
**APPENDIX K
CULTURAL HERITAGE RESOURCE
ASSESSMENT BUILT HERITAGE
FEATURES AND CULTURAL
LANDSCAPE REPORT**

**CULTURAL HERITAGE RESOURCE
ASSESSMENT REPORT**

**BUILT HERITAGE FEATURES &
CULTURAL HERITAGE LANDSCAPES**

**HIGHWAY 7 PLANNING STUDY
KITCHENER TO GUELPH**

**CITY OF GUELPH
GUELPH-ERAMOSA TOWNSHIP
COUNTY OF WELLINGTON &
TOWNSHIP OF WOOLWICH
REGIONAL MUNICIPALITY OF WATERLOO**

**Prepared for:
McCormick Rankin Corporation**

June 2004

**Prepared by:
UNTERMAN McPHAIL ASSOCIATES
*Heritage Resource Management Consultants***

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1.0 Introduction

McCormick Rankin Corporation retained Unterman McPhail Associates to undertake the cultural heritage resources assessment for built heritage features and cultural heritage landscape units for the Recommended Route (2002) for a new Highway 7 alignment from the City of Kitchener, Regional Municipality of Waterloo to the City of Guelph, County of Wellington. The Ministry of Transportation of Ontario (MTO) is planning to build a new highway between Kitchener and Guelph, which will be located one kilometre north of and parallel to the existing Highway 7. It will connect Highway 86 at Wellington St. in Kitchener to Highway 6 (Hanlon Expressway) in Guelph and is to be a 4-lane divided controlled access expressway.

The Study is being carried out as an Individual Class Environmental Assessment (*Figure 1*). This report represents an update of the existing heritage information collected during earlier stages of the Highway 7 study and will be used as an appendix to the Amendment to the Environmental Assessment Report.

1.1 Purpose of Report

The principal objectives of this cultural heritage assessment report are:

- to prepare a brief outline of the Euro-Canadian settlement history and development of the study area;
- to conduct a windshield survey of the study corridor to identify built heritage features and cultural heritage landscape units found within and adjacent to the Recommended Route (2002);
- to identify sensitivities for change within and adjacent to the Recommended Route (2002) in regard to cultural heritage resources; and,
- to make general mitigation recommendations respecting the proposed endeavor.

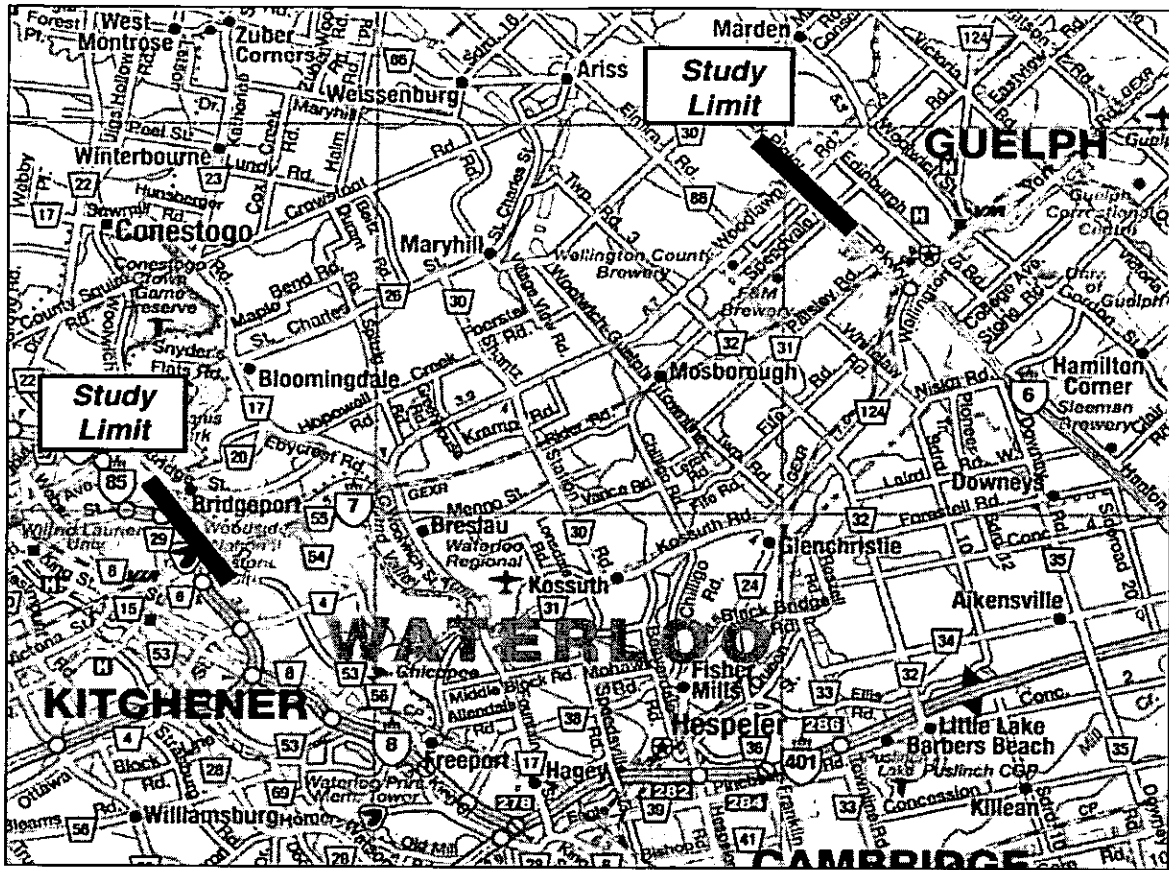


Figure 1: Location of Study Corridor [MapArt Southwestern Ontario, 2003].

