January 9, 2024



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TO: Andrew McGregor, R.V. Anderston Associates Limited

FROM: Lindsay Graves and Laura Wickett, A.S.I.

RE: Cultural Heritage Memorandum for the Downtown Infrastructure Revitalization Program, Wyndham Street E.A. from Carden Street to Woolwich Street and St. George's Square, City of Guelph

A.S.I. File: 21CH-007

1.0 INTRODUCTION

A.S.I. was contracted by R.V. Anderson Associates Ltd., on behalf of the City of Guelph, to conduct a Cultural Heritage Report as part of the Downtown Infrastructure Revitalization Program. The Guelph Downtown Infrastructure Revitalization Program involves road reconstruction and streetscape improvements.

The City of Guelph is completing an Environmental Assessment (E.A.) for the Wyndham Street corridor from Carden Street to Woolwich Street, including St. George's Square under the Downtown Infrastructure Revitalization Program. The Program is focused on the reconstruction of linear assets and alignment with other City initiatives to ensure downtown Guelph will thrive for generations to come. The objectives of the E.A. are to improve pedestrian, cyclist, transit and vehicular movement along Wyndham Street North and particularly through the St. George's Square area at the Wyndham/Quebec/Douglas intersections to support the community building goals of the City for its Downtown Area as envisioned in the Downtown Streetscape Manual, 2014. The overall study area for

the Downtown Infrastructure Revitalization Program is included in Figure 1 in blue, with the portion addressed in this memorandum outlined in red.

The intent of this Cultural Heritage Memorandum is to present an inventory of known and potential built heritage resources (B.H.R.s) and cultural heritage landscapes (C.H.L.s), identify existing conditions of the Wyndham Street EA portion of the study area located along Wyndham Street from Carden Street to Woolwich Street and St. George's Square, provide a preliminary impact assessment, and propose appropriate mitigation measures for minimizing and avoiding negative impacts on identified B.H.R.s and C.H.L.s for this portion of the study area for this memorandum includes the rights-of-way and adjacent properties. This project study area has been defined as inclusive of those lands that may contain B.H.R.s or C.H.L.s that may be subject to direct or indirect impacts as a result of the proposed undertaking.

Information regarding the personnel involved in this project, methodology, and a historical overview of the study area including map review can be found in the draft *Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment Downtown Infrastructure Revitalization Program Municipal Class Environmental Assessment City of Guelph* (A.S.I., 2023) for this project.





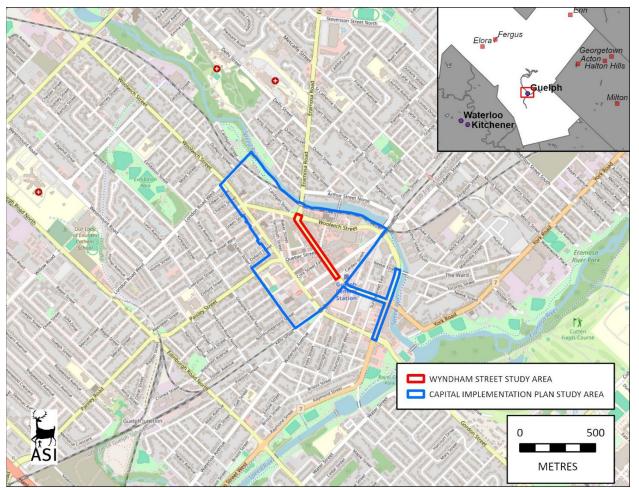


Figure 1: Location of the overall Capital Implementation Plan study area and the Wyndham Street study area. (Base Map: ©OpenStreetMap and contributors, Creative Commons-Share Alike License (CC-BY-SA)

2.0 EXISTING CONDITIONS

This section presents a description of the portion of the expanded Capital Implementation Plan study area, the Wyndham Street EA study area, which consists of Wyndham Street from Carden Street to Woolwich Street and St. George's Square. A field review of this area was undertaken by Michael Wilcox of A.S.I. on 10 February 2022 to document the existing conditions of the study area from existing rights-of-way. The existing conditions of the Wyndham Street EA study area are described below and captured in Plate 1 to Plate 9.



The Wyndham Street EA study area is approximately 500 metres long and consists of the Wyndham Street North right-of-way and the properties fronting it on either side, from Carden Street north to Woolwich Street, including Wyndham Street's intersections with Carden, Macdonell, Cork, Quebec, Douglas and Woolwich Streets. Wyndham Street North within the study area is a paved four-lane roadway for north- and south-bound traffic with parking lanes on both sides. The street has concrete curbs and sidewalks with streetlights and street trees in some places. The street is generally straight and slopes downward from north from south.

This portion of Wyndham Street is a historical commercial street within downtown Guelph, with a streetwall comprised primarily of three-storey mixeduse buildings with commercial storefronts on the ground floor, dating generally to the mid-to-late nineteenth century and many built of stone. Building setbacks are generally flush with the sidewalk (Plate 1 to Plate 6). Several infill buildings date to the mid-to-late twentieth century (Plate 7).

A break in the streetwall occurs at the midway point of the study area, where Wyndham Street North intersects with Quebec Street and St. George's Square is located. A public fountain and paved plaza area is located at the northwest corner of the intersection (Plate 8). The concrete "Family Fountain" was erected in 1985 and contains a bronze sculpture of a family in the centre. A paved public plaza is located on the southwest corner of the intersection. The entrance to a shopping centre known as the Old Quebec Street Shoppes, which opened in 2003, is located on the east side of the intersection (Plate 9).





Plate 1: Wyndham Street North, looking north from its intersection with Carden Street (A.S.I., 2022).



Plate 2: East side of Wyndham Street North, north of Macdonell Street (A.S.I., 2022).





Plate 3: East side of Wyndham Street North, between Douglas and Woolwich Streets (A.S.I., 2022).



Plate 4: West side of Wyndham Street North, south of Woolwich Street (A.S.I., 2022).





Plate 5: Looking south along Wyndham Street north, south of Woolwich Street (A.S.I., 2022).



Plate 6: Looking south from northwest corner of Wyndham Street North and Woolwich Streets, showing the northern terminus of the study area (A.S.I., 2022).





Plate 7: Looking south down Wyndham Street North from St. George's Square, showing late twentiethcentury infill building on the right (A.S.I., 2022).



Plate 8: Looking south to St. George's Square from the west side of Wyndham Street North, with fountain and sculpture at centre (A.S.I., 2022).





Plate 9: Entrance to the Old Quebec Street Shoppes, looking east from St. George's Square (A.S.I., 2022).

3.0 IDENTIFICATION OF KNOWN AND POTENTIAL BUILT HERITAGE RESOURCES AND CULTURAL HERITAGE LANDSCAPES

Based on the results of the background research, a total of 45 known and potential B.H.R.s and C.H.L.s, and one commemorative feature (CF) were identified within the Wyndham Street EA study area. These include: eleven properties designated under Part IV of the *Ontario Heritage Act* (one of these is subject to a conservation easement by the Ontario Heritage Trust and has a CF placed by the Ontario Heritage Trust; another of these properties also is subject to a conservation easement by the Ontario Heritage Trust and is designated as a Heritage Railway Station of Canada under the *Heritage Railway Stations Protection Act* (1992-11-06) and is identified as a Provincial Heritage Property), 28 properties listed on the City's Municipal Heritage Register, one property identified as a Potential Heritage Resource by the City of Guelph, one C.H.L. identified as Candidate Cultural Heritage Landscape by the City of Guelph, and one potential C.H.L. identified by A.S.I. during background research and field review. Two B.H.R.s previously identified by the City of Guelph have been demolished. As part of the background research and preparation of the draft *Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment Downtown Infrastructure Revitalization Program Municipal Class Environmental Assessment City of Guelph* (A.S.I., 2023), the following organizations were contacted to gather information on known and potential B.H.R.s and C.H.L.s:

- Stephen Robinson, Senior Heritage Planner, City of Guelph (email communication April 30, May 14, 21, 25, June 21 and 24, 2021). Mr. Robinson provided GIS data of existing heritage properties within the study area and recommended the review of the *Cultural Heritage Action Plan*. Requests were made for Reasons for Listings reports for listed properties and for the exact boundaries of Candidate C.H.L.s within the study area, but a response to these requests was not received by the time of report submission.
- The Ministry of Citizenship and Multiculturalism (email communication June 14 and 24, 2021 and follow-up email communications when the study area was expanded 31 July and 13 August 2023). Response identified three properties adjacent to the study area as a Provincial Heritage Property (of provincial significance). One of these properties is within the Wyndham Street EA study area, 79 Carden St.
- The Ontario Heritage Trust (email communication June 14 and 18, 2021 and 1, 3, and 14 August 2023). A response identified four properties within the study area with Ontario Heritage Trust conservation easements. Two of these properties are within the Wyndham Street EA study area, 147-159 Wyndham St N and 79 Carden St.

A list of known and potential B.H.R.s and C.H.L.s is presented below and. Wyndham Street North has been identified by A.S.I. as a historical streetscape (C.H.L. 4) in Table 1 in order to capture the high number of potential B.H.R.s located along it. Table 2 presents designated, listed and potential B.H.R.s and C.H.L.s within the study area that have been previously identified by the City of Guelph.

Figure 2 shows the location of identified B.H.R.s and C.H.L.s. It should be noted that Figure 2 also shows identified B.H.R.s and C.H.L.s for a portion of the overall



Capital Implementation Plan study area, however only the B.H.R.s and C.H.L.s identified in the table below are relevant to this memorandum.

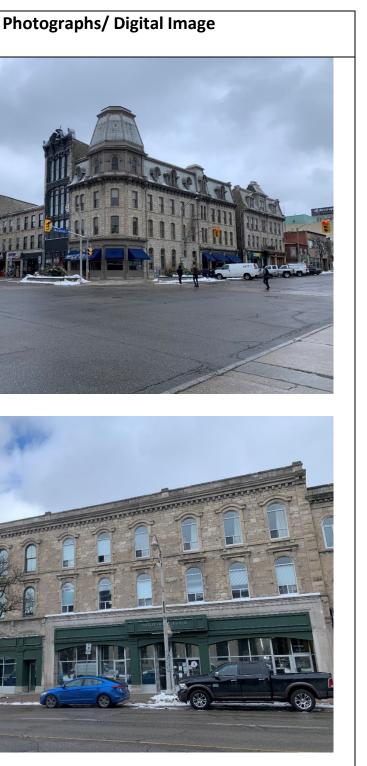
It should also be noted that the boundary for C.H.L. 2 (Old Downtown C.H.L.) is preliminary and has been approximated based on preliminary mapping in the *Cultural Heritage Action Plan*, but the exact boundary for the C.H.L. has not been received from the City of Guelph.

A full list of the known and potential B.H.R.s and C.H.L.s within the overall Capital Implementation Plan study area can be found in the draft *Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment Downtown Infrastructure Revitalization Program Municipal Class Environmental Assessment City of Guelph* (A.S.I., 2023) for this project.



