

**CULTURAL HERITAGE RESOURCE ASSESSMENT:
BUILT HERITAGE RESOURCES AND CULTURAL HERITAGE LANDSCAPES**

EXISTING CONDITIONS

**WARD TO DOWNTOWN BRIDGES
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT**

CITY OF GUELPH, ONTARIO

Prepared for:

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640 Woodlawn Road West
Guelph, ON, N1K 1B8

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EXECUTIVE SUMMARY

ASI was contracted by GM BluePlan to conduct a Cultural Heritage Resource Assessment as part of the Class B Environmental Assessment study for the construction of a pedestrian bridge crossing the Speed River, linking the east side of the river to a pedestrian trail stretching from MacDonnell Street to Huron Street. The study area is generally bounded by Wellington Road on the west, Wellington Street Rail Bridge on the north, Arthur Street on the east, and terminates approximately at Neeve Street.

The results of background historical research and a review of secondary source material revealed a study area with an industrial land use history dating back to the early-nineteenth century. A field review was conducted for the entire study area to confirm the location of previously identified cultural heritage resources and to document newly discovered ones.

The background research, data collection, and field review conducted for the study area determined that four cultural heritage resources are located within or adjacent to the Ward to Downtown Bridges Class EA study area. Based on the results of the assessment, the following recommendations have been developed:

1. Property-specific Heritage Impact Assessment (HIA) Reports should be completed for each of the three properties identified in the study area. These reports should be submitted to heritage staff at the City of Guelph for review and approval. These reports should be completed during the EA where feasible, as the results of the property-specific HIA reports should be part of the preferred alternative decision-making process.
2. Once a preferred alternative or detailed designs of the proposed work are available, this report will be updated with a confirmation of impacts of the undertaking on cultural heritage resources identified within and/or adjacent to the study area and will recommend appropriate mitigation measures. Mitigation measures may include, but are not limited to, completing a heritage impact assessment or documentation report, or employing suitable measures such as landscaping, buffering or other forms of mitigation, where appropriate. In this regard, provincial guidelines should be consulted for advice and further heritage assessment work should be undertaken as necessary.
3. Should future work require an expansion of the study area then a qualified heritage consultant should be contacted in order to confirm the impacts of the proposed work on potential heritage resources.



**ARCHAEOLOGICAL SERVICES INC.
CULTURAL HERITAGE DIVISION**

PROJECT PERSONNEL

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1.0 INTRODUCTION

ASI was contracted by GM BluePlan to conduct a Cultural Heritage Resource Assessment as part of the Class B Environmental Assessment study for the construction of a pedestrian bridge crossing the Speed River, linking the east side of the river with a pedestrian trail stretching from MacDonell Street to Huron Street. The study area is generally bounded by Wellington Road on the west, Wellington Street Rail Bridge on the north, Arthur Street on the east, and terminates approximately at Neeve Street (Figure 1).

The purpose of this report is to present a cultural resource inventory of cultural heritage resources, identify existing conditions of the Ward to Downtown Bridges EA study area, identify impacts to cultural heritage resources, and propose appropriate mitigation measures. This assessment was conducted under the senior project management of Lindsay Graves, Assistant Manager of the Cultural Heritage Division, ASI.

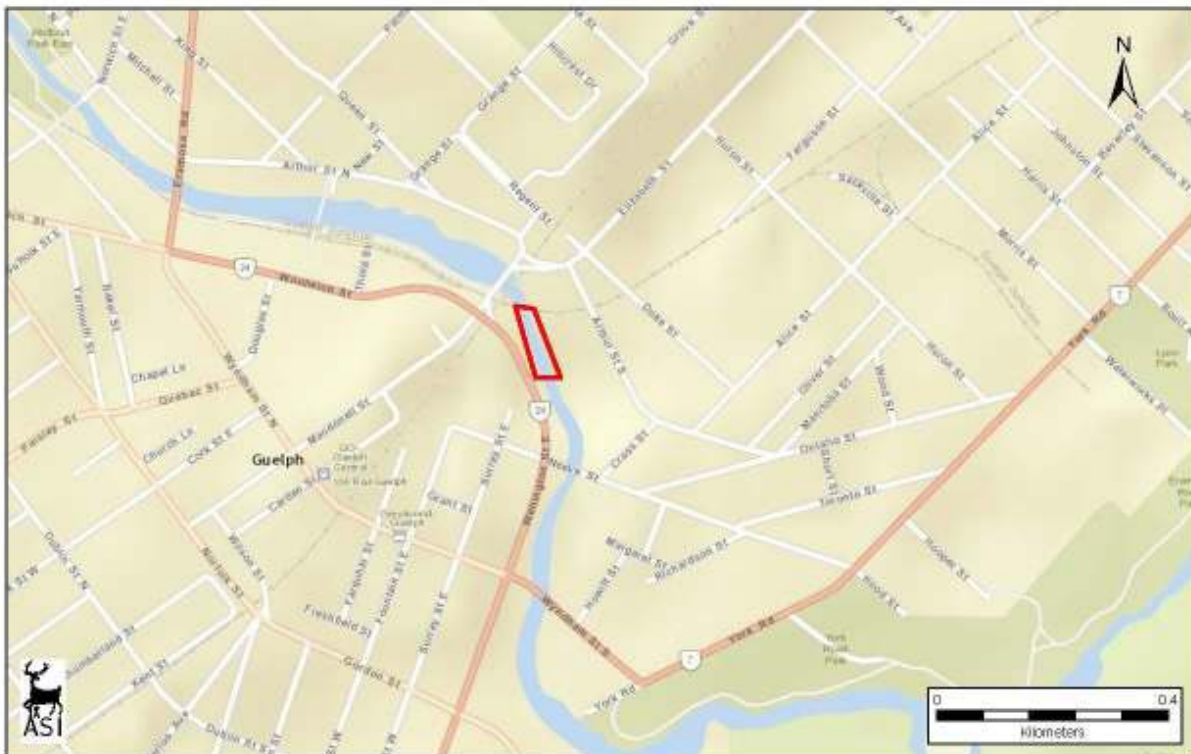


Figure 1: Location of the study area
Base Map: ©OpenStreetMap and contributors, Creative Commons-Share Alike License (CC-BY-SA)

2.0 BUILT HERITAGE RESOURCE AND CULTURAL HERITAGE LANDSCAPE ASSESSMENT CONTEXT

2.1 Legislation and Policy Context

This cultural heritage assessment considers cultural heritage resources in the context of improvements to specified areas, pursuant to the *Environmental Assessment Act*. This assessment addresses above ground cultural heritage resources over 40 years old. Use of a 40 year old threshold is a guiding principle when conducting a preliminary identification of cultural heritage resources (Ministry of Transportation 2006; Ministry of Transportation 2007; Ontario Realty Corporation 2007). While identification of a resource that is 40 years old or older does not confer outright heritage significance, this threshold provides a means to collect information about resources that may retain heritage value. Similarly, if a resource is slightly younger than 40 years old, this does not preclude the resource from retaining heritage value.

For the purposes of this assessment, the term cultural heritage resources was used to describe both cultural heritage landscapes and built heritage resources. A cultural landscape is perceived as a collection of individual built heritage resources and other related features that together form farm complexes, roadsides and nucleated settlements. Built heritage resources are typically individual buildings or structures that may be associated with a variety of human activities, such as historical settlement and patterns of architectural development.

The analysis throughout the study process addresses cultural heritage resources under various pieces of legislation and their supporting guidelines. Under the *Environmental Assessment Act* (1990) environment is defined in Subsection 1(c) to include:

- cultural conditions that influence the life of man or a community, and;
- any building, structure, machine, or other device or thing made by man.

The Ministry of Tourism, Culture and Sport is charged under Section 2 of the *Ontario Heritage Act* with the responsibility to determine policies, priorities and programs for the conservation, protection and preservation of the heritage of Ontario and has published two guidelines to assist in assessing cultural heritage resources as part of an environmental assessment: *Guideline for Preparing the Cultural Heritage Resource Component of Environmental Assessments* (1992), and *Guidelines on the Man-Made Heritage Component of Environmental Assessments* (1981). Accordingly, both guidelines have been utilized in this assessment process.

The *Guidelines on the Man-Made Heritage Component of Environmental Assessments* (Section 1.0) states the following:

When speaking of man-made heritage we are concerned with the works of man and the effects of his activities in the environment rather than with movable human artifacts or those environments that are natural and completely undisturbed by man.

In addition, environment may be interpreted to include the combination and interrelationships of human artifacts with all other aspects of the physical environment, as well as with the social, economic and cultural conditions that influence the life of the people and communities in Ontario. The *Guidelines on the Man-Made Heritage Component of Environmental Assessments* distinguish between two basic ways of visually experiencing this heritage in the environment, namely as cultural heritage landscapes and as cultural features.



Within this document, cultural heritage landscapes are defined as the following (Section 1.0):

The use and physical appearance of the land as we see it now is a result of man's activities over time in modifying pristine landscapes for his own purposes. A cultural landscape is perceived as a collection of individual man-made features into a whole. Urban cultural landscapes are sometimes given special names such as townscapes or streetscapes that describe various scales of perception from the general scene to the particular view. Cultural landscapes in the countryside are viewed in or adjacent to natural undisturbed landscapes, or waterscapes, and include such land uses as agriculture, mining, forestry, recreation, and transportation. Like urban cultural landscapes, they too may be perceived at various scales: as a large area of homogeneous character; or as an intermediate sized area of homogeneous character or a collection of settings such as a group of farms; or as a discrete example of specific landscape character such as a single farm, or an individual village or hamlet.

A cultural feature is defined as the following (Section 1.0):

...an individual part of a cultural landscape that may be focused upon as part of a broader scene, or viewed independently. The term refers to any man-made or modified object in or on the land or underwater, such as buildings of various types, street furniture, engineering works, plantings and landscaping, archaeological sites, or a collection of such objects seen as a group because of close physical or social relationships.

The Minister of Tourism, Culture, and Sport has also published *Standards and Guidelines for Conservation of Provincial Heritage Properties* (April 2010; Standards and Guidelines hereafter). These Standards and Guidelines apply to properties the Government of Ontario owns or controls that have cultural heritage value or interest. They are mandatory for ministries and prescribed public bodies and have the authority of a Management Board or Cabinet directive. Prescribed public bodies include:

- Agricultural Research Institute of Ontario
- Hydro One Inc.
- Liquor Control Board of Ontario
- McMichael Canadian Art Collection
- Metrolinx
- The Niagara Parks Commission.
- Ontario Heritage Trust
- Ontario Infrastructure Projects Corporation
- Ontario Lottery and Gaming Corporation
- Ontario Power Generation Inc.
- Ontario Realty Corporation
- Royal Botanical Gardens
- Toronto Area Transit Operating Authority
- St. Lawrence Parks Commission

The Standards and Guidelines provide a series of definitions considered during the course of the assessment:

A provincial heritage property is defined as the following (14):



Provincial heritage property means real property, including buildings and structures on the property, that has cultural heritage value or interest and that is owned by the Crown in right of Ontario or by a prescribed public body; or that is occupied by a ministry or a prescribed public body if the terms of the occupancy agreement are such that the ministry or public body is entitled to make the alterations to the property that may be required under these heritage standards and guidelines.

A provincial heritage property of provincial significance is defined as the following (14):

Provincial heritage property that has been evaluated using the criteria found in Ontario Heritage Act O.Reg. 10/06 and has been found to have cultural heritage value or interest of provincial significance.

A built heritage resource is defined as the following (13):

...one or more significant buildings (including fixtures or equipment located in or forming part of a building), structures, earthworks, monuments, installations, or remains associated with architectural, cultural, social, political, economic, or military history and identified as being important to a community. For the purposes of these Standards and Guidelines, “structures” does not include roadways in the provincial highway network and in-use electrical or telecommunications transmission towers.

A cultural heritage landscape is defined as the following (13):

... a defined geographical area that human activity has modified and that has cultural heritage value. Such an area involves one or more groupings of individual heritage features, such as structures, spaces, archaeological sites, and natural elements, which together form a significant type of heritage form distinct from that of its constituent elements or parts. Heritage conservation districts designated under the Ontario Heritage Act, villages, parks, gardens, battlefields, mainstreets and neighbourhoods, cemeteries, trails, and industrial complexes of cultural heritage value are some examples.

Additionally, the *Planning Act* (1990) and related *Provincial Policy Statement (PPS)*, which was updated in 2014, make a number of provisions relating to heritage conservation. One of the general purposes of the *Planning Act* is to integrate matters of provincial interest in provincial and municipal planning decisions. In order to inform all those involved in planning activities of the scope of these matters of provincial interest, Section 2 of the *Planning Act* provides an extensive listing. These matters of provincial interest shall be regarded when certain authorities, including the council of a municipality, carry out their responsibilities under the *Act*. One of these provincial interests is directly concerned with:

2.(d) the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest

Part 4.7 of the *PPS* states that:

The official plan is the most important vehicle for implementation of this Provincial Policy Statement. Comprehensive, integrated and long-term planning is best achieved through official plans.



Official plans shall identify provincial interests and set out appropriate land use designations and policies. To determine the significance of some natural heritage features and other resources, evaluation may be required.

Official plans should also coordinate cross-boundary matters to complement the actions of other planning authorities and promote mutually beneficial solutions. Official plans shall provide clear, reasonable and attainable policies to protect provincial interests and direct development to suitable areas.

In order to protect provincial interests, planning authorities shall keep their official plans up-to-date with this Provincial Policy Statement. The policies of this Provincial Policy Statement continue to apply after adoption and approval of an official plan.

Those policies of particular relevance for the conservation of heritage features are contained in Section 2-Wise Use and Management of Resources, wherein Subsection 2.6 - Cultural Heritage and Archaeological Resources, makes the following provisions:

- 2.6.1 Significant built heritage resources and significant cultural heritage landscapes shall be conserved.

A number of definitions that have specific meanings for use in a policy context accompany the policy statement. These definitions include built heritage resources and cultural heritage landscapes.

A built heritage resource is defined as: “a building, structure, monument, installation or any manufactured remnant that contributes to a property’s cultural heritage value or interest as identified by a community, including an Aboriginal community” (PPS 2014).

A cultural heritage landscape is defined as “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” (PPS 2014). Examples may include, but are not limited to farmscapes, historic settlements, parks, gardens, battlefields, mainstreets and neighbourhoods, cemeteries, trailways, and industrial complexes of cultural heritage value.

In addition, significance is also more generally defined. It is assigned a specific meaning according to the subject matter or policy context, such as wetlands or ecologically important areas. With regard to cultural heritage and archaeology resources, resources of significance are those that are valued for the important contribution they make to our understanding of the history of a place, an event, or a people (PPS 2014).

Criteria for determining significance for the resources are recommended by the Province, but municipal approaches that achieve or exceed the same objective may also be used. While some significant resources may already be identified and inventoried by official sources, the significance of others can only be determined after evaluation (PPS 2014).

Accordingly, the foregoing guidelines and relevant policy statement were used to guide the scope and methodology of the cultural heritage assessment.



2.2 Municipal Policies

The City of Guelph has developed an Official Plan, which sets out a number of policies with regard to cultural heritage resources. Policies that are relevant to this study are included below.

The City of Guelph Official Plan (2014 Consolidation), Section 3.5: Cultural Heritage Resources:

Objectives:

- a. To maintain the unique style and character of the City.
- b. To encourage the identification, restoration, protection, maintenance and enhancement of *cultural heritage resources*.
- c. To encourage the preservation, restoration or re-use of historic and architecturally significant buildings and landmarks throughout the City.

General Policies:

- 3.5.1 The City will encourage the restoration, protection, maintenance and enhancement of *cultural heritage resources* which include, but are not limited to, *archaeological resources*, *built heritage resources* and *cultural heritage landscape resources*.
- 3.5.2 This Plan promotes the design of *development* proposals in a manner, which preserves and enhances the context in which *cultural heritage resources* are situated.
- 3.5.3 *Development* proposals in the City shall be designed to be consistent with the maintenance of *cultural heritage resources* and, in addition, shall incorporate these resources into specific design proposals where possible.
1. Built heritage resources shall be preserved and incorporated into all development plans, unless the applicant demonstrates to City Council that the built heritage resource does not meet the criteria for designation used by the City of Guelph Local Architectural Conservation Advisory Committee (LACAC) in assessing designations under the Ontario Heritage Act. Consultation with the City of Guelph LACAC is encouraged.
2. Consideration shall be given to the integration of built heritage resources into development proposals with regards to the following objectives: a) To maintain the original location and orientation to the street in the proposed road and lot pattern of the development; and b) To preserve existing landscape features to the greatest extent possible.
3. The City may require, as a condition of approval of a development proposal within which a built heritage resource is situated, the provision of one or more performance assurances, performance security, property insurance and/or maintenance agreements, in a form acceptable to the City.
4. The City may require as a condition of approval of a development proposal, including the issuance of a building permit, change of use or partial demolition of a built heritage resource, that the proponent enter into agreements to preserve and/or permit to be designated, as the City sees fit, the built heritage resource through other legal instruments as may be noted in the Official Plan.
- 3.5.4. For the purposes of heritage conservation, Council will continue to appoint and support a “Local Architectural Conservation Advisory Committee”, hereafter referred to as LACAC, pursuant to the Ontario Heritage Act.



1. The City will consult LACAC on all matters associated with the identification, conservation, restoration, protection, maintenance and enhancement of heritage areas and properties.
 2. The City, through the LACAC, will identify built heritage resources within the Municipality by compiling and updating an inventory and using it as a reference in planning and heritage conservation matters.
 3. The City will promote good communication between LACAC and civic departments, local heritage groups, and other government agencies with similar interests.
- 3.5.5 The City will encourage and foster public education, awareness, participation and involvement in the conservation of cultural heritage resources by methods including, but not limited to, the erection of plaques, the publication of literature, assistance to the media or other measures deemed appropriate by Council.
- 3.5.6 The City may utilize government or non-government funding assistance programs to assist in the implementation of the heritage conservation policies of this Plan. The City shall co-ordinate its heritage conservation plans and programs with heritage conservation plans and programs of other levels of government.

2.3 Data Collection

In the course of the cultural heritage assessment, all potentially affected cultural heritage resources are subject to inventory. Short form names are usually applied to each resource type, (e.g. barn, residence). Generally, when conducting a preliminary identification of cultural heritage resources, three stages of research and data collection are undertaken to appropriately establish the potential for and existence of cultural heritage resources in a particular geographic area.

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

A field review is then undertaken to confirm the location and condition of previously identified cultural heritage resources. The field review is also used to identify cultural heritage resources that have not been previously identified on federal, provincial, or municipal databases.

Several investigative criteria are utilised during the field review to appropriately identify new cultural heritage resources. These investigative criteria are derived from provincial guidelines, definitions, and past experience. During the course of the environmental assessment, a built structure or landscape is identified as a cultural heritage resource if it is considered to be 40 years or older, and if the resource satisfies at least one of the following criteria:

Design/Physical Value:



- It is a rare, unique, representative or early example of a style, type, expression, material or construction method.
- It displays a high degree of craftsmanship or artistic merit.
- It demonstrates a high degree of technical or scientific achievement.
- The site and/or structure retains original stylistic features and has not been irreversibly altered so as to destroy its integrity.
- It demonstrates a high degree of excellence or creative, technical or scientific achievement at a provincial level in a given period.

Historical/Associative Value:

- It has a direct association with a theme, event, belief, person, activity, organization, or institution that is significant to: the City of Guelph; the Province of Ontario; or Canada.
- It yields, or has the potential to yield, information that contributes to an understanding of the history of the: the City of Guelph; the Province of Ontario; or Canada.
- It demonstrates or reflects the work or ideas of an architect, artist builder, designer, or theorist who is significant to: the City of Guelph; the Province of Ontario; or Canada.
- It represents or demonstrates a theme or pattern in Ontario's history.
- It demonstrates an uncommon, rare or unique aspect of Ontario's cultural heritage.
- It has a strong or special association with the entire province or with a community that is found in more than one part of the province. The association exists for historic, social, or cultural reasons or because of traditional use.
- It has a strong or special association with the life or work of a person, group or organization of importance to the province or with an event of importance to the province.

Contextual Value:

- It is important in defining, maintaining, or supporting the character of an area.
- It is physically, functionally, visually, or historically linked to its surroundings.
- It is a landmark.
- It illustrates a significant phase in the development of the community or a major change or turning point in the community's history.
- The landscape contains a structure other than a building (fencing, culvert, public art, statue, etc.) that is associated with the history or daily life of that area or region.
- There is evidence of previous historic and/or existing agricultural practices (e.g. terracing, deforestation, complex water canalization, apple orchards, vineyards, etc.)
- It is of aesthetic, visual or contextual important to the province.

If a resource meets one of these criteria it will be identified as a cultural heritage resource and is subject to further research where appropriate and when feasible. Typically, detailed archival research, permission to enter lands containing heritage resources, and consultation is required to determine the specific heritage significance of the identified cultural heritage resource.

When identifying cultural heritage landscapes, the following categories are typically utilized for the purposes of the classification during the field review:

Farm complexes: comprise two or more buildings, one of which must be a farmhouse or barn, and may include a tree-lined drive, tree windbreaks, fences, domestic gardens and small orchards.



Roadscapes:	generally two-lanes in width with absence of shoulders or narrow shoulders only, ditches, tree lines, bridges, culverts and other associated features.
Waterscapes:	waterway features that contribute to the overall character of the cultural heritage landscape, usually in relation to their influence on historic development and settlement patterns.
Railscapes:	active or inactive railway lines or railway rights of way and associated features.
Historical settlements:	groupings of two or more structures with a commonly applied name.
Streetscapes:	generally consists of a paved road found in a more urban setting, and may include a series of houses that would have been built in the same time period.
Historical agricultural landscapes:	generally comprises a historically rooted settlement and farming pattern that reflects a recognizable arrangement of fields within a lot and may have associated agricultural outbuildings, structures, and vegetative elements such as tree rows.
Cemeteries:	land used for the burial of human remains.

Results of the desktop data collection and fieldwork are contained in Section 3.0, while Sections 4.0 and 5.0 contain conclusions and recommendations with respect to potential impacts of the undertaking on identified cultural heritage resources. Cultural heritage resource location mapping is provided in Section 7.0.



3.0 BUILT HERITAGE RESOURCE AND CULTURAL HERITAGE LANDSCAPE ASSESSMENT

3.1 Introduction

This section provides a brief summary of historical research and a description of identified above ground cultural heritage resources that may be affected by the proposed undertaking. A review of available primary and secondary source material was undertaken to produce a contextual overview of the study area, including a general description of Euro-Canadian settlement and land use. Historically, the study area is located in the Town of Guelph, in the following Lots:

Town of Guelph, Wellington County

- Plan 8, Lots 77-82, Pt. Lot 76, Plan 113
- Plan 8, Pt. Lot 6, Plan 269, Pts 1, 6 and of 61R-254, Pts 3,5 and 12 of 61R-255
- Plan 8, Pt. Lot 6, Plan 269, Pts 3, 5 and 12 of 61R-225

3.2 Township Survey and Settlement

3.2.1 Guelph Township

Guelph Township is named after the Royal House of Brunswick, family of the English monarch, George IV. Guelph Township was surveyed by John MacDonald in 1830 and the land in the township was purchased by the Canada Company, which consisted of a group of British speculators who acquired more than two million acres of land in Upper Canada for colonization purposes (Mika and Mika 1981:186). A large number of settlers arrived in the township before it was surveyed. The first settler in the township was Samuel Rife, who squatted near the western limits of the township around the year 1825.

Waterloo Road, formerly Broad Road, was built by Absalom Shade and was finished around 1827, the year the Town of Guelph was founded (Mika and Mika 1981:186). Many settlers arrived in the township between the years 1827 and 1830.

City of Guelph

While the present boundaries for the City of Guelph fall within the former Townships of Puslinch and Guelph, the historic community of Guelph was situated on the River Speed in Guelph Township. Guelph was first laid out by a novelist named John Galt, head of the Canada Company, in 1827. The original plan for the town depicted lots reserved for the company offices, a saw mill, a market square, two churches and a burial ground. Registered plans of subdivision for this village date from 1847-1865. The first settlers were attracted here in the next few years. By the late 1840s, the population of Guelph had reached 1,480, and it was incorporated as a town in 1850. It was also selected as the capital of Wellington County, and it was also deemed to be an inland port of entry. The population had reached 6, 878 by 1873. By April 1879, the population exceeded 10,000 and Guelph was incorporated as a city. Guelph contained a wide variety of trades and professions by the 1840s (see Johnson 1977:83). By the 1870s, Guelph contained churches, banks, insurance agencies, a library, two newspapers, telegraph offices, hotels, stores, flour, saw, and planing mills, woollen factories, foundries, machinery works, sewing machine works, musical instrument manufacturers, tanneries, soap and candle factories, shoemakers, wooden ware manufacturers, and two breweries. It was a station for both the Grand Trunk and Canadian Pacific Railways. Guelph was built on a number of hills which gives it a picturesque appearance, and a number of



fine heritage structures in the city were built out of native limestone (Cameron 1967; Crossby 1873: 134; Fischer & Harris 2007: 132; Rayburn 1997: 145; Scott 1997: 94-95; Winearls 1991:680-684).

3.3 Physiographic Setting

The study area is situated within the Guelph Drumlin Field physiographic region of southern Ontario in a former spillway (Chapman and Putnam 1984). The Guelph Drumlin Field physiographic region (Chapman and Putnam 1984: 137-139) centres upon the City of Guelph and Guelph Township and occupies roughly 830 km². Within the Guelph Drumlin Field, there are approximately 300 drumlins of varying sizes. For the most part these hills are of the broad oval type with slopes less steep than those of the Peterborough drumlins and are not as closely grouped as those in some other areas. The till in these drumlins is loamy and calcareous, and was derived mostly from dolostone of the Amabel Formation that can be found exposed below the Niagara Escarpment. Spillways are the former glacial meltwater channels. They are often found in association with moraines but in opposition are entrenched rather than elevated landforms. They are often, though not always, occupied by stream courses, the fact of which raises the debate of their glacial origin. Spillways are typically broad troughs floored wholly or in part by gravel beds and are typically vegetated by cedar swamps in the lowest beds (Chapman and Putnam 1984:15).

3.4 Review of Historic Mapping

The 1868 James Hobson *Map of the Town of Guelph* (Figure 2) indicates that the McDonell Street Rail Viaduct was present to the north of the study area at that time with the Speed River passing beneath in a generally north-south direction. To the south of the viaduct, the map indicates that 'Mill Land' flanks the river within the study area, though no buildings appear to be outlined on the map. William Allan, whose business included a flourmill, distillery, brewery, and forge, owned the mill occupying the east side of the river (Figure 3). Present day streets generally retain their original alignments, though Arthur Street is named 'Queen Street'. The environs appear densely developed at this time, with residential and commercial streets characterizing the area on either side of the river.

The 1872 *Bird's Eye View of the City of Guelph* (Figure 4) depicts a cluster of buildings within the study area along the Speed River. The MacDonell Street Viaduct is also visible to the north of the study area, though significant urban development to the north was separated by open fields, indicating a spatial distinction between commercial and residential areas with industrial areas.