2.0 ENVIRONMENTAL ASSESSMENT & CULTURAL HERITAGE RESOURCES

The need for the identification, evaluation, management and conservation of Ontario's heritage is acknowledged as an essential component of environmental assessment and municipal planning in Ontario.

This analysis of cultural heritage resources in the study corridor for the Recommended Route (2002) for the new Highway 7 addresses those above-ground, person-made heritage features over 40 years old. The application of this rolling forty year principle is an accepted federal and provincial practice for the preliminary identification of cultural heritage features that may be of heritage value. Its application does not imply however that all built heritage features or cultural heritage landscapes that are over forty years old are worthy of the same levels of protection or preservation. The analysis throughout the study process addresses that part of the *Environmental Assessment Act*, subsection 1(c), that defines "environment" to include:

"...cultural conditions that influence the life of humans or a community";

as well as,

"any building, structure, machine or other device or thing made by humans".

New highway design and construction may potentially affect cultural heritage resources in a number of ways. The effects may include displacement through removal or demolition and/or disruption by the introduction of physical, visual, audible or atmospheric elements that are not in keeping with the character and setting of the cultural heritage resources.

3.0 CULTURAL HERITAGE LANDSCAPES & BUILT HERITAGE FEATURES

3.1 Introduction

The *Ontario Heritage Act* (OHA) gives the Ontario Ministry of Culture (MCL) the responsibility for the conservation, protection and preservation of Ontario's culture heritage resources. Section 2 of the *Ontario Heritage Act* charges the Minister with the responsibility to,

"...determine policies, priorities and programs for the conservation, protection and preservation of the heritage of Ontario"

The Ministry of Culture describes heritage buildings and structures, cultural heritage landscapes and archaeological resources as cultural heritage resources. Since cultural heritage resources may be impacted adversely by both public and private land

development, it is incumbent upon planning and approval authorities to consider heritage resources when making planning decisions.

Two MCL guidelines assist in the assessment of cultural heritage resources as part of an environmental assessment. They are, *Guideline for Preparing the Cultural Heritage Resource Component of Environmental Assessments* (October 1992), and, *Guidelines on the Man-Made Heritage Component of Environmental Assessments* (1980). The *Guidelines on the Man-Made Heritage Component of Environmental Assessments* state:

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

Both Guidelines state that one may distinguish broadly between two basic ways of visually experiencing cultural heritage resources in the environment, that is, as cultural heritage landscapes and as built heritage features. Cultural heritage landscapes are a geographical area perceived as a collection of individual person-made built heritage features set into a whole such as historical settlements, farm complexes, waterscapes, roads, railways, etc. They emphasize the interrelationship of people and the natural environment and convey information about the processes and activities that have shaped a community. Built heritage features are individual, person-made or modified, parts of a cultural heritage landscape such as buildings or structures of various types, cemeteries, planting and landscaping structures, etc.

The MCL Guidelines describe the attributes necessary for the identification and evaluation of any discrete aggregation of person-made features or cultural heritage landscapes and the attributes necessary for the identification and evaluation of cultural or built heritage features. Aggregations of individual built heritage features usually form areas of homogenous character such as a rural area, a village, and a streetscape, etc. Heritage attributes, in relation to a property, are defined in the *OHA* as the attributes of the property that cause it to have cultural heritage value or interest.

The two MCL Guidelines as well as the Ontario Ministry of Transportation’s *Environmental Reference Book: Historical Resources, Volume 4B* and the *Environmental Reference for Highway Design* (November 2002) were consulted for this report.

3.2 Assessment Methodology

For the purposes of the cultural heritage assessment of the built heritage and cultural heritage landscapes affected by the new Highway 7, Unterman McPhail Associates undertook the following tasks:

- the identification of major historical themes and activities associated with the lands within the Recommended Route (2002) through a review of historical information and topographical and historical mapping of the study area;

- the identification of built heritage features and cultural heritage landscape units within and adjacent to the Recommended Route (2002) through major historical themes and activities and historic mapping; and,
- the confirmation and identification of built heritage features and principal cultural heritage landscape units affected by the Recommended Route (2002) through a roadside survey.

The consultants conducted the roadside survey in April 2003 using mapping provided by McCormick Rankin Corporation.

3.3 Public Consultation and Recognition

In April 2003 the consultants contacted by letter and telephone three municipalities (City of Guelph, Guelph-Eramosa Township and Woolwich Township) for cultural heritage information regarding properties identified during the roadside survey. The City of Kitchener was contacted by telephone to confirm the survey findings that there were no cultural heritage resources within the Recommended Route (2002).

The City of Guelph replied that the residence identified at No. 297 Woodlawn Road has not been included on the City's Inventory of Heritage Structures. The Township of Guelph-Eramosa responded that it has no cultural heritage resource concerns. The Township of Woolwich responded that none of the properties identified within their boundaries have been designated as historically significant and furthermore, the Township's municipal heritage committee (formerly LACAC) is no longer functioning, therefore there are no plans to list or designate any of the properties identified by the consultants.

There are no identified cemeteries, Ontario Heritage Foundation easement properties within, adjacent or abutting the Recommended Route (2002). The Grand River is recognized federally as a Canadian Heritage River.