Feature	Type of	Address or	Heritage Status	Description of Property and Known or Potential C.H.V.I.	P
I.D.	Feature	Location	and Recognition		
C.H.L. 4	Historical commercial streetscape	Wyndham Street North, from Carden Street to Woolwich Street	Potential C.H.L Identified during background research and field review Forms part of the Old Downtown Candidate C.H.L.	Wyndham Street North has been identified by A.S.I. as a historical streetscape C.H.L. in order to capture the high number of potential B.H.R.s located along it. Wyndham Street North is a historical commercial street within downtown Guelph, containing a collection of mixed-use and commercial buildings constructed primarily in the mid-to-late nineteenth and early twentieth centuries. The majority of buildings are three	
			and the Woolwich Street Candidate C.H.L.	storeys high and form a consistent streetwall of commercial storefronts fronting onto the sidewalk. A high number of buildings are built of stone, with some brick and several mid-to-late twentieth-century concrete buildings. The C.H.L. also includes St. George's Square, a public plaza with a fountain and sculpture erected in 1985.	
				The 1827 Plan of the Town of Guelf (<i>Plan of the Town of Guelf, Upper Canada, Founded by the Canada Company 1827</i> , 1827) shows Wyndham Street in its current alignment. It also shows St. George's Square in its current general location, though it was previously the site of St. George's Church. The 1911 Fire Insurance Plan of Guelph (Goad, 1911) depicts Wyndham Street North as a commercial street comprised of stone and brick buildings, many of which are still extant.	
				Wyndham Street North forms part of a network of nineteenth-century commercial streets which comprise the historical downtown core of Guelph contained within the Old Downtown Candidate C.H.L Wyndham Street's	ellingan: Weler

Table 1: Wyndham Street North Streetscape C.H.L. within the Wyndham Street EA Study Area





Feature I.D.		Address or Location	Heritage Status and Recognition	Description of Property and Known or Potential C.H.V.I.	Ph
Feature I.D.	Type of Feature	Address or Location	Heritage Status and Recognition	Description of Property and Known or Potential C.H.V.I. intersection with Woolwich Street is located within the Woolwich Street Candidate C.H.L The potential heritage attributes of the C.H.L. include the collection of mixed-use and commercial buildings which reflect the mid- to late nineteenth and early twentieth century development of the commercial core of the City of Guelph.	<image/>





Feature I.D.	Type of Feature	Address or Location	Heritage Status and Recognition	Description of Property and Known or Potential C.H.V.I.	Pho

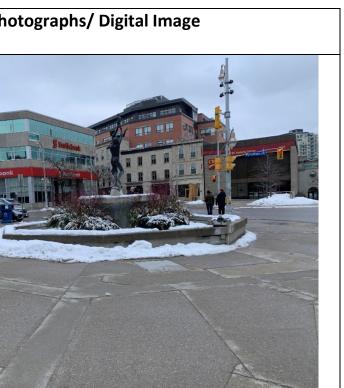




Table 2: Inventory of Known and Potential B.H.R.s and C.H.L.s Previously Identified by the City within the Wyndham Street EA Study Area

Feature ID	Address/Location	Heritage Status
B.H.R. 86	176 Wyndham St N	Demolished
B.H.R. 87	166 Wyndham St N	Known B.H.R Listed on Municipal
		Heritage Register
B.H.R. 88	160-164 Wyndham	Demolished
	St N	
B.H.R. 89	146-150 Wyndham	Known B.H.R Listed on Municipal
	St N	Heritage Register
B.H.R. 90	138 Wyndham St N	Known B.H.R. – Designated under Part IV of
		the Ontario Heritage Act (By-law (2006)-
		<u>17979)</u>
B.H.R. 91	120 -126 Wyndham	Known B.H.R Listed on Municipal
	St N	Heritage Register
B.H.R. 92	116-118 Wyndham	Known B.H.R Listed on Municipal
	St N	Heritage Register
B.H.R. 93	110-114 Wyndham	Known B.H.R Listed on Municipal
	St N	Heritage Register
B.H.R. 94	102 Wyndham St N	Known B.H.R Listed on Municipal
		Heritage Register
B.H.R. 95	98 Wyndham St N	Known B.H.R Listed on Municipal
		Heritage Register
B.H.R. 100	Eramosa Rd	Known B.H.R Listed on Municipal
	(Cenotaph)	Heritage Register
B.H.R. 101	147-159 Wyndham	Known B.H.R. – Designated under Part IV of
	St N (Wellington	the Ontario Heritage Act (By-law (1979)-
	Hotel)	<u>10057</u>); Subject to a conservation
		easement by the Ontario Heritage Trust
B.H.R. 102	137-145 Wyndham	Known B.H.R Listed on Municipal
	St N	Heritage Register
B.H.R. 103	128 Woolwich St	Known B.H.R. – Designated under Part IV of
		the Ontario Heritage Act (By-law (2006)-
		<u>17981)</u>



Feature ID	Address/Location	Heritage Status
B.H.R. 104	133 Wyndham St N	Known B.H.R. – Designated under Part IV of
		the Ontario Heritage Act (By-law (2006)-
		<u>17981)</u>
B.H.R. 105	116-122 Woolwich	Known B.H.R. – Designated under Part IV of
	St	the Ontario Heritage Act (By-law (2006)-
		<u>17980)</u>
B.H.R. 106	125 Wyndham St N	Known B.H.R Listed on Municipal
		Heritage Register
B.H.R. 107	123-125 Wyndham	Known B.H.R Listed on Municipal
	St N	Heritage Register
B.H.R. 108	115-121 Wyndham	Known B.H.R Listed on Municipal
	St N	Heritage Register
B.H.R. 109	107-109 Wyndham	Known B.H.R Listed on Municipal
	St N	Heritage Register
B.H.R. 110	101-109 Wyndham	Known B.H.R Listed on Municipal
	St N	Heritage Register
B.H.R. 111	97-99 Wyndham St	Known B.H.R Listed on Municipal
	N	Heritage Register
B.H.R. 112	93 Wyndham St N	Known B.H.R Listed on Municipal
		Heritage Register
B.H.R. 113	6 Douglas St	Known B.H.R Listed on Municipal
		Heritage Register
B.H.R. 173	56 St Georges Sq	Known B.H.R Listed on Municipal
		Heritage Register
B.H.R. 174	St George's Square	Potential B.H.R Identified as a Potential
		Heritage Resource by the City of Guelph
B.H.R. 175	1-7 Douglas St	Known B.H.R. – Designated under Part IV of
		the Ontario Heritage Act (By-law (2008)-
		<u>18531)</u>
B.H.R. 183	20 Wyndham St N	Known B.H.R Listed on Municipal
		Heritage Register
B.H.R. 184	16-18 Wyndham St	Known B.H.R Listed on Municipal
	Ν	Heritage Register



Feature ID	Address/Location	Heritage Status
B.H.R. 185	12 Wyndham St N	Known B.H.R. – Designated under Part IV of
		the Ontario Heritage Act (By-law (1979)-
		<u>10190)</u>
B.H.R. 186	41 Wyndham St N	Known B.H.R Listed on Municipal
		Heritage Register
B.H.R. 187	37-43 Wyndham St	Known B.H.R Listed on Municipal
	Ν	Heritage Register
B.H.R. 188	29-35 Wyndham St	Known B.H.R Listed on Municipal
	Ν	Heritage Register
B.H.R. 189	27 Wyndham St N	Known B.H.R Listed on Municipal
		Heritage Register
B.H.R. 190	19-25 Wyndham St	Known B.H.R Listed on Municipal
	Ν	Heritage Register
B.H.R. 191	15 Wyndham St N	Known B.H.R. – Designated under Part IV of
		the Ontario Heritage Act (By-law (1990)-
		<u>13553)</u>
B.H.R. 192	66-70 MacDonell St	Known B.H.R. – Designated under Part IV of
		the Ontario Heritage Act (By-law (1983)-
		<u>11160)</u>
B.H.R. 232	54 Carden St	Known B.H.R Listed on Municipal
		Heritage Register
B.H.R. 233	8-10 Wyndham St N	Known B.H.R Listed on Municipal
		Heritage Register
B.H.R. 234	59 Carden St	Known B.H.R. – Designated under Part IV of
		the Ontario Heritage Act (By-law (1978)-
		<u>9820)</u>
B.H.R. 235	1-5 Wyndham St N	Known B.H.R Listed on Municipal
		Heritage Register
B.H.R. 240	79 Carden St	Known B.H.R. – Designated under Part IV of
		the Ontario Heritage Act (By-law(By-law
		2013-19615); Subject to a conservation
		easement by the Ontario Heritage Trust;
		Designated as a Heritage Railway Station of
		Canada under the Heritage Railway



Feature ID	Address/Location	Heritage Status
		Stations Protection Act (1992-11-06);
		identified as a Provincial Heritage Property
C.H.L. 2	Old Downtown	Potential C.H.L Identified as a candidate
	C.H.L.	C.H.L. in the Cultural Heritage Action Plan
CF 7	Plaque at 59 Carden	Commemorative feature placed by the
	St (Guelph City Hall	Ontario Heritage Trust
	1856)	



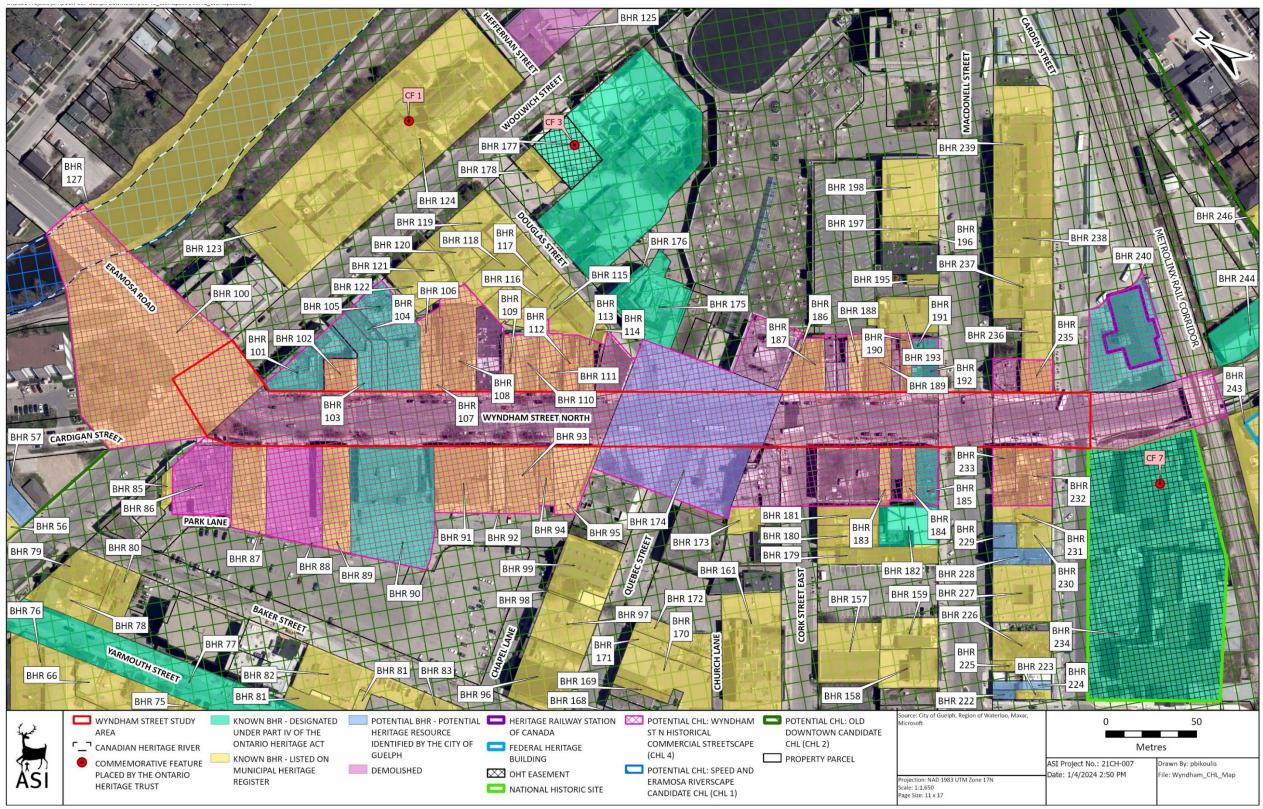


Figure 2: Location of Identified Built Heritage Resources and Cultural Heritage Landscapes in the Wyndham Street Study Area



4.0 PRELIMINARY IMPACT ASSESSMENT

The following sections provide more information regarding the proposed project undertakings and analysis of the potential impacts on identified B.H.R.s and C.H.L.s.