The 1915 'Planning Map' of the City of Guelph (Figure 5) depicts mill buildings on the east bank of the Speed River within the study area. The map indicates that Taylor-Forbes Company Limited (Figure 6), who redeveloped the area after a major fire in 1876, owned the property, building a foundry on the site. The west bank of the river is still identified as 'Mill Land', though no buildings are depicted on it. At the north end of the study area, the Wellington Rail Bridge carries the former Guelph Junction Railway (GJR) across the river while the McDonell Street Rail Viaduct is also visible.

In addition to nineteenth-century mapping, historic topographic mapping and aerial photographs from the twentieth century were examined. This report presents maps and aerial photographs from 1939, 1970, and 1980. These do not represent the full range of maps consulted for the purpose of this study but were judged to cover the full range of land uses that occurred in the area during this period.



The 1939 topographic map (Figure 7) depicts a significant industrial complex on the east bank of the Speed River, on the site of the Taylor Forbes factories. Two buildings are also depicted on the west bank of the river, southwest of the Wellington Street Rail Bridge and the MacDonell Street Rail Viaduct. The function of these buildings cannot be determined by existing mapping, though it is likely that they were used for milling or another industrial use. The environs appear to have undergone increasing commercial and industrial development, particularly on the east side of the river. In addition, the Queen Street right-of-way reflects earlier mapping.

The 1970 topographical map (Figure 8) depicts the area as urban and, thus, few buildings are outlined, and none of these in the study area. However, the map identifies the Wellington Street Rail Bridge at the north of the study area and confirms that the road alignments remained generally unchanged from those displayed in the 1868 mapping.

Topographical mapping from 1980 (Figure 9) confirms that the area was highly urbanized, though it also depicts the footprint of the Taylor-Forbes factory and indicates that two spur rail lines lead from the property, one connecting the north elevation of the factory with the former GJR line and one exiting the south elevation and heading generally south before it turns east to connect with other buildings down river.



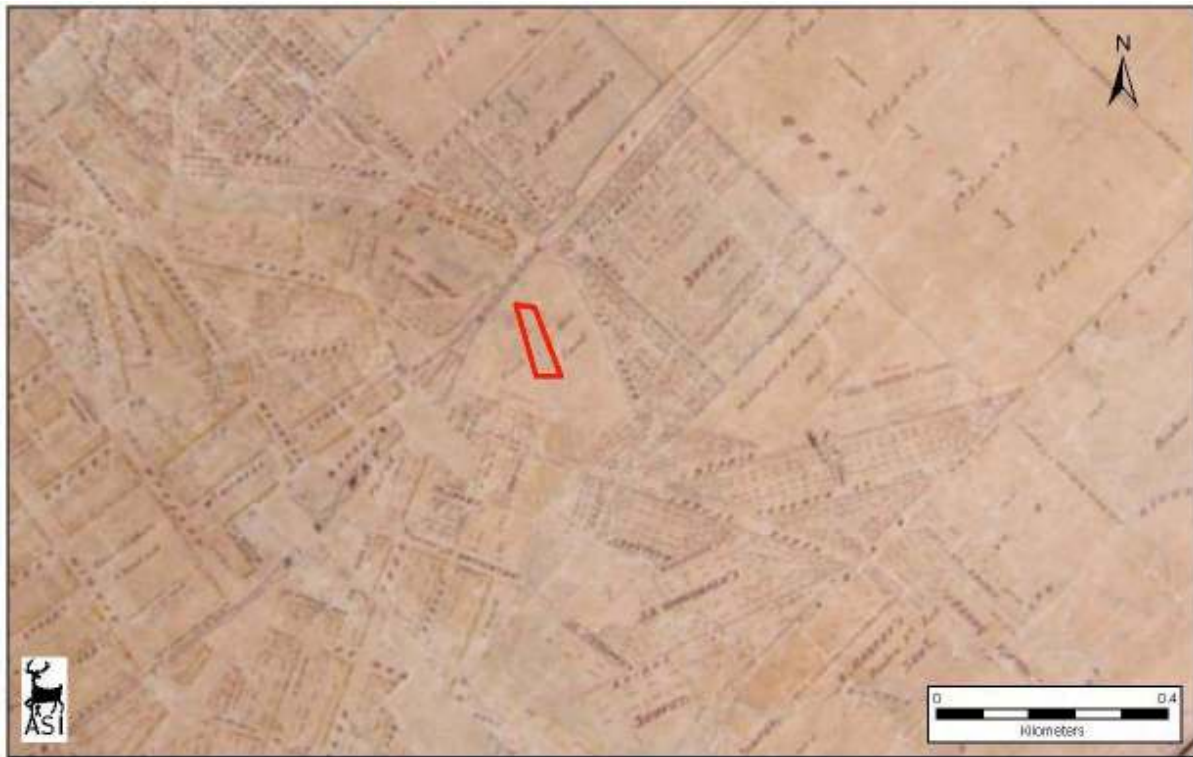


Figure 2: The study area overlaid on the 1868 John Hobson Map

Base Map: Hobson, 1868

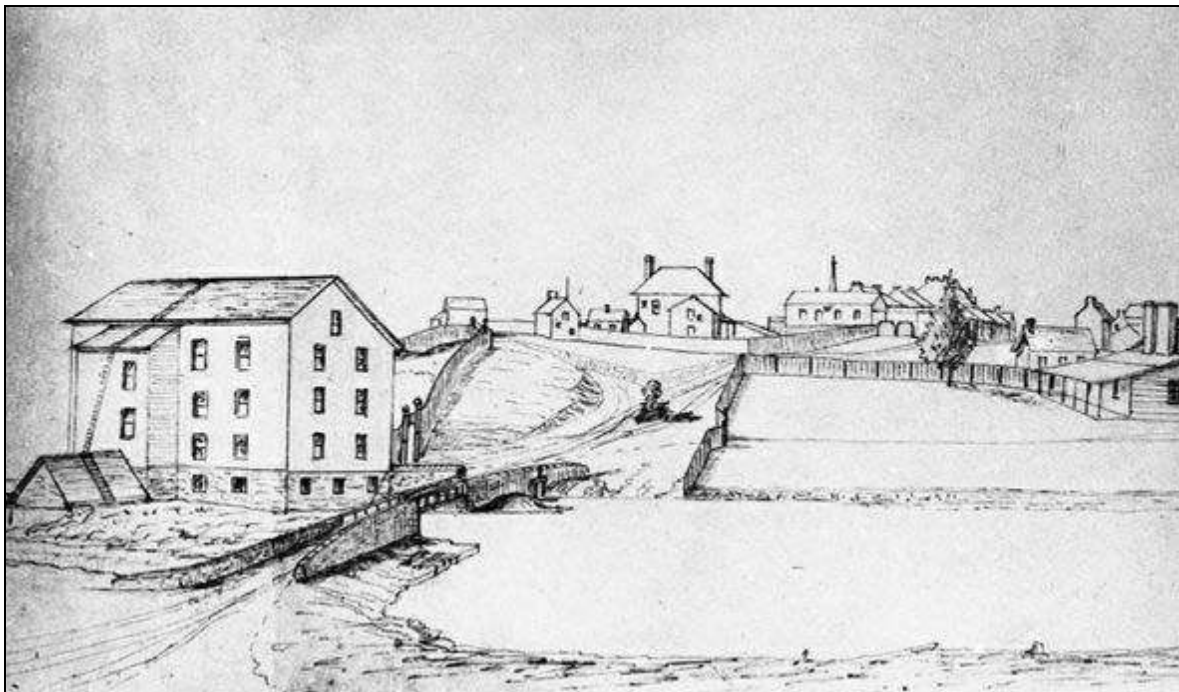


Figure 3: View East toward Allan's Mill

Base Map: William Kennedy, c1853



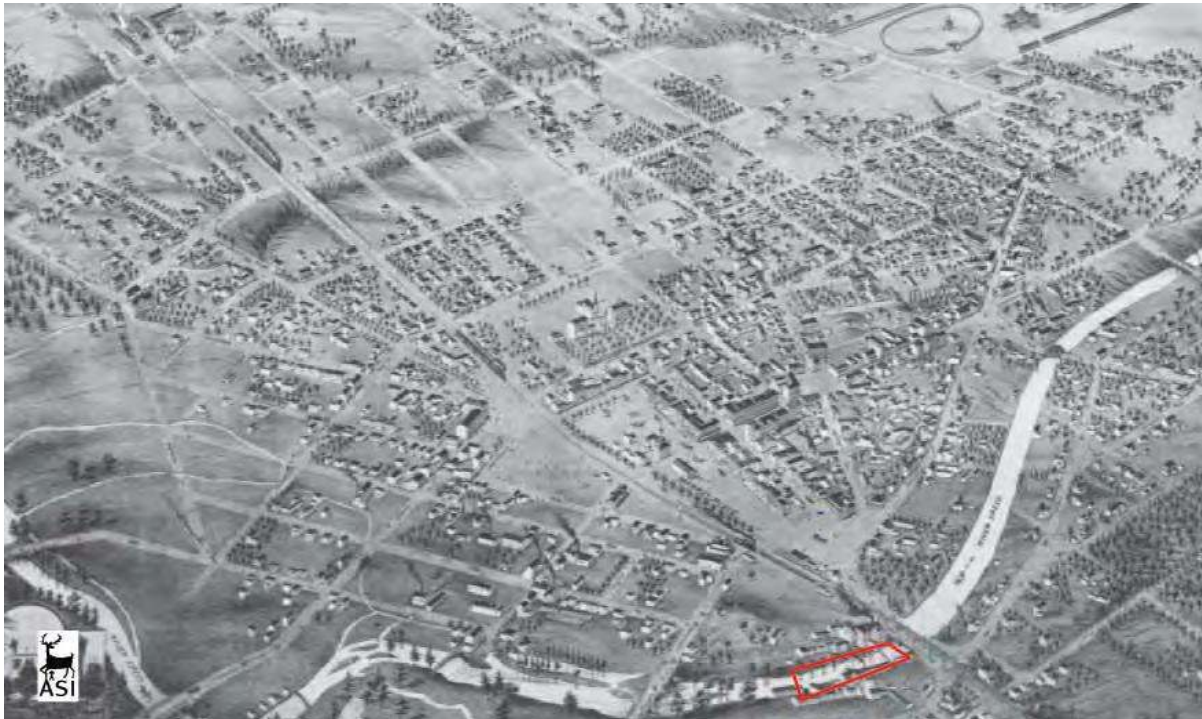


Figure 4: The study area overlaid on the 1872 Bird's Eye of the City of Guelph
Base Map: *Bird's Eye of the City of Guelph, c1872*

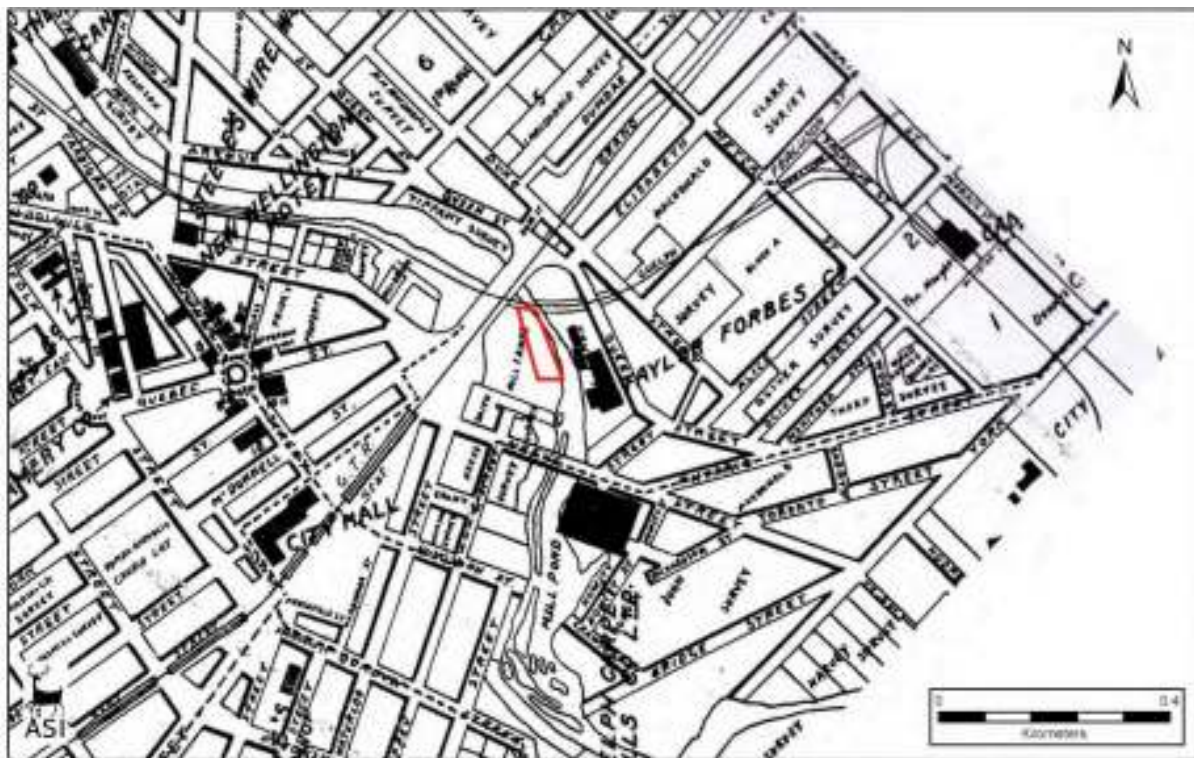


Figure 5: The study area overlaid on a 1915 Planning Map of the City of Guelph
Base Map: *Planning Map of the City of Guelph, 1915*



Figure 6: The Taylor-Forbes Mills, looking generally south

Base Map: Guelph Mercury Standard, c1908



Figure 7: The study area overlaid on the 1939 NTS map of Guelph

Base Map: NTS Sheet 40 P/9 (Energy, Mines and Resources Canada 1939)

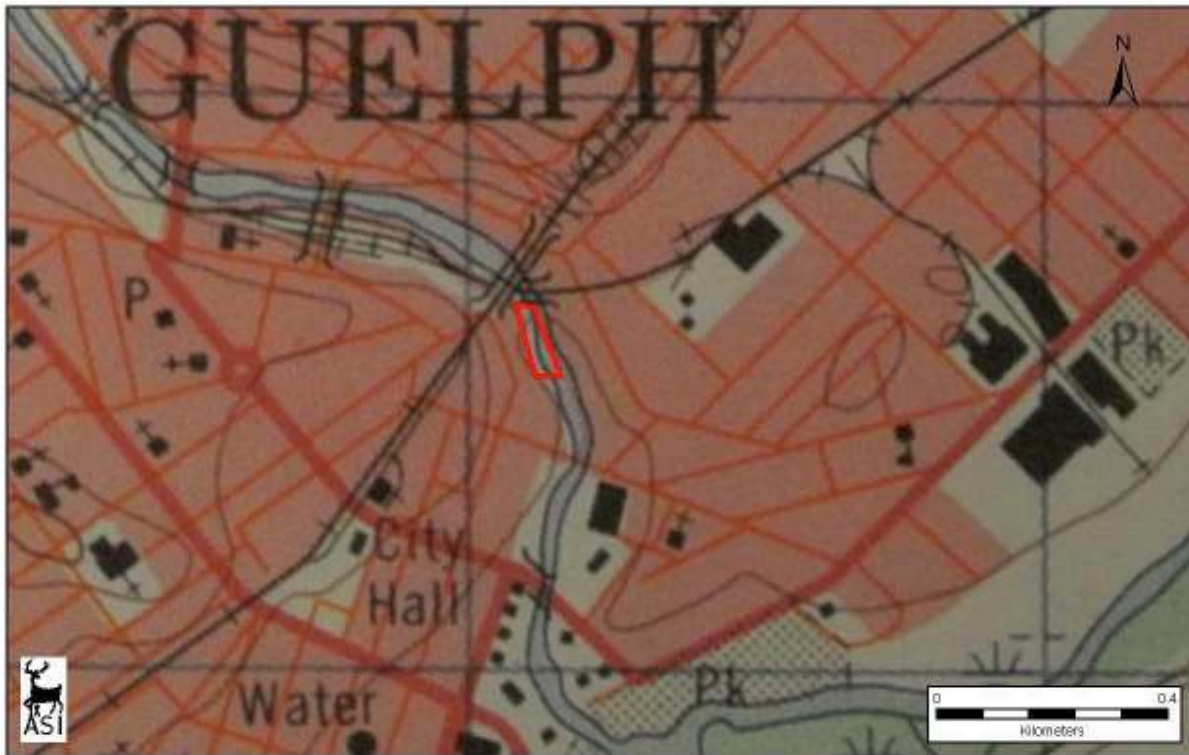


Figure 8: The study area overlaid on the 1970 NTS map of Guelph
Photo Reference: NTS Sheet 40 P/9 (Energy, Mines and Resources Canada 1970)



Figure 9: The study area overlaid on the 1980 map of Guelph
Base Map: NTS Sheet 40 P/9 (Energy, Mines and Resources Canada 1980)

3.5 Existing Conditions

In order to make an identification of existing cultural heritage resources within the study area, the following resources were consulted:

- Parks Canada's *Canada's Historic Places* website: available online, the searchable register provides information on historic places recognized for their heritage value at the local, provincial, territorial, and national levels¹;
- Parks Canada's *Directory of Federal Heritage Designations*, a searchable on-line database that identifies National Historic Sites, National Historic Events, National Historic People, Heritage Railway Stations, Federal Heritage Buildings, and Heritage Lighthouses;
- The inventory of Ontario Heritage Trust easements;
- The Ontario Heritage Trust's *Ontario Heritage Plaque Guide*, an online, searchable database of Ontario Heritage Plaques²; and
- *Ontario's Historical Plaques* website³.

The City of Guelph provides a *Municipal Register of Cultural Heritage Properties* on their website, identifying three properties within the study area: the Wellington Street Rail Bridge (BHR1), the former Allan's Mills (CHL 1), and the former Taylor-Forbes Company Limited (CHL 2). Stephen Robinson, heritage planner for the City of Guelph, was consulted on 19 October 2016 to confirm the status of these resources.

Based on the review of available provincial and federal data, there were no designated resources within and/or adjacent to the Ward to Downtown Bridges study area. However, there were three CHRs identified on the Guelph *Municipal Register*, noted in the previously completed Desktop Data Review (ASI 2016). In addition, the Speed River, part of the Grand River Watershed, designated as a Heritage River, was also identified (CHL 3).

A field review of the study area was undertaken by Joel Konrad of ASI, on 19 October 2016 to document the existing conditions of the study area. The field review was preceded by a review of available, current and historic, aerial photographs and maps (including online sources such as Bing and Google maps). These large-scale maps were reviewed for any potential cultural heritage resources which may be extant in the study area. The existing conditions of the study area are described below. Identified cultural heritage resources are discussed in Section 3.5.2 and are mapped in Section 8.0 of this report.

3.5.1 Ward to Downtown Bridges– Existing Conditions

The study area is bounded by the GJR railway to the north, Wellington Street to the west, Arthur Street to the east, and extends generally to Neeve Street. Within the study area, the Speed River flows generally north-south and is bounded by trees on the west bank and retaining walls on the east bank. The study area is generally bounded by three cultural heritage resources, described below.

The Wellington Street Railway Bridge (BHR 1), built in 1880, consists of a steel double girder cross-braced span carrying the GJR over the Speed River in a generally east-west direction. The bridge rests on

¹ Reviewed 20 October, 2016 (<http://www.historicplaces.ca/en/pages/about-apropos.aspx>)

² Reviewed 20 October, 2016 (<http://www.heritagetrust.on.ca/Resources-and-Learning/Online-Plaque-Guide.aspx>)

³ Reviewed 20 October, 2016 (www.ontarioplaques.com)



rusticated stone abutments that have been reinforced with poured concrete. The bridge approaches are generally grassy with loose rock covering the sloped grade on either side of the tracks (Plates 5 and 6).

The former Allan's Mills (CHL 1) is located to the southwest and generally comprises the western boarder of the study area. The property consists of a relict structure, primarily foundations, which correspond to the former, five-storey mill that occupied the property until 1966. The Royal Recreation Trail, a paved pathway, transverses the park and a wide, paved area is located adjacent to the river. In addition, architectural remnants of the former structure, including corbels, arch voussoirs as well as a flywheel and turbine have been preserved. Finally, a cairn constructed from stone salvaged from the original mill building has been constructed in the centre of the parkland and retains a plaque briefly explaining the history of the property (Plates 1-4).

Finally, the former Taylor-Forbes Mills property (CHL 2), now the Metalworks Development, comprises the western boundary of the study area. Several significant structures are located on the property, including a three-storey brick and stone structure built in 1847, a two-storey stone building constructed in 1835, and a single-storey factory built in 1900. In addition, a high-rise, residential modern building is located to the southeast of the earlier structures (Plates 7-10).





Plate 1: The northern portion of the study area, looking east from Wellington Street.



Plate 2: The former Allan's Mills (CHL 1), looking southeast.



Plate 3: The former Allan's Mills (CHL 1), looking south.



Plate 4: The former Allan's Mills (CHL 1), looking north.



Plate 5: The Wellington Street Railway Bridge, looking north from the former Allan's Mills.



Plate 6: The Wellington Street Railway Bridge, looking east from the former Allan's Mills.



Plate 7: View southeast toward the former Taylor-Forbes Mills property.



Plate 8: View southeast toward the former Taylor-Forbes Mills property.



Plate 9: View south into the former Taylor-Forbes Mills property from Elizabeth Street.



Plate 10: View west into the former Taylor-Forbes Mills property from Arthur Street.

3.5.2 Ward to Downtown Bridges – Identified Cultural Heritage Resources

Based on the results of the background research and field review, four cultural heritage resources (CHR) were identified within and/or adjacent to the Ward to Downtown Bridges study area. The four cultural heritage resources include one built heritage resource (BHR) and three cultural heritage landscapes (CHL) (Table 2). A detailed inventory of these cultural heritage resources within the study area is presented in Section 7.0 and mapping of these features is provided in Section 8.0 of this report.

Table 1: Summary of built heritage resources (BHR) and cultural heritage landscapes (CHL) in the study area

Feature	Location	Type	Recognition	Location on Mapping Sheets
BHR 1	Wellington Street Rail Bridge	Bridge	Identified on the City of Guelph Municipal Cultural Heritage Properties	BHR 1
CHL 1	Parkland and Relict Mill	Wellington Street and the Speed River	Identified on the City of Guelph Municipal Cultural Heritage Properties	CHL 1
CHL 2	5 Arthur Street	Former Mill	Identified on the City of Guelph Municipal Cultural Heritage Properties	CHL 2
CHL 3	Speed River	River	Designated as a Canadian	CHL 3

Feature	Location	Type	Recognition	Location on Mapping Sheets
			Heritage River	



3.6 Screening for Potential Impacts

To assess the potential impacts of the undertaking, identified cultural heritage resources are considered against a range of possible impacts as outlined in the document entitled *Screening for Impacts to Built Heritage and Cultural Heritage Landscapes* (MTC November 2010) which include:

- Destruction, removal or relocation of any, or part of any, significant heritage attribute or feature (III.1).
- Alteration which means a change in any manner and includes restoration, renovation, repair or disturbance (III.2).
- Shadows created that alter the appearance of a heritage attribute or change the exposure or visibility of a natural feature or plantings, such as a garden (III.3).
- Isolation of a heritage attribute from its surrounding environment, context, or a significant relationship (III.4).
- Direct or indirect obstruction of significant views or vistas from, within, or to a built or natural heritage feature (III.5).
- 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 (III.6).
- Soil disturbance such as a change in grade, or an alteration of the drainage pattern, or excavation, etc (III.7)

A number of additional factors are also considered when evaluating potential impacts on identified cultural heritage resources. These are outlined in a document set out by the Ministry of Culture and Communications (now Ministry of Tourism, Culture and Sport) and the Ministry of the Environment entitled *Guideline for Preparing the Cultural Heritage Resource Component of Environmental Assessments* (October 1992) and include:

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

For the purposes of evaluating potential impacts of development and site alteration, MTC (2010) defines “adjacent” as: “contiguous properties as well as properties that are separated from a heritage property by narrow strip of land used as a public or private road, highway, street, lane, trail, right-of-way, walkway, green space, park, and/or easement or as otherwise defined in the municipal official plan.”

Once a technically preferred preliminary design for the Ward to Downtown Bridges Municipal Class EA study area has been identified, all cultural heritage resources identified within and adjacent to the study area will be evaluated against the above criteria and a summary of impact screening results will be provided. Various works associated with infrastructure improvements have the potential to affect cultural heritage resources in a variety of ways, and as such, appropriate mitigation measures for the undertaking need to be considered.

Where any above-ground cultural heritage resources are identified, which may be affected by direct or indirect impacts, appropriate mitigation measures should be developed. This may include completing a



heritage impact assessment or documentation report, or employing suitable measures such as landscaping, buffering or other forms of mitigation, where appropriate. In this regard, provincial guidelines should be consulted for advice and further heritage assessment work should be undertaken as necessary.

4.0 CONCLUSIONS

The results of background historic research and a review of secondary source material, including historic mapping, revealed a study area with an industrial land use history dating back to the early-nineteenth century. A review of federal registers and municipal and provincial inventories revealed that there are three previously identified features of cultural heritage value within the Ward to Downtown Bridges study area. Based on the results of the background research, data collection, and field review, no additional cultural heritage resources were noted.

Key Findings

- A field review of the study area confirmed that there are three cultural heritage resources consisting of one built heritage resource (BHR) and three cultural heritage landscapes (CHLs) within or immediately adjacent to the study area.
- Identified cultural heritage resources include one bridge (BHR 1), two former mill properties (CHL 1 and CHL 2), and the Speed River (CHL 3).

Identified cultural heritage resources are historically, architecturally, and contextually associated with late-eighteenth to mid-twentieth century land use patterns in the City of Guelph.

5.0 RECOMMENDATIONS

The background research, data collection, and field review conducted for the study area determined that four cultural heritage resources are located within or adjacent to the Ward to Downtown Bridges Class EA study area. Based on the results of the assessment, the following recommendations have been developed:

1. Property-specific Heritage Impact Assessment (HIA) Reports should be completed for each of the three properties identified in the study area. These reports should be submitted to heritage staff at the City of Guelph for review and approval. These reports should be completed during the EA where feasible, as the results of the property-specific HIA reports should be part of the preferred alternative decision-making process.
2. Once a preferred alternative or detailed designs of the proposed work are available, this report will be updated with a confirmation of impacts of the undertaking on cultural heritage resources identified within and/or adjacent to the study area and will recommend appropriate mitigation measures. Mitigation measures may include, but are not limited to, completing a heritage impact assessment or documentation report, or employing suitable measures such as landscaping, buffering or other forms of mitigation, where appropriate. In this regard, provincial guidelines should be consulted for advice and further heritage assessment work should be undertaken as necessary.



3. Should future work require an expansion of the study area then a qualified heritage consultant should be contacted in order to confirm the impacts of the proposed work on potential heritage resources.