4.0 HISTORICAL SUMMARY

The Recommended Route (2002) for the new Highway 7 runs through the former Township of Guelph in Wellington County and the former Waterloo Township in Waterloo County. Waterloo Township ceased to exist in 1973 when it became the Regional Municipality of Waterloo and was partitioned amongst the three cities of Kitchener, Waterloo and Cambridge and the Township of Woolwich. The Township of Guelph in Wellington County was amalgamated with the Township of Eramosa in 1999 to become Guelph-Eramosa Township.

Appendix B contains extracts of twentieth century topographic maps of the study area.

4.1 Guelph Township, Wellington County

The British Government acquired Guelph Township in 1792. Set aside as a Crown Reserve the Township was not settled for another 35 years. The Canada Company was created in 1824 and incorporated in 1826. Three years later the Surveyor General commissioned William MacDonald to survey Guelph Township. Under John Galt the Canada Company first granted deeds to settlers in 1829. The City of Guelph was established and the entire township was settled within the next twenty-five years. The agricultural land surrounding Guelph was slower to develop than the town site. The first priority was a system of local roads to open up lands for settlement. The most rapid periods of settlement for the area were between 1831 and 1834, and 1840 and 1845. The local road system tended to follow a grid-like pattern based upon the original survey.

By the late 1870s the Guelph Township landscape in the study corridor was characterized by well-established farmsteads to the west of the City of Guelph and a well-developed local road system. The Great Western Railway and Grand Trunk Railways crossed the southwest part of the township intersecting to the west of the City of Guelph.

4.2 Waterloo Township, Waterloo County

The British Crown had set aside a large tract of land as a grant to the Six Nation Indians in 1784 for their loyalty to the British government during the American War of Independence. Under the leadership of United Empire Loyalist Joseph Brant the Six Nations sold a large land parcel to Richard Beasley from 1796 to 1798. Situated inland in an isolated location this land attracted the interest of Pennsylvanian Mennonites who were searching for new settlement areas outside the United States. By the end of 1800 the present site of the City of Kitchener had been settled by Mennonite immigrants.

The German Company Tract bought the remainder of Beasley's land and divided it into farm lots. The road system developed in a more organic form around the differing surveys and the landforms rather than in the grid-like pattern of other Upper Canadian townships surveyed in the late 1700s and early 1800s. The area became Waterloo Township in 1816. The settlement of Berlin, later Kitchener, was established in 1833. It became the county seat for the newly created Waterloo County in 1853. The Grand Trunk Railway was opened through the area in 1856. There continued to be a steady immigration of German-speaking people to the area throughout the 1800s. By the late 19th century Waterloo Township was well-developed and populated with many prosperous farmsteads and hamlets.

4.3 Development of Highway 7

Highway 7, which used to run from Sarnia in Southwestern Ontario through the Province to Ottawa in Eastern Ontario, is one of Ontario's longest highways. The Department of Provincial Highways assumed the Sarnia-Guelph Road as a

Provincial Highway in 1920. In Guelph Township the Highway 7 route ran between Lots 10 and 11. The Province adopted a new route numbering system in 1925 and the Sarnia-Brampton Highway was designated as Provincial Highway 7. Most of the highway was unpaved at this time. It was not until 1928-29 that the highway was paved from Kitchener to Guelph.

Due to the rapid increase of motor vehicle traffic in the second half of the 20th century, the lands along Highway 7 began to experience some urbanization with small pockets of residential and commercial development.

5.0 IDENTIFICATION OF CULTURAL HERITAGE LANDSCAPES & BUILT HERITAGE FEATURES

5.1 Introduction

For the purposes of built heritage feature identification, this section provides a brief description of the existing environment, the principal built heritage features and the principal cultural heritage landscape units affected by the undertaking and a preliminary assessment of the potential effects of the Recommended Route (2002) of the new Highway 7.

5.2 Description of the Existing Environment

The study corridor is located approximately one kilometre north and parallel to the existing Highway 7. It traverses lands located in the City of Guleph, Guelph-Eramosa Township in the County of Wellington and Woolwich Township and the City of Kitchener in the Regional Municipality of Waterloo. The topography of the area includes the rolling Guelph Drumlin fields with intervening low grounds. For the most part the lands in the study corridor have been in agricultural use throughout the 19th and 20th centuries. Scattered farm complexes, both former and present, with associated fields patterns dot the landscape. Local roads both gravel and paved cross the study area. Along the existing Highway 7 the land use has evolved from rural to highway commercial land use with some rural residential development and adjacent agricultural lands.

The cultural heritage landscapes and built heritage features within the Recommended Route (2002) include roadscapes, active and abandoned farm complexes, a waterscape and a former or abandoned road right-of-way. The farm complexes comprise individual built heritage features such as farmhouses, barns, and outbuildings set in agricultural lands. The majority of the residential (former farmhouse) buildings are of masonry construction.

The Recommended Route (2002) crosses the Grand River to the west of the community of Breslau. The Grand River was designated as a Canadian Heritage River in 1994.

5.3 Description of Identified Built Heritage Features & Cultural Heritage Landscapes for the Recommended Route (2002)

Unterman McPhail Associates undertook a field survey in April 2003 to identify built heritage features and cultural heritage landscapes located within and adjacent to the Recommended Route (2002) for the new Highway 7 from Kitchener to Guelph, plus any specified access roads, detours, staging and storage areas, and areas of other works and activities associated with the construction of the highway. An inventory of the built heritage features and cultural heritage landscapes was compiled and mapped.