4.1 Description of Proposed Work

The preferred reconstruction option for the Wyndham Street EA involves the following:

- Wyndham Street Carden Street to Woolwich Street as one lane of traffic in each direction with parallel parking and separated unidirectional bike paths along both sides of the road with flexibility to accommodate the seasonal patio program; and,
- St. George's Square As an offset intersection similar to existing conditions with operational improvements and separated unidirectional bike paths.

Road corridors will be fully reconstructed from building face to building face. It is understood that the limits of construction will be confined to the existing right-ofway. The recommended options for Wyndham Street and St. George's Square are presented in Figure 3 and Figure 4.

4.1.1 Wyndham Street

The recommended option for Wyndham Street of two-lanes with uni-directional bike path includes the following list of assumptions for the improvements:

- Reduces Wyndham Street from current four-lane configuration to twolanes, providing traffic calming while accommodating transit and personal vehicle usage;
- Introduces dedicated lanes for cyclists with physical buffer from vehicles in accordance with Transportation Master Plan;
- Provides for loading zones and parking for similar number of vehicles, maintaining on-street access to businesses;
- Introduces formalized planting/furnishing zone, providing permanent space for flexible uses to create an improved pedestrian zone;



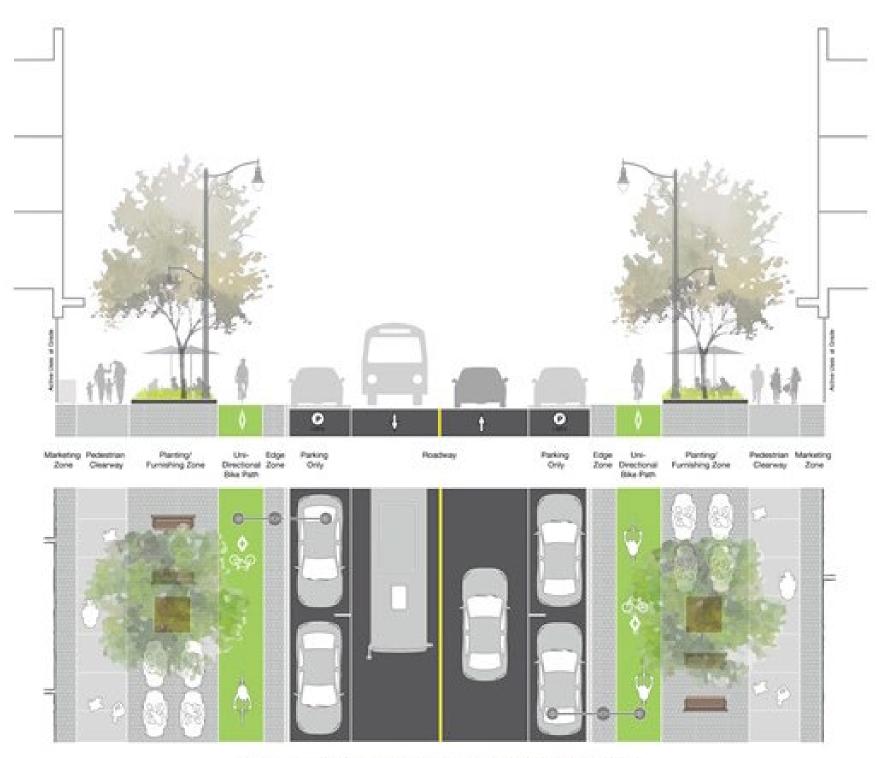
- Equitable access to businesses, use of furnishing zones and space for flexible uses (i.e., along both sides as opposed to one); and,
- Facilities seasonable flexible uses (i.e., patio program).

4.1.2 St. George's Square

The recommended option for St. George's Square intersection improvements includes the following list of assumptions for the improvements:

- Similar operations to existing condition but with fewer travel lanes on Wyndham Street, improved geometric design, plus optimized signals with added safety improvements, making it easier to drive, walk, and cycle;
- Introduces dedicated lanes for cyclists with physical buffer from vehicles in accordance with Transportation Master Plan;
- Marked crosswalks at all streets, Douglas Street remains uncontrolled (no stop sign or traffic signal) and one-way north bound;
- Existing public space arrangement with slightly larger area and opportunity to build upon a familiar design; and,
- Lowest cost intersection improvement option.





Potential Seasonal Patio Configuration

Figure 3: Rendering of the Recommended Option for Wyndham Street.





Figure 4: Rendering of the Recommended Option for St. George's Square.



4.2 Analysis of Potential Impacts

Table 3 outlines the potential impacts on the identified B.H.R.s and C.H.L.s adjacent to the proposed works along Wyndham Street and St. George's Square in the study area.

Feature I.D.	Location/Name	Heritage Status and Recognition	Type and Description of Potential/Anticipated Impact	Mitigation Strategies
B.H.R. 86	176 Wyndham St N	Demolished	It is understood that the limits of construction for the recommended option for the proposed work along Wyndham Street will be confined to the existing Wyndham Street right-of-way. As the structure on the property has been demolished no direct or indirect adverse impacts to this B.H.R. are anticipated.	No mitigation measures are r
B.H.R. 87	166 Wyndham St N	Known B.H.R Listed on Municipal Heritage Register	It is understood that the limits of construction for the recommended option for the proposed work along Wyndham Street will be confined to the existing Wyndham Street right-of-way. No direct adverse impacts to this B.H.R. are anticipated. There is potential for direct impacts to this B.H.R. due to the extension of boulevard paving immediately adjacent to the building face. However, this is not anticipated to have adverse impacts to identified heritage attributes as long as appropriate mitigation strategies are implemented. Indirect adverse impacts due to construction-related vibrations are possible as the building sits within 50m of the proposed work. These impacts are anticipated to be limited and temporary. No additional indirect impacts, such as isolation of a heritage attribute, or obstruction of significant views to or from the property are anticipated.	
B.H.R. 88	160-164 Wyndham St N	Demolished	It is understood that the limits of construction for the recommended option for the proposed work along Wyndham Street will be confined to the existing Wyndham Street right-of-way. As the structure on the property has been demolished no direct or indirect adverse impacts to this B.H.R. are anticipated.	No mitigation measures are r

required. or direct impacts to the B.H.R. during Id be provided with awareness training to ts occur to the heritage building during road r indirect impacts due to construction e a baseline vibration assessment during potential vibration impacts. Should this de that the structure will be subject to onitoring plan should be prepared and detailed design phase of the project to lated to construction; and where potential annot be avoided; and (2) a qualified s property in the condition assessment of ion zone of influence for this project. required.



Feature	Location/Name	Heritage Status	Type and Description of Potential/Anticipated Impact	Mitigation Strategies
I.D.		and Recognition		
I.D. B.H.R. 89	146-150 Wyndham St N	Known B.H.R	It is understood that the limits of construction for the recommended option for the proposed work along Wyndham Street will be confined to the existing Wyndham Street right-of-way. No direct adverse impacts to this B.H.R. are anticipated. There is potential for direct impacts to this B.H.R. due to the extension of boulevard paving immediately adjacent to the building face. However, this is not anticipated to have adverse impacts to identified heritage attributes as long as appropriate mitigation strategies are implemented. Indirect adverse impacts due to construction-related vibrations are	
			possible as the building sits within 50m of the proposed work. These impacts are anticipated to be limited and temporary. No additional	adverse vibration impacts car engineer should include this p structures within the vibratio



ocation/Name	Heritage Status	Type and Description of Potential/Anticipated Impact	Mitigation Strategies
	and Recognition		
38 Wyndham t N	and Recognition Known B.H.R. – Designated	It is understood that the limits of construction for the recommended option for the proposed work along Wyndham Street will be confined to	To mitigate the potential for construction, workers should
	38 Wyndham	and Recognition 38 Wyndham Known B.H.R. – N Designated under Part IV of the Ontario Heritage Act (By-law (2006)-	and Recognition38 WyndhamKnown B.H.R. – Designated under Part IV of the Ontario Heritage Act (By-law (2006)- 17979)It is understood that the limits of construction for the recommended option for the proposed work along Wyndham Street will be confined to the existing Wyndham Street right-of-way. No direct adverse impacts to this B.H.R. are anticipated.17979)There is potential for direct impacts to this B.H.R. due to the extension of boulevard paving immediately adjacent to the building face. However, this is not anticipated to have adverse impacts to identified heritage attributes as long as appropriate mitigation strategies are implemented.Indirect adverse impacts due to construction-related vibrations are possible as the building sits within 50m of the proposed work. These impacts are anticipated to be limited and temporary. No additional indirect impacts, such as isolation of a heritage attribute, or obstruction

ed under Part IV of the *Ontario Heritage Act* cts anticipated due to construction, a mpact Assessment (HIA) may be required as ficial Plan clause 4.8.4.2.

ibutes are anticipated to be impacted and I Plan clause 4.8.4.1, it is recommended that waiving the requirement for an HIA in this neasures including post-construction netic plantings are implemented.



Feature I.D.	Location/Name	Heritage Status and Recognition	Type and Description of Potential/Anticipated Impact	Mitigation Strategies
B.H.R. 91	120 -126 Wyndham St N	Known B.H.R Listed on Municipal Heritage Register	It is understood that the limits of construction for the recommended option for the proposed work along Wyndham Street will be confined to the existing Wyndham Street right-of-way. No direct adverse impacts to this B.H.R. are anticipated. There is potential for direct impacts to this B.H.R. due to the extension of boulevard paving immediately adjacent to the building face. However, this is not anticipated to have adverse impacts to identified heritage attributes as long as appropriate mitigation strategies are implemented. Indirect adverse impacts due to construction-related vibrations are possible as the building sits within 50m of the proposed work. These impacts are anticipated to be limited and temporary. No additional	
B.H.R. 92	116-118 Wyndham St N	Known B.H.R Listed on Municipal Heritage Register	It is understood that the limits of construction for the recommended option for the proposed work along Wyndham Street will be confined to the existing Wyndham Street right-of-way. No direct adverse impacts to this B.H.R. are anticipated. There is potential for direct impacts to this B.H.R. due to the extension of boulevard paving immediately adjacent to the building face. However, this is not anticipated to have adverse impacts to identified heritage attributes as long as appropriate mitigation strategies are implemented. Indirect adverse impacts due to construction-related vibrations are possible as the building sits within 50m of the proposed work. These impacts are anticipated to be limited and temporary. No additional indirect impacts, such as isolation of a heritage attribute, or obstruction of significant views to or from the property are anticipated.	

