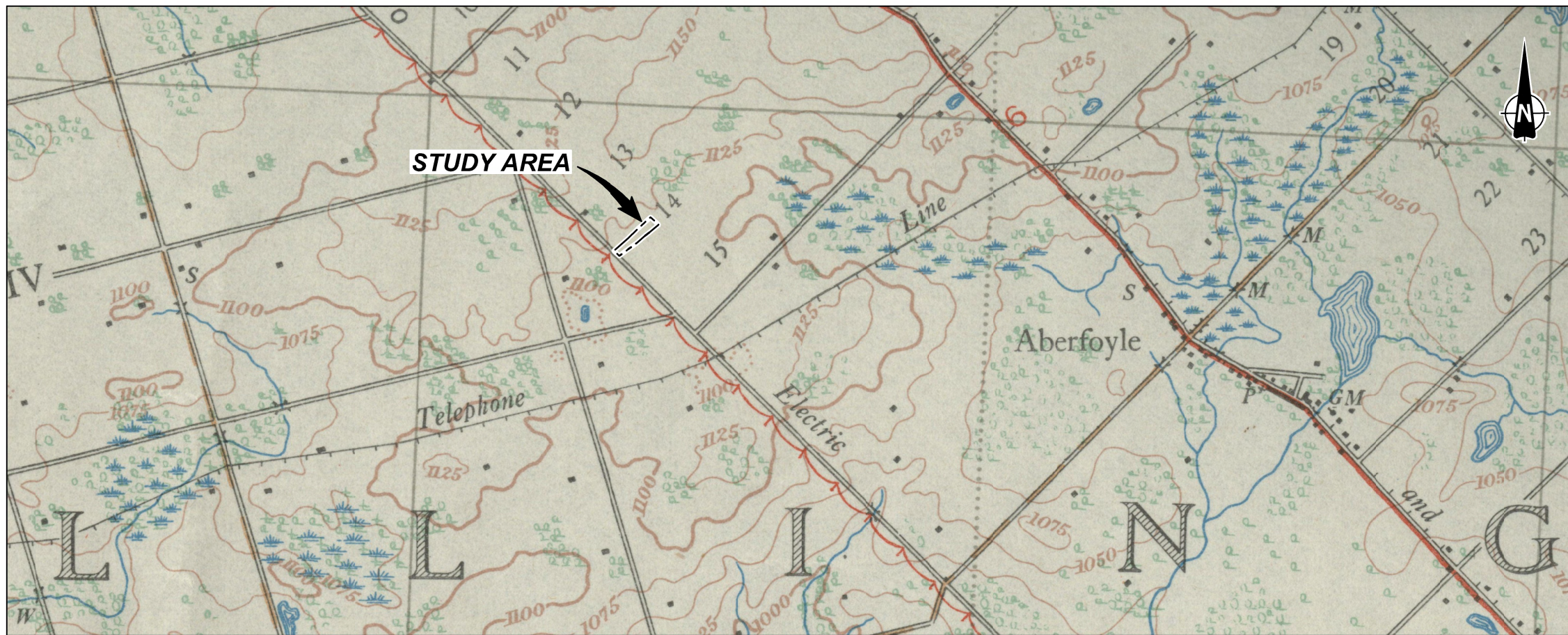
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	CHECK			

FIGURE 3



4A, 1916



4B, 1936

REFERENCE

DRAWING BASED ON:
 A. DEPARTMENT OF MILITIA AND DEFENCE, SHEET 40 P/8;
 GALT, ONTARIO; 1:63,360, 1916.
 B. DEPARTMENT OF NATIONAL DEFENCE, SHEET 40 P/8;
 GALT, ONTARIO; 1:63,360, 1936.

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TITLE		TOPOGRAPHIC SERIES	
PROJECT No.	1404283	FILE No.	1404283-R01001
CADD	LMK	SCALE	N.T.S. REV.
CHECK			
		FIGURE 4	





2.3.2 Property Development

In 2014, the property contains a two-storey house, and a barn located on a three-and-a-half acre lot. The City of Guelph's *Municipal Register of Cultural Heritage Properties* indicates that the house was constructed c. 1890 as a Neo-Classical Vernacular farmhouse. Based on analysis of building materials, architectural styles, and the field assessment undertaken by Golder, it appears that the house was more likely built as a vernacular farmhouse with some Edwardian Classicism details between 1900 and 1920. Based on common farmstead development, the existing house replaced an earlier dwelling on the property.⁷

The barn predates the house (and is likely one four barns that described in the 1871 Census Return). The most evident clue of the barn's construction date is the timber framing design of the three-bay arrangement resting on cornerstones. The barn is a typical English barn; a type widely known in Europe, and eventually brought to North America. By the late-18th century it was the model style of barn-building. The style is defined by its three-bay elevations, gable roof, and vertical boards for siding. This style of barn was typically divided into three sections, the middle bay used as a drive floor, where wagons could be driven into the building through the large door openings.⁸

The English barn was typically modified for North American use. The most distinct change was the mid-19th century introduction of a large single beam, known as a swing beam that replaced two short span beams. The beam extended the width of the barn and permitted a larger unobstructed threshing floor. These beams were typically one to two feet in width and were large enough to support the hay mows above. Typically square holes were cut into the swing beam in order to house joists to create a loft space for hay storage above. The beam allowed for the removal of a vertical post to allow a wagon to enter the barn, and provide enough room for it to swing around without interference.

On the east of the barn is the remains of a concrete silo. The silo is no longer in use and based on its concrete construction was likely built between 1900 and 1950 when poured concrete silos were most commonly built.⁹

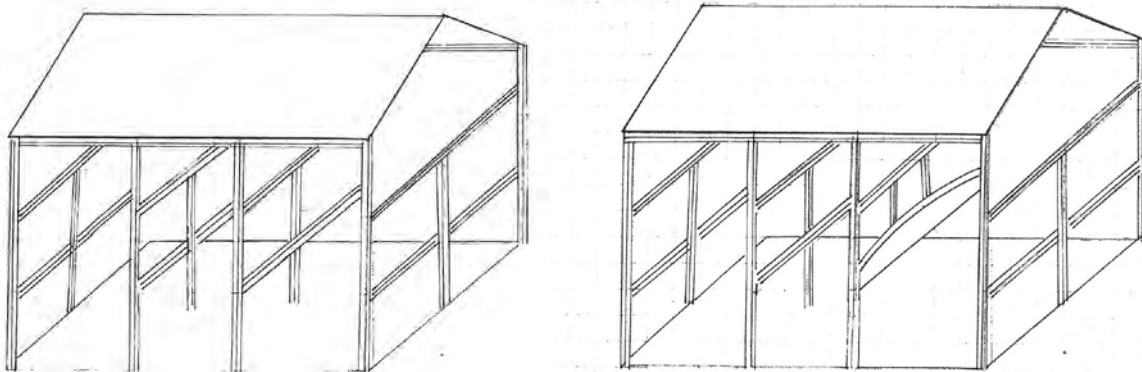


Plate 4: Sketches of typical English barn framing layouts without swing beam (left) and with swing beam (right)

⁷ John Blumenson, *Ontario Architecture*, 166-175; Harold Kalman, *A History of Canadian Architecture*; Thomas McIlwraith, *Looking for Old Ontario*.

⁸ Allen G. Noble, *Wood, Brick, and Stone*; Eric Arthur and Dudley Witney, *The Barn: A Vanishing Landmark in North America*; Robert F. Ensminger, *The Pennsylvania Barn: Its Origin, Evolution, and Distribution in North America*, 263. Beatty Bros. Limited, *Barn Book*, 1937.

⁹ McIlwraith, *Looking for Old Ontario*, 187-189.



3.0 SITE DESCRIPTION

3.1 Cultural Landscape

The approximately three and a half acre study area property is a narrow rectangular lot surrounded by agricultural land and woodlots to the east, and a cleared undeveloped property to the west. Approximately 500 metres northeast of the property, modern commercial/industrial properties are visible. Crawley Road, a two-lane gravel road, runs south of the property and runs parallel to Highway 6/Hanlon Parkway (Figure 4).

The house is set back approximately 100 metres from the road. A narrow gravel laneway lined with silver maples and Norway maples runs along the eastern edge of the property as the land rises up to the house. An in-ground pool is located in front of the house on the south side of the dwelling. Gardens, trees, and a wooden fence hide the view of the pool from Crawley Road.

The barn is located approximately 40 metres from the rear of the house. A small one-storey shed is located between the barn and the house. On the east side of the barn is the remains of a concrete silo. The barn is surrounded on all four sides by a cleared and relatively level grade. In recent years, the transition of rural farm properties in Guelph including the landscape, house and barn elements to residential subdivisions or commercial/industrial developments has resulted in the removal of heritage resources.



Plate 5: View of the study area property looking north from Crawley Road



Plate 6: Looking west from Crawley Road showing undeveloped land to the east of the study area and modern development north of the property



Plate 7: Looking south from the front of the house towards Crawley Road. Hwy 6/Hanlon Parkway is visible beyond Crawley



3.2 House

The house is an example of a late-19th century vernacular farmhouse with Edwardian Classicism details, a popular style of architecture in the early-20th century. Known mostly for public or commercial buildings, this style is typically noted for its contrast to the colourful and complicated designs and textures of the late-19th century styles such as Queen Anne Revival, and Second Empire. Edwardian Classicism is known for its balanced facades, smooth brick surfaces, stone foundations, and classical elements such as porticos and porches supported with modest posts or pillars. The vernacular domestic rendition of this style at the study area features smooth red brick, on a stone foundation, and large stone lintels above the building's fenestration.

The original windows have been replaced with modern vinyl windows. Most of the windows have large stone lintels, but most of the stone sills have been replaced with thin concrete sills. The change in sill material is most notable by the difference in size of the stone and concrete sills from the first and second floor windows on the west façade.

The roof is a medium-pitched cross gable roof. It is clad with modern brown asphalt shingles. The roofline is highlighted by white metal fascia and eaves troughs. A small concrete block chimney is off-centered on the east façade of the house, and extends through the roofline.

The house has two later additions. A one-story sunroom on a concrete foundation is located on the south façade of the house. The exterior is sided with synthetic siding and consists of mostly windows. A small porch is located adjacent to the front addition. A one-story addition has been added to the rear of the house to allow a mudroom and rear living room addition. This addition is also on a concrete foundation and has a bay window and rear entrance on the north façade.

The interior contains two floors and a full basement. The original floor plan and interior finishes have been altered extensively over time and retain little heritage fabric or value.

The basement is constructed of stone and is accessible from a staircase in the first floor kitchen. The basement has been parged and the windows have been replaced with modern vinyl windows. Remnants of machine cut lath are visible in a wall opening found in the stairway to the basement.

The first floor contains a kitchen, a bathroom, and a bedroom and the sunroom and living room additions. The interior finishes are all from the late 20th century. In the living room and sunroom addition, exposed brick walls and stone lintels left in place indicate the location of the former exterior walls of the house. A staircase, that appears to be in its original location, leads to the second floor.

The second floor consists of a central hallway and three bedrooms. The floors appear to be the original pine floors. The wall and ceiling finishes have been altered over time with 20th century ceiling tiles, and baseboards.



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Plate 8: South façade of house showing gable, sunroom and porch. A pool is located in front of the house



Plate 9: East façade of the house showing window arrangement, concrete chimney, and front and rear additions



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372 CRAWLEY ROAD, CITY OF GUELPH, ONTARIO



Plate 10: North façade of the house showing one-storey addition to rear of house



Plate 11: West façade of house showing stone foundation, brick construction, and rear addition. The window sills on the ground floor are constructed of stone, while the second floor sills have been replaced with concrete



Plate 12: Basement wall showing parged stone finish, and modern vinyl window



Plate 13: First floor kitchen, looking south into sunroom addition. Staircase to second floor is located at right.



Plate 14: Interior of rear addition, looking south towards kitchen showing exposed brick wall and former exterior sills above door and window opening



Plate 15: Second floor interior hallway looking south. Bedrooms are located at left and right.



3.3 Barn

The barn is a timber frame, three-bay English barn. This is defined by its gable roof, vertical pine siding, and four timber frame bents – two at the end walls, and two in the middle – arranged to organize the interior of the barn into three distinct sections, or bays.

The barn is approximately 58 feet by 39 feet and has twelve foot openings located on the middle of the long side of the barn. The structural frame consists of four bents. The bents at the end of the barn consist of two end posts, and a centered vertical posts, and horizontal cross beams that together form the massing of the barns exterior walls. The middle bents also have two end posts, but only have one horizontal cross beam and no centered vertical post. Most of the connections use mortise and tenon joinery held by pegs. Modern lumber has been used to replace some of the diagonal cross bracing in some corners. Hewing marks are evident on some of the timbers.

One of the horizontal timbers is distinctive and was observed during the field assessment to have been a swing beam. As a heavy timber beam, the swing beam consists of a continual span of approximately 39 feet across the barn. The beam has a slight camber at its end and is not supported by any vertical posts unlike the beams used on the ends of the barn. The beam has seven square holes cut into it, which would have previously housed joists that would have been connected to another cross beam to support a hay loft above.

The swing beam in this particular barn contains a number of unusual characteristics that suggest that the barn has been extensively modified. The original interior design of a swing beam was to provide an unobstructed space on the floor of the barn to allow for wagons to turn, or “swing” freely while inside the barn. Historically, swing beams would be located as the lower of two cross beams and supported a hay loft above. In the case of the Study Area barn, the swing beam is located unusually high. In addition, joist holes are visible on the swing beam, but there is no indication that they supported a loft in this barn. In its current location, the beam no longer serves its original function. Based on the original interior usage of swing beams and the current location and conditions of the swing beam found in the barn at 372 Crawley Road, it is likely that the barn was rearranged, taken apart and reassembled, or rebuilt over the past century.

A loft and ground floor storage area has been constructed at the east end of the barn. The storage area consists of two rooms with concrete floors. The rooms have mid-to-late 20th century paneling on the walls and timber posts and beams supporting the ceiling, and loft located above.



Plate 16: South façade of barn showing alternate door access to modern storage at right



Plate 17: West façade of barn showing vertical pine plank siding, and low-pitched gable roof



Plate 18: North façade of the barn showing three-bay arrangement of façade, with centered opening for wagon access



Plate 19: East façade of barn showing concrete silo



Plate 20: Interior south wall showing timber-frame construction of walls, posts and beams, and purlins supporting the roof



Plate 21: Interior west wall showing a typical timber-frame bent used as an end wall for barn construction. Two horizontal cross beams are located on this bent supported by a central vertical post. The lower cross beam consists of two short spans



Plate 22: Looking towards east end of the barn. Horizontal beam in the rear is the swing beam. The beam is defined by its thickness, distinctive camber, and the square holes would have held joists.



Plate 23: Tapered end of the swing beam that has been joined to the vertical posts using mortise and tenon joinery. The diagonal cross bracings have been replaced with modern dimensional lumber. Hewing marks are visible on the beam.



Plate 24: Interior of the modern storage area showing concrete floor and panelled walls. This room is located behind the door in Plate 22.



4.0 ANALYSIS

4.1 Ontario Regulation 9/06

Ontario Regulation 9/06 provides criteria for determining cultural heritage value or interest. If a property meets one or more of the following criteria it may be designated under Section 29 of the Ontario Heritage Act.

The criteria for determining cultural heritage value or interest according to *Ontario Regulation 9/06* are as follows:

- 1) The property has **design value or physical value** because it:
 - Is a rare, unique, representative or early example of a style, type, expression, material or construction method;
 - Displays a high degree of craftsmanship or artistic merit; or
 - Demonstrates a high degree of technical or scientific achievement.
- 2) The property has **historic value or associative value** because it:
 - Has direct associations with a theme, event, belief, person, activity, organization, or institution that is significant to a community;
 - Yields, or has the potential to yield information that contributes to an understanding of a community or culture; or
 - Demonstrates or reflects the work or ideas of an architect, artist, builder, designer, or theorist who is significant to a community.
- 3) The property has **contextual value** because it:
 - Is important in defining, maintaining or supporting the character of an area;
 - Is physically, functionally, visually or historically linked to its surroundings; or
 - Is a landmark.



4.2 Evaluation – House

Table 1: Ontario Regulation 9/06 Evaluation of house located at 372 Crawley Road, Guelph

Ontario Regulation 9/06 Criteria	Site Specific Evaluation
1) The property has <i>design value</i> or <i>physical value</i> because it:	
i) <i>Is a rare, unique, representative or early example of a style, type, expression, material or construction method;</i>	Representative example of vernacular farmhouse with Edwardian Classicism details
ii) <i>Displays a high degree of craftsmanship or artistic merit; or</i>	None identified
iii) <i>Demonstrates a high degree of technical or scientific achievement.</i>	None identified
2) The property has <i>historic value</i> or <i>associative value</i> because it:	
i) <i>Has direct associations with a theme, event, belief, person, activity, organization, or institution that is significant to a community;</i>	None identified
ii) <i>Yields, or has the potential to yield information that contributes to an understanding of a community or culture, or area; or</i>	None identified
iii) <i>Demonstrates or reflects the work or ideas of an architect, artist, builder, designer, or theorist who is significant to a community.</i>	None identified
3) The property has <i>contextual value</i> because it:	
i) <i>Is important in defining, maintaining or supporting the character of an area;</i>	None identified
ii) <i>Is physically, functionally, visually or historically linked to its surroundings; or</i>	Remnant component of the farm complex and agricultural origin of area
iii) <i>Is a landmark.</i>	None identified

4.2.1 Cultural Heritage Value or Interest - House

Design/Physical Value

The house located at 372 Crawley Road, Guelph, contains cultural heritage value or interest due to the design of the farmhouse. The house is a typical example of vernacular farmhouse construction using Edwardian Classicism details, a style used in the early-twentieth century. The stone foundation, smooth red brick, and stone lintels, and cross-gable roof are some of the character-defining elements that contribute to its design. Modern additions to the north and south side of the house and alterations have taken place over time and have altered the overall design value of the house.

Historic/Associative Value

The house at 372 Crawley Road, Guelph does not contain cultural heritage value or interest due to historic or associative value.



Contextual Value

The house at 372 Crawley Road, Guelph is a remnant component of a farm complex, a once common but increasingly uncommon part of Ontario’s rural landscapes. The house is important in contributing to the overall landscape of the farm property that consists of the house in relation to the barn, the topography of the property, and the landscape features.

4.3 Evaluation – Barn

Table 2: Ontario Regulation 9/06 Evaluation of the barn located at 372 Crawley Road, Guelph

Ontario Regulation 9/06 Criteria	Site Specific Evaluation
4) The property has <i>design value</i> or <i>physical value</i> because it:	
<i>iv) Is a rare, unique, representative or early example of a style, type, expression, material or construction method;</i>	Representative example of a timber frame, three-bay barn
<i>v) Displays a high degree of craftsmanship or artistic merit; or</i>	None identified
<i>vi) Demonstrates a high degree of technical or scientific achievement.</i>	Swing beam represents a timber-framing technology adapted to suit North American needs
5) The property has <i>historic value</i> or <i>associative value</i> because it:	
<i>i) Has direct associations with a theme, event, belief, person, activity, organization, or institution that is significant to a community;</i>	None identified
<i>ii) Yields, or has the potential to yield information that contributes to an understanding of a community or culture, or area; or</i>	None identified
<i>iii) Demonstrates or reflects the work or ideas of an architect, artist, builder, designer, or theorist who is significant to a community.</i>	None identified
6) The property has <i>contextual value</i> because it:	
<i>i) Is important in defining, maintaining or supporting the character of an area;</i>	None identified
<i>ii) Is physically, functionally, visually or historically linked to its surroundings; or</i>	Barn is visually linked to its surroundings as an element of an agricultural farm complex
<i>iii) Is a landmark.</i>	None identified

4.3.1 Cultural Heritage Value or Interest

Design/Physical Value

The barn located at 372 Crawley Road, Guelph is a representative example of a timber-frame, three-bay, English barn that was common in 19th-century southern Ontario. The barn style is an increasingly uncommon survivor of a once typical barn style.



The swing beam located within the barn represents a distinct mid-19th century timber-framing technique used to provide an unobstructed threshing floor of a barn without the use of a vertical post. The swing beam in the barn appears to have been used in a reconfiguration of the barn. The beam is not in its original context. The camber, size, and joinery of the beam represent a distinct early framing technique.

Historic/Associative Value

The barn at 372 Crawley Road, Guelph does not contain cultural heritage value or interest due to its historic/associative value.

Contextual Value

The barn at 372 Crawley Road, Guelph is a remnant component linked to the former agricultural role of the property. The surrounding fields and the size of the property have been altered over time and no longer represent the original farmstead, however, the barn is still historically linked to the agricultural history of the property, and is contributes to the understanding of the property in relation to the house, the topography, and the landscape features.

4.4 Heritage Attributes

The character-defining heritage attributes of the property associated with the farmhouse include:

- Stone foundation;
- Smooth red brick;
- Stone lintels above the windows;
- Two-storey massing;
- Cross-gable roof, and medium roof pitch; and
- Relationship to the barn, topography and landscape features.

The character-defining heritage attributes of the property associated with the barn such as:

- Three-bay frame
- Swing beam in frame
- Shallow gable roof; and
- Relationship to the barn, topography, and landscape features.



4.5 Statement of Cultural Heritage Value or Interest

The property at 372 Crawley Road, in Guelph is a representative remnant of a late-19th/early-20th century agricultural landscape found throughout southern Ontario. The property contains a c.1900 two-storey vernacular farm house constructed of smooth red brick, on a stone foundation. The construction materials combined with the stone lintels suggest that the house was designed using Edwardian Classicism details. Later additions have been added to front and rear of the house to create more usable interior space.

The property also contains a three-bay, timber frame English barn. The barn contains typical timber framing techniques. In addition, a swing beam, a mid-19th century timber-framing feature is found within the barn. The beam is located high in the frame and suggests that it has been used as a recycled timber.

The cultural landscape of the property can be read as a typical example of early farm practices in southern Ontario. The narrow gravel laneway lined with silver and Norway maples that rises to the most elevated piece of the property where the house and barn are located is a distinctive and once popular farm layout. The three-acre farm has been subdivided from the original 100-acre lot over time. The property is a uncommon rural survivor along Crawley Road.



5.0 PROPOSED UNDERTAKING, IMPACTS, AND MITIGATION

5.1 Proposed Undertaking

At the time of preparing this HIA, no specific undertaking has been identified for the property. On the basis of this report, if a change in land use occurs or any development applications are proposed for the property, it is likely that specific impacts and mitigation strategies will need to be identified.

5.2 Potential Impacts

Future property development applications may be required to address direct or indirect impacts identified in the *Ontario Heritage Toolkit: Resources in the Land Use Planning Process*. Typically these mitigation impacts include:

- Destruction of any, or part of any, significant heritage attributes or features;
- Alteration that is not sympathetic, or incompatible, with the historic fabric and appearance; and
- A change in land use such as rezoning a battlefield from open space to residential use, allowing new development or site alteration to fill in the formerly open spaces.

5.3 Potential Mitigation Options

A variety of strategies exist that could be applied to mitigate adverse impacts to heritage structures. There is no, one, correct way to mitigate the adverse impacts of site development on a heritage structure or property. Strictly from the perspective of best practice for heritage conservation, the preferred option is one that conserves a building or property's heritage value. Typically this involves maintaining a building *in situ*. Under some circumstances it is acceptable to adaptively re-use a building or structure. In other circumstances the relocation of a building or structure is preferred, or it may be acceptable to document and undertake a salvage plan prior to demolition of the feature.



6.0 RECOMMENDATION

6.1 Negotiate with City of Guelph

Based on the Statement of Cultural Heritage Value, in this report, the Client should engage in negotiations with the City of Guelph to determine a mutually acceptable level of mitigation for the heritage attributes identified in this report (Section 4.4.) and qualified in the Statement of Cultural Heritage Value (Section 4.5).



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8.0 IMPORTANT INFORMATION AND LIMITATIONS OF THIS REPORT

Golder Associates Ltd. has prepared this report in a manner consistent with the standards and guidelines developed by the Ontario Ministry of Transportation, and the Ontario Ministry of Tourism, Culture, and Sport, Programs and Services Branch, Cultural Division, subject to the time limits and physical constraints applicable to this report. No other warranty, expressed or implied is made.

This report has been prepared for the specific site, design objective, developments and purpose described to Golder Associates Ltd., by 2192320 Ontario Inc. (the Client). The factual data, interpretations and recommendations pertain to a specific project as described in this report and are not applicable to any other project or site location.