The built heritage features and cultural heritage landscapes identified during the roadside survey are listed in Tables 1 and 2. The former and present agricultural landscape is found throughout the length of the study corridor and is not listed as an individual cultural heritage landscape in Table 2.

TABLE 1: IDENTIFIED CULTURAL HERITAGE LANDSCAPE UNITS (CLU) WITHIN THE RECOMMENDED ROUTE (2002)

Reference	Resource Type	Description	Location
1	CLU	Farm complex (former)	No. 5420 Silvercreek Parkway (Wellington County Road 39), Guelph-Eramosa Township.
2	CLU	Farm complex	No. 5415 Elmira Road (Wellington County Road 86), Guelph-Eramosa Township.
3	CLU	Farm complex	No. 5432 Elmira Road (Wellington County Road 86), Guelph-Eramosa Township.
4	CLU	Farm complex	No. 5441 Elmira Road (Wellington County Road 86), Guelph-Eramosa Township.
5	CLU	Roadscape	Guelph Township Road 3, Guelph-Eramosa Township
6	CLU	Farm complex	No. 5413 Guelph Township Road 3, Guelph-Eramosa Township
7	CLU	Farm complex	No. 5395 Townline Road, Guelph-Eramosa Township
8	CLU	Roadscape	Townline Road, Guelph-Eramosa/Woolwich Township.
9	CLU	Farm complex	No. 2114 Shantz Station Road (Regional Road 30), Woolwich Township.
10	CLU	Roadscape	Greenhouse Road (Woolwich Road 72), Woolwich Township.
11	CLU	Roadscape (former)	Highway 7, west of Spitzig Road (Regional Road 66) to Breslau, Woolwich Township.
12	CLU	Farm complex	No. 1000 Bridge Street East at Regional Road 17, Woolwich Township.

TABLE 1: IDENTIFIED CULTURAL HERITAGE LANDSCAPE UNITS (CLU) WITHIN THE RECOMMENDED ROUTE (2002) (continued)

Reference	Resource Type	Description	Location
13	CLU	Farm complex	No. 858 Bridge Street East, Woolwich Township.
14	CLU	Farm complex	No. 800 Bridge Street East, Woolwich Township.
15	CLU	Waterscape	Grand River crossing.

TABLE 2: IDENTIFIED BUILT HERITAGE FEATURES (BHF) WITHIN THE RECOMMENDED ROUTE (2002)

Reference	Resource type	Description	Location
1	BHF	Residence (detached)	No. 297 Woodlawn Road (Highway 7) at the north end of Hanlon Parkway (Highway 6), Guelph.
2	BHF	Farmhouse (former)	No. 5390 Guelph Township Road 3, Guelph-Eramosa Township.
3	BHF	Silo (ruin)	No. 3014 Highway 7, north side, Woolwich Township.

6.0 EFFECTS OF UNDERTAKING ON CULTURAL HERITAGE RESOURCES

Generally new roads, road widening and new bridges have the potential to adversely affect cultural heritage landscape units and built heritage features by displacement and/or disruption during and after construction. Built heritage features and/or cultural heritage landscape units may experience displacement, i.e., removal, if they are located within the rights-of-way of the undertaking and/or they occupy sites or locations that are required for temporary construction purposes, ancillary services or secondary functions, e.g. temporary site construction offices, lay-down area and storage areas, etc.

There may also be potential for disruption, or indirect impacts, to cultural heritage resources by the introduction of physical, visual, audible or atmospheric elements that are not in keeping with their character and, or setting either due to construction activities and/or the new highway. Isolation of a farm complex from its associated agricultural lands may occur due to severance of land for new roads.

The proposed new highway will utilize an existing interchange with the Conestoga Expressway (Highway 85) at Wellington Street in Kitchener and then head north crossing

the Grand River and running parallel to the existing Highway 7 approximately 1 km to its north towards Guelph. The highway will then turn southward and traffic will enter Highway 6/Hanlon Expressway in Guelph. It will be a divided, controlled-access highway with two lanes in each direction. There will be interchanges at: Riverbend Drive / Shirley Avenue, Kitchener; Bridge St., Kitchener (a partial interchange); Waterloo Regional Rd. 17; Waterloo Regional Rd. 30; Wellington County Road 86; and, Woodlawn Rd., Guelph.

The potential impacts, mitigation strategies and residual effects to cultural heritage resources are listed in Tables 3 and 4. Photographs of the built heritage and cultural heritage landscapes are found in Appendix A.

TABLE 3: CULTURAL HERITAGE RESOURCES: IMPACTS & MITIGATION FOR CULTURAL HERITAGE LANDSCAPES

Description	Location	Comments and Impacts	Mitigation Strategy	Residual Effects
CLU 1 Farm complex (former) <i>Appendix A: Photo 1</i>	No. 5420 Silvercreek Parkway (Wellington County Road 39), Guelph.	This former farm complex will be disrupted by the alignment.	None required.	Permanent change in the character and setting of farm complex.
CLU 2 Farm complex <i>Appendix A: Photo 2</i>	No. 5415 Elmira Road (Wellington County Road 86), Guelph.	This farm complex will be displaced by the alignment	Photographic documentation of the site should be completed prior to construction. Historical research and an architectural description to be completed.	Loss of a cultural heritage resource. Permanent change in the surrounding landscape.
CLU 3 Farm complex <i>Appendix A: Photo 3</i>	No. 5432 Elmira Road (Wellington County Road 86), Guelph.	This farm complex will be displaced by the alignment	Photographic documentation of the site should be completed prior to construction. Historical research and an architectural description to be completed.	Loss of a cultural heritage resource. Permanent change in the surrounding landscape.