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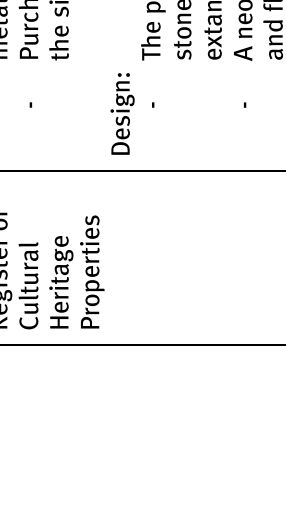
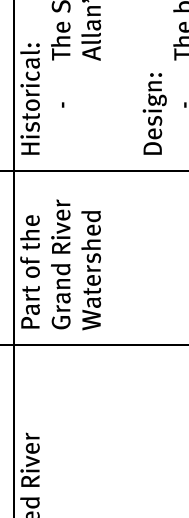


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age resources (CHR) in the study area

Address/Location	Recognition	Description	Photos
Wellington Street The Speed Bridge	Listed on the City of Guelph's Municipal Register of Cultural Heritage Properties	<p>Historical:</p> <ul style="list-style-type: none"> - Associated with the Guelph Junction Railway and the development of the City of Guelph - Constructed in 1880 <p>Design:</p> <ul style="list-style-type: none"> - Double girder cross-braced structure resting on stone abutments - Reinforced concrete on abutments <p>Context:</p> <ul style="list-style-type: none"> - Carries a single track of the Guelph Junction Railway across the Speed River - Located in close proximity to the MacDonell Street Viaduct as well as the former Allan's Mill and Taylor-Forbes Mills 	 <p>South elevation of the bridge, looking north</p>
Wellington Street the Speed r	Listed on the City of Guelph's Municipal Register of Cultural Heritage Properties	<p>Historical:</p> <ul style="list-style-type: none"> - Wooden mill established on the site for The Canada Company in 1830 - William Allan of Ayrshire, Scotland, purchased the property in 1831 - Erected a five-storey, stone mill structure sometime after 1832 <p>Design:</p> <ul style="list-style-type: none"> - Neo-Classical Functional relict building with ruined foundation and reconstructed section of architectural remnants which include corbels, arch voussoirs in the Scotch Baronial style, as well as a flywheel and turbine. <p>Context:</p> <ul style="list-style-type: none"> - Located on the west bank of the Speed River and south of the Wellington Street Railway Bridge - Reflects the concentration of nineteenth-century industrial features in the immediate vicinity 	 <p>View north into the parkland</p>

Address/Location	Recognition	Description	Photos
<p>Church Street</p>	<p>Listed on the City of Guelph's Municipal Register of Cultural Heritage Properties</p>	<p>Historical:</p> <ul style="list-style-type: none"> - Property was originally developed by millwright Horace Perry in 1830, but was sold to William Allan soon after - Allan turned the property into a thriving center for brewing, distilling, milling, and metallurgy until fire closed the business - Purchased by Taylor-Forbes Company Ltd. in 1902, at which time a large foundry was built on the site, producing various hardware that was internationally recognized <p>Design:</p> <ul style="list-style-type: none"> - The property features a complex of nineteenth-century buildings - a c. 1847 neo-classical stone and brick building with shed roof, lower band course and six-over-six sash windows is extant at the northwest of the property - A neo-Classical, multi-storey building built in 1835 and featuring tooled corbels, stone sills, and flush lintels is also extant <p>Associative:</p> <ul style="list-style-type: none"> - Located on the west bank of the Speed River and south of the Wellington Street Railway Bridge - Reflects the concentration of nineteenth-century industrial features in the immediate vicinity 	 <p>View generally southeast across the Speed River to</p>
<p>Speed River</p>	<p>Part of the Grand River Watershed</p>	<p>Historical:</p> <ul style="list-style-type: none"> - The Speed River supported numerous river-based businesses and industries, including Allan's Mill (CHL 1) and the Taylor-Forbes Company Ltd (CHL 2) <p>Design:</p> <ul style="list-style-type: none"> - The banks of the Speed River reflect centuries of human intervention, including stone and earth retaining walls within the study area <p>Associative:</p> <ul style="list-style-type: none"> - Direct associations with the settlement of Guelph as well as the concentration of industrial business in the immediate vicinity 	 <p>View north along the Speed River, north of the stud</p>



<p>City of Mississauga Cultural & Cultural Heritage Services 50 City Centre Drive, Mississauga, Ontario, M5S 2P9 Tel: 905.874.6100 Fax: 905.874.6101 www.cityofmississauga.com</p>	<p>Study Area [Red outline]</p> <p>Built Heritage Resource [Orange box]</p>	<p>Cultural Heritage Landscape [Green box]</p> <p>Parcel Data [Blue outline]</p>	<p>Rail [Black line with cross-ticks]</p> <p>Roads [Grey line]</p>	<p>BASE: Esri, DigitalGlobe, GeoEye, IGN, GeoEye, USDA, USGS, AeroGRID, IGN, SRTM3D, and the GIS User Community</p> <p>0 [Scale bar]</p> <p>Metres</p> <p>ASI PROJECT NO.: 18EA-096 DATE: 04 Nov 2016</p>
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**Cultural Heritage Evaluation and
Heritage Impact Assessment:
Wellington Street Rail Bridge**

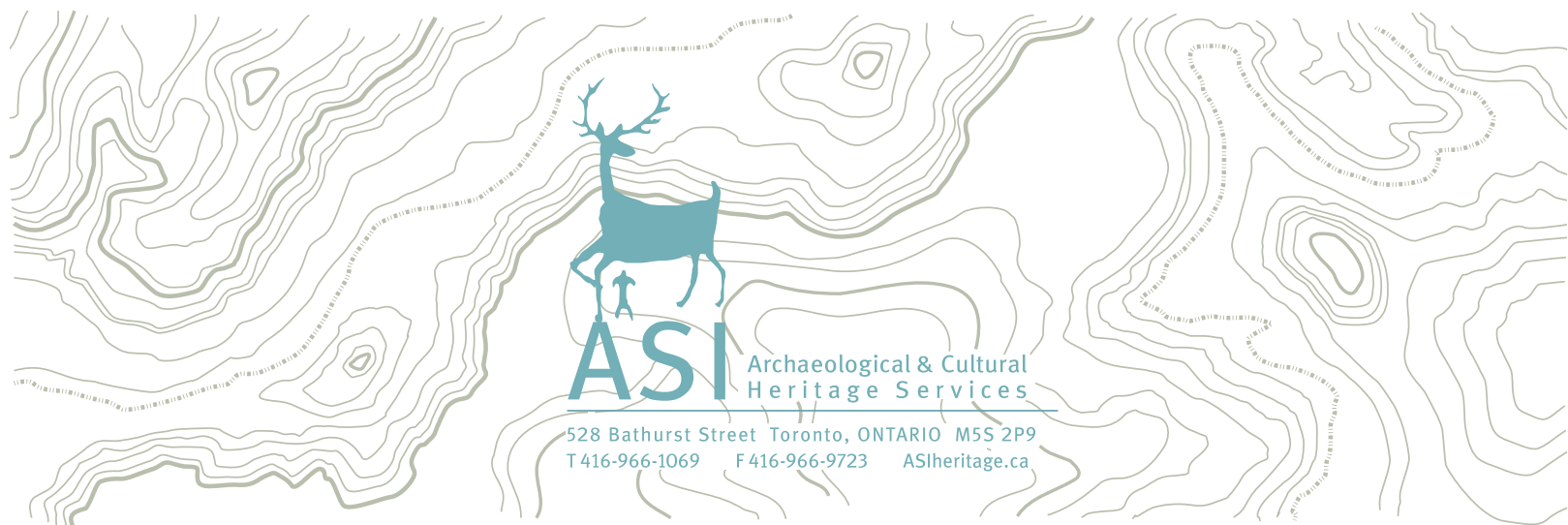
**Guelph Junction Railway over the Speed River
City of Guelph, Ontario**

Prepared for:

GM BluePlan
650 Woodlawn Road West
Guelph, ON N1K 1B8
T 905-356-7003

ASI File 16EA-329

February 2017



**Cultural Heritage Evaluation and
Heritage Impact Assessment:
Wellington Street Rail Bridge**

**Guelph Junction Railway over the Speed River
City of Guelph, Ontario**

EXECUTIVE SUMMARY

ASI was contracted by GM BluePlan to conduct a Cultural Heritage Evaluation and Heritage Impact Assessment of the Wellington Street Rail Bridge as part of the Ward to Downtown Bridges Municipal Class Environmental Assessment study. The study area encompasses the bridge, which carries the Guelph Junction Railway over the Speed River, southeast of the MacDonell Rail Viaduct, northeast of Wellington Street East, and west of Arthur Street South. The bridge is currently listed on the City of Guelph's *Municipal Register of Cultural Heritage Properties*.

This report will establish the cultural heritage significance of the Wellington Street Rail Bridge and assess impacts of the proposed undertaking in consideration of its determined cultural heritage value. The bridge carries rail traffic over the Speed River in the City of Guelph, Ontario. According to available bridge documentation and existing plaques on the bridge itself, the Wellington Street Rail Bridge was built in 1888 (City of Guelph *Municipal Register of Cultural Heritage Properties*).

The Wellington Street Rail Bridge is currently listed on the City of Guelph's Municipal Register of Cultural Heritage Properties. Its heritage significance is based upon its design, associative, and contextual value given the relative rarity of comparable structures in the Grand River Watershed, the associations with the Guelph Junction Railway, and its location adjacent to industrial properties listed on the City of Guelph's Municipal Register of Cultural Heritage Properties, which together form a landscape evoking Guelph's industrial heritage.

Following the evaluation of potential impacts on the heritage resource, it was determined that Conservation Alternative 4 is the preferred alternative, given that no impacts are expected to the heritage resource and its identified heritage attributes. However, Alternative 1 would generally reflect the alignment of the former pedestrian bridge at the site and would allow for the inclusion of interpretive plaques, and thus should also be considered as a development option.

Given the identified heritage value of the Wellington Street Rail Bridge, the following recommendations and mitigation measures should be considered and implemented:

1. **Alternatives 1 and 4 are the preferred alternatives.** As part of the selection of the preferred alternatives to complete the Environmental Assessment, a clear rationale for the proposed course of action should be documented.
2. This report should be filed with the heritage staff at the City of Guelph for review and comment.

PROJECT PERSONNEL

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<i>Project Manager:</i>	Joel Konrad, Ph.D. <i>Cultural Heritage Specialist</i>
<i>Project Coordinator:</i>	Sarah Jagelewski, Hon. BA <i>Staff Archaeologist and Assistant Manager of the Environmental Assessment Division</i>
<i>Project Administrator:</i>	Carol Bella, Hon. BA <i>Research Archaeologist</i>
<i>Report Preparation:</i>	Joel Konrad
<i>Graphics Preparation:</i>	Blake Williams, MLitt <i>Geomatics Specialist</i>
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1.0 INTRODUCTION

ASI was contracted by GM BluePlan to conduct a Cultural Heritage Evaluation and Heritage Impact Assessment of the Wellington Street Rail Bridge as part of the Ward to Downtown Bridges Municipal Class Environmental Assessment study. The study area encompasses the bridge, which carries the Guelph Junction Railway over the Speed River, southeast of the MacDonell Rail Viaduct, northeast of Wellington Street East, and west of Arthur Street South (Figure 1). The bridge is currently listed on the City of Guelph's *Municipal Register of Cultural Heritage Properties*. The present report was initiated in response to Recommendation 1 of the Cultural Heritage Resource Assessment undertaken by ASI for the Ward to Downtown Bridges Environmental Assessment.



Figure 1: Location of the Study Area.

Base Map: ©OpenStreetMap and contributors, Creative Commons-Share Alike License (CC-BY-SA ESRI Street Maps)

The following report is presented as part of an approved planning and design process subject to Environmental Assessment (EA) requirements. This portion of the EA study is intended to address the proposed construction of a new structure adjacent to the subject Wellington Street Rail Bridge. The principal aims of this report are to:

- Describe the methodology that was employed and the legislative and policy context that guides heritage evaluations of bridges over 40 years old;
- Provide an historical overview of the design and construction of the bridge within the broader context of the surrounding township and bridge construction generally;



- Describe existing conditions and heritage integrity;
- Evaluate the bridge using Regulation 9/06 of the *Ontario Heritage Act* and draw conclusions about the heritage attributes of the structure; and
- Assess impacts of the undertaking, ascertaining sensitivity to change in the context of identified heritage attributes and recommend appropriate mitigation measures.

2.0 BUILT HERITAGE RESOURCE AND CULTURAL HERITAGE LANDSCAPE ASSESSMENT CONTEXT

2.1 Legislation and Policy Context

This cultural heritage assessment considers cultural heritage resources in the context of improvements to specified areas, pursuant to the *Environmental Assessment Act*. This assessment addresses above ground cultural heritage resources over 40 years old. Use of a 40-year-old threshold is a guiding principle when conducting a preliminary identification of cultural heritage resources (Ministry of Transportation 2006; Ministry of Transportation 2007; Ontario Realty Corporation 2007). While identification of a resource that is 40 years old or older does not confer outright heritage significance, this threshold provides a means to collect information about resources that may retain heritage value. Similarly, if a resource is slightly younger than 40 years old, this does not preclude the resource from retaining heritage value.

For the purposes of this assessment, the term cultural heritage resources was used to describe both cultural heritage landscapes and built heritage resources. A cultural landscape is perceived as a collection of individual built heritage resources and other related features that together form farm complexes, roadscares and nucleated settlements. Built heritage resources are typically individual buildings or structures that may be associated with a variety of human activities, such as historical settlement and patterns of architectural development.

The analysis throughout the study process addresses cultural heritage resources under various pieces of legislation and their supporting guidelines. Under the *Environmental Assessment Act* (1990) environment is defined in Subsection 1(c) to include:

- cultural conditions that influence the life of man or a community, and;
- any building, structure, machine, or other device or thing made by man.

The Ministry of Tourism, Culture and Sport is charged under Section 2 of the *Ontario Heritage Act* with the responsibility to determine policies, priorities and programs for the conservation, protection and preservation of the heritage of Ontario and has published two guidelines to assist in assessing cultural heritage resources as part of an environmental assessment: *Guideline for Preparing the Cultural Heritage Resource Component of Environmental Assessments* (1992), and *Guidelines on the Man-Made Heritage Component of Environmental Assessments* (1981). Accordingly, both guidelines have been utilized in this assessment process.

The *Guidelines on the Man-Made Heritage Component of Environmental Assessments* (Section 1.0) states the following:

When speaking of man-made heritage we are concerned with the works of man and the effects of his activities in the environment rather than with movable human artifacts or those environments that are natural and completely undisturbed by man.



In addition, environment may be interpreted to include the combination and interrelationships of human artifacts with all other aspects of the physical environment, as well as with the social, economic and cultural conditions that influence the life of the people and communities in Ontario. The *Guidelines on the Man-Made Heritage Component of Environmental Assessments* distinguish between two basic ways of visually experiencing this heritage in the environment, namely as cultural heritage landscapes and as cultural features.

Within this document, cultural heritage landscapes are defined as the following (Section 1.0):

The use and physical appearance of the land as we see it now is a result of man's activities over time in modifying pristine landscapes for his own purposes. A cultural landscape is perceived as a collection of individual man-made features into a whole. Urban cultural landscapes are sometimes given special names such as townscapes or streetscapes that describe various scales of perception from the general scene to the particular view. Cultural landscapes in the countryside are viewed in or adjacent to natural undisturbed landscapes, or waterscapes, and include such land uses as agriculture, mining, forestry, recreation, and transportation. Like urban cultural landscapes, they too may be perceived at various scales: as a large area of homogeneous character; or as an intermediate sized area of homogeneous character or a collection of settings such as a group of farms; or as a discrete example of specific landscape character such as a single farm, or an individual village or hamlet.

A cultural feature is defined as the following (Section 1.0):

...an individual part of a cultural landscape that may be focused upon as part of a broader scene, or viewed independently. The term refers to any man-made or modified object in or on the land or underwater, such as buildings of various types, street furniture, engineering works, plantings and landscaping, archaeological sites, or a collection of such objects seen as a group because of close physical or social relationships.

Additionally, the *Planning Act* (1990) and related *Provincial Policy Statement (PPS)*, which was updated in 2014, make a number of provisions relating to heritage conservation. One of the general purposes of the *Planning Act* is to integrate matters of provincial interest in provincial and municipal planning decisions. In order to inform all those involved in planning activities of the scope of these matters of provincial interest, Section 2 of the *Planning Act* provides an extensive listing. These matters of provincial interest shall be regarded when certain authorities, including the council of a municipality, carry out their responsibilities under the *Act*. One of these provincial interests is directly concerned with:

2.(d) the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest

Part 4.7 of the *PPS* states that:

The official plan is the most important vehicle for implementation of this Provincial Policy Statement. Comprehensive, integrated and long-term planning is best achieved through official plans.



Official plans shall identify provincial interests and set out appropriate land use designations and policies. To determine the significance of some natural heritage features and other resources, evaluation may be required.

Official plans should also coordinate cross-boundary matters to complement the actions of other planning authorities and promote mutually beneficial solutions. Official plans shall provide clear, reasonable and attainable policies to protect provincial interests and direct development to suitable areas.

In order to protect provincial interests, planning authorities shall keep their official plans up-to-date with this Provincial Policy Statement. The policies of this Provincial Policy Statement continue to apply after adoption and approval of an official plan.

Those policies of particular relevance for the conservation of heritage features are contained in Section 2-Wise Use and Management of Resources, wherein Subsection 2.6 - Cultural Heritage and Archaeological Resources, makes the following provisions:

- 2.6.1 Significant built heritage resources and significant cultural heritage landscapes shall be conserved.

A number of definitions that have specific meanings for use in a policy context accompany the policy statement. These definitions include built heritage resources and cultural heritage landscapes.

A built heritage resource is defined as: “a building, structure, monument, installation or any manufactured remnant that contributes to a property’s cultural heritage value or interest as identified by a community, including an Aboriginal community” (PPS 2014).

A cultural heritage landscape is defined as “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” (PPS 2014). Examples may include, but are not limited to farmscapes, historic settlements, parks, gardens, battlefields, mainstreets and neighbourhoods, cemeteries, trailways, and industrial complexes of cultural heritage value.

In addition, significance is also more generally defined. It is assigned a specific meaning according to the subject matter or policy context, such as wetlands or ecologically important areas. With regard to cultural heritage and archaeology resources, resources of significance are those that are valued for the important contribution they make to our understanding of the history of a place, an event, or a people (PPS 2014).

Criteria for determining significance for the resources are recommended by the Province, but municipal approaches that achieve or exceed the same objective may also be used. While some significant resources may already be identified and inventoried by official sources, the significance of others can only be determined after evaluation (PPS 2014).

Accordingly, the foregoing guidelines and relevant policy statement were used to guide the scope and methodology of the cultural heritage assessment.



2.2 Municipal Consultation

The City of Guelph heritage planner, Stephen Robinson, was consulted for additional information on the bridge.¹

2.3 Cultural Heritage Evaluation and Heritage Impact Assessment Report

The scope of a Cultural Heritage Evaluation (CHE) is guided by the Ministry of Tourism, Culture and Sport's *Ontario Heritage Toolkit* (2006). Generally, CHEs include the following components:

- A general description of the history of the study area as well as a detailed historical summary of property ownership and building(s) development;
- A description of the cultural heritage landscape and built heritage resources;
- Representative photographs of the exterior and interior of a building or structure, and character-defining architectural details;
- A cultural heritage resource evaluation guided by the *Ontario Heritage Act* criteria;
- A summary of heritage attributes;
- Historical mapping, photographs; and
- A location plan.

Using background information and data collected during the site visit, the cultural heritage resource is evaluated using criteria contained within Ontario Regulation 9/06 of the *Ontario Heritage Act*.

Ontario Regulation 9/06 provides a set of criteria, grouped into the following categories which determine the cultural heritage value or interest of a potential heritage resource in a municipality:

- i) Design/Physical Value;
- ii) Historical/Associative Value; and
- iii) Contextual Value.

As the heritage resource is Listed on the City of Guelph's *Municipal Register of Cultural Heritage Properties*, a Heritage Impact Assessment (HIA) is required and the resource considered for designation under the *Ontario Heritage Act*.

In early 2011, the Ministry of Tourism and Culture (MTC) now the Ministry of Tourism, Culture and Sport (MTCS) indicated that bridges not owned by the Ministry of Transportation be evaluated against Ontario Regulation 9/06 and not the Ministry of Transportation's *Ontario Heritage Bridge Guidelines* (Interim, 2008) or the *Ontario Heritage Bridge Program* (1991). With this in mind, the MTC recommends that a Heritage Impact Assessment is necessary for structures found to have potential heritage significance, as determined by the cultural heritage evaluation (MTC, June 2011).

The scope of a Heritage Impact Assessment (HIA) is provided by the MTC's *Ontario Heritage Tool Kit*. An HIA is a useful tool to help identify cultural heritage value and provide guidance in supporting environmental assessment work. As part of a heritage impact assessment, proposed site alterations and project alternatives are analyzed to identify impacts of the undertaking on the heritage resource and its

¹ Email sent on January 11, 2017.



heritage attributes. The impact of the proposed development on the cultural heritage resource is assessed, with attention paid to identifying potential negative impacts, which may include, but not limited to:

- Destruction of any, or part of any, significant heritage attributes or features;
- Alteration that is not sympathetic, or is incompatible, with the historic fabric and appearance;
- Shadows created that alter the appearance of a heritage attribute or change the viability of an associated natural feature or plantings, such as a garden;
- Isolation of a heritage attribute from its surrounding environment, context or a significant relationship;
- Direct or indirect obstruction of significant views or vistas within, from, or of built and natural features;
- A change in land use (such as rezoning a church to a multi-unit residence) where the change in use negates the property's cultural heritage value;
- Land disturbances such as a change in grade that alters soils, and drainage patterns that adversely affect a cultural heritage resource, including archaeological resources.

Where negative impacts of the development on the cultural heritage resource are identified, mitigative or avoidance measures or alternative development or site alteration approaches are considered.

3.0 HISTORICAL CONTEXT AND CONSTRUCTION

3.1 Introduction

Built in 1888, the Wellington Street Rail Bridge is a single span, riveted double girder cross-braced span on rusticated stone abutments. The structure carries the Guelph Junction Railway over the Speed River in a generally east-west orientation in the City of Guelph, Ontario. Historically, the study area is located within the Guelph Junction Railway right-of-way (ROW) bisecting Lot 4, Broken Front Division F in original Guelph Township, Now the City of Guelph, Ontario (Figures 2 and 3).

Cultural heritage resources are those buildings or structures that have one or more heritage attributes. Heritage attributes are constituted by and linked to historical associations, architectural or engineering qualities and contextual values. Inevitably many, if not all, heritage resources are inherently tied to "place"; geographical space, within which they are uniquely linked to local themes of historical activity and from which many of their heritage attributes are directly distinguished today. In certain cases, however, heritage features may also be viewed within a much broader context. The following section of this report details a brief historical background of the settlement of the surrounding area.



3.2 Local History and Settlement

3.2.1 Guelph Township

Guelph Township is named after the Royal House of Brunswick, family of the English monarch, George IV. Guelph Township was surveyed by John MacDonal in 1830 and the land in the township was purchased by the Canada Company, which consisted of a group of British speculators who acquired more than two million acres of land in Upper Canada for colonization purposes (Mika and Mika 1981:186). A large number of settlers arrived in the township before it was surveyed. The first settler in the township was Samuel Rife, who squatted near the western limits of the township around the year 1825.

Waterloo Road, formerly Broad Road, was built by Absalom Shade and was finished around 1827, the year the Town of Guelph was founded (Mika and Mika 1981:186). Many settlers arrived in the township between the years 1827 and 1830.

3.2.2 City of Guelph

While the present boundaries for the City of Guelph fall within the former Townships of Puslinch and Guelph, the historic community of Guelph was situated on the River Speed in Guelph Township. Guelph was first laid out by a novelist named John Galt, head of the Canada Company, in 1827. The original plan for the town depicted lots reserved for the company offices, a saw mill, a market square, two churches and a burial ground. Registered plans of subdivision for this village date from 1847-1865. The first settlers were attracted here in the next few years. By the late 1840s, the population of Guelph had reached 1,480, and it was incorporated as a town in 1850. It was also selected as the capital of Wellington County, and it was also deemed to be an inland port of entry. The population had reached 6,878 by 1873. By April 1879, the population exceeded 10,000 and Guelph was incorporated as a city. Guelph contained a wide variety of trades and professions by the 1840s (see Johnson 1977:83). By the 1870s, Guelph contained churches, banks, insurance agencies, a library, two newspapers, telegraph offices, hotels, stores, flour, saw, and planing mills, woollen factories, foundries, machinery works, sewing machine works, musical instrument manufacturers, tanneries, soap and candle factories, shoemakers, wooden ware manufacturers, and two breweries. It was a station for both the Grand Trunk and Canadian Pacific Railways. Guelph was built on a number of hills which gives it a picturesque appearance, and a number of fine heritage structures in the city were built out of native limestone (Cameron 1967; Crossby 1873: 134; Fischer & Harris 2007: 132; Rayburn 1997: 145; Scott 1997: 94-95; Winearls 1991:680-684).

3.3 History of the Study Area, Wellington Street Rail Bridge, and Previous Bridge Crossings

Historically, the subject bridge crossing is located in Pt Grist Mill, Pt Res, Plan 8, Pt Lot 6, Plan 269, Pts 1,6, and 7 of 61R-254, Pts 3, 5, and 12 of 61R-255, in the City of Guelph. A review of historic mapping, archival records, and periodicals confirmed that this was the first bridge at this specific crossing, and was constructed by the Guelph Junction Railway in the 1880s.

According to the 1868 James Hobson *Map of the City of Guelph*, no earlier bridge spanned the Speed River at this exact location, although an earlier vehicular bridge was located to the north at Allan's Dam (Figure 2). Mill land is identified south of the bridge on the east and west side of the Speed River, while the MacDonell Street Rail Viaduct is indicated to the north spanning the Speed River.



An archival image (Figure 6) depicts the bridge in its current location c.1890. The Wellington Street Rail Bridge is in the foreground, while the mill complex flanks the river. The MacDonell Rail Viaduct, Allan's Bridge, and Allan's Dam are visible in the background.

The 1906 *Planning Map of the City of Guelph* (Figure 3) outlines the Guelph Junction Railway to the east and west of the Speed River and indicates that the Guelph Junction Railway (GJR) bridge had been constructed. Though the industrial lands are not indicated on either side of the Speed River on the map, additional research indicates that industrial activity was underway on both sides of the Speed River south of the bridge at this time.

The 1915 *Planning Map of the City of Guelph* (Figure 4) confirms that the crossing was still in use at that time. In addition, the Taylor-Forbes company is identified on the east side of the Speed River, while the west side is indicated as Mill Land.

Topographic mapping from 1935 (Figure 5) depicts the area surrounding the bridge as heavily developed, with large buildings depicted adjacent to the bridge on the east and west sides of the Speed River. An image likely taken in the first half of the twentieth century (Figure 7) indicates that the bridge and mill properties are still extant. The image also reveals that a steel arch pedestrian bridge with stone abutments was constructed to the south of the Wellington Street Rail Bridge. This pedestrian bridge is also pictured in an aerial photograph from c.1948 which clearly identifies the alignment of the former structure. It is not clear when this pedestrian bridge was demolished, however it is likely removed when the Allan's Mill property was converted into Heritage Park.