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9.0 CLOSURE

We trust that this report meets your current needs. If you have any questions, or if we may be of further assistance, please contact the undersigned.

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**CULTURAL HERITAGE EVALUATION REPORT
WITH PHOTOGRAPHIC DOCUMENTATION**

**NISKA ROAD BRIDGE, MUNICIPAL SITE No. 00001
(LOT 12, CONCESSIONS 5 & 6
GEOGRAPHIC TOWNSHIP OF PUSLINCH)**

**CLASS ENVIRONMENTAL ASSESSMENT STUDY
NISKA ROAD IMPROVEMENTS
CITY OF GUELPH, ONTARIO**



April 2014

**Prepared for:
R.J. Burnside & Associates Limited**

Prepared by:

**UNTERMAN McPHAIL ASSOCIATES
HERITAGE RESOURCE MANAGEMENT CONSULTANTS**

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April 2014

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1.0 INTRODUCTION

R.J. Burnside & Associates Limited retained Unterman McPhail Associates, Heritage Management Resource Consultants, to undertake a Cultural Heritage Evaluation Report (CHER) for the Niska Road Bridge on behalf of the City of Guelph. The bridge is identified as Municipal Site No. 00001 and MTO Site No. 35-345. In conjunction with the CHER, the consultants were requested to complete a photographic documentation of the bridge. The City of Guelph is considering the replacement of the existing one-lane bridge with a new two-lane structure at the same location as part of the planned improvements to Niska Road from the City limits to Downey Road. The Niska Road Bridge was identified in the Existing Conditions Report, Built Heritage & Cultural Heritage Landscape undertaken as part of the Environmental Study Report (ESR) (June 2013, revised October 2013).

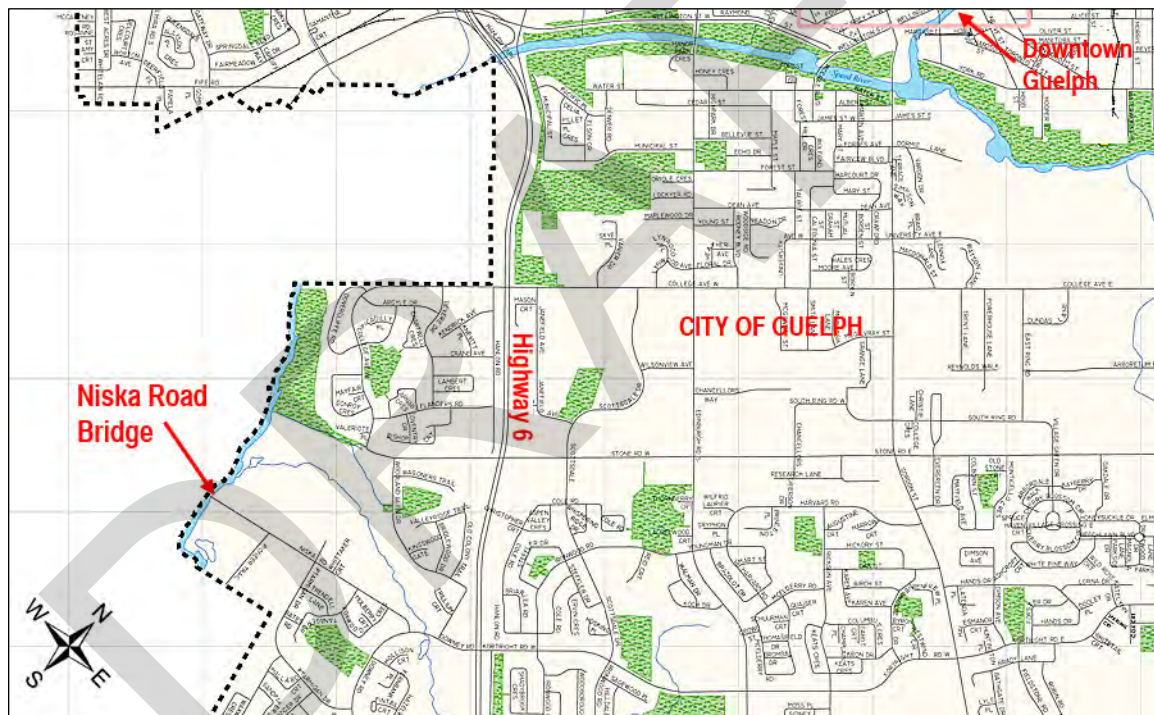


Figure 1. Location plan of the Niska Road Bridge in the City of Guelph [City of Guelph Street Map, February 2013, as modified].

The Niska Road Bridge, formerly known as the Kortright Road Bridge, is a one-span, double truss Bailey bridge that was installed in 1974 after the collapse of an earlier steel pony truss bridge. It is located on Niska Road over the Speed River in the southwest part of the City of Guelph (*Figure 2*). Specifically, it is situated on Lot 12, Concessions 5 & 6 of the geographic Township of Puslinch. Consultation with the City of Guelph confirms the Niska Road Bridge is not municipally designated under the *Ontario Heritage Act* (OHA). It is not included on a local heritage inventory of cultural heritage resources or a municipal heritage register adopted under the OHA. The structure is included in the

publication, *Arch, Truss & Beam: The Grand River Watershed Heritage Bridge Inventory* (March 2013), and noted as the only example of its bridge type in the City of Guelph. It is also noted as having the potential to yield information that contributes to an understanding of the community. The Speed River forms part of the Grand River's Canadian Heritage River designation.

This CHER with photographic documentation includes a historical summary of the bridge, a description of the bridge and its setting, an evaluation of the cultural heritage value of the bridge, a summary of cultural heritage value and mitigation recommendations. The site was evaluated using the criteria set out under 'Ontario Regulation 9/06', which were developed for the purpose of identifying and evaluating the cultural heritage value or interest of a property proposed for protection under Section 29 of the OHA. 'Ontario Regulation 9/06' describes the three criteria as design value or physical value, historical value or associative value, and contextual value. Historical maps, photographs and drawings are included in Appendix A. The photographic documentation of the cultural heritage landscape and the built heritage resource are found in Appendix B and Appendix C, respectively.

Imperial measurements are used in the description of the bridge and metric equivalents are provided in brackets. For the purposes of this report, the Niska Road Bridge is considered to run in an east to west direction.

2.0 HISTORICAL SUMMARY

2.1 Township of Puslinch

Augustus Jones surveyed a line from Burlington Bay on Lake Ontario to a point near Arthur Village in North Wellington in 1784, to ascertain the source of the Grand River. It became known as the Jones Line or Base Line and was afterwards used as a boundary line between many of the counties and townships located beside it, including the eastern limit of Puslinch Township. In 1791, Jones surveyed the boundary of the Six Nations Indian Reserve, extending northward from Lake Erie along the Grand River. The east side of this reserve was surveyed north to a point near what is now the Guelph and Puslinch Townline, and forms the west boundary of Puslinch. The southern limit of the Canada Company lands determined the northern boundary, and the Beverly Swamp defined the southern township limits. Puslinch was named after the birthplace of Lady Seaton, wife of Sir John Colborne, Lieutenant-Governor of Upper Canada.¹

Most of Puslinch was originally designated as Clergy Reserve Land, thus it developed somewhat later than neighbouring Guelph Township. The community of Guelph in

¹ Jean Hutchinson, *The History of Wellington County* (Grand Valley, Ontario: Landsborough Print, 1998) 107.

Guelph Township was settled in 1827. It quickly became apparent that the Guelph settlement needed a more direct route to Dundas than the existing one through Galt. John Galt lobbied the government to assist in building this new road in 1828. Provincial Land Surveyor, David Gibson began a survey of roads and lots in Puslinch Township, which became known as the “old survey”. It included Concessions 7 to 10 and the Gore, which ran in a northwest and southeast direction. The new road to Dundas was first referred to as Aboukir Road, and later Brock Road, and it ran between Concessions 7 and 8.

The “new survey” was completed on the west side of the township in the spring of 1831, and comprised Concessions 1 to 6, which extended east and west. The old survey is oriented to the original baseline of 1784; the new survey conforms to the survey of 1791. The intersection of the two surveys resulted in a distinctive ‘V’-shaped arrangement of township roads.

The township was settled and quickly cleared for agricultural purposes in the 1830s, after the completion of the “new survey”. In 1836, Puslinch was organized as a township, first within the Home District, and then within the Gore District. The District of Wellington separated from the Gore District in 1838; Puslinch remained within the Gore until 1844, when it joined the Wellington District.

By 1846, *Smith’s Canadian Gazetteer* described Puslinch Township in the Wellington District as follows,

“In Puslinch, 50653 acres are taken up, of which 13, 140 are under cultivation... There are five saw mills in the township. Population in 1841, 1500; who are principally Highland Scotch.”²

The northern part of the “new survey” of Puslinch Township was settled in the second quarter of the 1800s. Irishman, Felix Hanlon, had arrived in Puslinch in 1827, as one of John Galt’s axe men. In 1833, he bought Lots 12, 13, 14, 15, and 16 of Concession 6, which had been Clergy Reserve lots. Hanlon retained ownership of Lots 14, 15 and 16, with a residence on Lot 15. In the early 1860s, Felix Hanlon sold Lots 12 and 13 to Mr. Ramsey for a sawmill, which operated for several years. This property was sold at a later date to Mr. F. Stone.³ The Puslinch Township map in the *Illustrated Historical Atlas of the County of Wellington* (1877) shows a building on Lot 13, Concession 6, on the east bank of the Speed River to the north of Niska Road (*Appendix A*); G.J. Grange was the owner at this time.

Robert Buchanan came to Upper Canada in 1849 and bought 190 acres of land on Lots 11, 12 and 13, Concession 5.⁴ His property on the banks of the Speed River was known

² Wm. H. Smith, *Smith’s Canadian Gazetteer* (H. & W. Rowsell: Toronto, Ontario, 1846) 154-55.

³ *Ibid.*

⁴ *Historical Atlas of the County of Wellington, Ontario* (Toronto: Historical Atlas Publishing Co., 1906) 17.

as the Buchanan Homestead.⁵ The Buchanan name is depicted on the Leslie and Wheelock Map (1861) and the Puslinch Township map in the *Illustrated Historical Atlas of the County of Wellington* (1877) (**Appendix A**). The Buchanan residence is shown to the west of the Speed River on Lot 11, Concession 5 on both maps.

The first school in School Section #3 was built in Concession 7 in 1837, and then relocated to Lot 11, front of Concession 4. In 1856, it was relocated once again to Lot 16, Concession 4. It became known as the Downey School after its first teacher, Mr. Patrick Downey. In addition to the school, local 19th century institutions in the northern part of Puslinch included a Methodist church that was situated on Lot 10, Concession 4. William Strachan built a hotel on Lot 15, Concession 4, which later became a general store.

Topographic maps indicate the northern part of Puslinch Township remained agricultural in character throughout most of the 20th century (**Appendix A**). The *Historical Atlas of the County of Wellington* (1906) indicates the Buchanan family remained on Lot 11, Concession 5 and identifies John C. Crane as the owner of 66 acres of Lots 12 and 13, Concession 6 (**Appendix A**). A building is shown on the Buchanan property; however no structure is depicted on the Crane site. In 1948, Horace G. Mack bought Lots 12 and 13, Concession 6, and developed the Niska Game Farm along Niska Road.⁶

After Mack's death in 1959, the Ontario Waterfowl Research Foundation bought the site and it became known as the Kortright Waterfowl Park.⁷ The Niska Wildlife Foundation, a charitable non-profit organization formed by interested citizens, took over the Ontario Waterfowl Research Foundation Park in 1976. The Foundation was responsible for the operation of Kortright Waterfowl Park (305 Niska Road), as well as developing park policy and raising the necessary funds for its operation. The primary goal of the Foundation was to increase public awareness of wildlife resources and their conservation. Public nature trails and parking were located on the north and south sides of Niska Road to the east of the Speed River. At the same time the Foundation took over the Kortright Waterfowl Park, the Grand River Conservation Authority acquired the lands along the Speed River. The Foundation operated the park until it was closed in June of 2005.⁸ The Hanlon family continued to farm Lots 14, 15 and 16 into the second half of the 20th century. Much of the Hanlon farm property became part of a residential subdivision in the late 20th century. The Hanlon farmhouse and several agricultural buildings, including two barns, a driveshed and a storage building remain on spacious grounds at 35 Niska Road. The property is listed in the City of Guelph's Municipal Register of Cultural Heritage Properties.

⁵ *Annals of Puslinch 1850-1950*.

⁶ *Ibid.*

⁷ Jon Frear, "Flash from the Past: Gilson Manufacturing president kept a private wildlife sanctuary", *The Record.com*. Access: --< <http://www.therecord.com/living-story/2594924-flash-from-the-past-gilson-manufacturing-president-kept-a-private-wil/>> (June 2013).

⁸ Guelph Public Library Archives. Fonds F58 – Niska Wildlife Foundation fonds. Administrative history.

The Provincial Government assumed Brock Road as part of its fledging provincial highway system in 1920. It was designated as the King's Highway No. 6 and was paved through Puslinch Township in 1925. Highway 401, the McDonald Cartier Freeway, was officially opened through the lower part of Puslinch Township in 1960. A number of years later in 1972, the first section of the Hanlon Expressway between Woodlawn Road and Highway 401, the new Highway 6, was officially opened. The expressway was named after the Hanlon family who sold part of their land on Lot 15, Concession 4 for the infrastructure project.

The City of Guelph experienced great expansion in the second half of the 20th century, resulting in annexation of land from the neighbouring townships to accommodate its planning needs. The land in proximity to the Niska Road Bridge was annexed from the Township of Puslinch by the City of Guelph in 1966. Topographic maps of the 20th century show the rural character of the area along Niska Road into the later part of the century when residential subdivision took place to the east.

2.2 Niska Road Bridge

Niska Road relates to the “new survey” of Puslinch Township as the road allowance between Concessions 5 and 6. The road is depicted as an open transportation route on the Leslie and Wheelock Map (1861) and on the Puslinch Township Map (1877) in the *Illustrated Historical Atlas of the County of Wellington*. Staff of the Wellington County Museum and Archives speculate the road may have been opened prior to 1849 as a review of township by-laws from 1849 to 1879 do not include reference to the opening of this road allowance.⁹ As the surrounding area had been developed for agricultural purposes by the mid 1800s, it is probable the road was opened by this date. The route was known as Kortright Road in the mid 20th century, after the waterfowl park, and renamed Niska Road in the latter part of the 20th century. The name “Niska” may have been derived from the Niska Game Farm.

There have likely been a series of bridges over the Speed River at this location. The initial bridges were possibly of wood construction, and would have required frequent repairs. Puslinch Township Council Minutes from July 12, 1897, make reference to an old and decayed bridge over the Speed River at Concession 6 that was unsafe and needed to be replaced. Township representatives made a request to the County of Wellington to assume the structure as a County Bridge. There is no indication the township received a positive response from the County and the bridge appears to have remained a local responsibility. At an unknown date, a one-span steel pony truss structure was constructed at the site.

⁹ Email communication from Kimberly Summerville, Archives Assistant to Jean Simonton, Heritage Consultant on December 3, 2013. The Township of Puslinch by-laws from 1849 are earliest bylaws held at the Wellington County Museum and Archives.

Steel highway bridges were used in Ontario for the first time in the mid 1880s, at a time when new production methods made steel cheaper and competitive with the price of wrought iron. Canadian companies, such as the Hamilton Bridge Company, Canadian Bridge Company, Dominion Bridge Company of Montreal, as well as other smaller and more local or regional companies, quickly entered the rapidly growing business of fabricated steel bridges.¹⁰ In the initial decades, the bridges were constructed of steel imported from the United States or Great Britain. Many of the steel bridges were built for railways; however, road bridges were also constructed. The first all steel highway bridge in Ontario was a through truss structure built in 1885 to carry Dundas Street over Bronte Creek.



Figure 2. A view along the former Kortright Road shows the steel pony truss structure over the Speed River, September 20, 1971 [City of Guelph].

Steel bridges grew in popularity after 1900. By the beginning of the First World War, most of Canada's railway infrastructure had been completed and there was a shift to the construction of steel road bridges to address the increasing volume of vehicles on the roads. The pony truss bridge with its deck between the top and bottom chords and no top lateral bracing proved easy to erect and was relatively inexpensive. It found widespread

¹⁰ David J., Cuming *Discovering Heritage Bridges on Ontario's Roads* (Boston Mills, Ont.: The Boston Mills Press, 1983) 43.

application, proving particularly useful for shorter spans. Many were constructed in the first part of the 20th century. The stronger through truss structures were used in applications requiring longer spans or carrying heavier traffic. The Government of Ontario issued its “General Specifications for Steel Highway Bridges” in 1917, followed by the Canadian Engineering Standards Association’s *Specification for Steel Highway Bridges* in 1922.

The Township of Puslinch was responsible for the construction of a steel pony truss bridge over the Speed River on Lot 12, Concessions 5 and 6 (**Figure 2**). Known as the Kortright Road Bridge, it was probably constructed in the first part of the 20th century, although, a review of the Township of Puslinch Council Minutes from 1897 to 1931 does not make reference to a new bridge at this location.¹¹ The National Topographic Series (NTS) map 40 P/9 Guelph (1935) depicts a bridge at this location; however, it is noted as a masonry bridge rather than a metal structure.

The one-span Kortright Road Bridge extended approximately 80-ft. (24 m) over the Speed River. The pony truss superstructure used a Warren truss design with parallel top and bottom chords. Triangular in outline, the diagonals carry both compressive and tensile forces. A true Warren truss uses equilateral triangles. The trusses were made up of five panels each. The deck comprised a transverse wood plank wearing surface and curbs. No sidewalk was provided on the bridge. Historic photographs suggest at least one nameplate was installed on the bridge (**Appendix A**). The structure became the responsibility of the City of Guelph in 1966 as part of an annexation of land from the Township of Puslinch.



Figure 3. A view west depicts the collapsed Kortright Road Bridge, September 26, 1974 [City of Guelph].



Figure 4. A view southwest shows the north side of the collapsed structure, September 26, 1974 [City of Guelph].

¹¹ Puslinch Township Council Minutes, Access: --<<http://www.clarksoftomfad.ca>> (December 2013).

The Kortright Road Bridge collapsed at midday on Monday, September 23, 1974 (*Figures 3 and 4*).¹² An anonymous telephone call alerted City officials to the bridge failure. The bridge was posted with a weight limit of 5 tons and newspaper reports speculated an overweight vehicle might have contributed to the collapse. Investigations revealed the structure could not be repaired and had to be replaced.

The municipality moved quickly to investigate the possibility of installing a temporary bridge structure at the site in order to reopen the road as soon as possible. A memorandum on file with the City of Guelph indicates the City Engineering Department had been in contact with the Ontario Ministry of Transportation and Communications (MTC) by September 27.¹³ Upon an official written request, MTC agreed to provide a Bailey bridge to the City of Guelph subject to the following conditions:

- o The City will agree to pay any damages to the unit;
- o The City will replace any missing parts upon return;
- o The City will pay all transportation costs to and from Downsview;
- o MTC inspect the site after the old bridge is removed and before the new bridge is delivered; and
- o MTC will provide an inspector on the site during erection at no cost to the City.¹⁴

Accordingly, Guelph City Council passed a resolution on October 8, 1974, requesting the loan of a Bailey bridge from MTC and agreeing to the stipulated conditions.¹⁵

In the interim, six contractors were contacted regarding the demolition of the existing bridge and the installation of the Bailey bridge. Three companies expressed interest and submitted prices in the form of hourly rates for labour and equipment. Inverleigh Construction of Milton, who had prior experience with Bailey bridges, submitted the lowest price for the work and was retained. The demolition was anticipated to take four days, the placement of the Bailey bridge to take five days, and the laying of the decking to take two days.¹⁶ Estimated costs for the work were as follows,

- | | |
|--|----------------------|
| o Demolition of the old bridge | \$4,000.00 |
| o Erection of the bridge including decking by the contractor | \$6,000.00 |
| o Supply of materials for decking by the City of Guelph | \$1,500.00 |
| o Transportation of the Bailey bridge | 800.00 ¹⁷ |

¹² City of Guelph, File 16.161.025, Memorandum to Mr. F.M. Woods, P. Eng., City Administrator from William P. Taylor, P. Eng. City Engineer, September 23, 1974.

¹³ City of Guelph, File 16.161.025, Memorandum to Mr. F.M. Woods, P. Eng., City Administrator from W.P. Taylor, P. Eng. City Engineer, September 27, 1974.

¹⁴ *Ibid.*, 1.

¹⁵ City of Guelph, File 16.161.025, Letter to Mr. W.P. Taylor, P. Eng. City Engineer from W.G. Hall, City Clerk, October 8, 1974.

¹⁶ *Ibid.*, 2

¹⁷ *Ibid.*, 2.

The *Guelph Mercury* reported the demolition work commenced on Monday, September 30, 1974, and was completed on Friday, October 4, 1974.¹⁸ The Bailey bridge components arrived from the Downsview yard of MTC and the bridge was erected quickly. An item in the Wednesday, October 16, 1974, edition of the *Guelph Mercury* indicated the deck was almost finished (**Figure 5**).¹⁹ The Bailey bridge reopened to traffic on Monday, October 21, 1974, just four weeks after the collapse of the former bridge.²⁰ The new Bailey bridge reused the stone masonry substructure of the previous bridge. A road limit of 5 tonnes was retained on the Kortright Road Bridge.



Figure 5. A view across the bridge shows the completed Bailey bridge structure and the wood plank deck laid in a herringbone pattern [*Guelph Mercury*, October 16, 1974].

The Ministry of Transportation contacted the City of Guelph in 1994 regarding the Bailey bridge that the Province had loaned to the municipality. Under new ministry policies,

¹⁸ “Kortright Road Bridge Demolition Work Begins”, *Guelph Mercury*, Monday, September 30, 1974, 9 and “Final Pieces of Bridge Wreckage Are Removed”, *Guelph Mercury*, Friday, October 4, 1974, 13.

¹⁹ “Platform Almost Completed”, *Guelph Mercury*, Wednesday, October 16, 1974.

²⁰ “Kortright Reopened to Traffic”, *Guelph Mercury*, Monday, October 21, 1974.

bridge material would only be loaned for two years. A road authority could return the material within the two-year period, or purchase or rent the material beyond the two year timeframe. In the City of Guelph's situation, the municipality had been possession of the material for 20 years and the depreciated value of the bridge material was deemed to be zero. Accordingly, the city assumed ownership of the bridge from the province for a purchase price of One Dollar (\$1.00). By this date, the bridge was known as the Niska Road Bridge.

2.3 Bailey Bridge

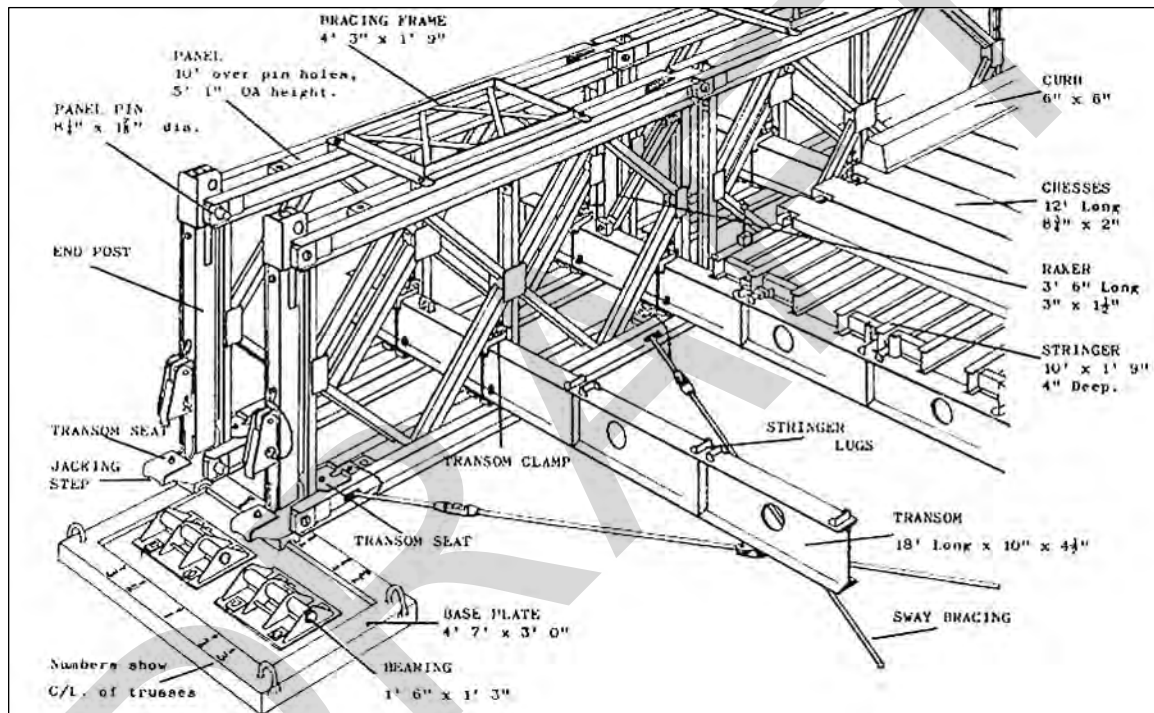


Figure 6. An isometric drawing of a double truss, single storey (DS) Bailey panel illustrates the arrangement of metal components [Sir Donald Bailey's Bridge²¹].