TABLE 3: CULTURAL HERITAGE RESOURCES: IMPACTS & MITIGATION FOR CULTURAL HERITAGE LANDSCAPES (continued)

Description	Location	Comments and Impacts	Mitigation Strategy	Residual Effects
CLU 4 Farm complex <i>Appendix A: Photo 4</i>	No. 5441 Elmira Road (Wellington County Road 86), Guelph.	This former farm complex will be disrupted by the alignment.	Photographic documentation of the site should be completed prior to construction. Historical research and an architectural description to be completed.	Permanent change in the character and setting of farm complex.
CLU 5 Roadscape <i>Appendix A: Photo 5</i>	Guelph Township Road 3, Guelph Township.	This roadscape will be disrupted by the alignment	Photographic documentation of the roadscape should be completed prior to construction.	Permanent change in the character and setting of existing roadscape
CLU 6 Farm complex <i>Appendix A: Photo 6</i>	No. 5413 Guelph Township Road 3, Guelph Township.	This former farm complex will be disrupted by the alignment.	Photographic documentation of the roadscape should be completed prior to construction.	Permanent change in the character and setting of former farm complex.
CLU 7 Farm complex <i>Appendix A: Photo 7</i>	No. 5395 Townline Road, Guelph Township.	This former farm complex will be disrupted by the alignment.	Photographic documentation of the farm complex should be completed prior to construction.	Permanent change in the character and setting of former farm complex.
CLU 8 Roadscape <i>Appendix A: Photo 8</i>	Townline Road, Guelph Township/ Woolwich Township.	This roadscape will be disrupted by the alignment	Photographic documentation of the roadscape should be completed prior to construction.	Permanent change in the character and setting of existing roadscape.
CLU 9 Farm complex <i>Appendix A: Photo 9</i>	No. 2114 Shantz Station Road (Regional Road 30), Woolwich Township.	This farm complex will be displaced by the alignment	Photographic documentation of the farm complex should be completed prior to construction.	Loss of a cultural heritage resource. Permanent change in the surrounding landscape.
CLU 10 Roadscape <i>Appendix A: Photo 10</i>	Greenhouse Road (Woolwich Road 72), Woolwich Township.	This roadscape will be disrupted by the alignment	Photographic documentation of the roadscape should be completed prior to construction.	Permanent change in the character and setting of existing roadscape.

TABLE 3: CULTURAL HERITAGE RESOURCES: IMPACTS & MITIGATION FOR CULTURAL HERITAGE LANDSCAPES (continued)

Description	Location	Comments and Impacts	Mitigation Strategy	Residual Effects
CLU 11 Roadscape (former) <i>Appendix A: Photo 11</i>	Highway 7, west of Spitzig Road (Regional Road 66) to Breslau, Woolwich Township.	This former alignment of the Highway 7 roadscape will be disrupted by the alignment	Photographic documentation of the roadscape should be completed prior to construction.	Permanent change in the character and setting of former roadscape.
CLU 12 Farm complex <i>No Photo</i>	No. 1000 Bridge Street East at Regional Road 17, Woolwich Township.	This farm complex will be disrupted by the alignment.	Photographic documentation of the farm complex should be completed prior to construction.	Permanent change in the character and setting of farm complex.
CLU 13 Farm complex <i>Appendix A: Photo 12</i>	No. 858 Bridge Street East, Woolwich Township.	This farm complex will be disrupted by the alignment.	Photographic documentation of the farm complex should be completed prior to construction.	Permanent change in the character and setting of farm complex.
CLU 14 Farm complex <i>Appendix A: Photo 13</i>	No. 800 Bridge Street East, Woolwich Township.	This farm complex will be displaced by the alignment	Photographic documentation of farm complex should be completed prior to construction.	Loss of a cultural heritage resource. Permanent change in the surrounding landscape.
CLU 15 Grand River <i>No Photo</i>	North side of existing Highway 7 crossing of Grand River.	The waterscape will be disrupted by the construction of a new bridge crossing.	Consultation with stakeholders regarding bridge design.	Introduction of a new physical element into the existing landscape.

TABLE 4: CULTURAL HERITAGE RESOURCES: IMPACTS & MITIGATION FOR BUILT HERITGE FEATURES

Description	Location	Comments and Impacts	Mitigation Strategy	Residual Effects
BHF 1 Residence (detached) <i>Appendix A: Photo 14</i>	No. 297 Woodlawn Road (Highway 7) at the north end of Hanlon Parkway (Highway 6), Guelph.	Disruption of the residential setting.	Photographic documentation of the residence should be completed prior to construction	Permanent change to the character of the existing setting of residence.
BHF 2 Farmhouse (former) <i>Appendix A: Photo 15</i>	No. 5390 Guelph Township Road 3, Guelph Township.	Disruption of the residential setting.	Photographic documentation of the residence should be completed prior to construction. Provide screening for residence to the south.	Permanent change to the character of the existing setting of residence.
BHF 3 Silo (ruin) <i>Appendix A: No Photo</i>	No. 3014 Highway 7, north side, Woolwich Township.	Disruption of the setting through isolation.	Photographic documentation should be completed prior to construction.	Permanent change to the character of the existing setting residence.