3.3.1 Guelph Junction Railway

In 1884, the Guelph Junction Railway (GJR) began construction on a rail line to connect from south of the Grand Trunk Railway in Guelph with the Credit Valley Railway (later Canadian Pacific Railway) near Campbellville. At the time, the only railway operating out of Guelph was the Great Western Railway (later Grand Trunk Railway). The population of Guelph was concerned that rates and service could be improved by removing the GTR monopoly. Work commenced on the line by the fall of 1886, with the company agreeing to lease the line to Canadian Pacific upon completion, and the line opened in September 1888. The new junction point with the former CJR tracks became known as Guelph Junction.





Figure 2: The study area overlaid on 1868 mapping
Base Map: John Hobson, *Map of the City of Guelph*, 1868.

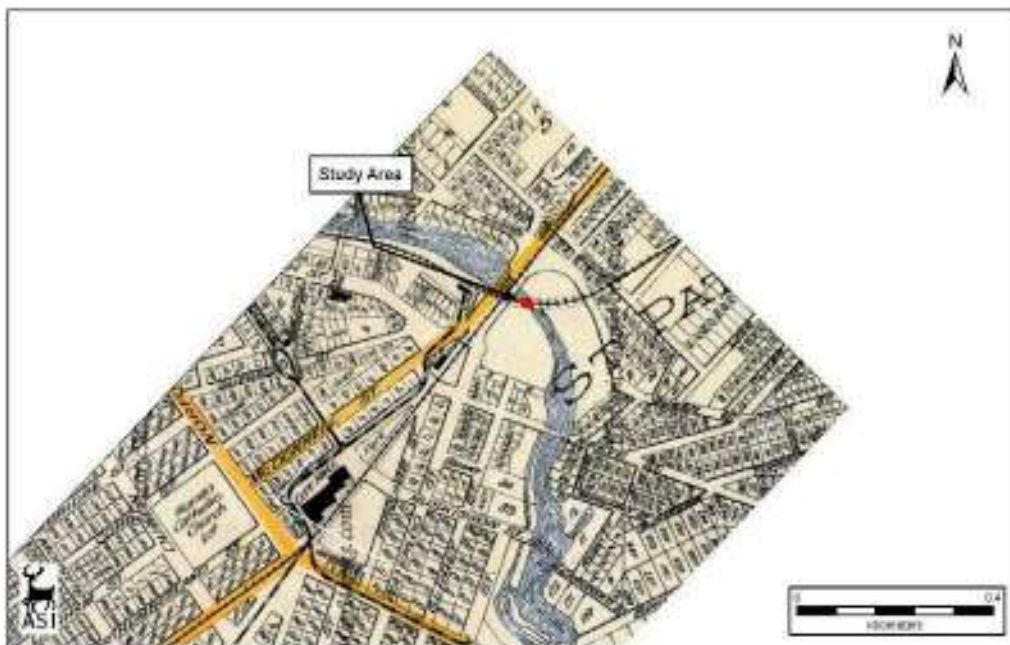


Figure 3: The study area overlaid on 1906 Mapping
Base Map: City of Guelph *Planning Map*, 1906.

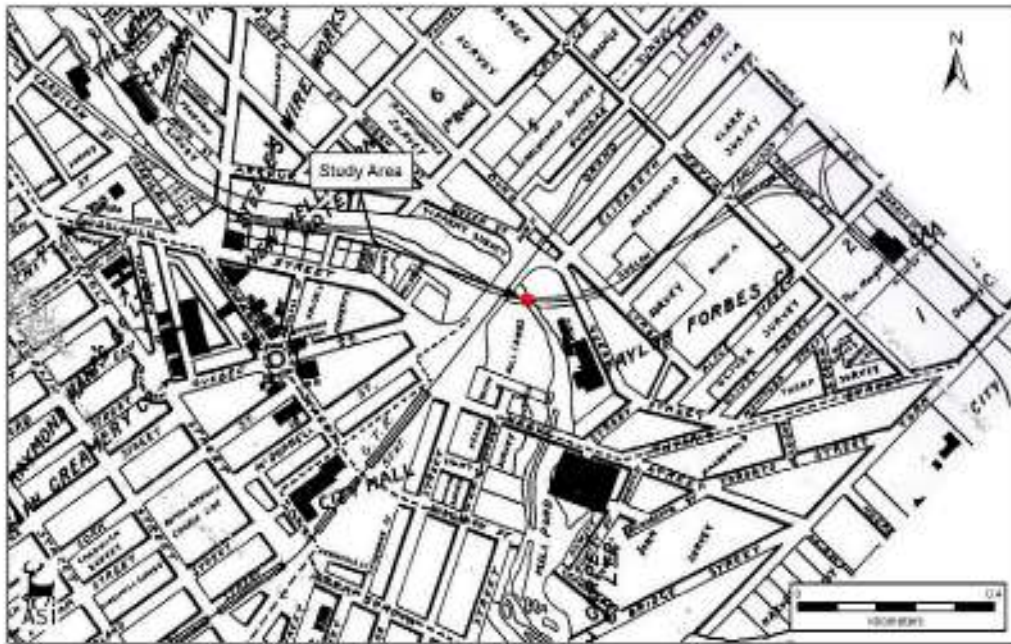


Figure 4: The study area overlaid on 1915 mapping

Photo Reference: City of Guelph *Planning Map*, 1915

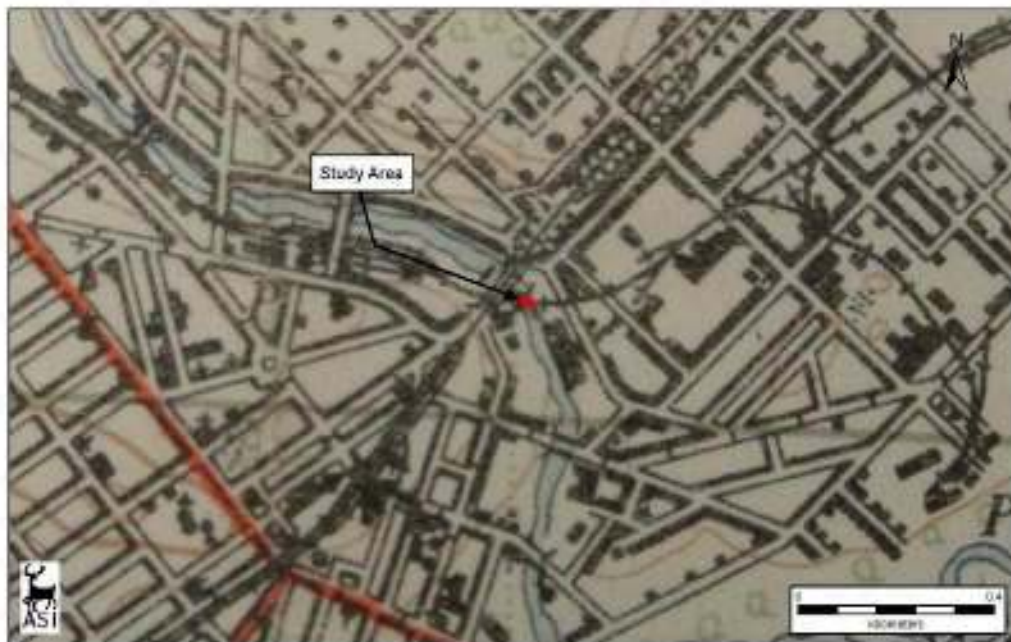


Figure 5: The study area overlaid on the 1935 mapping

Base Map: NTS Sheets 40/P-09 (Guelph) (Department of Energy, Mines and Resources 1935)

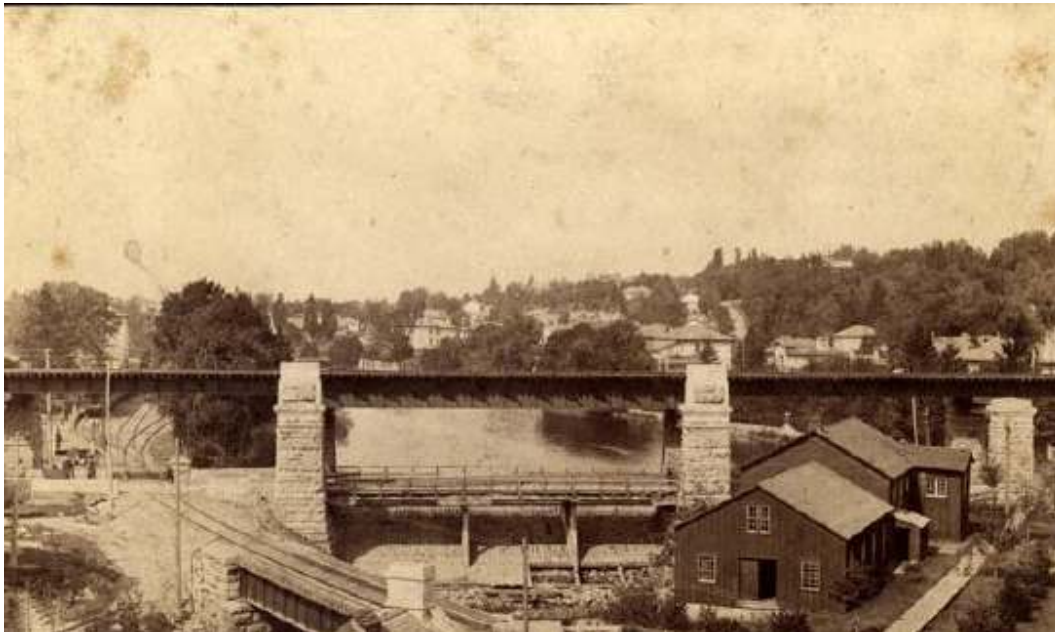


Figure 6: Photograph of the subject bridge in 1890 (subject bridge in Foreground)
Source: Guelph Museums, 1890, Cat. No. 1986.4.6.

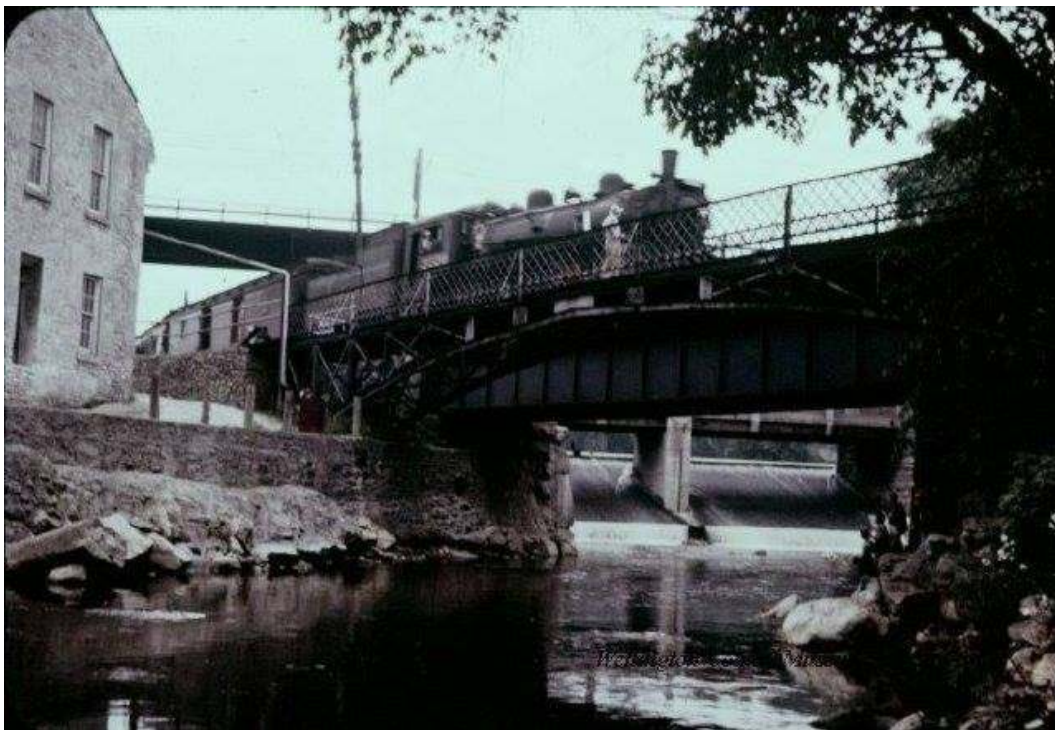


Figure 7: Photograph looking toward the subject bridge, date unknown.
Source: Provided by GM BluePlan



Figure 8: Aerial photograph of the subject bridge, c 1948.

Source: Guelph Museums, c1948, Cat. No 2014.84.569

3.4 Bridge Construction

3.4.1 Early Bridge Building in Ontario

Until the 1890s, timber truss bridges were the most common bridge type built in southern Ontario. Stone and wrought iron materials were also employed but due to higher costs and a lack of skilled craftsmen, these structures were generally restricted to market towns. By the 1890s, steel was becoming the material of choice when constructing bridges given that it was less expensive and more durable than its wood and wrought iron predecessors. Steel truss structures were very common by 1900, as were steel girder bridges. The use of concrete in constructing bridges was introduced at the beginning of the twentieth century, and by the 1930s, it was challenging steel as the primary bridge construction material in Ontario (Ministry of Culture and Ministry of Transportation [n.d.]: 7-8).

3.4.2 Construction of the Wellington Street Rail Bridge

Built in 1888, the Wellington Street Rail Bridge is a single span, riveted double girder cross-braced span on rusticated stone abutments. The structure carries the Guelph Junction Railway across the Speed River in a generally east-west orientation in the City of Guelph, Ontario. Historically, the study area is located within Pt Grist Mill, Pt Res, Plan 8, Pt Lot 6, Plan 269, Pts 1,6, and 7 of 61R-254, Pts 3, 5, and 12 of 61R-255. According to available archival sources, a smaller, pedestrian bridge was constructed directly adjacent to the Wellington Street Rail bridge, on the south side of the structure. Unfortunately, drawings for the original bridge were not available.

4.0 EXISTING CONDITIONS AND INTEGRITY

A field review was undertaken by Joel Konrad on 24 January 2017 to conduct photographic documentation of the bridge crossing and to collect data relevant for completing a heritage evaluation of the structure. Results of the field review and existing documentation received from the client and provided by the City of Guelph were then utilized to describe the existing conditions of the bridge crossing. This section provides a general description of the bridge crossing and associated cultural heritage features. For ease of description the bridge is considered to have an east-west orientation. Photographic documentation of the bridge crossing is provided in Appendix A.

According to the City of Guelph's *Municipal Register of Cultural Heritage Properties*, the single-span, riveted steel double girder cross-braced bridge was built in 1888, though the *Grand River Watershed Bridge Inventory* states that the structure was built in 1884. The *Bridge Inspection Report* completed by GM BluePlan (2016) indicates that the structure retains an open deck with timber ties. The visual inspection revealed the following deficiencies:

- LM Approach:
 - Concrete retaining wall, approximately 2 x 2 hole at the base beside the abutment
 - Retaining wall mid height RT, to be formed and poured to support 3 stones, currently unsupported
 - Ballast is spoiled
- LM Abutment:
 - Bearing plate is pumped into bearing seat causing cracks to form in grout
 - Bearing plate is missing anchor bolt and nut



- Possible undermining of abutment due to erosion. Consider installing large stones between upstream and downstream face of abutment
- LT bearing roller pin dislodged
- Main Span Girders:
 - Significant deterioration of top flange material thickness, below ties. This is more pronounced at HM abutment, extending approximately 10' from the abutment toward LM
 - Unable to observe mid-span to LM abutment, therefore unknown level of deterioration
 - LT HM End – jacking damage of bottom flange near abutment
 - Consider replacing structure within 3-5 years (2020-2025)
 - Monitor deterioration annually
- Braces:
 - Braces are in overall fair condition, with no holes or distortions observed
- HM Abutment:
 - Mortar cracking, repair mortar grout below RT bearing
 - LT grout pad in good condition (repaired in ~2014)
- HM Approach:
 - Stone retaining walls are in overall fair condition
 - Ballast is spoiled
- Deck (ties):
 - 6 ties are considered to be in fair condition, representing 12% of total ties
 - 23 ties are considered to be in fair-to good condition, representing 45% of total ties
 - 22 ties are considered to be in good condition, representing 43%
 - Tie #10 is missing J-bolt nuts on both RT & LT sides
 - Tie spacer is in overall fair to good condition
- Track:
 - Responsibility of Guelph Junction Railway/OSR
- Other:
 - Vegetation needs to be cut back away from all bridge elements at least once a year to allow for air flow and prevent moisture retention



Figure 9: Orthographic image of the subject bridge

Base Map: ESRI DigitalGlobe



4.1 Comparative Geographic and Historic Context of Steel Girder Bridges

The single-span, steel girder bridge retains an overall length of approximately 20.1 metres. As the bridge is located within the Grand River Watershed, the publication *Arch, Truss and Beam: The Grand River Watershed Heritage Bridge Inventory* (Grand River Conservation Authority 2013) was used for a comparative review of similar bridges in the area. According to this inventory, there is only one other steel girder bridge in the Grand River Watershed. This are summarized as follows:

- York Bridge, built in 1935 across the Grand River. Four span with a total bridge length of 166.1 metres.

Based on the review and comparison of the two available bridges in this comparative sample, the subject bridge constructed in 1888 is considered to be the oldest known example of a steel girder bridge in the Grand River Watershed, with the second-longest known with an overall length of 20.1 metres. Therefore, the subject bridge is significant in terms of age, though not for its overall bridge length.

4.2 Additional Cultural Heritage Resources

A number of identified cultural heritage resources are located within close proximity to the subject bridge. Directly to the north, the MacDonell Street Rail Viaduct and the MacDonell Street Bridge are both listed on the Guelph Register of Cultural Heritage Properties. To the east, the former Taylor-Forbes complex located at 5 Arthur Street South is listed on the Guelph Register of Cultural Heritage Properties, as is the Allan’s Mill Ruins, located to the southwest on the west bank of the Speed River. Finally, the Speed River is identified as a Canadian Heritage River as part of the Grand River Watershed.

5.0 HERITAGE EVALUATION OF THE WELLINGTON STREET RAIL BRIDGE

Table 1 contains the evaluation of Wellington Street Rail Bridge against criteria as set out in Ontario Regulation 9/06 of the *Ontario Heritage Act*. While the bridge is listed on the City of Guelph’s Register of Cultural Heritage Properties, it has not been evaluated using *Ontario Heritage Act* Regulation 9/06, which lays out a demonstrable, values based system for evaluation. Therefore, an evaluation of the bridge was completed using this system to clearly identify what aspects of the bridge retained cultural heritage value.

Table 1: Evaluation of the Wellington Street Rail Bridge using Ontario Regulation 9/06

1. The property has design value or physical value because it:

<i>Ontario Heritage Act</i> Criteria	Analysis
i. is a rare, unique, representative or early example of a style, type, expression, material or construction method;	The Wellington Street Rail Bridge’s plate girder design with riveted, steel construction and stone abutments is the earliest example of the type in the Grand River Watershed, with the second oldest, the York Bridge, built approximately 50 years later. The Wellington Street Rail Bridge is one of only two steel-plate girder bridges identified within the Grand River Watershed. Thus, the subject bridge is the earliest example of its bridge type in this region and meets this criterion.



Table 1: Evaluation of the Wellington Street Rail Bridge using Ontario Regulation 9/06

ii. displays a high degree of craftsmanship or artistic merit, or;	This bridge exhibits a low degree of craftsmanship or artistic merit as it is a standard example of a single-span, steel-plate girder structure. The subject bridge does not meet this criterion.
iii. demonstrates a high degree of technical or scientific achievement.	This bridge exhibits a low degree of technical achievement given its short span, easy access, and gentle water flow in the Speed River below. The subject bridge does not meet this criterion.

2. The property has historical value or associative value because it:

<i>Ontario Heritage Act</i> Criteria	Analysis
i. has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community;	The structure was constructed in 1888 in an urban/industrial area that maintained its character into the mid-twentieth century. As the only crossing of the GJR over the Speed River in this area, the Wellington Street Railway Bridge was an essential component in the movement of the GJR through the City of Guelph. In addition, the bridge has direct associations with the industrial history of the area. Thus, the bridge meets this criterion.
ii. yields, or has the potential to yield, information that contributes to an understanding of a community or culture, or;	The bridge has the potential to yield information on the industrial history of the area and remains as one of a group of nineteenth-century built features in the immediate vicinity. Therefore, the subject bridge meets this criterion.
iii. demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.	The subject bridge is not known to meet this criterion.

3. The property has contextual value because it:

<i>Ontario Heritage Act</i> Criteria	Analysis
i. is important in defining, maintaining or supporting the character of an area;	The bridge is small in scale and reflects the surrounding nineteenth century industrial properties on the east and west side of the Speed River. In addition, the subject bridge contributes to the rail infrastructure of the area that includes the MacDonell Viaduct located to the north of the subject structure. Therefore, the subject bridge meets this criterion.
ii. is physically, functionally, visually or historically linked to its surroundings, or;	The bridge is physically, functionally, and historically linked to its surroundings. It serves as a bridging point for the GJR over the Speed River and is physically associated with that railway. Therefore, the subject bridge meets this criterion.

Table 1: Evaluation of the Wellington Street Rail Bridge using Ontario Regulation 9/06

iii. is a landmark.	The bridge is not known to meet this criterion.
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The above evaluation confirms that this structure meets at least one of the criteria contained in Regulation 9/06 of the *Ontario Heritage Act*. The subject bridge was determined to retain design, associative, and contextual value given the relative rarity of comparable structures in the City of Guelph, the associations with the Guelph Junction Railway and the industrial history of the City, and the structure's continued association with economic development in the City of Guelph.

6.0 STATEMENT OF CULTURAL HERITAGE VALUE

The Wellington Street Rail Bridge is the oldest deck plate girder bridge in the Grand River Watershed. Constructed in the 1888 to carry the newly formed Guelph Junction Railway across the Speed River, the bridge retains a steel superstructure, wood railway ties, and rusticated stone abutments.

The Wellington Street Rail Bridge is situated within a former industrial landscape that includes the MacDonell Street Rail Viaduct, the former Allan's Mill, and the former Taylor-Forbes property, and thus contributes to a cultural heritage landscape that evokes Guelph's first industrial centre.

Character-defining elements associated with the Wellington Street Rail Bridge include:

- Steel deck plate girders;
- Riveted steel construction;
- Stone abutments; and
- Views to the property from the south.

7.0 ENVIRONMENTAL ASSESSMENT ALTERNATIVES

The following conservation strategy is based on the proposed pedestrian bridge alternatives provided by GM BluePlan (Appendix 2). Generally, the proposed development aims to construct a pedestrian bridge across the Speed River between Neeve Street and the GJR bridge, just south of the MacDonell viaduct. The proposed alternatives generally consist of:

- Alternative 1: a bridge located directly to the south of the existing GJR bridge;
- Alternative 2: a bridge located approximately 55 metres south of the GJR Bridge;
- Alternative 3: a bridge located approximately 100 metres south of the GJR Bridge;
- Alternative 4: and a bridge located approximately 75 metres north of the Neeve Street Bridge



None of the four ridge alignments are anticipated to have a direct impact on the subject structure’s physical character defining attributes. However, the proposed alternatives will have varying impacts on the views to the bridge and will thus be assessed below.

7.1 Evaluation of Impacts

To assess the potential impacts of the proposed alternatives, the cultural heritage resource and identified heritage attributes were considered against a range of possible impacts (Table 2) as outlined in the Ministry of Tourism and Culture document entitled *Screening for Impacts to Built Heritage and Cultural Heritage Landscapes* (November 2010), which include:

- Destruction of any, or part of any, significant heritage attribute or feature (III.1).
- Alteration which means a change in any manner and includes restoration, renovation, repair or disturbance (III.2).
- Shadows created that alter the appearance of a heritage attribute or change the visibility of a natural feature of plantings, such as a garden (III.3).
- Isolation of a heritage attribute from its surrounding environment, context, or a significant relationship (III.4).
- Direct or indirect obstruction of significant views or vistas from, within, or to a built and natural feature (III.5).
- 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 (III.6).
- Soil disturbance such as a change in grade, or an alteration of the drainage pattern, or excavation, etc. (III.7)

Table 2: Impact Assessment – Wellington Street Rail Bridge				
IDENTIFIED CULTURAL HERITAGE ATTRIBUTES	IMPACTS: Alternative 1	IMPACTS: Alternative 2	IMPACTS: Alternative 3	IMPACTS: Alternative 4
<i>Views to the Wellington Street Rail Bridge from the west bank of the Speed River (III.5)</i>	- Obstruction of views into the property looking north from south of the proposed bridge.	- Obstruction of views into the property looking north from south of the proposed bridge.	- Minimal obstruction of significant views into the property looking north from south of the proposed bridge.	- No identified loss of views into the property from the west bank of the Speed River.

7.2 Preferred Option

In 2016, GM BluePlan outlined alternatives for the proposed pedestrian bridge across the Speed River between the Wellington Street Rail Bridge and the Neeve Street Bridge (Appendix C). Based upon the evaluation outlined in Table 2 above, Alternative 4 is the preferred option as no obstruction of views to the property would occur. In particular, this option would retain views to the bridge from 5 Arthur Street South and Allan’s Mill ruins.



However, it should be noted that Alternative 1 would generally reflect the alignment of an earlier pedestrian bridge crossing the Speed River. In addition, the construction of a bridge at this location could facilitate additional commemorative opportunities, such as the inclusion of interpretive plaques on the structure. Therefore, Alternative 1 should also be considered as a development option.

8.0 RECOMMENDATIONS

The Wellington Street Rail Bridge is currently listed on the City of Guelph's Municipal Register of Cultural Heritage Properties. Its heritage significance is based upon its design, associative, and contextual value given the relative rarity of comparable structures in the Grand River Watershed, the associations with the Guelph Junction Railway, and its location adjacent to industrial properties listed on the City of Guelph's Municipal Register of Cultural Heritage Properties, which together form a landscape evoking Guelph's industrial heritage.

Following the evaluation of potential impacts on the heritage resource (see Table 2), it was determined that Alternative 4 is the preferred alternative, given that no impacts are expected to the heritage resource and its identified heritage attributes. However, Alternative 1 would generally reflect the alignment of the former pedestrian bridge at the site and would allow for the inclusion of interpretive plaques, and thus should also be considered as a development option.

Given the identified heritage value of the Wellington Street Rail Bridge, the following recommendations and mitigation measures should be considered and implemented:

1. **Alternatives 1 and 4 are the preferred alternatives.** As part of the selection of the preferred alternatives to complete the Environmental Assessment, a clear rationale for the proposed course of action should be documented.
2. This report should be filed with the heritage staff at the City of Guelph for review and comment.

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APPENDIX A: Photographic Plates





Plate 1: View toward the subject bridge from the south.



Plate 2: Oblique view of the bridge's south elevation, looking east.



Plate 3: View toward the bridge along the former pedestrian bridge approach, looking east.



Plate 4: View south to the subject bridge with the former Allan's Bridge and portion's of the MacDonell Rail Viaduct in the foreground.



Plate 5: View northeast across the Speed River toward the east abutment of the subject bridge. Note the concrete stabilizing the original stone abutment.



Plate 6: View northeast toward the east abutment of the bridge.



Plate 7: View north to the west abutment.



Plate 8: Detail of the bearings located on the west abutment.



Plate 9: View toward the abutment of the former pedestrian bridge located to the south of the subject bridge.



Plate 10: View of the plate-girder deck supporting the wood deck.



Plate 11: View toward the west abutment on the north side of the bridge, looking west.



