

Stage 1 Archaeological Assessment Downtown Infrastructure Renewal Program (Former Township of Guelph, County of Wellington) City of Guelph

Original Report

Prepared for:

R.V. Anderson & Associates Limited

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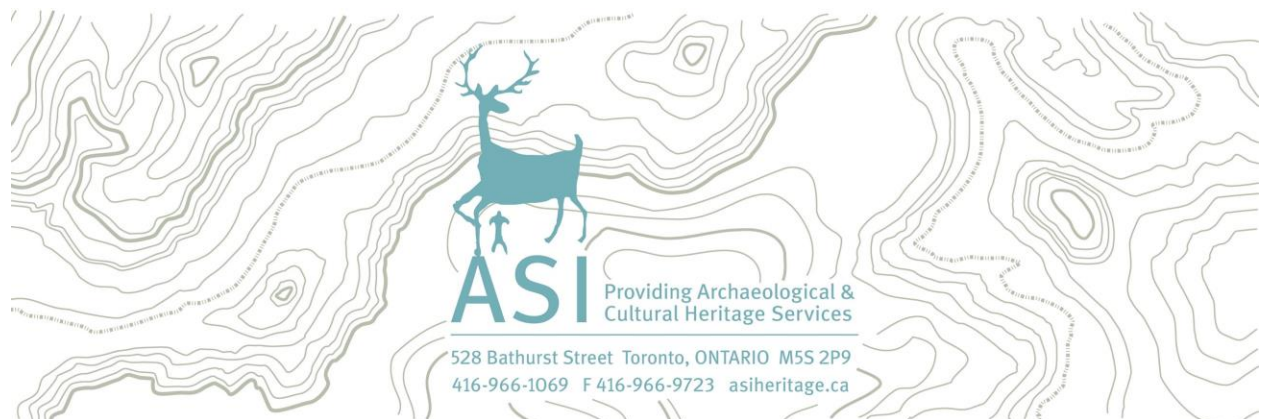
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Executive Summary

Archaeological Services Inc. was contracted by R.V. Anderson Associates Limited to conduct a Stage 1 Archaeological Assessment (Background Research and Property Inspection) as part of the Downtown Infrastructure Renewal Program in the City of Guelph. Downtown Guelph is filled with aging infrastructure such as water and sewer pipes, roads and sidewalks. As such, the City of Guelph is planning for the replacement of this aging municipal infrastructure throughout the Downtown Core. In order to minimize disruptions associated with major infrastructure improvements and maximize cost savings, the City has begun the planning phase of the Downtown Infrastructure Renewal Program, which will serve as the overall capital program for the reconstruction and improvement of public infrastructure within the road allowances in Downtown Guelph.

The Downtown Infrastructure Renewal Program Stage 1 Study Area includes all of the following project components:

- Part A – Capital Implementation Plan Study Area
- Part B – Municipal Class Environmental Assessment Study Area
- Part C – Municipal Class Environmental Assessment Study Area

A summary of the recommendations are as follows:

- 1 Lands within the Part A Capital Implementation Plan Study Area and Part C Macdonell and Allan Environmental Assessment Study Area exhibit archaeological potential;
- 2 The former Public Burying Ground is within the Part A Capital Implementation Plan Study Area. Depending on the level of impacts proposed, a program of Stage 3 cemetery investigation or archaeological monitoring specifically tailored to the project impacts should be developed by a licensed archaeologist, and may include construction monitoring or mechanical trenching observed by a by a licensed archaeologist;



- 3 St. George's Square within the Part A Capital Implementation Plan Study Area and Part B Wyndham Street Environmental Assessment Study Area includes the 1830s location of St. George's Anglican Church. Depending on the level of impacts proposed, a program of archaeological construction monitoring specifically tailored to the project impacts should be developed by a licensed archaeologist ;
- 4 AjHb-117 and AjHb-118 Goldie Mill Ruins are within the Part A Capital Implementation Plan Study Area. A Stage 2 archaeological monitoring report (P244-0132-2018) is awaiting Ministry review. Depending on the level of impacts proposed, a program of archaeological construction monitoring specifically tailored to the project impacts should be developed by a licensed archaeologist, in consultation with the MCM;
- 5 Heritage Park is located within the Part C Macdonell and Allan Environmental Assessment Study Area. It contains the reconstructed ruins of the Allan's Mill complex. These lands have potential for deeply buried archaeological resources associated with the mill complex and should be avoided by the project design. If they cannot be avoided, then they will require Stage 2 assessment by mechanical trenching in the areas of impact. The recommendations made in P094-0213-2016 still apply;
- 6 The marine archaeological potential of the Speed River within the Part C Macdonell and Allan Environmental Assessment Study Area is to be evaluated by following the MCM *Criteria For Evaluating Marine Archaeological Potential* checklist if project impacts to the riverbed is proposed;
- 7 The remainder of the Parts A, B, and C Study Areas does not retain archaeological potential on account of deep and extensive land disturbance, slopes in excess of 20 degrees, or being previously assessed and cleared of archaeological concern. These lands do not require further archaeological assessment.



Project Personnel

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1.0 Project Context

Archaeological Services Inc. (ASI) was contracted by R.V. Anderson Associates Limited to conduct a Stage 1 Archaeological Assessment (Background Research and Property Inspection) as part of the Downtown Infrastructure Renewal Program in the City of Guelph. Downtown Guelph is filled with aging infrastructure such as water and sewer pipes, roads and sidewalks. As such, the City of Guelph is planning for the replacement of this aging municipal infrastructure throughout the Downtown Core. In order to minimize disruptions associated with major infrastructure improvements and maximize cost savings, the City has begun the planning phase of the Downtown Infrastructure Renewal Program, which will serve as the overall capital program for the reconstruction and improvement of public infrastructure within the road allowances in Downtown Guelph.

The Downtown Infrastructure Renewal Program Stage 1 Study Area includes all three of the following project components (Figure 1):

- Part A – Capital Implementation Plan Study Area (see Appendix A Figure 31 and Figure 32).
 - Outline the overall capital program for the reconstruction and improvement of public infrastructure within the road allowances within Downtown Guelph.
- Part B – Municipal Class Environmental Assessment Study Area for Wyndham Street North from Carden Street to Woolwich Street (see Appendix A Figure 33).
 - Improve pedestrian, cyclist, transit and vehicular movement along Wyndham Street North and particularly through the St. Georges Square area at the Wyndham/Quebec/Douglas intersections.
- Part C – Municipal Class Environmental Assessment Study Area for improvements and modifications to the Macdonell and Allan Structures and surrounding area in the Macdonell corridor at the Speed River to rehabilitate the structures (see Appendix A Figure 34).
- Improve pedestrian, cyclist and vehicular movement through the area.



All activities carried out during this assessment were completed in accordance with the *Ontario Heritage Act* (Ontario Heritage Act, R.S.O. c. O.18, 1990, as amended in 2023) and the 2011 *Standards and Guidelines for Consultant Archaeologists (S & G)*, administered by the Ministry of Citizenship and Multiculturalism (MCM 2011).

1.1 Development Context

All work has been undertaken as required by the *Environmental Assessment Act, RSO* (Environmental Assessment Act, R.S.O. c. E.18, 1990 as amended 2022) and regulations made under the Act, and are therefore subject to all associated legislation. This project is being conducted in accordance with the Municipal Engineers' Association document *Municipal Class Environmental Assessment* (Municipal Engineers Association, 2023).

The *Archaeological Master Plan for the City of Guelph Planning Report* (Detritus Consulting Ltd., 2001) was also consulted.

Authorization to carry out the activities necessary for the completion of the Stage 1 archaeological assessment and property inspection was granted by R.V. Anderson & Associates Limited on April 9, 2021.

1.1.1 Treaties and Traditional Territories

The Study Area is within Treaty 3, the Between the Lakes Purchase. Following the 1764 Niagara Peace Treaty and the follow-up treaties with Pontiac, the English colonial government considered the Mississaugas to be their allies since they had accepted the Covenant Chain. The English administrators followed the terms of the Royal Proclamation and insured that no settlements were made in the hunting grounds that had been reserved for their use (Johnston, 1964; Lytwyn, 2005). In 1784, under the terms of the “Between the Lakes Purchase” signed by Sir Frederick Haldimand and the Mississaugas, the Crown acquired over one million acres of land in-part spanning westward from near modern day Niagara-on-the-Lake along the south shore of Lake Ontario to modern day Burlington (Aboriginal Affairs and Northern Development Canada, 2016).



The Study Area also lies within the scope of the 1701 Deed, or Nanfan Treaty, signed by the British Crown with the Haudenosaunee Confederacy. The Deed was for the Beaver Hunting Grounds, which included much of what is now southern and southwestern Ontario.

1.2 Historical Context

1.2.1 Indigenous Land Use and Settlement

Southern Ontario has been occupied by human populations since the retreat of the Laurentide glacier approximately 13,000 years before present (B.P.) (Ferris, 2013). Populations at this time would have been highly mobile, inhabiting a boreal-parkland similar to the modern sub-arctic. By approximately 10,000 B.P., the environment had progressively warmed (Edwards & Fritz, 1988) and populations now occupied less extensive territories (Ellis & Deller, 1990).

Between approximately 10,000-5,500 B.P., the Great Lakes basins experienced low-water levels, and many sites which would have been located on those former shorelines are now submerged. This period produces the earliest evidence of heavy wood working tools, an indication of greater investment of labour in felling trees for fuel, to build shelter, and watercraft production. These activities suggest prolonged seasonal residency at occupation sites. Polished stone and native copper implements were being produced by approximately 8,000 B.P.; the latter was acquired from the north shore of Lake Superior, evidence of extensive exchange networks throughout the Great Lakes region. The earliest evidence for cemeteries dates to approximately 4,500-3,000 B.P. and is indicative of increased social organization, investment of labour into social infrastructure, and the establishment of socially prescribed territories (Brown, 1995, p. 13; Ellis et al., 1990, 2009).

Between 3,000-2,500 B.P., populations continued to practice residential mobility and to harvest seasonally available resources, including spawning fish. The Woodland period begins around 2,500 B.P. and exchange and interaction networks broaden at this time (Spence et al., 1990, pp. 136, 138) and by approximately 2,000 B.P., evidence exists for small community camps, focusing on the seasonal harvesting of resources (Spence et al., 1990, pp. 155, 164). By 1,500



B.P. there is macro botanical evidence for maize in southern Ontario, and it is thought that maize only supplemented people's diet. There is earlier phytolith evidence for maize in central New York State by 2,300 B.P. - it is likely that once similar analyses are conducted on Ontario ceramic vessels of the same period, the same evidence will be found (Birch & Williamson, 2013, pp. 13–15). As is evident in detailed Anishinaabek ethnographies, winter was a period during which some families would depart from the larger group as it was easier to sustain smaller populations (Rogers, 1962). It is generally understood that these populations were Algonquian-speakers during these millennia of settlement and land use.

From the beginning of the Late Woodland period at approximately 1,000 B.P., lifeways became more similar to that described in early historical documents. Between approximately 1000-1300 Common Era (C.E.), the communal site is replaced by the village focused on horticulture. Seasonal disintegration of the community for the exploitation of a wider territory and more varied resource base was still practised (Williamson, 1990, p. 317). By 1300-1450 C.E., this episodic community disintegration was no longer practised and populations now communally occupied sites throughout the year (Dodd et al., 1990, p. 343). By the mid-sixteenth century these small villages had coalesced into larger communities (Birch et al., 2021). Through this process, the socio-political organization of the First Nations, as described historically by the French and English explorers who first visited southern Ontario, was developed.

By 1600 C.E., the Huron-Wendat communities within Simcoe County had formed the Confederation of Nations encountered by the first European explorers and missionaries. Samuel de Champlain in 1615 reported that a group of Iroquoian-speaking people situated between the Haudenosaunee and the Huron-Wendat were at peace and remained "la nation neutre". Like the Huron-Wendat, Petun, and Haudenosaunee, the Neutral or Attawandaron people were settled village agriculturalists. In the 1640s, the Attawandaron and the Huron-Wendat (and their Algonquian allies such as the Nippissing and Odawa) were decimated by epidemics and ultimately dispersed by the Haudenosaunee. Shortly afterwards, the Haudenosaunee established a series of settlements at strategic locations along the trade routes inland from the north shore of Lake Ontario. By the 1690s however, the Anishinaabeg were the only communities with a permanent



presence in southern Ontario. From the beginning of the eighteenth century to the assertion of British sovereignty in 1763, there was no interruption to Anishinaabeg control and use of southern Ontario.

1.2.2 Post-Contact Settlement

Historically, the Study Areas are located in the Township of Guelph, County of Wellington.

The S & G stipulates that areas of early Euro-Canadian settlement (pioneer homesteads, isolated cabins, farmstead complexes), early wharf or dock complexes, pioneer churches, and early cemeteries are considered to have archaeological potential. Early historical transportation routes (trails, passes, roads, railways, portage routes), properties listed on a municipal register or designated under the Ontario Heritage Act or a federal, provincial, or municipal historic landmark or site are also considered to have archaeological potential.

For the Euro-Canadian period, the majority of early nineteenth century farmsteads (i.e., those that are arguably the most potentially significant resources and whose locations are rarely recorded on nineteenth century maps) are likely to be located in proximity to water. The development of the network of concession roads and railroads through the course of the nineteenth century frequently influenced the siting of farmsteads and businesses. Accordingly, undisturbed lands within 100 metres of an early settlement road are also considered to have potential for the presence of Euro-Canadian archaeological sites.

The first Europeans to arrive in the area were transient merchants and traders from France and England, who followed Indigenous pathways and set up trading posts at strategic locations along the well-traveled river routes. All of these occupations occurred at sites that afforded both natural landfalls and convenient access, by means of the various waterways and overland trails, into the hinterlands. Early transportation routes followed existing Indigenous trails, both along the lakeshore and adjacent to various creeks and rivers (ASI 2006).



Township of Guelph

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

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

City of Guelph

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



Railways. Guelph was built on a number of hills which gives it a picturesque appearance, and a number of fine heritage structures in the city were built out of native limestone (Cameron 1967; Crossby 1873:134; Fischer and Harris 2007:132; Rayburn 1997:145; Scott 1997:94-95; Winearls 1991:680-684).

Public Burying Ground

Established in 1827 by the Canada Company with the founding of Guelph, the Public Burying Ground was a triangular shaped lot near the intersection of Baker Street and Chapel Lane used primarily as an all-faith cemetery, since Catholics and Anglicans had separate cemeteries in different parts of the town. A first hand account described the cemetery in 1853 as having a perimeter wall, smaller family plot enclosures, stone markers, and recent unmarked graves (D.R. Poulton & Associates Inc, 2012). Reference to the cemetery is made in a history of Wellington County which also describes the original Catholic and Anglican cemeteries associated with Catholic Hill and St. George's Square, respectively (D.R. Poulton & Associates Inc., 2006):

“Around the Old Anglican Church on St. George’s Square, there was an Anglican Cemetery, and on an adjoining piece of land, there was another cemetery, for others who were not Anglicans. It was located in the area of the Baker Street Parking lot. Graves from these two cemeteries were removed from their downtown location to the New Union Cemetery, the site now known as Woodlawn Cemetery.”

The Public Burying Ground closed 1853, after the Town of Guelph passed the Bylaw 33 prohibiting any further human burials in the cemetery, and other cemeteries within the town limits (Cooke, 1977). The legal closure occurred in 1879 and the quit claim deed was arranged in 1891 by the City and Township of Guelph equally to remove the remaining internments and grave markers to the new Woodlawn Cemetery (now Woodland Memorial Park), created in 1854.

The land was established as a public park until the Guelph Curling and Skating Rink Company built Victoria Rink, which Poulton (2007, p. 5) notes would have



required some light grading of the former park. The property developed to have a steel works and other industry through the early twentieth century.

There are no known records of the individuals interred in the cemetery but based on Woodland Memorial Park records and the population at the time, approximately 200 individuals were believed to be buried within the cemetery (D.R. Poulton & Associates Inc, 2007). While it is presumed that people privately exhumed burials to the newer cemeteries, one inventory from Woodlawn Memorial Park notes that 82 burials were moved during a series of individual events from 1855 to the 1890s (D.R. Poulton & Associates Inc, 2012). A quote from the Guelph Cemetery Commission – Woolwich Street (D.R. Poulton & Associates Inc, 2007) reads:

“The town was to notify relatives of any persons interred and advise them of the town’s intention to remove the bodies of relatives to the new cemetery and to erect thereon the monuments, if any. An equal area of the original lot was to be allocated to the new cemetery. The burying grounds were then to be closed. A stone wall surrounded the burying ground and the lands enclosed were to be used for a public park, although it was recorded that many persons had been using the cleared burial grounds for their own use.”

St. Patrick Roman Catholic

On April 23, 1827, the Catholic church was given land by John Galt in the centre of Guelph on a hill, as a compliment to his friend Bishop Macdonell. A road leading up to the hill was cleared and named Macdonell Street. Catholic parishioners celebrated mass in a schoolhouse shared by the Methodists and Presbyterians. Catholics were buried on the hill in a cemetery beside the church. By 1835, the parishioners constructed a small wooden church on the hill dedicated to St. Patrick. This structure was in use until it was destroyed in a fire on October 10, 1844. A small stone church, St. Bartholomew, replaced St. Patrick’s in 1846 (Basilica of Our Lady, 2018).



Bishop Charbonell of Toronto appointed Father John Holzer, S.J., to be Pastor in Guelph in January of 1852. Father Holzer began work on a large stone schoolhouse in 1853. This building would later become the convent. Patrick Downey began teaching in a room of the unfinished convent building on January 16, 1854. Four Loretto sisters arrived on June 10, 1856, after an invitation from Father Holzer to the Sisters of the Institute of the Blessed Virgin Mary. The Diocese of Hamilton was established in 1856, the same year the convent was constructed (Basilica of Our Lady, 2018). Bishop Farrell laid the cornerstone for a church that was meant to occupy most of the hill in 1863, however the project was abandoned after a debt of \$20,000 had been accumulated. Construction of a church began at the rear of St. Bartholomew in 1877, continuing for ten years.

A new entrance from Macdonell Street to the church was constructed in 1958, with landscaping done on the Northumberland and Dublin Street sides of the property in 1960. Currently the church is named Basilica of Our Lady of the Immaculate Conception and is a Roman Catholic minor basilica and parish church (Basilica of Our Lady, 2018).

St. George's Church and Square

Reverend Arthur Palmer, born in Ireland on July 4, 1807, came to Canada in 1832. He reached Guelph and organized a church, with meetings taking place in the schoolhouse. Grants by the Canada Company and by the Bishop of Quebec and financial help from Mr. Bosanquet and friends of Mr. Palmer's from the British Isles paid for St. George's Anglican Church. The wooden structure church (Image 44), located in St. George's Square, was completed in the spring of 1833 (The Parish, 1932). Anglicans were buried beside the church in the square (D.R. Poulton & Associates Inc., 2006). In 1879, the cemetery was legally closed, and the burials were relocated to Woodlawn Cemetery.

In 1851, the wooden structure was found to be too small and was replaced by a stone structure later that year (Image 45). The architect was William Thomas. F.W. Stone, James Wilson, G.J. Grange, A.A. Baker, W.H. Parker, Frederick Marcon, and the Rector were on the building committee. John Worthington, John Harrison, and James Thompson were the contractors. A stone rectory was erected in 1856 for Reverend Palmer (The Parish, 1932).



The third and extent church commenced work on August 20, 1870. Messrs. Gundry and Langley were the architects chosen to design the church. Stephen Boulton was the contractor. The laying of the corner stone of the new church took place on Tuesday May 23, 1871, and a procession was lead from the old building after service to the new building at 99 Woolwich Street (Image 46). The new church opened for service on April 20, 1873 (St. George’s Anglican Church, 2022a, 2022b; The Parish, 1932). The cut-stone of the second church was sold to James Massie and used to build “Gilnockie” at the corner of Lemon Street and Queen Street. The woodwork was used as part of the interior for J.B. Powell’s residence at the end of Perth Street (The Parish, 1932).

Allan’s Mill, Spillway and Bridge

The Allan’s Mill complex, first constructed in 1830 on the west bank of the river by The Canada Company, was sold to William Allan in 1832. Allan replaced the wooden mill structure with a five storey stone factory complex with additional buildings on the east side of the river (E.R.A. Architects Inc., 2013). The western factory stood on the site until it burned down in 1966, and the ruins were incorporated as a display in what is now Heritage Park.

