Appendix H

Cultural Heritage Resource Assessment Report
CULTURAL HERITAGE RESOURCE ASSESSMENT REPORT: BUILT HERITAGE RESOURCES & CULTURAL HERITAGE LANDSCAPES

REGION OF WATERLOO RAPID TRANSIT PROJECT
CITY OF CAMBRIDGE
CITY OF KITCHENER AND
CITY OF WATERLOO, ONTARIO

February 2012

Prepared for:
AECOM Canada

Prepared by:

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HERITAGE RESOURCE MANAGEMENT CONSULTANTS
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Figure 1 Rapid Transit System Location Map

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1.0  INTRODUCTION

AECOM Canada retained Unterman McPhail Associates to conduct a cultural heritage landscape and built heritage assessment on behalf of the Region of Waterloo for the rapid transit study corridor from the City of Cambridge in the south connecting through to the City of Kitchener and the City of Waterloo in the north. The study follows the Ontario’s Transit Project Assessment Process (TPAP) in accordance with Ontario Regulation 231/08 for Transit Projects and Greater Toronto Transportation Authority Undertakings (Transit Projects Regulation). The TPAP applies to selected transit projects as identified in the regulation and exempts other transit projects from the requirements of the Environmental Assessment Act. The process under the regulation requires public sector proponents to assess negative impacts of their chosen transit project, identify appropriate mitigation measures and to undertake consultation. Proponents must also make available any information or documentation done for any pre-planning work undertaken which led them to select the transit project. This Cultural Heritage Assessment Report (CHAR) forms part of the Environmental Project Report (EPR).

The rapid transit system, as shown in Figure 1, is approximately 36 kilometres in length. It runs from Conestoga Mall (in Waterloo) to Fairview Park Mall (in Kitchener) with Light Rail Transit (LRT) and from Fairview Park Mall to the Ainslie Street Terminal (in Downtown Cambridge) with adapted Bus Rapid Transit (aBRT).

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.

2.1  Ontario Environmental Assessment Act

Environmental assessments are undertaken under the Ontario Environmental Assessment Act. The Act provides for the protection, conservation and wise management of Ontario’s environment. It defines environment in a broad sense that includes natural, social, cultural, economic and built environments. This broad definition of the environment makes the assessment of the impact of the undertaking on cultural heritage resources part of the standard environmental assessment process in Ontario. Environmental assessments made under the Act therefore assess and address the impact of the undertaking on cultural heritage resources.

The analysis throughout the study process addresses that part of the Environmental Assessment Act, subsection 1(c), which 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”.
Infrastructure undertakings such as transit improvements 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 of the cultural heritage resources and, or their setting.

2.2 Transit Projects Regulation (Ontario Regulation 231/08)

The Transit Projects Regulation (Ontario Regulation 231/08) of the Ontario Environmental Assessment Act came into effect June 24, 2008. It exempts most transit projects such as subway, bus route, intermodal hub, etc., from the conventional environmental assessment. Major transit projects will undergo a compressed, six-month approval process, which starts after the proponent decides the type and location of the project.

The TPAP applies to selected transit projects as identified in the regulation and exempts transit projects from the requirements of the Environmental Assessment Act. The process under the regulation requires public sector proponents to assess negative impacts of their chosen transit project, identify appropriate mitigation measures and to undertake consultation. Proponents must also make available any information or documentation done for any pre-planning work undertaken which led them to select the transit project.

Proponents are required to complete an Environmental Project Report (EPR) to document the results of the process and the consultation undertaken. Regulated timelines apply to the six month process. Once the EPR is complete, members of the public and others have an opportunity to submit an objection to the Minister of the Environment about the project if there are negative impacts on a matter of provincial importance or an Aboriginal right.

Section 10 (1) of Ontario Regulation 231/08 references cultural heritage:

If, at any time during the 120-day period referred to in subsection 6 (2), the proponent is of the opinion that the transit project may have a negative impact on a matter of provincial importance that relates to the natural environment or has cultural heritage value or interest, or on a constitutionally protected aboriginal or treaty right, the proponent may give written notices describing the issue to the Director of the Ministry’s Environmental Assessment and Approvals Branch and the appropriate regional director of the Ministry. O. Reg. 231/08, s. 10 (1).

2.3 Ontario Heritage Act (OHA)

The Ontario Heritage Act (OHA) gives the Ontario Ministry of Tourism and Culture (MTC), formerly the Ministry of Culture, the responsibility for the conservation, protection and preservation of Ontario’s culture heritage resources. Section 2 of the OHA charges the Minister with the responsibility to:

“...determine policies, priorities and programs for the conservation, protection and preservation of the heritage of Ontario.”
The MTC 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.

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. Part IV of the OHA enables municipalities to list, and to designate by by-law properties of cultural value or interest after consultation with its municipal advisory committee, if one is appointed. Under OHA subsection 27 (1), the municipal clerk is required to keep a current register of properties of cultural heritage value or interest located in their municipality. The municipal register must include all properties designated under Part IV of the OHA by the municipality or by the Minister of Tourism and Culture. Municipal designation of heritage resources under Part IV the OHA publicly recognizes and promotes awareness of heritage properties, provides a process for ensuring that changes to a heritage property are appropriately managed and that these changes respect the property’s heritage value. This includes protection from demolition. Once a property has been designated and notice has been given to the Ontario Heritage Trust, the property is then listed on the provincial register of heritage properties.