Plate 12: View toward the east abutment on the north side of the bridge. Note the stone retaining wall stretching north of the bridge.



Plate 13: Detail of the stone retaining wall at the east abutment, looking north.



Plate 14: View north to Wellington Street Rail Bridge with Allan's Mill Ruins in foreground.



Plate 15: View to th
Wellington Street
Rail Bridge from the
north.

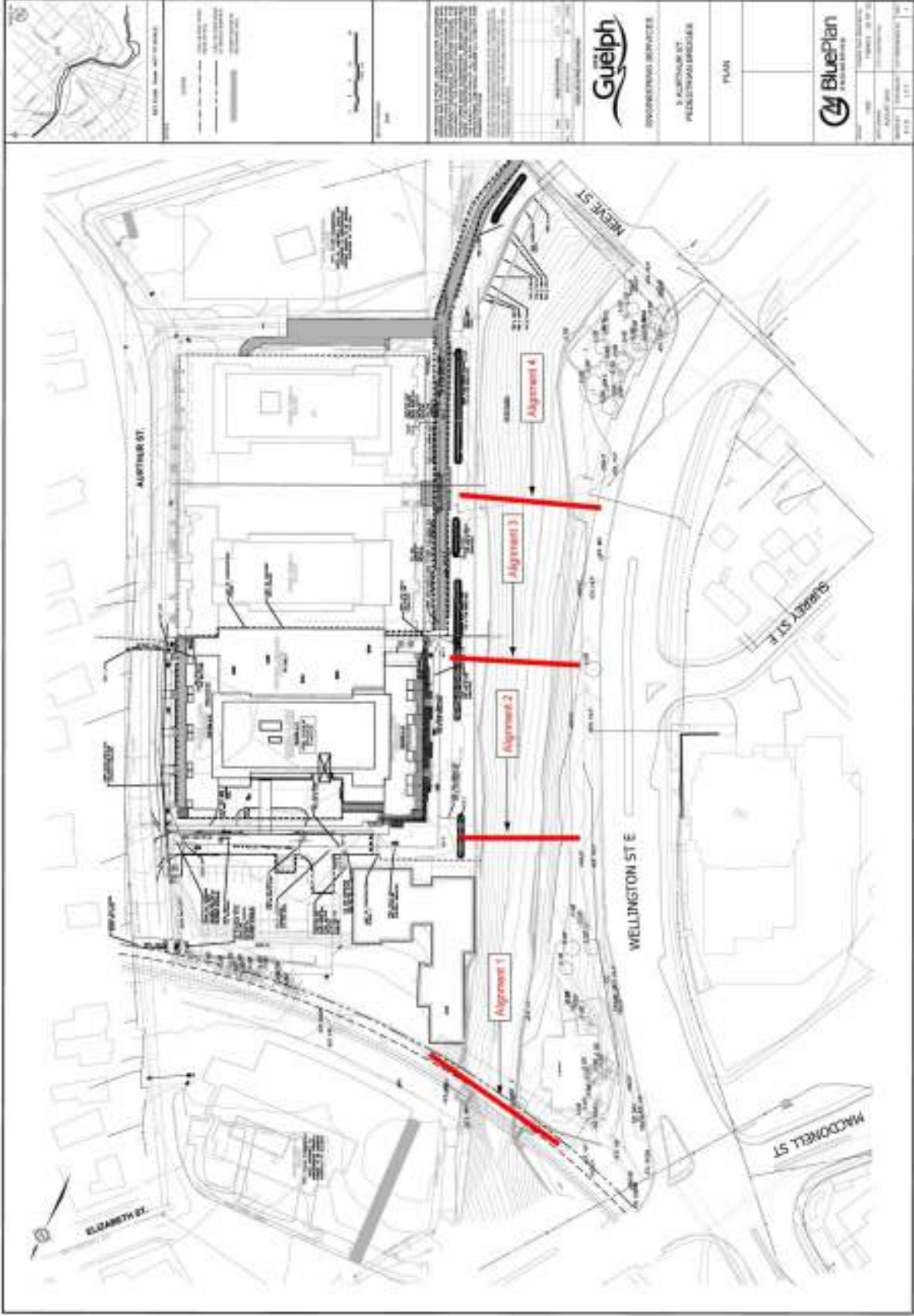
APPENDIX B: Identified Cultural Heritage Attributes



Views to the Wellington Street Rail Bridge from the West Bank of the Speed River

<p>Archaeological & Cultural Heritage Services 415-946-9099 416-946-9726 heritage@asi.ca</p> <p>ASI</p>	<p>Study Area </p> <p>Parcel Data </p> <p>Rail </p> <p>Roads </p> <p>Significant Views </p>	<p>BASE</p> <p>0 50 Metres</p> <p>Scale bar</p>	<p>File: K:\2016\Projects\EA\16EA095_095_107\109_Culph_Bridges\Views\16EA095_workspace.mxd</p> <p>AS PROJECT NO. 16EA-100</p> <p>DATE: 11 Oct 2016</p> <p>DRAWN BY: BW</p>
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APPENDIX C: Bridge Alternatives (GM BluePlan – 2016)



HERITAGE IMPACT ASSESSMENT

**5 ARTHUR STREET SOUTH
GUELPH, ON**

Prepared for:

GM BLUEPLAN
650 Woodlawn Road West
Guelph, ON N1K 1B8
T 905-356-7003

ASI File: 16EA-330

February 2017



HERITAGE IMPACT ASSESSMENT

5 ARHUR STREET SOUTH GUELPH, ON

EXECUTIVE SUMMARY

ASI was contracted by GM BluePlan to conduct a Heritage Impact Assessment (HIA) of the property located at 5 Arthur Street, Guelph, Ontario. This HIA is structured to review the heritage value of 5 Arthur Street South as well as determine the impact of the proposed construction of a pedestrian bridge on the west side of the property. The present HIA was initiated as part of the Ward to Downtown EA.

The proposed development at 5 Arthur Street South in the City of Guelph will not alter the built structures, though it will have the potential to alter significant views into the property to facilitate the construction of a pedestrian bridge spanning the Speed River. The following recommendations have been made based on the determined heritage values of the identified cultural heritage resource and in consideration of overall impacts to the property and surrounding environs.

1. Alternative 1 and Alternative 4 are the preferred alternatives.
2. The proposed development should attempt to avoid direct and indirect impacts to heritage attributes associated with 5 Arthur Street South to result in compatible alterations to the property. Should alteration to and/or removal of heritage attributes be deemed necessary, the conservation strategies outlined in Section 5.2 and Appendix C of this report should be followed.
3. This report should be sent to the City of Guelph Heritage Planner for review and comment.



PROJECT PERSONNEL

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1.0 INTRODUCTION

ASI was contracted by GM BluePlan to conduct a Heritage Impact Assessment (HIA) of the property located at 5 Arthur Street South, City of Guelph, Ontario. This HIA is structured to review the heritage value of 5 Arthur Street South as well as determine the impact of the proposed construction of a pedestrian bridge over the Speed River on the west side of the property. The present HIA was initiated in response to Recommendation 1 of the Cultural Heritage Resource Assessment undertaken by ASI for the Ward to Downtown Bridges Environmental Assessment.

This research was conducted under the project direction of Lindsay Graves, Cultural Heritage Specialist and Assistant Manager of the Cultural Heritage Division, ASI. The present heritage impact assessment follows the Ministry of Tourism, Culture and Sports' *Ontario Heritage Toolkit* (2006), the *Standards and Guidelines for the Conservation of Historic Places in Canada* (2010), and the City of Guelph's *Terms of Reference for Heritage Impact Assessments* (2010). Research was completed to investigate, document and evaluate the cultural heritage resources within and adjacent to the study area.



Figure 1: Location of the study area in the City of Guelph.

Base Map: ESRI

This document will provide:

- a description of the cultural heritage resources, including location, a detailed land use history of the site and photographic documentation;

- a description of the site's cultural heritage value based on archival research, site analysis, and municipally accepted criteria for establishing cultural heritage significance;
- assessment of impacts of the proposed undertaking; and,
- appropriate conservation measures and intervention strategies.

The following documents have been consulted as part of this study:

- City of Guelph Municipal Heritage Register - provides an inventory of cultural heritage resources that are designated under Part IV and V of the *Ontario Heritage Act* and an inventory of listed properties that are of cultural heritage value or interest to the city¹;
- Ontario Heritage Trust *Ontario Heritage Plaque Guide*, an online, searchable database of Ontario Heritage Plaques²;
- Parks Canada's *Canada's Historic Places* website: available online, the searchable register provides information on historic places recognized for their heritage value at the local, provincial, territorial, and national levels³;
- Federal Heritage Buildings Review Office (FHBRO) [these properties are recognized under the Treasury Board Policy on the Management of Real Property (TBPMRP)];
- GM BluePlan- 5 Arthur Street Pedestrian Bridges Plan (2016);
- ERA Architects, *Heritage Impact Assessment – 5 Arthur Street South* (2013);
- ERA Architects, *Cultural Heritage Conservation Plan – 5 Arthur Street South* (2015);
- Kirkor Architects and Planners, *5 Arthur Street South – Urban Design Master Plan* (2014).

1.1 Location and Study Area Description

The study area is bounded by Elizabeth Street to the north, the Speed River to the West, Neeve Street to the south, and Arthur Street to the east in the City of Guelph. The property consists of four masonry structures constructed between 1835 and 1900, one modern, mid-rise structure under construction, one temporary presentation building, and large grass or dirt areas to be used for future mid-rise, residential development.

1.2 Present Owner Contact

The subject property is presently owned by Fusion Homes.

¹ Reviewed March 2, 2016

(<http://www1.toronto.ca/wps/portal/contentonly?vgnextoid=cfc20621f3161410VgnVCM10000071d60f89RCRD>)

² Reviewed March 2, 2016 (<http://www.heritagetrust.on.ca/Resources-and-Learning/Online-Plaque-Guide.aspx>)

³ Reviewed March 2, 2015 (<http://www.historicplaces.ca/en/pages/about-apropos.aspx>)





Figure 2: Site Context showing the study area.

Source: City of Guelph.

1.3 Policy Framework

The authority to request this heritage assessment arises from the *Ontario Heritage Act*, Section 2(d) of the *Planning Act*, the *Provincial Policy Statement* (2014), and the City of Guelph's *Official Plan*.

The *Ontario Heritage Act* (OHA) enables designation of properties and districts under Part IV and Part V, Sections 26 through 46 and also provides the legislative bases for applying heritage easements to real property.

The *Planning Act* (1990) and related *Provincial Policy Statement* (PPS 2014) make a number of provisions relating to heritage conservation. One of the general purposes of the *Planning Act* is to integrate matters of provincial interest in provincial and municipal planning decisions. In order to inform all those involved in planning activities of the scope of these matters of provincial interest, Section 2 of the *Planning Act* provides an extensive listing. These matters of provincial interest shall be regarded when certain authorities, including the council of a municipality, carry out their responsibilities under the *Act*. One of these provincial interests is directly concerned with:

- 2 (i) the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest.

The *PPS* indicates in Section 4 - Implementation/Interpretation, that:

- 4.7 The official plan is the most important vehicle for implementation of this Provincial Policy Statement. Comprehensive, integrated and long-term planning is best achieved through official plans.

Official plans shall identify provincial interests and set out appropriate land use designations and policies. To determine the significance of some natural heritage features and other resources, evaluation may be required.

Official plans should also coordinate cross-boundary matters to complement the actions of other planning authorities and promote mutually beneficial solutions. Official plans shall provide clear, reasonable and attainable policies to protect provincial interests and direct development to suitable areas.

In order to protect provincial interests, planning authorities shall keep their official plans up-to-date with this Provincial Policy Statement. The policies of this Provincial Policy Statement continue to apply after adoption and approval of an official plan.

Those policies of particular relevance for the conservation of heritage features are contained in Section 2, *Wise Use and Management of Resources*, in which the preamble states that “Ontario's long-term prosperity, environmental health, and social well-being depend on protecting natural heritage, water, agricultural, mineral and cultural heritage and archaeological resources for their economic, environmental and social benefits.”

Accordingly, in subsection 2.6, *Cultural Heritage and Archaeology* makes the following relative provisions:

- 2.6.1 Significant built heritage resources and significant cultural heritage landscapes shall be conserved.
- 2.6.3 Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property except where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved.

This provides the context not only for discrete planning activities detailed in the *Planning Act* but also for the foundation of policy statements issued under Section 3 of the *Planning Act*.

1.4 City of Guelph’s Policies Regarding Heritage Impact Assessments

The following policies, outlined in the City of Guelph’s *Cultural Heritage Impact Assessment Guidelines*, direct the undertaking of Heritage Impact Assessment within the City:

A Cultural Heritage Resource Impact Assessment is a process involving the investigation of possible impacts to known and potential cultural heritage resources caused by specific proposed development or site alteration. This assessment includes an inventory and evaluation of cultural heritage resources within a study area established by a Planning Application or a significant Building Permit Application. The term “cultural heritage



resource” is defined in the City of Guelph Official Plan and includes buildings, structures, landscapes, monuments, or visible remains of same which meet the designation criteria adopted by Heritage Guelph, the City’s Municipal Heritage Committee – specifically Ontario Regulation 9/06 – Criteria for Determining Cultural Heritage Value or Interest.

A Cultural Heritage Resource Impact Assessment report outlines the significance of the identified resources and makes recommendations regarding mitigating measures that would minimize adverse or negative impacts to the cultural heritage resource. A Cultural Heritage Resource Impact Assessment is intended to establish an overall approach to the conservation of a heritage property and identify practical options in sufficient detail to inform decisions and directions for the development of a Conservation Plan. A Conservation Plan may be supplemental to a Cultural Heritage Resource Impact Assessment but it is typically a separate document.

All buildings, structures, landscapes, monuments or visible remains constructed prior to 1930 are considered to be built heritage resources until considered otherwise by Heritage Guelph. In compliance with the City of Guelph’s Official Plan, development or site alteration proposals which may affect a cultural heritage resource, listed or not listed on the City’s Municipal Register of Cultural Heritage Properties, are subject to the provision of Cultural Heritage Resource Impact Assessment.

1.5 Project Consultation

The following organizations, websites, online heritage documents, online heritage mapping tools, and heritage staff were contacted to confirm the level of significance of the subject property, the location of additional previously identified cultural heritage resources adjacent to the study area, and to request additional information generally:

- Stephen Robinson, City of Guelph Heritage Planner (via email)
- City of Guelph’s *Municipal Register of Cultural Heritage Properties* @ http://guelph.ca/wp-content/uploads/Heritage_Directory_non-designated.pdf [Accessed January 2017]
- Canadian Register of Historic Places @ [http://www.historicplaces.ca/en/pages/about-apropos.aspx](http://www.historicplaces.ca/en/pages/about-<u>apropos.aspx</u) [Accessed January 2017]
- Parks Canada website (national historic sites) @ [http://www.pc.gc.ca/eng/progs/lhn-nhs/index.aspx](http://www.pc.gc.ca/eng/progs/lhn-<u>nhs/index.aspx</u) [Accessed January 2017]

2.0 HISTORICAL RESEARCH

The following historical summary is taken from and summarizes the *Summary History* of 5 Arthur Street South provided in the Stage 1 Conservation Plan for the property prepared by ERA (2014).

2.1 Phase 1 – 1832-1877: Allan’s Distillery

William Allan and family emigrated to Canada in 1831. Allan arrived in Guelph in 1832 and immediately purchased a timber frame grist mill and associated water power from



the Canada Company. The mill was located east of Guelph's Market Square, on the west bank of the Speed River. The mill had been erected in 1830 by Horace Perry, a millwright from Port Hope. Perry was awarded the contract to build the Guelph Mills (Guelph's first grist mill) by the Canada Company.

The grist mill lands incorporated property on both sides of the Speed River, between Allan's Bridge to the north, Cross Street to the south, Arthur Street South (previously Queen Street) to the east, and Neeve Street to the west. The Speed River originally formed the eastern boundary of the town; for this reason, the land on the east side of the river did not become part of the town until it was annexed in January 1855. The sale of the Grist Mill Lands (total of 9 acres) by the Canada Company to William Allan is officially recorded in the Abstract of Titles at the Land Registry Office as 25 April 1855. The boundaries of the property were recorded on John McDonald's Plan of the Town of Guelph drawn for the Canada Company in 1855.

William Allan's sons David and John were also trained as millers and millwrights and were engaged in the business from the beginning. David Allan was credited with the construction and development of the distillery on the east side of the Speed, on the opposite bank to the mill.

The first construction of the distillery is traditionally dated to 1835. A carding mill was added to the east bank property about 6 years later. In the following decades, David Allan made many additions and improvements.

William Logan, who recorded his impression of the property during a visit to Guelph in 1836, confirms that the distillery was established by this date:

Desireous of seeing some of the Western States, and taking on my way Lakes Huron and Superior, on the 2d September I rode to Guelph, about twelve miles distant, accompanied by my brother. At the bottom of the hill is a small stream, a branch of the Ouse, on which are a grist-mill and a distillery, belonging to a Mr. Allan, with whom we breakfasted, my brother, being acquainted with him. He is a well informed, active, and enterprising man, and had resided many years in Sweden. His eldest son, who inherits his father's talents, is an ingenious mechanic, having with his own hands erected the distillery. Possessing a practical know of the crafts of the carpenter, millwright, and smith, he is provided for all contingencies.

A sketch of the property made by David Kennedy shows the carding mill and distillery on the east bank of the Speed. The carding mill is represented as a one-and-a-half storey building with a pitched roof. The distillery, which can be seen behind the carding mill, is a one storey building with a pitched roof and a chimney. A bridge connects the distillery to the grist mill on the west bank.

In the following decades, David Allan made many additions and improvements to the distillery and associated lands. Allan's diaries, held at the University of Guelph Archives, suggest that he had a keen interest in developing technologies. He also travelled widely, visiting numerous other distilleries, including businesses in Toronto, Windsor, Detroit, and Chicago.

A description of the Arthur Street property included in the Guelph Adviser of 30 June 1853 gives a good indication of the expansion and improvements made to the business during the preceding decade, including additions to the original south of the distillery building...

In 1859, William Allan died. The mill and distillery business was taken over by his sons: David Allan as manager, John as general super intendant, and James as milling inspector.

In 1860, Allan's diaries indicate that he made a new, two storey addition to the distillery. In 1863, he raised the roof of the malt house. In 1869-1870, he erected a 4 storey stone rectifying house with a 30 foot brick chimney.

In 1865, following a fire, the grist mill on the west bank of the property was rebuilt in stone.

Several photographs were taken of the distillery and carding mill in the 1860s and 70s, showing the improvements to the property.

For over 40 years, Allan's Mill and Distillery was the largest company in Guelph. However, in approximately 1876 David Allan had a 'paralytic stroke', which led to his partial withdrawal from the business. By 1877, the business had become insolvent and was liquidated (Figures 3 and 4).

2.2 Phase II – 1881-1898 – McCrae & Co/The Guelph Woollen Mills Company

In 1878, the western part of the grist mill lands including the mill buildings were sold to David Spence, who continued the milling operations until the mill was destroyed by fire in 1883.

The eastern part of the property lay idle until 1881, when it was sold to David McCrae Woolen Company, whose main factory was located on Huskisson Street (now Wyndham Street South).

In 1887, David McCrae sold part of the land to the Guelph Junction Railway Company. By 1891, the company had been renamed the Guelph Woolen Mills Company Ltd.

An overview of the company included in the 1835 Illustrated Edition of the Guelph Herald includes a photograph of the site, including the new structures. It should be noted that the original façade of the former rectifying building (with brick chimney) is still extant at this date.

By 1898, the Guelph Woolen Mills Company had gone out of business. The property was sold to George Forbes in 1899. In 1900, Forbes became a partner with Augustus R. Woody at in ownership of property.

2.3 Phase III – c1899-1955 – A R Woodyatt Company/The Taylor-Forbes Company Limited

The A R Woodyatt Company were manufacturers and distributors of hardware, including lawn mowers, irons, and barn door hangers. The company occupied the property at 5 Arthur Street from approximately 1899 until the death of A R Woodyatt in 1902. The A R Woodyatt Company had previously occupied a factory on Nelson Street.

In 1902, the Woodyatt estate sold the property to George Forbes and John Taylor. The new owners formed the Taylor-Forbes Company Limited, incorporating the business of the former A R Woodyatt Company and the Guelph Malleable Iron Works. The company went on to become one of Canada's largest manufacturers of lawn mowers and general hardware.

The 1908 Souvenir Industrial Edition of the Guelph Evening Mercury includes a diagram of the site (Plant 1) and the following description of the company:

Among the many large and important industries that have combined to make Guelph one of the leading manufacturing cities of the Province of Ontario, and one whose reputation extends all over the Dominion as well as all European countries, is that of the Taylor-Forbes Company, Limited, whose vast plant is located on the river, and who rank among the largest employers of skilled labour in the 'Royal City,' ...The factory is fitted with all modern machinery and employs a force of 325 workmen. The head office has 22 expert clerks, and there are nine branches in other cities. They manufacture general hardware, lawn mowers, hot water and steam radiators and boilers, and make large quantities of piano hardware.

The Taylor-Forbes Company was sold in 1953. The new owners continued operation for another two years before declaring bankruptcy (Figures 5-8).

2.4 Phase IV – 1955-2010 – W C Wood Company Limited

The W C Wood company purchased the Arthur Street property in January 1956, including 50,000 square feet of floor space and 20 percent of the machinery. W C Wood initially continued production and distribution of the hardware lines of Taylor-Forbes, in addition to its own lines of home freezers, milk coolers, and electrical farm equipment.

The first part of the [twentieth century] expansion program involved the construction of approximately 13,000 square feet of building for a press shop at the southern end of the site. This was soon followed by the construction of approx 20,000 square feet for a freezer assembly building.

In 1969 a two storey warehouse building of approx 21,000 square feet was started at the north of the site, plus an extra 1,000 square feet for a rail siding to allow for direct loading from the warehouse. A second building connected this storage area to the factory offices and provided a truck dock at grade level in the front of the plant. This second

stage gave an additional 6,300 sq ft at the lower level and 8,000 sq ft at the warehouse level. Three rail cars could be accommodated inside the new building.

The two storey warehouse was expanded again in 1971, adding 15,500 sq ft, and again in 1972 to the Speed River, adding another 14,000 sq ft.

Between 1976 and 1980 the lanterns of the long brick and steel buildings along Queen Street and the Speed River were removed, and new roofs with modern skylights installed. In 1980, a section of the 1902 building was also demolished to make way for an additional 9,300 sq ft of warehousing area.

Also in 1976, the foundations of the original stone buildings beside the river were reinforced with concrete.

In 1979, the northernmost stone buildings from the original distillery were extensively renovated, to become a main lobby and personnel offices. The work commemorated the company's 50th year. The roof of the northern building was raised and number of windows in the adjacent building were removed (Figures 9 and 10).



Figure 3: Location of the study area on 1868 mapping.
Base Map: *John Hobson Map, 1868.*



Figure 4: Location of the study area on 1877 mapping.
Base Map: *Historical Atlas of the County of Wellington, 1877.*



Figure 5: Location of the study area on 1906 mapping.
Base Map: *Planning Map, 1906.*

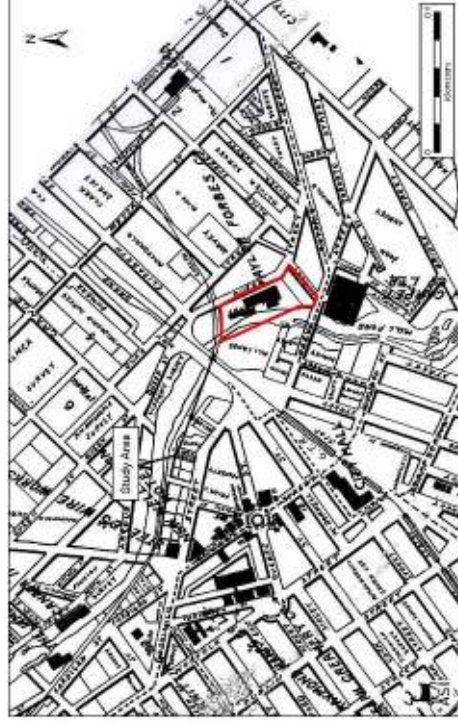


Figure 6: Location of the study area on 1915 historic mapping.
Base Map: *Planning Map, 1915.*



Figure 7: Location of the study area on 1935 historic mapping.
Base Map: NTS Sheet 40 P/9 (Energy, Mines and Resources Canada 1935).



Figure 8: Location of the study area on 1939 historic mapping.
Base Map: NTS Sheet 40 P/9 (Energy, Mines and Resources Canada 1939).



Figure 9: Location of the study area on 1970 mapping.
Base Map: NTS Sheet 40 P/9 (Energy, Mines and Resources Canada 1970).



Figure 10: Location of the study area on 1980 historic mapping.
Base Map: NTS Sheet 40 P/9 (Energy, Mines and Resources Canada 1980).

3.0 EXISTING CONDITIONS

3.1 Introduction

A field review was conducted by Joel Konrad, Cultural Heritage Specialist, ASI, on 24 January 2017 to survey and document the study area and environs, with an emphasis on producing updated photography. In addition, the Heritage Impact Assessment for the property (ERA 2013) was reviewed to help assess the property's existing conditions.

3.2 Existing Conditions

The existing property at 5 Arthur Street is generally bordered by Neeve Street on the South, the Speed River on the West, the MacDonnel Street Viaduct on the North, and Arthur Street South on the east. The property was established as an industrial property in the early nineteenth century and has retained its character. See Appendix A and Appendix C of this report for photographic documentation and heritage attributes mapping.

3.2.1 Building 1 – Office Building (1835)

The following is adapted from the ERA *Conservation Plan* (2015):

The office building is a limestone building with gable roof. It has a one-storey-appearance on the north elevation and east elevation, and reveals a second storey on the west elevation overlooking the Speed River. There is a short stone chimney at the peak of the north elevation...The front (east) elevation displays a centrally located front entrance with two window openings to the south and a single window opening to the north. There are two smaller window openings on the north elevation. All openings have stone lintels and the windows have stone sills. On the north and east elevations, the random pattern limestone walls currently display ribbon pointing and quoined corners.

On the west elevation, the roof has a full-length shed dormer that allows for a full second floor. This dormer was added in 1979; the roof originally had a gable roof profile. The window openings are laid out in three equal bays. A stone wall with flush mortar joints occupies the base of the building and the dormer has a board-and-batten exterior finish. The window openings in the stone have stone lintels and sills similar to the other elevations. Most of the windows were replaced in 1970s with the possible exception of the lower 8-over-8 sash windows...There are metal storage tanks in the lower floor. Archival maps indicate this building was used for the storage of oils and/or oil paints.

3.2.2 Building 2 – Former Industrial Buildings (1847-1860s)

The following is adapted from the ERA *Conservation Plan* (2015):

Building 2 is composed of four connected buildings. The following building names are based on the historical uses of the building:

- a) *The Japanning Building*

- b) *The Milling Building*
- c) *The Tower*
- d) *The General Office and Shipping*

The Japanning Building – *The Japanning Building is a masonry building with a low pitch gable roof. It has a two-storey appearance on the east elevation, and reveals a third storey on the west elevation overlooking the Speed River. The base building is limestone, while the post-1980s addition to the east and the upper storey (unknown date of construction) are brick. Portions of the original east stone façade survive within the building.*

The north elevation is attached to the office building. It is primarily brick with select areas of limestone with ribbon pointing. There is a door at grade and four window openings on the third floor.