The first bridge crossing over the Speed River in Guelph possibly dates to 1827. Writing in the *Guelph Weekly Mercury* in 1866, James Innes recalled the state of the town in the late 1820s. He noted that in the summer of 1828, the Dundas Bridge (now the Gordon Street Bridge) was under construction, and that this was to be the first “substantial bridge of which Guelph could boast” (Innes, 1866b). Substantial does not mean first, though, and in another newspaper entry, Innes quotes from a traveller who was going to Guelph with several others in the summer of 1828. This traveller noted that they arrived when the Dundas Bridge was still under construction. As a result, they were instructed by an agent of the Canada Company to “detour to the old bridge, as rickety and crazy an article as can be well imagined” (Innes, 1866a). Historian Leo Johnson notes that Samuel Strickland, who arrived in 1828, was tasked with erecting a bridge along the Dundas Road, implying that one was not yet extant. He further noted that many settlers “had hitherto been forced to ferry themselves across the river on a crude raft” suggesting that no bridge had been constructed at this location by that time



(Johnson, 1977). When the Dundas Road (Gordon Street) bridge was completed, likely in late 1828 or 1829, it was built on piles and constructed of squared timbers.

The first mill in Guelph was established by the Canada Company in 1827 and was not operational until Horace Perry constructed a wooden flour mill in 1830. The Canada Company then sold the mill to William Allan, who took possession in 1832. Allan improved the mill and replaced much of the wood structure with a five-storey stone building. It was located on the river's west bank, southwest of where the bridge crossing was located. A new structure was built in that 15-year span between 1830 and 1845, appearing to be a timber truss bridge. This second bridge, already being referred to as the Allan Bridge at this time, lasted until 1869.

Railways became crucial means of economic development across Canada in the 1850s. The Grand Trunk Railway was responsible for completing a line to Guelph in 1856. The railway needed to cross the Speed River to enter Guelph's downtown, so a viaduct was built. Its early iteration included footpaths on either side of the rails, allowing people to walk over (Allan, 2012). The viaduct was erected over the Allan Bridge, which was itself over a dam that appears to pre-date 1847 given that a "mill pond" was already established west of the bridge at that point and which propelled the Allan Mill and the carding operation.

The original dam gave way on the 19th of April in 1869. It seems most plausible that when the dam gave out, it impacted the Allan Bridge's stability, which is why they were both replaced that same year.

Goldie Mill

Goldie Mill is a national historic site and a designated heritage structure located at the northeast corner of Cardigan and Norwich streets on the west bank of the Speed River. Historically it was located on the Saw Mill Lot, Divisions A and F on the Canada Company Survey. In 1827 and 1845 a series of mills were constructed, however two separate fires in 10 years destroyed them (Parks Canada, n.d.). In 1864, the land was purchased by James Goldie, one of the leading flour manufacturers and dealers in Ontario, who redeveloped the property, using limestone quarried from the site, to a manufacturing complex, which also



included a foundry, sawmill, cooperage, distillery, piggery and tannery (Parks Canada, n.d.). A spring flood in 1929 carried away the dam and another fire in 1953 completely destroyed the building (Parks Canada, n.d.). A 1983 stabilization project of the remaining ruins which were purchased by Grand River Conservation Authority in March 1976 (City of Guelph, 2021).

Guelph Junction Railway

In 1884, the Guelph Junction Railway began construction on a rail line to connect from south of the Grand Trunk Railway in Guelph with the Credit Valley Railway (later Canadian Pacific Railway) near Campbellville. At the time, the only railway operating out of Guelph was the Great Western Railway (later Grand Trunk Railway). The population of Guelph was concerned that rates and service could be improved by removing the Grand Trunk Railway monopoly. Work commenced on the line by the fall of 1886, with the company agreeing to lease the line to Canadian Pacific upon completion, and the line opened in September 1888. The new junction point with the former Credit Valley Railway tracks became known as Guelph Junction (Hughes, 1997).

When the line opened, John Galt's original log home built in 1827 in the former Priory Square now John Galt Park, the first permanent building in Guelph, was used as the station. It was replaced with a stone station in the 1900s (The Guelph Historical Railway Association, 2021).

Grand Trunk Railway

The Grand Trunk Railway Company of Canada was incorporated by the Canadian government in 1852 and was planned to connect Toronto to Montreal. It began in 1853 by purchasing five existing railways: the St. Lawrence and Atlantic Railroad Company, the Quebec and Richmond Railroad Company, the Toronto and Guelph Railroad Company, the Grand Junction Railroad Company, and the Grand Trunk Railway Company of Canada East. By 1853, the Toronto and Guelph Railroad Company had already begun construction of its line. After its merge with the Grand Trunk Railway Company, the line was redirected from its original route and extended to Sarnia to be a hub for Chicago bound traffic. By 1856 the line had been built from Montreal to Sarnia via Toronto. The company fell into great debt



in 1861 and while it was saved from bankruptcy by the Canadian government, in 1919 the company was bankrupt following its expansion west in an attempt to compete with the Canadian Pacific and Canadian Northern Railways (Library and Archives Canada, 2005).

1.2.3 Map Review

The 1827 Plan (*Plan of the Town of Guelph, Upper Canada, Founded by the Canada Company 1827, 1827*), 1847 Plan (McDonald, 1847), 1861 Map (Leslie & Wheelock, 1861), the 1862 Map (Cooper, 1862), and the 1906 Historical Atlas (Loyd, 1906) were examined to determine the presence of historical features within the Study Area during the nineteenth century (Figure 2 through Figure 6).

Part A – Capital Implementation Plan Study Area

The 1827 Plan (Figure 2) shows the initial town layout along the southern bank of the Speed River. The street and lotting pattern within the Study Area radiates outward from an apex at the bend in the Speed River. This resulted in an irregular, radial street pattern within downtown Guelph. South of the downtown area, the lots follow a standard grid pattern. Features shown on the plan include a bridge over the Speed River at the bend (at location of present-day Arthur Street bridge), St. Patrick's Church, St. George's Church, a General Burying Ground, a market building and grounds, Clarence Place, and a sawmill. Roads to Woolwich, Eramosa and York are noted.

The 1847 Plan (Figure 3) and the 1861 Atlas (Figure 4) shows the streets with much the same layout as the 1827 Plan, with the area subdivided into town lots. The development of the community is evident in the 1861 Atlas, with the addition of a Court House, the construction of a Scotch Church on the market grounds, and the construction of the Grand Trunk Railway passing through the market grounds. A pass station is located north of the market grounds. The southern arm of the Study Area extends southeast along Huskisson Street and then southwest along Wellington Street. North of Huskisson Street the Study Area passes through several lots and a small portion of the river.



The 1862 map (Figure 5) illustrates the major buildings downtown remained relatively the same as the early nineteenth century. A structure labelled “town hall” is shown in the marketplace adjacent to the railway. The Roman Catholic church grounds show four structures present at the top of a large steep hill, part of a drumlin that runs through Guelph. The Public Burying Ground is still shown. The former Goldie Mill and Priory house structures can be seen. Many of the town lots in the north end of the Study Area are indicated to not have a structure built on them. In the south end of the Study Area structures are visible north and south of Huskisson Street. The area north of Huskisson Street contains a diverted waterway from the Mill Pond.

The 1906 Illustrated Historical Atlas map of Guelph (Figure 6) depicts a limited number of features but shows the Canadian Pacific Railway running along the northern edge of the Part A Study Area, on the southern bank of the Speed River, with a Canadian Pacific Railway station located on Macdonell Street north of the Grand Trunk Railway station. The route of the Guelph Radial Railway is also depicted running through the Part A Study Area. Development is depicted in all directions surrounding the Part A Study Area at Norwich Street and Eramosa Road. Macdonell, Norfolk, Suffolk Streets and Eramosa Road are highlighted as major routes providing access into the city core. Additional bridge crossings over the Speed River are depicted on Neeve Street and Huskisson Street.

Part B – Wyndham Street Environmental Assessment Study Area

The 1827 Plan (Figure 2) depicts the Part B Study Area along Wyndham Street between Woolwich Street and the Market Grounds south of Macdonell Street. St. George’s Church is in the middle of St. George’s Square, where Wyndham Street meets Quebec Street. Cork Street is depicted west of Wyndham Street. The 1847 plan (Figure 3) and 1861 Atlas (Figure 4) depicts the layout of the 1827 subdivided into town lots.

In 1862 St. George’s Church is shown to remain in the middle of the central square on Wyndham Street and (Figure 5).

The 1906 Illustrated Historical Atlas map of Guelph (Figure 6) shows a post office at the northern corner St. George’s Square. The St. George’s Church is not



depicted, in its place is a roundabout for the Guelph Radial Railway, which enters the Part B Study Area from Woolwich Street (Figure 6). At the southern end of the Part B Study Area, a park is depicted where the Market Grounds were previously.

Part C – Macdonell and Allan Environmental Assessment Study Area

The 1827 Plan (Figure 2) depicts the western portion of Part C within the Town of Guelph. A bridge over Speed River connects to a road north to Eramosa and a road south to York. The 1847 plan (Figure 3) depicts planned lots east of Queen Street (present-day Arthur Street North and South. Grist Mill Land is labelled southwest of Arthur Bridge at Speed River, and Priory lands northwest of the bridge. The 1861 Atlas (Figure 4) depicts the Grand Trunk Railway over Arthur Bridge.

The Allan's Mill complex is detailed in the 1862 map, and one structure is shown on the eastern bank of the river (Figure 5).

The 1906 Illustrated Historical Atlas map of Guelph (Figure 6) depicts Canadian Pacific Railway and Grand Trunk Railway within the Part C Study Area. The Canadian Pacific Railway station is located at Macdonell Street and Woolwich Street.

1.2.4 Fire Insurance Plan Review

The 1892 Fire Insurance Plan of Guelph (Goad, 1892) and the 1929 Fire Insurance Plan of Guelph (Underwriter's Survey Bureau, 1929) were examined. Due to the scope of the proposed project, a detailed review was completed for Parts B and C while a more general review was completed for Part A to determine the nature of urban development and presence of any major historical features within the Study Area which may require further study.

The fire insurance plans legends indicate:

- brick buildings in red
- stone buildings in blue
- wooden buildings in yellow
- sheds and barns in black



Part A – Capital Implementation Plan Study Area

Figure 7 through Figure 10 illustrate the Part A Study Area on the 1892 plan sheets. There are gaps in the original 1892 coverage of the Part A Study Area. In 1892 the Goldie Four Mill complex is shown between the banks of the river and a branch of the Grand Trunk Railway. Various brick, stone and wooden buildings are illustrated in the residential neighbourhoods of the north end of the Study Area. At Suffolk and Norfolk intersection, St. Andrew's Church is shown with a school addition on the back, beside the Charles Raymond Sewing Machine factory. The intersection of what are now Paisley and Norfolk Streets is shown as an open area called Nelson Crescent, and what is now Kimberly Park at Eramosa Road and Woolwich Street is shown in 1892 as Trafalgar Square with a band stand. The former Central School is shown at the top of a slope marked on the map with stairs eastward toward what is now Commercial Street. The block between Cork and Northumberland Streets show the St. Agnes School, Loretto Convent School, and the Roman Catholic Church with its associated structures of a presbytery and two schools. City Hall can be seen in Market Square west of Wyndham Street, with a "vegetable market" to the east. A depot and a few small structures are shown further east along the railway. The Fairgrounds are located on the south side of what was then named Huskisson Road (now Wyndham Street South) and a foundry and a woollen and knitting mill are located on the north side. Victoria Mills is located east of the Huskisson Road and Wellington Road intersection as well as the Armstrong Carpet Factory. Wellington Street is shown to not extend north of Huskisson Road.

Figure 11 through Figure 14 illustrate the Part A Study Area on the 1929 plan sheets. The Robert Stewart lumber mill complex is shown in the block from Norwich Street and London Road along Cardigan Street, across from the "Standard Milling Co. Limited" (Goldie Mill) complex. Numerous railway tracks are illustrated alongside and into the mills running along the Speed River. The Canadian Pacific Railway Station is shown to have been built north of Trafalgar Square. The area north of Suffolk Street remained relatively unchanged through the early twentieth century with many brick, stone, and wooden residential and commercial structures, churches, and factories. The Public Burying Ground is no longer named on the map, and the former rink is labelled garage, with a steel



works to the north. On this map the west side of Wellington East contains several residences, the Guelph Spring and Axle Company and the commercial Brown's Transport and Garage Facility. Wellington Street is still shown to not extend north of Huskisson Road. The Guelph Armoury is shown to have been built south of the railway on Huskisson Road.

Part B – Wyndham Street Environmental Assessment Study Area

The 1892 Fire Insurance Plan (Figure 15) depicts the Part B Study Area within the historical road allowance. American Hotel, a planning mill, picture framing shop, boot shop, print office, harness shop, and seven unspecified shops are west of Wyndham Street between Woolwich Street and St. Georges Square. In the same area east of Wyndham Street are the Wellington Hotel, two grocery stores, Young Men's Christian Association Hall, carriage and woodwork store, business college, drugstore, banks, post office, and 15 unspecified shops. Most of the buildings are depicted as stone, a few are brick or wooden. Water storage tanks are illustrated within St. George's Square.

The 1929 Fire Insurance Plan of Guelph (Figure 16) shows a change in buildings west of Wyndham Road. The area where the American Hotel had stood according to the 1892 Fire Insurance Plan, is marked as "fire ruins" on the 1929 Fire Insurance Plan. Three shops and a café have replaced buildings, and there is a large gap of empty space between the café and shops closer to St. George's Square.

Part C – Macdonell and Allan Environmental Assessment Study Area

The 1892 Fire Insurance Plan of Guelph (Figure 17) the Canadian Pacific Guelph Junction railway line under construction under the Grand Trunk River. A dam is depicted under the Grand Trunk Railway over the River Speed.

The 1929 Fire Insurance Plan of Guelph (Figure 18) depicts the Grand Trunk Railway as an iron bridge with a wood bridge under the viaduct over the Speed River. A dam is labeled underneath the bridge. A structure labelled pipe fitting storage is on the southeast bank of the river. Between Surrey Road East and the southwest bank are storage, a lamp manufacturer, a flexible conduit machine



shop, a shipping and packing building, and coal bin. The Canadian Pacific Railway crosses Speed River diagonally from the east bank to the west bank, under the Grand Trunk Railway and north along the west bank. Houses are shown along Queen Street (now Arthur Street) and Rose Street.

1.2.5 Aerial and Orthoimagery Review

Part A – Capital Implementation Plan Study Area

The 1955 aerial photograph of Guelph (*1955 Air Photo of the City of Guelph, 1955*) depicts a fully developed downtown core within the Part A Study Area with dense street walls along the commercial streets (Figure 19). The original radial street layout is largely intact. St. George’s Square is a prominent feature, as is the property containing the Basilica of Our Lady Immaculate. The surrounding residential areas had extensive tree cover. Wellington Street is still shown to not extend north of Huskisson Road and structures are shown on these properties within the Study Area south of Neeve Street.

A review of Google imagery shows the Study Area has remained relatively unchanged since 2006, including most of the roadways. The following substantial land-use changes are described from north to south (see also Section 7.2):

- Southeast of the railway tracks and west of the Wyndham Street South and Farquhar Street intersection, construction within the Study Area occurred in 2011, 2012, 2017, 2018 and 2022 (Image 49, Image 50).
- Construction was completed between 2009 and 2011 for the townhouses at Historic Stewart Mill 60-110 Cardigan Street (Image 51).
- In 2009 Market Square and City Hall on Carden Street were under construction (Image 52 and Image 53).
- The Market Parkade at 10 Wilson Street is seen to have been constructed from 2018 to 2020, including the reconstruction of Wilson Street from Gordon Street under the railway to Carden Street (Image 53).
- By 2013, the mixed-use tower at 160 Macdonell Street had been constructed (Image 54).



Part B – Wyndham Street Environmental Assessment Study Area

The 1955 aerial photograph of Guelph 1955 (*1955 Air Photo of the City of Guelph, 1955*) shows Wyndham Street lined with commercial properties (Figure 19). Paved open space within St. George’s Square is visible between the intersection of Wyndham Street at Quebec Street and the buildings.

A review of Google imagery shows the Part B Wyndham Street Environmental Assessment Study Area has remained relatively unchanged since 2006.

Part C – Macdonell and Allan Environmental Assessment Study Area

The 1955 aerial photograph of Guelph 1955 (*1955 Air Photo of the City of Guelph, 1955*) shows the Allan Bridge and railway viaduct between west and east banks of the Speed River (Figure 19). The Canadian Pacific Railway crosses the viaduct at the west bank. The western bank appears industrial, relating to the Canadian Pacific Railway, and the eastern bank appears residential in nature with trees along the bank.

A review of Google Earth imagery shows the Macdonell and Allan Environmental Assessment Study Area has remained relatively unchanged since 2006. The imagery indicates that by 2013, the mixed-use tower adjacent the Part C Study Area at 160 Macdonell Street had been constructed (Images 30-31).

1.3 Archaeological Context

This section provides background research pertaining to previous archaeological fieldwork conducted within and in the vicinity of the Study Area, its environmental characteristics (including drainage, soils or surficial geology and topography, etc.), and current land use and field conditions. Three sources of information were consulted to provide information about previous archaeological research: the site record forms for registered sites available online from the MCM through “Ontario’s Past Portal”; published and unpublished documentary sources; and the files of ASI.



1.3.1 Geography

In addition to the known archaeological sites, the state of the natural environment is a helpful indicator of archaeological potential. Accordingly, a description of the physiography and soils are briefly discussed for the Study Area.

The S & G stipulates that primary water sources (lakes, rivers, streams, creeks, etc.), secondary water sources (intermittent streams and creeks, springs, marshes, swamps, etc.), ancient water sources (glacial lake shorelines indicated by the presence of raised sand or gravel beach ridges, relic river or stream channels indicated by clear dip or swale in the topography, shorelines of drained lakes or marshes, cobble beaches, etc.), as well as accessible or inaccessible shorelines (high bluffs, swamp or marsh fields by the edge of a lake, sandbars stretching into marsh, etc.) are characteristics that indicate archaeological potential.

Water has been identified as the major determinant of site selection and the presence of potable water is the single most important resource necessary for any extended human occupation or settlement. Since water sources have remained relatively stable in Ontario since 5,000 BP (Karrow & Warner, 1990, p. Figure 2.16), proximity to water can be regarded as a useful index for the evaluation of archaeological site potential. Indeed, distance from water has been one of the most commonly used variables for predictive modeling of site location.

Other geographic characteristics that can indicate archaeological potential include elevated topography (eskers, drumlins, large knolls, and plateaux), pockets of well-drained sandy soil, especially near areas of heavy soil or rocky ground, distinctive land formations that might have been special or spiritual places, such as waterfalls, rock outcrops, caverns, mounds, and promontories and their bases. There may be physical indicators of their use, such as burials, structures, offerings, rock paintings or carvings. Resource areas, including; food or medicinal plants (migratory routes, spawning areas) are also considered characteristics that indicate archaeological potential (S & G, Section 1.3.1).

The Study Areas are situated within the Guelph Drumlin Field physiographic region (Figure 20) of southern Ontario which centres upon the City of Guelph and



Guelph Township and occupies roughly 830 square kilometres (Chapman and Putnam 1984:137-139). The Part B Wyndham Street and Part C Macdonell and Allan Structures Study Areas are within spillways, and the Part A Capital Implementation Plan Study Area is within spillways, drumlins, and drumlinized till plains.

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

The surficial geology of the Part A Capital Implementation Plan Study Area is stone-poor, sandy silt to silty sand-texture till on Paleozoic terrain, Glaciofluvial deposits, and Paleozoic bedrock (Figure 21). Surficial geology of the Part B Wyndham Street Study Area is Glaciofluvial deposits, and the surficial geology of the Part C Macdonell and Allan Structures Study Area is Glaciofluvial deposits, and Paleozoic bedrock.

Soils in the Part A Capital Implementation Plan Study Area (Figure 22) include Burford loam and Guelph loam, grey-brown podzolics with good drainage, and Brisbane loam, a grey-brown podzolic with imperfect drainage. Soils in the Part B Wyndham Street Study Area include Burford loam and Guelph loam, grey-brown podzolics with good drainage. Soils in the Part C Macdonell and Allan Structures Study Area include Burford loam, a grey-brown podzolic with good drainage and Brisbane loam, a grey-brown podzolic with imperfect drainage (Ontario Geological Survey, 2010).