Bailey bridges are named after British civil engineer, Sir Donald Bailey (1901-1985).²² Bailey invented the bridge in 1940 during the Second World War as a temporary span capable of carrying heavy loading. The Bailey bridge was constructed out of interchangeable prefabricated sections with steel pins (*Figure 6*). They could be assembled without complicated equipment and were used to carry troops, tanks and guns over rivers in the Allied landings at Normandy. Bailey bridges became well known for their flexibility, versatility and ease of construction and could be adapted to long spans

²¹ Sir Donald Bailey, Access:--<<http://www.150th.com/rivers/bailey.htm>>.

²² Donald Coleman Bailey was born in Rotherham, Yorkshire, England on September 15, 1901. He studied at the University of Sheffield. He worked for a short time for the railway industry before joining the Ministry of Supply in the Experimental Bridging Establishment in 1929. Bailey was knighted in 1946 in recognition of his contribution to the war effort with the design of the Bailey bridge. He died in 1985.

with the aid of pontoons. The deck and truss systems could be strengthened in response to span, terrain and live loads by doubling or tripling the truss girders.

The principal features of the Bailey bridge relate to its modular nature and simple structural forms and details including,

- o truss panels simple to fabricate with symmetrical top and bottom chords;
- o connections between panels using pins;
- o sidewalks attached on the exterior of the panels by bolts;
- o pinned end supports; and
- o a single truss panel that can be easily moved by a small group of people.

The Bailey bridge was later adapted to peacetime use. In the post Second World War period in Ontario, the Department of Highways Ontario used Bailey bridges to provide temporary river crossings until steel became available for permanent structures. The first Bailey bridges were completed on Ontario's highways in 1948. They included two structures on Highway 17 in Algoma, the 110-ft. (33.53m) Carp River and the 60-ft. (18.29m) Montreal River Bridge, and the three-span Wyburn Bridge over the Mattsaishkwia River, Cochrane.²³ The Department of Highways Ontario reported in 1949 that some 2,000 tons of Bailey bridge parts were imported from War Assets sources in Europe and were being used for temporary and permanent structures.²⁴ Chief Engineer A.A. Smith, King's Highway Operations, noted in the same report that despite the short supply of structural steel the Department was able to construct a number of bridges, and that it was interesting to note *the use of the "Bailey Bridge" as a temporary structure to accommodate traffic, has greatly facilitated this work.*²⁵

Bailey bridges are currently classified as a type of Temporary Modular Bridge. Other modular systems include Acrow and Mabey. Modular structures continue to be used in emergency situations and for detour purposes but are also applicable for permanent installations in remote areas.

2.4 Bridge Designer/Builder

2.4.1 City Engineer's Department, City of Guelph

The City of Guelph contracted for the installation of a Bailey bridge over the Speed River on Niska Road, formerly Kortright Road, after the collapse of an earlier bridge at the site. The Ontario Government, through MTC, provided the Bailey bridge components to the municipality. The superstructure was erected on the existing stone masonry abutments that relate to a previous structure constructed by the Township of Puslinch.

²³ *DHO Annual Report (1948-1949)* 130-131.

²⁴ *Ibid.*, 34.

²⁵ *Ibid.*, 10.

The City of Guelph has had a City Engineer since the early 1900s. Initially, a contract position, the City Engineer became a full-time permanent position in 1923. City Engineers were responsible for the infrastructure within the growing municipality, including roads, bridges, sidewalks, sewers, sewer connections and water works.

William [Bill] Peaker Taylor held the post of City Engineer during the construction of the Niska Road Bridge. Bill Taylor attended Parkdale Collegiate in Toronto and went on to graduate in civil engineering from the University of Toronto in 1955.²⁶ His career as a municipal engineer spanned a period of rapid growth in the years following the Second World War. Taylor worked in a variety of municipalities including Scarborough, Brampton, Guelph and Mississauga. After retirement he joined the consulting engineer firm of Totten, Sims and Hubicki. Taylor was active in the engineering professional and served at various times as President of the Ontario Good Roads Association, the Municipal Engineers Association, and the Ontario Chapter of the American Public Works Association.

2.4.2 Inverleigh Construction Limited

Inverleigh Construction Limited of Milton, Ontario was retained to install the Niska Road Bailey Bridge. Little information has been located on the range of work of the firm and its contribution to the engineering community.

3.0 CULTURAL HERITAGE LANDSCAPE DESCRIPTION

3.1 Area Context

Historically, the Niska Road Bridge lay within the boundaries of the Township of Puslinch in the southern part of the County of Wellington. It was absorbed into the City of Guelph as part of an annexation in 1966.

In general, the land slopes from east to west and from north to south across Wellington County. The surface deposits in Wellington County are primarily of glacial origin, which formed the material from which soils developed. Recessional moraines, ridges, left during pauses in the retreat of a glacier cover a large part of the geographic Township of Puslinch. They contribute to the characteristic hilly topography with steep, irregular and short slopes, stony loam soil and boulders. Glacial streams formed valleys or spillways between the recessional moraines. Deposits of outwash gravel and sand are found along the sides of the valleys.

²⁶ Gilbert MacIntyre & Son Funeral Home, Death Notices, William P. Taylor, Access: --<http://www.gilbertmacintyreandson.com/death_notices/index.php?deceasedid=1574> (December 2013).

The soils developed from stony soil material derived largely from limestone. Generally, the soils are well drained, although susceptible to surface erosion on the slopes. The presence of stones and boulders on the surface and throughout the soil requires stone removal and can interfere with cultivation. The fieldstone provided a ready building material for the settlers of Puslinch Township.

The area is drained by the Speed River, part of the Grand River watershed. The Speed River flows south from its source near Orton, through Guelph, where it is joined by the Eramosa River and empties into the Grand River at the City of Cambridge (Preston) to the west. The Speed River forms part of the 1994 Grand River Canadian Heritage River Designation.

Lands in Puslinch Township were developed for agricultural purposes after 1830. The original forest cover was removed during this initial settlement period. By the late 1870s, the Puslinch Township map in the *Illustrated Historical Atlas* (1877) shows the landscape was characterized by well-established farmsteads, a developed local road system, and railway access through the south of the township. Through the same period, the community of Guelph to the north of Puslinch, solidified its position as the economic, service and administrative centre of region, achieving status as a city in 1879.

Topographic maps of the 20th century indicate Puslinch Township remained agricultural in use into the latter part of the 20th century, with little change in the rural landscape (*Appendix A*). The rolling countryside was dotted with farmsteads, fields and woodlots. Most of the soils were used for livestock raising and dairying as the steep slopes limited crop cultivation. Spring grains, winter wheat, mixed hay, pasture and silage corn were noted as important crops in 1963.²⁷

The growth of the City of Guelph exerted pressure on the northern part of Puslinch Township, notably through annexations in 1966, 1968 and 1993, and the development of the Hanlon Expressway (Highway 6) in the 1970s. Residential subdivision growth has occurred in proximity to the Hanlon Expressway to the north and south of Niska Road. Some areas of former farmland were redeveloped for aggregate extraction in the latter part of the 20th century.

3.2 Site Description

The Niska Road Bridge is located in the southwest part of the City of Guelph. Specifically, it is situated on the Lot 12, Concessions 5 and 6 of the geographic Township of Puslinch.

²⁷ D.W. Hoffman et. Al., *Soil Survey of Wellington County, Ontario, Report No. 35 of the Ontario Soil Survey* (Guelph, Ontario: Research Branch, Canada, Department of Agriculture and the Ontario Agricultural College, 1963) 24.

The Niska Road Bridge spans the Speed River. In the vicinity of the bridge site, the road is considered to run in an east-west direction and the river flows north to south. Niska Road, formerly known as Kortright Road, relates to the survey of Puslinch Township as the road allowance between Concession 5 and 6. Opened by 1861, the road is an early settlement route in the northern part of the township. The road retained a gravel surface through much of the 20th century. Niska Road is currently a paved road with two lanes, one eastbound and one westbound. It narrows to a single lane of traffic to cross the Bailey bridge over the Speed River. The posted speed in the vicinity of the bridge is 50 km/hr. A single wood pole utility line parallels the south side of Niska Road. The roadway serves primarily local traffic, although it is a known shortcut between the Hanlon Expressway and Wellington Road 124, formerly Highway 24, to Cambridge. Niska Road generally follows a straight alignment and rises to the east and west out of the river valley. Sharps turns at the top of the hill to the west of the bridge mark the historic boundary between the former Township of Puslinch and Township of Guelph. Niska Road connects with Wellington Road 124 via Whitelaw Road.



Figure 7. An annotated aerial photograph depicts land uses in proximity to the Niska Road Bridge [R.J. Burnside, 2013 as modified].

The Speed River flows in a north to south direction at Niska Road. The banks are lined with dense vegetation including cedars and grasses and wetlands extend to the northeast. The surrounding land remains largely undeveloped in the vicinity of the bridge site and under the control of the Grand River Conservation Authority (*Figure 7*). Agricultural lands border the river valley. The landscape on the north and south sides of Niska Road comprises wooded lands from the banks of Speed River easterly to Pioneer Trail. The

north side is part of the former Kortright Waterfowl Park, where a vestige wooden boardwalk is still visible in the landscape. Maintenance roads and a turn around for maintenance vehicles are located in the northeast and southeast quadrants of the Niska Bridge.

On the northwest corner of the Speed River there is a pull-off for parking that provides access to the Speed River-Niska Road Trail that runs along the west side of the river from Niska Road northward. The land beside the northwest corner of the bridge is used as a boat launch for canoeists and kayakers. A farm complex to the southwest of the bridge at 6769 Niska Road relates historically to the Buchanan Homestead.

Contextual photographs with captions and photographic key plans documenting the cultural heritage landscape associated with the Niska River Bridge are found in Appendix B. A scale stick with one-foot gradations is used in the photographs, where possible.

4.0 BUILT HERITAGE RESOURCE DESCRIPTION

The following description of the Niska Road Bridge, Municipal Site No. 0001 and MTO site No. 35-345, is based on inspection reports (July 1994, May 1997, August 29, 2012 and August 6, 2013), a repair drawing (May 2003) and a site visit (November 2013). The only engineering drawing located for the structure relates to the 2003 repair. Imperial measurements are used in this report. The metric equivalents are provided in brackets. For the purposes of this report, the Niska Road Bridge runs in an east to west direction. The engineering drawing is included in Appendix A. Photographs of the Niska Road Bridge together with captions and photographic key plans documenting the built heritage resource are contained in Appendix C. A scale stick with one-foot gradations is used in the photographs, where possible.

4.1 Niska Road Bridge, Municipal Site No. 00001

The Niska Road Bridge is a Bailey bridge supported on stone masonry abutments with concrete rubble retaining walls (*Figure 8*). The abutments and retaining walls were constructed as part of earlier bridge works at the site and predate the construction of the Bailey bridge. The Niska Road Bridge consists of one span of approximately 80-ft. (24 m) over the Speed River.

The east and west abutments are faced in dressed and coursed limestone blocks and constitute the oldest elements of the structure. The exposed sections of the abutments above the waterline contain six courses of stone mortared in place. The top blocks at the outer corners of the bridge project slightly over the wall to shed water. Retaining walls comprised of concrete rubble laid in a random pattern are located at the four corners of the bridge. These appear to be of later construction than the abutments.



Figure 8. A view of the south elevation of the Niska Road Bridge depicts the Bailey bridge with stone abutments.

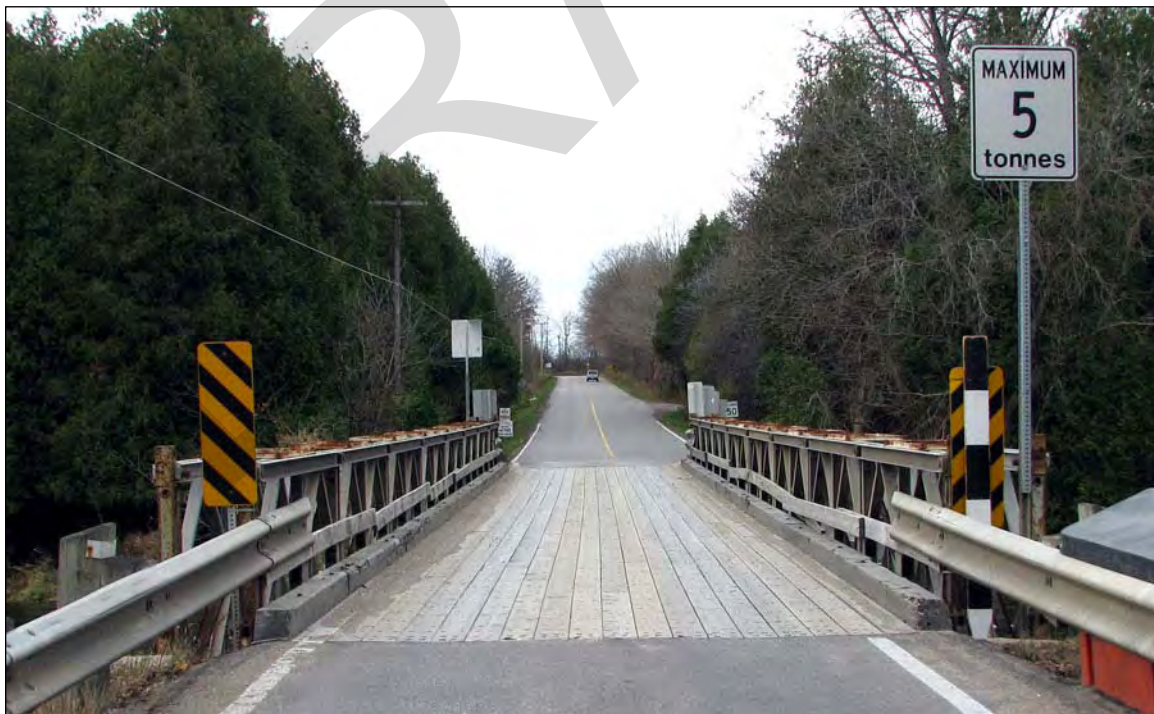


Figure 9. A view north shows the one-lane bridge with timber deck.

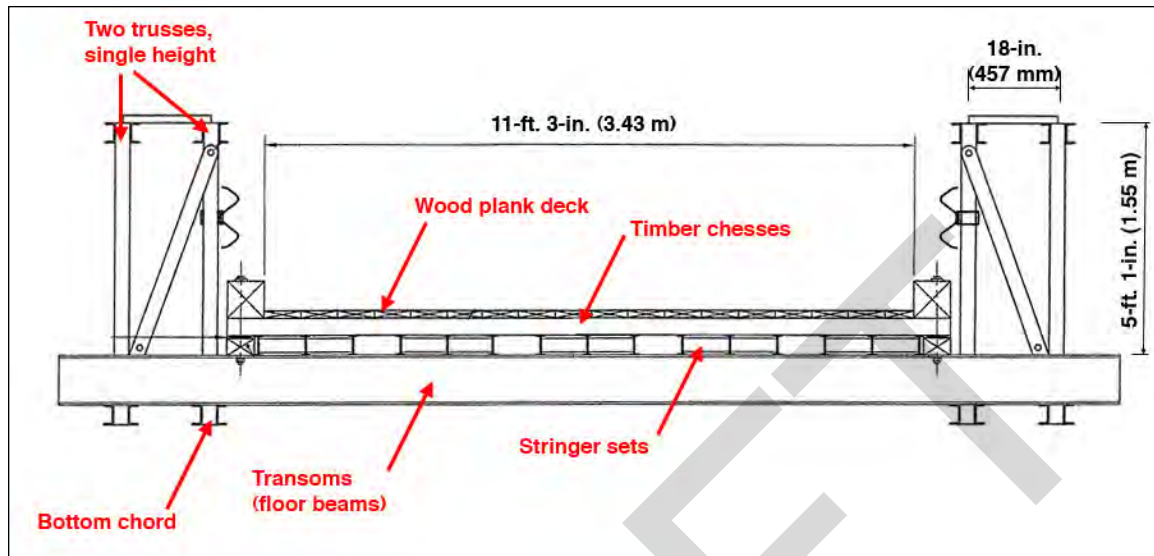


Figure 10. A section through the deck identifies the key components of the Bailey bridge [Triton Engineering Services Limited, 2003, as adapted].

The Bailey bridge is built up of modular parts (*Figure 10*). There are two galvanized trusses on each side of the bridge that are interconnected. Each of the trusses is fabricated of eight panels, 7-in. (178 mm) wide, 5-ft. 1-in. (1.55 m) high and 10-ft. 0-in. (3.05 m) long. The two trusses are set at 18-in. (457 mm) on centre. The end posts are tied into steel bearing seats at the abutments. Floor beams, known as transoms, comprise steel I-beams that measure 10-in. (254 mm) high, with a 4 ½ -in. (114 mm) wide flange, and 18-ft. 0-in. (5.49 m) in length; they are located at each half panel or approximately 5-ft. 0-in. (1.52 m) on centre. They extend across the width of the structure and are tied into the bottom chords with clamps. Sway bracing extends diagonally between the transoms and the bottom chords. Stringers, formed of 15 steel I-beams, 4-in. (102 mm) high, are laid longitudinally along the bridge and are supported on top of the transoms. No makers' marks were identified on the steel components. An inspection report (1994) indicates the trusses are galvanized, while the original, non-galvanized transoms and stringers were originally painted grey.²⁸ By 1994, the paint had largely worn away and the transoms and stringers were visibly rusted.

The overall width of the structure is 16-ft. 5 ½-in. (5.02 m) from outside to outside of the trusses. The 11-ft. 3-in. (3.43 m) wide roadway, set between the trusses, carries a single lane of traffic (*Figure 10*). The trusses, with an overall length of 80-ft. 7 ¾-in. (24.58 m), enclose either side of the road. A wooden rub rail is mounted on the inside of the trusses. The timber deck contains two layers of timber planking. The bottom layer runs transversely across the stringers and supports the wearing surface. The original surface laid in a herringbone pattern has been replaced with 18 longitudinal planks, 7 ¼-in. (184

²⁸ Gamsby and Mannerow Limited, Consulting Professional Engineers, *Report on Visual Inspection, Niska Road Bridge, City of Guelph* (Guelph: July 1994) 2.

mm) wide. Wood curbs, 7 ½-in. by 7 ½-in. (191 mm by 191 mm) run along the outside of the roadway.

4.1.1 Modifications

The original pinned connections have been replaced with bolts. The wood deck and the steel stringers were replaced in 1996. Concrete blocks were placed at the northwest corner of the bridge in 1998 to protect the foundation from the scouring action of the river. Additional work in 2003 included the replacement of the Raker bolts, the timber-wearing surface, transoms, sway bracing and a partial replacement of the timber curb. Triton Engineering Services Limited, Consulting Engineers of Orangeville, undertook this most recent work.

4.1.2 Comparative Analysis

While the Bailey bridge was developed for wartime purposes during the Second World War, it was adapted for peacetime applications in the years following the termination of hostilities in 1945. They were useful as temporary structures for emergency access, for detours during road construction and in remote locations. Bailey bridges were installed on a temporary, emergency basis after Hurricane Hazel destroyed several structures in the Toronto area in 1954. The *Heritage Bridges Identification and Assessment Guide Ontario 1945-1965* indicates that many Bailey bridges can still be found in the province, but most are located in Northern Ontario locations.²⁹

Identified examples of Bailey road bridges in Southern Ontario include,

- Milne (Old Finch Avenue) Bailey Bridge, Toronto, and
- Jordan Bailey Bridge, 21st Street, Jordan.

Bailey bridges have also been used for pedestrian use, particularly in a park or trail setting. Examples of pedestrian structures include,

- Lake Shore Boulevard Bailey Bridge, Toronto;
- Lions Valley Park Bailey Bridge, Burlington;
- Princess Point Bailey Bridge, Hamilton; and
- Caledon Trailway, Caledon

Former road bridges converted for pedestrian use include,

- Unwin Avenue Bailey Bridge, Toronto; and
- 16th Avenue Bailey Bridge, Rouge Park, Markham.

²⁹ *Heritage Resources Centre, Heritage Bridges Identification and Assessment Guide Ontario 1945-1965* (Waterloo, Ontario: University of Waterloo, 2005) 36.

The Niska Road Bridge is noted as the only example of its type in the City of Guelph.³⁰ A review of *Arch, Truss & Beam: The Grand River Watershed Heritage Bridge Inventory* (March 2013) identifies only one other Bailey bridge (MB0008) in the Grand River watershed. It is located on Concession 8, 1.1 km east of Sideroad 12, Township of Mapleton, and was considered to be a “non-heritage” bridge within the watershed.

The Niska Road Bridge is the only identified example of a Bailey bridge within the City of Guelph, it is a rare example of Bailey bridge within the Grand River watershed as one of only two examples of its type, and it is one of a limited number of Bailey bridges located in Southern Ontario.

5.0 CULTURAL HERITAGE VALUE

5.1 Introduction

The criteria for determining cultural heritage value or interest were set out under ‘Ontario Regulation 9/06’ made under the OHA, as amended in 2005. These criteria were developed to assist municipalities in the evaluation of properties considered for designation. The regulation states that:

“A property may be designated under section 29 of the Act if it meets one or more of the following criteria for determining whether it is of cultural heritage value or interest:

- 1. The property has design value or physical value because it,
 - i. is a rare, unique, representative or early example of a style, type, expression, material or construction method,*
 - ii. displays a high degree of craftsmanship or artistic merit,*or*
- iii. demonstrates a high degree of technical or scientific achievement.*
- 2. The property has historical value or associative value because it,
 - i. has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community,*
 - ii. yields, or has the potential to yield, information that contributes to an understanding of a community or culture, or*
 - iii. demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.**
- 3. The property has contextual value because it,
 - i. is important in defining, maintaining, or supporting the character of an area,*
 - ii. is physically, functionally, visually or historically linked to its surroundings,*or*
- iii. is a landmark.”*

³⁰ Heritage Resources Centre et. al., *Arch, Truss & Beam: The Grand River Watershed Heritage Bridge Inventory* (Waterloo, Ontario: University of Waterloo, March 2013) 205.

Consultation with the City of Guelph confirms the Niska Road Bridge is not municipally designated under the OHA. It is not included on a local heritage inventory of cultural heritage resources or a municipal heritage register adopted under the OHA. The structure is included in the publication, *Arch, Truss & Beam: The Grand River Watershed Heritage Bridge Inventory* (March 2013), and noted as the only example of its type in Guelph, having the potential to yield information that contributes to an understanding of the community.

5.2 Evaluation

The evaluation criteria set out under 'Ontario Regulation 9/06' were applied to the Niska Bridge

5.2.1 Design Value or Physical Value

Design or Physical Value	
i. Rare, unique, representative or early example of a style, type, expression, material or construction method.	✓
ii. Displays a high degree of craftsmanship or artistic merit.	N/A
iii. Demonstrates a high degree of technical or scientific achievement.	N/A

Rare example of a style, type – The Niska Road Bridge is a rare example of a Bailey bridge within the City of Guelph. Bailey bridges were invented during the Second World War as a temporary span capable of carrying heavy loading for the movement of troops, equipment and supplies. The Bailey bridge was later adapted to peacetime use, primary as a temporary structure for emergency purposes, during road construction or in remote locations. Most Bailey bridges remaining in the province are located in Northern Ontario. Remaining examples in Southern Ontario tend to be in pedestrian use rather than road use. The Niska Road Bridge has undergone some modifications, but retains its dominant form and design character.

Displays a high degree of artistic merit – The modest, functional bridge is not considered to display a high degree of artistic merit.

Demonstrates a high degree of technical or scientific achievement – No aspects of technical merit were identified for the Niska Road Bridge. It is, therefore, concluded it is of little value from a technical or scientific perspective.