The east elevation displays six window openings with concrete/stone sills, two at the ground floor level and four at the second floor. The 6-over-6 sash wood windows appear to be circa 1970s.

On the west elevation, the random pattern limestone wall has flush mortar joints and a horizontal stone band course that runs at mid-level to the basement floor windows. The window openings within the limestone (at the lower two floors) are laid out in five equal bays. The basement level windows have a stone lintel and sill akin to the Office Building. The ground floor windows appear to have a concrete/stone lintel beneath a large (older) stone lintel and the sill is clad in metal. This suggests that these windows have been modified. There are seven window openings on the second (upper) floor set in pairs. These windows have a shallow brick arch and appear to be a replacement (circa. 1970s).

The Milling Building – *The Milling Building is a masonry building with low pitch shed roof. It has three-storey appearance on the east elevation, and reveals a fourth storey on the south elevation and the west elevation. There is a brick rooftop room which provides roof access. The base building is limestone, and the upper storey is a brick addition (date of construction unknown).*

The north elevation is attached to the building and a portion of the wall is visible at the west side. The window openings in the rubble-stone have been infilled with stone. There are three window openings at the third floor. The brick addition at the third floor (post 1908) is painted.

The east elevation is attached to the Tower Building. Areas north and south of this addition are visible. The exterior wall is limestone and brick. It displays blocked openings, some with stone lintel and sills, and a door opening at ground level. The openings vary in size and some appear to have been modified.

There are two 6-over-6 wood windows at the third floor level. Much of the masonry has been painted and there are exposed ends of steel beams below a former opening.

On the south elevation, the wall is primarily limestone with a partial brick third storey. The original roof gable is still visible. The majority of the masonry has been painted and there are areas that have been treated with cement parging. All window and door openings have all been locked in.

The west elevation has a random stone pattern with quoining at the corners except for the third floor which is painted brick. The wall has seven equal bays of windows. The window openings in the rubble-stone have a stone sill and lintel.

The Tower – *The Tower Building is a three storey limestone building with a flat roof. As noted in the Guelph Minutes, this building once had a steeply pitched pyramid roof with bell-cast eaves in the Second Empire style. The wood grounds that supported the wood entablature beneath the projecting eaves remain inset into the stone.*

At the north elevation, there are three openings on all floors. On the ground and second floors there is a central door opening with a window opening on either side. The openings have round dressed stone arches or ‘voussoir’ lintels and stone sills. The third floor displays a tripartite window with a larger central window. The third floor windows have round stone arches with a keystone at the top of the centre window and a continuous stone sill. The side windows are 6-over-6 sash oriented vertically. The central window is a 12-over-12 sash with thinner panes at the perimeter. The windows at the third floor are understood to be the only original wood windows remaining on site.

The south elevation is largely concealed. The visible area of the third floor shows the original arched window opening infilled with stone.

The General Office and Shipping – *The General Office and Shipping Building is a load-bearing dressed limestone building with quoined corners and a heavy timber interior structure. It has a low shed roof with a brick chimney at the east exterior wall. The exterior treatment is random patterned limestone with quoined corners. The building has a three-storey appearance on the north elevation, and reveals a fourth storey on the east and south elevations due to a change in grade.*

At the north elevation, there are regularly spaced openings – three bays where the building protrudes out at the east and four bays to the west. The window openings have segmental stone arches and stone sills. The existing windows are 6-over-6 wood sash.

Building signage once occupied this north wall. There are large horizontal stone signage areas above the sets of windows and a rectangular panel at the east corner at the ground floor. The existing signage areas likely conceal Taylor Forbes letter signage.

The east elevation is generally organized into seven bays. The original window and door openings appear to be rectangular with a stone sill and lintel. The exception is a few arched openings. Many of the openings have been modified. The openings have been infilled with concrete block (with the exception of two door openings). The lowest floor area has been painted and select areas of the wall have received cement parging. There is a brick chimney on the inside of the east wall, north of the centre.

The south elevation is also organized into seven bays. The original window and door openings appear to be rectangular with a stone sill and lintel. The openings have been infilled with concrete block; the exception is two window openings at the fourth floor with 6-over-6 wood windows. Much of the wall has been painted and there are exposed ends of steel beams. There is a gutter but no downspout.

In addition to the nineteenth-century structures on the property, a modern mid-rise residential building was under construction at the time of site-visit. This building is located directly south of the cluster of nineteenth century structures and is generally characterized as a modern, concrete, brick, and glass condominium building.

3.2.3 Landscape Features

The property features a generally flat topography with undeveloped land characterized by grass lawns and gravel spaces. The Guelph Junction Railway bisects the northern half of the property from east to west. The west of the property along the Speed River retains shrubs, stones, and mature trees.

3.3 The Surrounding Environs – St Patrick’s Ward

The property located at 5 Arthur Street South is located within St. Patrick’s Ward, which is generally bounded by the Speed River on the west, the CN Railway on the north, Victoria Road South on the east, and the Eramosa River on the south. The area was defined by its industrial character by the middle of the nineteenth century, though it is now is made up of a mixture of residential, institutional, industrial, and commercial properties.

4.0 CULTURAL HERITAGE VALUE OF 5 ARTHUR STREET SOUTH

4.1 Evaluation

A Statement of Significance for the property located at 5 Arthur Street South has been completed by ERA Architects (ERA 2013). However, no evaluation using *Ontario Heritage Act* Regulation 9/06 was included in the report. In order to identify how the proposed development impacts identified heritage features, a detailed evaluation of the property’s heritage value and identification of character defining elements will be undertaken.

Table 1 evaluates of 5 Arthur Street South against criteria as set out in Ontario Regulation 9/06 of the *Ontario Heritage Act*.

Table 1: Evaluation of the 5 Arthur Street South using Ontario Regulation 9/06

1. The property has design value or physical value because it:

<i>Ontario Heritage Act</i> Criteria	Analysis
i. is a rare, unique, representative or early example of a style, type, expression, material or construction method;	<p>The property at 5 Arthur Street South is a rare surviving example of an early nineteenth-century industrial landscape. The complex includes five, interrelated structures made of stone, brick and wood, all of which form the nucleus of the former Taylor Forbes Company property, as well as the expanded Alan’s Mill property that straddled the Speed River for much of the nineteenth century.</p> <p>The office building (Building 1) was constructed in 1835 and retains stone sills, flush lintels, wooden floors, columns, and beams.</p>



Table 1: Evaluation of the 5 Arthur Street South using Ontario Regulation 9/06

	<p>Buildings 2 is comprised of a three-storey stone and brick building with a shed roof, stone lintels and 6-over-6 sash windows.</p> <p>Building 3 is a four-storey stone and brick structure while building 4 is a four-storey structure constructed of stone.</p> <p>Building 5 is comprised of a four storey stone building that retains 6-over-6 sash windows on the east elevation.</p> <p>As the building complex features buildings that formed the first industrial complex in the City of Guelph, it meets this criterion.</p>
ii. displays a high degree of craftsmanship or artistic merit, or;	The building complex is constructed primarily of dressed stone and features crafted detailing and finishes that express artistic merit. The stonework and arched windows on Building 4 required design acumen and precision of implementation and, therefore, the property meets this criterion.
iii. demonstrates a high degree of technical or scientific achievement.	The methods of construction for each of the buildings are typical of industrial buildings of the period. Therefore, the property does not meet this criterion.

2. The property has historical value or associative value because it:

<i>Ontario Heritage Act</i> Criteria	Analysis
i. has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community;	The buildings located at 5 Arthur Street South are directly associated with the Canada Company, which was the catalyst for settlement in Guelph. William Allan's construction of a mill on the west bank of the Speed River, and the subsequent expansion of his operations to the subject property on the east bank in 1835, played a major role in shaping the character of the area. The industrial buildings on the subject property, as well as others that were concentrated along the Speed River in the late nineteenth and early twentieth centuries, defined the area for a century and a half. The buildings located on the subject property are one of the few physical remains of that industrial character. Therefore, the property meets this criterion.
ii. yields, or has the potential to yield, information that contributes to an understanding of a community or culture, or;	The subject property has the potential to yield information that contributes to an understanding of the ongoing history of industry in the City of Guelph. Moreover, the property at 5 Arthur Street South contributed to the character of St. Patrick's Ward, the community within which it was situated, as well as the City of Guelph, for which it was a major industry in the early days of settlement. Therefore, the property meets this criterion.
iii. demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.	The buildings reflect industrial architecture of the early nineteenth century. These structures, and in particular Building 1, were the first of the Allan's Mill complex to be fully constructed of stone and possibly reflect the early work of David Allan, William Allan's son, who was himself an architect. David Allan was best known as the supervising architect for the St. Andrew's Presbyterian Church in Toronto, as well as the architect of the Scottish Baronial stone mill building built on the west side of the Speed River in the late nineteenth century. Therefore, the subject property meets this criterion.

Table 1: Evaluation of the 5 Arthur Street South using Ontario Regulation 9/06

3. The property has contextual value because it:

<i>Ontario Heritage Act</i> Criteria	Analysis
i. is important in defining, maintaining or supporting the character of an area;	The subject property is one of a group of properties in the vicinity that feature existing or relict built features and landscapes designed, constructed, and/or altered in the nineteenth century. As such, it is important in supporting and defining the character of the area and meets this criterion.
ii. is physically, functionally, visually or historically linked to its surroundings, or;	The building complex is historically linked to the former Allan’s Mill property on the west side of the river through shared ownership, as well as to the GJR railway, which once had a spur running into the property. In addition, the property is visually linked to the surrounding properties containing existing or relict industrial structures. Therefore, the property meets this criterion.
iii. is a landmark.	The property is located at the confluence of two railways and five roads, is situated on the banks of a river, and is visible from public parkland. Due to the location and orientation of the buildings, these structures function as orientation points for pedestrians and provide a unique and recognizable feature for those using the Downtown Trail. Therefore, the property meets this criterion.

The property met at least one of the criteria set out in Ontario Regulation 9/06 and therefore is eligible for designation under the *Ontario Heritage Act*. The property is significant for design, associative, and contextual value as a representative example of early nineteenth-century industrial architecture and the first industrial complex in the City of Guelph.

4.2 Statement of Cultural Heritage Value or Interest for 5 Arthur Street South

The following has been taken from the ERA Architects HIA (2013):

Four buildings on the former W.C. Wood property (Taylor-Forbes) have been identified by the City of Guelph as being of heritage interest. Although the buildings are currently listed, the City has stated its desire to designate them as heritage properties under Part IV of the Ontario Heritage Act. There are no specific individual heritage descriptions for the buildings.

Description of Property

The heritage buildings are stone and brick structures, constructed between 1835 and the early 1900s, including one original building of the Alan’s Mill, which is denoted by a heritage plaque. The buildings have been adapted for various industrial uses since their construction.

Statement of Cultural Heritage Value or Interest



The heritage buildings at 5 Arthur Street South reflect the evolution of the site's use, and vernacular industrial architecture, from the early 19th century to the early 20th century. The 1998 Guelph LACAC report concludes that Buildings 1 and 2 are worthy of designation under the Ontario Heritage Act.

Character Defining Elements adapted from ERA architects HIA (2013):

Building 1:

- Two-storey, limestone construction;
- Stone sills;
- Flush lintels and quins to openings; and
- Wood floors.

Buildings 2-5

- Mixed stone and brick construction;
- Flush stone lintels;
- 6-over-6 sash windows; and
- Multipane, arched window.

Landscape:

- Views to the property from the west bank of the Speed River.

5.0 CONSERVATION STRATEGY

5.1 Proposed Work

The following conservation strategy is based on the proposed pedestrian bridge alternatives provided by GM BluePlan (Appendix B). Generally, the proposed development aims to construct a pedestrian bridge across the Speed River between Neeve Street and the GJR bridge, just south of the MacDonell viaduct. The proposed alternatives generally consist of:

- Alternative 1: a bridge located directly to the south of the existing GJR bridge;
- Alternative 2: a bridge located approximately 55 metres south of the GJR Bridge;
- Alternative 3: a bridge located approximately 100 metres south of the GJR Bridge;
- Alternative 4: and a bridge located approximately 75 metres north of the Neeve Street Bridge

None of the proposed bridge alignments are anticipated to have a direct impact on the architectural features located at 5 Arthur Street South. However, the proposed alternatives will have varying impacts on the contextual value of the property and will thus be assessed below.

5.1.1 Measurement of Development or Site Alteration Impact

According to available documentation, the proposed bridge alternatives (Alternatives 1, 2, 3 and 4) will precipitate the following impacts:

- Disruption of views to the property from the west bank of the Speed River.

5.1.2 Impact Assessment

To assess the potential impacts of the proposed development on the cultural heritage value of 5 Arthur Street South, the identified heritage attributes were considered against a range of possible impacts as outlined in the *Ontario Heritage Tool Kit* (2006), which include:

- Destruction of any, or part of any, significant heritage attribute or feature.
- Alteration which means a change in any manner and includes restoration, renovation, repair or disturbance.
- Shadows created that alter the appearance of a heritage attribute or change the visibility of a natural feature of plantings, such as a garden.
- Isolation of a heritage attribute from its surrounding environment, context, or a significant relationship.
- Direct or indirect obstruction of significant views or vistas from, within, or to a built and natural feature.
- 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.
- Soil Disturbance such as a change in grade, or an alteration of the drainage pattern or excavation.

Based on the current proposed development concepts (Appendix B), the subject property located at 5 Arthur Street South will be directly impacted through the alteration of the property by the possible direct or indirect obstruction of significant views or vistas from, within, or to a built and natural feature as well as a soil disturbance. These impacts are generally outlined using the *Ontario Heritage Toolkit* categories in Table 3.

Impact	Potential heritage impacts of the proposed development
Destruction, removal or relocation	The proposed development will not precipitate the destruction of any identified heritage elements on the property.
Alteration	The proposed development will precipitate the following alterations to the subject property: <ul style="list-style-type: none"> - Alteration of the property through the introduction of a modern pedestrian bridge on the property.
Shadows	No impacts anticipated.
Isolation	No impact anticipated.

Impact	Potential heritage impacts of the proposed development
Direct or indirect obstruction of significant views	The proposed development will precipitate the following direct or indirect obstruction of significant views: <ul style="list-style-type: none"> - All proposed alternatives will obscure views into the property to varying degrees.
A change in land use	No impacts anticipated.
Soil disturbance	There is expected to be soil disturbance involved in the construction of each of the alternatives.

5.1.3 Specific Alternative Impacts

The impacts of the three proposed alignments have been considered using the heritage attributes located in section 4.2 of this report. Table 4 identifies the attributes and assesses the degree to which they are affected by each proposed alignment. Graphics outlining the proposed alignments can be found in Appendix B.

IDENTIFIED CULTURAL HERITAGE ATTRIBUTES	IMPACTS: Alternative 1	IMPACTS: Alternative 2	IMPACTS: Alternative 3	IMPACTS: Alternative 4
<i>Views to the property from the west bank of the Speed River</i>	- No identified loss of views into the property from the west bank of the Speed River.	- Obstruction of views into the property looking north from south of the proposed bridge.	- Minimal obstruction of significant views into the property looking north from south of the proposed bridge.	- No identified loss of views into the property from the west bank of the Speed River.

As Alternative 4 results in no identified impact to identified heritage attributes, this is the preferred alternative. However, it is understood that a former pedestrian bridge once generally followed the alignment of Alternative 1. Therefore, if it is demonstrated that no impacts will occur to Building 1, Alternative 1 should also be considered a preferred alternative.

5.2 Conservation Strategy Objectives

Based on the results of a review of earlier reporting, further research, a site visit, heritage evaluation, and analysis of impacts of the proposed undertaking, the following conservation strategy has been developed in accordance with the Ministry of Culture’s *Eight Guiding Principles in the Conservation of Built Heritage Properties* (See Appendix D). Parks Canada’s *Standards and Guidelines for the Conservation of*



Historic Places recommendations have also been considered, and in particular that the developer “use the gentlest means possible for any intervention” in order to “respect heritage value when undertaking an intervention” (Canada’s *Historic Places* 2010: 22).

5.2.1 General Built Heritage Conservation Strategy

Regardless of which alternative is chosen, the general conservation strategy outlined in ERA Architects *Conservation Plan* (2015) for 5 Arthur Street South should be followed. In addition, the following MTCS *Eight Guiding Principles in the Conservation of Built Heritage Properties* should be considered:

Table 4: Mitigation Direction – 5 Arthur Street South	
Eight Guiding Principles in the Conservation of Built Heritage Properties (MTCS, 2007)	Direction on Heritage Impact Mitigation
1) Respect for Documentary Evidence	The <i>Conservation Plan</i> completed by ERA Architects serves as acceptable documentation of the heritage resource.
2) Respect for the Original Location	Not applicable.
3) Respect for Historic Material	If Alignment 1 is chosen, staging activities as well as the bridge itself should in no way impact Building 1.
4) Respect for Original Fabric	Not applicable.
5) Respect for the Building’s History	Not applicable.
6) Reversibility	Not applicable.
7) Legibility	Not applicable.
8) Maintenance	Not applicable.

5.2.2 Landscape Conservation Strategy

The proposed development will alter heritage attributes of the subject property, and particularly the setting. As such, the proposed development should ensure that views to the property from the west bank of the Speed River are retained. Appendix C documents significant views that should be preserved.

Canada’s *Historic Places Standards and Guidelines for the Conservation of Historic Places* offers the following guidelines for the maintenance of land use and distinctive landscape character and should be followed when designing development on the property:



4.1.3.13 **DO:** Design a new feature when required by a new use that does not obscure, damage or destroy character-defining land patterns.
DO NOT: Introduce a new feature that is incompatible in size, scale, or design with the land pattern.

4.1.5.13 **DO:** Design a new feature when required by a new use that is compatible with the character-defining spatial organization.
DO NOT: Add a new feature that alters or obscures the spatial organization.

5.2.3 Intangible Heritage Conservation

The conservation of the site’s intangible heritage will be achieved by preserving one primary theme that defines the history of the property. This is:

1) Industrial

Provide for the maintenance of the character of the property through following Heritage Conservation Plan completed by ERA Architects (2015).

6.0 CONSERVATION AND MITIGATION RECOMMENDATIONS

The proposed development at 5 Arthur Street South in the City of Guelph will not alter the built structures, though it will have the potential to alter significant views into the property to facilitate the construction of a pedestrian bridge spanning the Speed River. The following recommendations have been made based on the determined heritage values of the identified cultural heritage resource and in consideration of overall impacts to the property and surrounding environs.

1. Alternative 1 and Alternative 4 are the preferred alternatives.
2. The proposed development should attempt to avoid direct and indirect impacts to heritage attributes associated with 5 Arthur Street South to result in compatible alterations to the property. Should alteration to and/or removal of heritage attributes be deemed necessary, the conservation strategies outlined in Section 5.2 and Appendix D of this report should be followed.
3. This report should be sent to the City of Guelph Heritage Planner for review and comment.



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APPENDIX A: Photographic Documentation



Plate 1: View west along the GJR tracks into the property.



Plate 2: View west into the property from Arthur Street.



Plate 3: View west into the property from Arthur Street. Note buildings 2-5 in the foreground.



Plate 4: View southeast into the property from Arthur Street. Note the modern building in the process of construction.



Plate 5: View east north into the property from Neeve Street.



Plate 6: View across the Speed River from Allan's Mill ruins. Note the west elevation of Building 1.



Plate 7: Detail of the north elevation of Building 1 and the existing retaining wall separating Building 1 from the Wellington Street Rail Bridge.



Plate 8: View south from underneath the MacDonell Street Rail Viaduct.



Plate 9: View south into the property from the north.



Plate 10: View southeast into the property from Arthur Street South.



Plate 11: View north along the Speed River from the Neeve Street Bridge.

APPENDIX B: Proposed Development

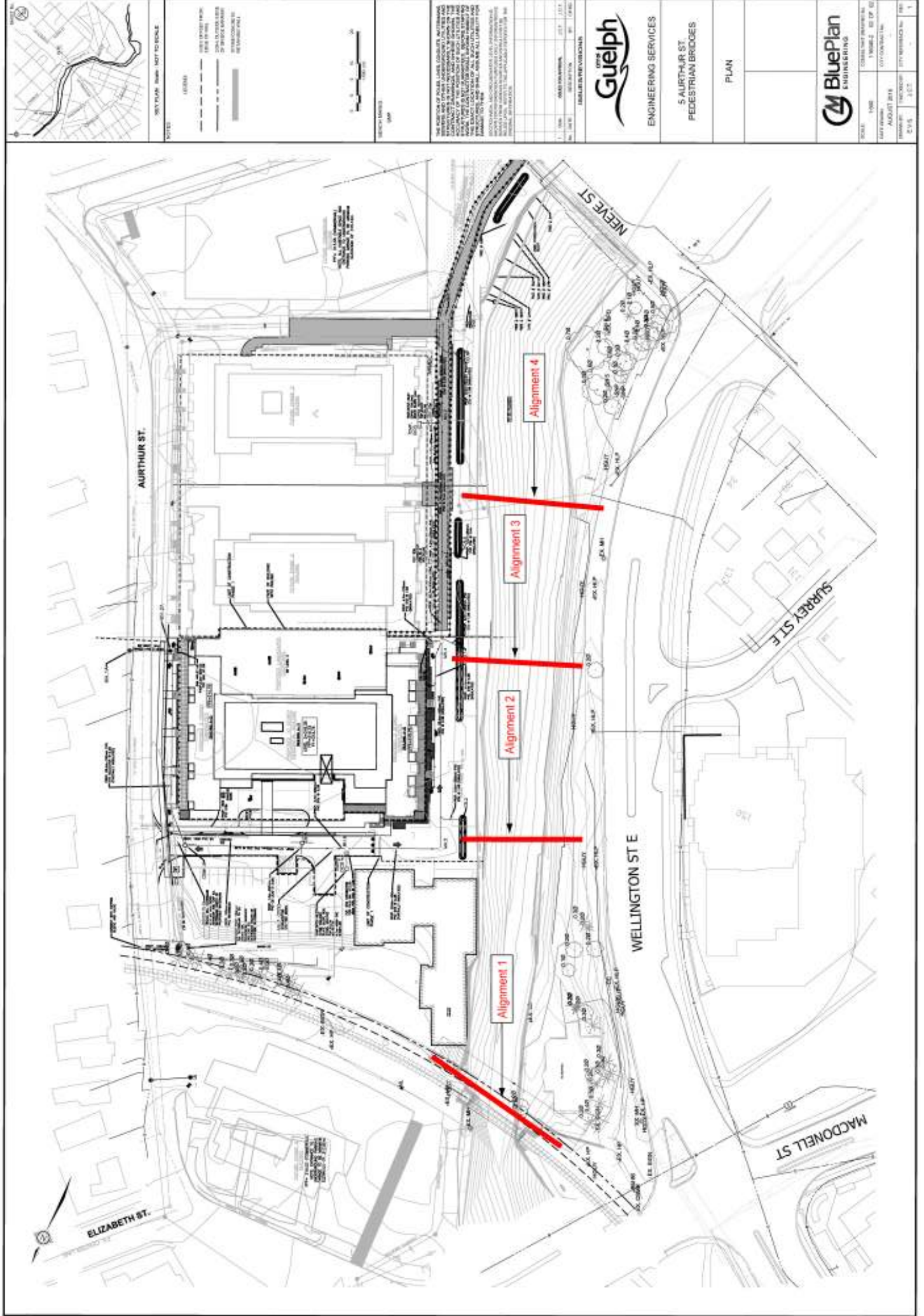


Figure 11: Pedestrian Bridge alignment options, 2016.

APPENDIX C: Heritage Attributes



Figure 12: Identified heritage attributes

APPENDIX D: Conservation Principles

- Ministry of Culture's Eight Guiding Principles in the Conservation of Built Heritage Properties
- Parks Canada's Standards and Guidelines for the Conservation of Historic Places in Canada

Eight Guiding Principles in the Conservation of Built Heritage Properties

1. RESPECT FOR DOCUMENTARY EVIDENCE:

Do not base restoration on conjecture. Conservation work should be based on historic documentation such as historic photographs, drawings and physical evidence.

2. RESPECT FOR THE ORIGINAL LOCATION:

Do not move buildings unless there is no other means to save them.

Site is an integral component of a building or structure. Change in site diminishes cultural heritage value considerably.

3. RESPECT FOR HISTORIC MATERIAL:

Repair/conservate - rather than replace building materials and finishes, except where absolutely necessary. Minimal intervention maintains the heritage content of the built resource.

4. RESPECT FOR ORIGINAL FABRIC:

Repair with like materials. Repair to return the resource to its prior condition, without altering its integrity.

5. RESPECT FOR THE BUILDING'S HISTORY:

Do not restore to one period at the expense of another period. Do not destroy later additions to a building or structure solely to restore to a single time period.

6. REVERSIBILITY:

Alterations should be able to be returned to original conditions. This conserves earlier building design and technique. e.g. When a new door opening is put into a stone wall, the original stones are numbered, removed and stored, allowing for future restoration.

7. LEGIBILITY:

New work should be distinguishable from old. Buildings or structures should be recognized as products of their own time, and new additions should not blur the distinction between old and new.

8. MAINTENANCE:

With continuous care, future restoration will not be necessary. With regular upkeep, major conservation projects and their high costs can be avoided.

(Source: http://www.culture.gov.on.ca/english/heritage/info_sheets/info_sheet_8principles.htm)

Standards for the Conservation of Historic Places in Canada

1. Conserve the *heritage value* of a historic place. Do not remove, replace, or substantially alter its intact or repairable *character-defining elements*. Do not move a part of a *historic place* if its current location is a *character-defining element*.
2. Conserve changes to a *historic place* which, over time, have become *character-defining elements* in their own right.
3. Conserve *heritage value* by adopting an approach calling for *minimal intervention*.
4. Recognize each *historic place* as a physical record of its time, place and use. Do not create a false sense of historical development by adding elements from other *historic places* or other properties or by combining features of the same property that never coexisted.
5. Find a use for a *historic place* that requires minimal or no change to its *character-defining elements*.
6. Protect and, if necessary, stabilize a *historic place* until any subsequent *intervention* is under-taken. Protect and preserve archaeological resources in place. Where there is potential for disturbance of archaeological resources, take mitigation measures to limit damage and loss of information.
7. Evaluate the existing condition of character-defining elements to determine the appropriate intervention needed. Use the gentlest means possible for any intervention. Respect heritage value when undertaking an intervention.
8. Maintain *character-defining elements* on an ongoing basis. Repair *character-defining elements* by reinforcing their materials using recognized conservation methods. Replace in kind any extensively deteriorated or missing parts of *character-defining elements*, where there are surviving prototypes.
9. Make any *intervention* needed to preserve *character-defining elements* physically and visually compatible with the *historic place*, and identifiable upon close inspection. Document any intervention for future reference.

Additional Standards Relating to Rehabilitation

1. Repair rather than replace *character-defining elements*. Where *character-defining elements* are too severely deteriorated to repair, and where sufficient physical evidence exists, replace them with new elements that match the forms, materials and detailing of sound versions of the same elements. Where there is insufficient physical evidence, make the form, material and detailing of the new elements compatible with the character of the *historic place*.
2. Conserve the heritage value and *character-defining elements* when creating any new additions to a historic place or any related new construction. Make the new work physically and visually compatible with, subordinate to and distinguishable from the historic place.