The Part A Capital Implementation Plan and Part B Wyndham Street Study Areas are in proximity to the Speed River, which is within the Part C Macdonell and Allan Structures Study Area. The Speed River flows through old spillway through its entire length and as a watercourse is representative of the late Pleistocene/early Holocene geography of southern Ontario. From headwaters to its confluence with the Grand River, the Speed River descends approximately 500 feet of elevation across only approximately 40 kilometres. The Speed River is unexpectedly shallow as it is partly floored by bedrock (Chapman and Putnam 1984: 98). The Speed River is a tributary of the Grand River. The Grand River watershed is the largest watershed in southern Ontario at 6,800 square kilometres including the cities of Brantford, Cambridge, Guelph, Kitchener, and Waterloo. The Grand River includes all the land drained by the Grand River and its tributaries. It begins in Dufferin County in the Dufferin Highlands and travels south 310 kilometres before emptying into Lake Erie at Port Maitland. The Conestogo, Nith, Speed and Eramosa rivers are the major four which feed into the Grand. Roughly 70% of the watershed consists of intensive agricultural areas (Grand River Conservation Authority, 2020).

1.3.2 Previously Registered Archaeological Sites

In Ontario, information concerning archaeological sites is stored in the Ontario Archaeological Sites Database (O.A.S.D.) maintained by the MCM. This database contains archaeological sites registered within the Borden system. Under the Borden system, Canada has been divided into grid blocks based on latitude and longitude. A Borden block is approximately 13 kilometres east to west, and approximately 18.5 kilometres north to south. Each Borden block is referenced by a four-letter designator, and sites within a block are numbered sequentially as they are found. The Study Area under review is located in Borden block *AjHb*.

According to the O.A.S.D., six previously registered archaeological sites are located within one kilometre of the Study Area (MCM 2022). Three sites (*AjHb-71*, *AjHb-117*, *AjHb-118*) are located within the Part A Capital Implementation Plan Study Area and have been noted to have further cultural heritage value or interest. No sites are located within Parts B or C Study Areas. A summary of the sites is provided below in Table 1.





Table 1: Registered Sites within One Kilometre of the Study Area

| Borden number | Site Name | Temporal/ Cultural Affiliation | Site type | Researcher |
|----------------------|---------------------|---|--|--|
| AjHb-71 | Baker Street | Euro-Canadian | Other: industrial, commercial, cemetery | Pearce 1963, Neil 1970, D.R. Poulton & Associates Inc. 2006;2007; 2012, Stantec Consulting 2016, Archaeological Research Associates Ltd. 2019 |
| AjHb-83 | Not Applicable | Euro-Canadian | House | Detritus Consulting 2016 |
| AjHb-84 | Not Applicable | Euro-Canadian | Agricultural | Detritus Consulting 2014 |
| AjHb-93 | Not Applicable | Euro-Canadian | Residential | Detritus Consulting 2016 |
| AjHb-117 | Goldie Mill | Euro-Canadian | Mill | CRM Labs 2018-2020 |
| AjHb-118 | Goldie Mill | Euro-Canadian | Mill | CRM Labs 2018-2020 |

1.3.3 Previous Archaeological Assessments

According to the background research, seven previous report details fieldwork within 50 metres of the Study Area. Parts of the Study Area which have been previously assessed and cleared of archaeological concern do not require further



work. Other areas have outstanding archaeological requirements, including the Goldie Mill (Figure 24) and former Public Burying Ground (Figure 25, Figure 26, Figure 27). Select mapping from previous assessments are included in Appendix B showing work at the Public Burying Ground and Goldie Mill ruins.

**(Archaeological Research Associates Ltd., 2019) Stage 1, 2 and 3
Archaeological Assessments Baker Street Hydro Pole Replacement 55
Baker Street and 138 Wyndham Street North City of Guelph Historic
Town of Guelph, Geographic Township of Guelph Wellington County,
Ontario [Stage 1-2: P007-1021-2019, Stage 3: P007-1047-2019]**

The assessment overlaps the current Part A Capital Implementation Plan Study Area near 55 Baker Street, 138 Wyndham Street North, Chapel Lane, and Park Lane. Stage 2 assessment involved mechanical excavation of 12 work locations required for hydro pole replacement and installations. Three potential features (Features 1-3) and two areas with archaeological materials were encountered in fill layers. No human remains or burial features were identified. The Stage 2 determined Feature 3 had further cultural heritage value and interest requiring Stage 3. The Stage 3 excavation determined it had no further cultural heritage value and interest and to not require further archaeological assessment. The remaining unassessed areas outside of the 12 locations was recommended to retain potential for archaeological resources and human remains and to require archaeological assessment.

**(Archaeological Research Associates Ltd., 2020) Stage 1, 2 and 3
Archaeological Assessments Phase II Environmental Site Assessment
55 Baker Street and 152 & 160 Wyndham Street North City of Guelph
Historic Town of Guelph, Geographic Township of Guelph Wellington
County, Ontario [Stage 1-2: P007-1026-2019, Stage 3: P007-1033-
2019]**

The assessment overlaps the current Part A Capital Implementation Plan Study Area near 55 Baker Street and 152 and 160 Wyndham Street North, within the Guelph Public Burying Ground. Stage 2 archaeological assessment was conducted at 18 worksites around the borehole and monitoring well locations required for



the Environmental Site Assessment. One deposit of archaeological material, “Site 1”, was encountered in the northern portion of the Baker Street parking lot within the MW102 worksite. Stage 3 was conducted. Site 1 was determined to consist of a Euro-Canadian layer dating mid-nineteenth century to mid-twentieth century. Excavation was limited to the footprint required for the environmental work and the layer likely extends beyond those boundaries. The artifacts were tied to the post-closure phase of occupation for the Baker Street Site (AjHb-71). The continuation of the cultural layer of Site 1 was determined not to retain further cultural heritage or value. The unassessed portions of the greater Baker Street site (AjHb-71) were determined to retain further cultural heritage or value requiring further archaeological assessment.

(ASI, 2016) Stage 1 Archaeological Assessment Wilson Street Reconstruction Lots 118-122, 131 and Market Place, St. Andrews Ward, Former Township of Guelph, County of Wellington, City of Guelph, Regional Municipality of Waterloo, Ontario [P128-0138-2016]

The assessment overlaps the current Part A Capital Implementation Plan Study Area and involved road and municipal servicing improvements for Woolwich Street from University Avenue to Bridle Trail, the design-build for the new Wilson Street Parking Garage, and the reconstruction of Wilson Street from Gordon/Norfolk Street to Macdonell Street. The property inspection revealed that the Study Area had been previously disturbed and required no further archaeological assessment.

(ASI, 2017a) Stage 1 Archaeological Assessment Norwich Street Pedestrian Bridge Part of Lot 2, Broken Front Division F and the Town of Guelph (Former Township of Guelph) City of Guelph County of Wellington, Ontario [P094-0212-2016]

The assessment overlaps the current Part A Capital Implementation Plan Study Area along Norwich Street East at the Norwich Street Pedestrian Bridge. The assessment determined that parts of the project area be subject to Stage 2 Archaeological Assessment by test pit survey at five metre intervals. The



remainder of the project area did not retain archaeological potential on account of deep and extensive lane disturbances or slopes in excess of 20 degrees.

(ASI, 2017b) Stage 1 Archaeological Assessment the Ward to Downtown Bridges Part of Lot 2, Broken Front Division F and the Town of Guelph, Former Township of Guelph, City of Guelph, County of Wellington, Ontario [P094-0213-2016]

The assessment overlapping the current Part C Macdonell and Allan Study Area, bounded by Wellington Road on the west, Wellington Street Rail Bridge on the north, Arthur Street on the east and Neeve Street to the south. Part of the project area did not retain archaeological potential on account of deep and extensive lane disturbances. Heritage Park containing reconstructed ruins of the Allan's Mill complex were determined to have deeply buried potential requiring Stage 2 assessment by mechanical trenching if to be impacted.

(ASI, 2019) Stage 1 Archaeological Assessment of 70 Fountain Street East and 75 Farquhar Street, All of Lots 19 and 20, Registered Plan 8, St. Patrick's Ward, Geographic Township of Guelph, County of Wellington, City of Guelph, County of Wellington [P449-0347-2019]

This assessment is within the Part A Capital Implementation Plan Study Area located north of Wyndham Street South between Farquhar Street and Fountain Street East. The property inspection and background research determined the project area does not require further archaeological assessment.

(ASI, 2020) Stage 1-2 Archaeological Assessment Kitchener Corridor Expansion Program – Task 2 & Task 3 City of Kitchener, Townships of Woolwich, Township of Guelph/Eramosa, City of Guelph, Town of Erin Regional Municipality of Waterloo, County of Wellington, Regional Municipality of Halton [P383-0160-2019, P383-0216-2020, P383-0169-2019]

The works includes the Guelph Station Platform and track works within various sections of the Guelph Subdivision, overlapping the Parts A and C Study Areas



along the railway corridor. The report found that these lands were disturbed with no potential.

(CRM Lab Archaeological Services, 2020) Stage 1 Archaeological Background Study Goldie Mill Ruins Part of Saw Mill Lot, on Divisions A & F on the Canada Company Survey 75 Cardigan Street, City of Guelph, Wellington County [P244-0129-2018]

The assessment overlaps the current Part A Capital Implementation Plan Study Area, at Goldie Mill Park. The background research determined that any future subsurface/below grade disturbance work to any part of the Goldie Mill Park property of requires further archaeological assessment in advance. It was also recommended that the above grade ruin repairs to the Goldie Mill chimney requiring stabilization be monitored by a MCM licenced Archaeologist.

(D.R. Poulton & Associates Inc., 2006) The 2005 Stage 3-4 Archaeological Investigations of Historic Burials in the Baker Street Right-of-Way, Former Public Burying Ground, City of Guelph, Ontario [P116-097, P116-101]

Prior to this assessment, a letter to the Cemeteries Regulation Unit Registrar dated 2005 outlines the findings of the Baker Street Burial in the City of Guelph, overlapping the current Part A Capital Implementation Plan Study Area. The letter summarising the findings of the investigations from Friday October 14, 2005. The grave discovered by City staff was roughly oriented east-west, with the eastern half only being within the road pavement itself. Soil was screened through six-millimeter mesh which recovered small bones. No evidence of coffin wood or hardware was present, suggesting that it was an unmarked grave that was overlooked during any relocation of bodies. Evidence of two additional grave shafts was present which were not investigated, all one metre apart under the sidewalk and gutter. Another cultural feature was suggested to be located in the north end of the sinkhole but was not investigated. The report noted that it is likely any future construction in the area will encounter additional burials. Further excavation was recommended to determine if the apparent feature north of the



grave in the sinkhole was indeed a burial, and to determine if the north end of the sink hole has a cultural feature as suggested.

The letter provided clearance to proceed with the archaeological excavation of the burials and this assessment occurred as a result. It was determined the burials are located within the former Public Burying Ground relating to the first few generations of nineteenth century residents of the now City of Guelph. It was determined there is high potential for as-yet discovered human burials within the limits for the former Public Burying Ground, including the rights-of-way of Baker Street, Chapel Lane, and Park Lane with bound the now municipal parking lot.

The remains were reinterred in Woodlawn Cemetery. It was recommended the City of Guelph formulate a protocol to address concerns for not yet discovered burials in the area, and for more intensive investigations to confirm the presence or absence of unmarked graves subject to possible impact.

**(D.R. Poulton & Associates Inc, 2007) The 2006 Stage 3-4
Archaeological Investigations of the Proposed Baker Street Parking
Facility, Former Public Burying Ground (AjHb-71) City of Guelph,
Ontario [P053-061-2006]**

The project area overlaps the current Part A Capital Implementation Plan Study Area and included part of the Public Burying Ground, one of the City's first cemeteries established in 1827. The archaeological assessment included excavations of the southern portion of the existing parking lot as well as part of the adjacent Park Lane right-of-way to the east. The excavation covered 0.41 hectares and represented approximately two-thirds of the historic cemetery. The 2006 excavations documented the presence of 11 intact burials and a further 25 grave shafts of burials that have been exhumed in the second half of the nineteenth century. The assessment recommended that any future land use changes in the downtown core could represent an impact to the unmarked graves in the as-yet unexcavated portion of the Public Burying Ground.



(D.R. Poulton & Associates Inc., 2008) The 2008 Stage 2 Archaeological Assessment of the Former Loretto Convent Property, Catholic Hill, 52 Norfolk Street, City of Guelph, Wellington County, Ontario [P053-142-2008]

A preliminary plan prepared in advance of the proposed museum included an addition to the former building, a new driveway from Cork Street, a parking lot, new pathways and steps, and other landscaping on the east-central and southeast portions of the property. The lands were used by the Loretto Convent for 180 years. In 2008 Stage 2 survey was conducted and only identified some refuse materials which did not relate to the nineteenth-century use of the property. Many lands were not surveyed due to disturbance but may exhibit potential. Stage 3 was recommended.

(D.R. Poulton & Associates Inc., 2009) The 2009 Stage 3-4 Archaeological Excavations of the Former Loretto Convent Property, Catholic Hill, 52 Cork Street, City of Guelph, Wellington County, Ontario [P316-025-2009 and P316-027-2009]

Stage 2 was conducted in 2009 identifying subsurface features and nineteenth-century artifacts which were mitigated by Stage 4. The site was not registered with a Borden number. All archaeological concerns were considered to have been addressed and no further work was recommended.

(D.R. Poulton & Associates Inc, 2009) The 2007 – 2008 Stage 1 & 3 Archaeological Assessment of the Proposed Addition to Old City Hall, City of Guelph, Wellington County, Ontario [P053-103-2007 & P053-141-2008]

The project area overlaps the current Part A Capital Implementation Plan Study Area and was conducted prior to proposed additions to Old City Hall, located at the southeast corner of the building. The areas of concern is part of the Market Place or Square established in 1827 with a Market House, near the site of the present railway station. In 1832 the Scotch Church was constructed on these grounds. In the 1850s the lands were redeveloped by the Grand Trunk Railway, involving the construction of a new Market House and Town Hall and the



destruction of the Scotch Church. The artifact sample recovered includes three fragments of dressed stone, one brick fragment, 5 animal bones, and 10 other artifacts. Test excavations also confirmed that the subject lands were disturbed with no potential for any intact structural remains or other cultural features or artifact deposits relating to the Market Place, Old City Hall or the Scotch Church. No further archaeological assessment was recommended.

(D.R. Poulton & Associates Inc, 2012) The 2010 Stage 3-4 Archaeological Investigations of Sinkholes in the Baker Street Right-of-Way, Former Public Burying Ground (AjHb-71), City of Guelph, Ontario [P316-046-2010]

The project area overlaps the current Part A Capital Implementation Plan Study Area. Stage 3-4 was triggered within the current Study Area due to the presence of two sinkholes in Baker Street in the former Public Burying Grounds. The 2010 investigations followed after a 2005 investigation of sinkholes on Baker Street (see above) and a 2006 Stage 3-4 investigation of the proposed multi-story Baker Street Parking Facility (see above P053-061-2006). The 2010 sinkhole opened up adjacent to the sidewalk on the west side of Baker Street, a two-lane road in downtown Guelph. The archaeological assessment identified a small grave shaft that had been previously exhumed sometimes in the second half of the nineteenth century.

(D.R. Poulton & Associates Inc, 2013) The 2012 Archaeological Monitoring of the Demolition & Site Servicing for 160-164 and 152-158 Wyndham Street North, Part of Lots 74 & 73, Canada Company Survey, City of Guelph, Wellington County, Ontario [P242-009-2012]

Located within the current Part A Capital Implementation Plan Study Area at 160-164 and 152-158 Wyndham Street North, the demolition was proposed in order to build the Guelph Public Library. There was potential that the demolition and construction could impact the former Public Burying Ground and unmarked human graves. The assessment involved excavation of 1.2-metre-wide trench along the exterior of the buildings, and archaeological monitoring of the upgrading of a sanitary sewer. The alignment of the sewer extended west across



Chapel Lane and into the northeast edge of the existing Baker Street parking lot. The assessment did not recover any human remains or artifacts related to the Public Burying Ground. The assessment recommended that any further construction activity in the area should require an archaeological assessment or archaeological monitoring.

(Historica Research Limited & Mayer, Pihl, Poulton and Associates Inc., 1984) Archaeological Resource Assessment of Goldie Mill Guelph, Ontario [1984-34-011]

The assessment was undertaken within the current Part A Capital Implementation Plan Study Area at Goldie Mill. Sections of the mill were excavated by shovel. Most of the work was excavated by backhoe and bulldozer. Excavations were conducted to the boiler room, flue, office building, flour mill, storage building, and railway siding. No major artifacts were located, and it was noted most material would be expected near the grade or floor levels of the original complex, which were only exposed in the east half of the storage building. It was recommended further archaeological assessment be conducted if impacts are proposed.

(Letourneau Heritage Consulting Inc., 2022) Stage 1 Archaeological Assessment the City of Guelph ICIP Cycling Network Expansion. Eramosa Road, Woolwich Street to Victoria Road; Gordon Street, Waterloo Avenue to Clair Road; College Avenue, Janefield Avenue to Dundas Lane, Various Lots and Concessions Geographic Townships of Guelph and Puslinch, Wellington County, Guelph, Ontario, Environmental Study [P051-0218-2021]

This assessment was undertaken within the current Part A Capital Implementation Plan Study Area and Part B Wyndham Street Environmental Assessment Study Area at Woolwich Street, Eramosa Road, and Norfolk Street. The overlapping area at Norfolk Street was determined to be previously disturbed. Northwest of Woolwich Street and Eramosa Road, and part of the west bank of Speed River were recommended for Stage 2 archaeological assessment.



(Stantec Consulting Ltd., 2018a) Stage 2 Archaeological Monitoring: Proposed Ayerswood Development 45 Yarmouth Street, City of Guelph, Ontario [P256-0503-2017]

This assessment was undertaken within the current Part A Capital Implementation Plan Study Area at 45 Yarmouth Street, adjacent to the Public Burying Ground. The area included a paved parking lot and fenced area of concrete slabs from a commercial building that had stood on the property. Construction monitoring was conducted. An excavator with a toothed bucket was used to strip the concrete slabs and paved parking lot surface, followed by soils, gravel, asphalt, concrete, and building rubble in 10-to-20-centimetre layers. The soils were heavily disturbed except for a two-metre-wide area along Baker Street sidewalk, which did not contain evidence of cultural features, grave shafts, or archaeological resources. No further work was recommended.

(Stantec Consulting Ltd., 2018b) Stage 3 Archaeological Assessment: Baker Street Investigations, Former Public Burying Ground (AjHb-71), City of Guelph, Ontario [P083-0301-2016]

The assessment was undertaken within the current Part A Capital Implementation Plan Study Area after human remains were discovered underneath a paved surface of Baker Street, resulting in the recovery of 78 artifacts and 47 fragments of human remains. Based on previous discoveries of human remains in the area and in association with former Public Burying Ground (AjHb-71), archaeological monitoring was conducted. No additional archaeological assessment was recommended.

(Archaeological Research Associates Ltd., 2019) Stage 1, 2 and 3 Archaeological Assessments Baker Street Hydro Pole Replacement 55 Baker Street and 138 Wyndham Street North City of Guelph Historic Town of Guelph Geographic Township of Guelph Wellington County, Ontario [P007-1021-2019, P007-1047-2019]

The project area was undertaken within the current Part A Capital Implementation Plan Study Area, within and adjacent to the Public Burying Grounds. Visual inspection determined the 12 areas for the hydro pole



replacements were disturbed at a surficial level. The Stage 2 and 3 assessments involved mechanical excavation, feature excavation, and monitoring of the installation of a push pole and new hydro pole. The Stage 2 assessment resulted in the identification of three potential features and two areas with archaeological material in fill layers. Features 1-2 and an area of fill-related artifacts were identified within Pole 15 Baker Street. Feature 3 was within the push pole for Pole 9 Baker Street. The second area of fill-related artifacts was located at Pole 17 Chapel Lane. Feature 3 was recommended for Stage 3 archaeological assessment, after which it was determined to no longer retain cultural heritage value or interest. The remaining unassessed areas were recommended for Stage 1 and 2 archaeological assessments.

(Archaeological Research Associates Ltd., 2020) Stage 1, 2 and 3 Archaeological Assessments Phase II Environmental Site Assessment 55 Baker Street and 152 & 160 Wyndham Street North City of Guelph Historic Town of Guelph Geographic Township of Guelph Wellington County, Ontario [P007-1026-2019, P007-1033-2019]

The project area was undertaken within the current Part A Capital Implementation Plan Study Area, within and adjacent to the Public Burying Grounds. Stage 2 consisted of 18 2 by 2 metre worksites around borehole and monitoring well locations. One archaeological deposit was identified and required further assessment, within MW102 and fill-related artifacts within BH200. The Stage 3 assessment determined it to have no further cultural heritage value or interest.