5.2.2 Historical Value or Associative Value

Historical or Associative Value	
i. Has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community.	✓
ii. Yields, or has the potential to yield, information that contributes to an understanding of a community or culture.	✓
iii. Demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.	N/A

Direct associations with a theme – The Niska Road Bridge is associated with the settlement history of the Township of Puslinch and the City of Guelph. Bridge building activities are expensive undertakings and in the development phase of an area, local Councils would have focused on important settlement roads within its jurisdiction. The opening of Niska Road by 1861, through the northern part of the Township of Puslinch, would have entailed the construction of a bridge crossing at the Speed River. The bridge remains an important crossing of the Speed River, providing important transportation links between the City of Guelph to the east and City of Cambridge to the west.

Yields information that contributes to an understanding of a community or culture – The structure conveys the evolution of bridge building activities at the site. The stone faced abutments would be representative of 19th century construction techniques, while the concrete rubble retaining walls and Bailey bridge structure relate clearly to the 20th century.

There is a continuum in temporary modular bridge construction from the Second World War to the present day that has interpretative potential at the site. The use of a Bailey bridge at this location underlines the importance of modular structures in emergency situations and the durability of its form over time.

Designer – The City of Guelph contracted for the installation of a Bailey bridge over the Speed River on Kortright Road, now Niska Road, after the collapse of an earlier bridge at the site. William [Bill] Peaker Taylor held the post of City Engineer during the construction of the Niska Road Bridge. Taylor had a distinguished career as a municipal engineer and served as president of provincial engineering organizations. The Province of Ontario provided the Bailey bridge components and the bridge was installed according to standard procedures for this type of modular structure. As the existing abutments could be reused, no municipal engineering work was required on the project. Further, the province, through the Ministry of Transportation and Communications, provided an inspector to oversee the installation. The Niska Road Bridge would not be considered to an important example of the work of the City Engineer’s Department under the leadership of W.P. Taylor.

The firm of Inverleigh Construction Limited of Milton was awarded the contract for the installation of the Bailey bridge on Kortright Road, now Niska Road. Little information has been located on the range of work attributed to the firm and its contribution to the engineering community.

5.2.3 Contextual Value

Contextual Value	
i. Is important in defining, maintaining, or supporting the character of an area.	✓
ii. Is physically, functionally, visually or historically linked to its surroundings.	✓
iii. Is a landmark.	✓

Character – The Niska Road Bridge is located in the southwest part of the City of Guelph. The surrounding land remains largely undeveloped in the vicinity of the bridge site and under the control of the Grand River Conservation Authority. The Bailey bridge structure with wood deck is well suited to its rural location and is important in maintaining the character of the area.

Linkages – The Niska Road Bridge is physically, functionally, visually, and historically linked to its surroundings. It is one of a series of bridges at the same location from c1860 to the present. The bridge reuses the cut limestone faced abutments and concrete rubble retaining walls from earlier structures.

Landmark – The Niska Road Bridge spans the Speed River, which forms part of the Grand River’s Canadian Heritage River designation, and is considered to be a physical landmark within the southwest part of the City of Guelph. The bridge is highly visible along Niska Road as the roadway leads down to the river crossing. It is a well-known and familiar structure within the area as vehicles funnel into a single lane of traffic over the bridge. The sound of the wood deck highlights the experience of traversing the bridge.

5.3 Summary of Cultural Heritage Value or Interest

It is determined through the application of the “Criteria for Determining Cultural Heritage Value” under ‘Ontario Regulation 9/06’ that the Niska Road Bridge is of cultural heritage value or interest for design/physical, historical/associative and contextual reasons.

5.3.1 Statement of Cultural Heritage Value of Interest

The Niska Road Bridge is the only example of a Bailey bridge identified within the City of Guelph, one of only two examples within the Grand River watershed, and a rare

example of a Bailey Bridge remaining in road use within Southern Ontario. Developed during the Second World War for military applications, the Bailey bridge was later adapted to peacetime use. The double truss Bailey bridge structure on Niska Road has undergone some modifications but retains its dominant form and design character. Through its limestone abutments, concrete rubble retaining walls and Bailey bridge superstructure, the structure conveys aspects of bridge building activities at the site through the 19th and 20th centuries.

Bridges play a critical role in the settlement of a community and the Niska Road Bridge site relates to the opening up of Puslinch Township for agricultural development in the mid 1800s. The bridge continues to provide critical linkages between the City of Guelph to the east and the City of Cambridge to the west. The one-lane bridge with wood deck is a well-known and familiar structure and is important in maintaining the rural character of the area. The Niska Road Bridge spans the Speed River that forms part of the Grand River's Canadian Heritage River designation.

5.3.2 Description of Heritage Attributes

Heritage attributes, i.e., character defining elements, of the Niska Road Bridge include:

- Single-span Bailey bridge, double truss structure extending approximately 80-ft. (24 m) over the Speed River;
- Abutments with dressed and coursed limestone block facing set in mortar;
- Retaining walls comprising concrete rubble laid in a random pattern; and
- Wood deck.

6.0 MITIGATION RECOMMENDATIONS

6.1 Introduction

The City of Guelph has initiated a Class Environmental Assessment Study (Class EA) to develop, identify and evaluate options to address the deficiencies of the Niska Road Bridge, Municipal Site No. 00001. The study is being conducted in accordance with Municipal Class Environmental Assessment (October 2000, as amended 2007 and 2011), as a Schedule 'C' project. The City of Guelph is considering the replacement of the existing one-lane bridge with a new two-lane structure at the same site as part of the planned improvements to Niska Road from the City limits to Downey Road. A range of alternative solutions being considered, include but are not limited to bridge closure, rehabilitation or replacement. The Niska Road Bridge was identified in the Existing Conditions Report, Built Heritage & Cultural Heritage Landscape undertaken as part of the Environmental Study Report (ESR) (June 2013, revised October 2013).

An undertaking should not adversely affect cultural heritage resources, and intervention should be managed in such a way that its impact is sympathetic with the value of the

resources. When the nature of the undertaking is such that adverse impacts are unavoidable it may be necessary to implement management or mitigation strategies that alleviate the deleterious effects to cultural heritage resources. Mitigation measures lessen or negate anticipated adverse impacts to cultural heritage resources. These measures may include such actions as avoidance, monitoring, protection, relocation documentation, salvage, remedial landscaping, etc., and may be a temporary or permanent action.

The principal heritage philosophy for the protection of cultural heritage resources is retention in-situ and the preservation of the material integrity to the maximum extent possible, consistent with public safety.

6.2 Mitigation Recommendations

The Niska Road Bridge is considered to be of local cultural heritage value or interest, see *Section 5.3.1 Statement of Cultural Heritage Value or Interest*.

Within this context, the mitigation recommendations are:

- If it is determined that rehabilitation of the existing bridge structure is preferred, modifications should be sympathetic and care should be taken to conserve the character defining elements of the bridge (*see 5.3.2 Heritage Attributes*).
- If it is determined that rehabilitation of the existing bridge structure is not preferred, a documentation report of the bridge and its associated cultural heritage landscape should be compiled prior to the removal of the bridge and any modifications to its surroundings. Additional historical research should seek to describe more fully the bridge building activities at the site, and specifically, should attempt to identify the construction dates of previous bridges in order to determine the date of the stone abutments and the concrete rubble retaining walls. The photographic documentation included in the CHER will form a component of the Cultural Heritage Documentation Report (CHDR).
- The City of Guelph would retain a copy of the CHDR as part of its record of the project. Additional copies would be provided to the Guelph Public Library and Archives, Guelph Civic Museum, Township of Puslinch, Puslinch Historical Society, the Puslinch Branch of the Wellington County Library and County of Wellington Museum and Archives.
- Given the demonstrated cultural heritage value of the existing Bailey bridge, any new replacement structure should be designed in such a manner to retain its role in the rural environment. Consideration should be given to the continued use of a modular structure at the site. Enhancements could include the incorporation of sidewalks, bicycle paths and viewing areas.

- It is recommended that consideration should be given to providing an interpretive plaque detailing the history of the Niska Road Bridge.

DRAFT

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Contacts

Michelle Cassar, Deputy Tax Collector, Township of Puslinch, November 2013.

Brad Hamilton, Project Engineer, Engineering Services, City of Guelph, December 2013.

Stephen Robinson, Senior Heritage Planner, Planning Services, , City of Guelph,
November 2013.

Kimberly Sommerville, Archives Assistant, Wellington County Museum and Archives,
December 2013.

**APPENDIX A:
HISTORICAL MAPS, PHOTOGRAPHS
AND DRAWINGS**

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Niska Road Bridge, Municipal Site No. 00001

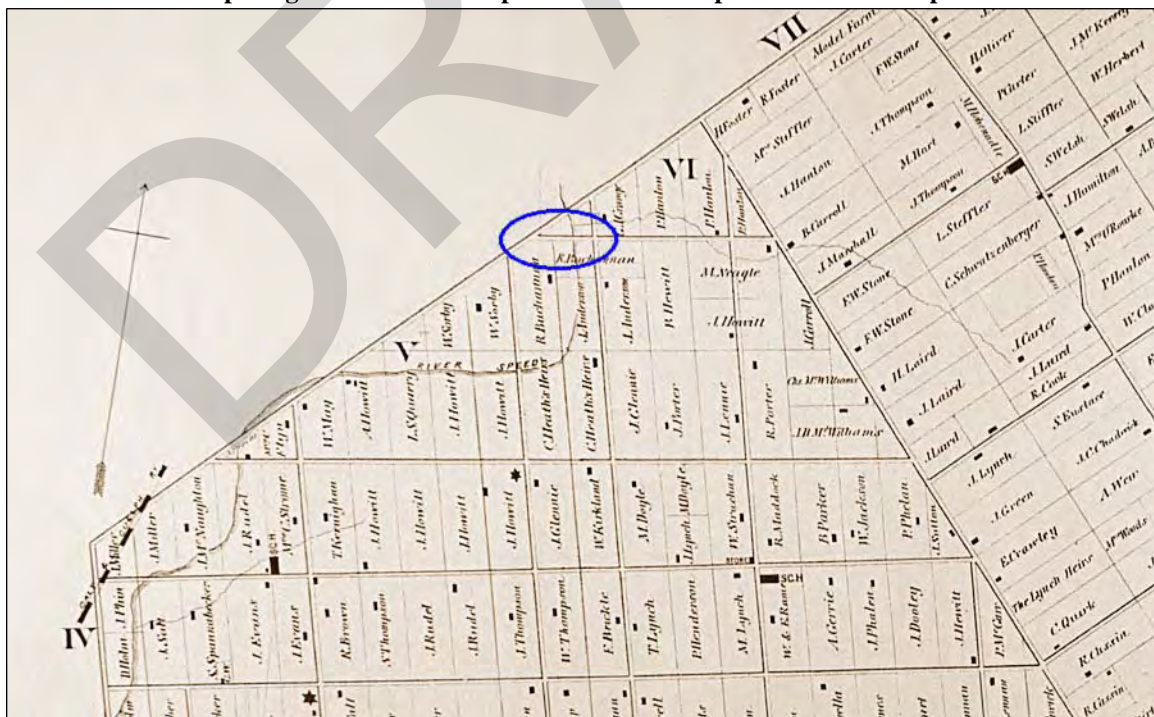
(Lot 12, Concessions 5 & 6, geographic Township of Puslinch)

Class Environmental Assessment Study, Improvements to Niska Road, City of Guelph, Ontario



Leslie and Wheelock's Map (1861) indicates the road allowance between Concessions 5 and 6 of Puslinch Township is opened. The blue oval highlights the bridge crossing at the Speed River.

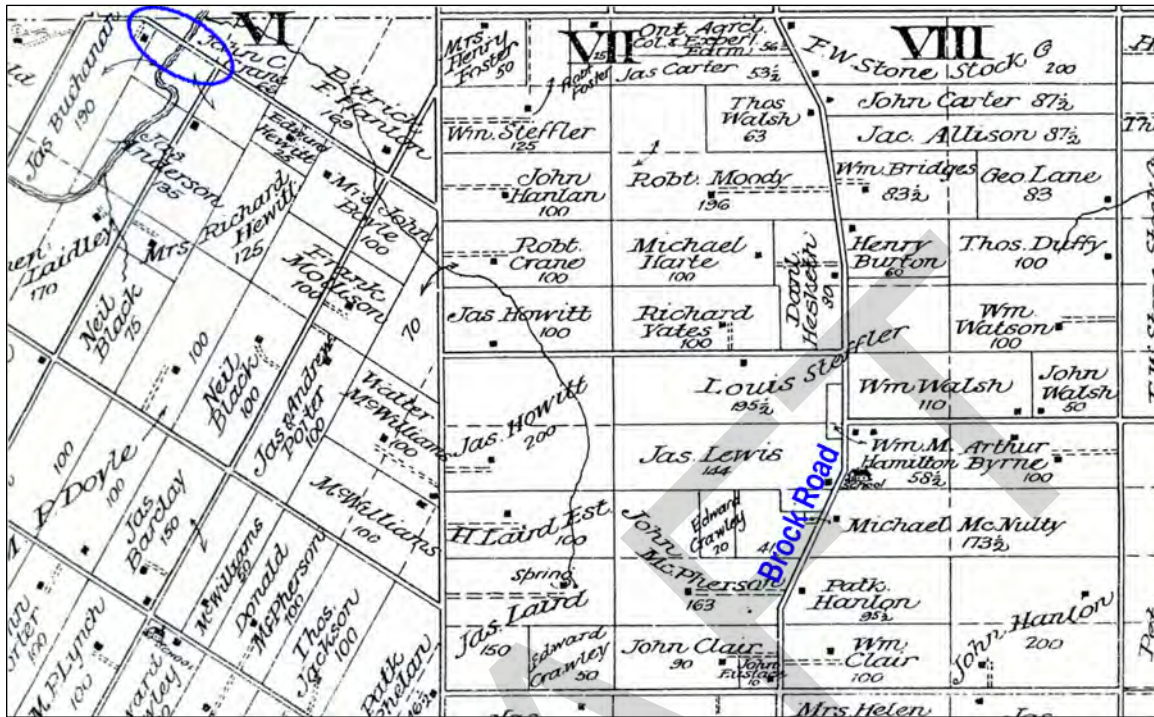
The Puslinch Township map in the *Illustrated Historical Atlas of the County of Wellington* (1877) shows a well-developed agricultural landscape in the northern part of the township.



Niska Road Bridge, Municipal Site No. 00001

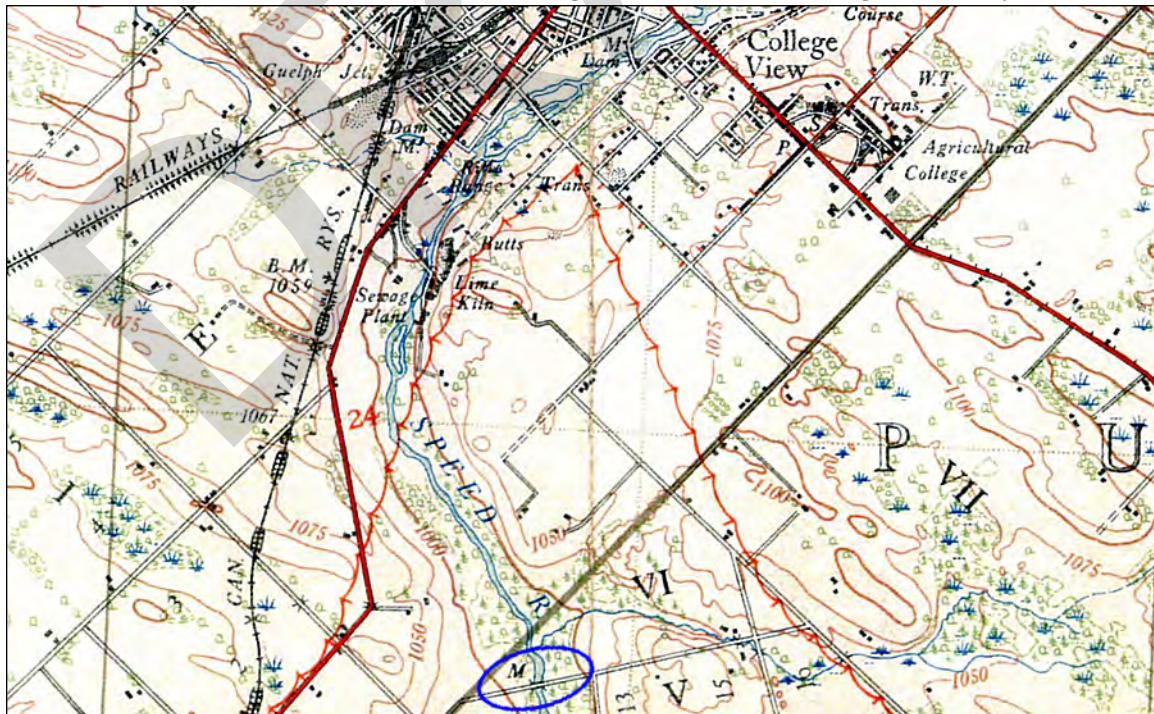
(Lot 12, Concessions 5 & 6, geographic Township of Puslinch)

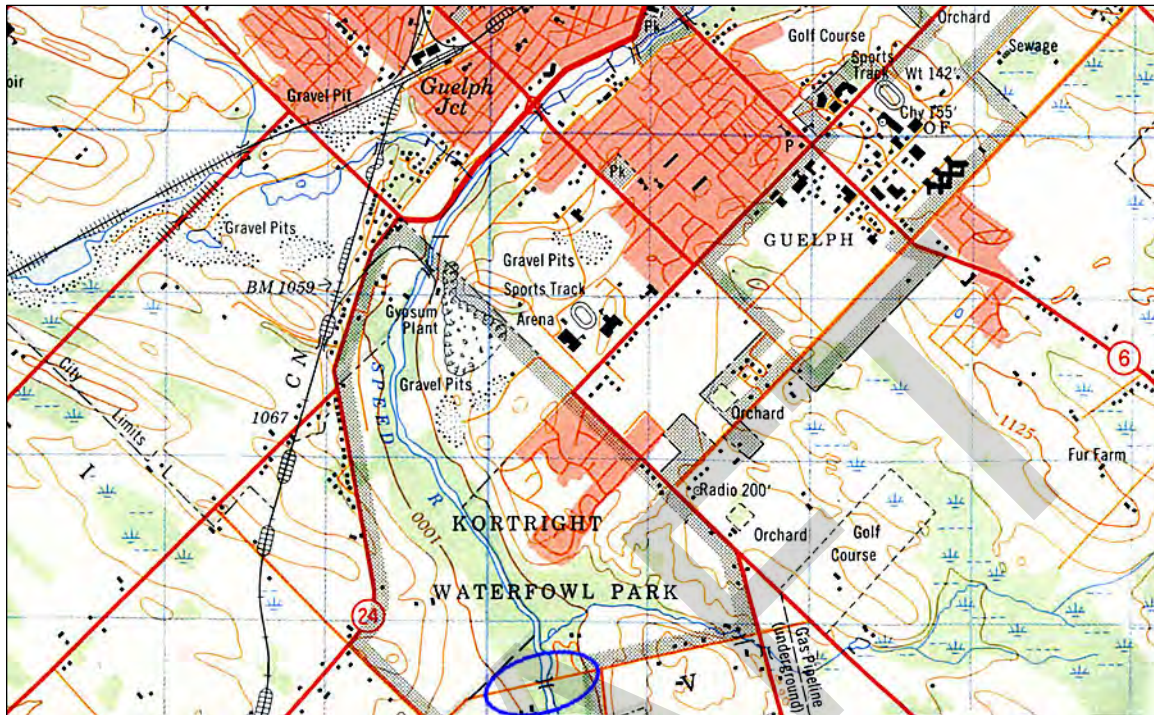
Class Environmental Assessment Study, Improvements to Niska Road, City of Guelph, Ontario



The Historical Atlas of the County of Wellington (1906) notes James Buchanan and John C. Crane as landowners in proximity to the bridge crossing over the Speed River at the Sixth Concession.

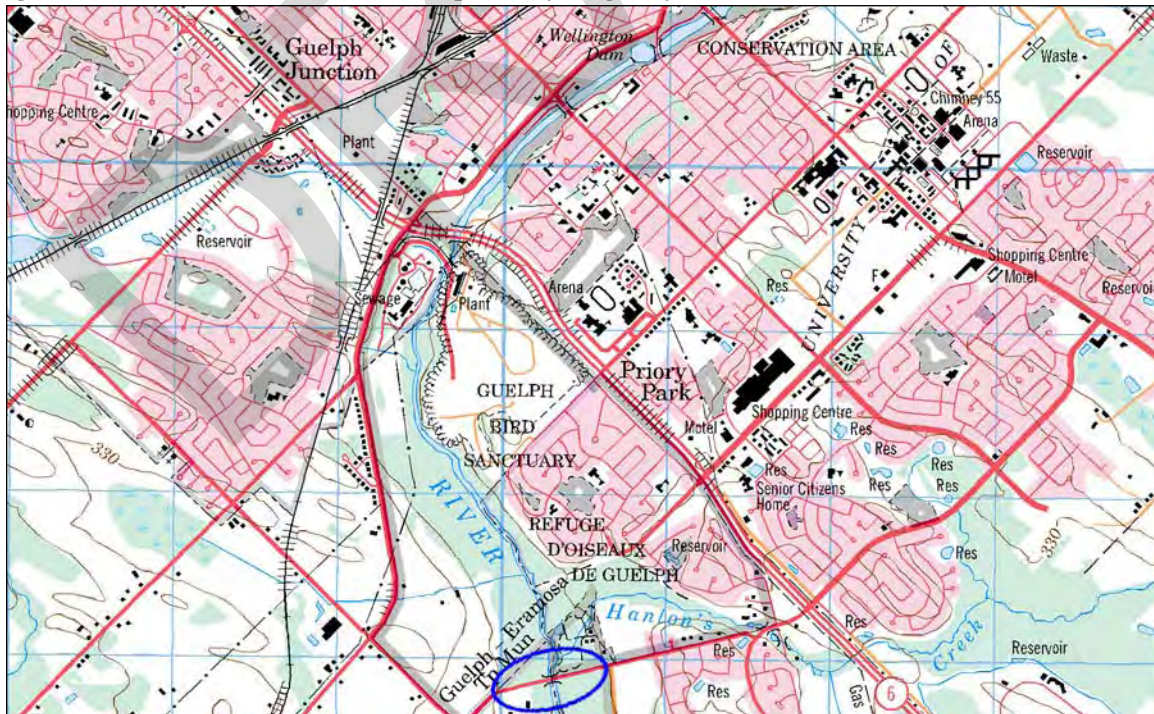
The National Topographic Series (NTS) map 40 P/9 Guelph (1935) depicts the bridge over the Speed River on the Sixth Concession Road. The 'M' designation indicates the bridge is masonry.