The alteration process under the OHA section 33 helps to ensure the heritage attributes of a designated property, and therefore its heritage value, are conserved. If an owner of a designated property wishes to make alterations to the property that affects the property’s heritage attributes, the owner must obtain written consent from the council. This applies not only to the alteration of the buildings or structures but also to alterations of other aspects of the designated property, such as landscape features or natural features, which have been identified as heritage attributes.

The OHA subsection 27 (1.2) also allows a property that is not designated, but considered to be of cultural heritage interest or value by the municipal council, to be placed on the register. This is commonly referred to as “listing”. In many cases, listed (non-designated properties) are candidates for designation protection under OHA section 29. Once a property is listed under the OHA, any application to demolish the building on a listed property is delayed for 60 days under OHA 27(3).

2.4 Ministry of Tourism and Culture

The Minister of Tourism and Culture is responsible for the administration of the OHA and is responsible for determining policies, priorities and programs for the conservation, protection and preservation of Ontario’s heritage, which includes cultural heritage landscapes, built heritage and archaeological resources.

MTC 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.”

The guidelines state 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. Cultural heritage landscapes are a geographical area perceived as a collection of individual person-made built heritage resources set into a whole such as historical settlements, farm complexes, waterscapes, roadscapes, 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. Cultural heritage landscapes may be organically evolved landscapes as opposed to designed landscapes. Some are ‘continuing landscapes’, which maintain the historic use and continue to evolve, while others are ‘relict landscapes’ where the evolutionary process has come to an end but important landscape or built heritage resources from its historic use are still visible.

Built heritage comprises individual, person-made or modified, parts of a cultural heritage landscape such as buildings or structures of various types including, but not limited to, cemeteries, planting and landscaping structures, etc.

The guidelines also 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 built heritage resources.

### 2.5 Standards and Guidelines for the Conservation of Provincial Heritage Properties

Part III.1 of the *OHA* enables the Minister of Tourism and Culture, in consultation with ministries and public bodies affected, to prepare standards and guidelines for conservation of provincial heritage properties. The *OHA* is the legislative framework for cultural heritage conservation in this province. Comprehensive changes to this Act in April 2005 strengthened municipal and provincial powers to identify and protect Ontario's cultural heritage resources. These changes gave the MTC the authority to develop standards and guidelines for the conservation of those properties of cultural heritage value that are owned or controlled by the Province.

### 3.0 ASSESSMENT METHODOLOGY

#### 3.1 Introduction

For the purposes of this built heritage resource and cultural heritage landscape assessment Unterman McPhail Associates undertook the following tasks:

- the identification of major historical themes and activities of the study area through historical research and a review of topographical and historical mapping;
o the identification of built heritage resources and cultural heritage landscapes within and adjacent to the study corridors and a review of the municipal heritage inventories and municipal heritage registers;
o windshield surveys of the study area to identify any built heritage resources and principal cultural heritage landscapes of forty years and older located within or adjacent to the right-of-way, as well as any other built heritage resources less than forty years of age deemed to be of cultural heritage interest;
o the windshield survey is based on 2011 functional design drawings, which show the proposed route corridor, sidewalks and platforms along with the existing property lines and existing buildings;
o analysis of the proposed route, station and platform locations and related transit structures to identify potential impacts to cultural heritage resources; and
o preparation of a CHAR.

Unterman McPhail Associates undertook a windshield survey of the Waterloo rapid transit corridor study area in June and August 2011.

3.2 Public Consultation and Recognition

The City of Cambridge, the City of Kitchener and City of Waterloo Municipal Heritage Register were consulted to confirm that these municipalities actively manage, designate and recommend cultural heritage resources for listing under the OHA.

4.0 HISTORICAL SUMMARY

4.1 County of Waterloo

Settlement of the area started in 1800 by Joseph Schoerg and Samuel Beizner, Jr. (brothers-in-law), Mennonites from Franklin County, Pennsylvania. They were followed by other settlers from Pennsylvania. In 1805 a company formed in Pennsylvania purchased 60,000 acres (240 km²), most of Block 2, Grand River Indian Lands – later known as Waterloo Township. The first phase of Pennsylvania settlers arrived between 1800 and 1804 to settle on Beasley’s Tract including Samuel and Rebecca Bricker. When the Mennonite settlers became aware of Beasley’s mortgage in 1803, they sent representatives, including Samuel Bricker, to Pennsylvania to raise money to buy the land in Waterloo Township. The German Company was formed with 26 shareholders raising $20,000 to buy the land. In June 1805 the Beasley’s mortgage was paid off and 60,000 acres of land was transferred to the German Company. German Company settlers arrived in Waterloo Township between 1805 and 1812. More Pennsylvania settlers arrived in 1805 to 1812 and two more phases of settlers in 1815 to 1820 and 1822 to 1829.

The complicated subdivision of lots for German Company Tract (GCT) was staked out on the west bank of the Grand River with the lots along the river of an irregular shape. Lot 116 GCT is on the west bank of the river immediately north of the Bricker Lot while Lot 117 GCT is on the
east bank. Either Richard Cockerell or Augustus Jones prepared a plan of subdivision for the German Company.