3. Create any new additions or related new construction so that the essential form and integrity of a *historic place* will not be impaired if the new work is removed in the future.

Additional Standards Relating to Restoration

1. Repair rather than replace *character-defining elements* from the restoration period. Where *character-defining elements* are too severely deteriorated to repair and where sufficient physical evidence exists, replace them with new elements that match the forms, materials and detailing of sound versions of the same elements.
2. Replace missing features from the restoration period with new features whose forms, materials and detailing are based on sufficient physical, documentary and/or oral evidence.

(Source: Parks Canada's *Standards and Guidelines for the Conservation of Historic Places in Canada*, 2003)

HERITAGE IMPACT ASSESSMENT

**ALLAN'S MILL RUINS
CITY OF GUELPH, ONTARIO**

Prepared for:

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Guelph, ON N1K 1B8
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ASI File: 16EA-331

February 2017



HERITAGE IMPACT ASSESSMENT

ALLAN'S MILLS RUINS CITY OF GUELPH, ONTARIO

EXECUTIVE SUMMARY

ASI was contracted by GM BluePlan to conduct a Heritage Impact Assessment (HIA) of the property bounded by Wellington Street East on the west, the Guelph Junction Railway (GJR) on the north, the Speed River on the east, and the Neeve Street Bridge on the south in Guelph, Ontario. This HIA is structured to review the heritage value of the Allan's Mills Ruins as well as determine the impact of constructing a proposed foot bridge across the Speed River. The present HIA was initiated in response to Recommendation 1 of the Cultural Heritage Resource Assessment undertaken by ASI for the Ward to Downtown Bridges Environmental Assessment.

The proposed development at the Allan's Mill property in the City of Guelph will not alter the built structures, though it will have the potential to alter significant views out of the property to facilitate the construction of a pedestrian bridge spanning the Speed River. The following recommendations have been made based on the determined heritage values of the identified cultural heritage resource and in consideration of overall impacts to the property and surrounding environs.

1. Alternative 1 and Alternative 4 are the preferred alternatives.
2. The proposed development should avoid direct and indirect impacts to heritage attributes associated with Allan's Mill to result in compatible alterations to the property. Should alteration to and/or removal of heritage attributes be deemed necessary, the conservation strategies outlined in Section 5.2 and Appendix D of this report should be followed.
3. This report should be sent to the City of Guelph Heritage Planner for review and comment.



PROJECT PERSONNEL

<i>Senior Project Manager:</i>	Lindsay Graves, MA Cultural Heritage Specialist Assistant Manager, Cultural Heritage Division
<i>Cultural Heritage Specialist:</i>	Joel Konrad, PhD Cultural Heritage Specialist
<i>Project Coordinator:</i>	Sarah Jagelewski, Hon. BA Staff Archaeologist Assistant Manager, Environmental Assessment Division
<i>Project Administrator</i>	Carol Bella, Hon. BA Research Archaeologist and Administrative Assistant
<i>Report Preparation:</i>	Joel Konrad
<i>Graphics Preparation:</i>	Jonas Fernandez, MA Staff Archaeologist and Geomatics Specialist Joel Konrad
<i>Report Reviewer:</i>	Annie Veilleux, MA Manager, Cultural Heritage Division



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1.0 INTRODUCTION

ASI was contracted by GM BluePlan to conduct a Heritage Impact Assessment (HIA) of the property bounded by Wellington Street East on the west, the Guelph Junction Railway (GJR) on the north, the Speed River on the east, and the Neeve Street Bridge on the south, in the City of Guelph, Ontario. This HIA is structured to review the heritage value of the Allan's Mill ruins as well as determine the impact(s) of constructing a proposed pedestrian bridge across the Speed River on this property. The present HIA was initiated in response to Recommendation 1 of the Cultural Heritage Resource Assessment undertaken by ASI for the Ward to Downtown Bridges Environmental Assessment.

This research was conducted under the project direction of Lindsay Graves, Cultural Heritage Specialist and Assistant Manager of the Cultural Heritage Division, ASI. The present heritage impact assessment follows the Ministry of Tourism, Culture and Sports' *Ontario Heritage Toolkit* (2006), the *Standards and Guidelines for the Conservation of Historic Places in Canada* (2010), and the City of Guelph's *Heritage Impact Assessment Terms of Reference* (2010). Research was completed to investigate, document and evaluate the cultural heritage resources within and adjacent to the study area.

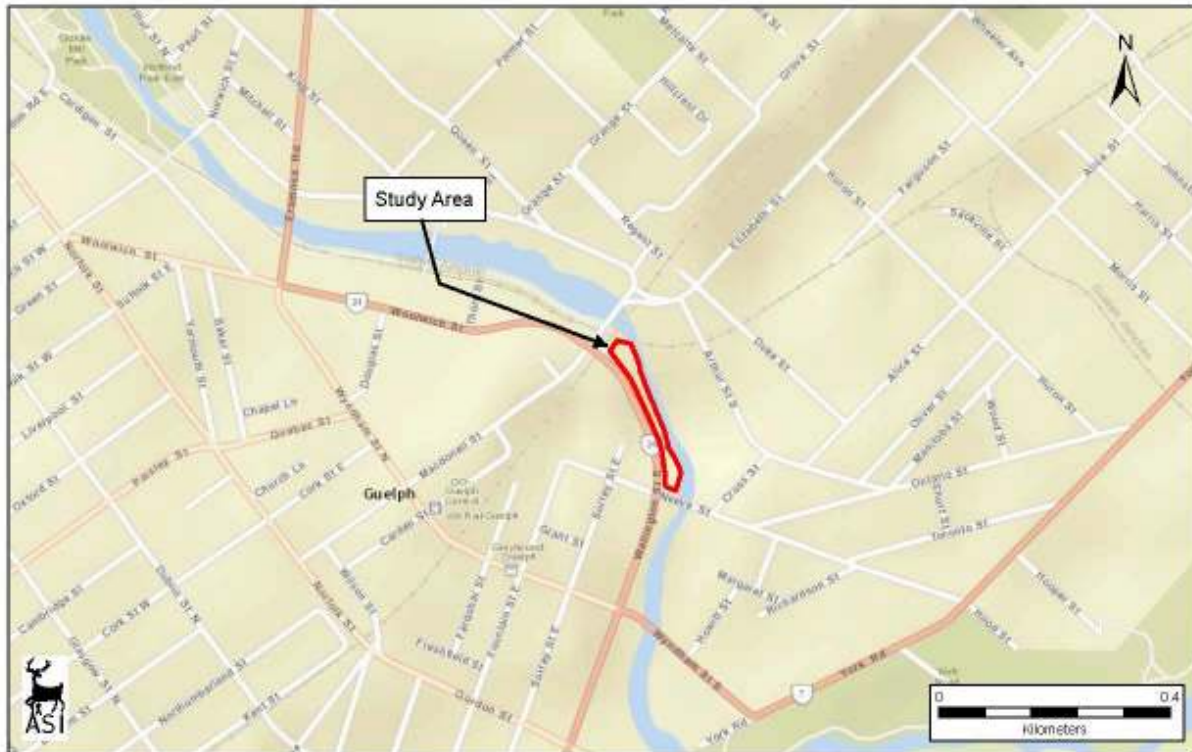


Figure 1: Location of the study area in the City of Guelph.

Base Map: ESRI

This document will provide:

- a description of the cultural heritage resources, including location, a detailed land use history of the site and photographic documentation;

- a description of the site's cultural heritage value based on archival research, site analysis, and municipally accepted criteria for establishing cultural heritage significance;
- assessment of impacts of the proposed undertaking; and,
- appropriate conservation measures and intervention strategies.

The following documents have been consulted as part of this study:

- City of Guelph *Municipal Register of Cultural Heritage Properties* - provides an inventory of cultural heritage resources that are designated under Part IV and V of the *Ontario Heritage Act* and an inventory of listed properties that are of cultural heritage value or interest to the city¹;
- Ontario Heritage Trust *Ontario Heritage Plaque Guide*, an online, searchable database of Ontario Heritage Plaques²;
- Parks Canada's *Canada's Historic Places* website: available online, the searchable register provides information on historic places recognized for their heritage value at the local, provincial, territorial, and national levels³;
- Federal Heritage Buildings Review Office (FHBRO) [these properties are recognized under the Treasury Board Policy on the Management of Real Property (TBPMRP)];
- ERA Architects, *Cultural Heritage Conservation Plan – Stage 1: 5 Arthur Street South* (July 20, 2015);
- ERA Architects, *Cultural Heritage Conservation Plan – 5 Arthur Street South* (2015);
- City of Guelph, *Downtown Secondary Plan Amendment No. 43* (2011);
- KIRKOR Architects & Planners, *5 Arthur Street South Urban Design Master Plan* (2014); and
- City of Guelph, *Guelph Trail Master Plan* (2005).

1.1 Location and Study Area Description

The study area is bounded by the Wellington Street on the west, the GJR tracks on the north, the Speed River on the east, and the Neeve Street Bridge on the south. The property consists of a commemorative cairn and former mill foundations, swathes of grass, treed areas, and the Downtown Trail running generally north-south adjacent to the Speed River.

1.2 Present Owner Contact

The subject property is presently owned by the City of Guelph.

¹ Reviewed 17 January 2016

(<http://www1.toronto.ca/wps/portal/contentonly?vgnextoid=cfc20621f3161410VgnVCM10000071d60f89RCRD>)

² Reviewed March 2, 2016 (<http://www.heritagetrust.on.ca/Resources-and-Learning/Online-Plaque-Guide.aspx>)

³ Reviewed March 2, 2015 (<http://www.historicplaces.ca/en/pages/about-apropos.aspx>)



Figure 2: Site Context showing the study area.

Source: City of Guelph.

1.3 Policy Framework

The authority to request this heritage assessment arises from the *Ontario Heritage Act*, Section 2(d) of the *Planning Act*, the *Provincial Policy Statement* (2014), and the City of Guelph's *Official Plan*.

The *Ontario Heritage Act* (OHA) enables designation of properties and districts under Part IV and Part V, Sections 26 through 46 and also provides the legislative bases for applying heritage easements to real property.

The *Planning Act* (1990) and related *Provincial Policy Statement* (PPS 2014) make a number of provisions relating to heritage conservation. One of the general purposes of the *Planning Act* is to integrate matters of provincial interest in provincial and municipal planning decisions. In order to inform all those involved in planning activities of the scope of these matters of provincial interest, Section 2 of the *Planning Act* provides an extensive listing. These matters of provincial interest shall be regarded when certain authorities, including the council of a municipality, carry out their responsibilities under the *Act*. One of these provincial interests is directly concerned with:

- 2 (i) the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest.

The *PPS* indicates in Section 4 - Implementation/Interpretation, that:

- 4.7 The official plan is the most important vehicle for implementation of this Provincial Policy Statement. Comprehensive, integrated and long-term planning is best achieved through official plans.

Official plans shall identify provincial interests and set out appropriate land use designations and policies. To determine the significance of some natural heritage features and other resources, evaluation may be required.

Official plans should also coordinate cross-boundary matters to complement the actions of other planning authorities and promote mutually beneficial solutions. Official plans shall provide clear, reasonable and attainable policies to protect provincial interests and direct development to suitable areas.

In order to protect provincial interests, planning authorities shall keep their official plans up-to-date with this Provincial Policy Statement. The policies of this Provincial Policy Statement continue to apply after adoption and approval of an official plan.

Those policies of particular relevance for the conservation of heritage features are contained in Section 2, *Wise Use and Management of Resources*, in which the preamble states that “Ontario's long-term prosperity, environmental health, and social well-being depend on protecting natural heritage, water, agricultural, mineral and cultural heritage and archaeological resources for their economic, environmental and social benefits.”

Accordingly, in subsection 2.6, *Cultural Heritage and Archaeology* makes the following relative provisions:

- 2.6.1 Significant built heritage resources and significant cultural heritage landscapes shall be conserved.
- 2.6.3 Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property except where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved.

This provides the context not only for discrete planning activities detailed in the *Planning Act* but also for the foundation of policy statements issued under Section 3 of the *Planning Act*.

1.4 City of Guelph's Policies Regarding Heritage Impact Assessments

The following policies, outlined in the City of Guelph's *Cultural Heritage Impact Assessment Guidelines*, direct the undertaking of Heritage Impact Assessment within the City:

A Cultural Heritage Resource Impact Assessment is a process involving the investigation of possible impacts to known and potential cultural heritage resources caused by specific proposed development or site alteration. This assessment includes an inventory and evaluation of cultural heritage resources within a study area established by a Planning Application or a significant Building Permit Application. The term “cultural heritage resource” is defined in the



City of Guelph Official Plan and includes buildings, structures, landscapes, monuments, or visible remains of same which meet the designation criteria adopted by Heritage Guelph, the City's Municipal Heritage Committee – specifically Ontario Regulation 9/06 – Criteria for Determining Cultural Heritage Value or Interest.

A Cultural Heritage Resource Impact Assessment report outlines the significance of the identified resources and makes recommendations regarding mitigating measures that would minimize adverse or negative impacts to the cultural heritage resource. A Cultural Heritage Resource Impact Assessment is intended to establish an overall approach to the conservation of a heritage property and identify practical options in sufficient detail to inform decisions and directions for the development of a Conservation Plan. A Conservation Plan may be supplemental to a Cultural Heritage Resource Impact Assessment but it is typically a separate document.

All buildings, structures, landscapes, monuments or visible remains constructed prior to 1930 are considered to be built heritage resources until considered otherwise by Heritage Guelph. In compliance with the City of Guelph's Official Plan, development or site alteration proposals which may affect a cultural heritage resource, listed or not listed on the City's Municipal Register of Cultural Heritage Properties, are subject to the provision of Cultural Heritage Resource Impact Assessment.

1.5 Project Consultation

The following organizations, websites, online heritage documents, online heritage mapping tools, and heritage staff were contacted to confirm the level of significance of the subject property, the location of additional previously identified cultural heritage resources adjacent to the study area, and to request additional information generally:

- Stephen Robinson, City of Guelph Heritage Planner (via email)
- City of Guelph's *Municipal Register of Cultural Heritage Properties* @ http://guelph.ca/wp-content/uploads/Heritage_Directory_non-designated.pdf [Accessed January 2017]
- Canadian Register of Historic Places @ [http://www.historicplaces.ca/en/pages/about-apropos.aspx](http://www.historicplaces.ca/en/pages/about-<u>apropos.aspx</u) [Accessed January 2017]
- Parks Canada website (national historic sites) @ [http://www.pc.gc.ca/eng/progs/lhn-nhs/index.aspx](http://www.pc.gc.ca/eng/progs/lhn-<u>nhs/index.aspx</u) [Accessed January 2017]

2.0 HISTORICAL RESEARCH

The following historical summary (in italics) is taken from and summarizes the *Summary History* of 5 Arthur Street South provided in the Stage 1 Conservation Plan for the property prepared by ERA (2015). Additional archival and secondary source material was utilized to complete the history of the property.

2.1 Phase 1 – 1832-1877: Allan's Distillery



William Allan and family immigrated to Canada in 1831. Allan arrived in Guelph in 1832 and immediately purchased a timber frame grist mill and associated water power from the Canada Company. The mill was located east of Guelph's Market Square, on the west bank of the Speed River. The mill had been erected in 1830 by Horace Perry, a millwright from Port Hope. Perry was awarded the contract to build the Guelph Mills (Guelph's first grist mill) by the Canada Company.

The grist mill lands incorporated property on both sides of the Speed River, between Allan's Bridge to the north, Cross Street to the south, Arthur Street South (previously Queen Street) to the east, and Neeve Street to the west (Figures 3-6). The Speed River originally formed the eastern boundary of the town; for this reason, the land on the east side of the river did not become part of the town until it was annexed in January 1855. The sale of the Grist Mill Lands (total of 9 acres) by the Canada Company to William Allan is officially recorded in the Abstract of Titles at the Land Registry Office as 25 April 1855. The boundaries of the property were recorded on John McDonald's Plan of the Town of Guelph drawn for the Canada Company in 1855.

William Allan's sons David and John were also trained as millers and millwrights and were engaged in the business from the beginning. David Allan was credited with the construction and development of the distillery on the east side of the Speed, on the opposite bank to the mill.

The first construction of the distillery is traditionally dated to 1835. A carding mill was added to the east bank property about 6 years later. In the following decades, David Allan made many additions and improvements.

William Logan, who recorded his impression of the property during a visit to Guelph in 1836, confirms that the distillery was established by this date:

Desireous of seeing some of the Western States, and taking on my way Lakes Huron and Superior, on the 2d September I rode to Guelph, about twelve miles distant, accompanied by my brother. At the bottom of the hill is a small stream, a branch of the Ouse, on which are a grist-mill and a distillery, belonging to a Mr. Allan, with whom we breakfasted, my brother, being acquainted with him. He is a well informed, active, and enterprising man, and had resided many years in Sweden. His eldest son, who inherits his father's talents, is an ingenious mechanic, having with his own hands erected the distillery. Possessing a practical knowledge of the crafts of the carpenter, millwright, and smith, he is provided for all contingencies.

David Kennedy's sketch of Allan's Mill details the four-and-a-half storey structure in its location on the west side of the Speed River (Plates 1 and 2). The buildings appear to be of frame construction with stone foundations. In the following decades, the wood building was replaced with a stone structure that generally replicated the size and massing of the frame structure (Plate 3). With the death of William Allan in 1859, his son David Allan took over as manager of the company, while his two other sons, John and James, were allotted supervisory positions in the company.

Under the direction of David Allan, the milling complex was reconstructed in the Scottish Baronial style (Plate 4). Allan, like his father, was born in Scotland. Prior to settling in Canada, David spent time in Sweden with his father, who supervised construction for a number of mills there for Dixon, Dugeon & Co. (Biographical Dictionary of Canada). Once he returned to Scotland, David Allan was associated with David Bryce, the renowned Edinburgh architect who was known for his interpretation of the Scottish Baronial style. It is likely this association with Bryce that influenced David Allan's architectural designs executed in Upper Canada after his resettlement at Guelph in 1832. Prior to his appointment as manager of the Allan Mill, David worked as the supervising architect for St. Andrew's Presbyterian Church in Toronto.

The original wood mill building was destroyed by fire sometime in the mid-nineteenth century.⁴ The stone mill was constructed in the Scottish Baronial style and featured a generally T-shaped footprint, four-and-a-half storey massing, gable and hipped roofs, multiple chimneys, and stone turrets on the north side (Plates 4 and 5). A pedestrian walkway was maintained south of Allan's Dam connecting the buildings on the east and west sides of the Speed River (Plate 6).

For over 40 years, Allan's Mill and Distillery was the largest company in Guelph. However, in approximately 1876 David Allan had a 'paralytic stroke', which led to his partial withdrawal from the business. By 1877, the business had become insolvent and was liquidated.

2.2 1876-1976

In 1878, the Allan's Mill property on the west bank of the Speed River was sold to David Spence, who operated a milling business there until a fire razed part of the mill in 1883 (Perceval 2010). The property was then sold to the Morlock Brothers who operated a furniture factory there before it was sold to the Light and Power Company, a private company who purchased the land in the mid 1890s. After vocal discontent to regular service disruptions, the citizens of Guelph voted to purchase the Light and Power Company in 1903 as a public company (Guelph Hydro/History).

The property was then purchased by the Dalryte Electric Limited Manufacturers and the buildings converted to produce lamps and light bulbs (Plates 6 and 7). A three-storey, brick building with monitor was constructed on the property generally running parallel to the current Wellington Street alignment (Figures 7-10). The property was then sold to the Daughy and MacFarlane Feed Company, who retained the property until it was destroyed by fire in the 1960s (Plate 8).

2.3 1976-Present

The building suffered a severe fire in the 1960s and the property was all but vacant for a decade until the City of Guelph purchased the land in 1976 and the remaining buildings were demolished (Plate 9). Now known as Heritage Park, the property was designed to commemorate the former Allan's Mill site through the retention of stone foundations, arch, millstone, cairn, and metal mill wheel, as well as including a metal plaque describing the history of the site (Plate 10). The land

⁴ The precise date of the fire is contended by at least three sources as dates vary from 1859 (Guelph Civic Museum, Date Unknown), 1865 (Perceval, 2010), and 1867 (Biographical Dictionary of Architects in Canada: David Allan).

was also designed to include trees, grassland, and a recreation path leading generally north-south through the property.



Figure 3: Location of the study area on 1868 mapping.
Base Map: *John Hobson Map, 1868.*

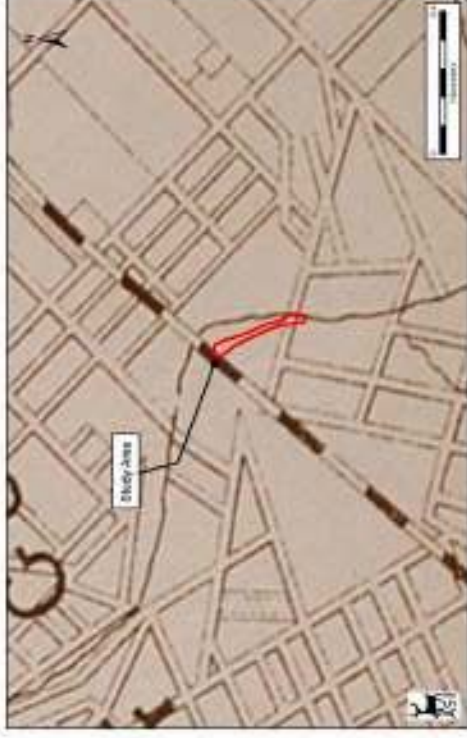


Figure 4: Location of the study area on 1877 mapping.
Base Map: *Historical Atlas of the County of Wellington, 1877.*



Figure 5: Location of the study area on 1906 mapping.
Base Map: *Planning Map, 1906.*



Figure 6: Location of the study area on 1915 historic mapping.
Base Map: *Planning Map, 1915.*



Figure 7: Location of the study area on 1935 historic mapping.
Base Map: NTS Sheet 40 P/9 (Energy, Mines and Resources Canada 1935).



Figure 8: Location of the study area on 1939 historic mapping.
Base Map: NTS Sheet 40 P/9 (Energy, Mines and Resources Canada 1939).



Figure 9: Location of the study area on 1970 mapping.
Base Map: NTS Sheet 40 P/9 (Energy, Mines and Resources Canada 1970).



Figure 10: Location of the study area on 1980 historic mapping.
Base Map: NTS Sheet 40 P/9 (Energy, Mines and Resources Canada 1980).

3.0 EXISTING CONDITIONS

3.1 Introduction

A field review was conducted by Joel Konrad, Cultural Heritage Specialist, ASI, on 24 January 2017 to survey and document the study area and environs, with an emphasis on producing updated photography. In addition, the Heritage Impact Assessment for the property (ERA 2013) was reviewed to help assess the property's existing conditions.

3.2 Existing Conditions

The existing property at 5 Arthur Street is located in the City of Guelph, generally bounded by the MacDonell Street Viaduct on the north, Wellington Street on the west, the Neeve Street Bridge on the south, and the Speed River on the east (Plates 11-14). The lot was established as an industrial property in the early nineteenth century and is now parkland with mill ruins at the north, a mixed-use path running north-south, and a small parkette at the south.

3.2.1 Mill Ruins

The north section of the property is dominated by relict stone foundations that outline a portion of the former Allan's Mill building. The foundations are generally rectangular in shape and vary from approximately ten centimetres to one-and-a-half metres in height, with the higher section backing on a berm located at the west of the property. A metal mill wheel and turbine is located at the west side of the ruins and a cairn shaped as an arch and partial wall with a plaque relating the history of the site is located at the centre of the ruins. In addition, a marker commemorating Guelph's Centennial is located within the stone foundations at the west of the ruins. An asphalt path travels along the Speed River, on the east side of the ruins, and stretches the length of the property. A stone abutment for a former pedestrian bridge spanning the Speed River is located at the northeast of the property, adjacent to the Wellington Street Rail Bridge. A metal fence lines the river blocking direct access to the water. A small mill stone is located at the west side of the property adjacent to the sidewalk along Wellington Street (Plates 15-23).

3.2.2 Landscape

The property retains a topography that generally slopes from Wellington Street in the west down to the retention wall at the Speed River at the east of the property. The central area of the property is characterized by an asphalt pathway flanked by a swathe of grass on the west and a thickly wooded area to the east. A wide area comprised of grass, deciduous and coniferous trees, and a desire path, connecting the Neeve Street Bridge in the south to the asphalt path in the northwest, is located at the south of the property (Plates 24-33).

3.3 The Surrounding Environs

The property is surrounded by a concentration of heritage features listed on the City of Guelph's *Municipal Register of Cultural Heritage Properties*, including the MacDonell Street Rail Viaduct, the MacDonell Street Bridge, the Wellington Street Rail Bridge, and the former milling and industrial



property located at 5 Arthur Street South. In addition, the Speed River is identified as a Canadian Heritage River as part of the Grand River Watershed. All these resources express the industrial heritage as Guelph's first milling centre, with the subject property as its core.

4.0 CULTURAL HERITAGE VALUE OF THE ALLAN'S MILL RUINS

4.1 Evaluation

The subject property is currently listed on the City of Guelph's *Municipal Register of Cultural Heritage Properties*. Consequently, the property is considered to be of significant cultural heritage interest by the city.

Table 1 evaluates the subject property using criteria set out in Ontario Regulation 9/06 of the *Ontario Heritage Act*.

Table 1: Evaluation of the Allan's Mill Property using Ontario Regulation 9/06

1. The property has design value or physical value because it:

<i>Ontario Heritage Act</i> Criteria	Analysis
i. is a rare, unique, representative or early example of a style, type, expression, material or construction method;	The subject property is a relict landscape and therefore does not presently express a style, type, expression, material, or construction method. However, the use of dressed stone to commemorate the property's history of milling evokes a common and characteristic material for industrial and commercial buildings in Guelph. Moreover, the stone abutments to the former pedestrian bridge on the northeast side of the property reflect this industrial past. Thus, the relict landscape retains a representative example of a material common to its function and location and the property meets this criterion.
ii. displays a high degree of craftsmanship or artistic merit, or;	The property does not currently display a high degree of craftsmanship or artistic merit and therefore does not meet this criterion.
iii. demonstrates a high degree of technical or scientific achievement.	As a relict landscape, the property does not currently display a high degree of technical or scientific achievement.