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or direct impacts to the B.H.R. during Id be provided with awareness training to ts occur to the heritage building during road



Feature I.D.	Location/Name	Heritage Status and Recognition	Type and Description of Potential/Anticipated Impact	Mitigation Strategies
B.H.R. 93	110-114 Wyndham St N	Known B.H.R	It is understood that the limits of construction for the recommended option for the proposed work along Wyndham Street will be confined to the existing Wyndham Street right-of-way. No direct adverse impacts to this B.H.R. are anticipated. There is potential for direct impacts to this B.H.R. due to the extension of boulevard paving immediately adjacent to the building face. However, this is not anticipated to have adverse impacts to identified heritage attributes as long as appropriate mitigation strategies are implemented. Indirect adverse impacts due to construction-related vibrations are possible as the building sits within 50m of the proposed work. These impacts are anticipated to be limited and temporary. No additional	
B.H.R. 94	102 Wyndham St N	Known B.H.R Listed on Municipal Heritage Register	It is understood that the limits of construction for the recommended option for the proposed work along Wyndham Street will be confined to the existing Wyndham Street right-of-way. No direct adverse impacts to this B.H.R. are anticipated. There is potential for direct impacts to this B.H.R. due to the extension of boulevard paving immediately adjacent to the building face. However, this is not anticipated to have adverse impacts to identified heritage attributes as long as appropriate mitigation strategies are implemented. Indirect adverse impacts due to construction-related vibrations are possible as the building sits within 50m of the proposed work. These impacts are anticipated to be limited and temporary. No additional indirect impacts, such as isolation of a heritage attribute, or obstruction of significant views to or from the property are anticipated.	

r indirect impacts due to construction e a baseline vibration assessment during potential vibration impacts. Should this ide that the structure will be subject to onitoring plan should be prepared and e detailed design phase of the project to lated to construction; and where potential cannot be avoided; and (2) a qualified s property in the condition assessment of cion zone of influence for this project.

or direct impacts to the B.H.R. during Id be provided with awareness training to ts occur to the heritage building during road



Feature I.D.	Location/Name	Heritage Status and Recognition	Type and Description of Potential/Anticipated Impact	Mitigation Strategies
B.H.R. 95	98 Wyndham St N	Known B.H.R Listed on Municipal Heritage Register	It is understood that the limits of construction for the recommended options for the proposed work along Wyndham Street and for St. George's Square will be confined to the existing Wyndham Street, Quebec Street, and Douglas Street rights-of-way. No direct adverse impacts to this B.H.R. are anticipated for either option.	To mitigate the potential for construction, workers should ensure no accidental impacts construction.
			There is potential for direct impacts to this B.H.R. due to the extension of boulevard paving immediately adjacent to the building face. However, this is not anticipated to have adverse impacts to identified heritage attributes as long as appropriate mitigation strategies are implemented.	To address the potential for i related vibration, undertake detail design to determine po advance assessment conclude vibrations: 1) a vibration mor implemented as part of the d lessen vibration impacts related
			Indirect adverse impacts due to construction-related vibrations are possible as the building sits within 50m of the proposed work. These impacts are anticipated to be limited and temporary. No additional indirect impacts, such as isolation of a heritage attribute, or obstruction of significant views to or from the property are anticipated.	adverse vibration impacts car engineer should include this structures within the vibratio
B.H.R. 100	Eramosa Rd (Cenotaph)	Known B.H.R Listed on Municipal Heritage Register	It is understood that the limits of construction for the recommended option for the proposed work along Wyndham Street will be confined to the existing Wyndham Street right-of-way. No direct adverse impacts to this B.H.R. are anticipated.	
			There is potential for direct impacts to this B.H.R. due to the extension of boulevard paving immediately adjacent to the property. However, this is not anticipated to have adverse impacts to identified heritage attributes as long as appropriate mitigation strategies are implemented.	To address the potential for i related vibration, undertake detail design to determine po advance assessment conclude vibrations: 1) a vibration mor
			Indirect adverse impacts due to construction-related vibrations are possible as the cenotaph sits within 50m of the proposed work. These impacts are anticipated to be limited and temporary. No additional indirect impacts, such as isolation of a heritage attribute, or obstruction of significant views to or from the property are anticipated.	implemented as part of the d lessen vibration impacts relat adverse vibration impacts car engineer should include this structures within the vibratio

r indirect impacts due to construction e a baseline vibration assessment during potential vibration impacts. Should this ide that the structure will be subject to onitoring plan should be prepared and detailed design phase of the project to ated to construction; and where potential cannot be avoided; and (2) a qualified s property in the condition assessment of ion zone of influence for this project.

or direct impacts to the B.H.R. during Id be provided with awareness training to ts occur to the cenotaph during road



Feature	Location/Name	•	Type and Description of Potential/Anticipated Impact	Mitigation Strategies
I.D.		and Recognition		
B.H.R.	147-159	Known B.H.R. –	It is understood that the limits of construction for the recommended	To mitigate the potential for
101	Wyndham St N	Designated	option for the proposed work along Wyndham Street will be confined to	construction, workers should
	(Wellington Hotel)	under Part IV of the <i>Ontario</i>	the existing Wyndham Street right-of-way. No direct adverse impacts to this B.H.R. are anticipated.	ensure no accidental impacts construction.
	,	Heritage Act		
		<u>(By-law (1979)-</u>	There is potential for direct impacts to this B.H.R. due to the extension	As the property is designated
		<u>10057)</u> ; Subject	of boulevard paving immediately adjacent to the building face.	and there are indirect impact
		to a	However, this is not anticipated to have adverse impacts to identified	resource-specific HIA may be
		conservation	heritage attributes as long as appropriate mitigation strategies are	Official Plan clause 4.8.4.2.
		easement by the	· ·	
		Ontario Heritage		Given that no heritage attribution
		Trust	Indirect adverse impacts due to construction-related vibrations are	the City of Guelph's Official P
			possible as the building sits within 50m of the proposed work. These	the City of Guelph consider w
			impacts are anticipated to be limited and temporary. No additional	case if suitable mitigation me
			indirect impacts, such as isolation of a heritage attribute, or obstruction of significant views to or from the property are anticipated.	rehabilitation with sympathe
				To address the potential for i
				related vibration, undertake a
				detail design to determine po
				advance assessment conclude
				vibrations: 1) a vibration mor
				implemented as part of the d
				lessen vibration impacts relat
				adverse vibration impacts car
				engineer should include this
				structures within the vibratio

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ibutes are anticipated to be impacted and I Plan clause 4.8.4.1, it is recommended that waiving the requirement for an HIA in this neasures including post-construction netic plantings are implemented.



Feature	Location/Name	Heritage Status	Type and Description of Potential/Anticipated Impact	Mitigation Strategies
I.D.		and Recognition		
B.H.R. 102	137-145 Wyndham St N	Known B.H.R Listed on	It is understood that the limits of construction for the recommended option for the proposed work along Wyndham Street will be confined to	To mitigate the potential for of construction, workers should
	,	Municipal Heritage	the existing Wyndham Street right-of-way. No direct adverse impacts to this B.H.R. are anticipated.	-
		Register	There is potential for direct impacts to this B.H.R. due to the extension of boulevard paving immediately adjacent to the building face. However, this is not anticipated to have adverse impacts to identified heritage attributes as long as appropriate mitigation strategies are implemented.	To address the potential for in related vibration, undertake a detail design to determine po advance assessment conclude vibrations: 1) a vibration mon implemented as part of the d
			Indirect adverse impacts due to construction-related vibrations are possible as the building sits within 50m of the proposed work. These impacts are anticipated to be limited and temporary. No additional indirect impacts, such as isolation of a heritage attribute, or obstruction of significant views to or from the property are anticipated.	lessen vibration impacts relat adverse vibration impacts car engineer should include this p structures within the vibration



Feature I.D.	Location/Name	Heritage Status and Recognition	Type and Description of Potential/Anticipated Impact	Mitigation Strategies
B.H.R. 103	128 Woolwich St	Known B.H.R. – Designated	It is understood that the limits of construction for the recommended option for the proposed work along Wyndham Street will be confined to the existing Wyndham Street right-of-way. No direct adverse impacts to this B.H.R. are anticipated. There is potential for direct impacts to this B.H.R. due to the extension of boulevard paving immediately adjacent to the building face. However, this is not anticipated to have adverse impacts to identified heritage attributes as long as appropriate mitigation strategies are implemented. Indirect adverse impacts due to construction-related vibrations are possible as the building sits within 50m of the proposed work. These impacts are anticipated to be limited and temporary. No additional indirect impacts, such as isolation of a heritage attribute, or obstruction of significant views to or from the property are anticipated.	•

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ibutes are anticipated to be impacted and I Plan clause 4.8.4.1, it is recommended that waiving the requirement for an HIA in this neasures including post-construction netic plantings are implemented.



Feature	Location/Name	Heritage Status	Type and Description of Potential/Anticipated Impact	Mitigation Strategies
I.D.		and Recognition		
I.D. B.H.R. 104	133 Wyndham St N	Known B.H.R. – Designated	It is understood that the limits of construction for the recommended option for the proposed work along Wyndham Street will be confined to the existing Wyndham Street right-of-way. No direct adverse impacts to this B.H.R. are anticipated. There is potential for direct impacts to this B.H.R. due to the extension of boulevard paving immediately adjacent to the building face. However, this is not anticipated to have adverse impacts to identified heritage attributes as long as appropriate mitigation strategies are implemented. Indirect adverse impacts due to construction-related vibrations are possible as the building sits within 50m of the proposed work. These impacts are anticipated to be limited and temporary. No additional indirect impacts, such as isolation of a heritage attribute, or obstruction of significant views to or from the property are anticipated.	,

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Feature I.D.	Location/Name	Heritage Status and Recognition	Type and Description of Potential/Anticipated Impact	Mitigation Strategies
B.H.R. 105	116-122 Woolwich St	Known B.H.R. – Designated	It is understood that the limits of construction for the recommended option for the proposed work along Wyndham Street will be confined to the existing Wyndham Street right-of-way. No direct adverse impacts to this B.H.R. are anticipated. There is potential for direct impacts to this B.H.R. due to the extension of boulevard paving immediately adjacent to the building face. However, this is not anticipated to have adverse impacts to identified heritage attributes as long as appropriate mitigation strategies are implemented. Indirect adverse impacts due to construction-related vibrations are possible as the building sits within 50m of the proposed work. These impacts are anticipated to be limited and temporary. No additional indirect impacts, such as isolation of a heritage attribute, or obstruction of significant views to or from the property are anticipated.	

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ibutes are anticipated to be impacted and I Plan clause 4.8.4.1, it is recommended that waiving the requirement for an HIA in this neasures including post-construction netic plantings are implemented.



Feature I.D.	Location/Name	Heritage Status and Recognition	Type and Description of Potential/Anticipated Impact	Mitigation Strategies
B.H.R. 106	125 Wyndham St N	Known B.H.R Listed on Municipal Heritage Register	It is understood that the limits of construction for the recommended option for the proposed work along Wyndham Street will be confined to the existing Wyndham Street right-of-way. No direct adverse impacts to this B.H.R. are anticipated. There is potential for direct impacts to this B.H.R. due to the extension of boulevard paving immediately adjacent to the building face. However, this is not anticipated to have adverse impacts to identified heritage attributes as long as appropriate mitigation strategies are implemented. Indirect adverse impacts due to construction-related vibrations are possible as the building sits within 50m of the proposed work. These impacts are anticipated to be limited and temporary. No additional	
B.H.R. 107	123-125 Wyndham St N	Known B.H.R Listed on Municipal Heritage Register	It is understood that the limits of construction for the recommended option for the proposed work along Wyndham Street will be confined to the existing Wyndham Street right-of-way. No direct adverse impacts to this B.H.R. are anticipated. There is potential for direct impacts to this B.H.R. due to the extension of boulevard paving immediately adjacent to the building face. However, this is not anticipated to have adverse impacts to identified heritage attributes as long as appropriate mitigation strategies are implemented. Indirect adverse impacts due to construction-related vibrations are possible as the building sits within 50m of the proposed work. These impacts are anticipated to be limited and temporary. No additional indirect impacts, such as isolation of a heritage attribute, or obstruction of significant views to or from the property are anticipated.	