In March 1971, the Minister of Municipal Affairs announced that the Province had decided to create a new reformed and restructured County that would be called the Regional Municipality of Waterloo. On June 30, 1972, Lieutenant-Governor Ross Macdonald signed the *Regional Act* into law. In 1973 the provincial government restructured this layout; and formed the current City of Cambridge, which was formed from Galt, Hespeler, Preston, and Blair; City of Kitchener, which absorbed Doon; City of Waterloo; as well as the Townships of North Dumfries, Wellesley, Wilmot, and Woolwich, which grew to contain the northeast corner of the former Waterloo Township. All former village, town and city councils joined into the new township or city council, and an overseeing regional council handled the former county-level responsibilities, as well as now providing police service for the region as a whole.

4.2 City of Cambridge (Galt)

The Honourable William Dickson came into sole possession of 90,000 acres of land along the Grand River in 1816. It was Mr. Dickson's intention to divide the land into smaller lots that would be sold primarily to the Scottish settlers that he hoped to attract to Canada. Mr. Dickson immediately toured his new lands with the intention of developing a town site that would serve as the focal point for his attempts to populate the countryside. They chose the site where Mill Creek flows into the Grand River and in 1816 the settlement of Shade's Mills was created. The settlement grew slowly but by 1825, though still very small, it was the largest settlement in the area and was important enough to obtain a Post Office. Mr. Dickson decided that a new name was needed for the Post Office and consequently the settlement. He selected Galt in honour of the Scottish novelist and Commissioner of the Canada Company, John Galt.

In its early days Galt was an agricultural community serving the needs of the farmers in the surrounding countryside. By the late 1830s, however, the settlement began to develop an industrial capacity. Galt was the largest and most important town in the area until the beginning of the 20th century when Kitchener became the largest centre of settlement.

In the late 1960s the provincial government began looking at ways in which municipal governments could become more effective. In 1973 the amalgamation of the Towns of Galt, Hespeler and Preston resulted in the creation of the City of Cambridge.

4.3 City of Kitchener (Berlin)

At the time of the pioneer settlement, Kitchener was comprised of dense bush, swamps and sand hills. Streams found throughout the area would become very important in supplying the power for saw and gristmills, in what was to become a farm-based agricultural economy.

In 1816, the Township of Waterloo was created. The establishment of the Township marked the beginning of a steady migration of German-speaking Europeans to the area. The German language of the Mennonites and their tolerance for other religions and cultures attracted many German-speaking immigrants.
Population growth and improvements made to local roads helped establish the beginnings of a town centre that would become a hamlet named Berlin in 1833, in honour of the settlers’ German heritage. In 1853 Berlin would become the County Seat of the newly created County of Waterloo. It was then accorded official status as the Village of Berlin. Three years later in 1856 the Grand Trunk Railway was extended to Berlin, opening up the area to future industrialization and commerce.

It is recognized that the increase of German-speaking immigrants from Europe also contributed greatly to Berlin's industrialization, with their industrial knowledge and skilled trades. By the end of the 19th century, Berlin had established itself as a major industrial center, boasting furniture factories, tanneries, a foundry and button factories. There was pressure for the city to change its name from Berlin after the outbreak of war in 1914, and in 1916 the name of the city was changed to Kitchener, after the British field marshal Lord Kitchener, who was Secretary of State for War.

The diversification of industry enabled the city to weather the Depression era. By 1965, Kitchener had become Canada's fastest growing city and one of the country's leading industrial and financial centres.

4.4 City of Waterloo

Waterloo was settled in 1806 by Abraham Erb, a Mennonite from Pennsylvania. He built a sawmill on Beaver Creek, now Laurel Creek, and in 1816 constructed the area's first gristmill. This industry promoted the settlement's importance as a commercial and social centre. Erb named his settlement Waterloo Township, created in 1816 and named after the famous British victory in Europe.

Waterloo was incorporated as a village in 1857. Continued economic prosperity and growth led to Waterloo becoming a town in 1876 and the City of Waterloo in 1948.

After World War II, Waterloo was an active industrial and commercial centre. A number of insurance companies developed home offices in the City. A brewery and a large distillery, furniture manufacturing and metal foundries located in the municipality.

The financial and insurance businesses continue to thrive in Waterloo while the industrial base was replaced by high technology firms. Waterloo is home to the University of Waterloo, founded in 1957, and Wilfrid Laurier University, which grew out of Waterloo College, a former Lutheran off-campus college.
5.0 IDENTIFICATION OF CULTURAL HERITAGE LANDSCAPES AND BUILT HERITAGE RESOURCES

5.1 Introduction
For the purposes of built heritage and cultural heritage landscape identification, this section provides a brief description of the existing environment of the rapid transit project study corridor.

5.2 Description of Existing Environment
The study corridor utilizes a variety of linear corridors, which include: local roadways; rail corridor; a hydroelectric transmission line corridor; Highway 8; and Highway 401. They are described below.

5.2.1 North Waterloo (Conestoga Mall to Northfield Drive at Waterloo Spur)
The LRT operates within existing roadways in an urbanized section of the City of Waterloo. This section does not contain cultural heritage resources of local interest or significance according to the municipal heritage register.

5.2.2 Waterloo Spur (Northfield Drive to Erb Street)
This part of the LRT corridor is along the Waterloo Spur. This spur is part of the historic rail network in the Region of Waterloo and is considered a cultural heritage landscape. The existing structure crossing Laurel Creek/Silver Lake in Waterloo Park is considered a heritage structure, but is not a significant heritage resource. The historic Waterloo railway station is located north of Erb Street adjacent to the rail corridor and functions as a ticket office for a Waterloo Central Railway tourist train. There are no designated or listed properties identified in the municipal heritage register for this portion of the corridor.