CRM Lab Archaeological Services Stage 2 Archaeological Monitoring Goldie Mills Ruins Part of Saw Mill Lot, on Divisions A & F on the Canada Company Survey 75 Cardigan Street, City of Guelph, Wellington County [P244-0132-2018] *Awaiting Ministry Review*

(In Progress) This report is still under Ministry review. This report documents the 2018-2020 Stage 2 Archaeological Monitoring of sites AjHb-117 and AjHb-118. According to the Ontario Archaeological Sites Database, both sites possess further Cultural Heritage Value or Interest.



2.0 Field Methods

A Stage 1 property inspection must adhere to the S & G, Section 1.2, Standards 1-6, which are discussed below. The entire property and its periphery must be inspected. The inspection may be either systematic or random. Coverage must be sufficient to identify the presence or absence of any features of archaeological potential. The inspection must be conducted when weather conditions permit good visibility of land features. Natural landforms and watercourses are to be confirmed if previously identified. Additional features such as elevated topography, relic water channels, glacial shorelines, well-drained soils within heavy soils and slightly elevated areas within low and wet areas should be identified and documented, if present. Features affecting assessment strategies should be identified and documented such as woodlots, bogs or other permanently wet areas, areas of steeper grade than indicated on topographic mapping, areas of overgrown vegetation, areas of heavy soil, and recent land disturbance such as grading, fill deposits and vegetation clearing. The inspection should also identify and document structures and built features that will affect assessment strategies, such as heritage structures or landscapes, cairns, monuments or plaques, and cemeteries.

The Stage 1 archaeological assessment property inspection was conducted under the field direction of Sarah Jagelewski (R405) on November 13, 2021, and Martin Cooper (P380) on December 16, 2021, and in order to gain first-hand knowledge of the geography, topography, and current conditions and to evaluate and map archaeological potential of the Study Area. It was a random spot-checking visual inspection from publicly accessible lands/public right-of-ways only and did not include excavation or collection of archaeological resources. Fieldwork was conducted when weather conditions were deemed clear with good visibility, per S & G Section 1.2., Standard 2:

- November 13, 2021 was cloudy and 6 degrees Celsius
- December 16, 2021 was cloudy and -1 degrees Celsius
- August 3, 2023 was sunny and 23 degrees Celsius



Field observations are compiled onto the existing conditions of the Study Area in Section 8.0 (Figure 23 through Figure 30) and associated photographic plates are presented in Section 7.0 (Image 1 through Image 43).

2.1 Current Land Use and Field Conditions

Part A – Capital Implementation Plan Study Area

The Part A Study Area is between London Road to the northwest, Dublin Street to the southwest, Speed River to the northeast, and then to the Metrolinx railway tracks in the southeast. A narrow portion of the Part A Study Area then extends southeast along Wyndham Street South. From the Wyndham Street South and Wellington Street East intersection the Study Area extends north to Neeve Street and then south to the Gordon Street intersection.

The Part A Study Area is within the Downtown Core of Guelph. It includes a mix of residential and commercial properties, and areas of greenspace for parks. Main roads are Norfolk Street, Wyndham Street, Woolwich Street, London Road, Paisley Street, Macdonell Street, Wyndham Street South and Wellington Street East. The GO Transit corridor and the Guelph Central Station is located within its limits.

The Part A Study Area retains many historical features mentioned in the mapping review above. Notable changes include the construction of the Old Quebec Street shopping mall, the Sleeman Centre on Woolwich Street, and a new City Hall south of Old City Hall. Woolwich Street has been realigned where it meets Macdonell Street.

Ongoing Baker Street Redevelopment is within the Part A Study Area, including replacement of buried infrastructure on Baker Street, Chapel Lane, and Park Lane. Ongoing archaeological excavation by Archaeological Research Associates Ltd. will clear the roadways of archaeological potential in 2022 (City of Guelph, 2022).



Part B – Wyndham Street Environmental Assessment Study Area

The Part B Study Area is approximately 500 metres long and consists of the Wyndham Street North right-of-way, 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, comprised primarily of three-storey mixed-use 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. Several infill buildings date to the mid-to-late twentieth century.

A public fountain and paved plaza area is located at the northwest corner of the intersection of Wyndham Street North and Quebec Street at St. George’s Square. 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.

Part C – Macdonell and Allan Environmental Assessment Study Area

The Part C Study Area consists of the Macdonell Street corridor from the Woolwich/Wellington intersection to Arthur/Rose intersection, a distance of 150 metres. The Macdonell Bridge has four-lanes for north- and south-bound vehicular traffic. Immediately to the south of the Macdonell Bridge is the unused Allan Bridge for pedestrian traffic. The Metrolinx GO Transit Kitchener line is carried over the Speed River and the unused Allan Bridge on an elevated viaduct.



The Macdonell Bridge, Allan Bridge, and railway viaduct span the Speed River. The Allan Spillway, below the Allan Bridge, is a combined concrete and stone block lined channel which forms a weir that created headwaters for the removed Allan's Mill. The weir, called Allan Dam, was designed to control the water elevation of the Speed River under normal circumstances and act as a spillway during large rainfall events.

3.0 Analysis and Conclusions

The historical and archaeological contexts have been analyzed to help determine the archaeological potential of the Study Area. Results of the analysis of the Study Area property inspection and background research are presented in Section 3.1.

3.1 Analysis of Archaeological Potential

The S & G, Section 1.3.1, lists criteria that are indicative of archaeological potential. The Study Area meets the following criteria indicative of archaeological potential:

- Previously identified archaeological sites (See Table 1; Public Burying Ground);
- Water sources: primary, secondary, or past water source (Speed River, Grand River Watershed);
- (Grand Trunk Railway, Macdonell Street, Norfolk Street, Woolwich Street);
- Proximity to early settlements (Town of Guelph); and
- Well-drained soils (Guelph, Burford, Brisbane loams)

According to the S & G, Section 1.4 Standard 1e, no areas within a property containing locations listed or designated by a municipality can be recommended for exemption from further assessment unless the area can be documented as disturbed. The Municipal Heritage Register was consulted and 26 properties are designated under Part IV of the *Ontario Heritage Act* and 180 properties are listed on the City's Municipal Heritage Register (See Appendix C: Heritage Register; (Figure 23 through Figure 30: areas outlined in bright green).



The *Archaeological Master Plan for the City of Guelph Planning Report* (Detritus Consulting Ltd., 2001) was reviewed for background information and to help inform any indicators of archaeological potential not captured in other research. Generally speaking, archaeological management plans are high-level analyses of archaeological potential for non-specialists but cannot not be considered a replacement for Stage 1 archaeological assessments. ASI's review indicates the archaeological management plan does not illustrate any areas of archaeological potential within the Part A, Part B, or Part C Study Areas (Figure 44). Notably, the report does not include any indication of the Public Burying Ground, the St. George's Anglican Church and its cemetery, the Catholic church and its cemetery, nor the historical core of Guelph.

Part A – Capital Implementation Plan Study Area

Parts of the Part A Study Area exhibit archaeological potential and require Stage 2 archaeological assessment prior to any construction activities. According to the S & G Section 2.1.2, test pit survey is required on terrain where ploughing is not viable, such as wooded areas, properties where existing landscaping or infrastructure would be damaged, overgrown farmland with heavy brush or rocky pasture, and narrow linear corridors up to 10 metres wide (Figure 24, Figure 28, Figure 29, Figure 30: areas highlighted in green).

Due to the complex historical urban nature of the Part A Study Areas, property-specific Stage 1 archaeological assessment must be conducted prior to any proposed impacts to determine the extent of nineteenth-century settlement in the area and the location of structures of potential heritage value (Figure 24 to Figure 28). This should include detailed land use property histories, including additional property-specific map reviews and archival research.

Goldie Mill Ruins is a registered archaeological site (AjHb-117 and AjHb-118) and heritage property within the Part A Study Area (Figure 24: areas hatched in orange and green). According to the Ontario Archaeological Sites Database, both sites possess further Cultural Heritage Value or Interest. A Stage 2 archaeological monitoring report (P244-0132-2018) is awaiting Ministry review. Depending on the level of impacts proposed by the Capital Implementation Plan, a program of



archaeological construction monitoring specifically tailored to the project impacts should be developed by a licensed archaeologist, in consultation with the MCM.

St. George's Square within the Part A Capital Implementation Plan Study Area includes the 1830s location of St. George's Anglican Church and had an associated cemetery prior to its closure in 1879 and the removal of this and the Public Burying Ground burials. Given that evidence of human remains has been identified associated with burials not removed from the Public Burying Ground, there is potential for burials associated with the Anglican cemetery in St. George's Square. Depending on the level of impacts proposed, a program of archaeological construction monitoring specifically tailored to the project impacts should be developed by a licensed archaeologist (Figure 27: areas cross-hatched in black). In places where mechanical topsoil removal is not feasible ASI recommends that these lands be subject to a program of archaeological construction monitoring.

Part of the Part A Study Area has been previously assessed and does not require further archaeological assessments (Figure 25 through Figure 30 Figure 29: areas highlighted in dark orange).

Part of the Part A Study Area has been subjected to deep soil disturbance events due to construction from road improvements and buried infrastructure within the road right-of-way; railway right-of-ways; twentieth-century property redevelopments as noted in the Fire Insurance Plans; and from twenty-first century property redevelopments, as seen in the historical Google imagery and property inspection and cross-referencing with the Heritage Register, including townhouses, condominiums, the transit hub, performance centres, schools, and other commercial, industrial, residential, and municipal properties.

According to the S & G Section 1.3.2 these areas do not retain archaeological potential (Image 1 through Image 7, Image 11, Image 12, Image 15 through Image 29, Image 30; Figure 24 through Figure 30: areas highlighted in yellow) and do not require further survey.



Public Burying Ground (AjHb-71) Analysis

The former cemetery was open from 1827 to 1853. The cemetery was legally closed in 1879 and the remaining internments and grave markers were moved to the Woodland Memorial Park cemetery. There are no records of how many burials were made at the Public Burying Ground, or the exact limits of these burials. The lands went on to become a public park, a skating rink, a steel factory, and ultimately a parking lot. Human remains from the former Guelph Public Burying Ground (AjHb-71) have been previously uncovered during the various works and previous archaeological assessments within the area of the Baker Street Parking Lot and within the Baker Street right-of-way (see Table 2).

Table 2: Archaeological Reports Related to the Public Burying Ground Site (AjHb-71)

| Year | Title | Author | PIF Number |
|------|---|--------------------------------|-----------------------|
| 2006 | The 2005 Stage 3-4 Archaeological Investigations of Historic Burials in the Baker Street Right-of-Way, Former Public Burying Ground, City of Guelph, Ontario | D.R. Poulton & Associates Inc. | P116-097 and P116-101 |
| 2007 | The 2006 Stage 3-4 Archaeological Investigations of the Proposed Baker Street Parking Facility, Former Public Burying Ground (AjHb-71), City of Guelph, Ontario | D.R. Poulton & Associates Inc. | P053-061-2006 |
| 2012 | The 2010 Stage 3-4 Archaeological Investigations of Sinkholes in the Baker Street Right-of-Way, Former Public Burying Ground (AjHb-71), City of Guelph, Ontario | D.R. Poulton & Associates Inc. | P316-046-2010 |



| Year | Title | Author | PIF Number |
|-------------|--|---|--|
| 2013 | The 2012 Archaeological Monitoring of the Demolition & Site Servicing for 160-164 and 152-158 Wyndham Street North, Part of Lots 74 & 73, Canada Company Survey, City of Guelph, Wellington County, Ontario | D.R. Poulton & Associates Inc. | P242-009-2012 |
| 2018 | Stage 2 Archaeological Monitoring: Proposed Ayerswood Development 45 Yarmouth Street, City of Guelph, Ontario | Stantec | P256-0503-2017 |
| 2018 | Stage 3 Archaeological Assessment: Baker Street Investigations, Guelph, Ontario | Stantec | P083-0301-2016 |
| 2019 | Stage 1, 2 and 3 Archaeological Assessments Baker Street Hydro Pole Replacement 55 Baker Street and 138 Wyndham Street North City of Guelph Historic Town of Guelph, Geographic Township of Guelph Wellington County, Ontario | Archaeological Research Associates Ltd. | Stage 1-2: P007-1021-2019, Stage 3: P007-1047-2019 |
| 2020 | Stage 1, 2 and 3 Archaeological Assessments Phase II Environmental Site Assessment 55 Baker Street and 152 & 160 Wyndham Street North City of Guelph Historic Town of Guelph, Geographic Township of Guelph Wellington County, Ontario | Archaeological Research Associates Ltd. | Stage 1-2: P007-1026-2019, Stage 3: P007-1033-2019 |



According to the City of Guelph’s most recent press release about the ongoing work at Baker Street (City of Guelph, 2022):

“To date, 96 grave shafts have been identified and 68 distinct discoveries of human remains (bone fragments) have been unearthed. About 70 per cent of the site has been excavated to date. The expected completion date for the archaeological clearance is June 2022. The City and ARA are following an established process for handling discoveries of human remains, including notification to appropriate agencies such as Guelph Police Services, partner Indigenous governments and Provincial ministries. Once the archaeological clearance work is done, all remains found during the excavation now underway will be documented and reinterred at Woodlawn Memorial Park.”

Depending on the level of impacts proposed from the Capital Implementation Plan, a program of Stage 3 cemetery investigation or archaeological monitoring specifically tailored to the project impacts should be developed by a licensed archaeologist and may include construction monitoring or mechanical trenching observed by a by a licensed archaeologist (Figure 25, Figure 26, Figure 27: areas hatched in green and orange). Prior to any Stage 3 cemetery investigation or archaeological monitoring, consultation with the MCM is required.

In places where mechanical topsoil removal is not feasible ASI recommends that these lands be subject to a program of archaeological construction monitoring. A licensed archaeologist will be present on site for the duration of any additional impacts to monitor for the presence of burial shafts within 20 metres of the approximate boundaries of the former Public Burying Ground (Figure 25, Figure 26, Figure 27: areas crosshatched in black). Any archaeological resources identified in this manner must be subject to the appropriate mitigations.

If human remains are encountered, all work must cease and the Coroner or Police, the MCM, and the Registrar of Cemeteries at the Ministry of Government and Consumer Services must be notified immediately. If the human remains are not determined to be of forensic interest the matter must then be reported to the



Registrar, Funeral, Burial and Cremation Services Act, 2002, Ministry of Government and Consumer Services.

These lands do not retain near-surface archaeological potential due to previous disturbances, and thus do not require Stage 2 survey prior to any construction monitoring.

Part B – Wyndham Street Environmental Assessment Study Area

St. George's Square within the Part B Study Area includes the 1830s location of St. George's Anglican Church and exhibits deeply buried archaeological potential (Figure 27: areas cross-hatched in black). Depending on the level of impacts proposed, a program of archaeological construction monitoring specifically tailored to the project impacts should be developed by a licensed archaeologist (Image 34, Image 35; Figure 27: hatched areas). Any archaeological resources identified in this manner must be subject to the appropriate mitigations.

Part of the Part B Study Area has been previously assessed and does not require further archaeological assessments (Figure 25, Figure 27: areas highlighted in dark orange).

The remainder of the Part B Study Area has been subjected to deep soil disturbance events due to construction from road improvements and buried infrastructure within the road right-of-way. According to the S & G Section 1.3.2 these areas do not retain archaeological potential (Figure 25, Figure 27: areas highlighted in yellow) and do not require further survey.

Part C – Macdonell and Allan Environmental Assessment Study Area

The Part C Study Area contains the former Allan's Mill in Heritage Park. This area retains potential for deeply buried archaeological resources, associated with the use of the mill since 1830. The recommendations made in P094-0213-2016 still apply (Figure 28, Figure 29: areas highlighted in grey). If the Allan's Mill complex cannot be avoided during project design, according to the S & G Section 2.1.7,



Standard 3, this area will require Stage 2 trenching at a maximum of 10 metre intervals prior to any development. Testing should be carried out using a backhoe equipped with a smooth bucket to sample any deeply buried soil horizons and sample any subsurface features that may be present. Additional hand exposure/excavation of significant archaeological features or deposits may be required as part of this process. Should Stage 2 excavation result in the delineation of archaeological resources, appropriate mitigative measures must be identified. Mitigative options include protection and avoidance; further test or full-scale salvage excavation; archaeological monitoring of construction activities; or a combination of such approaches.

Parts of the Part C Study Area exhibit archaeological potential and require Stage 2 archaeological assessment prior to any construction activities. According to the S & G Section 2.1.2, test pit survey is required on terrain where ploughing is not viable, such as wooded areas, properties where existing landscaping or infrastructure would be damaged, overgrown farmland with heavy brush or rocky pasture, and narrow linear corridors up to 10 metres wide (Image 41; Figure 29: areas highlighted in green).

The marine archaeological potential of the Speed River within the Part C Macdonell and Allan Environmental Assessment Study Area is to be evaluated by following the *MCM Criteria For Evaluating Marine Archaeological Potential* checklist if project impacts to the riverbed is proposed (Figure 28, Figure 29: areas highlighted in dark blue).

Part of the Part C Study Area has been previously assessed and does not require further archaeological assessments (Figure 28, Figure 29: areas highlighted in red).

The remainder of the Part C Study Area has been subjected to deep soil disturbance events due to construction from road improvements and buried infrastructure within the road right-of-way; alteration of the river crossing by the railway bridge and According to the S & G Section 1.3.2 these areas do not retain archaeological potential (Image 38, Image 39, Image 42, Image 43: Figure 28, Figure 29: areas highlighted in yellow) and do not require further survey.



3.2 Conclusions

Background research confirms that six previously registered archaeological sites are located within one kilometre of the Downtown Infrastructure Renewal Program Stage 1 Study Area, three of which (AjHb-71, AjHb-117, AjHb-118) are located within the Part A Capital Implementation Plan Study Area and have been noted to have further cultural heritage value or interest. The Public Burying Ground is also located within the Part A Study Area and ongoing archaeological assessments have been working to identify and mitigate any human remains associated with the former cemetery. Any impacts in this area must be preceded by further archaeological assessment. Many of the city blocks within the Part A Study Area retain their historical nineteenth-century character, and require property-specific Stage 1 archaeological assessment, involving a detailed map review and land use history.

Part A Capital Implementation Plan Study Area and Part B Wyndham Street Environmental Assessment Study Area contain the historic St. George's Square and the deeply buried archaeological potential for archaeological resources associated with the original early nineteenth-century St. George's Church location.

Part A Capital Implementation Plan Study Area and Part C Macdonell and Allan Environmental Assessment Study Area contain lands which require Stage 2 test pit survey prior to any proposed construction impacts.

4.0 Recommendations

The following recommendations are made:

- 1 Lands within the Part A Capital Implementation Plan Study Area and Part C Macdonell and Allan Environmental Assessment Study Area exhibit archaeological potential:
 - a) Parks and residential lawns will require Stage 2 archaeological assessment by test pit survey at five metre intervals, prior to any proposed construction activities on these lands (Figure 24; Figure 25; Figure 28; Figure 29; Figure 30: areas highlighted in dark green);



- b) Due to the complex historical urban nature of the Part A Study Areas, property-specific Stage 1 archaeological assessment, including detailed land use property histories, additional property-specific map reviews, and archival research, prior to any proposed impacts, to determine the extent of nineteenth-century settlement in the area and the location of structures of potential heritage value (Figure 24 through Figure 28; Figure 30: areas highlighted in teal);
- 2 The former Public Burying Ground is within the Part A Capital Implementation Plan Study Area. Depending on the level of impacts proposed, a program of Stage 3 cemetery investigation or archaeological monitoring specifically tailored to the project impacts should be developed by a licensed archaeologist, and may include construction monitoring or mechanical trenching overseen by a licenced archaeologist (Figure 25, Figure 26, Figure 27: areas hatched in green and orange).
 - a) Prior to any Stage 3 cemetery investigation or archaeological monitoring, consultation with the MCM is required.
 - b) In places where mechanical topsoil removal is not feasible ASI recommends that these lands be subject to a program of archaeological construction monitoring.
 - c) A licensed archaeologist will be present on site for the duration of any additional impacts to monitor for the presence of burial shafts within 20 metres of the approximate boundaries of the former Public Burying Ground (Figure 25, Figure 26, Figure 27: areas crosshatched in black). Any archaeological resources identified in this manner must be subject to the appropriate mitigations.
 - d) If human remains are encountered, all work must cease and the Coroner or Police, the MCM, and the Registrar of Cemeteries at the Ministry of Government and Consumer Services must be notified immediately. If the human remains are not determined to be of forensic interest the matter must then be reported to the Registrar, Funeral, Burial and Cremation Services Act, 2002, Ministry of Government and Consumer Services.