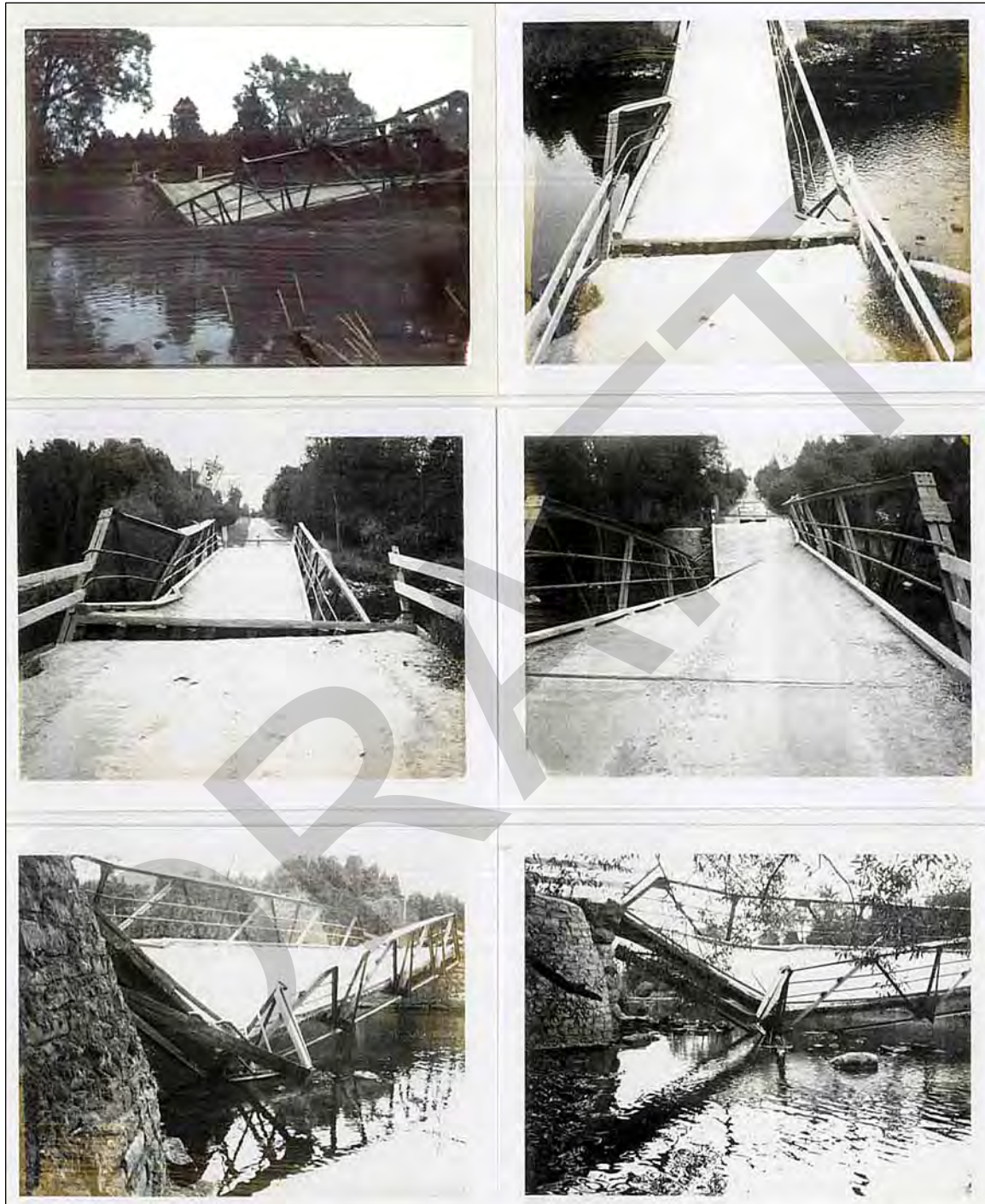




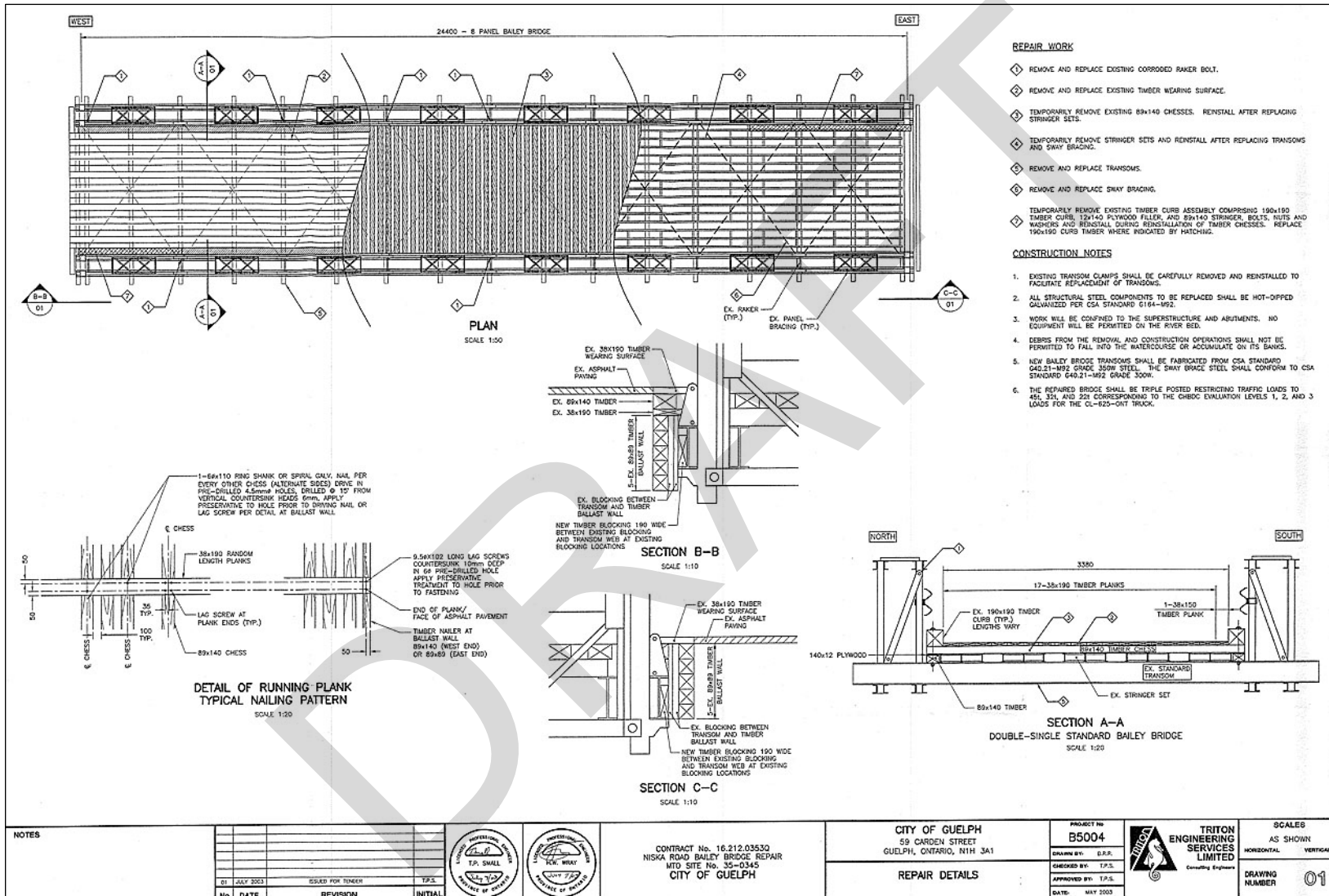
The NTS map 40 P/9 Guelph (1973) depicts Niska Road, formerly Kortright Road, with a gravel surface at this date. The Kortright Waterfowl Park is identified.

The NTS map 40 P/9 Guelph (2000) illustrates the growth of the City of Guelph into the former agricultural lands beside the Hanlon Expressway (Highway 6).





A series of photographs document the Niska Road Bridge after its collapse on September 23, 1974 [City of Guelph]. The middle photograph on the right shows a nameplate on the west end chord.



Triton Engineering Services Limited, Consulting Engineers prepared a Repair Details drawing for the Niska Road Bridge that is dated May 2003.

**APPENDIX B:
CULTURAL HERITAGE LANDSCAPE
PHOTOGRAPHIC DOCUMENTATION**

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1. Niska Road follows a generally straight alignment down into the Speed River valley. A utility right-of-way parallels the south side of the roadway.



2. The two-lane paved road with narrow grass verges has a posted speed limit of 50 km/hr in proximity of the Niska Road Bridge.

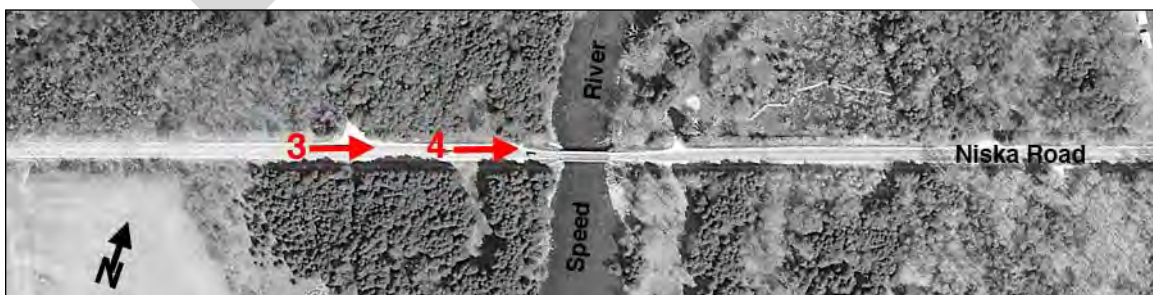




3. Mixed coniferous and deciduous vegetation encloses the sides of the road. Signs warn trucks over 3 tonnes to follow designated routes.



4. Chevron signs and guiderails funnel traffic from the two-lane roadway onto the one-lane bridge. The bridge has a 5 tonnes posted weight limit.





5. The Niska Road Bridge is set within a natural landscape characterized by woods and wetlands.



6. The Speed River flowing north to south in the vicinity of the Niska Road Bridge is lined with dense vegetation.





7. A late 19th century farmhouse with dichromatic brickwork at 6769 Niska Road relates historically to the Buchanan Homestead.



8. The property retains an expansive bank barn with a gable roof, a stone foundation and an unusual interior silo.



**APPENDIX C:
BUILT HERITAGE RESOURCE
PHOTOGRAPHIC DOCUMENTATION**

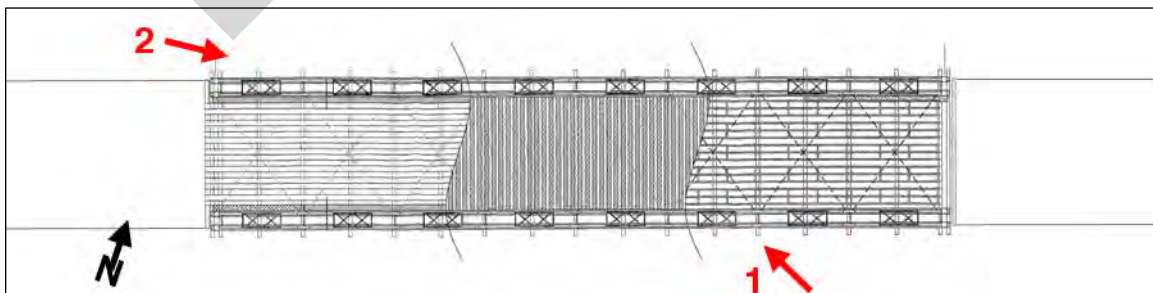
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1. The Niska Road Bridge comprises a substructure of stone abutments and concrete rubble retaining walls and steel Bailey truss superstructure.



2. The one-span structure spans approximately 80-ft. (24 m) and features double truss, single storey Bailey panels.

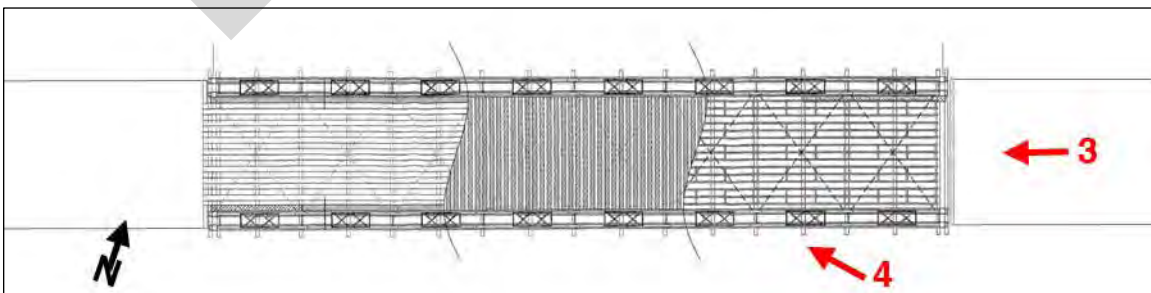




3. The Niska Road Bridge carries a single lane of traffic on a timber plank deck.



4. The east and west abutments are flanked by retaining walls to the north and south sides.

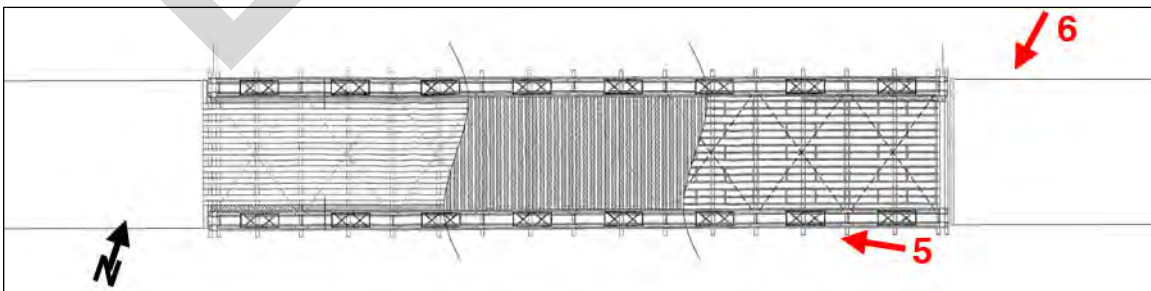




5. The abutments are faced in large dressed limestone blocks laid in six courses.



6. The retaining walls contain rubble concrete laid in a random pattern.

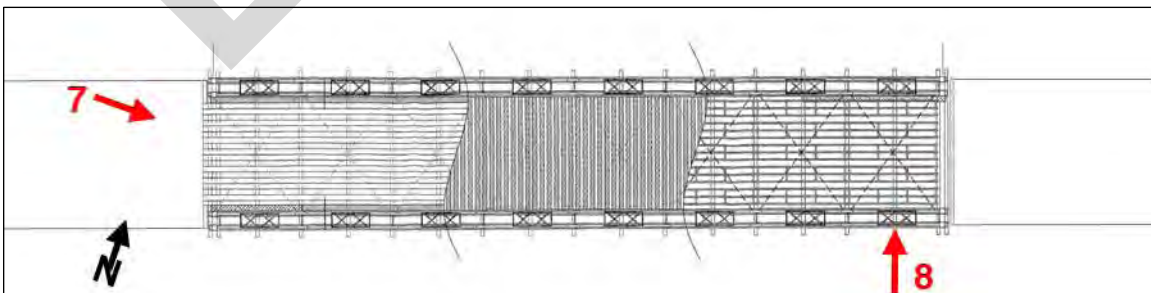




7. There are two galvanized trusses on each side of the bridge.



8. Each truss contains eight panels of the typical double diamond design that are 5-ft. 1-in. (1.55 m) high and 10-ft. 0-in. (3.05 m) long.

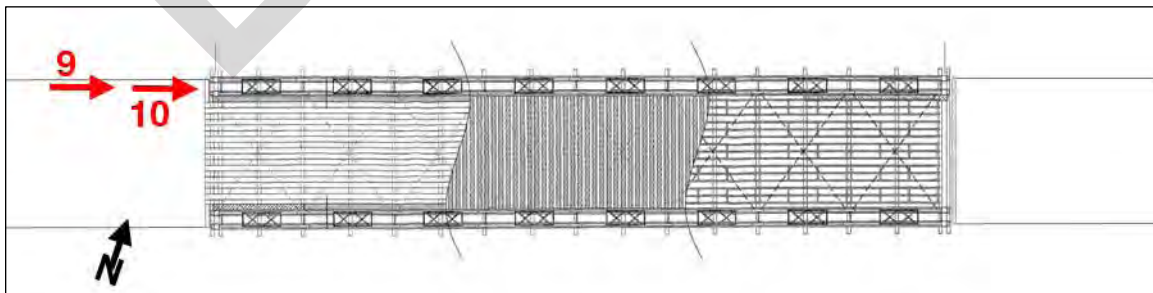




9. A bracing frame connects the top chords of the trusses.



10. Some of the truss components are identified with standard Bailey bridge designations as exemplified by the 'Mk II' on the northwest end post.

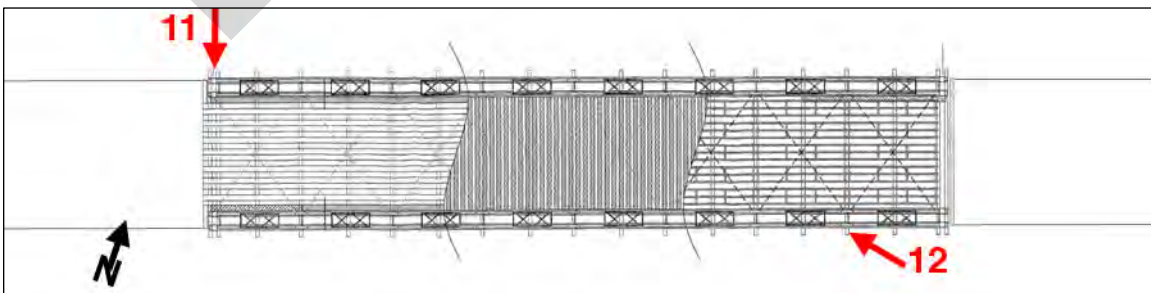




11. The trusses are tied into steel bearings seats at the abutments.



C-12. The deck assembly comprises transverse transoms (floor beams), longitudinal stringers and diagonal sway bracing. Two layers of timber decking are supported on the stringers.

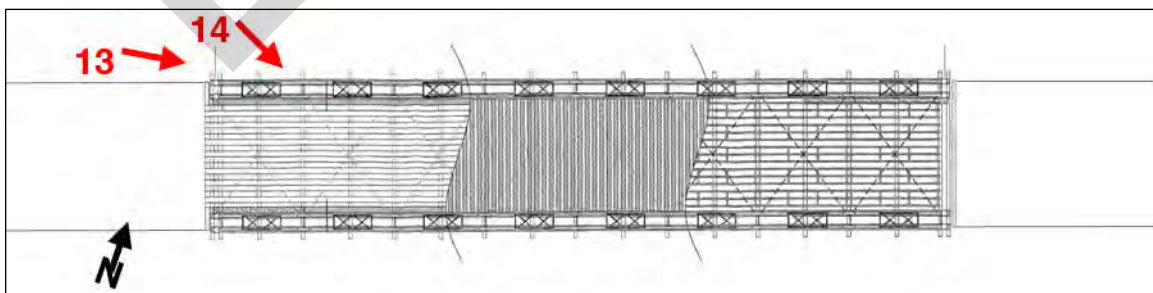




13. The transoms are supported on the bottom chords of the trusses.



14. A detail of the deck assembly depicts the transom clamps that connect the transoms to the bottom chords.

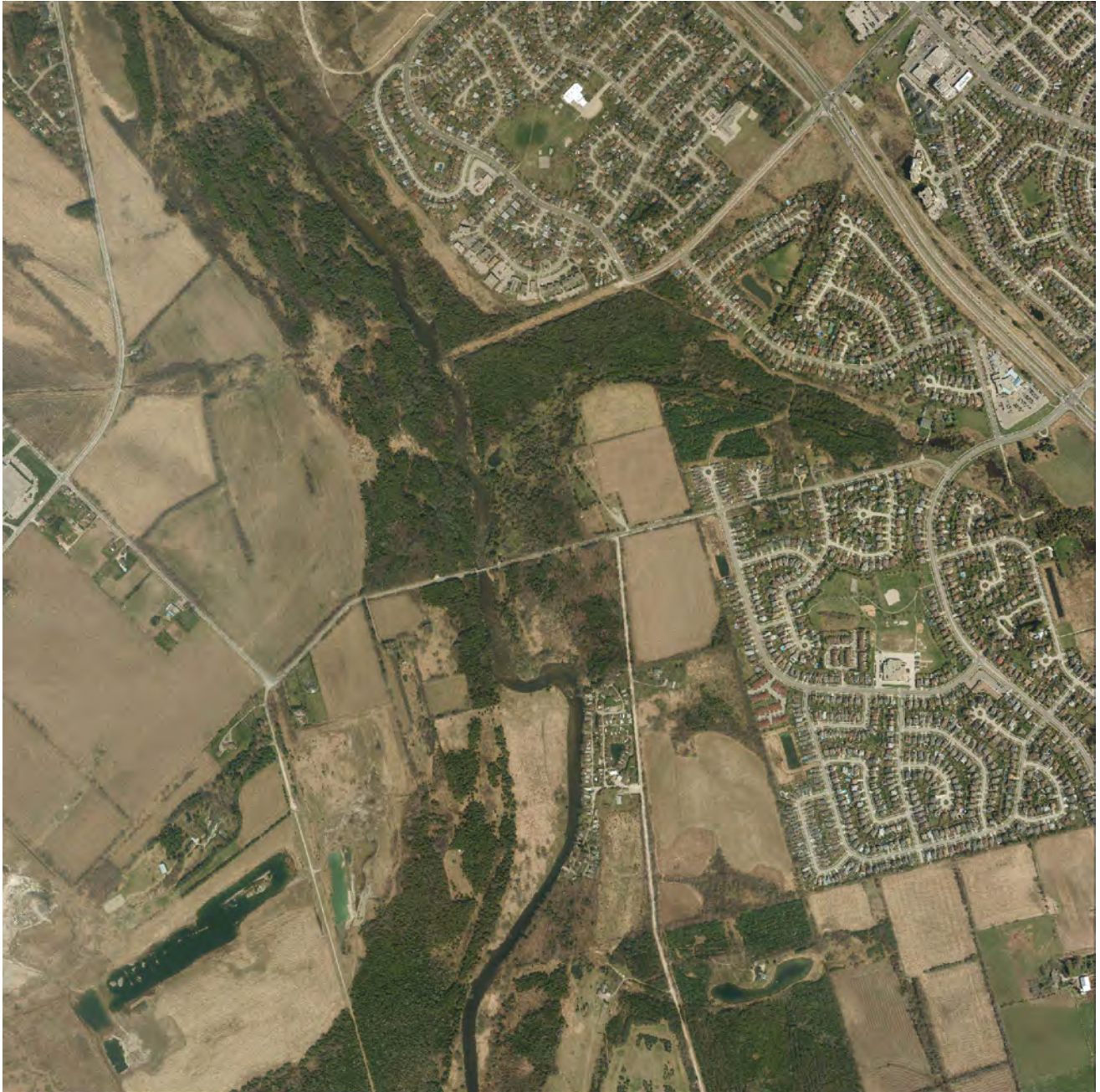


Niska Road Cultural Heritage Landscape Addendum

to:

*Cultural Heritage Evaluation Report with Photographic Documentation
Niska Road Bridge, Municipal Site No. 00001, (Lot 12, Concessions 5 & 6 Geographic Township
of Puslinch), Class Environmental Assessment Study, Niska Road Improvements
City of Guelph, Ontario*

Unterman McPhail Associates, April 2014



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February 5, 2015

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photographs by Owen R. Scott of CHC Limited, January 12, 2015 unless otherwise noted.

1.0 BACKGROUND - CULTURAL HERITAGE LANDSCAPE ADDENDUM

The City of Guelph has undertaken a Class Environmental Assessment (EA) study to investigate opportunities for improvements to Niska Road from the City limits to Downey Road. According to information circulated for the first Public Information Centre (held November 27, 2014), both the road and bridge are in poor condition and require improvements.¹

The April 2014 Cultural Heritage Evaluation Report (CHER) concluded that the Niska Road Bridge is of local cultural heritage value or interest, being ... *the only example of a Bailey bridge identified within the City of Guelph, one of only two examples within the Grand River watershed, and a rare example of a Bailey Bridge remaining in road use within Southern Ontario.*²

The 'Preliminary Preferred Option' from the EA is to the replace the bridge with a new, wider structure as well as implement road improvements, including provision for pedestrians and cyclists. ... *the City of Guelph is considering the replacement of the existing (Niska Road) one-lane bridge with a new two-lane structure at the same site as part of the planned improvements to Niska Road from the City limits to Downey Road*³,

An invitation to submit a proposal to prepare this report was issued by the City of Guelph on December 4, 2014.⁴ The report is a cultural heritage landscape addendum to the Unterman McPhail Associates April 2014 *Cultural Heritage Evaluation Report with Photographic Documentation, Niska Road Bridge, Municipal Site No. 00001, (Lot 12, Concessions 5 & 6 Geographic Township of Puslinch), Class Environmental Assessment Study Niska Road Improvements City of Guelph, Ontario.*

The above noted CHER recommendations are limited to the Niska Road bridge itself and it is the objective of this Cultural Heritage Landscape (CHL) Addendum to evaluate an enhanced EA study area using *Ontario Regulation 9/06* and make a recommendation as to whether any portion of the EA study area should be considered a cultural

¹ from invitation to submit a proposal to prepare an addendum to the CHER, Stephen Robinson, Senior Heritage Planner, City of Guelph, December 4, 2014

² *Cultural Heritage Evaluation Report with Photographic Documentation, Niska Road Bridge, Municipal Site No. 00001, (Lot 12, Concessions 5 & 6 Geographic Township of Puslinch), Class Environmental Assessment Study Niska Road Improvements City of Guelph, Ontario.* Unterman McPhail Associates April 2014, pp. 22 & 24

³ *Ibid*, p 23.