5.2.3 Uptown Waterloo Loop (Erb Street to Allen Street)
The study corridor passes through areas comprised of early commercial, institutional and residential settlement in the City of Waterloo. These streetscapes are representative of the early settlement road network. There is a stock of historic built heritage resources dating from various periods of city building and development that is considered sensitive to change. Examples of built resources include the Brick Brewing Company building and the Waterloo-Kitchener United Mennonite Church. Sections of King Street contain a grass verge, which is a character contributing attribute.

Municipally designated heritage properties along this section of the corridor include:

- 57 Erb Street West (Seagram Bonded Warehouse, 1878): The west, north, and east facades are designated, along with the remaining interior barrel racking system of the original circa 1878 Bonded Warehouse. The property is now the home of the Centre for International Governance Innovation, a Waterloo-based research institute;
83 Erb Street West (Seagram Buildings: Buehler Foundry and Maintenance Building, 1858): All of the exterior facades of the administration and maintenance buildings have been designated;

35 King Street North (Post Office, 1913): All four facades, the tower, and the entire roofline are designated;

59 King Street North (Heuther Hotel, 1872): The east exterior facade, excluding all signage, the arched stone entrance, and the vaulted ceiling of the original storage cavern. The building now operates as a brewery;

4-6 King Street South (Snyder-Hahn Building, 1857): The front facade of the building, with the exception of the electric sign, is designated;

156 King Street South (Kuntz-Eckert House, 1880): The west, north, and south facades are designated, ending at the one storey portion of the building;

167 King Street South (Kuntz-Labatt House, 1880): All exterior facades of the building are designated; and

172 King Street South (Erb-Kumpf House, 1812): All exterior facades of the Kumpf House are designated, excluding the garage. The home was built by Abraham Erb in 1812 and is one of Waterloo’s oldest homes.

5.2.4 King Street (Allen Street to Victoria Street)

The corridor area is presently characterized by commercial, institutional and residential settlement in the City of Waterloo and City of Kitchener. The King Street streetscape is representative of the early settlement primary road network. There is a stock of historic built heritage resources dating from various periods of city building and development. Examples include the Sun Life Insurance Company office, the former Bauer Upholstery factory, King Edward Public School and Kitchener Collegiate and Vocational High School.

The earlier Individual Environmental Assessment corridor study was completed as a desktop scan for identified cultural heritage resources in or adjacent the linear corridor listed on the Municipal Register. The Municipal Heritage Register of Cultural Heritage Properties is the official list of properties that have been identified as being culturally or historically important to the community. The Register helps the City keep track of its cultural heritage resources and plan for their conservation.

The Register includes key information on all the buildings, structures, landscapes and districts that have been designated under the OHA. The Register also includes "non-designated" properties that have cultural heritage value or interest. The listing of non-designated properties provides interim protection for sites undergoing change by requiring owners to provide the City with at least 60 days notice of their intention to demolish or remove a building or structure on the property.

This section of the corridor contains two listed, but non-designated, heritage properties:

- 621 King Street West; and
- 709 King Street West.
5.2.5 Downtown Kitchener Loop (Victoria Street to Frederick Street/Benton Street)

Passing through the downtown core of the City of Kitchener, the route is primarily within the right-of-way. Combining commercial, institutional and residential structures, the area is mix of converted properties representing varying ages and architectural styles. This historic core area contains a higher density of municipally recognized cultural heritage resources than other corridor segments in the City of Kitchener. Examples include the Kaufman Lofts (former factory building), the former Lang Tannery, St. Mary’s Church, St. John the Evangelist Church, the Federal Building on Duke St. and the Wilfrid Laurier Faculty of Social Work.

The following designated properties are located along this section of the corridor:

- 43 Benton Street.
- 120 Duke Street West (St. Jerome’s High School): The property has been restored by Wilfrid Laurier University and is the home of its Department of Social Work; and
- 410 King Street West (Kaufman Footwear): This former factory was rehabilitated and was reopened as loft-style residences known as the “Kaufman Lofts.”

There are also several listed, but non-designated properties in this section, including:

- 1-3 Charles Street West;
- 84-88 Queen Street South;
- 22-26 Charles Street West;
- 2-22 Duke Street East;
- 15-29 Duke Street East;
- 10 Duke Street West;
- 56 Duke Street West; and
- 53-61 King Street East.

5.2.6 Charles Street (Benton Street to Borden Avenue/Ottawa Street)

This section of the corridor is comprised of residential and commercial properties that are located adjacent to the existing roadway. There are no built heritage resources or cultural heritage landscape features in this section of the route.

5.2.7 Borden Avenue/Ottawa Street Loop (Charles Street to CN Huron Park Spur)

This section of the corridor is comprised of residential, industrial and commercial properties that are located adjacent to the existing roadway. Ottawa Street is primarily residential and contains properties dating from the 1910 to 1930 period and then properties of the post-WWII era (1950s). The buildings are generally single-family residences with a few low scale apartment units.

The property at 5 Maurice Street adjacent Ottawa Street dates from 1856 and is noted as a Shantz family residence although it is now converted for other use. While altered it is a significant cultural heritage resource in the community. Across the road on the north side of Ottawa Street is a converted former rope manufacturing industrial building. Sections of grass verge with trees
exist in parts of the corridor especially along Ottawa Street. Borden Street is primarily industrial in development.