- e) These lands do not retain near-surface archaeological potential due to previous disturbances, and thus do not require Stage 2 survey prior to any construction monitoring.
- 3 St. George's Square within the Part A Capital Implementation Plan Study Area and Part B Wyndham Street Environmental Assessment Study Area includes the 1830s location of St. George's Anglican Church. Depending on the level of impacts proposed, a program of archaeological construction monitoring specifically tailored to the project impacts should be developed by a licensed archaeologist (Figure 27: areas cross-hatched in black).
 - a) In places where mechanical topsoil removal is not feasible ASI recommends that these lands be subject to a program of archaeological construction monitoring.
 - b) These lands do not retain near-surface archaeological potential due to previous disturbances, and thus do not require Stage 2 survey prior to any construction monitoring.
 - c) Given the historical evidence that a cemetery was associated with the original St. George's Anglican Church, if human remains are encountered, all work must cease and the Coroner or Police, the MCM, and the Registrar of Cemeteries at the Ministry of Government and Consumer Services must be notified immediately. If the human remains are not determined to be of forensic interest the matter must then be reported to the Registrar, Funeral, Burial and Cremation Services Act, 2002, Ministry of Government and Consumer Services.
 - 4 AjHb-117 and AjHb-118 Goldie Mill Ruins are within the Part A Capital Implementation Plan Study Area (Figure 24: areas hatched in orange and green). A Stage 2 archaeological monitoring report (P244-0132-2018) is awaiting Ministry review. Depending on the level of impacts proposed, a program of archaeological construction monitoring specifically tailored to the project impacts should be developed by a licensed archaeologist, in consultation with the MCM.



- 5 Heritage Park is located within the Part C Macdonell and Allan Environmental Assessment Study Area (Figure 28, Figure 29: areas highlighted in grey). It contains the reconstructed ruins of the Allan's Mill complex. These lands have potential for deeply buried archaeological resources associated with the mill complex and should be avoided by the project design. If they cannot be avoided, then they will require Stage 2 assessment by mechanical trenching in the areas of impact. The recommendations made in P094-0213-2016 still apply:
 - a) Stage 2 trenching should occur at a maximum of 10 metre intervals prior to any development. Testing should be carried out using a backhoe equipped with a smooth bucket to sample any deeply buried soil horizons and sample any subsurface features that may be present. Additional hand exposure/excavation of significant archaeological features or deposits may be required as part of this process.
 - b) Should Stage 2 excavation result in the delineation of archaeological resources, appropriate mitigative measures must be identified. Mitigative options include protection and avoidance; further test or full-scale salvage excavation; archaeological monitoring of construction activities; or a combination of such approaches.
- 6 The marine archaeological potential of the Speed River within the Part C Macdonell and Allan Environmental Assessment Study Area is to be evaluated by following the MCM *Criteria For Evaluating Marine Archaeological Potential* checklist if project impacts to the riverbed is proposed (Figure 28, Figure 29: areas highlighted in dark blue);
- 7 The remainder of the Parts A, B, and C Study Areas does not retain archaeological potential on account of deep and extensive land disturbance, slopes in excess of 20 degrees, or being previously assessed and cleared of archaeological concern. These lands do not require further archaeological assessment; and,



- 8 Should the proposed work extend beyond the current Study Area, further archaeological assessment should be conducted to determine the archaeological potential of the surrounding lands.

NOTWITHSTANDING the results and recommendations presented in this study, ASI notes that no archaeological assessment, no matter how thorough or carefully completed, can necessarily predict, account for, or identify every form of isolated or deeply buried archaeological deposit. In the event that archaeological remains are found during subsequent construction activities, the consultant archaeologist, approval authority, and the Archaeology Programs Unit of the MCM should be immediately notified.

The above recommendations are subject to MCM approval, and it is an offence to alter any archaeological site without MCM concurrence. No grading or other activities that may result in the destruction or disturbance of any archaeological sites are permitted until notice of MCM approval has been received.

5.0 Legislation Compliance Advice

ASI advises compliance with the following legislation:

- This report is submitted to the MCM as a condition of licensing in accordance with Part VI of the *Ontario Heritage Act*, RSO 2005, c 0.18. The report is reviewed to ensure that it complies with the S & G that are issued by the Minister, and that the archaeological field work and report recommendations ensure the conservation, preservation, and protection of the cultural heritage of Ontario. When all matters relating to archaeological sites within the project area of a development proposal have been addressed to the satisfaction of the MCM a letter will be issued by the MCM stating that there are no further concerns with regards to alterations to archaeological sites by the proposed development.
- It is an offence under Sections 48 and 69 of the *Ontario Heritage Act* for any party other than a licensed archaeologist to make any alteration to a known archaeological site or to remove any artifact or other physical evidence of past human use or activity from the site, until such time as a licensed archaeologist has completed archaeological field work on the site,



submitted a report to the Minister stating that the site has no further cultural heritage value or interest, and the report has been filed in the Ontario Public Register of Archaeology Reports referred to in Section 65.1 of the *Ontario Heritage Act*.

- Should previously undocumented archaeological resources be discovered, they may be a new archaeological site and therefore subject to Section 48 (1) of the *Ontario Heritage Act*. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed consultant archaeologist to carry out archaeological fieldwork, in compliance with sec. 48 (1) of the *Ontario Heritage Act*.
- The *Funeral, Burial and Cremation Services Act, 2002, S.O. 2002, c.33*, requires that any person discovering or having knowledge of a burial site shall immediately notify the police or coroner. It is recommended that the Registrar of Cemeteries at the Ministry of Consumer Services is also immediately notified.
- Archaeological sites recommended for further archaeological field work or protection remain subject to Section 48(1) of the *Ontario Heritage Act* and may not be altered, nor may artifacts be removed from them, except by a person holding an archaeological license.

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7.0 Images

7.1 Field Photography

Part A Capital Implementation Plan Study Area



Image 1: Woolwich Street and London Road; disturbed, no potential



**Image 2: Cardigan Street pre-development (Google Street View 2009);
disturbed, no potential**



Image 3: Rail right-of-way, berm and trail; disturbed, no potential.



Image 4: Norwich Street and Woolwich Street; disturbed, no potential



Image 5: Norwich Street and Green Street; lands beyond disturbed right-of-way require archaeological assessment



Image 6: Woolwich Street; lands beyond disturbed right-of-way require archaeological assessment



Image 7: Suffolk Street; lands beyond disturbed right-of-way require archaeological assessment



Image 8: Baker Street; area requires construction monitoring associated with the Public Burying Ground



Image 9: Yarmouth Street; lands beyond disturbed right-of-way require archaeological assessment



Image 10: Quebec Street; lands beyond disturbed right-of-way require archaeological assessment



Image 11: Dublin Street, Central Public School; area is disturbed, no potential



Image 12: Commercial Street; area is sloped and disturbed, no potential



Image 13: Cork Street; lands beyond disturbed right-of-way require archaeological assessment



Image 14: Norfolk Street; lands beyond disturbed right-of-way require archaeological assessment



Image 15: 2009 Market Square construction; area is disturbed, no potential



Image 16: 2011 transit hub redevelopment; area is disturbed, no potential



Image 17: 2011 transit hub redevelopment; area is disturbed, no potential

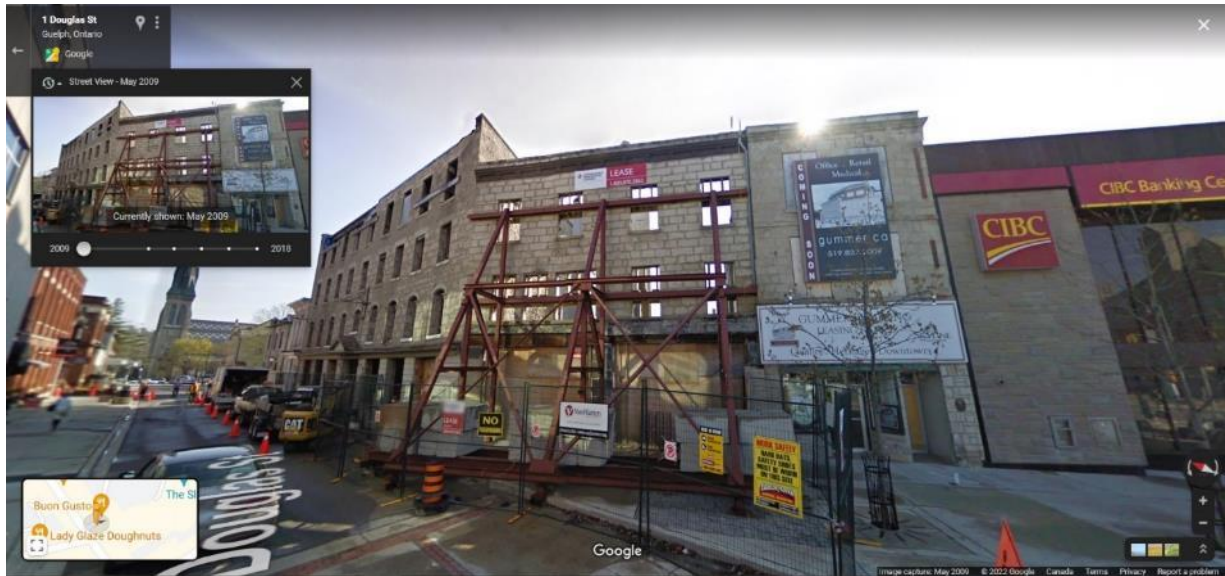


Image 18: 2009 Douglas Street redevelopment; area is disturbed, no potential (Google Earth Pro, 2018)



Image 19: Woolwich Street; lands north of disturbed right-of-way require archaeological assessment





Image 20: Wellington Street East and Neeve Street intersection; disturbed, no potential



Image 21: Wellington Street East right-of-way; disturbed, no potential



Image 22: Wellington Street East right-of-way; disturbed, no potential



Image 23: Wellington Street East and Wyndham Street South intersection; disturbed, no potential



Image 24: Wellington Street East right-of-way; disturbed, no potential



Image 25: Wellington Street East right-of-way; disturbed, no potential



Image 26: Wellington Street East right-of-way; disturbed, no potential



Image 27: Wellington Street East and Gordon Street intersection; disturbed, no potential



Image 28: Wyndham Street South and Surrey Street intersection; disturbed, no potential



Image 29: Wyndham Street South right-of-way; disturbed, no potential



Image 30: Wyndham Street South; disturbed, no potential

Part B Wyndham Street Environmental Assessment Study Area

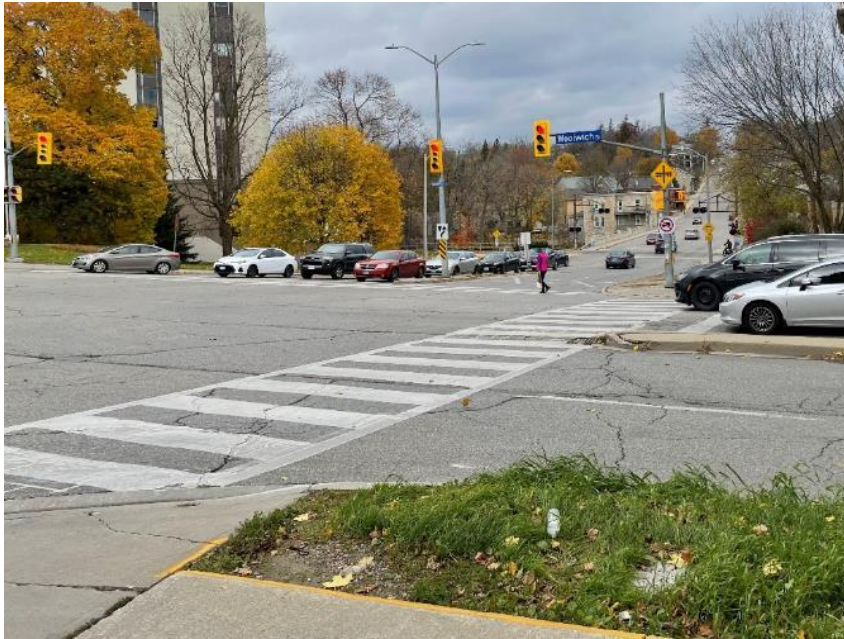


Image 31: Eramosa Road and Woolwich Street; area beyond previous assessment are sloped and disturbed, no potential

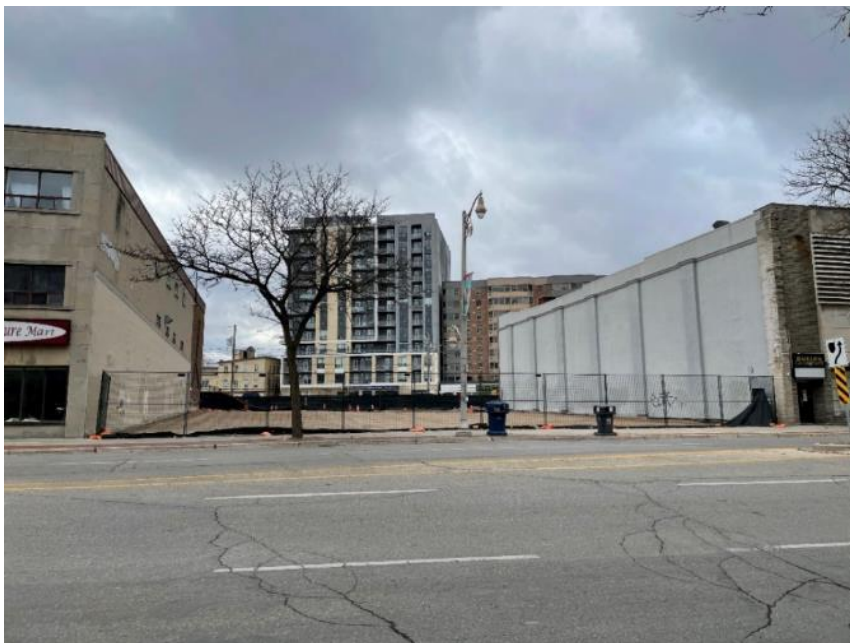


Image 32: Wyndham Street; areas within 20 metres of Public Burying Ground require construction monitoring



Image 33: Wyndham Street; lands beyond disturbed right-of-way require archaeological assessment



Image 34: St. George's Square requires construction monitoring



Image 35: St. George's Square requires construction monitoring



Image 36: Macdonnell Street; lands beyond disturbed right-of-way require archaeological assessment



Image 37: Wyndham Street; lands beyond disturbed right-of-way require archaeological assessment

Part C Macdonell and Allan Environmental Assessment Study Area



Image 38: Macdonnell Street and Woolwich Street; Area is disturbed, no potential

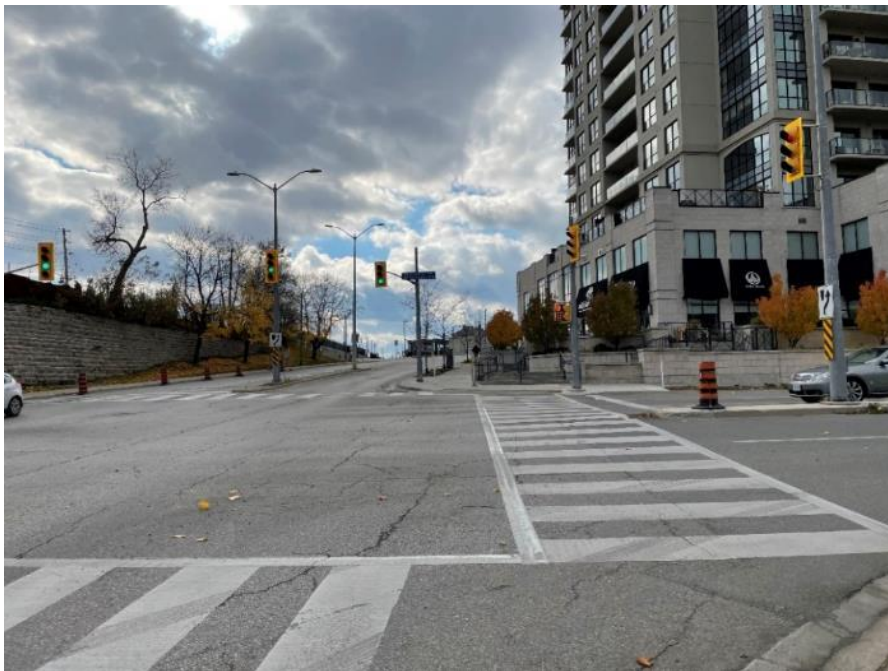


Image 39: Area is disturbed, no potential



Image 40: Speed River requires archaeological marine potential assessment



Image 41: Lawn between road and rail right-of-ways requires Stage 2 survey



Image 42: Rail right-of-way is disturbed, no potential



Image 43: Area is disturbed, no potential

7.2 Historical Imagery



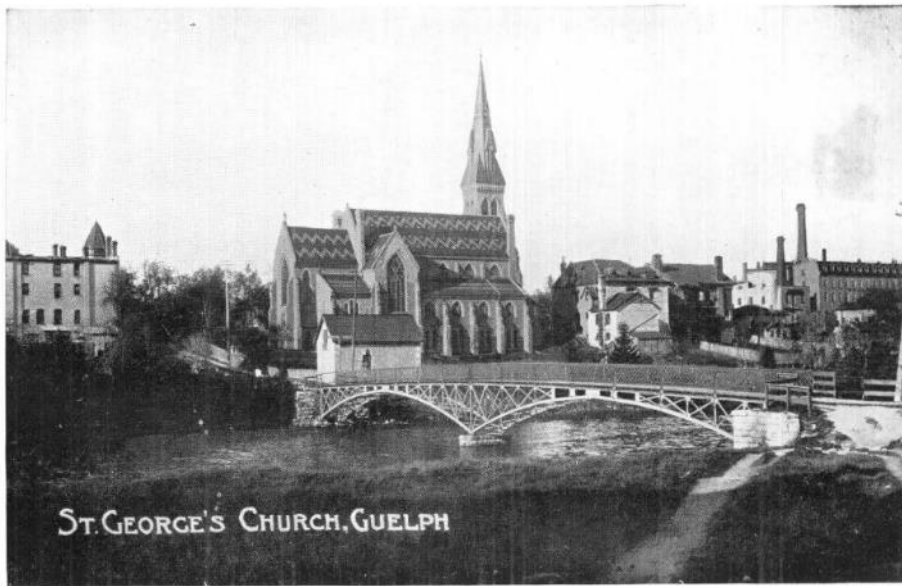
First Church, 1833—1851

Image 44 The first St. George’s Anglican Church (The Parish, 1932)



Second Church, 1851—1873

Image 45 The second St. George’s Anglican Church (The Parish, 1932)



Present Church, 1873

Image 46 The third and extant St. George's Anglican Church (The Parish, 1932)



Image 47: The Priory used as the Guelph Junction Railway station, circa 1905 (Guelph Museums 1979.75.50)



Image 48 Spillway and Allan Bridge, 1889 (Guelph Public Library, 2022)



Image 49: 2011 construction on Wyndham Street South and within the Armory grounds.