7.0 MITIGATION RECOMMENDATIONS

Where a potential for displacement or disruption is known and where it may affect cultural heritage landscape units comprising built heritage features (i.e., farm complexes, or any identified individual built heritage features), the following mitigation measures are recommended:

- During the Detail Design stage of the project the Ministry of Transportation should inform the individual municipal authorities as to which cultural heritage resources will be disrupted or displaced by the undertaking.
- At the end of the Detail Design stage those built heritage features, such as residences and agricultural structures, that will be displaced and which have been deemed to be of local heritage interest, should be documented through photography and a detailed historical report.
- At the end of the Detail Design stage those cultural heritage landscapes, that include built heritage features deemed to be of local heritage interest to be displaced or disrupted should be documented through photography, a site plan and a physical description of the cultural heritage landscape and the individual built features.

- Other cultural heritage landscape features, i.e., roadscares, should be documented photographically prior to displacement or disruption.
- The Ministry of Transportation should consider offering for sale and relocation, at cost to the purchasers, those buildings and structures to be displaced and which have been identified during detail design as being of local or regional interest.
- Prior to demolition, floor plans are to be completed to accompany required documentation report for those buildings of local or regional significance that will be demolished.
- Where cultural heritage resources such as residences, farmhouses, barns and other associated agricultural outbuildings are to be displaced, and relocation is not feasible or possible, a salvage plan for the building should be prepared. Qualified contractors should be selected for the salvage process.

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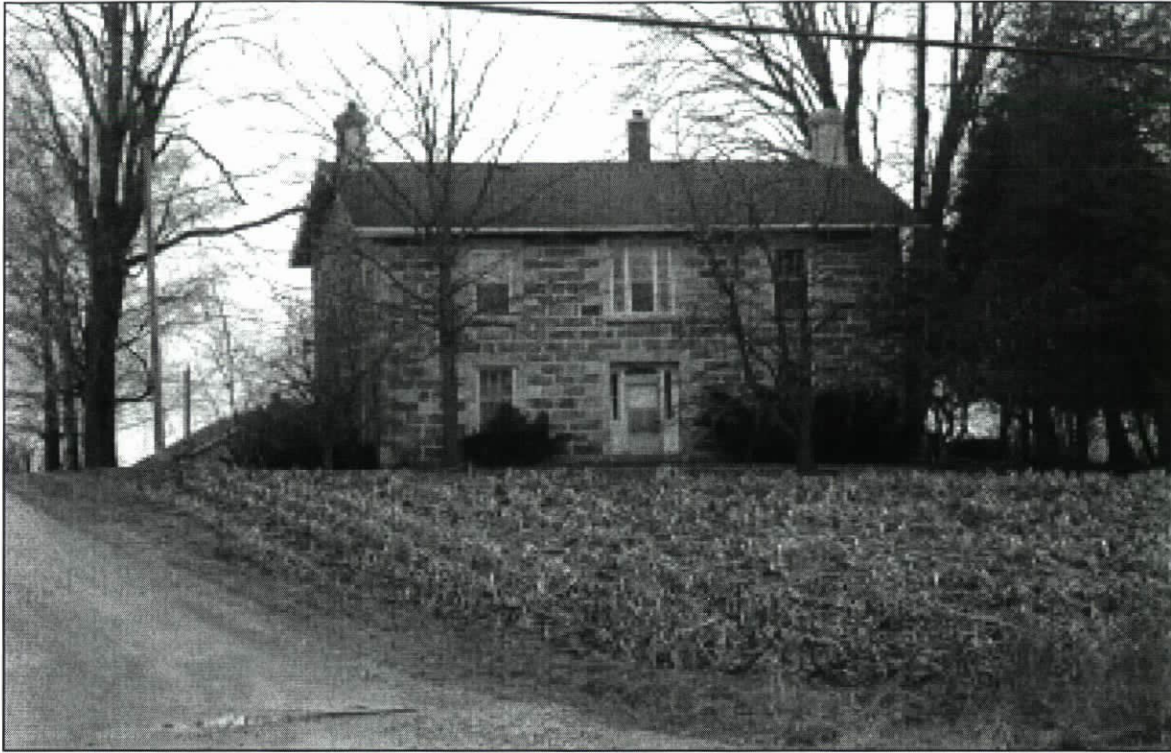
Historical Atlas of the County of Wellington, Ontario. Toronto: Historical Atlas
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Appendix A: Photographs



1. No. 5420 Silvercreek Parkway (Wellington County Road 39), Guelph.
2. No. 5415 Elmira Road (Wellington County Road 86), Guelph.





3. No. 5432 Elmira Road (Wellington County Road 86), Guelph.
4. No. 5441 Elmira Road (Wellington County Road 86), Guelph.





5. Guelph Township Road 3, Guelph Township.

6. No. 5413 Guelph Township Road 3, Guelph Township.





7. No. 5395 Townline Road, Guelph Township.

8. Townline Road, Guelph Township/ Woolwich Township.





9. No. 2114 Shantz Station Road (Regional Road 30), Woolwich Township.

10. Greenhouse Road (Woolwich Road 72), Woolwich Township.





11. Former Highway 7 alignment, west of Spitzig Road (Regional Road 66), Woolwich Township
12. No. 858 Bridge Street East, Woolwich Township.