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or direct impacts to the B.H.R. during Id be provided with awareness training to ts occur to the heritage building during road



Feature I.D.	Location/Name	Heritage Status and Recognition	Type and Description of Potential/Anticipated Impact	Mitigation Strategies
B.H.R. 108	115-121 Wyndham St N	Known B.H.R Listed on Municipal Heritage Register	It is understood that the limits of construction for the recommended option for the proposed work along Wyndham Street will be confined to the existing Wyndham Street right-of-way. No direct adverse impacts to this B.H.R. are anticipated. There is potential for direct impacts to this B.H.R. due to the extension of boulevard paving immediately adjacent to the building face. However, this is not anticipated to have adverse impacts to identified heritage attributes as long as appropriate mitigation strategies are implemented. Indirect adverse impacts due to construction-related vibrations are possible as the building sits within 50m of the proposed work. These impacts are anticipated to be limited and temporary. No additional	
B.H.R. 109	107-109 Wyndham St N	Known B.H.R Listed on Municipal Heritage Register	It is understood that the limits of construction for the recommended option for the proposed work along Wyndham Street will be confined to the existing Wyndham Street right-of-way. No direct adverse impacts to this B.H.R. are anticipated. There is potential for direct impacts to this B.H.R. due to the extension of boulevard paving immediately adjacent to the building face. However, this is not anticipated to have adverse impacts to identified heritage attributes as long as appropriate mitigation strategies are implemented. Indirect adverse impacts due to construction-related vibrations are possible as the building sits within 50m of the proposed work. These impacts are anticipated to be limited and temporary. No additional indirect impacts, such as isolation of a heritage attribute, or obstruction of significant views to or from the property are anticipated.	

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Feature I.D.	Location/Name	Heritage Status and Recognition	Type and Description of Potential/Anticipated Impact	Mitigation Strategies
B.H.R. 110	101-109 Wyndham St N	Known B.H.R	It is understood that the limits of construction for the recommended option for the proposed work along Wyndham Street will be confined to the existing Wyndham Street right-of-way. No direct adverse impacts to this B.H.R. are anticipated. There is potential for direct impacts to this B.H.R. due to the extension of boulevard paving immediately adjacent to the building face. However, this is not anticipated to have adverse impacts to identified heritage attributes as long as appropriate mitigation strategies are implemented. Indirect adverse impacts due to construction-related vibrations are possible as the building sits within 50m of the proposed work. These impacts are anticipated to be limited and temporary. No additional	
B.H.R. 111	97-99 Wyndham St N	Known B.H.R Listed on Municipal Heritage Register	It is understood that the limits of construction for the recommended option for the proposed work along Wyndham Street will be confined to the existing Wyndham Street right-of-way. No direct adverse impacts to this B.H.R. are anticipated. There is potential for direct impacts to this B.H.R. due to the extension of boulevard paving immediately adjacent to the building face. However, this is not anticipated to have adverse impacts to identified heritage attributes as long as appropriate mitigation strategies are implemented. Indirect adverse impacts due to construction-related vibrations are possible as the building sits within 50m of the proposed work. These impacts are anticipated to be limited and temporary. No additional indirect impacts, such as isolation of a heritage attribute, or obstruction of significant views to or from the property are anticipated.	

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or direct impacts to the B.H.R. during Id be provided with awareness training to ts occur to the heritage building during road



Feature I.D.	Location/Name	Heritage Status and Recognition	Type and Description of Potential/Anticipated Impact	Mitigation Strategies
B.H.R. 112	93 Wyndham St N	Known B.H.R Listed on Municipal Heritage Register	It is understood that the limits of construction for the recommended option for the proposed work along Wyndham Street will be confined to the existing Wyndham Street right-of-way. No direct adverse impacts to this B.H.R. are anticipated. There is potential for direct impacts to this B.H.R. due to the extension of boulevard paving immediately adjacent to the building face. However, this is not anticipated to have adverse impacts to identified heritage attributes as long as appropriate mitigation strategies are implemented. Indirect adverse impacts due to construction-related vibrations are possible as the building sits within 50m of the proposed work. These impacts are anticipated to be limited and temporary. No additional	
B.H.R. 113	6 Douglas St	Known B.H.R Listed on Municipal Heritage Register	It is understood that the limits of construction for the recommended option for the proposed work along Wyndham Street will be confined to the existing Wyndham Street right-of-way. No direct adverse impacts to this B.H.R. are anticipated. There is potential for direct impacts to this B.H.R. due to the extension of boulevard paving immediately adjacent to the building face. However, this is not anticipated to have adverse impacts to identified heritage attributes as long as appropriate mitigation strategies are implemented. Indirect adverse impacts due to construction-related vibrations are possible as the building sits within 50m of the proposed work. These impacts are anticipated to be limited and temporary. No additional indirect impacts, such as isolation of a heritage attribute, or obstruction of significant views to or from the property are anticipated.	ensure no accidental impacts construction. To address the potential for i related vibration, undertake detail design to determine po advance assessment conclud vibrations: 1) a vibration mor implemented as part of the d lessen vibration impacts relat adverse vibration impacts can engineer should include this

r indirect impacts due to construction e a baseline vibration assessment during potential vibration impacts. Should this ide that the structure will be subject to onitoring plan should be prepared and e detailed design phase of the project to lated to construction; and where potential cannot be avoided; and (2) a qualified s property in the condition assessment of cion zone of influence for this project.

or direct impacts to the B.H.R. during Id be provided with awareness training to ts occur to the heritage building during road



	Location/Name	-	Type and Description of Potential/Anticipated Impact	Mitigation Strategies
I.D.		and Recognition		
B.H.R.	56 St Georges	Known B.H.R	It is understood that the limits of construction for the recommended	To mitigate the potential for
173	Sq	Listed on	options for the proposed work along Wyndham Street and for St.	construction, workers should
l		Municipal	George's Square will be confined to the existing Wyndham Street,	ensure no accidental impacts
l		Heritage	Quebec Street, and Douglas Street rights-of-way. No direct adverse	construction.
l		Register	impacts to this B.H.R. are anticipated for either option.	
l				To address the potential for in
l			There is potential for direct impacts to this B.H.R. due to the extension	related vibration, undertake a
l			of boulevard paving immediately adjacent to the building face.	detail design to determine po
l			However, this is not anticipated to have adverse impacts to identified	advance assessment conclude
l			heritage attributes as long as appropriate mitigation strategies are	vibrations: 1) a vibration mor
l			implemented.	implemented as part of the d
l				lessen vibration impacts relat
l			Indirect adverse impacts due to construction-related vibrations are	adverse vibration impacts car
			possible as the building sits within 50m of the proposed work. These	engineer should include this r
			impacts are anticipated to be limited and temporary. No additional	structures within the vibratio
			indirect impacts, such as isolation of a heritage attribute, or obstruction	
			of significant views to or from the property are anticipated.	



Feature	Location/Name	-	Type and Description of Potential/Anticipated Impact	Mitigation Strategies
ID. B.H.R. 174	St George's Square	and Recognition Potential B.H.R. - Identified as a Potential Heritage		To mitigate the potential for construction, workers should ensure no accidental impacts construction.



Feature I.D.	Location/Name	Heritage Status and Recognition	Type and Description of Potential/Anticipated Impact	Mitigation Strategies
B.H.R. 175	1-7 Douglas St	Known B.H.R. – Designated under Part IV of the Ontario Heritage Act (By-law (2008)- 18531)	It is understood that the limits of construction for the recommended options for the proposed work along Wyndham Street and for St. George's Square will be confined to the existing Wyndham Street, Quebec Street, and Douglas Street rights-of-way. No direct adverse impacts to this B.H.R. are anticipated for either option. There is potential for direct impacts to this B.H.R. due to the extension of boulevard paving immediately adjacent to the building face. However, this is not anticipated to have adverse impacts to identified heritage attributes as long as appropriate mitigation strategies are implemented. Indirect adverse impacts due to construction-related vibrations are possible as the building sits within 50m of the proposed work. These impacts are anticipated to be limited and temporary. No additional indirect impacts, such as isolation of a heritage attribute, or obstruction of significant views to or from the property are anticipated.	To mitigate the potential for construction, workers should ensure no accidental impacts construction. As the property is designated and there are indirect impact resource-specific HIA may be Official Plan clause 4.8.4.2. Given that no heritage attribut the City of Guelph's Official P the City of Guelph consider w case if suitable mitigation me rehabilitation with sympathe To address the potential for i related vibration, undertake detail design to determine pot advance assessment conclud vibrations: 1) a vibration mor implemented as part of the d lessen vibration impacts related adverse vibration impacts can engineer should include this structures within the vibration

ed under Part IV of the *Ontario Heritage Act* cts anticipated due to construction, a be required as per the City of Guelph's

ibutes are anticipated to be impacted and I Plan clause 4.8.4.1, it is recommended that waiving the requirement for an HIA in this neasures including post-construction netic plantings are implemented.



Feature I.D.	Location/Name	Heritage Status and Recognition	Type and Description of Potential/Anticipated Impact	Mitigation Strategies
B.H.R. 183	20 Wyndham St N	Known B.H.R Listed on Municipal Heritage Register	It is understood that the limits of construction for the recommended option for the proposed work along Wyndham Street will be confined to the existing Wyndham Street right-of-way. No direct adverse impacts to this B.H.R. are anticipated. There is potential for direct impacts to this B.H.R. due to the extension of boulevard paving immediately adjacent to the building face. However, this is not anticipated to have adverse impacts to identified heritage attributes as long as appropriate mitigation strategies are implemented. Indirect adverse impacts due to construction-related vibrations are possible as the building sits within 50m of the proposed work. These impacts are anticipated to be limited and temporary. No additional	
B.H.R. 184	16-18 Wyndham St N	Known B.H.R Listed on Municipal Heritage Register	It is understood that the limits of construction for the recommended option for the proposed work along Wyndham Street will be confined to the existing Wyndham Street right-of-way. No direct adverse impacts to this B.H.R. are anticipated. There is potential for direct impacts to this B.H.R. due to the extension of boulevard paving immediately adjacent to the building face. However, this is not anticipated to have adverse impacts to identified heritage attributes as long as appropriate mitigation strategies are implemented. Indirect adverse impacts due to construction-related vibrations are possible as the building sits within 50m of the proposed work. These impacts are anticipated to be limited and temporary. No additional indirect impacts, such as isolation of a heritage attribute, or obstruction of significant views to or from the property are anticipated.	ensure no accidental impacts construction. To address the potential for i related vibration, undertake a detail design to determine po advance assessment conclude vibrations: 1) a vibration mor implemented as part of the d lessen vibration impacts relat adverse vibration impacts car engineer should include this p

r indirect impacts due to construction e a baseline vibration assessment during potential vibration impacts. Should this ide that the structure will be subject to onitoring plan should be prepared and e detailed design phase of the project to lated to construction; and where potential cannot be avoided; and (2) a qualified s property in the condition assessment of cion zone of influence for this project.

or direct impacts to the B.H.R. during Id be provided with awareness training to ts occur to the heritage building during road



	Location/Name	-	Type and Description of Potential/Anticipated Impact	Mitigation Strategies
I.D. B.H.R. 185	12 Wyndham St N	Designated	It is understood that the limits of construction for the recommended option for the proposed work along Wyndham Street will be confined to the existing Wyndham Street right-of-way. No direct adverse impacts to this B.H.R. are anticipated. There is potential for direct impacts to this B.H.R. due to the extension of boulevard paving immediately adjacent to the building face. However, this is not anticipated to have adverse impacts to identified heritage attributes as long as appropriate mitigation strategies are implemented. Indirect adverse impacts due to construction-related vibrations are possible as the building sits within 50m of the proposed work. These impacts are anticipated to be limited and temporary. No additional indirect impacts, such as isolation of a heritage attribute, or obstruction of significant views to or from the property are anticipated.	