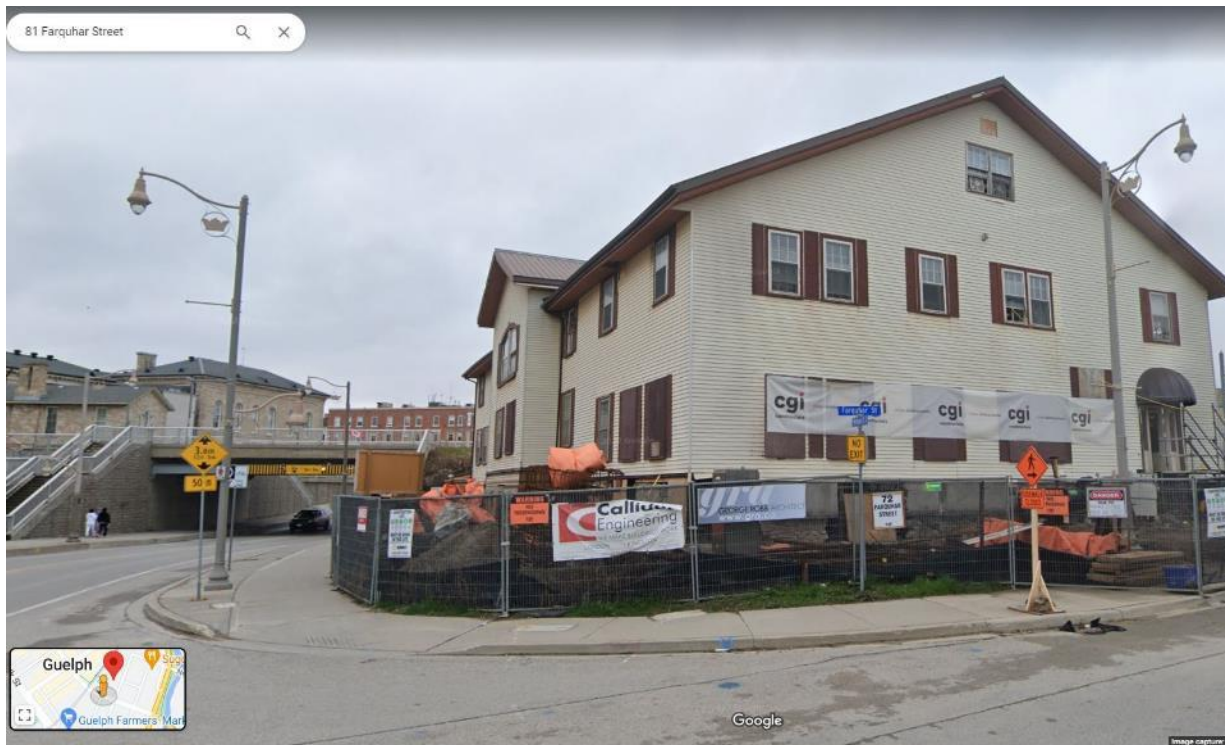


Image 50: 2022 construction outside the designated heritage home at the corner of Wyndam Street south and Farquhar Street in 2022.



Image 51: 2006 Construction at 60-110 Cardigan Street and beside the railway and Norwich Bridge (Google Earth Pro, 2018)





Image 52: 2006 Construction at Market Square and City Hall (Google Earth Pro, 2018)



Image 53 2018 Construction of the Market Parkade (Google Earth Pro, 2018)



Image 54: 2013 construction of 160 Macdonell Street

8.0 Maps

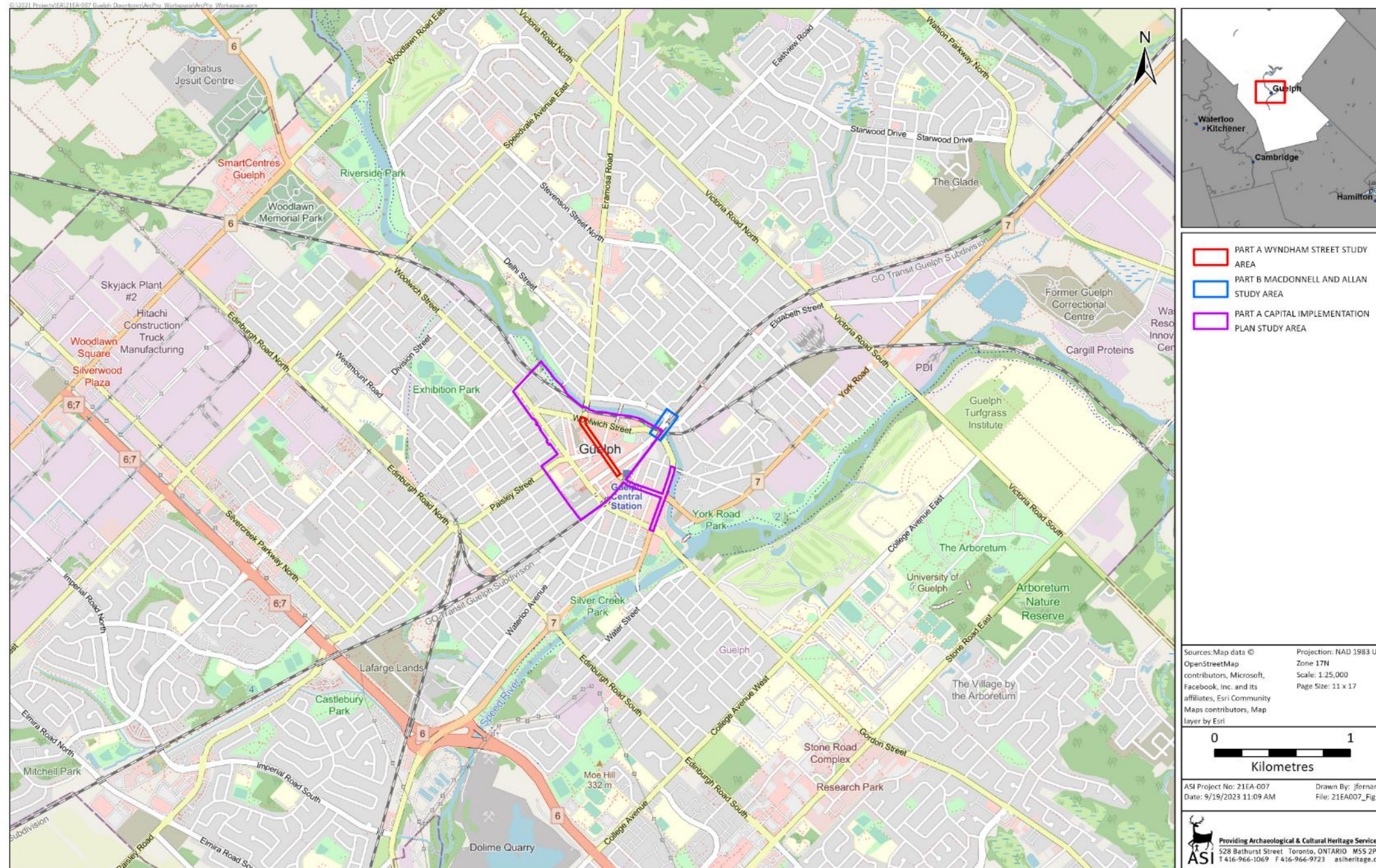


Figure 1: Location of the Study Areas

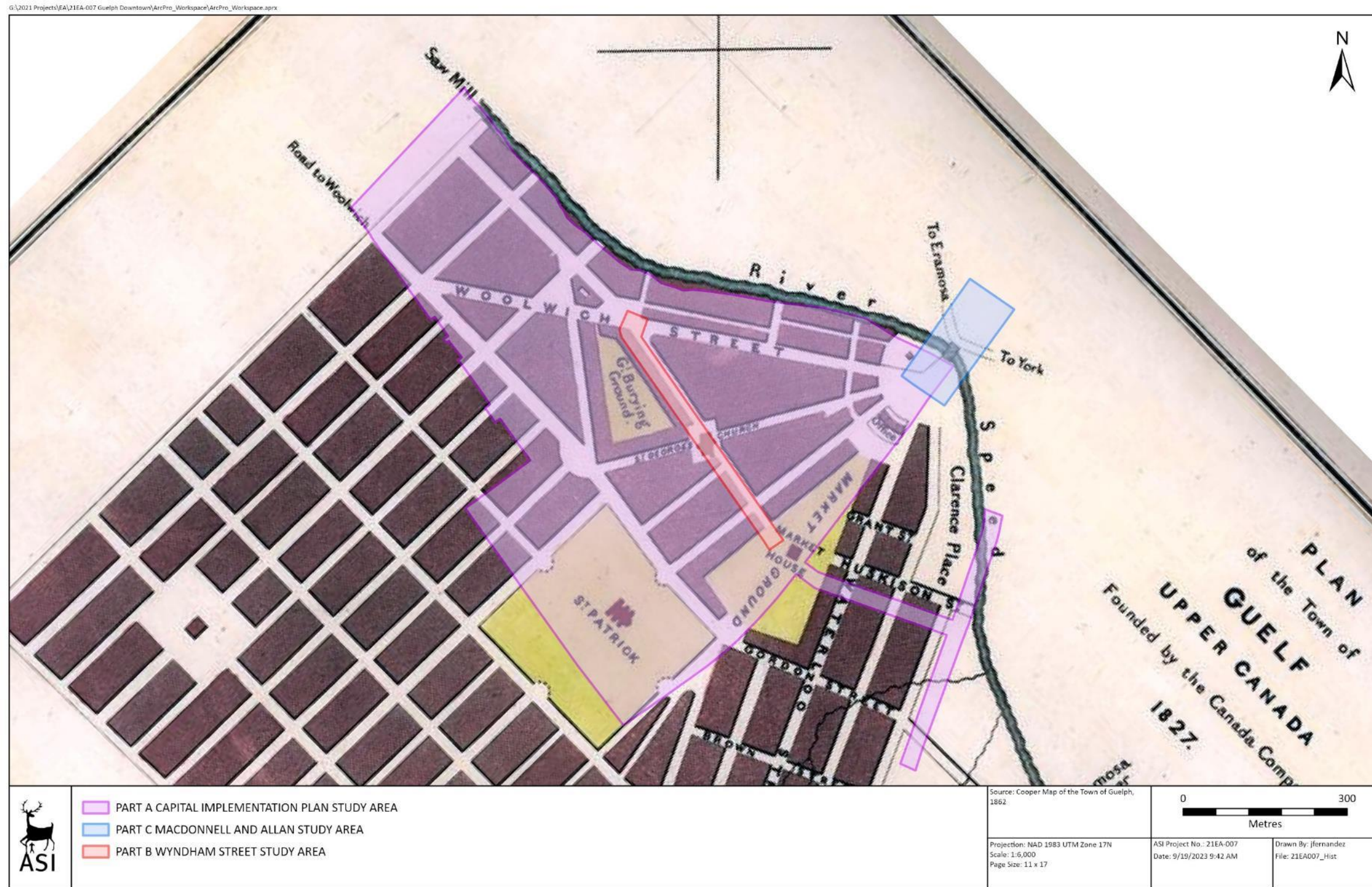


Figure 2: Study Area (Approximate Location) Overlaid on the 1827 Plan of the Town of Guelph



Figure 3: Study Area (Approximate Location) Overlaid on the 1847 Plan of the Town of Guelph

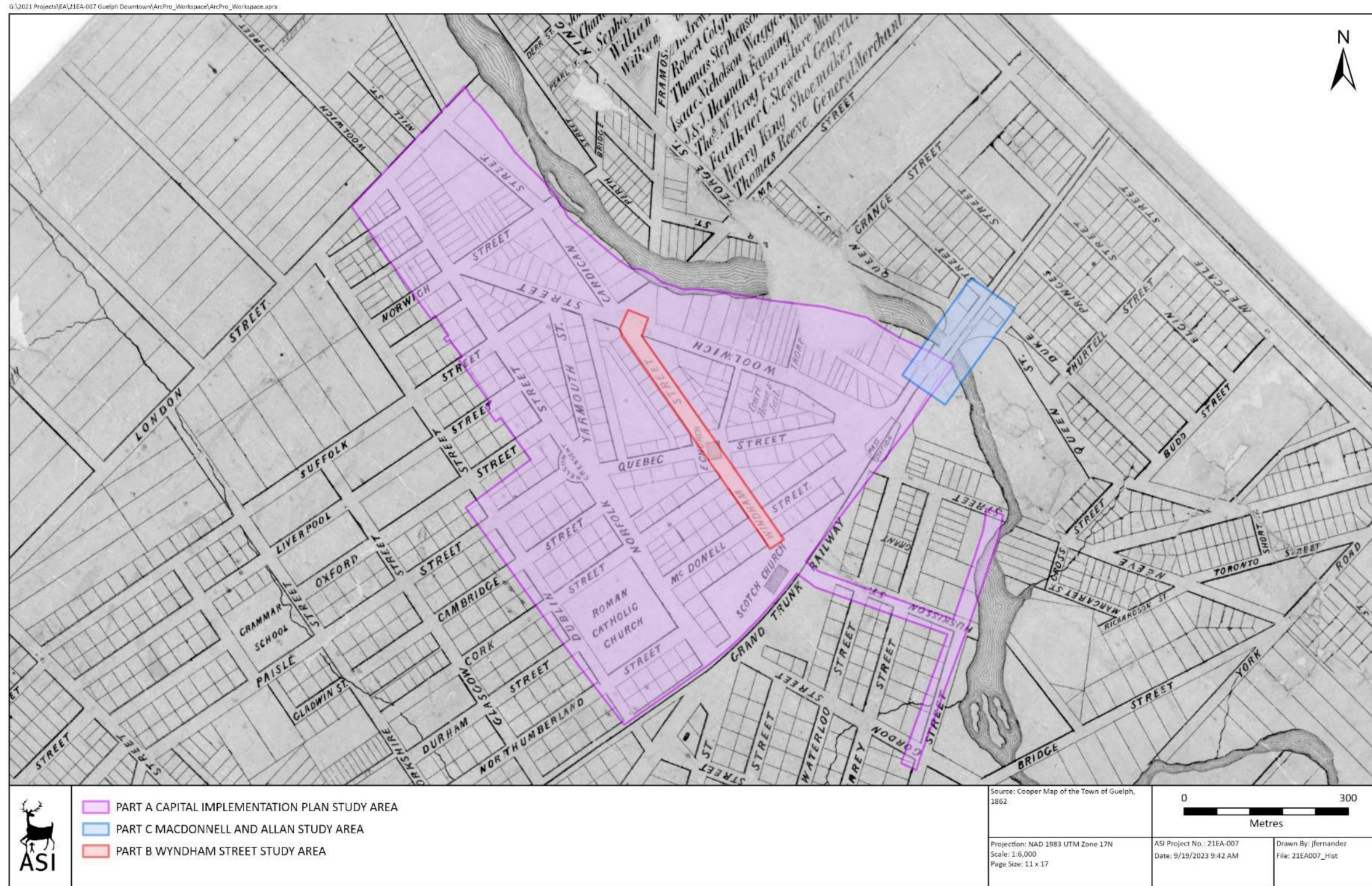


Figure 4: Study Area (Approximate Location) Overlaid on the 1861 Wellington County Atlas

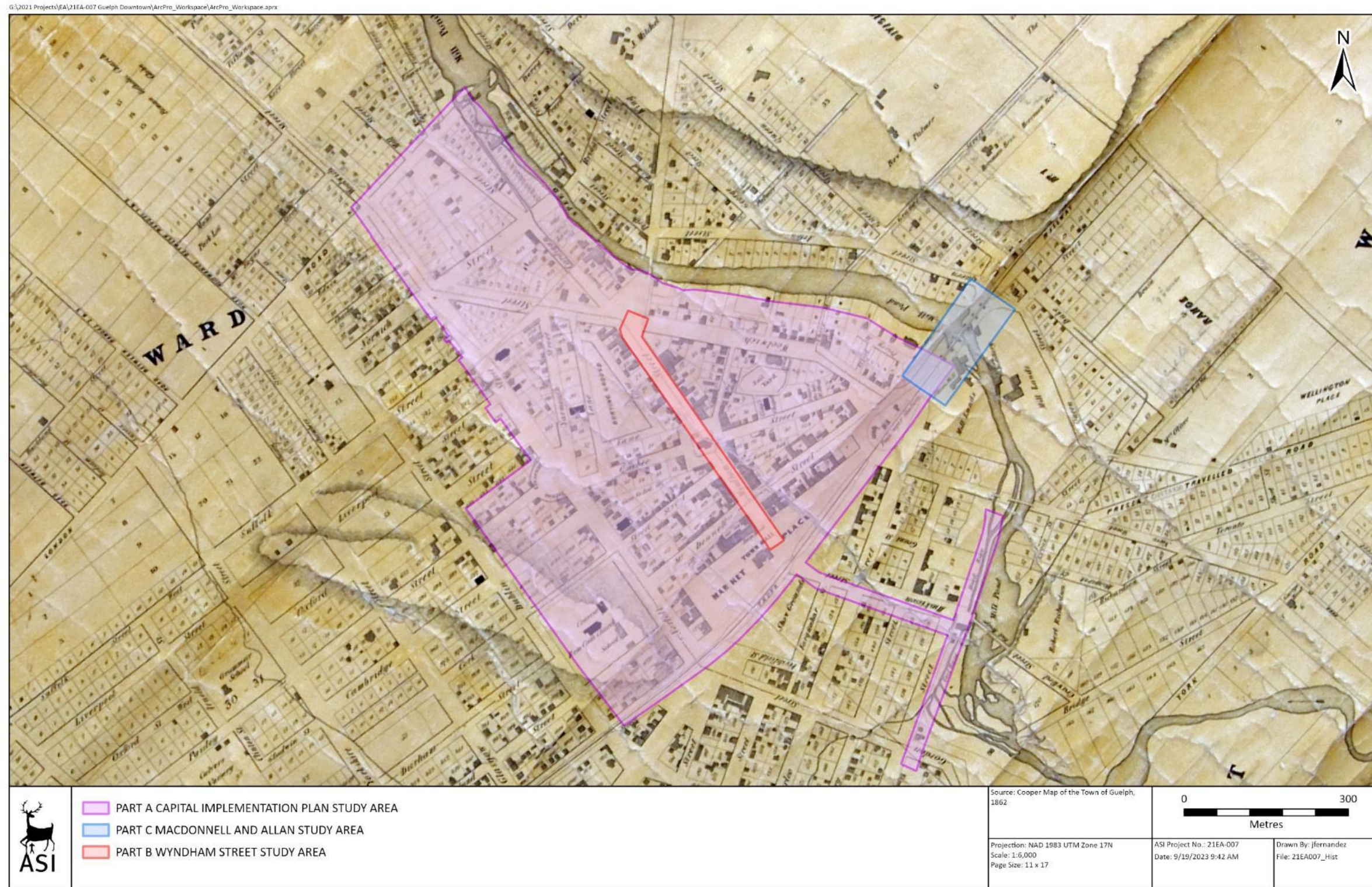


Figure 5: 1862 Map of the Town of Guelph

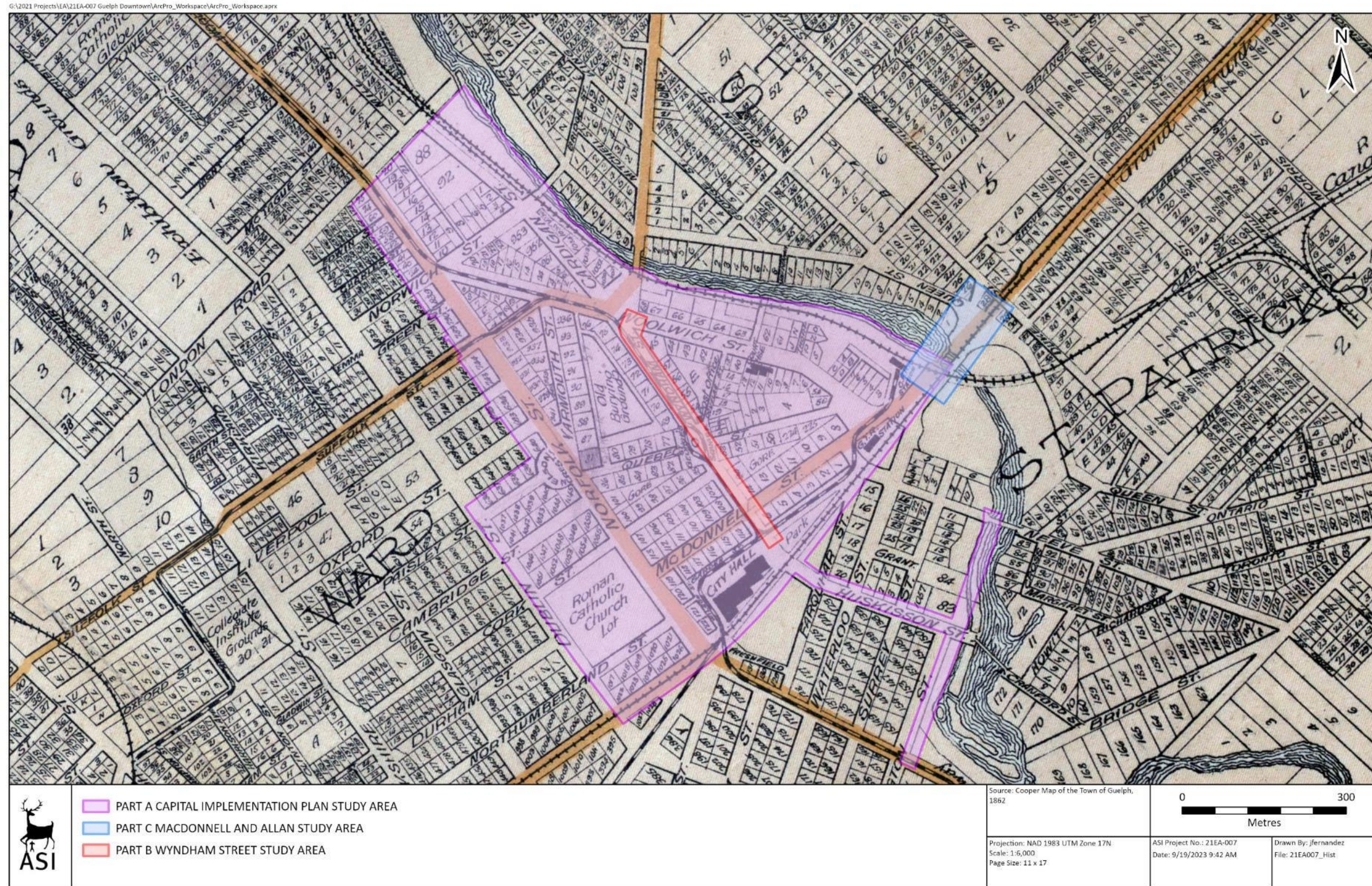


Figure 6: Study Area (Approximate Location) Overlaid on the 1906 Historical Atlas of Guelph