13. No. 800 Bridge Street East, Woolwich Township.

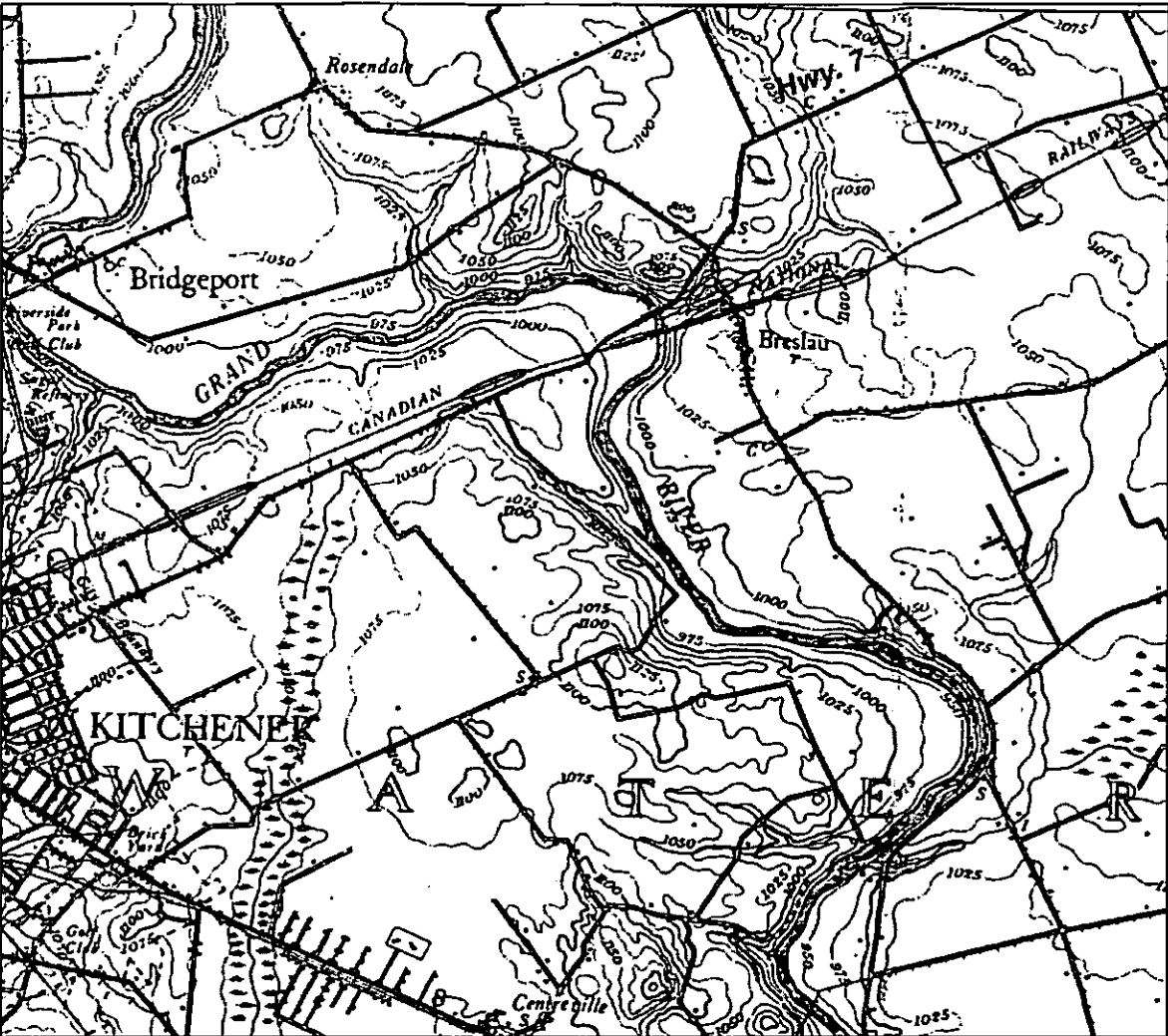
14. No. 297 Woodlawn Road (Highway 7) north end of Hanlon Parkway (Highway 6), Guelph.