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ibutes are anticipated to be impacted and I Plan clause 4.8.4.1, it is recommended that waiving the requirement for an HIA in this neasures including post-construction netic plantings are implemented.



Feature	Location/Name	Heritage Status	Type and Description of Potential/Anticipated Impact	Mitigation Strategies
I.D.		and Recognition		
B.H.R.	41 Wyndham	Known B.H.R	It is understood that the limits of construction for the recommended	To mitigate the potential for a
186	St N	Listed on	options for the proposed work along Wyndham Street and for St.	construction, workers should
1		Municipal	George's Square will be confined to the existing Wyndham Street,	ensure no accidental impacts
1		Heritage	Quebec Street, and Douglas Street rights-of-way. No direct adverse	construction.
1		Register	impacts to this B.H.R. are anticipated for either option.	
1				To address the potential for in
			There is potential for direct impacts to this B.H.R. due to the extension	related vibration, undertake a
1			of boulevard paving immediately adjacent to the building face.	detail design to determine po
1			However, this is not anticipated to have adverse impacts to identified	advance assessment conclude
			heritage attributes as long as appropriate mitigation strategies are	vibrations: 1) a vibration mon
			implemented.	implemented as part of the d
1				lessen vibration impacts relat
			Indirect adverse impacts due to construction-related vibrations are	adverse vibration impacts car
			possible as the building sits within 50m of the proposed work. These	engineer should include this p
			impacts are anticipated to be limited and temporary. No additional	structures within the vibratio
			indirect impacts, such as isolation of a heritage attribute, or obstruction	
			of significant views to or from the property are anticipated.	



Feature I.D.	Location/Name	Heritage Status and Recognition	Type and Description of Potential/Anticipated Impact	Mitigation Strategies
B.H.R. 187	37-43 Wyndham St N	Known B.H.R Listed on Municipal Heritage Register	It is understood that the limits of construction for the recommended option for the proposed work along Wyndham Street will be confined to the existing Wyndham Street right-of-way. No direct adverse impacts to this B.H.R. are anticipated. There is potential for direct impacts to this B.H.R. due to the extension of boulevard paving immediately adjacent to the building face. However, this is not anticipated to have adverse impacts to identified heritage attributes as long as appropriate mitigation strategies are implemented. Indirect adverse impacts due to construction-related vibrations are possible as the building sits within 50m of the proposed work. These impacts are anticipated to be limited and temporary. No additional indirect impacts, such as isolation of a heritage attribute, or obstruction of significant views to or from the property are anticipated.	
B.H.R. 188	29-35 Wyndham St N	Known B.H.R Listed on Municipal Heritage Register	It is understood that the limits of construction for the recommended option for the proposed work along Wyndham Street will be confined to the existing Wyndham Street right-of-way. No direct adverse impacts to this B.H.R. are anticipated. There is potential for direct impacts to this B.H.R. due to the extension of boulevard paving immediately adjacent to the building face. However, this is not anticipated to have adverse impacts to identified heritage attributes as long as appropriate mitigation strategies are implemented. Indirect adverse impacts due to construction-related vibrations are possible as the building sits within 50m of the proposed work. These impacts are anticipated to be limited and temporary. No additional indirect impacts, such as isolation of a heritage attribute, or obstruction of significant views to or from the property are anticipated.	

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or direct impacts to the B.H.R. during Id be provided with awareness training to ts occur to the heritage building during road



Feature I.D.	Location/Name	Heritage Status and Recognition	Type and Description of Potential/Anticipated Impact	Mitigation Strategies
B.H.R. 189	27 Wyndham St N	Known B.H.R Listed on Municipal Heritage Register	It is understood that the limits of construction for the recommended option for the proposed work along Wyndham Street will be confined to the existing Wyndham Street right-of-way. No direct adverse impacts to this B.H.R. are anticipated. There is potential for direct impacts to this B.H.R. due to the extension of boulevard paving immediately adjacent to the building face. However, this is not anticipated to have adverse impacts to identified heritage attributes as long as appropriate mitigation strategies are implemented. Indirect adverse impacts due to construction-related vibrations are possible as the building sits within 50m of the proposed work. These impacts are anticipated to be limited and temporary. No additional	
B.H.R. 190	19-25 Wyndham St N	Known B.H.R Listed on Municipal Heritage Register	It is understood that the limits of construction for the recommended option for the proposed work along Wyndham Street will be confined to the existing Wyndham Street right-of-way. No direct adverse impacts to this B.H.R. are anticipated. There is potential for direct impacts to this B.H.R. due to the extension of boulevard paving immediately adjacent to the building face. However, this is not anticipated to have adverse impacts to identified heritage attributes as long as appropriate mitigation strategies are implemented. Indirect adverse impacts due to construction-related vibrations are possible as the building sits within 50m of the proposed work. These impacts are anticipated to be limited and temporary. No additional indirect impacts, such as isolation of a heritage attribute, or obstruction of significant views to or from the property are anticipated.	

r indirect impacts due to construction e a baseline vibration assessment during potential vibration impacts. Should this ide that the structure will be subject to onitoring plan should be prepared and e detailed design phase of the project to lated to construction; and where potential cannot be avoided; and (2) a qualified s property in the condition assessment of cion zone of influence for this project.

or direct impacts to the B.H.R. during Id be provided with awareness training to ts occur to the heritage building during road



	include etatus	Type and Description of Potential/Anticipated Impact	Mitigation Strategies
	and Recognition		
L5 Wyndham St N	and Recognition Known B.H.R. – Designated	It is understood that the limits of construction for the recommended option for the proposed work along Wyndham Street will be confined to	To mitigate the potential for construction, workers should
	-	5 Wyndham Known B.H.R. – t N Designated under Part IV of the Ontario Heritage Act (By-law (1990)-	5 Wyndham t NKnown B.H.R. – Designated under Part IV of the Ontario Heritage Act (By-law (1990)- 13553)It is understood that the limits of construction for the recommended option for the proposed work along Wyndham Street will be confined to the existing Wyndham Street right-of-way. No direct adverse impacts to this B.H.R. are anticipated. There is potential for direct impacts to this B.H.R. due to the extension of boulevard paving immediately adjacent to the building face. However, this is not anticipated to have adverse impacts to identified heritage attributes as long as appropriate mitigation strategies are implemented.1Indirect adverse impacts due to construction-related vibrations are possible as the building sits within 50m of the proposed work. These impacts are anticipated to be limited and temporary. No additional indirect impacts, such as isolation of a heritage attribute, or obstruction

ed under Part IV of the *Ontario Heritage Act* cts anticipated due to construction, a be required as per the City of Guelph's

ibutes are anticipated to be impacted and I Plan clause 4.8.4.1, it is recommended that waiving the requirement for an HIA in this neasures including post-construction netic plantings are implemented.



	Location/Name	-	Type and Description of Potential/Anticipated Impact	Mitigation Strategies
I.D.		and Recognition		
B.H.R.	66-70	Known B.H.R. –	It is understood that the limits of construction for the recommended	To mitigate the potential for
192	MacDonell St	Designated	option for the proposed work along Wyndham Street will be confined to	construction, workers should
			the existing Wyndham Street right-of-way. No direct adverse impacts to	
		the Ontario	this B.H.R. are anticipated.	construction.
		Heritage Act		
		<u>(By-law (1983)-</u>	There is potential for direct impacts to this B.H.R. due to the extension	As the property is designated
		<u>11160)</u>	of boulevard paving immediately adjacent to the building face.	and there are indirect impact
			However, this is not anticipated to have adverse impacts to identified	resource-specific HIA may be
			heritage attributes as long as appropriate mitigation strategies are implemented.	Official Plan clause 4.8.4.2.
				Given that no heritage attribution
			Indirect adverse impacts due to construction-related vibrations are	the City of Guelph's Official P
			possible as the building sits within 50m of the proposed work. These	the City of Guelph consider w
			impacts are anticipated to be limited and temporary. No additional	case if suitable mitigation me
			indirect impacts, such as isolation of a heritage attribute, or obstruction	rehabilitation with sympathe
l			of significant views to or from the property are anticipated.	
				To address the potential for i
				related vibration, undertake a
				detail design to determine po
				advance assessment conclude
				vibrations: 1) a vibration mor
				implemented as part of the d
				lessen vibration impacts relat
				adverse vibration impacts car
				engineer should include this
				structures within the vibratio

ed under Part IV of the *Ontario Heritage Act* cts anticipated due to construction, a be required as per the City of Guelph's

ibutes are anticipated to be impacted and I Plan clause 4.8.4.1, it is recommended that waiving the requirement for an HIA in this neasures including post-construction netic plantings are implemented.



Feature I.D.	Location/Name	Heritage Status and Recognition	Type and Description of Potential/Anticipated Impact	Mitigation Strategies
B.H.R. 232	54 Carden St	Known B.H.R Listed on Municipal Heritage Register	It is understood that the limits of construction for the recommended option for the proposed work along Wyndham Street will be confined to the existing Wyndham Street right-of-way. No direct adverse impacts to this B.H.R. are anticipated. There is potential for direct impacts to this B.H.R. due to the extension of boulevard paving immediately adjacent to the building face. However, this is not anticipated to have adverse impacts to identified heritage attributes as long as appropriate mitigation strategies are implemented. Indirect adverse impacts due to construction-related vibrations are possible as the building sits within 50m of the proposed work. These impacts are anticipated to be limited and temporary. No additional indirect impacts, such as isolation of a heritage attribute, or obstruction	
B.H.R. 233	8-10 Wyndham St N	Known B.H.R Listed on Municipal Heritage Register	of significant views to or from the property are anticipated. It is understood that the limits of construction for the recommended option for the proposed work along Wyndham Street will be confined to the existing Wyndham Street right-of-way. No direct adverse impacts to this B.H.R. are anticipated. There is potential for direct impacts to this B.H.R. due to the extension of boulevard paving immediately adjacent to the building face. However, this is not anticipated to have adverse impacts to identified heritage attributes as long as appropriate mitigation strategies are implemented. Indirect adverse impacts due to construction-related vibrations are possible as the building sits within 50m of the proposed work. These impacts are anticipated to be limited and temporary. No additional indirect impacts, such as isolation of a heritage attribute, or obstruction of significant views to or from the property are anticipated.	

r indirect impacts due to construction e a baseline vibration assessment during potential vibration impacts. Should this ide that the structure will be subject to onitoring plan should be prepared and e detailed design phase of the project to lated to construction; and where potential cannot be avoided; and (2) a qualified s property in the condition assessment of cion zone of influence for this project.

or direct impacts to the B.H.R. during Id be provided with awareness training to ts occur to the heritage building during road



Feature I.D.	Location/Name	Heritage Status and Recognition	Type and Description of Potential/Anticipated Impact	Mitigation Strategies
B.H.R. 234	59 Carden St	Known B.H.R. – Designated	It is understood that the limits of construction for the recommended option for the proposed work along Wyndham Street will be confined to the existing Wyndham Street right-of-way. No direct adverse impacts to this B.H.R. are anticipated. There is potential for direct impacts to this B.H.R. due to the extension of boulevard paving immediately adjacent to the building face. However, this is not anticipated to have adverse impacts to identified heritage attributes as long as appropriate mitigation strategies are implemented. Indirect adverse impacts due to construction-related vibrations are possible as the building sits within 50m of the proposed work. These impacts are anticipated to be limited and temporary. No additional indirect impacts, such as isolation of a heritage attribute, or obstruction of significant views to or from the property are anticipated.	

ed under Part IV of the *Ontario Heritage Act* cts anticipated due to construction, a be required as per the City of Guelph's

ibutes are anticipated to be impacted and I Plan clause 4.8.4.1, it is recommended that waiving the requirement for an HIA in this neasures including post-construction netic plantings are implemented.