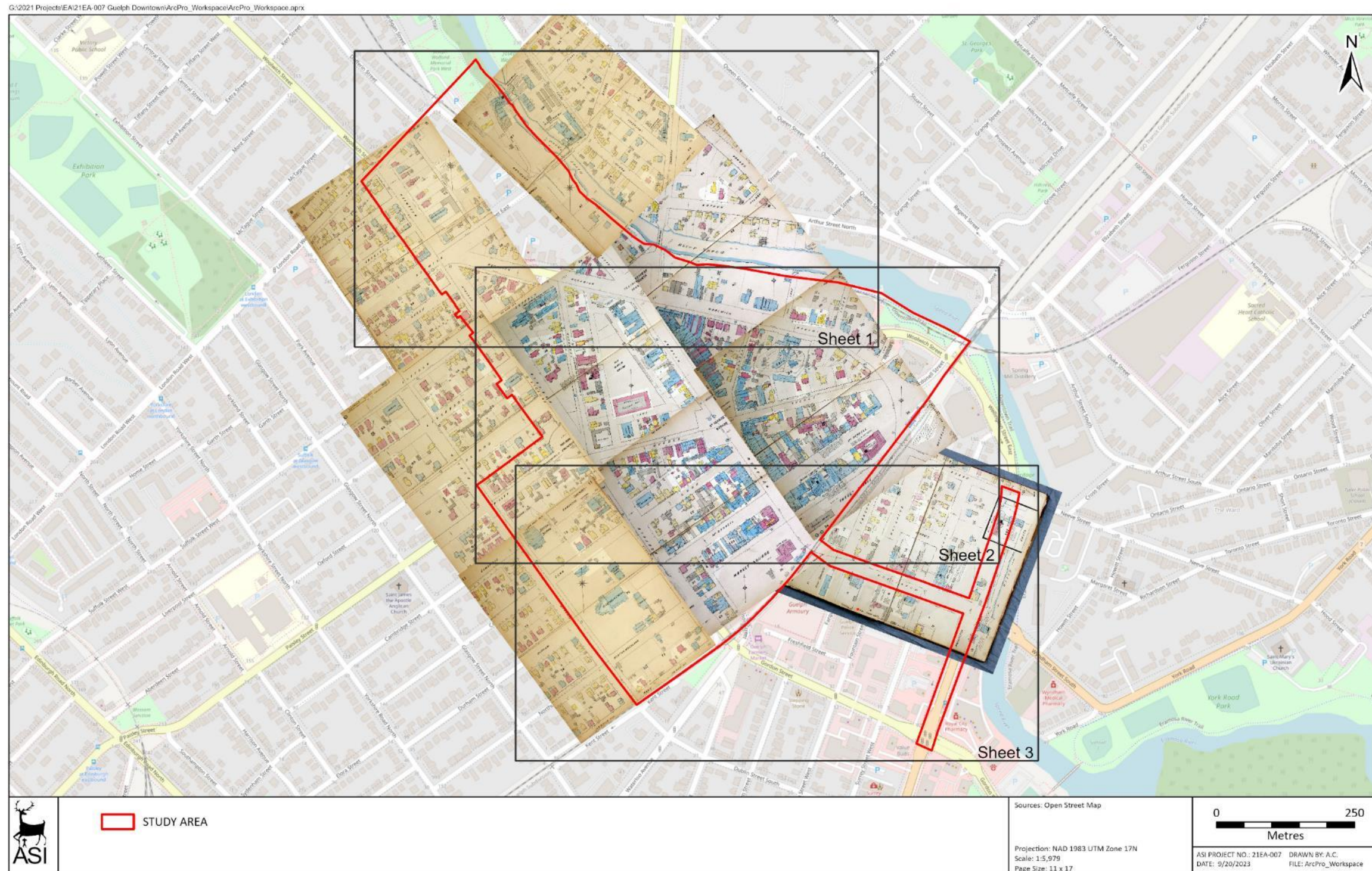


Figure 7: Part A Study Area (Approximate Location) Overlaid on the 1892 Fire Insurance Plan of Guelph (Key Map)

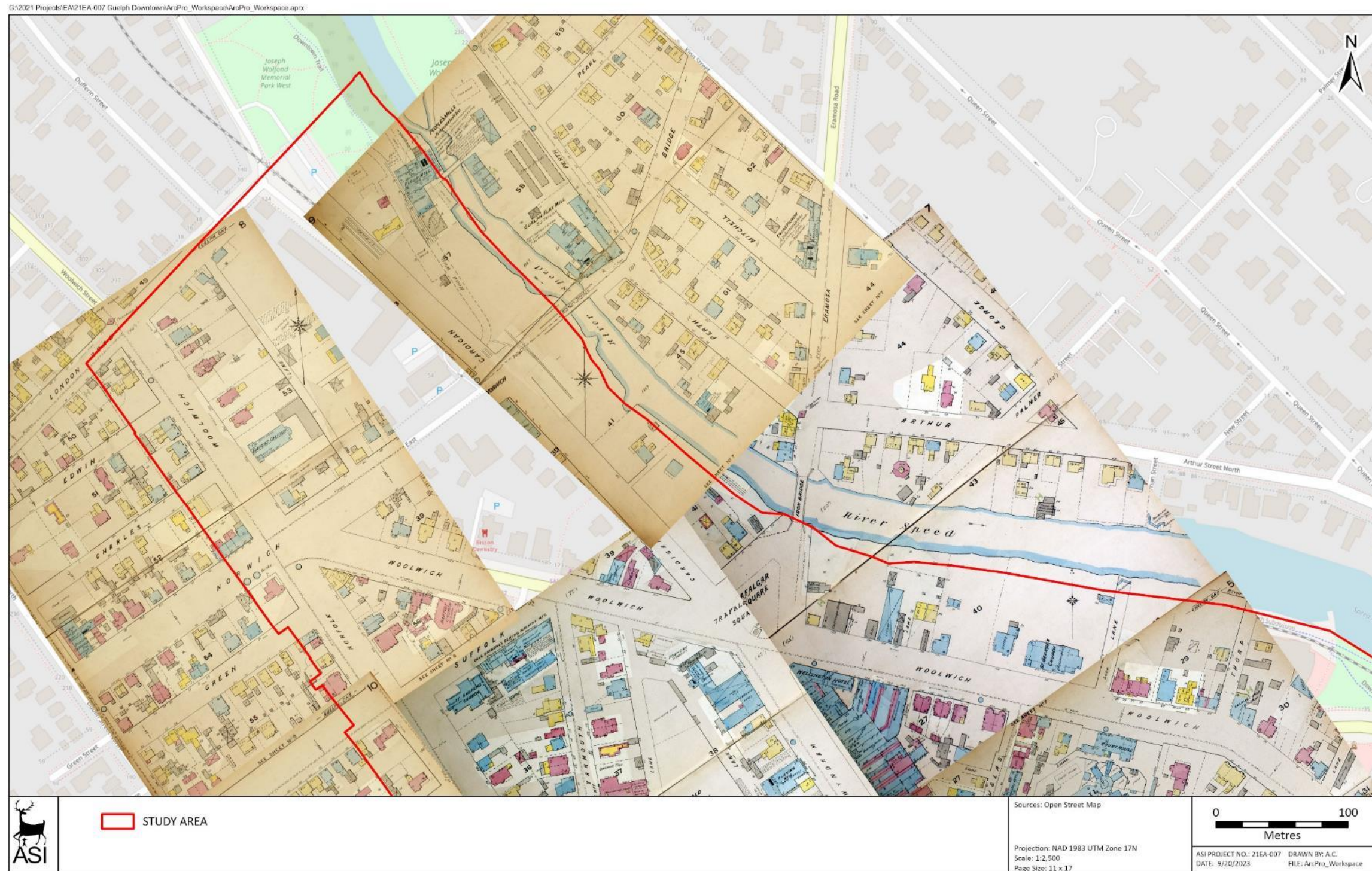


Figure 8: Part A Study Area (Approximate Location) Overlaid on the 1892 Fire Insurance Plan of Guelph (Sheet 1)

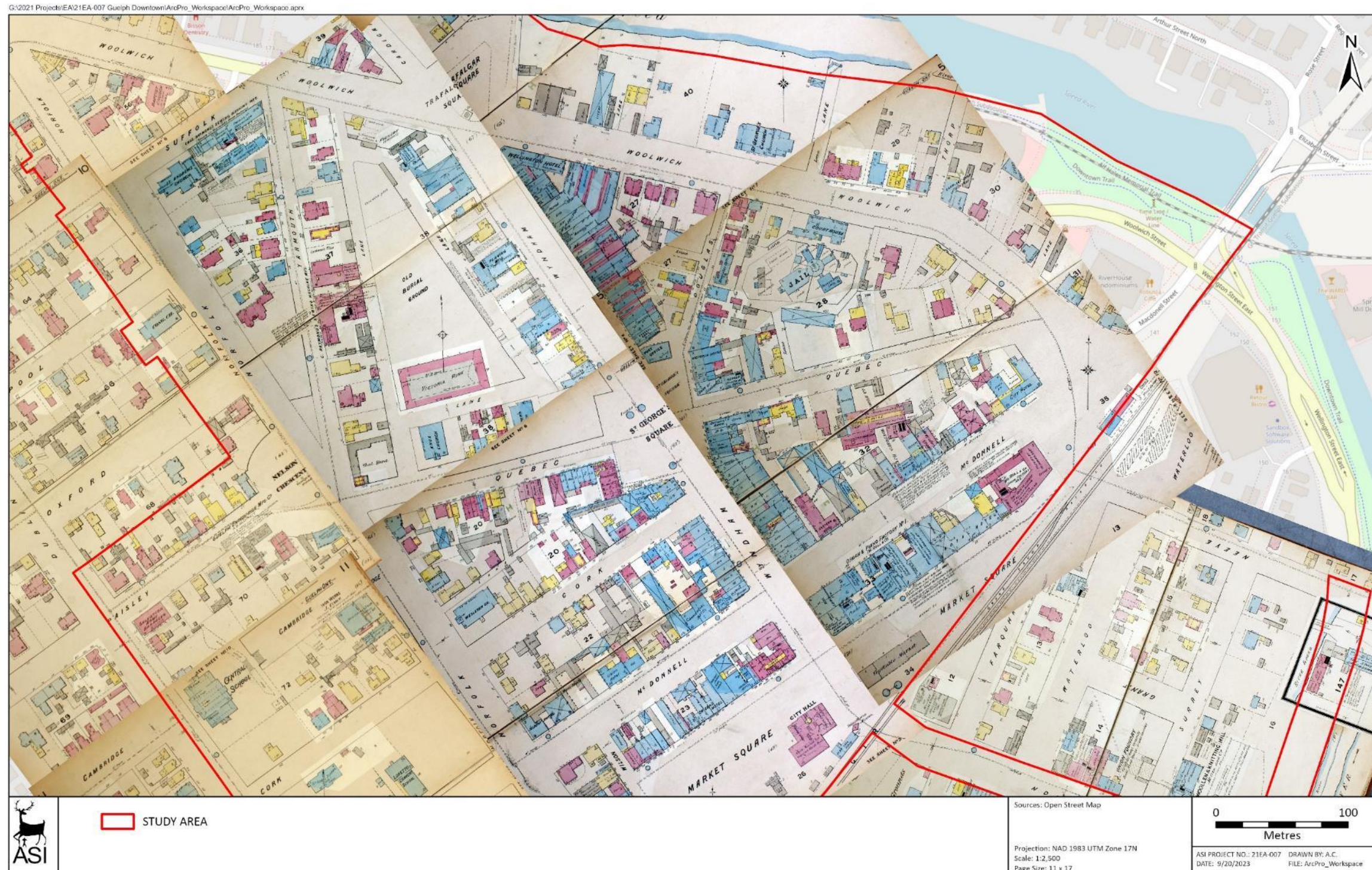


Figure 9: Part A Study Area (Approximate Location) Overlaid on the 1892 Fire Insurance Plan of Guelph (Sheet 2)

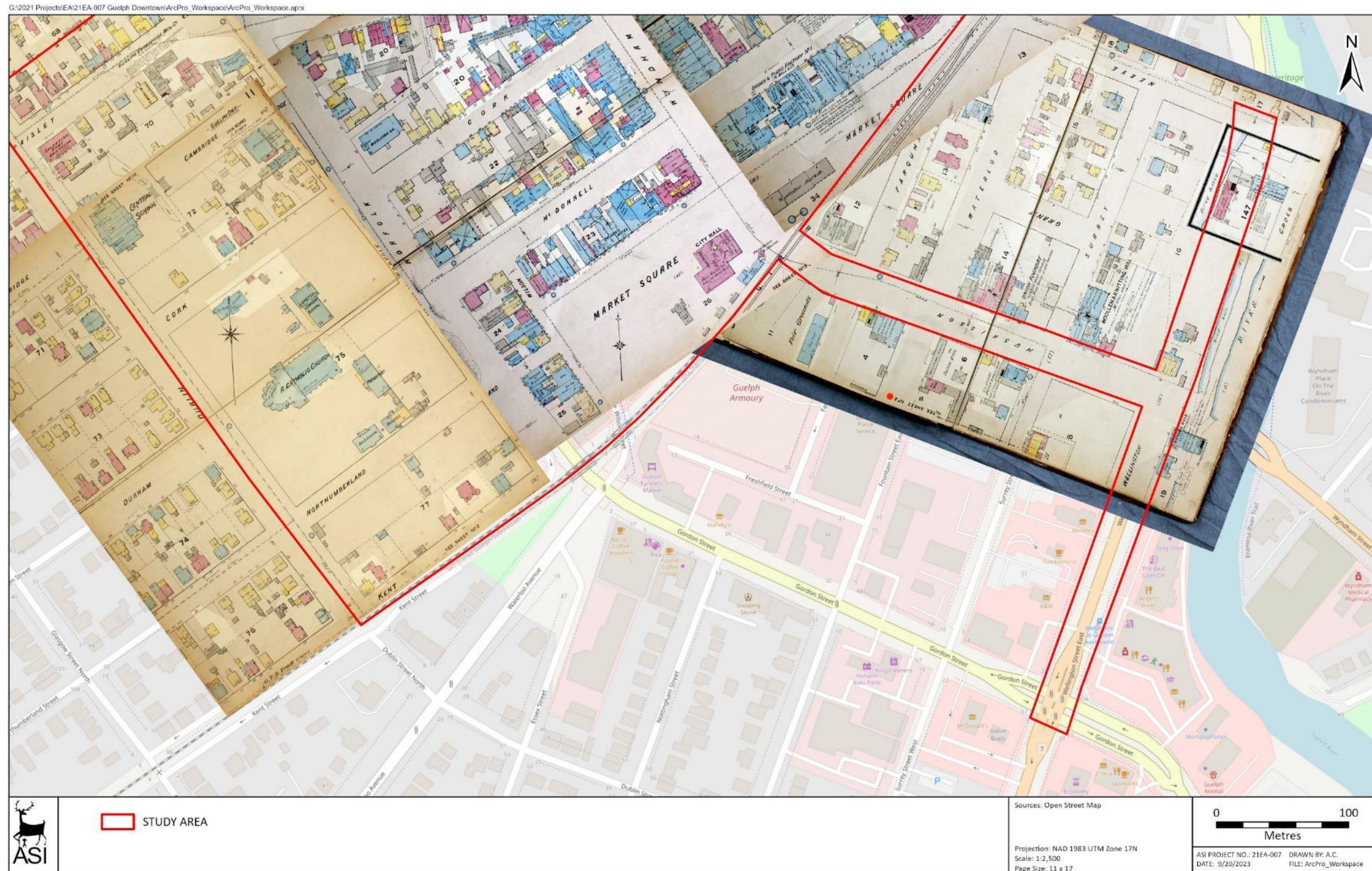


Figure 10: Part A Study Area (Approximate Location) Overlaid on the 1892 Fire Insurance Plan of Guelph (Sheet 3)

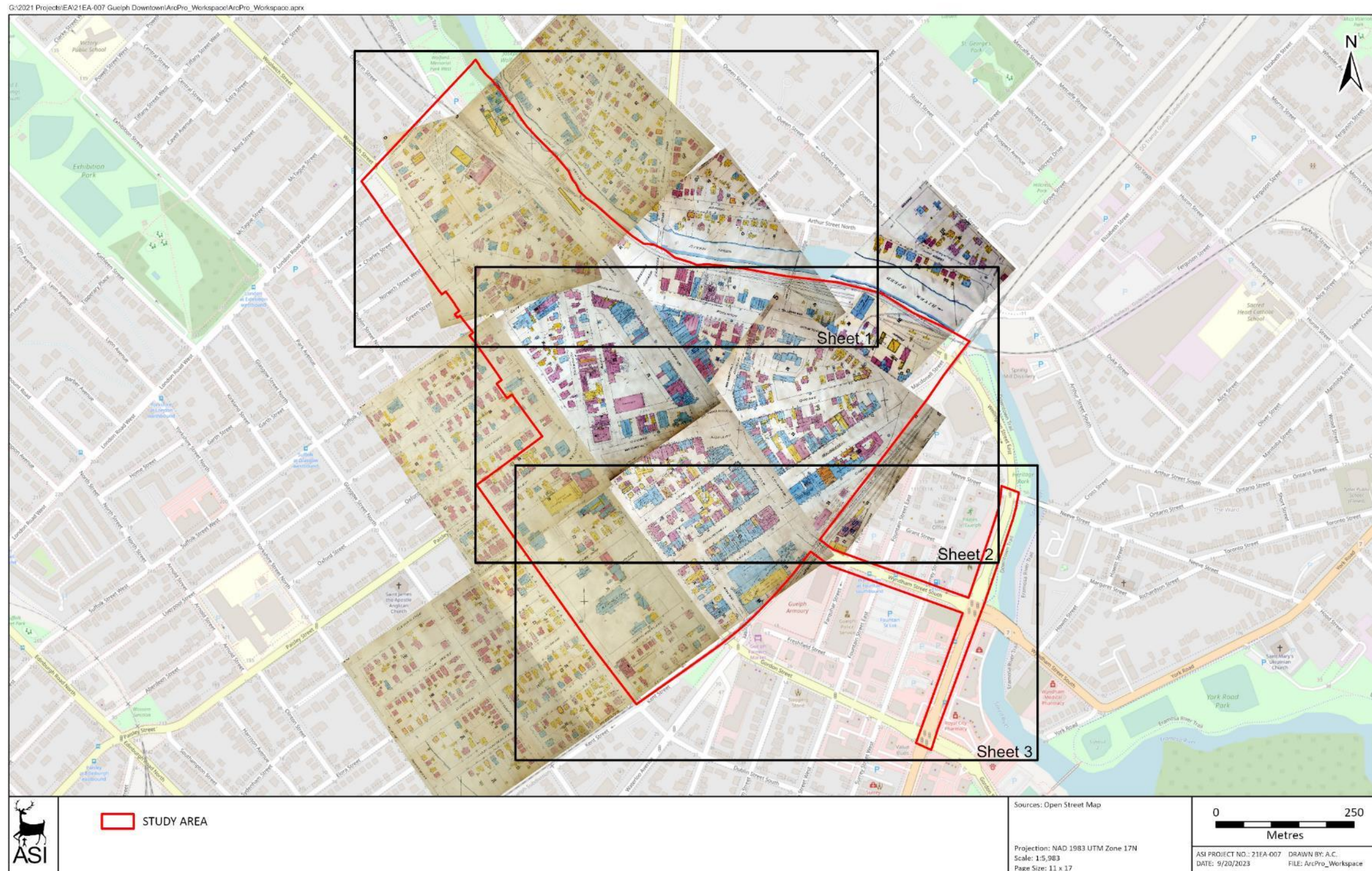


Figure 11: Part A Study Area (Approximate Location) Overlaid on the 1929 Fire Insurance Plan of Guelph (Key Map)