⁴ *Ibid* - "The City of Guelph requires a qualified heritage consultant to provide an addendum to the CHER that evaluates the EA study area using Ontario Regulation 9/06 and makes a recommendation as to whether any portion of the EA study area should be considered a cultural heritage landscape as defined in the City of Guelph Official Plan. If the Niska Road area is found to contain a cultural heritage landscape, the heritage consultant would provide advice as to how the proposed improvement options for Niska Road and its bridge may impact the heritage attributes of a confirmed cultural heritage landscape and would also suggest reasonable measures to mitigate any negative impacts." from invitation to submit a proposal to prepare an addendum to the CHER, Stephen Robinson, Senior Heritage Planner, City of Guelph, December 4, 2014

heritage landscape as defined in the City of Guelph *Official Plan*⁵; and if so, provide advice as to how the proposed improvement options for Niska Road and its bridge as outlined in the EA may impact the heritage attributes of a confirmed cultural heritage landscape and suggest reasonable measures to mitigate any negative impacts. The Unterman McPhail CHER contains a chapter entitled “Cultural Heritage Landscape Description” that describes the environs of the Niska Road bridge. CHL boundaries are not indicated; no listing of the heritage attributes of the landscape is provided, no significance is attributed to the CHL, and no mitigation recommendations respecting the CHL are noted. This addendum investigates the lands (addendum study area) that traverse three political boundaries as shown in figure 1.



Figure 1 EA and Addendum Study Areas - Grand River Conservation Authority (GRCA) mapping

⁵ “**Cultural Heritage Landscape Resource** means groups of features made by people. The arrangement of features illustrates noteworthy relationships between people and their surrounding environment. They can provide the contextual and spatial information necessary to preserve, interpret or reinforce the understanding of important historical settings and changes to past patterns of land use. Cultural heritage landscapes include such groups of features as neighbourhoods, townscapes and farmscapes.” *City of Guelph Official Plan 2001 September 2014 Consolidation* p. 234

2.0 THE CULTURAL HERITAGE LANDSCAPE ADDENDUM REPORT

2.1 Historical Research

As can be seen in figure 1, there are three political jurisdictions in the addendum study area. The boundaries until 1966 differed from the current scenario (figure 2) when the City of Guelph annexed lands (figure 3) from both Guelph and Puslinch Townships, and before the amalgamation of Guelph and Eramosa Townships.



Figure 2 pre 1966 political boundaries - EA and Addendum Study Areas - GRCA mapping

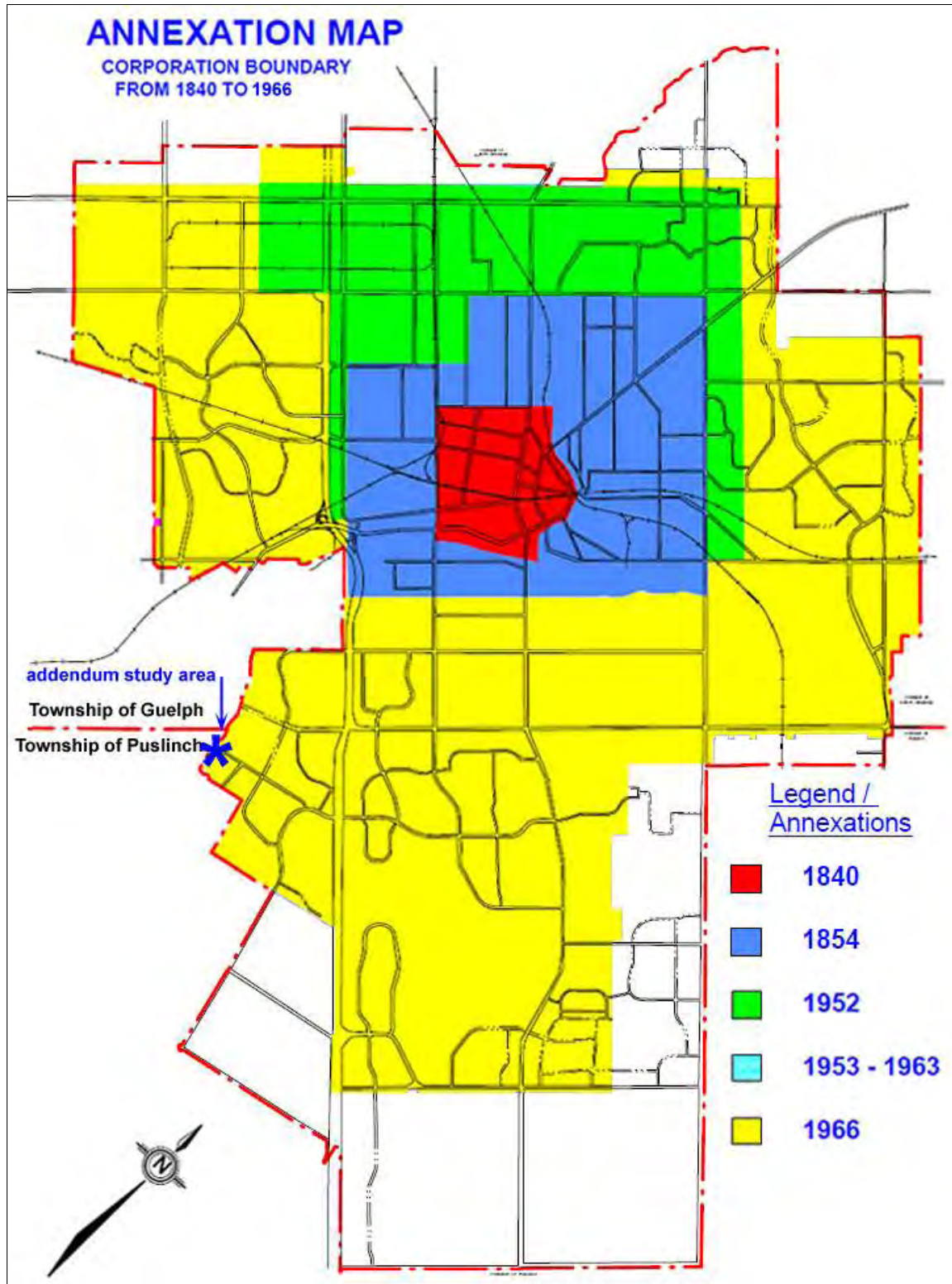


Figure 3 Annexations, City of Guelph 1840 to 1966 - adapted from: *Community by Design: Making Choices for Guelph Future, Opening Remarks* – Mayor Karen Farbridge, February 24, 2007

The North Side of Niska Road

The 1861 Leslie and Wheelock Map of the county of Wellington, Canada West (figure 4) shows the road allowance between Puslinch Township Concessions 5 and 6 being open at that time . Unterman McPhail (April

2014, p. 5) suggest it may have been opened prior to 1849.

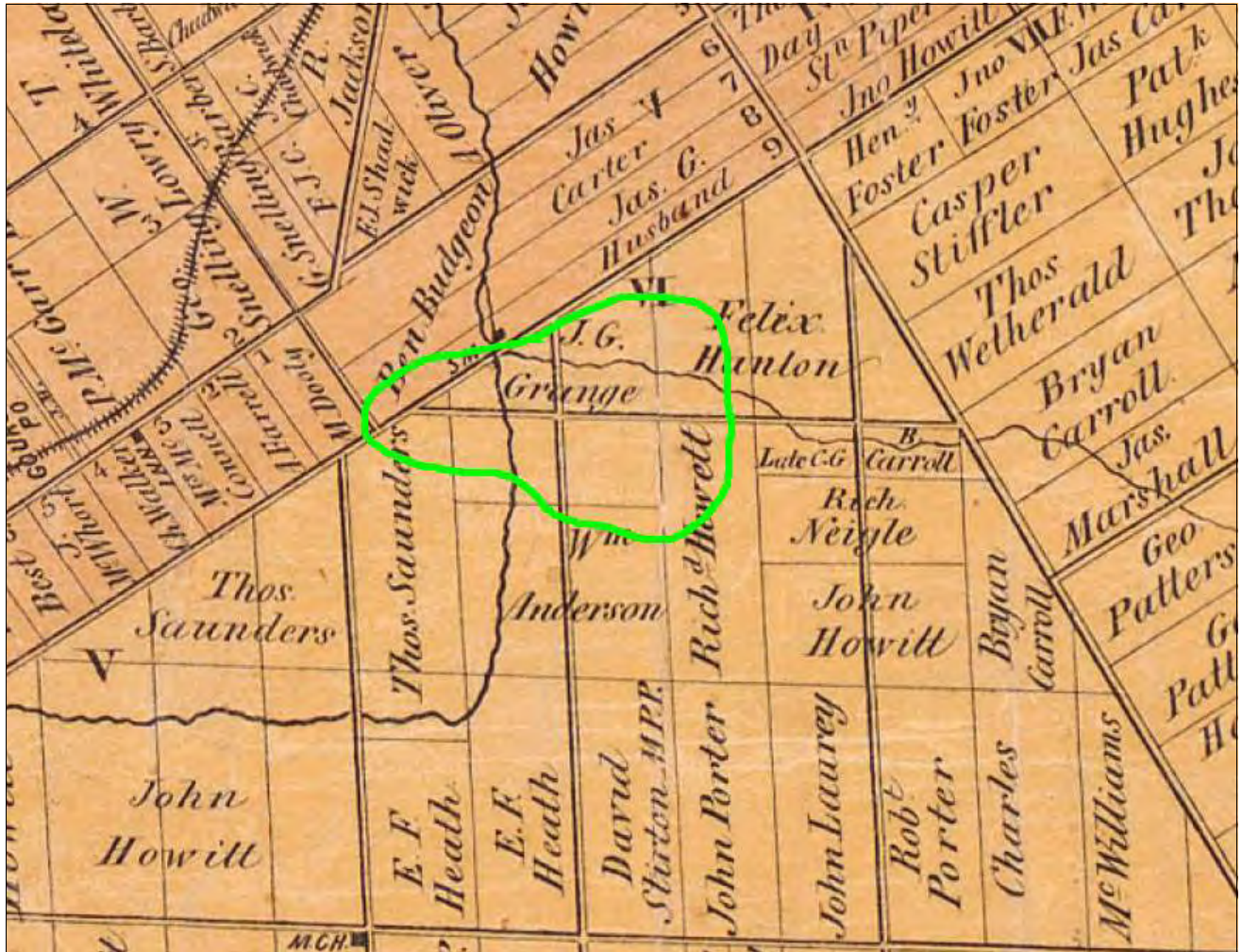


Figure 4 Addendum Study Area - from: Leslie and Wheelock Map 1861 Township of Puslinch website

In 1827, Felix Hanlon arrived with John Galt as one of his axe men, coming from County Monaghan, Ireland. On February 5, 1833 he purchased Lots 12, 13, 14, 15, and 16 on the Sixth Concession of Puslinch (north side of Niska Road). Lots 12 and 13 were sold in the early sixties to Mr. Ramsey for the purpose of establishing a saw mill, which operated here for several years.⁶

The 1861 Leslie and Wheelock map (figure 4) shows a saw mill on the G. J. Grange property, Lot 13. There is no record at this time of a Ramsey owning the property. On the 1877 County Atlas⁷ the property continues in the ownership of G. J. Grange. There is a building shown on the Hanlon Creek which might be the saw mill referenced in the *Annals of Puslinch*. The 1906 County Atlas⁸ shows the property being owned by John C. Crane,

⁶ *Annals of Puslinch 1850-1950*, <http://www.clarksoftomfad.ca/AnnalsofPuslinch1850-1950.htm>, 1950

⁷ *Historical Atlas of Waterloo & Wellington Counties, Ontario, Illustrated, 1881 - 1877*, H. Parsell & Co., Walker & Miles, Toronto edited by Ross Cumming, Port Elgin, ON July 1972.

⁸ *Historical Atlas of Wellington County*, Historical Atlas Publishing Co., Toronto, 1906, re-print 1972.

the same owner referred to in the next paragraph. No building is shown on this map, although there is reference to a shanty on the property in the *Annals of Puslinch* in next paragraph. The lands south of present day Niska Road are in the ownership of Thomas Saunders, and the lands north and in Guelph Township, in the name of Ben Budgeon.

*In the North-west corner of the Township of Puslinch with only a fence separating it from Guelph Township, lies the Downey School Section. The Town Line, running East and West between Puslinch and Guelph Townships, stops at the County Road. At one time this Town line was marked out for some distance but several years ago the Township sold it to the late John C. Crane; now, no trace of a road remains. Some of our older residents remember a shanty here in which Miss Johanna Lynch lived for several years.*⁹

Figures 5 and 6 combine the 1877 historical atlas maps and the 1906 historical atlas maps of Guelph and Puslinch Townships respectively. Reference to the settlement pattern of both townships in the vicinity of the Addendum Study Area is made in the *Annals of Puslinch* ...

*It is apparent that this section was settled from the North as well as the South. Many who made their way up from Hamilton settled in the Southern portion, while a few, who came with John Galt to Guelph, settled in the extreme North. The names available of those who came with John Galt are the Fosters, Hewitts, Hanlons and McQuillans, who settled in Guelph Township. On account of the year of their arrival, they were known as "The '27 Boys".*¹⁰

The South Side of Niska Road

Robert Buchanan was born in Paisley, Scotland in 1819. He came with his father to Upper Canada in 1849 and purchased 190 acres, Lots 11, 12 and 13, Concession 5 of Puslinch. His property on the banks of the Speed River was known as the Buchanan Homestead.¹¹ The Buchanan name is not depicted on the Leslie and Wheelock Map (1861). Both the Puslinch Township map in the 1877 Historical Atlas of the County of Wellington (figure 5) and the corresponding map in the 1906 Atlas (figure 6) show all the lands within the Addendum Study Area south of present day Niska Road in the possession of the Buchanan family and by 1906, the former Budgeon farm in adjacent Guelph Township is also in Buchanan family hands. The Buchanan residence is shown to the west of the Speed River on Lot 11, Concession 5 within the Addendum Study Area on both maps.

Robert Buchanan ... *was a man far above the ordinary and soon made himself felt in the community, where he became one of the most prosperous and influential citizens. ... He was one of the promoters and was President of the Puslinch Farmers' Club for many years. This was the initial Farmers' Institute in Ontario from which all of the others have taken pattern. His son, Walter W. followed in his footsteps, being ... President of the Puslinch Agricultural Society ... and has been a Director and Secretary and Treasurer of the Puslinch Farmers' Club and Co. Wellington Farmers' Institute ...*¹²

⁹ *Annals of Puslinch 1850-1950*, <http://www.clarksoftomfad.ca/AnnalsofPuslinch1850-1950.htm>, 1950

¹⁰ *Ibid*

¹¹ *Annals of Puslinch 1850-1950*, <http://www.clarksoftomfad.ca/AnnalsofPuslinch1850-1950.htm>, 1950

¹² *Historical Atlas of the County of Wellington, Ontario* Historical Atlas Publishing Co., Toronto 1906. Reprint by the Corporation of the County of Wellington, 1972, p. 17.

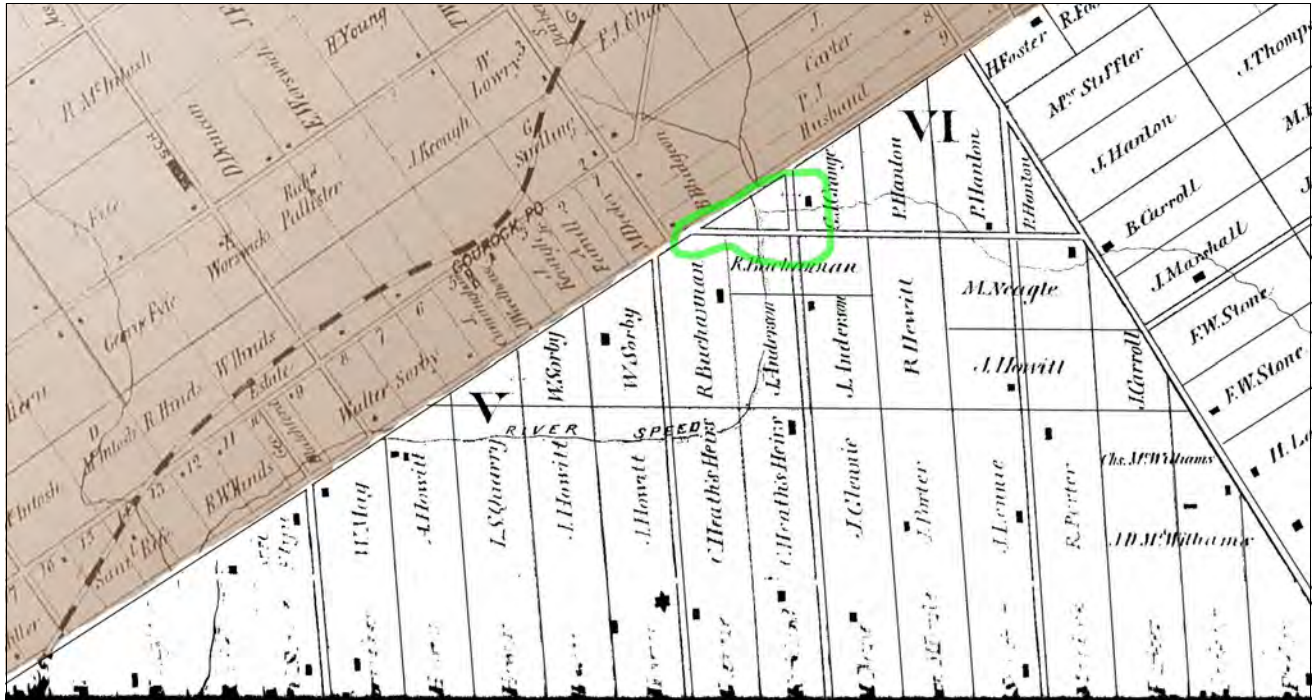


Figure 5 Addendum Study Areas - Guelph & Puslinch Townships 1877, Historical Atlas of Waterloo & Wellington Counties, Ontario, Illustrated, 1881 - 1877

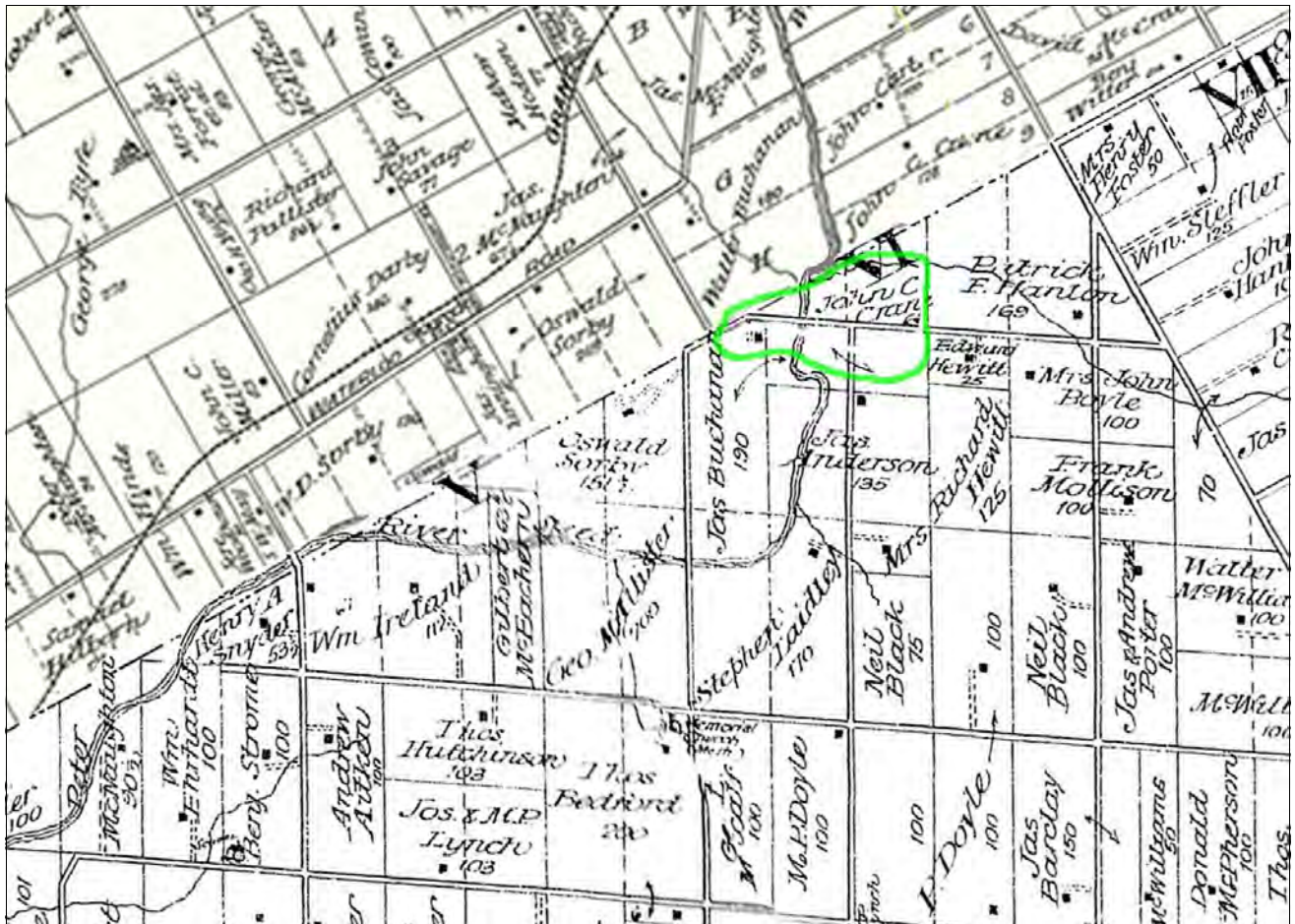


Figure 6 Addendum Study Area Guelph & Puslinch Townships, 1906 Historical Atlas of Wellington County, 1906

At the easterly end of the Addendum Study Area on Lot 13, Concession 5, the 1861 Leslie and Wheelock map (figure 4) shows the property belonging to Wm. Anderson. No buildings are shown, nor are any indicated on the 1877 map. By 1906, a house is indicated on the farm, then in the possession of Jas. Anderson¹³.

The 20th century

*In 1948, Horace G. Mack bought Lots 12 and 13, Concession 6, and developed the Niska Game Farm along Niska Road. After Mack's death in 1959, the Ontario Waterfowl Research Foundation bought the site and it became known as the Kortright Waterfowl Park. The Niska Wildlife Foundation, a charitable non-profit organization formed by interested citizens, took over the Ontario Waterfowl Research Foundation Park in 1976. The Foundation was responsible for the operation of Kortright Waterfowl Park (305 Niska Road), as well as developing park policy and raising the necessary funds for its operation. Public nature trails and parking were located on the north and south sides of Niska Road to the east of the Speed River. At the same time the Foundation took over the Kortright Waterfowl Park, the Grand River Conservation Authority acquired the lands along the Speed River. The Foundation operated the park until it was closed in June of 2005.*¹⁴

With the termination of the lease to the Foundation in 2014, the GRCA ... *intends to develop a master plan for the long-term use of the property, with input from the community and from the City of Guelph.*¹⁵

The road allowance between former Puslinch Township Concessions 5 and 6 was known as Kortright Road in the mid 20th century after the waterfowl park, and re-named Niska Road in 1986¹⁶, likely derived from the adjacent Niska Game Farm. Niska is the Cree word for Canada Goose. There have been a number of bridges over the Speed River at this location from the mid 19th century on. A one-span steel pony truss bridge pre-dated the current one-span, double truss Bailey bridge that was installed in 1974 after the previous bridge collapsed.

Appendix A of the April 2014 Unterman McPhail CHER provides topographic maps from 1935, 1973 and 2000 which depict the growth of the City of Guelph adjacent to the Addendum Study Area, the most recent being the development of Ptarmigan Drive in 1992. At the western end of the Study Area, modern homes have recently been built on the south side.