5.2.8 **CN Huron Park Spur (Borden Avenue/Ottawa Street to Hayward Avenue)**

This section of the corridor comprises land in the right-of-way of the rail corridor. The route passes through an established residential neighbourhood near Borden Avenue and Ottawa Street. There are no built heritage resources or cultural heritage landscape features in this section of the route.

5.2.9 **Hayward Avenue and Courtland Avenue (CN Huron Park Spur to Balzer Road)**

There are no built heritage resources or cultural heritage landscape features in this section of the route.

5.2.10 **Hydro Corridor (Balzer Road to Fairview Park Mall)**

There are no built heritage resources or cultural heritage landscape features in this section of the route.

5.2.11 **Highway 8 and Highway 401 (Fairview Park Mall to Hespeler Road)**

There are no built heritage resources or cultural heritage landscape features in this section of the route.

5.2.12 **Hespeler Road (Highway 401 to Coronation Boulevard)**

There are no built heritage resources or cultural heritage landscape features in this section of the route.

5.2.13 **Downtown Cambridge (Coronation Boulevard to the Ainslie Street Terminal)**

The aBRT route passes through the historical core of the City of Cambridge (formerly Galt) within the road right-of-way. Galt has origins in 1816 was settled in the 1830s. Known for its stone buildings, the former Galt downtown maintains a main street commercial character related to its past. The former Galt Market Hall located at Main Street and Ainslie Street is an important municipal cultural heritage resource and is recognized as a National Historic Site by Parks Canada. The high density of built heritage resources and the corresponding cultural heritage landscape settlement area is particularly noteworthy. Park Hill Road East north to Dundas Street contains a number of individual cultural heritage properties that are considered to be of heritage value set back at varying distances from the road.

The following designated properties were identified along the corridor in Downtown Cambridge:

- 28-30 Colborne Street (Crozier Cottages): This is a commercial stone building within the Landmark Series;
- 40 Dickson Street (Market Building): A red brick market building within the Landmark Series; and
- 46 Dickson Street (City Hall): Stone municipal building that is part of the Landmark Series.

This section also contains listed, but non-designated properties, as follows:

- 17 Ainslie Street North (N. Dando Block, 1881-1882): A brick and stone commercial building;
- 19 Ainslie Street North (N. Dando Block, 1881-1882): A brick and stone commercial building;
- 21 Ainslie Street North (N. Dando Block, 1881-1882): A brick and stone commercial building;
- 23 Ainslie Street North (N. Dando Block, 1881-1882): A brick and stone commercial building;
- 25 Ainslie Street North (N. Dando Block, 1881-1882): A brick and stone commercial building;
- 29 Ainslie Street North (N. Dando Block, 1881-1882): A brick and stone commercial building;
- 31 Ainslie Street North (N. Dando Block, 1881-1882): A brick and stone commercial building;
- 33 Ainslie Street North (N. Dando Block, 1881-1882): A brick and stone commercial building;
- 49 Ainslie Street North: The property is part of the Landmark Series;
- 51 Ainslie Street North (Wesley House/ Old Addison House): The home was built by Alexander Addison in 1847. The home is part of the Landmark Series;
- 55 Ainslie Street North (Wesley House/ Old Addison House): The home was built by Alexander Addison in 1847. The home is part of the Landmark Series;
- 57 Ainslie Street North: A painted brick building, currently used as law offices;
- 58 Ainslie Street North: A one storey stucco building identified in the 1870 map. The building is part of the Landmark Series;
- 111 Ainslie Street North: A stone commercial building that is part of the Landmark Series;
- 58 Ainslie Street South: A stone-built house;
- 71 Ainslie Street South: A semi-detached, red brick house with a round arch centre gable;
- 73 Ainslie Street South: A semi-detached, red brick house with a round arch centre gable;
- 75 Ainslie Street South: A semi-detached, red brick house with yellow brick feature work;
- 77 Ainslie Street South: Semi-detached red brick house with yellow brick feature work;
- 79 Ainslie Street South: Semi-detached red brick house with yellow brick feature work;
- 81 Ainslie Street South: Semi-detached red brick house with yellow brick feature work;
- 82 Ainslie Street South: A building within the Landmark Series;
- 245 Ainslie Street South: A building within the Landmark Series (Formerly 55 State Street);
- 275 Ainslie Street South (Craige Lea/ Old Cowan House, 1834): This Landmark Series home was built Andrew Elliott. It has fine stonework and “Halifax” dormers. This house gave its name to the area. (Formerly 75 State Street);
- 295 Ainslie Street South (Galt Knife Company): A Landmark Series commercial building. (Formerly 99 State Street); and
31-35 Park Hill Road East.

5.3 Maintenance and Storage Facility Site
There are no built heritage resources or cultural heritage landscape features on this site.

6.0 POTENTIAL IMPACT ASSESSMENT AND MITIGATION RECOMMENDATIONS

6.1 General Mitigation Considerations
New development should not adversely affect cultural heritage resources and intervention should be managed in such a way that its impact is sympathetic with the value of the resources. When the nature of the undertaking is such that adverse impacts are unavoidable it may be necessary to implement management or mitigation strategies that alleviate the deleterious effects to cultural heritage resource. Mitigation is the process of causing lessening or negating anticipated adverse impacts to cultural heritage resources. It may include such actions as avoidance, monitoring, protection, relocation, documentation, salvage, remedial landscaping, etc., and may be a temporary or permanent action.