235 St N Listed on option for the existing the existing this B.H.R. a Register There is por of boulevar However, the heritage attained to boulevar the exist of the existing this B.H.R. a Register There is por of boulevar there is por of boulevar the exist of the ex	Description of Potential/Anticipated Impact	Mitigation Strategies
235 St N Listed on option for the existing the existing this B.H.R. a Register There is por of boulevar However, the heritage attained to boulevar the exist of the existing the exist of t		
indirect imp	the proposed work along Wyndham Street will be confined to g Wyndham Street right-of-way. No direct adverse impacts to are anticipated. tential for direct impacts to this B.H.R. due to the extension rd paving immediately adjacent to the building face. this is not anticipated to have adverse impacts to identified tributes as long as appropriate mitigation strategies are ted. verse impacts due to construction-related vibrations are the building sits within 50m of the proposed work. These e anticipated to be limited and temporary. No additional	ensure no accidental impacts construction. To address the potential for in related vibration, undertake a detail design to determine po advance assessment conclude vibrations: 1) a vibration mon implemented as part of the d lessen vibration impacts relat adverse vibration impacts car engineer should include this p
of significar	pacts, such as isolation of a heritage attribute, or obstruction nt views to or from the property are anticipated.	structures within the vibratio



Feature	Location/Name	Heritage Status	Type and Description of Potential/Anticipated Impact	Mitigation Strategies
I.D.		and Recognition		
	Location/Name	and Recognition Known B.H.R. – Designated under Part IV of the Ontario Heritage Act (By-law(By-law 2013-19615); Subject to a conservation easement by the Ontario Heritage Trust; Designated as a Heritage Railway Station of Canada under the Heritage Railway Stations Protection Act (1992-11- 06); identified as a Provincial	It is understood that the limits of construction for the recommended option for the proposed work along Wyndham Street will be confined to the existing Wyndham Street right-of-way. No direct adverse impacts to this B.H.R. are anticipated. There is potential for direct impacts to this B.H.R. due to the extension of boulevard paving immediately adjacent to the building face. However, this is not anticipated to have adverse impacts to identified heritage attributes as long as appropriate mitigation strategies are implemented. Indirect adverse impacts due to construction-related vibrations are possible as the building sits within 50m of the proposed work. These impacts are anticipated to be limited and temporary. No additional indirect impacts, such as isolation of a heritage attribute, or obstruction of significant views to or from the property are anticipated.	To mitigate the potential for construction, workers should ensure no accidental impacts construction. As the property is designated and there are indirect impact resource-specific HIA may be Official Plan clause 4.8.4.2. Given that no heritage attribut the City of Guelph's Official P the City of Guelph consider w case if suitable mitigation me rehabilitation with sympathe To address the potential for i related vibration, undertake detail design to determine po advance assessment conclud vibrations: 1) a vibration mor implemented as part of the c
		Heritage Property		lessen vibration impacts relat adverse vibration impacts car engineer should include this structures within the vibratio

ed under Part IV of the *Ontario Heritage Act* cts anticipated due to construction, a be required as per the City of Guelph's

ibutes are anticipated to be impacted and I Plan clause 4.8.4.1, it is recommended that waiving the requirement for an HIA in this neasures including post-construction netic plantings are implemented.



Feature	Location/Name	Heritage Status	Type and Description of Potential/Anticipated Impact	Mitigation Strategies
I.D.		and Recognition		
	Old Downtown C.H.L.	Potential C.H.L Identified as a candidate C.H.L. in the Cultural	It is understood that the limits of construction for the recommended options for the proposed work along Wyndham Street and for St. George's Square will be confined to the existing Wyndham Street, Quebec Street, and Douglas Street rights-of-way. The reconstruction of the roadway will take place from the building face on one side of the street to the building face on the opposite side of the street within the C.H.L. and the intersection improvements will take place within the existing footprint of the intersection.	To mitigate the potential for C.H.L. during construction, w training to ensure no acciden during road construction. To address the potential for i related vibration, undertake detail design to determine po
			There is potential for direct impacts to this C.H.L. due to the extension of boulevard paving immediately adjacent to the building faces. However, this is not anticipated to have adverse impacts to identified heritage attributes as long as appropriate mitigation strategies are implemented.	advance assessment conclude vibrations: 1) a vibration mor implemented as part of the d lessen vibration impacts relat adverse vibration impacts car engineer should include this p structures within the vibratio
			The proposed work will not result in direct or indirect impacts to the potential heritage attributes or the setting given that this roadway is already an existing thoroughfare through the C.H.L. with boulevards, cycle tracks, and street furniture and trees in place and the intersection is an already existing signalized intersection. Accordingly, the resulting visual conditions will be similar to existing conditions.	
			Indirect adverse impacts due to construction related vibration are possible as the structure sits within 50m from the proposed work. These impacts are expected to be limited and temporary. No additional indirect impacts were identified.	

or direct impacts to the structures within the workers should be provided with awareness ental impacts occur to the heritage building



Feature I.D.	Location/Name	Heritage Status and Recognition	Type and Description of Potential/Anticipated Impact	Mitigation Strategies
C.H.L. 4	Wyndham St N Historical Commercial Streetscape	 Identified during background research and field review; part of the Old Downtown Candidate C.H.L. and the Woolwich Street Candidate C.H.L. 	It is understood that the limits of construction for the recommended options for the proposed work along Wyndham Street and for St. George's Square will be confined to the existing Wyndham Street, Quebec Street, and Douglas Street rights-of-way. The reconstruction of the roadway will take place from the building face on one side of the street to the building face on the opposite side of the street within the C.H.L. and the intersection improvements will take place within the existing footprint of the intersection. There is potential for direct impacts to this C.H.L. due to the extension of boulevard paving immediately adjacent to the building faces. However, this is not anticipated to have adverse impacts to identified heritage attributes as long as appropriate mitigation strategies are implemented. The proposed work will not result in direct or indirect impacts to the potential heritage attributes or the setting given that this roadway is already an existing thoroughfare through the C.H.L. with boulevards, cycle tracks, and street furniture and trees in place and the intersection is an already existing signalized intersection. Accordingly, the resulting visual conditions will be similar to existing conditions. Indirect adverse impacts due to construction related vibration are possible as the structure sits within 50m from the proposed work. These impacts are expected to be limited and temporary. No additional indirect impacts were identified.	To mitigate the potential for C.H.L. during construction, we training to ensure no accidend during road construction. To address the potential for in related vibration, undertakes detail design to determine potential advance assessment concluded vibrations: 1) a vibration mor implemented as part of the danal lessen vibration impacts related adverse vibration impacts can engineer should include this potential structures within the vibration
CF 7	Plaque at 59 Carden St (Guelph City Hall 1856)	feature placed by the Ontario	It is understood that the limits of construction for the recommended option for the proposed work along Wyndham Street will be confined to the existing Wyndham Street right-of-way. No direct or indirect adverse impacts to this CF are anticipated.	

or direct impacts to the structures within the workers should be provided with awareness ental impacts occur to the heritage building

r indirect impacts due to construction e a baseline vibration assessment during potential vibration impacts. Should this ide that any structures will be subject to onitoring plan should be prepared and e detailed design phase of the project to lated to construction; and where potential cannot be avoided; and (2) a qualified s property in the condition assessment of cion zone of influence for this project.

e required.



4.3 Summary of Potential Impacts

It is understood that the limits of construction for the recommended options for the proposed work along Wyndham Street and for St. George's Square will be confined to the existing Wyndham Street, Quebec Street, and Douglas Street rights-of-way. As such, no direct impacts to the identified B.H.R.s are anticipated as the proposed work will be confined to the existing ROW adjacent to the structures. However, since the buildings and the cenotaph sit very close to the existing ROW, there is the potential for direct and indirect impacts including temporary construction disturbances adjacent to the resource and vibration impacts.

The following mitigation strategies are proposed:

- Construction should be planned at a distance as far from the B.H.R.s as possible. Excavation, grading, and staging activities should be planned and executed to limit impacts to the adjacent B.H.R.s.
- Suitable mitigation, including establishing no-go zones with fencing and issuing instructions to construction crews to avoid the B.H.R.s, should be considered to mitigate any unintended impacts to adjacent B.H.R.s.
- To mitigate the potential for direct impacts to the building foundations during construction, workers should be provided with awareness training to ensure no accidental impacts occur to the heritage buildings or the cenotaph during road construction.
- To ensure the properties are not adversely impacted during construction, baseline vibration assessments should be undertaken during detailed design, this applies for the buildings within the C.H.L.s also. Should this advance assessment conclude that any structures will be subject to vibrations: 1) a vibration monitoring plan should be prepared and implemented as part of the detailed design phase of the project to lessen vibration impacts related to construction; and where potential adverse vibration impacts cannot be avoided (2) a qualified engineer should include



this property in the condition assessment of structures within the vibration zone of influence for this project.

As the properties at 138 Wyndham St N (B.H.R. 90), 147-159 Wyndham St N (B.H.R. 101), 128 Woolwich St (B.H.R. 103), 133 Woolwich St (B.H.R. 104), 116-122 Woolwich St (B.H.R. 105), 1-7 Douglas St (B.H.R. 175), 12 Wyndham St N (B.H.R. 185), 15 Wyndham St N (B.H.R. 191), 66-70 MacDonell St (B.H.R. 192), 59 Carden Street (B.H.R. 234), and 79 Carden Street (B.H.R. 240) are designated under Part IV of the *Ontario Heritage Act* and there are indirect impacts anticipated due to construction, a resource-specific Heritage Impact Assessment (HIA) may be required as per the City of Guelph's Official Plan clause 4.8.4.2. Given that no heritage attributes are anticipated to be impacted and the City of Guelph's Official Plan clause 4.8.4.1, it is recommended that the City of Guelph consider waiving the requirement for an HIA in this case if suitable mitigation measures including post-construction rehabilitation with sympathetic plantings are implemented.