¹³ “James Anderson, known as the Laird of Puslinch, was an early resident of this Township. He sold the property about 1900 to Mr. E. S. Baker who now operates River Bend Camp on the premises.” *Annals of Puslinch 1850-1950*, <http://www.clarksoftomfad.ca/AnnalsofPuslinch1850-1950.htm>, 1950

¹⁴ *Cultural Heritage Evaluation Report with Photographic Documentation, Niska Road Bridge, Municipal Site No. 00001, (Lot 12, Concessions 5 & 6 Geographic Township of Puslinch), Class Environmental Assessment Study Niska Road Improvements City of Guelph, Ontario.* Unterman McPhail Associates April 2014, p. 4

¹⁵ Lovell, Jessica, “Kortright park no longer for the birds” , *Guelph Tribune*, Tuesday, April, 29, 2014

¹⁶ *Guelph, Origin of Street Names 1827 - 1997*, Ross W. Irwin, President Guelph Historical Society, January 1998, Guelph, ON, p. 47

2.2 Physical Characteristics and Spatial Configuration of the Landscape

Figure 7 illustrates the existing landscape features of the Addendum Study Area. Niska Road traverses the Speed River valley with the river being crossed by a one-lane Bailey bridge. On the north and south sides of the road, from east to west, the Study Area is bordered by single family homes fronting on Ptarmigan Drive (figures 26 - 27). Niska Road descends into the Speed River valley in a series of terraces as can be seen via the one metre contours on Figure 7. The Ptarmigan Drive intersection with Niska Road is at the bottom of the first terrace (figures 28 - 29). Behind the houses are relatively flat, open, cultivated crop lands, actively farmed in 2014 (figures 30 - 31). Sparse hedge rows line both sides of Niska Road. In summer, views of the fields from the road would be partially limited, whereas in winter, relatively open views are afforded.

Pioneer Trail T's at Niska road at the bottom of the second terrace. South of the cultivated field just across the Puslinch Township line is the historic Steele/Anderson house (figures 10 - 11) and River Bend Park, a mobile home park in the flood plain of the Speed.

Progressing westward on either side of the road, immature, mixed deciduous/coniferous woodlands with numerous open spaces are the remnant of the former Kortright Waterfowl Park (KWP) (figures 32 - 34), and before that, farmland. Buildings, animal pens, boardwalks and trails on the north side are associated with that former land use. Chain link fences line both sides of the road adjacent these lands (figure 35). Views from the road are short, limited by the vegetation on either side. As much of it is coniferous, winter and summer views are both relatively short.

The river crossing affords views upstream and down and usually rewards the viewer with scenes of waterfowl on the river (figures 36 - 37). Views from an automobile are fleeting as the crossing is short and careful attention is required to negotiate the one-lane bridge while looking out for on-coming traffic. Pedestrian access is very dangerous as there is no accommodation for pedestrians



Figure 7

Landscape features - Addendum Study Area - GRCA mapping

or cyclists on the narrow bridge (figure 38).

The westerly climb out of the valley is much less steep and without the terracing of the east bank. Dense, mature mixed deciduous/coniferous woodlands flank both sides, limiting views to a few metres (figure 39).

Near the top of the slope the road turns to the left at about a 45 degree angle, finding its way on to the former Puslinch Township/Guelph Township Town Line (figure 40). This section of road is flanked by open cultivated fields, fairly well screened by mature trees and shrubs along the roads allowance. Summer views from the road would be very limited, while winter views are heavily filtered by the vegetation.

South of the road is the historic Buchanan homestead with its polychrome brick house and large bank barn (figures 13 - 17). Modern residences are located at the junction of Whitelaw Road and Niska Road. The junction is one of the few vantage points from which long views of the landscape can be had (figures 41 - 43).

Built heritage features in the Addendum Study Area include the Niska Road Bridge, subject of the April 2014 Unterman McPhail CHER; the Steele/Anderson house at Lot 13, Concession 5, Puslinch Township, on the Township's Inventory of Plaqued Sites; and the Buchanan homestead in Puslinch Township, Lot 11, Concession 5.

Cultural heritage landscape features include the remnant Puslinch/Guelph Town Line; the paths, boardwalks, bridges, *etc.* of the former Niska Waterfowl Park; the fence rows/hedge rows that line portions of the road and separate fields from one another; and the Speed River Trail.

Niska Road Bridge

The Niska Road Bridge is not municipally designated under the *Ontario Heritage Act (OHA)*. It is not included on a local heritage inventory of cultural heritage resources or a municipal heritage register adopted under the *OHA*. It is included in the publication, *Arch, Truss & Beam: The Grand River Watershed Heritage Bridge Inventory* (March 2013).

The April 2014 Unterman McPhail CHER provides the following “Statement of Cultural Heritage Value or Interest”. *The Niska Road Bridge is the only example of a Bailey bridge identified within the City of Guelph, one of only two examples within the Grand River watershed, and a rare example of a Bailey Bridge remaining in road use within Southern Ontario. Developed during the Second World War for military applications, the Bailey bridge was later adapted to peacetime use. The double truss Bailey bridge structure on Niska Road has undergone some modifications but retains its dominant form and design character. Through its limestone abutments, concrete rubble retaining walls and Bailey bridge superstructure, the structure conveys aspects of bridge building activities at the site through the 19th and 20th centuries. Bridges play a critical role in the settlement of a community and the Niska Road Bridge site relates to the opening up of Puslinch Township for agricultural development in the mid 1800s. The bridge continues to provide critical linkages between the City of Guelph to the east and the City of Cambridge to the west. The one-lane bridge with wood deck is a well-known and familiar structure and is important in maintaining the rural character of the area. The Niska Road Bridge spans the Speed River that forms part of the Grand River's Canadian Heritage River designation.*¹⁷

¹⁷ *Cultural Heritage Evaluation Report with Photographic Documentation, Niska Road Bridge, Municipal Site No. 00001, (Lot 12, Concessions 5 & 6 Geographic Township of Puslinch), Class Environmental Assessment Study Niska Road Improvements City of Guelph, Ontario. Unterman McPhail Associates April 2014, pp. 22 & 23*



Figure 8 Niska Road bridge looking southwest



Figure 9 south elevation, Niska Road bridge
Unterman McPhail 2014, p. 16

Steele/Anderson farmhouse

This late 19th century white brick, Italianate farmhouse is not designated under the *OHA* as far as the author can determine. It is listed by the Township of Puslinch in their “Inventory of Plaqued Sites”. With respect to plaqued sites, the Township’s Heritage Committee’s mandate is to: *record sites of heritage significance within the Township, award heritage plaques to those recognized as worthy of preservation, and record others for historical information only; encourage owners of plaqued sites to maintain these properties so that preservation continues to be realistic; comment on any zoning changes or demolition permits that apply to plaqued sites.*¹⁸ The house was associated in the 19th century with James Anderson.¹⁹



Figure 10 Lot 13, Con 5 Puslinch, Steele/Anderson House
Gordon Couling 1973 - 00239 Wellington County Museum



Figure 11 Lot 13, Con 5 Puslinch, Steele/Anderson House
Owen Scott 2015

The house is situated at the top of a hill with a commanding view of the Speed River valley

Figure 10 is a 1973 photograph taken by Gordon Couling. To the right is a January 2015 photograph (figure 11). Figure 12 is an Anderson family photograph taken on the property *circa* 1890s.

¹⁸ Township of Puslinch website. <http://www.puslinch.ca/en/our-government/Heritage-Committee.asp>

¹⁹ *Annals of Puslinch 1850-1950*, <http://www.clarksoftomfad.ca/AnnalsofPuslinch1850-1950.htm>, 1950



Figure 12: James Anderson, first President of the South Wellington Agricultural Society and known as the “Laird of Puslinch”, his wife Felicia Howitt, daughter of John Howitt, their son Andrew Anderson, and daughter Grace Anderson.²⁰

Buchanan homestead

Located in Puslinch Township, Lot 11, Concession 5, this late 19th century farmstead is not designated under the *OHA*, nor is it listed by the Township of Puslinch in its “Inventory of Plaqued Sites”. The farmstead consists of a 2-storey polychrome brick house, a large bank barn with an unusual interior silo and typical farmstead plantings. It is heavily screened from the road, being almost invisible in summer because of the vegetation (figures 13 - 17).



Figure 13

Buchanan farmhouse, January 2015

²⁰ R. A. M. Stewart fonds, Guelph Public Library Archives. <http://www.archeion.ca/james-anderson-2>



Figure 14

Buchanan farmhouse
Unterman McPhail 2014, appendix B



Figure 15

Buchanan barn with interior silo



Figure 16

Buchanan farmstead from Niska Road, looking south

Remnant Puslinch/Guelph Town Line

The Town Line, running East and West between Puslinch and Guelph Townships, stops at the County Road. At one time this Town line was marked out for some distance but several years ago the Township sold it to the late John C. Crane; now, no trace of a road remains.²¹

On figure 17, the original Town Line which was marked out, but never opened as a travelled road is still visible in this 2010 airphoto.

²¹ *Annals of Puslinch 1850-1950*, <http://www.clarksoftomfad.ca/AnnalsofPuslinch1850-1950.htm>, 1950



Figure 17 Town Line between Puslinch and former Guelph Township still visible in 2010 GRCA airphoto

Former Kortright Waterfowl Park

Portions of the former Grange/Crane farm on the north side of Niska Road and Buchanan farm on the south side of the road were the Kortright Waterfowl Park, with waterfowl related activities dating from 1948 as the Niska Game Farm. These formerly cultivated lands have been allowed to naturally reforest with additional plantings of both exotic and native species. The east side of the River has a distinctly different character from the west, being more of a cultural landscape than a natural one. This can be clearly seen in figure 7.



Figure 18 Gordon Couling 1973

Fence rows/hedge rows

The Buchanan farmstead has a number of treed fence rows/hedge rows of different eras, running perpendicular to Niska Road. As well, Niska Road is lined on both sides with Sugar Maples, some planted in the 19th century, and numerous volunteer trees and shrubs along the Buchanan frontage and the north side of the original Town Line (figures 19 - 20).



Figure 19 original Town Line from Whitelaw Road looking east



Figure 20 tree-lined Town Line and treed fence rows on Buchanan homestead

At the eastern end of the Addendum Study Area, the Niska Road right-of-way is sparsely treed, the mature trees of the 19th and early 20th centuries having succumbed to road reconstruction. Pioneer Trail, on the other hand, retains some of its mature Sugar Maples and sports numerous volunteers (Figures 21 - 22).



Figure 21

Pioneer Trail looking south from Niska Road



Figure 22 Eastern end of Study Area - roadway and fence row trees

Speed River Trail

The Speed River Trail starts at Wellington Street and is 17 km long from Guelph to Cambridge along the Speed River. It is maintained by the Guelph Hiking Trail Club (GHTC) which is a non-profit, charitable, volunteer organization founded in 1970.

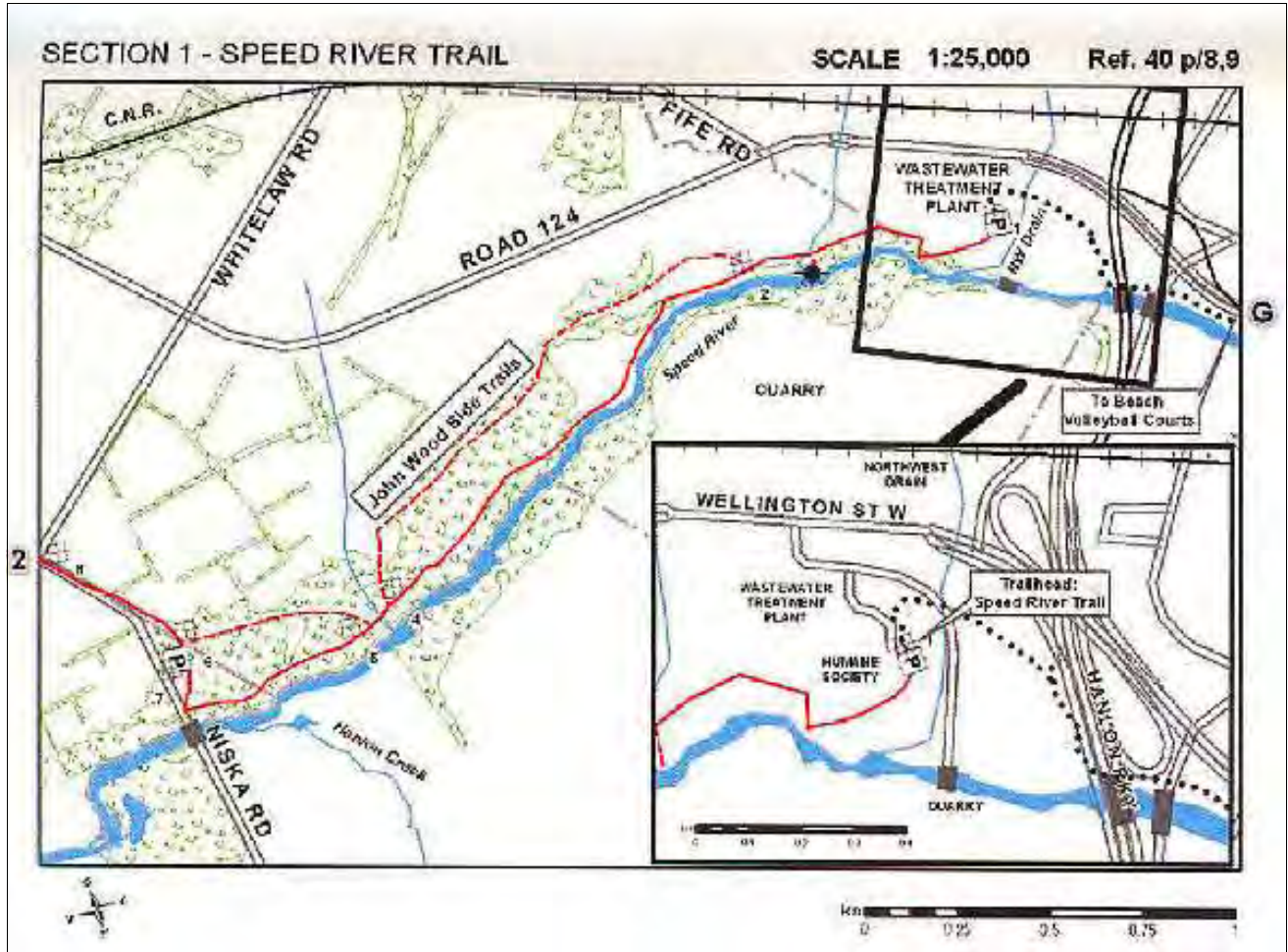
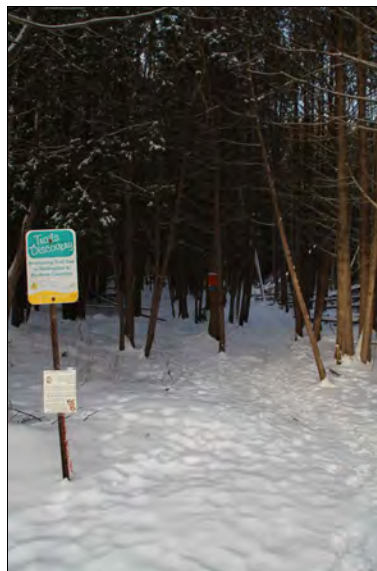


Figure 23 map - Speed River Trail from Wellington Street to Niska Road - <http://www.guelphhiking.com/maps.html>



Figures 24 and 25:
Speed River Trail access at Niska Road
west of the bridge and trail sign

Views and vistas

The following photographs illustrate views and vistas from and to Niska Road within the Addendum Study Area. Some are referenced earlier in this report.



Figure 26 Ptarmigan Drive north from Niska Road



Figure 27 Ptarmigan Drive south from Niska Road



Figure 28 Niska Road east from Ptarmigan at 1st terrace



Figure 29 Niska Road west from Ptarmigan



Figure 30 agricultural field north of Niska Road (east)



Figure 31 agricultural field south of Niska Road (east)



Figure 32 entrance to former Kortright Waterfowl Park



Figure 33 former parking area - KWP, at Pioneer & Niska



Figure 34 entrance to former Niska Game Farm / Kortright Waterfowl Park, now vehicle turnaround



Figure 35

Niska Road through former Kortright Waterfowl Park



Figure 36

Speed River upstream from Niska Road bridge



Figure 37

Speed River downstream from Niska Road bridge

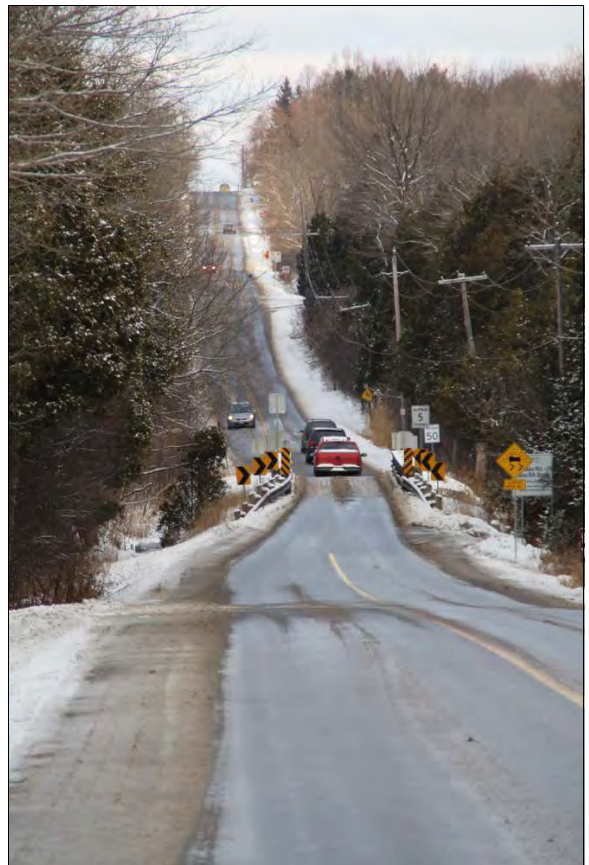


Figure 38

narrow one-lane bridge and busy road
- unsafe for pedestrians and cyclists



Figure 39

dense woodland on either side of Niska Road west of bridge



Figure 40

bend in Niska Road to align with original Town Line Road



Figure 41 5th Con. Puslinch and Town Line to City of Guelph - *Gordon Couling, 1961, Wellington County Museum*



Figure 42 5th Con. Puslinch and Town Line to City of Guelph - *Gordon Couling, 1973, Wellington County Museum*



Figure 43

5th Con. Puslinch and Town Line to City of Guelph - Owen Scott, 2015

2.3 Rationale for Boundaries of the Cultural Heritage Landscape

Although the landscape of the Addendum Study Area is relatively complex, this is mainly a result of topography, vegetation and political boundaries. There is a consistency that binds the various physical components and that is the 19th century settlement pattern and history, and the road that divides the landscape in two. Remnants of the 19th century remain in the form of fence rows, tree plantings, farm buildings, roads, etc.

Cultural heritage landscape: means a defined geographical area that may have been modified by human activity and is identified as having cultural heritage value or interest by a community, including an Aboriginal community. The area may involve features such as structures, spaces, archaeological sites or natural elements that are valued together for their interrelationship, meaning or association. Examples may include, but are not limited to, heritage conservation districts designated under the Ontario Heritage Act; villages, parks, gardens, battlefields, mainstreets and neighbourhoods, cemeteries, trailways, viewsheds, natural areas and industrial complexes of heritage significance; and areas recognized by federal or international designation authorities (e.g. a National Historic Site or District designation, or a UNESCO World Heritage Site).²²

The Niska cultural heritage landscape is defined naturally by the Speed River, its valley and adjacent upland, and culturally by the settlement pattern and settlers who cleared the land and farmed it. The survey pattern is somewhat unusual in that two 19th century township surveys meet at peculiar angles, creating triangular and other odd-shaped parcels. Figure 44 suggests a boundary for the Niska cultural heritage landscape.

²² Provincial Policy Statement (PPS) 2014, p.40

Figure 44:
Suggested boundary-Cultural Heritage Landscape

The suggested boundary is partially based on the 19th century settlement pattern (1877). Within the boundary are two landowners from 1877: Buchanan and Grange (later Crane). The adjacent Anderson farm is also noted (all outlined in green on figure 44). Two farmsteads remain from the 1870s, Buchanan and Anderson. There is no evidence of the Grange / Crane farmstead, these lands being occupied in the 20th century by the Niska Game Farm and later the Kortright Waterfowl Park. Political boundaries have changed in the interim; Guelph Township has amalgamated with Eramosa Township to become Guelph-Eramosa Township. The City of Guelph has annexed portions of Puslinch Township as indicated on figure 44. Because the suggested CHL boundary crosses political boundaries, the Township of Puslinch and City of Guelph components are shown. The easterly road allowance of Pioneer Trail forms the boundary south of Niska Road and the open field/woodland interface, the boundary on the north side. The original Guelph Township/Puslinch Township boundary is the northerly edge, while the westerly hedgerow of the Buchanan farmstead forms the west boundary south of Niska Road. The southerly boundary is the City of Guelph/Puslinch Township boundary or the lot line between the 1877 Buchanan and Anderson farms. The farm fields to the east and west of the river and woodlands that retain no evidence (other than the Niska Road bridge) of early settlement in the form of buildings, fence rows, etc. are not included for that reason. Similarly, the historically and architecturally significant Steele/Anderson farmhouse is not included as it would be an outlier.



2.4 Forms of Recognition and/or Protection

The lands within the suggested CHL boundary are currently protected by a number of policies, not for their heritage attributes, but rather for their natural resource attributes. Figure 45 is an overlay of the regulated areas in the Addendum Study Area. Almost entirely coincident with the suggested CHL boundary within the City of Guelph is the GRCA regulated area. Within that area are the Speed River and Hanlon Creek flood plains which are part of the City of Guelph Natural Heritage System. In this case, the System is a “One Zone Flood Plain”²³ prohibiting development. The System also carries further designations of “Significant Natural Area”, “Significant Wildlife Area”, “Significant Valleyland”, “Significant Woodland”, Provincially Significant Wetland”, and “Deer Crossing Area”. This landscape is well-protected from any form of development. Lands within the suggested CHL boundary on the Puslinch side are similarly protected by the GRCA regulated area and the *County of Wellington Official Plan* which designates the flood plain as “Core Greenlands” and prohibits development therein. The remaining wooded GRCA regulated area is designated “Greenlands” where no development will be approved unless the County is satisfied that the Greenland policies are met.

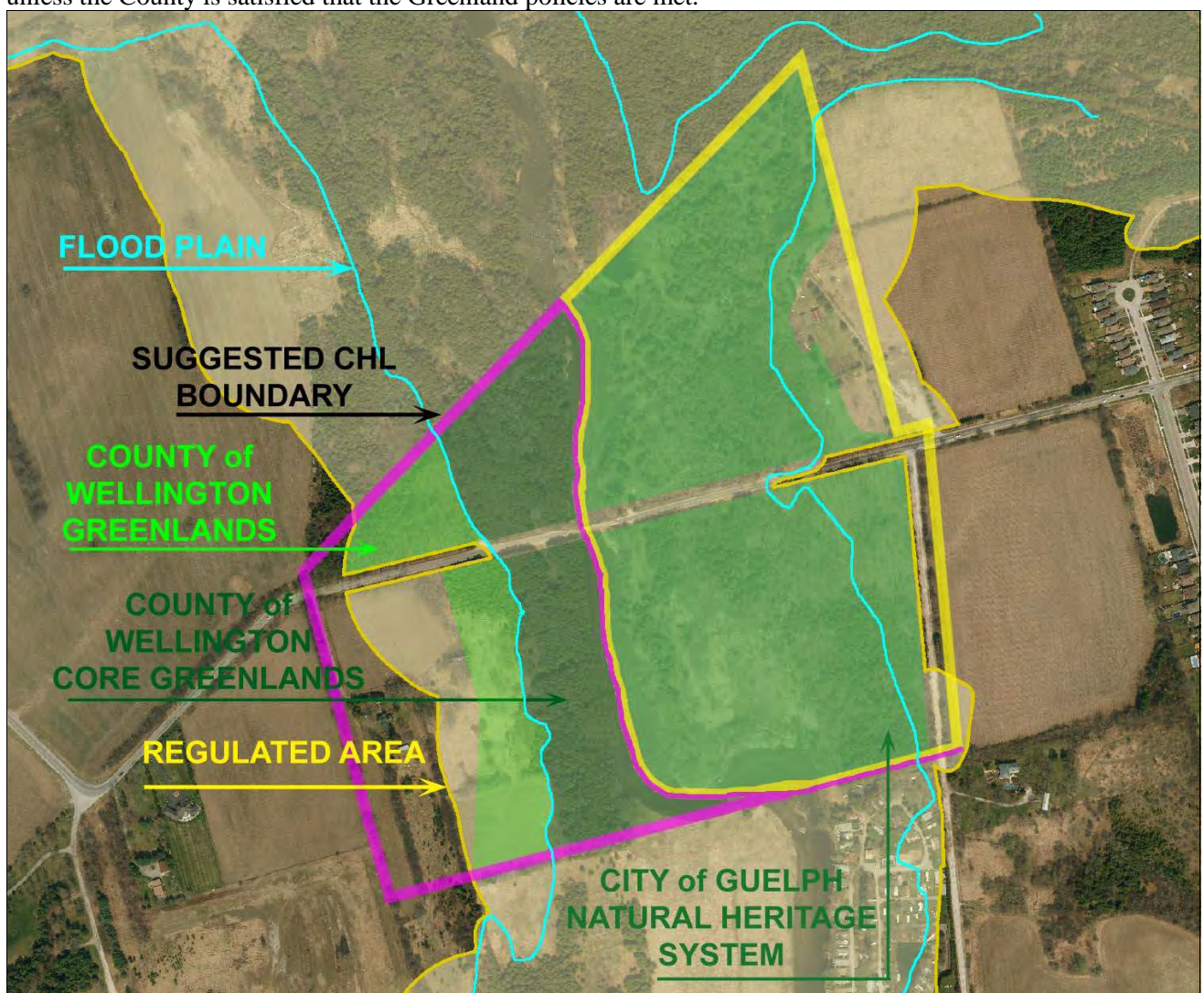


Figure 45 Regulated areas and the suggested CHL boundary - GRCA, City of Guelph and County of Wellington mapping

²³ “The One Zone flood plain areas of the City are located within the ‘Significant Natural Areas’ land use designation. No development is permitted within the One Zone flood plain areas of the City.” *City of Guelph Official Plan*

The only City of Guelph portion of the CHL not protected by the GRCA Regulated Area or City Significant Natural Area is the Pioneer Trail right-of-way (figure 21). The hedgerow in this right-of-way would be considered for retention/ integration of the hedgerow through a development application process (should one be made) from a Urban Forest/Tree protection perspective regardless of whether or not it has cultural heritage value. This consideration would occur through the Environmental Impact Study (EIS) and the Tree Inventory and Preservation Plan that would be prepared as part of a development application.²⁴

2.5 Cultural Heritage Landscape Evaluation

The criteria outlined in *Ontario Regulation 9/06* are used in this evaluation

Criterion 1 - design value or physical value - to satisfy this criterion the property should:

- *illustrate or exemplify a constructed landscape that is typical of a particular group, time or place;*
- *be unique or rare (the only one of its kind or a prototype, or one of a few in number today due to subsequent loss);*
- *be representative (serving as a portrayal or symbol); and/or*
- *be an early example (in the context of time and place).*

Much of the constructed landscape consists of farmsteads and croplands that are consistent with the 19th century landscape, whereas some of the landscape has been allowed to revert to nature and is in the process of reforesting itself. The landscape is unique in that part of it is the only remnant of a waterfowl park in the area. It is a representative and early example of a settlement in Puslinch Township that has endured. This criterion is satisfied.