The conservation of cultural heritage resources is considered to be a matter of public interest and the municipality through its Heritage Coordinator reviews development and building applications affecting designated or listed properties or properties that may exhibit heritage potential. The review considers the potential adverse effects of the project on the cultural heritage resource. Negative impacts, as outlined in the Ontario Heritage Tool Kit may include, but are 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; and,
- Land disturbances such as a change in grade that alters soils, and drainage patterns that adversely affect a cultural heritage resource, including archaeological resources.

The following sections describe the impacts to the Cultural Heritage Landscapes (CHL) in the existing RT corridor, in terms that are relevant to the Ontario Heritage Tool Kit as noted above. In many cases, the effects of the new RT are inevitable as they result in a change to the visual and contextual nature of the corridor (which cannot be avoided). However, direct effects to built heritage features are minimal and the Region is committed to avoiding or minimizing direct impacts to heritage buildings or significant heritage features.
6.2 Impacts and Mitigation for the Rapid Transit Corridor

6.2.1 North Waterloo (Conestoga Mall to Northfield Drive at Waterloo Spur)

Potential Effects
No adverse effects related to disruption, displacement and/or removal of built heritage resources, cultural heritage landscapes are expected.

Mitigation/Compensation Measures
No mitigation/compensation measures are required.

Net Effects
No adverse net effects are anticipated.

6.2.2 Waterloo Spur (Northfield Drive to Erb Street)

Potential Effects
Some adverse effects related to disruption to built heritage resources and cultural heritage landscapes are anticipated within this section of the alignment. The existing rail structure at Laurel Creek/Silver Lake will be replaced to accommodate LRT operations. Due to its old age, the structure is considered a heritage structure; however, it is not considered a significant heritage resource. The Waterloo Train Station is considered a cultural heritage resource of local significance and impacts should be minimized.

Mitigation/Compensation Measures
A detailed site analysis in the form of a Cultural Heritage Impact Assessment Report (CHIA) will be undertaken according to municipal guidelines to confirm the effects on the heritage significance of the cultural heritage resources that may be affected by the rapid transit project (e.g. the bridge at Laurel Creek and the Waterloo Train Station). This will also develop appropriate mitigation measures, including but not limited to conservation in situ, protection, both long term and temporary measures, landscape improvements, documentation and salvage. Documentation of the existing rail corridor context and associated history will be prepared and provided to the Region of Waterloo Archives and local archives or library.

Net Effects
Net effect will include a permanent change in cultural heritage landscape context through visual and physical change in the environment. By remaining a rail use there is a continuation of the railway theme in this rail corridor.

6.2.3 Uptown Waterloo Loop (Erb Street to Allen Street)

Potential Effects
This section represents an area of settlement sensitive to change in character. The historic context will be altered visually and physically and it is expected the character of the area will be changed permanently through LRT and station development. Potential improvements at stations
and intersections may physically and visually affect the historic contextual environment including existing streetscapes (cultural heritage landscapes).

**Mitigation/Compensation Measures**

Direct impacts to built heritage features will be avoided (where possible) or minimized - to be confirmed during future design phases. Indirect impacts will also be addressed in future design phases. Consideration will be given to reducing the visual impacts of the new rapid transit corridor through "historic areas", when developing the final streetscaping and landscape plans. Should direct impacts occur then individual CHIAs will be prepared on a site-by-site basis when property requirements are identified. Generally, as the proposed works are in the right-of-way few direct impacts to built heritage resources are expected. Documentation of the existing road network through photography and historic maps will be prepared and provided to the Region of Waterloo Archives and local archives or library.

**Net Effects**

Net effect will be a permanent change in cultural heritage landscape context through visual and physical change in the environment. Net effect mitigation measures for the Uptown Waterloo Loop will be addressed based on the detailed site analysis and future design phases.

**6.2.4 King Street (Allen Street to Victoria Street)**

**Potential Effects**

At King Street and the CN Guelph Subdivision a proposed grade separation will alter the existing character of the streetscape. Potential improvements at stations and intersections may affect the contextual environment including existing streetscape cultural heritage landscapes.

**Mitigation/Compensation Measures**

Direct impacts to built heritage features will be avoided (where possible) or minimized - to be confirmed during future design phases. Indirect impacts will also be addressed in future design phases. Consideration will be given to reducing the visual impacts of the new rapid transit corridor through "historic areas", when developing the final streetscaping and landscape plans. Potential improvements at stations and intersections may physically and visually affect the historic contextual environment including existing streetscapes (cultural heritage landscapes). If direct impacts occur then individual CHIAs will be prepared on a site-by-site basis when property requirements are known. Documentation of the existing road network through photography and historic maps will be prepared and provided to the Region of Waterloo Archives and local archives or library.

**Net Effects**

Net effect will be a permanent change in cultural heritage landscape context through visual and physical change in the environment. Net effects mitigation measures for King Street will be addressed through the detailed site and corridor analysis and future design phases.
6.2.5 Downtown Kitchener Loop (Victoria Street to Frederick Street/Benton Street)

**Potential Effects**
The route passes through streets in the downtown core area neighbourhood within the right-of-way of the existing road network. Potential improvements at stations and intersections in the historic core may affect the contextual environment particularly the character of the existing streetscapes (cultural heritage landscapes).