2. The property has historical value or associative value because it:

<i>Ontario Heritage Act</i> Criteria	Analysis
i. has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community;	<p>The relict mill complex has direct associations with the industrial history of the City of Guelph. Designated as mill land by The Canada Company and purchased by William Allan, the property was the site of the first mill in Guelph by the early 1830s.</p> <p>The property is also associated with David Allan, William's son, who was a notable architect. David's taste in Scottish Baronial design was reflected in the stone mill building built on the site in the late nineteenth century.</p>

Table 1: Evaluation of the Allan's Mill Property using Ontario Regulation 9/06

	<p>The property is also associated with the history of power generation and manufacturing in the City of Guelph as it was the location of the Light and Power Company, the Dalyte Electric Limited Manufacturing, and Daugthy and MacFarlane Feed Company.</p> <p>Currently, he ruins on the property express the direct associations with the industrial themes of the property.</p>
ii. yields, or has the potential to yield, information that contributes to an understanding of a community or culture, or;	<p>The relict ruins as well as the plaque located on the central cairn have the potential to yield information that contributes to the understanding of the community through active and passive learning.</p>
iii. demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.	<p>The property does not presently reflect the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community and thus does not meet this criterion.</p>

3. The property has contextual value because it:

<i>Ontario Heritage Act</i> Criteria	Analysis
i. is important in defining, maintaining or supporting the character of an area;	<p>The subject property is important in maintaining the industrial character of the area through the retention of the stone foundations of the former Allan's Mill building as well as the mill wheel, stone arch, and remnant wall. In addition, the park area provides pedestrians significant views to 5 Allan Street South, the Wellington Street Rail Bridge, the MacDonell Street Rail Viaduct, and the Speed River, all of which are important components in the industrialization of the City of Guelph. Therefore, the subject property meets this criterion.</p>
ii. is physically, functionally, visually or historically linked to its surroundings, or;	<p>The subject property is historically linked to the heritage properties located to the north and the east through their shared industrial past, which centres on the milling, power, manufacturing, and rail industry in the City of Guelph. In addition, the property is visually linked to the surrounding heritage property through significant views from the property to the north and east. Therefore, the subject property meets this criterion.</p>
iii. is a landmark.	<p>The Allan's Mill property is considered a landmark as it is prominently located along the Speed River to the east of the City of Guelph's downtown. The property has been optimized for pedestrian use and is presently a public park with a devoted recreational trail through the property. Therefore, the property meets this criterion.</p>

The assessment in Table 1 concluded that the subject property meets the Ontario Regulation 9/06 criteria for determining cultural heritage value or interest. The property is significant for its associative and contextual value, and particularly for its connection to the industrial history of the City of Guelph.

4.2 Draft Statement of Cultural Heritage Value or Interest for Allan's Mill Ruins

Description of Property:

The relict Allan's Mill property is located at Pt. Grist Mill, Pt. Res, Plan 8, Pt. Lot 6, Plan 269, Pts 1, 6, and 7 of 61R-254, Pts 3, 5, and 12 of 61R-255.

Statement of Cultural Heritage Value or Interest:

The relict landscape of the former Allan's Mill property expresses direct associations with The Canada Company, who partitioned the land and sold it for milling, as well as the Allan family, who constructed Guelph's first mill there. The property evokes Guelph's industrial history through the dressed stone arch and cairn as well as the stone foundations, as this material is commonly associated with nineteenth-century industry, particularly in the City of Guelph. Located at the epicenter of Guelph's former industrial centre, the Allan's Mill ruins, now used as a public park, provide views east to the former W.C. Wood (Taylor-Forbes) property, which retains a collection of nineteenth-century stone structures, as well as the Wellington Street Rail Bridge, the Speed River, Allan's Dam, the MacDonell Street Bridge, and the MacDonell Street Rail Viaduct.

Character Defining Attributes:

- Stone foundations;
- Stone abutment of former pedestrian bridge;
- Stone arch and remnant wall; and
- Landscaped park providing views to the W.C. Wood property, the Speed River, the Wellington Street Rail Bridge, Allan's Dam, the MacDonell Street Bridge, and the MacDonell Street Rail Viaduct.

5.0 CONSERVATION STRATEGY

5.1 Proposed Work

The following conservation strategy is based on the proposed pedestrian bridge alternatives provided by GM BluePlan (Appendix 3). Generally, the proposed development aims to construct a pedestrian bridge across the Speed River between Neeve Street and the GJR bridge, just south of the MacDonell viaduct. The proposed alternatives generally consist of:

- Alternative 1: a bridge located directly to the south of the existing GJR bridge;
- Alternative 2: a bridge located approximately 55 metres south of the GJR Bridge;
- Alternative 3: a bridge located approximately 100 metres south of the GJR Bridge;
- Alternative 4: and a bridge located approximately 75 metres north of the Neeve Street Bridge

None of the three bridge alignments are anticipated to have a direct impact on the subject property's character defining attributes. However, the proposed alternatives will have varying impacts on the contextual value of the property and will thus be assessed below.

5.1.1 *Measurement of Development or Site Alteration Impact*



According to available documentation, the proposed bridge alternatives (Alternatives 1, 2, 3 and 4) will precipitate the following impacts:

- Disruption of views from the property to the east bank of the Speed River and the buildings located at 5 Arthur Street South.

5.1.2 Impact Assessment

To assess the potential impacts of the proposed development on the cultural heritage value of the Allan's Mill ruins, the identified heritage attributes were considered against a range of possible impacts as outlined in the *Ontario Heritage Tool Kit* (2006), which include:

- Destruction of any, or part of any, significant heritage attribute or feature.
- Alteration which means a change in any manner and includes restoration, renovation, repair or disturbance.
- Shadows created that alter the appearance of a heritage attribute or change the visibility of a natural feature of plantings, such as a garden.
- Isolation of a heritage attribute from its surrounding environment, context, or a significant relationship.
- Direct or indirect obstruction of significant views or vistas from, within, or to a built and natural feature.
- 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.
- Soil Disturbance such as a change in grade, or an alteration of the drainage pattern or excavation.

Based on the current proposed development concepts (Appendix C), the subject property will be directly impacted through the alteration of the property by the possible direct or indirect obstruction of significant views or vistas from, within, or to a built and natural feature. These impacts are generally outlined using the *Ontario Heritage Toolkit* categories in Table 3.

Impact	Potential heritage impacts of the proposed development
Destruction, removal or relocation	The proposed development will not precipitate the destruction of any identified heritage elements on the property.
Alteration	The proposed development will precipitate the following alterations to the subject property: <ul style="list-style-type: none"> - Alteration of the property through the introduction of a modern pedestrian bridge on the property.
Shadows	No impacts anticipated.
Isolation	No impact anticipated.

Impact	Potential heritage impacts of the proposed development
Direct or indirect obstruction of significant views	The proposed development will precipitate the following direct or indirect obstruction of significant views: <ul style="list-style-type: none"> - All proposed alternatives will obscure views out of the property to varying degrees.
A change in land use	No impacts anticipated.
Soil disturbance	There is expected to be soil disturbance involved in the construction of each of the alternatives.

5.1.3 Specific Alignment Impacts

The impacts of the three proposed alignments have been considered using the heritage attributes located in section 4.2 of this report. Table 4 identifies the attributes and assesses the degree to which they are affected by each proposed alignment. Graphics outlining the proposed alignments can be found in Appendix B.

IDENTIFIED CULTURAL HERITAGE ATTRIBUTES	IMPACTS: Alternative 1	IMPACTS: Alternative 2	IMPACTS: Alternative 3	IMPACTS: Alternative 4
<i>Views from the property to the east bank of the Speed River</i>	- Obstruction of views to the Wellington Street Rail Bridge from the Allan's Mill ruins.	- Obstruction of views out of the property looking north from south of the proposed bridge.	- Minimal obstruction of significant views into the property looking north from south of the proposed bridge.	- No identified loss of views out of the property to the east bank of the Speed River.

As Alternative 4 results in no identified impact to heritage attributes, it is the preferred alternative. However, it is understood that a former pedestrian bridge once generally followed the alignment of Alternative 1. Therefore, if it is demonstrated that no impacts will occur to the heritage attributes of the property, Alternative 1 should also be considered a preferred alternative.

5.2 Conservation Strategy Objectives

Based on the results of a review of earlier reporting, further research, a site visit, heritage evaluation, and analysis of the impacts of the proposed undertaking, the following conservation strategy has been developed in accordance with the Ministry of Culture's *Eight Guiding Principles in the Conservation of Built Heritage Properties* (See Appendix D). Parks Canada's *Standards and Guidelines for the Conservation of Historic Places* recommendations have also been considered, and in particular that the



development “use the gentlest means possible for any intervention” in order to “respect heritage value when undertaking an intervention” (Canada’s Historic Places 2010: 22).

5.2.1 General Built Heritage Conservation Strategy

Regardless of which alternative is chosen, the general conservation strategy outlined in ERA Architects *Conservation Plan* for 5 Arthur Street South should be followed. In addition, the following MTCS *Eight Guiding Principles in the Conservation of Built Heritage Properties* should be considered:

Table 4: Mitigation Direction – Allan’s Mill	
Eight Guiding Principles in the Conservation of Built Heritage Properties (MTCS, 2007)	Direction on Heritage Impact Mitigation
1) Respect for Documentary Evidence	As no substantive changes to the property are anticipated, this report serves as adequate documentation for this development . If future developments are proposed further documentation (such as the completion of a Heritage Documentation Report) should be considered.
2) Respect for the Original Location	Not applicable.
3) Respect for Historic Material	If Alignment 1 is chosen, staging activities as well as the bridge itself should in no way impact the stone abutments of the former pedestrian bridge.
4) Respect for Original Fabric	Not applicable.
5) Respect for the Building’s History	Not applicable.
6) Reversibility	Not applicable.
7) Legibility	Not applicable.
8) Maintenance	Not applicable.

5.2.2 Landscape Conservation Strategy

The proposed development will alter identified heritage attributes of the subject property, and particularly the setting. As such, the proposed development should ensure that views from the property to the east bank of the Speed River are retained. Appendix D documents significant views that should be preserved.

Canada’s Historic Places *Standards and Guidelines for the Conservation of Historic Places* offers the following guidelines for the maintenance of land use and distinctive landscape character and should be followed when designing development on the property:



- 4.1.3.13** **DO:** Design a new feature when required by a new use that does not obscure, damage or destroy character-defining land patterns.
DO NOT: Introduce a new feature that is incompatible in size, scale, or design with the land pattern.
- 4.1.5.13** **DO:** Design a new feature when required by a new use that is compatible with the character-defining spatial organization.
DO NOT: Add a new feature that alters or obscures the spatial organization.

5.2.3 Intangible Heritage Conservation

The conservation of the site's intangible heritage will be achieved by preserving one primary theme that defines the history of the property. This is:

1) Industrial/Commemorative

Provide for the maintenance of the character of the property through fostering evolving traditions of commemorative activity. These can include, but are not limited to: the retention of the relict landscape; the promotion of commemorative programming within the park (heritage walks, public functions, etc); interpretive features, such as plaques, on the future pedestrian bridge; Alignment 1 would provide an opportunity for enhanced commemoration as it would follow the alignment of the former pedestrian bridge on the site and it would allow for enhanced views north into the subject property as well as 5 Arthur Street South.

6.0 CONSERVATION AND MITIGATION RECOMMENDATIONS

The proposed development at the Allan's Mill property in the City of Guelph will not alter the built structures, though it will have the potential to alter significant views out of the property to facilitate the construction of a pedestrian bridge spanning the Speed River. The following recommendations have been made based on the determined heritage values of the identified cultural heritage resource and in consideration of overall impacts to the property and surrounding environs.

1. Alternative 1 and Alternative 4 are the preferred alternatives.
2. The proposed development should attempt to avoid direct and indirect impacts to heritage attributes associated with Allan's Mill to result in compatible alterations to the property. Should alteration to and/or removal of heritage attributes be deemed necessary, the conservation strategies outlined in Section 5.2 and Appendix D of this report should be followed.
3. This report should be sent to the City of Guelph Heritage Planner for review and comment.



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APPENDIX A: Photographic Documentation

	<p>Plate 1: Sketch of the Town of Guelph in 1853, artist unknown, with Allan's Mill in the foreground</p>
	<p>Plate 2: Allan's Mill Painting, 1853, Guelph Museum's, Cat. No. 2012.53.3</p>

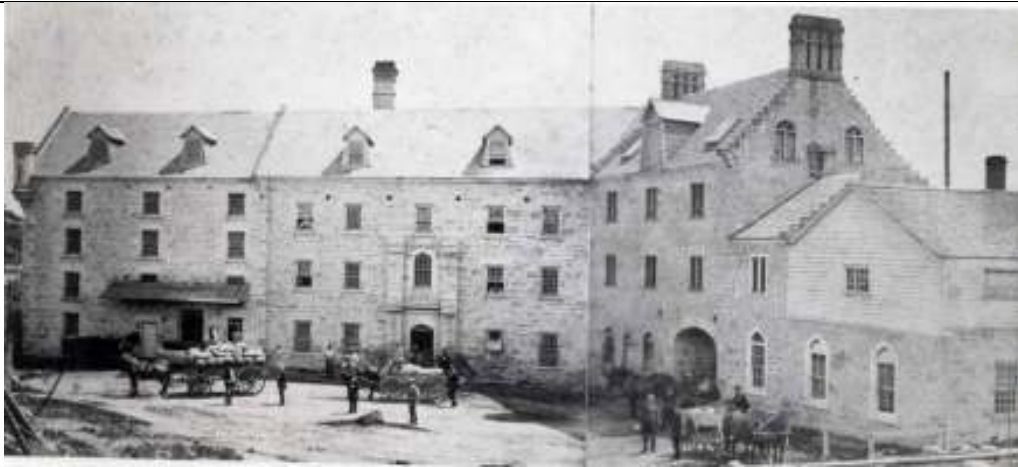


Plate 3: Allan's Mill, 1870, Guelph Museums, Cat. No. 2009.32.731



Plate 4: Guelph Mills, Property of D. Allan Esq., 1871, Guelph Museums, Cat No. 1995.23.1



Plate 5: Grist Mill of David Allan, 1869, Guelph Museums, 2014.84.60

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Plate 6: *The Maple Leaf*, Vol 1 No 10, 1923, page 70, Guelph Museums, Cat. No. 1969.00.155



Plate 7: Aerial View of Allan's Mill area, 1948, Guelph Museums, Cat. No. 2014.84.569



Plate 8: Doughty and McFarlane – Allan's Mill, c1960, Guelph Museums, Cat. No. 1999.28.14



Plate 9:
Demolition of
Allan's Mill,
November 10,
1975, Guelph
Museums, Cat.
No. 2009.32.754



Plate 10: Mayor
Jary and Allan
Family
Descendents
Dedicating
Heritage Park,
24 April 1977,
Guelph
Museums, Cat.
No. 2009.32.576



Plate 11: View toward the former mill stone, looking south.



Plate 12: View north toward Allan's Mill ruins.



Plate 13: View southeast toward Neeve Street Bridge from the west bank of the Speed River.



Plate 14: View of toward the Wellington Street Rail Bridge and 5 Arthur Street South, looking northeast.



Plate 15: View of the Allan's Mill ruins, looking north.



Plate 16: View of the Allan's Mill ruins, looking west.



Plate 17: View of the cairn and arch at the Allan's Mill ruins, looking west.



Plate 18: Detail the foundations on the west side of the property.



Plate 19: Detail of the former foundations at the east side of the ruins.



Plate 20: View toward the north and west portions of the former foundations.



Plate 21: Detail of the former foundations.



Plate 22: Detail of the remnant arch and milling wheel, looking west.



Plate 23: View towards Wellington Street from within the property, looking southwest.



Plate 24: View north along the multi-use path.



Plate 25: View west to the Speed River and 5 Arthur Street.



Plate 26: View south toward the parkette at the south of the property.



Plate 27: View north along the multi-use path from the south of the property.



Plate 28: View north along the multi-use path from the south of the property.



Plate 29: View south along the multi-use path toward the parkette.



Plate 30: Detail of the parkette, looking west.



Plate 31: Detail of a park sign located at the south of the property.



Plate 32: View toward the parkette from the south.



Plate 33: Detail of the desire path located within the parkette.

APPENDIX B: Proposed Development

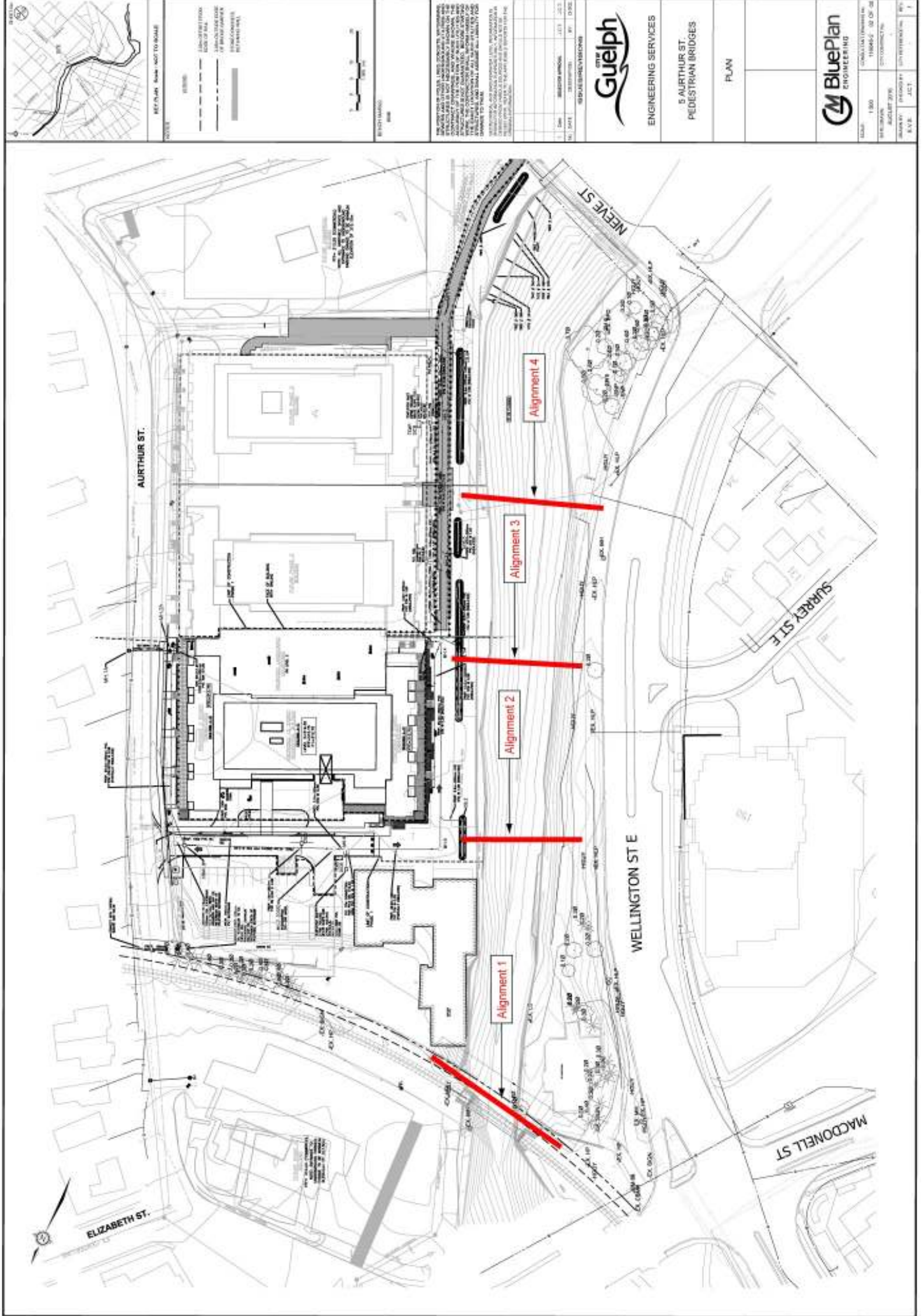


Figure 11: Pedestrian Bridge alignment options, 2016.

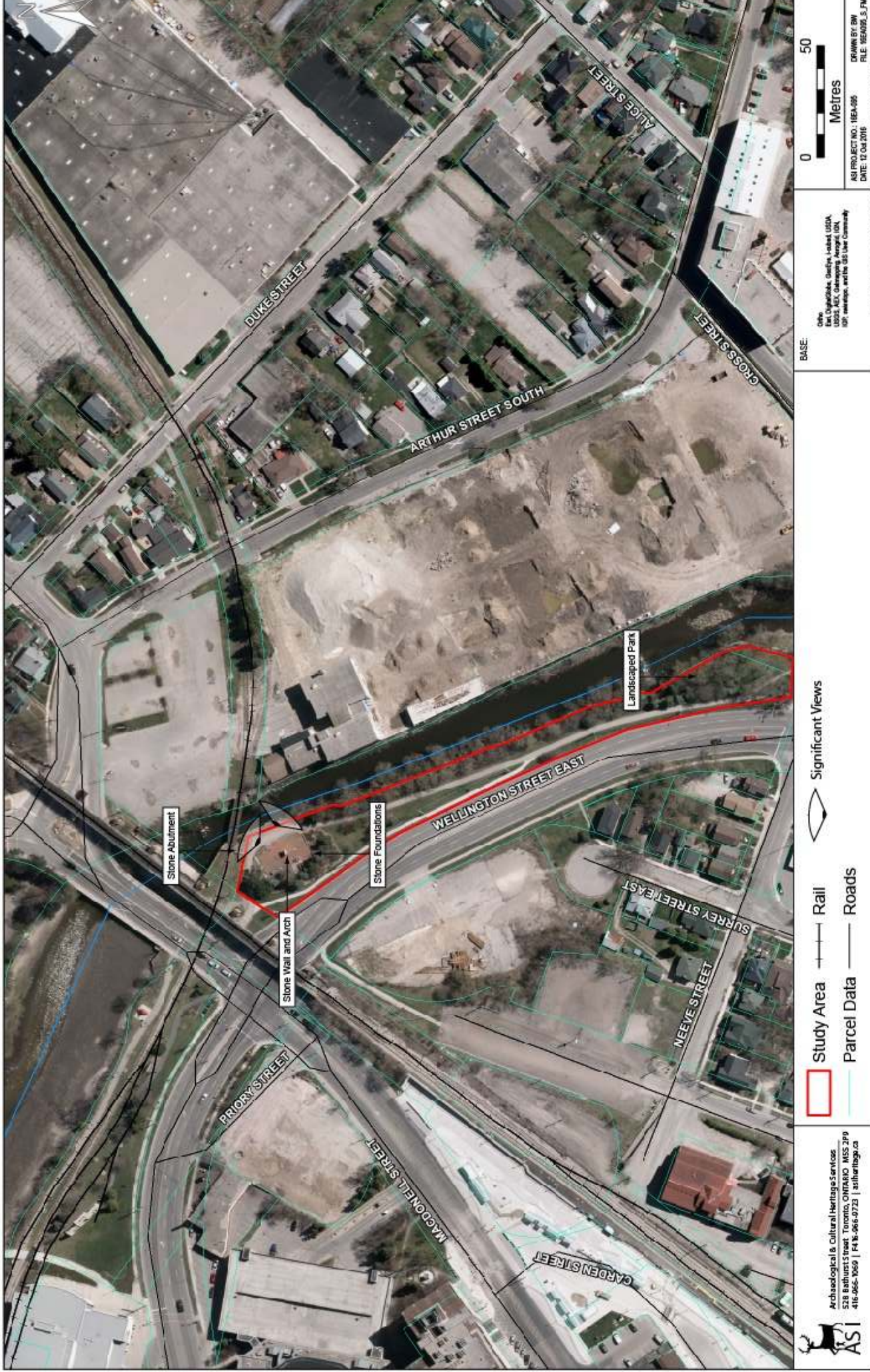


Figure 12: Heritage Attributes

APPENDIX D: Conservation Principles

- Ministry of Culture's Eight Guiding Principles in the Conservation of Built Heritage Properties
- Parks Canada's Standards and Guidelines for the Conservation of Historic Places in Canada

Eight Guiding Principles in the Conservation of Built Heritage Properties

1. RESPECT FOR DOCUMENTARY EVIDENCE:

Do not base restoration on conjecture. Conservation work should be based on historic documentation such as historic photographs, drawings and physical evidence.

2. RESPECT FOR THE ORIGINAL LOCATION:

Do not move buildings unless there is no other means to save them.

Site is an integral component of a building or structure. Change in site diminishes cultural heritage value considerably.

3. RESPECT FOR HISTORIC MATERIAL:

Repair/conservate - rather than replace building materials and finishes, except where absolutely necessary. Minimal intervention maintains the heritage content of the built resource.

4. RESPECT FOR ORIGINAL FABRIC:

Repair with like materials. Repair to return the resource to its prior condition, without altering its integrity.

5. RESPECT FOR THE BUILDING'S HISTORY:

Do not restore to one period at the expense of another period. Do not destroy later additions to a building or structure solely to restore to a single time period.

6. REVERSIBILITY:

Alterations should be able to be returned to original conditions. This conserves earlier building design and technique.e.g. When a new door opening is put into a stone wall, the original stones are numbered, removed and stored, allowing for future restoration.

7. LEGIBILITY:

New work should be distinguishable from old. Buildings or structures should be recognized as products of their own time, and new additions should not blur the distinction between old and new.

8. MAINTENANCE:

With continuous care, future restoration will not be necessary. With regular upkeep, major conservation projects and their high costs can be avoided.

(Source: http://www.culture.gov.on.ca/english/heritage/info_sheets/info_sheet_8principles.htm)

Standards for the Conservation of Historic Places in Canada

1. Conserve the *heritage value* of a historic place. Do not remove, replace, or substantially alter its intact or repairable *character-defining elements*. Do not move a part of a *historic place* if its current location is a *character-defining element*.
2. Conserve changes to a *historic place* which, over time, have become *character-defining elements* in their own right.
3. Conserve *heritage value* by adopting an approach calling for *minimal intervention*.
4. Recognize each *historic place* as a physical record of its time, place and use. Do not create a false sense of historical development by adding elements from other *historic places* or other properties or by combining features of the same property that never coexisted.
5. Find a use for a *historic place* that requires minimal or no change to its *character-defining elements*.
6. Protect and, if necessary, stabilize a *historic place* until any subsequent *intervention* is under-taken. Protect and preserve archaeological resources in place. Where there is potential for disturbance of archaeological resources, take mitigation measures to limit damage and loss of information.
7. Evaluate the existing condition of character-defining elements to determine the appropriate intervention needed. Use the gentlest means possible for any intervention. Respect heritage value when undertaking an intervention.
8. Maintain *character-defining elements* on an ongoing basis. Repair *character-defining elements* by reinforcing their materials using recognized conservation methods. Replace in kind any extensively deteriorated or missing parts of *character-defining elements*, where there are surviving prototypes.
9. Make any *intervention* needed to preserve *character-defining elements* physically and visually compatible with the *historic place*, and identifiable upon close inspection. Document any intervention for future reference.

Additional Standards Relating to Rehabilitation

1. Repair rather than replace *character-defining elements*. Where *character-defining elements* are too severely deteriorated to repair, and where sufficient physical evidence exists, replace them with new elements that match the forms, materials and detailing of sound versions of the same elements. Where there is insufficient physical evidence, make the form, material and detailing of the new elements compatible with the character of the *historic place*.
2. Conserve the heritage value and *character-defining elements* when creating any new additions to a historic place or any related new construction. Make the new work physically and visually compatible with, subordinate to and distinguishable from the historic place.

3. Create any new additions or related new construction so that the essential form and integrity of a *historic place* will not be impaired if the new work is removed in the future.

Additional Standards Relating to Restoration

1. Repair rather than replace *character-defining elements* from the restoration period. Where *character-defining elements* are too severely deteriorated to repair and where sufficient physical evidence exists, replace them with new elements that match the forms, materials and detailing of sound versions of the same elements.
2. Replace missing features from the restoration period with new features whose forms, materials and detailing are based on sufficient physical, documentary and/or oral evidence.

(Source: Parks Canada's *Standards and Guidelines for the Conservation of Historic Places in Canada*, 2003)