15. No. 5390 Guelph Township Road 3, Guelph Township.

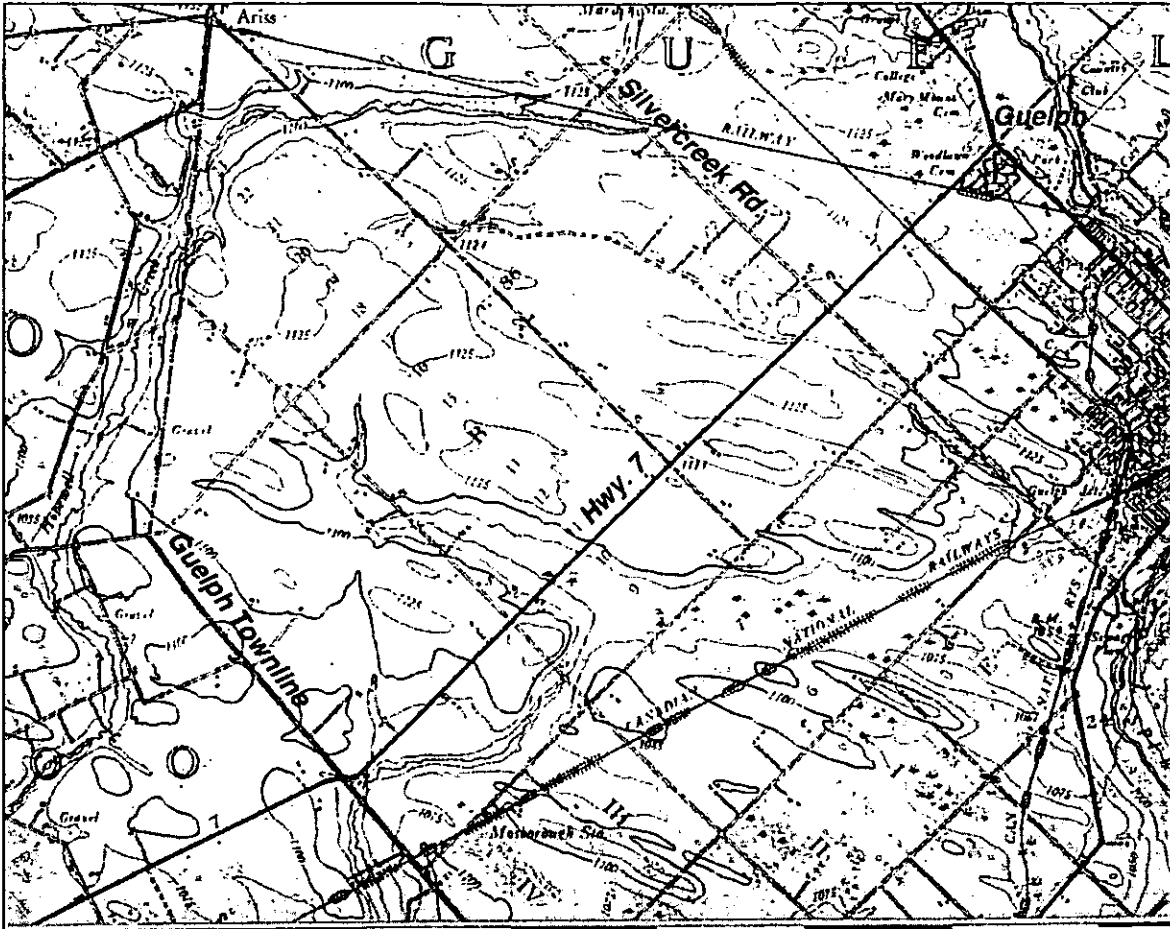
Appendix B: Historical Maps



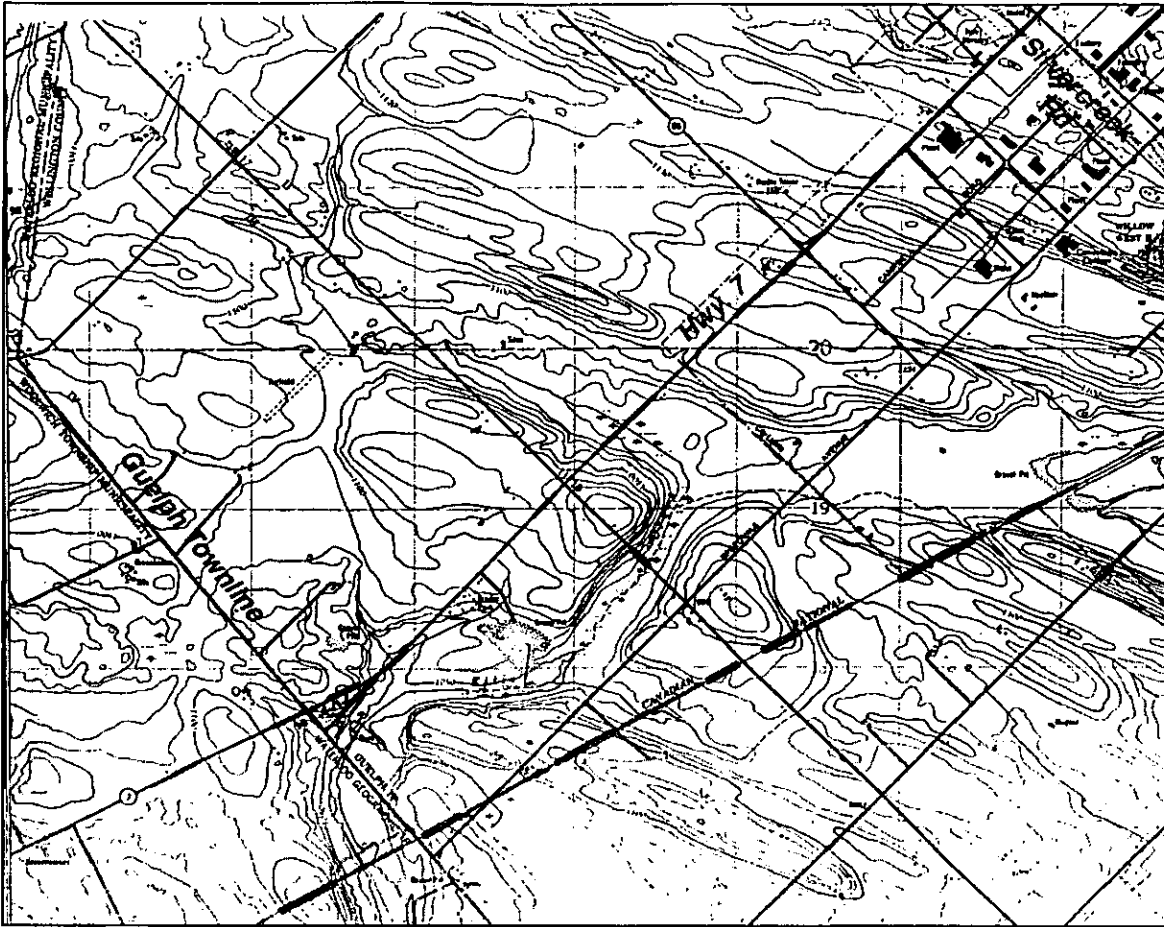
National Topographic Series Galt 40P/8 (Kitchener), Ontario, 1938.



National Topographic Series, Kitchener 40P/8, Ontario, 1968.



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