**Mitigation/Compensation Measures**
Direct impacts to built heritage features will be avoided (where possible) or minimized - to be confirmed during future design phases. Indirect impacts will also be addressed in future design phases. Consideration will be given to reducing the visual impacts of the new rapid transit corridor through "historic areas", when developing the final streetscaping and landscape plans. Potential improvements at stations and intersections in the historic core may affect the contextual environment particularly the character of the existing streetscapes (cultural heritage landscapes). If direct impacts occur then individual CHIAs will be prepared on a site-by-site basis when property requirements are identified. Documentation of the existing road network through photography and historic maps will be prepared and provided to the Region of Waterloo Archives and local archives or library.

**Net Effects**
Net effect will be a permanent change in cultural heritage landscape context through visual and physical change in the environment. Net effects mitigation measures for the Downtown Kitchener Loop will be addressed through the detailed site and corridor analysis and future design phases.

6.2.6 Charles Street (Benton Street to Borden Avenue/Ottawa Street)

**Potential Effects**
Potential improvements at stations and intersections in these areas may affect the contextual environment, particularly the character of the streetscapes (cultural heritage landscapes).

**Mitigation/Compensation Measures**
Direct impacts to built heritage features will be avoided (where possible) or minimized - to be confirmed during future design phases. Indirect impacts will also be addressed in future design phases. Consideration will be given to reducing the visual impacts of the new rapid transit corridor through "historic areas", when developing the final streetscaping and landscape plans. Potential improvements at stations and intersections in the historic core may affect the contextual environment particularly the character of the existing streetscapes (cultural heritage landscapes). If direct impacts occur then individual CHIAs will be prepared on a site-by-site basis when property requirements are identified. Documentation of the existing road network through photography and historic maps will be prepared and provided to the Region of Waterloo Archives and local archives or library.
Net Effects
Net effect will be a permanent change in cultural heritage landscape context through visual and physical change in the environment. Net effects mitigation measures for Charles Street will be addressed through the detailed site and corridor analysis.

6.2.7 Borden Avenue/Ottawa Street Loop (Charles Street to CN Huron Park Spur)

Potential Effects
The route passes through an established road right-of-way. Potential improvements at stations and improvement of intersections may affect the streetscape (cultural heritage landscape) contextual environment particularly the character of the neighbourhood. Potential widening may encroach on existing grass verges.

Mitigation/Compensation Measures
Direct impacts to built heritage features will be avoided (where possible) or minimized - to be confirmed during future design phases. Indirect impacts will also be addressed in future design phases. Consideration will be given to reducing the visual impacts of the new rapid transit corridor through "high density residential neighbourhoods", when developing the final streetscaping and landscape plans. Potential improvements at stations and intersections in the historic core may affect the contextual environment particularly the character of the existing streetscapes (cultural heritage landscapes). If direct impacts occur then individual CHIAs will be prepared on a site-by-site basis when property requirements are identified. Documentation of the existing road network through photography and historic maps will be prepared and provided to the Region of Waterloo Archives and local archives or library.

Net Effects
Net effect will be a permanent change in cultural heritage landscape context through visual and physical change in the environment. Net effects mitigation measures for Borden Street/Ottawa Street will be addressed through the detailed site and corridor analysis and future design phases.

6.2.8 CN Huron Park Spur (Borden Avenue/Ottawa Street to Hayward Avenue)

Potential Effects
This section comprises of a rail corridor. The rail corridor route passes through an established neighbourhood. Potential improvements in the corridor may affect the contextual historic rail environment (cultural heritage landscape). The existing CN bridge structure under Highway 7/8 will be replaced with a single-span bridge and the existing bridge over Schneider Creek will be replaced with a three-track bridge of similar construction.

Mitigation/Compensation Measures
A Cultural Heritage Evaluation Report (CHER) will be conducted on the bridges to be replaced if they are greater than 40 years of age or older for consideration of determining local heritage significance and preparation of adequate mitigation measures.
Net Effects
Net effect will be a permanent change in cultural heritage landscape context through visual and physical change in the environment. Net effects mitigation measures for the CN Huron Park Spur will be addressed through the detailed site and corridor analysis.

6.2.9 Hayward Avenue and Courtland Avenue (CN Huron Park Spur to Balzer Road)

Potential Effects
No adverse effects related to disruption, displacement and/or removal of built heritage resources, cultural heritage landscapes are expected.

Mitigation/Compensation Measures
No mitigation/compensation measures are required.

Net Effects
No adverse net effects are anticipated.

6.2.10 Hydro Corridor (Balzer Road to Fairview Park Mall)

Potential Effects
No adverse effects related to disruption or displacement and/or removal of built heritage resources, cultural heritage landscapes are expected.

Mitigation/Compensation Measures
No mitigation/compensation measures are required.

Net Effects
No adverse net effects are anticipated.

6.2.11 Highway 8 and Highway 401 (Fairview Park Mall to Hespeler Road)

Potential Effects
No adverse effects related to disruption displacement and/or removal of built heritage resources, cultural heritage landscapes are expected.

Mitigation/Compensation Measures
No mitigation/compensation measures are required.

Net Effects
No adverse net effects are anticipated.

6.2.12 Hespeler Road (Highway 401 to Coronation Boulevard)

Potential Effects
No adverse effects related to disruption displacement and/or removal of built heritage resources, cultural heritage landscapes are expected.
Mitigation/Compensation Measures
No mitigation/compensation measures are required.

Net Effects
No adverse net effects are anticipated.