While the proposed work will be taking place within the Old Downtown C.H.L. (C.H.L. 2) and the Wyndham St N Historical Commercial Streetscape (C.H.L. 4), it is understood that the limits of construction for the proposed work will be confined to the existing Wyndham Street, Quebec Street, and Douglas Street rights-of-way. The reconstruction of the roadway will take place from the building face on one side of the street to the building face on the opposite side of the street within the C.H.L.s as well as within the existing intersection at St. George's Square. The proposed work will not result in direct or indirect impacts to the potential heritage attributes or the setting given that this roadway is already an existing thoroughfare through the C.H.L. with boulevards, cycle tracks, and street furniture and trees in place and the intersection is an already existing signalized intersection. Accordingly, the resulting visual conditions will be similar to existing conditions.

5.0 **RESULTS AND MITIGATION RECOMMENDATIONS**

The results of background historical research and a review of secondary source material, including historical mapping, indicate a study area with an urban land use history dating back to the early nineteenth century. A review of federal, provincial, and municipal registers, inventories, and databases revealed that there



are total of 44 known and potential B.H.R.s and C.H.L.s and one commemorative feature were identified within the Wyndham Street EA study area. It should be noted that the results of the memorandum should be read in conjunction with the draft *Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment Downtown Infrastructure Revitalization Program Municipal Class Environmental Assessment City of Guelph* (A.S.I., 2023),

5.1 Key Findings

A total of 45 known and potential B.H.R.s and C.H.L.s and one commemorative feature were identified within the Wyndham Street EA study area.

- The 45 known and potential B.H.R.s and C.H.L.s and one commemorative feature include: eleven properties designated under Part IV of the Ontario *Heritage Act* (B.H.R. 90, B.H.R. 101, B.H.R. 103 – B.H.R. 105, B.H.R. 175, B.H.R. 185, B.H.R. 191 – B.H.R. 192, B.H.R. 234, and B.H.R. 240) (B.H.R. 101 is also subject to a conservation easement by the Ontario Heritage Trust and has a commemorative feature placed by the Ontario Heritage Trust, CF 7) (B.H.R. 240 is also subject to a conservation easement by the Ontario Heritage Trust and is designated as a Heritage Railway Station of Canada under the Heritage Railway Stations Protection Act (1992-11-06), and identified as a Provincial Heritage Property), 28 properties listed on the City's Municipal Heritage Register (B.H.R. 87, B.H.R. 89, B.H.R. 91 – B.H.R. 95, B.H.R. 100, B.H.R. 102, B.H.R. 106 – B.H.R. 113, B.H.R. 173, B.H.R. 183 – B.H.R. 184, B.H.R. 186 – B.H.R. 190, B.H.R. 232, B.H.R. 233, and B.H.R. 235), one property identified as a Potential Heritage Resource by the City of Guelph (B.H.R. 174), one C.H.L. identified as Candidate Cultural Heritage Landscapes by the City of Guelph (C.H.L. 2), and one potential C.H.L. identified by A.S.I. during background research and field review (C.H.L. 4). Two B.H.R.s previously identified by the City of Guelph have been demolished (B.H.R. 86 and B.H.R. 88).
- Identified B.H.R.s and C.H.L.s are historically, architecturally, and contextually associated with land use patterns in the City of Guelph.



5.2 Results of Preliminary Impact Assessment

- No direct adverse impacts to any of the B.H.R.s or C.H.L.s are anticipated as a result of the proposed work along Wyndham Street and for the improvements to St. George's Square.
- While the proposed work will be taking place within the Old Downtown C.H.L. (C.H.L. 2) and the Wyndham St N Historical Commercial Streetscape (C.H.L. 4), it is anticipated that this will not result in direct or indirect impacts to the potential heritage attributes or the setting given that this roadway is already an existing thoroughfare through the C.H.L. with boulevards, cycle tracks, and street furniture and trees in place and St. George's Square is already an existing intersection. Accordingly, the resulting visual conditions will be similar to existing conditions.
- Potential vibration impacts as a result of the proposed work are anticipated to result in indirect impacts to 40 B.H.R.s and two C.H.L.s:
 - 166 Wyndham St N (B.H.R. 87);
 - 146-150 Wyndham St N (B.H.R. 89);
 - 138 Wyndham St N (B.H.R.
 90);
 - 120-126 Wyndham St N (B.H.R. 91);
 - 116-118 Wyndham St N (B.H.R. 92);
 - 110-114 Wyndham St N (B.H.R. 93);
 - 102 Wyndham St N (B.H.R. 94);
 - 98 Wyndham St N (B.H.R.
 95);
 - Eramosa Rd (Cenotaph) (B.H.R. 100);
 - 147-159 Wyndham St N (B.H.R. 101);

- 137-145 Wyndham St N (B.H.R. 102);
- 128 Woolwich St (B.H.R. 103);
- 133 Woolwich St (B.H.R. 104);
- 116-122 Woolwich St
 (B.H.R. 105);
- 125 Wyndham St N (B.H.R. 106);
- 123-125 Wyndham St N (B.H.R. 107);
- 115-121 Wyndham St N (B.H.R. 108);
- 107-109 Wyndham St N (B.H.R. 109);
- 101-109 Wyndham St N (B.H.R. 110);
- 97-99 Wyndham St N (B.H.R. 111);



- 93 Wyndham St N (B.H.R. 112);
- 6 Douglas St (B.H.R. 113);
- 56 St Georges Sq (B.H.R. 173);
- St. George's Square (B.H.R. 174);
- 1-7 Douglas St (B.H.R. 175);
- 20 Wyndham St N (B.H.R. 183);
- 16-18 Wyndham St N (B.H.R. 184);
- 12 Wyndham St N (B.H.R. 185);
- 41 Wyndham St N (B.H.R. 186);
- 37-43 Wyndham St N (B.H.R. 187);
- 29-35 Wyndham St N (B.H.R. 188);
- 27 Wyndham St N (B.H.R. 189);

- 19-25 Wyndham St N (B.H.R. 190);
- 15 Wyndham St N (B.H.R. 191);
- 66-70 MacDonell St (B.H.R. 192);
- 54 Carden St (B.H.R. 232);
- 8-10 Wyndham St N (B.H.R. 233);
- 59 Carden Street (B.H.R. 234);
- 1-5 Wyndham St N (B.H.R.
 235);
- 79 Carden Street (B.H.R. 240);
- Old Downtown C.H.L. (C.H.L. 2); and,
- Wyndham St N Historical Commercial Streetscape (C.H.L. 4).
- No direct or indirect impacts are anticipated to two properties that had previously been listed by the City of Guelph that has since been demolished 176 Wyndham St N (B.H.R. 86) and 160-164 Wyndham St N (B.H.R. 88).

5.3 Recommendations

Based on the results of the assessment, the following recommendations have been developed:

 Construction activities and staging should be suitably planned and undertaken to avoid unintended negative impacts to the identified B.H.R.s and C.H.L.s. Avoidance measures may include, but are not limited to: erecting temporary fencing, establishing buffer zones, issuing instructions to construction crews to avoid identified B.H.R.s and C.H.L.s,



etc. Workers should be provided with awareness training to ensure no accidental impacts occur to the heritage buildings during road construction. When construction staging and lay down areas are determined during the detailed design phase, the identified B.H.R.s and C.H.L.s should be reviewed by a qualified heritage professional to assess impacts and confirm recommended conservation and/or mitigation

- measures.
- 2. Indirect impacts to 40 B.H.R.s and two C.H.L.s are anticipated as a result of their location adjacent to the proposed work:
 - 166 Wyndham St N (B.H.R. 87);
 - 146-150 Wyndham St N (B.H.R. 89);
 - 138 Wyndham St N (B.H.R. 90);
 - 120-126 Wyndham St N (B.H.R. 91);
 - 116-118 Wyndham St N (B.H.R. 92);
 - 110-114 Wyndham St N (B.H.R. 93);
 - 102 Wyndham St N (B.H.R. 94);
 - 98 Wyndham St N (B.H.R. 95);
 - Eramosa Rd (Cenotaph) (B.H.R. 100);
 - 147-159 Wyndham St N (B.H.R. 101);
 - 137-145 Wyndham St N (B.H.R. 102);
 - 128 Woolwich St (B.H.R. 103);
 - 133 Woolwich St (B.H.R. 104);

- 116-122 Woolwich St
 (B.H.R. 105);
- 125 Wyndham St N (B.H.R. 106);
- 123-125 Wyndham St N (B.H.R. 107);
- 115-121 Wyndham St N (B.H.R. 108);
- 107-109 Wyndham St N (B.H.R. 109);
- 101-109 Wyndham St N (B.H.R. 110);
- 97-99 Wyndham St N (B.H.R. 111);
- 93 Wyndham St N (B.H.R. 112);
- 6 Douglas St (B.H.R. 113);
- 56 St Georges Sq (B.H.R. 173);
- St. George's Square (B.H.R. 174);
- 1-7 Douglas St (B.H.R. 175);
- 20 Wyndham St N (B.H.R. 183);
- 16-18 Wyndham St N (B.H.R. 184);



- 12 Wyndham St N (B.H.R. 185);
- 41 Wyndham St N (B.H.R. 186);
- 37-43 Wyndham St N (B.H.R. 187);
- 29-35 Wyndham St N (B.H.R. 188);
- 27 Wyndham St N (B.H.R. 189);
- 19-25 Wyndham St N (B.H.R. 190);
- 15 Wyndham St N (B.H.R. 191);
- 66-70 MacDonell St (B.H.R. 192);

- 54 Carden St (B.H.R. 232);
- 8-10 Wyndham St N (B.H.R. 233);
- 59 Carden Street (B.H.R. 234);
- 1-5 Wyndham St N (B.H.R. 235);
- 79 Carden Street (B.H.R. 240);
- Old Downtown C.H.L.(C.H.L. 2); and,
- Wyndham St N Historical Commercial Streetscape (C.H.L. 4)

To ensure these properties are not adversely impacted during construction, a baseline vibration assessment should be undertaken during detailed design. Should this advance monitoring assessment conclude that the structure(s) on these properties will be subject to vibrations, prepare and implement a vibration monitoring plan as part of the detailed design phase of the project to lessen vibration impacts related to construction.

3. As the properties at 138 Wyndham St N (B.H.R. 90), 147-159 Wyndham St N (B.H.R. 101), 128 Woolwich St (B.H.R. 103), 133 Woolwich St (B.H.R. 104), 116-122 Woolwich St (B.H.R. 105), 1-7 Douglas St (B.H.R. 175), 12 Wyndham St N (B.H.R. 185), 15 Wyndham St N (B.H.R. 191), 66-70 MacDonell St (B.H.R. 192), 59 Carden Street (B.H.R. 234), and 79 Carden Street (B.H.R. 240) are designated under Part IV of the *Ontario Heritage Act* and there are indirect impacts anticipated due to construction, a resource-specific HIA is required as per the City of Guelph's Official Plan clause 4.8.4.2. However, given that no heritage attributes are anticipated to be impacted and the City of Guelph's Official Plan clause 4.8.4.1, it is recommended that the City of Guelph consider waiving the requirement of a HIA in this case in favour of suitable mitigation measures including



post-construction rehabilitation with sympathetic plantings are implemented.

- 4. 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.
- 5. The memo should be submitted to the City of Guelph and the Ministry of Citizenship and Multiculturalism for review and comment, and any other local heritage stakeholders that may have an interest in this project. The final memo should be submitted to the City of Guelph for their records.



6.0 **REFERENCES**

A.S.I. (2023). Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment Downtown Infrastructure Revitalization Program Municipal Class Environmental Assessment City of Guelph.