Criterion 2 - historic or associative value - to satisfy this criterion the property must meet two tests, namely:

- *the association is direct - the property should exemplify or have strong evidence of its connection to a theme, event, belief, person, activity, organization or institution; and*
- *it is significant to the community – because a theme, event, belief, person, activity, organization or institution has made a strong, noticeable or influential contribution to the evolution or pattern of settlement and development in the community. To be significant it should offer new knowledge or a greater understanding of particular aspect of the community’s history or the history of the culture, or contribute to a comparative analysis of similar properties.*

The landscape has a direct association with persons and organizations who were important to the community. Robert Buchanan was one of the promoters and President of the Puslinch Farmers’ Club, the initial Farmers’ Institute in Ontario. His son, Walter W. was President of the Puslinch Agricultural Society and a Director and Secretary and Treasurer of the Puslinch Farmers’ Club and County of Wellington Farmers’ Institute. The Kortright Waterfowl Park and Niska Research Centre once held the largest population of captive waterfowl anywhere in North America, and welcomed 45,000 paying visitors each year. The facility’s research and breeding program raised about 1,000 ducklings, goslings, and cygnets annually, birds sold to repopulate stock in private

²⁴ pers. com., April Nix, Environmental Planner, City of Guelph, February 4, 2015

and public areas. It was named in honour of conservationist and author Dr. Francis Kortright.^{25 26} Adjacent lands include those of James Anderson, first President of the South Wellington Agricultural Society, known as the “Laird of Puslinch”.

This criterion is satisfied.

Criterion 3 - contextual value - to satisfy this criterion the property:

- *needs to be in an area that has a unique or definable character and it is desirable to maintain that character and consideration should be given as to what would happen to the character of the area if the property was considerably altered or lost;*
- *needs to have a relationship to its broader context (physical, functional, visual, historical) that is important to understand the meaning of the property and/or its context.*

The character of the area is definable, and if the physical characteristics that assist in understanding the meaning of the properties it were not maintained, the character would be lost. This criterion is satisfied.

The cultural heritage landscape identified in this report meets the criteria of *Ontario Regulation 9/06*; thus it is a significant cultural heritage landscape.

3.0 HERITAGE IMPACT ASSESSMENT

3.1 Description of the Proposed Undertaking and Potential Impact of the Proposal on the Resource

This heritage impact assessment is part of the planning and design process for a municipal roads project subject to a Class Environmental Assessment. A preferred alternative undertaking has yet to be determined as of the date of this Addendum report; however, should it be decided that road improvements and/or a replacement bridge are preferred, the following recommendations and mitigating measures are put forth.

4.0 RECOMMENDATIONS and MITIGATING MEASURES

The cultural heritage landscape meets the criteria of *Ontario Regulation 9/06* and is a significant cultural heritage landscape. It is located in two adjacent municipalities. No evidence, other than the Niska Road bridge, of early settlement in the form of buildings, fence rows, *etc.* is extant in the City of Guelph portion of the CHL. Adequate protection of the existing landscape within the suggested CHL boundary is afforded by numerous Provincial, Conservation Authority, City and County of Wellington policies. It is therefore recommended that the CHL need not be designated under the Ontario Heritage Act in order to conserve its integrity. Rather, the existing policies

²⁵ O’Flanagan, Rob “Police supervise work at Guelph waterfowl park”, *Guelph Mercury*, September 22, 2014

²⁶ Dr. Francis H. Kortright (1887–1972), was an engineer, businessman, author and dedicated conservationist. He was the author of *The Ducks, Geese and Swans of North America* and *Scientific Descriptions, Identifications, and Life Stories of Ducks, Geese and Swans in North America and Europe*. As President of the Toronto Sportsmen’s Association, Dr. Kortright, with the help of TSA members, founded the Canadian National Sportsmen’s Show in 1948. The Show has raised over 29 million dollars for conservation, wildlife restoration, outdoor education, and special projects in Canada. The Toronto Region Conservation Authority’s Kortright Centre is also named in his honour as is the Kortright Reading Room in McLaughlin Library at the University of Guelph.

will suffice with the addition of the following caveats / recommendations.

Should Niska Road be improved within the City boundaries from Ptarmigan Drive to and across the Speed River, the following recommendations / mitigating measures are provided.

1. From a visual perspective, the road cross section from Pioneer Trail to the River should remain a rural cross section, *i.e.* roadside ditches or swales with no curb or gutter; however, because the road is perched higher than the natural landscape on either side, constructing a rural cross-section to current road design standards would require a greater intrusion into the landscape than a curb and gutter profile. Therefore, a curb and gutter design may be a better fit.
2. Should development be approved for the farm fields north and south of Niska Road west of Ptarmigan, views from Niska Road of the CHL should be carefully considered.
3. Native tree plantings in the Niska Road right-of-way that direct views from the Ptarmigan-Niska intersection to the valley should be provided.
4. Should Pioneer Trail be improved in the future to provide access to development in the farm field adjacent, its rural cross section and the vegetation in the east side of the right-of-way should be retained / conserved. The view from and to Niska Road is one of the attributes of the CHL (see figures 21 and 33).
5. If the Niska Road bridge is to be replaced, because it has been determined that it is of local cultural heritage value or interest; because it is in relatively good condition; and because it is a Bailey Bridge, every effort should be made to find a suitable relocation site, preferably in the City or adjacent townships.
6. Provision should be made for pedestrians and cyclists in the road improvement and bridge plans, preferably off-road and on one side only to limit intrusion into the CHL and natural landscape. Currently, the exceptional views of the river and its waterfowl are unattainable at peak traffic flow times because there are no shoulders and the bridge cannot accommodate a vehicle and pedestrians or cyclists at the same time. Views from an automobile are fleeting at best because of the attention required of drivers negotiating the narrow one-lane bridge, especially with oncoming traffic.
7. The information in this report should be shared with the public through the City's website, the Guelph Public Library, Puslinch Township Library and Wellington County Library. It should also be shared with the Puslinch Heritage Committee.
8. Further research should be conducted on the GRCA / former Kortright Waterfowl Park lands when it is safe to do so to determine if there may be remnants of historical features or structures on the property such as the "Ramsey" saw mill of the 1860s.

REFERENCES

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Township of Puslinch website. <http://www.puslinch.ca/en/our-government/Heritage-Committee.asp>

APPENDIX 1 - Report Author's Qualifications

OWEN R. SCOTT, OALA, FCSLA, CAHP

Education:

Master of Landscape Architecture (M.L.A.) University of Michigan, 1967

Bachelor of Science in Agriculture (Landscape Horticulture), (B.S.A.) University of Guelph, 1965

Professional Experience:

1965 - present President, CHC Limited, Guelph, Ontario

1977 - present President, The Landplan Collaborative Ltd., Guelph, Ontario

1977 - 1985 Director, The Pacific Landplan Collaborative Ltd., Vancouver and Nanaimo, BC

1975 - 1981 Editor and Publisher, *Landscape Architecture Canada*, Ariss, Ontario

1969 - 1981 Associate Professor, School of Landscape Architecture, University of Guelph

1975 - 1979 Director and Founding Principal, Ecological Services for Planning Limited, Guelph, Ontario

1964 - 1969 Landscape Architect, Project Planning Associates Limited, Toronto, Ontario

Historical Research, Heritage Landscape Planning and Restoration Experience and Expertise

Current Professional and Professional Heritage Associations Affiliations:

Member: Alliance for Historic Landscape Preservation (AHLP)

Member: Canadian Association of Heritage Professionals (CAHP)

Member: Ontario Association of Landscape Architects (OALA)

Fellow: Canadian Society of Landscape Architects (FCSLA)

Community and Professional Society Service (Heritage):

Director: Canadian Association of Heritage Professionals (CAHP), 2002 - 2003

Member: Advisory Board, Architectural Conservancy of Ontario, 1980 - 2002

Member: City of Guelph Local Architectural Conservation Advisory Committee (LACAC), 1987 - 2000 (Chair 1988 - 1990)

Member: Advisory Council, Centre for Canadian Historical Horticultural Studies, 1985 - 1988

Personal and Professional Honours and Awards (Heritage):

Mike Wagner Award 2013 Heritage Award - Breithaupt Block, Kitchener, ON

People's Choice Award 2012 Brampton Urban Design Awards, Peel Art Gallery, Museum and Archives, Brampton, ON

Award of Excellence 2012 Brampton Urban Design Awards, Peel Art Gallery, Museum and Archives, Brampton, ON

National Award 2009 Heritage Canada Foundation National Achievement, Alton Mill, Alton, ON

Award of Merit 2009 Canadian Association of Heritage Professionals Awards, Alton Mill, Alton, ON

Award 2007 Excellence in Urban Design Awards, Heritage, Old Quebec Street, City of Guelph, ON

Award 2001 Ontario Heritage Foundation Certificate of Achievement

Award 1998 Province of Ontario, Volunteer Award (10 year award)

Award 1994 Province of Ontario, Volunteer Award (5 year award)

Regional Merit 1990 Canadian Society of Landscape Architects (CSLA), Britannia School Farm Master Plan

National Honour 1990 CSLA Awards, Confederation Boulevard, Ottawa

Citation 1989 City of Mississauga Urban Design Awards, Britannia School Farm Master Plan

Honour Award 1987 *Canadian Architect*, Langdon Hall Landscape Restoration, Cambridge, ON

Citation 1986 *Progressive Architecture*, The Ceremonial Routes (Confederation Boulevard), Ottawa,

National Citation 1985 CSLA Awards, Tipperary Creek Heritage Conservation Area Master Plan, Saskatoon, SK

National Merit 1984 CSLA Awards, St. James Park Victorian Garden, Toronto, ON

Award 1982 Ontario Ministry of Municipal Affairs Ontario Renews Awards, Millside, Guelph, ON

Selected Heritage Publications:

- Scott, Owen R., The Southern Ontario "Grid", *ACORN* Vol XXVI-3, Summer 2001. *The Journal of the Architectural Conservancy of Ontario*.
- Scott, Owen R. *19th Century Gardens for the 20th and 21st Centuries*. Proceedings of "Conserving Ontario's Landscapes" conference of the ACO, (April 1997). Architectural Conservancy of Ontario Inc., Toronto, 1998.
- Scott, Owen R. *Landscapes of Memories, A Guide for Conserving Historic Cemeteries*. (19 of 30 chapters) compiled and edited by Tamara Anson-Cartright, Ontario Ministry of Citizenship, Culture and Recreation, 1997.
- Scott, Owen R. Cemeteries: A Historical Perspective, *Newsletter, The Memorial Society of Guelph*, September 1993.
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- Scott, Owen R. Woolwich Street Corridor, Guelph, *ACORN* Vol XVI-2, Fall 1991. Newsletter of the Architectural Conservancy of Ontario Inc. (ACO)
- Scott, Owen R. guest editor, *ACORN*, Vol. XIV-2, Summer 1989. Cultural Landscape Issue, Newsletter of the ACO.
- Scott, Owen R. Cultivars, pavers and the historic landscape, *Historic Sites Supplies Handbook*. Ontario Museum Association, Toronto, 1989. 9 pp.
- Scott, Owen R. Landscape preservation - What is it? *Newsletter, American Society of Landscape Architects - Ontario Chapter*, vol. 4 no.3, 1987.
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- Scott, Owen R. Victorian Landscape Gardening. Ontario Bicentennial History Conference, McMaster University, 1984.
- Scott, Owen R. Canada West Landscapes. *Fifth Annual Proceedings Niagara Peninsula History Conference (1983)*. 1983. 22 pp.
- Scott, Owen R. Utilizing History to Establish Cultural and Physical Identity in the Rural Landscape. *Landscape Planning*, Elsevier Scientific Press, Amsterdam, 1979. Vol. 6, No. 2, pp. 179-203.
- Scott, Owen R. Changing Rural Landscape in Southern Ontario. *Third Annual Proceedings Agricultural History of Ontario Seminar (1978)*. June 1979. 20 pp.
- Scott, Owen R., P. Grimwood, M. Watson. George Laing - Landscape Gardener, Hamilton, Canada West 1808-1871. *Bulletin, The Association for Preservation Technology*, Vol. IX, No. 3, 1977, 13 pp. (also published in *Landscape Architecture Canada*, Vol. 4, No. 1, 1978).
- Scott, Owen R. The Evaluation of the Upper Canadian Landscape. Department of Landscape Architecture, University of Manitoba. 1978. (Colour videotape).

Following is a **representative listing of some of the many heritage consultations undertaken by Owen R. Scott** in his capacity as a landscape architect with Project Planning Associates Ltd., as principal of Owen R. Scott & Associates Limited, as principal of The Landplan Collaborative Ltd., and principal of CHC Limited.

- N Alton Mill Landscape, Caledon, ON
- N Belvedere Terrace - Peer Review, Assessment of Proposals for Heritage Property, Parry Sound, ON
- N Black Creek Pioneer Village Master Plan, Toronto, ON
- N Britannia School Farm Master Plan, Peel Board of Education/Mississauga, ON
- N Confederation Boulevard (Sussex Drive) Urban Design, Site Plans, NCC/Ottawa, ON
- N Swift Current CPR Station Gardens condition report and feasibility study for rehabilitation/reuse, Swift Current, SK
- N Cruickston Park Farm - Cultural Heritage Resources Study, Cambridge, ON
- N Doon Heritage Crossroads Master Plan and Site Plans, Region of Waterloo/Kitchener, ON
- N Downtown Guelph Private Realm Improvements Manual, City of Guelph, ON
- N Downtown Guelph Public Realm Plan, City of Guelph, ON
- N Dundurn Castle Landscape Restoration Feasibility Study, City of Hamilton, ON
- N Elam Martin Heritage Farmstead Master Plan, City of Waterloo, ON
- N Exhibition Park Master Plan, City of Guelph, ON
- N Feasibility Study for a Heritage Resource Centre, Regional Municipality of Waterloo, ON
- N George Brown House Landscape Restoration, Toronto, ON
- N Government of Ontario Light Rail Transit Route Selection, Cultural and Natural Resources Inventory for Environmental Assessment, Hamilton/Burlington, ON
- N *Grand River Corridor Conservation Plan*, GRCA/Regional Municipality of Waterloo, ON

- N Hespeler West Secondary Plan - Heritage Resources Assessment, City of Cambridge, ON
- N John Galt Park, City of Guelph, ON
- N Judy LaMarsh Memorial Park Master Plan, NCC/Ottawa, ON
- N Lakewood Golf Course Cultural Landscape Assessment, Tecumseh, ON
- N Landfill Site Selection, Cultural Heritage Inventory for Environmental Assessment, Region of Halton, ON
- N Langdon Hall Gardens Restoration and Site Plans, Cambridge, ON
- N MacGregor/Albert Heritage Conservation District Study and Plan, City of Waterloo, ON
- N Museum of Natural Science/Magnet School 59/ Landscape Restoration and Site Plans, City of Buffalo, NY
- N Muskoka Pioneer Village Master Plan, MNR/Huntsville, ON
- N Peel Heritage Centre Adaptive Re-use, Landscape Design, Brampton, ON
- N Phyllis Rawlinson Park Master Plan (winning design competition), Town of Richmond Hill, ON
- N Prime Ministerial Precinct and Rideau Hall Master Plan, NCC/Ottawa, ON
- N Queen/Picton Streets Streetscape Plans, Town of Niagara-on-the-Lake, ON
- N Regional Heritage Centre Feasibility Study and Site Selection, Region of Waterloo, ON
- N Rockway Gardens Master Plan, Kitchener Horticultural Society/City of Kitchener, ON
- N South Kitchener Transportation Study, Heritage Resources Assessment, Region of Waterloo, ON
- N St. George's Square, City of Guelph, ON
- N St. James Park Victorian Garden, City of Toronto, ON
- N Tipperary Creek (Wanuskewin) Heritage Conservation Area Master Plan, Meewasin Valley Authority, Saskatoon, SK
- N University of Toronto Heritage Conservation District Study, City of Toronto, ON
- N Waterloo Valleylands Study, Heritage and Recreational Resources mapping and policies, Region of Waterloo
- N Woodside National Historic Park Landscape Restoration, Parks Canada/Kitchener, ON
- N 255 Geddes Street, Elora, ON, heritage opinion evidence - Ontario Superior Court of Justice

Heritage Impact Assessments (HIA), Heritage Impact Statements (HIS), Cultural Heritage Resource Impact Assessments (CHRIA), Cultural Heritage Evaluation Reports (CHER), and Heritage Conservation Plans:

- N Acton Quarry Cultural Heritage Landscape & Built Heritage Study & Assessment Peer Review, Acton, ON
- N 33 Arkell Road Heritage Impact Assessment, Guelph, ON
- N Barra Castle Heritage Impact Assessment, Kitchener, ON
- N Biltmore Hat Factory Heritage Impact Assessment, Guelph, ON
- N 140 Blue Heron Ridge Heritage Impact Assessment, Cambridge, ON
- N 25 Breithaupt Street Heritage Impact Assessment, Kitchener, ON
- N 51 Breithaupt Street Heritage Impact Assessment, Kitchener, ON
- N 51 Breithaupt Street Heritage Conservation Plan, Kitchener, ON
- N Bridge #20 Cultural Heritage Evaluation Report & Heritage Impact Assessment, Blandford-Blenheim Township, ON
- N Bridge #25 Cultural Heritage Evaluation Report & Heritage Impact Assessment, Blandford-Blenheim Township, ON
- N 215 Broadway Street Heritage Impact Statement, Mississauga, ON
- N Cambridge Retirement Complex on the former Tiger Brand Lands, Heritage Impact Assessment, Cambridge, ON
- N 27-31 Cambridge Street, Heritage Impact Assessment, Cambridge, ON
- N 3075 Cawthra Road Heritage Impact Statement, Mississauga, ON
- N City Centre Heritage Impact Assessment, Kitchener, ON
- N 175 Cityview Drive Heritage Impact Assessment, Guelph, ON
- N Cordingly House Heritage Impact Statement, Mississauga, ON
- N 264 Crawley Road Heritage Impact Assessment, Guelph, ON
- N 31-43 David Street (25 Joseph Street) Heritage Impact Assessment, Kitchener, ON
- N 35 David Street (Phase II) Heritage Impact Assessment, Kitchener, ON
- N 24, 26, 28 and 32 Dundas Street East Heritage Impact Statement, Mississauga, (Cooksville), ON
- N 1261 Dundas Street South Heritage Impact Assessment, Cambridge, ON
- N 172 - 178 Elizabeth Street Heritage Impact Assessment, Guelph, ON
- N 3 - 7 Gordon Street Heritage Impact Assessment, Guelph, ON
- N Grey Silo Golf Course/Elam Martin Farmstead Heritage Impact Assessment, City of Waterloo, ON
- N GRCA Lands, 748 Zeller Drive Heritage Impact Assessment Addendum, Kitchener, ON
- N Hamilton Psychiatric Hospital Conservation Plan, for Infrastructure Ontario, Hamilton, ON
- N Hancock Woodlands Cultural Heritage Assessment and Heritage Impact Statement, City of Mississauga, ON

- N Harrop Barn Heritage Conservation Plan, Milton, ON
- N Hart Farm Heritage Impact Assessment, Guelph, ON
- N Irvine Street (Watt) Bridge Cultural Heritage Evaluation Report, Township of Centre Wellington, ON
- N 9675, 9687, 9697 Keele Street Heritage Impact Assessment, City of Vaughan (Maple) ON
- N Kip Co. Lands Developments Ltd. Cultural Heritage Resource Impact Assessment - Woodbridge Heritage Conservation District, City of Vaughan (Woodbridge) ON
- N 117 Liverpool Street Heritage Impact Assessment, Guelph, ON
- N 30 - 40 Margaret Avenue Heritage Impact Assessment, Kitchener, ONN
- N 2610, 2620 and 2630 Mississauga Road, Cultural Landscape Heritage Impact Statement, Mississauga, ON
- N 4067 Mississauga Road, Cultural Landscape Heritage Impact Statement, Mississauga, ON
- N 1245 Mona Road, Heritage Impact Statement, Mississauga, ON
- N 15 Mont Street, Heritage Impact Assessment, Guelph, ON
- N Proposed Region of Waterloo Multimodal Hub at 16 Victoria Street North, 50 & 60 Victoria Street North, and 520 & 510 King Street West, Heritage Study and Heritage Impact Assessment, Kitchener, ON
- N 6671 Ninth Line Heritage Impact Statement, Cordingley House Restoration & Renovation, Mississauga, ON
- N 324 Old Huron Road Heritage Impact Assessment, Kitchener, ON
- N 40 Queen Street South Heritage Impact Statement, Mississauga, (Streetsville), ON
- N Rockway Holdings Limited Lands north of Fairway Road Extension Heritage Impact Assessment, Kitchener, ON
- N 53 Surrey Street East and 41, 43, 45 Wyndham Street South Cultural Heritage Assessment, Guelph, ON
- N Thorny-Brae Heritage Impact Statement, Mississauga, ON
- N University of Guelph, Trent Institute Cultural Heritage Resource Assessment, Guelph, ON
- N University of Guelph, 1 and 10 Trent Lane Cultural Heritage Resource Assessments, Guelph, ON
- N University of Guelph, Gordon Street Houses, Heritage Impact Assessment, Guelph, ON
- N Uno Park Road Bridge, Cultural Heritage Evaluation Report and Heritage Impact Assessment, Harley Township, ON
- N Victoria Park Proposed Washroom Cultural Heritage Impact Assessment, Kitchener, ON
- N 927 Victoria Road South Heritage Impact Assessment, Guelph, ON
- N Winzen Developments Heritage Impact Assessment, Cambridge, ON
- N 1123 York Road Heritage Impact Assessment, Guelph, ON

Expert Witness Experience:

Owen R. Scott has been called as an expert witness at a number of hearings and trials. These include **Ontario Municipal Board Hearings, Conservation Review Board Hearings, Environmental Assessment Board** and **Environmental Protection Act Board Hearings**, and civil and criminal trials.