6.2.13 Downtown Cambridge (Coronation Boulevard to the Ainslie Street Terminal)

Potential Effects
The historic core or downtown Cambridge is sensitive to change. Potential improvements at bus stations and intersections in the historical core of Cambridge (formerly Galt) may affect the contextual character of the heritage settlement in Cambridge. Visual, physical and audible change to the character of the historic downtown context is expected. Potential improvements at stations and intersections in the historic core may affect the contextual environment particularly the character of the existing streetscapes (cultural heritage landscapes).

Mitigation/Compensation Measures
Direct impacts to built heritage features will be avoided (where possible) or minimized - to be confirmed during future design phases. Indirect impacts will also be addressed in future design phases. Consideration will be given to reducing the visual impacts of the new rapid transit corridor through "historic areas", when developing the final streetscaping and landscape plans. If direct impacts occur then individual CHIAs will be prepared on a site-by-site basis when property requirements are identified. Documentation of the existing road network through photography and historic maps will be prepared and provided to the Region of Waterloo Archives and local archives or library.

Net Effects
Net effect will be a permanent change in cultural heritage landscape context through visual and physical change in the environment. Net effects mitigation measures for Downtown Cambridge will be addressed through the detailed site and corridor analysis.

6.3 Maintenance and Storage Facility Site

Potential Effects
No adverse effects related to disruption displacement and/or removal of built heritage resources, cultural heritage landscapes are expected.

Mitigation/Compensation Measures
No mitigation/compensation measures are required.

Net Effects
No adverse net effects are anticipated.
7.0 REGION OF WATERLOO RAPID TRANSIT PROJECT CONCLUSIONS

7.1 General Summary

This section provides a summary of the potential adverse effects of the improvements related to TPAP, based on 2011 functional design. The conservation of cultural heritage resources in planning is considered to be a matter of public interest.

Generally changes due to transit infrastructure projects have the potential to adversely affect cultural heritage landscapes and built heritage resources by displacement and/or disruption during and after construction. Built heritage and/or cultural heritage landscapes may experience displacement or direct impacts, i.e., removal, if they are located within the rights-of-way of the undertaking. 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.

Transit improvements should be managed in such a way that their impact is sympathetic with the value of the resources. When the nature of the undertaking is such that adverse impacts are unavoidable it may be necessary to implement management or mitigation strategies that alleviate the deleterious effects to cultural heritage resources. Mitigation is the process of lessening or negating anticipated adverse impacts to cultural heritage resources. It may include such actions as avoidance, monitoring, protection, relocation, documentation, salvage, remedial landscaping, etc., and may be a temporary or permanent action.

7.2 Light Rail Transit Corridor

The LRT corridor and proposed stations proposed for implementation are largely within the existing road and rail corridors or rights-of-way. There are no anticipated direct impacts to built heritage resources and cultural heritage landscapes as a result of this transit undertaking. Indirect impacts will result from a change in the visual and contextual elements of the rail corridor or streetscape cultural heritage landscape. This change will be permanent. Recommended mitigation includes photographic documentation with an historical overview and mapping of the corridor. Vibration impacts related to built heritage resources abutting or adjacent the right-of-way during construction will be considered as part of the TPAP.

7.3 Adapted Bus Rapid Transit Corridor

The aBRT corridor includes, but is not limited to, the proposed stations, intersection improvements and consideration of transportation demand management.

We have reviewed the design drawings with the intent of identifying potential impacts and mitigation. There are no anticipated direct impacts to built heritage resources and cultural heritage landscapes as a result of this transit undertaking. Indirect impacts will result from a change in the streetscape cultural heritage landscape context. This change will be permanent. Recommended mitigation includes photographic documentation with an historical overview and
mapping of the corridor. Vibration impacts related to built heritage resources abutting or adjacent the right-of-way during construction will be considered as part of the TPAP.

7.4 Cultural Heritage Impact Assessments (CHIA)

It is recommended that future study phases include a process to screen for or confirm any impacts from changes to the functional design that may result in impacts to properties of local heritage interest or significance. This process should be carried out in consultation with the municipal Heritage Planners or Municipal Heritage Committees in the Cities of Cambridge, Kitchener and Waterloo and should be done on a property by property basis in areas where the perceived value of the cultural heritage resource may be impacted. It is also recommended that a site review be conducted followed by the preparation of a report containing a brief description of the resource and the professional opinion of a qualified built heritage consultant as to whether or not a formal CHIA report needs to be completed to assess the degree of impact related to the project. Mitigation recommendations in the report may include, but are not limited to, a summary documentation report including photographs for properties of local interest that do not merit a CHIA. A CHIA report will be required for those properties presently included as municipally listed or designated properties under Part IV of the Ontario Heritage Act.
SOURCES


Ontario Ministry of Culture. Info Sheets.


Web sites

City of Cambridge. City Clerk, Archives.


Access:--http://www.cambridge.ca/relatedDocs/2010%20Heritage%20Inventory.pdf

Cambridge Web.net


Kitchener Kiosk


City of Waterloo


**Historical Maps, Photographs and Drawings**

Map of the Principal Communications in Canada West compiled from the most authentic sources, actual Surveys, District maps, et., etc., by Major Baron de Rottenburg, As¹. Quarter Mᵗ Gen¹ 1850? [NMC].

APPENDIX A:
HISTORICAL MAP
Map of Waterloo Township. *Illustrated Historical Atlas of the County of Waterloo*, 1881.