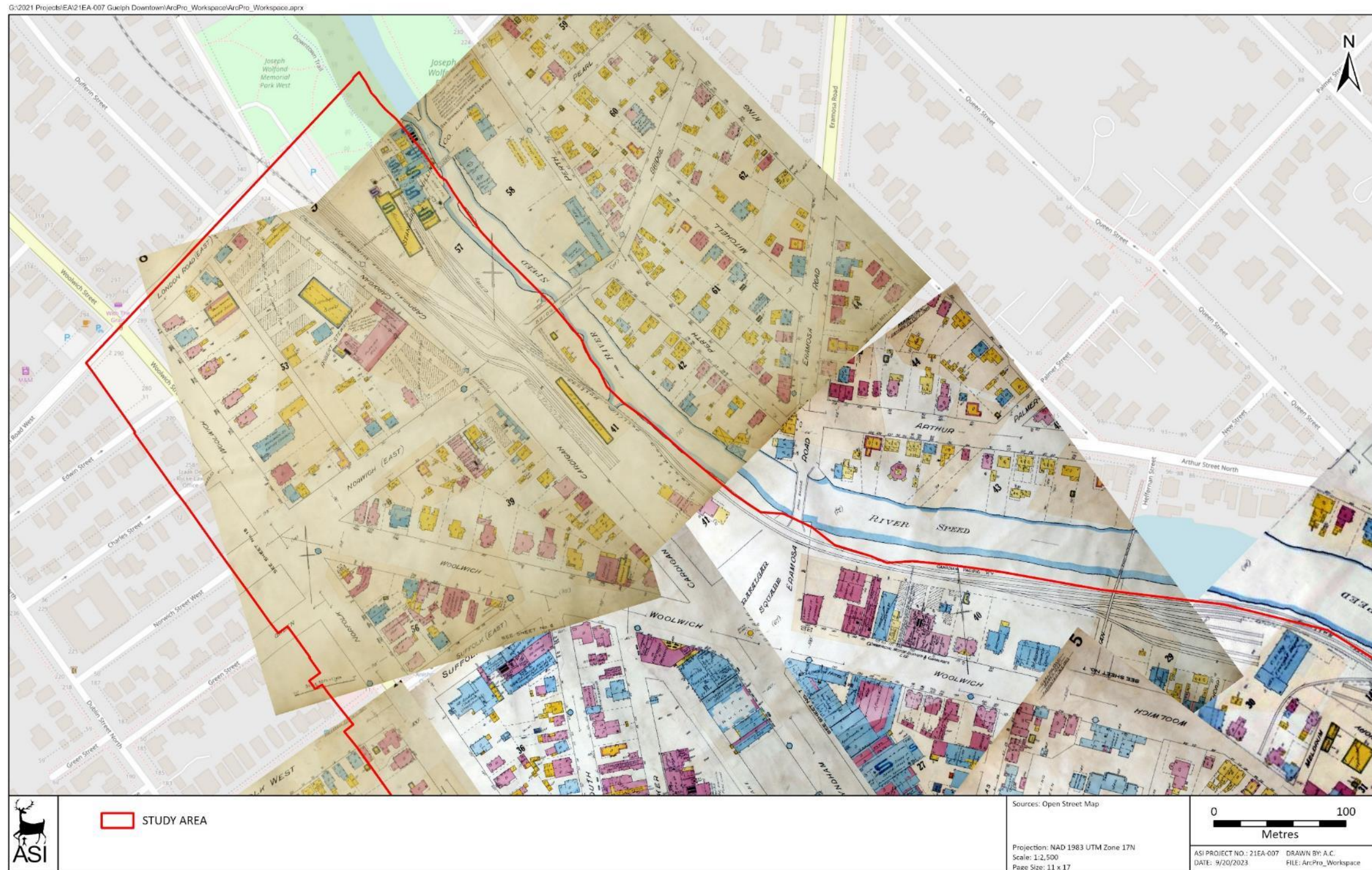


Figure 12: Part A Study Area (Approximate Location) Overlaid on the 1929 Fire Insurance Plan of Guelph (Sheet 1)

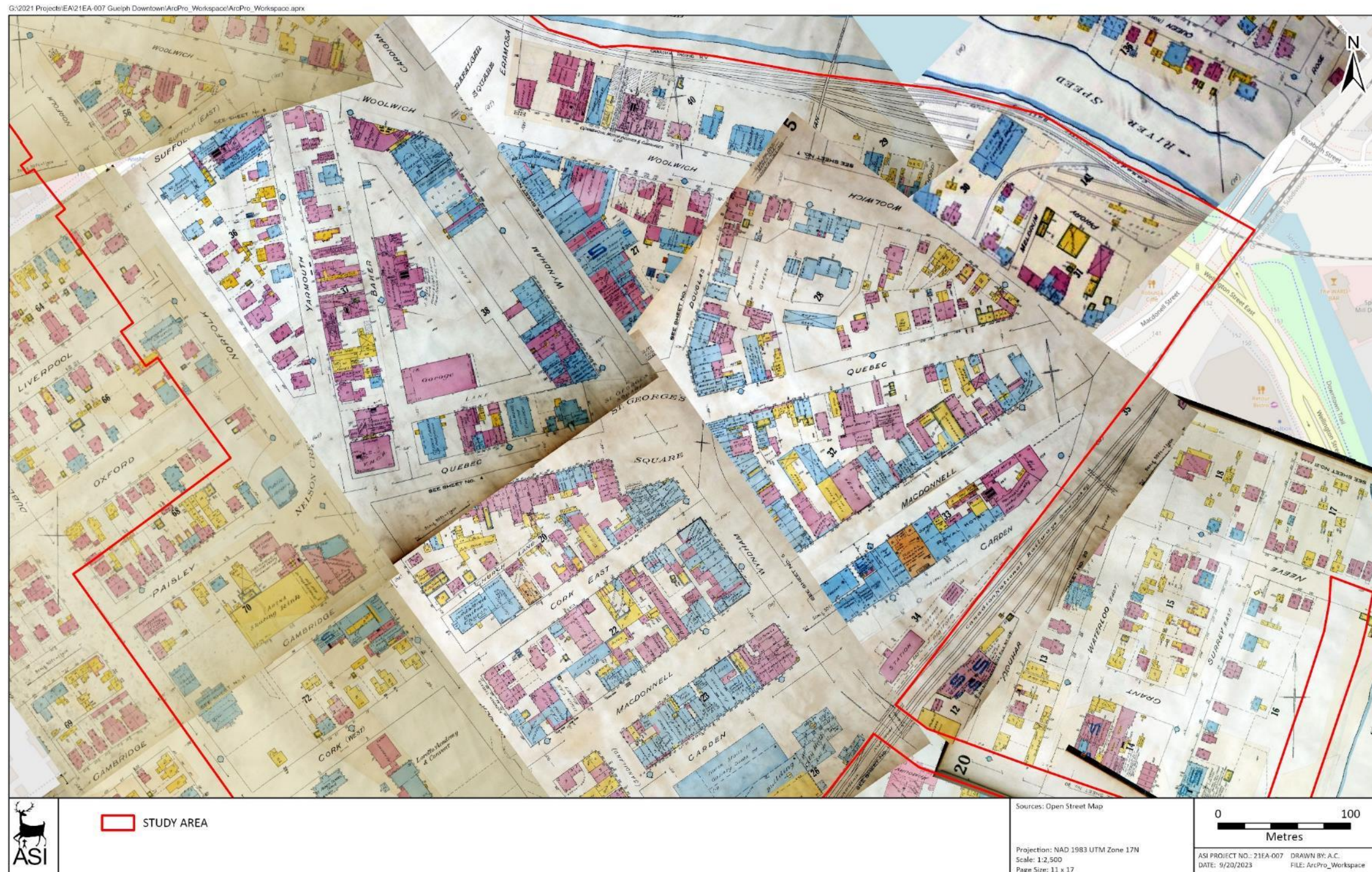


Figure 13: Part A Study Area (Approximate Location) Overlaid on the 1929 Fire Insurance Plan of Guelph (Sheet 2)



Figure 14: Part A Study Area (Approximate Location) Overlaid on the 1929 Fire Insurance Plan of Guelph (Sheet 3)



Figure 15: Part B Study Area (Approximate Location) Overlaid on the 1892 Fire Insurance Plan of Guelph

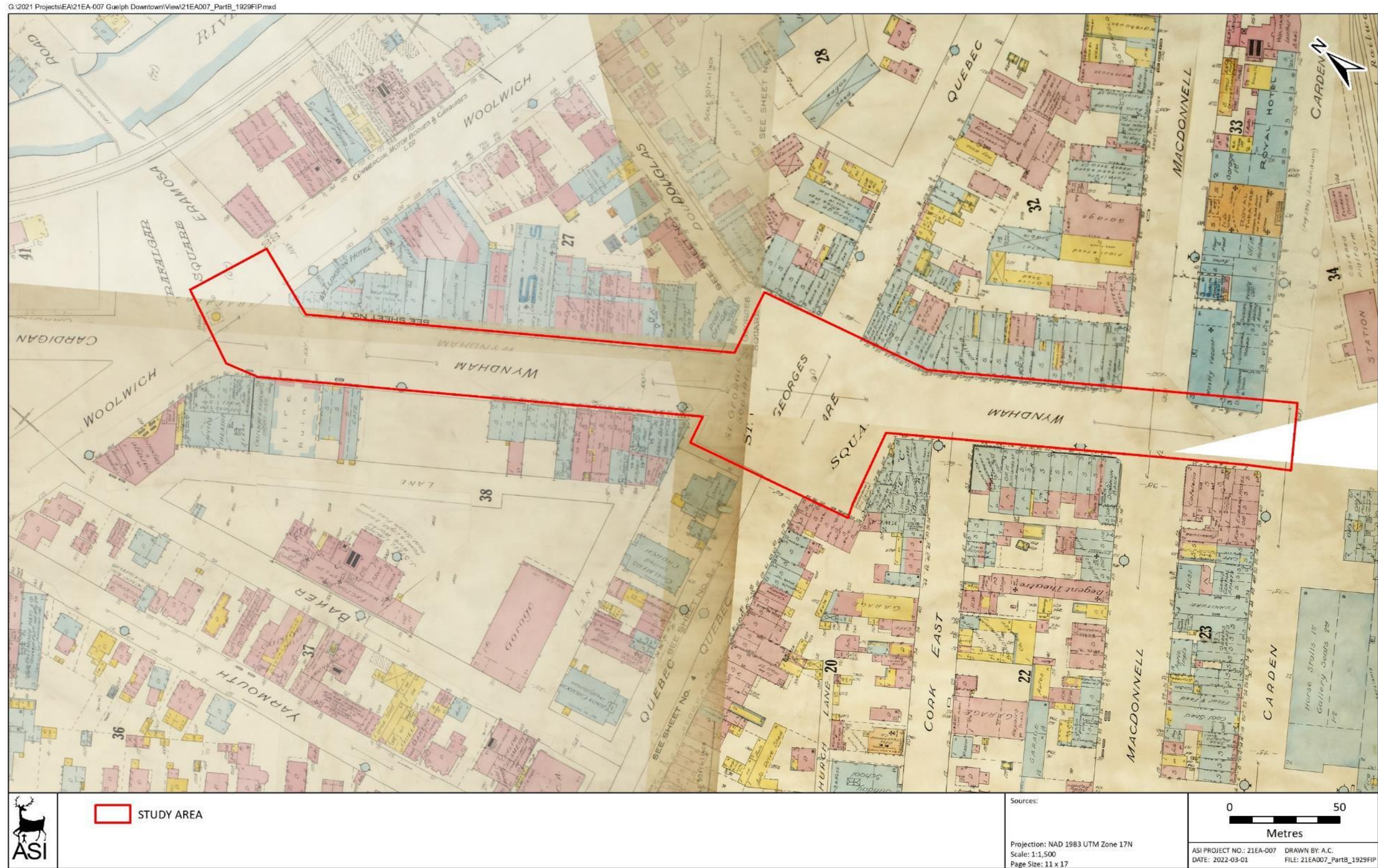


Figure 16: Part B Study Area (Approximate Location) Overlaid on the 1929 Fire Insurance Plan of Guelph



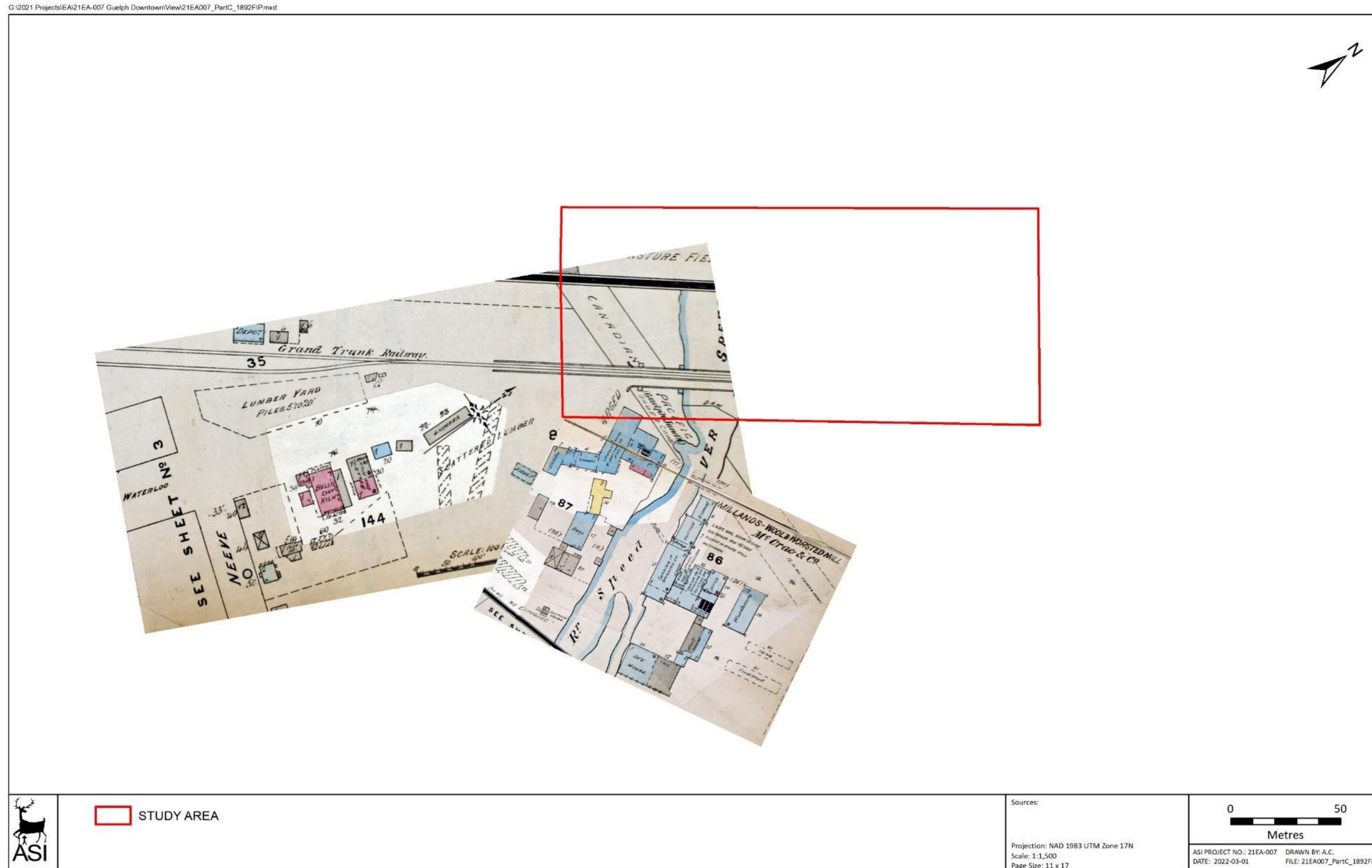


Figure 17: Part C Study Area (Approximate Location) Overlaid on the 1892 Fire Insurance Plan of Guelph

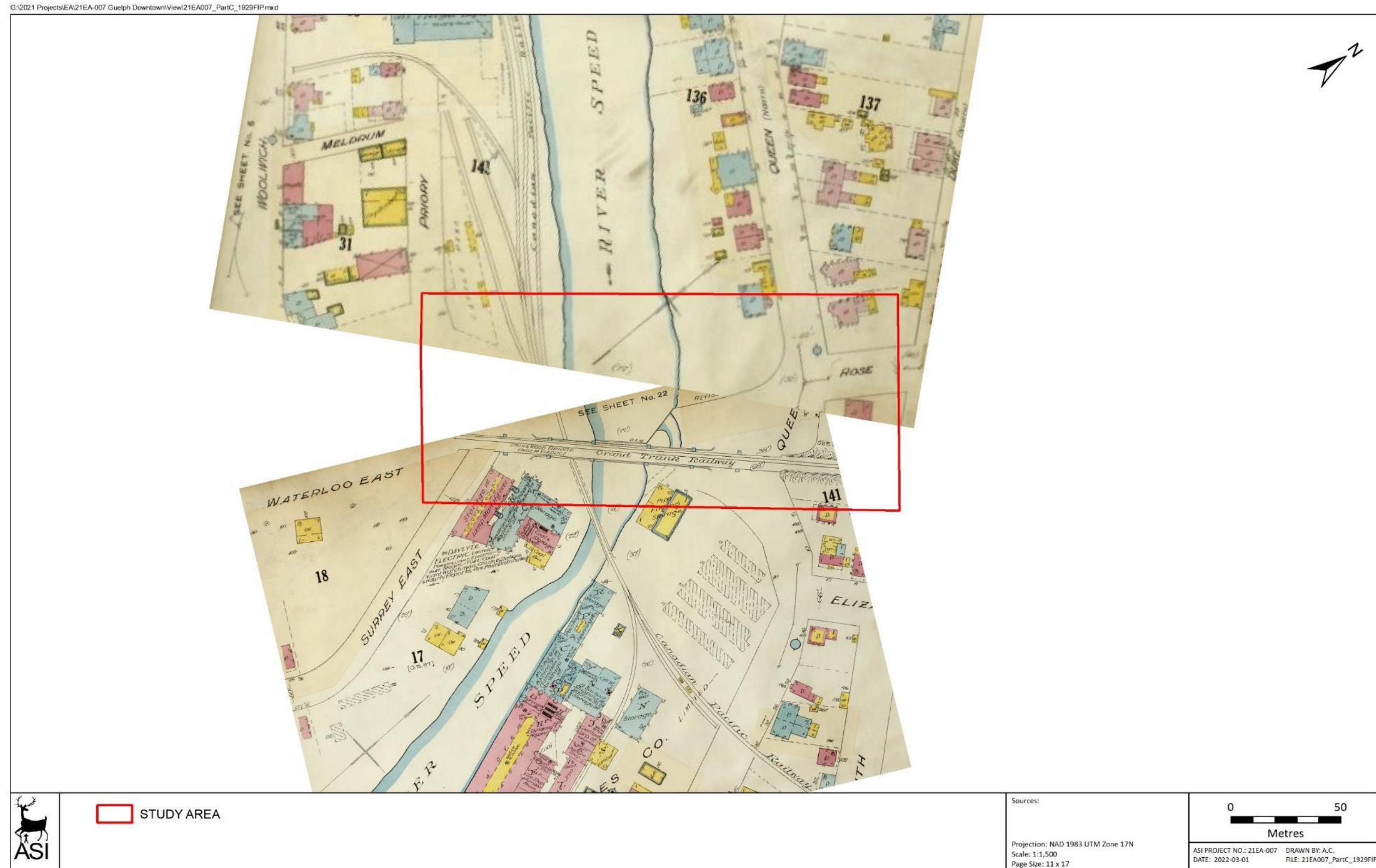


Figure 18: Part C Study Area (Approximate Location) Overlaid on the 1929 Fire Insurance Plan of Guelph

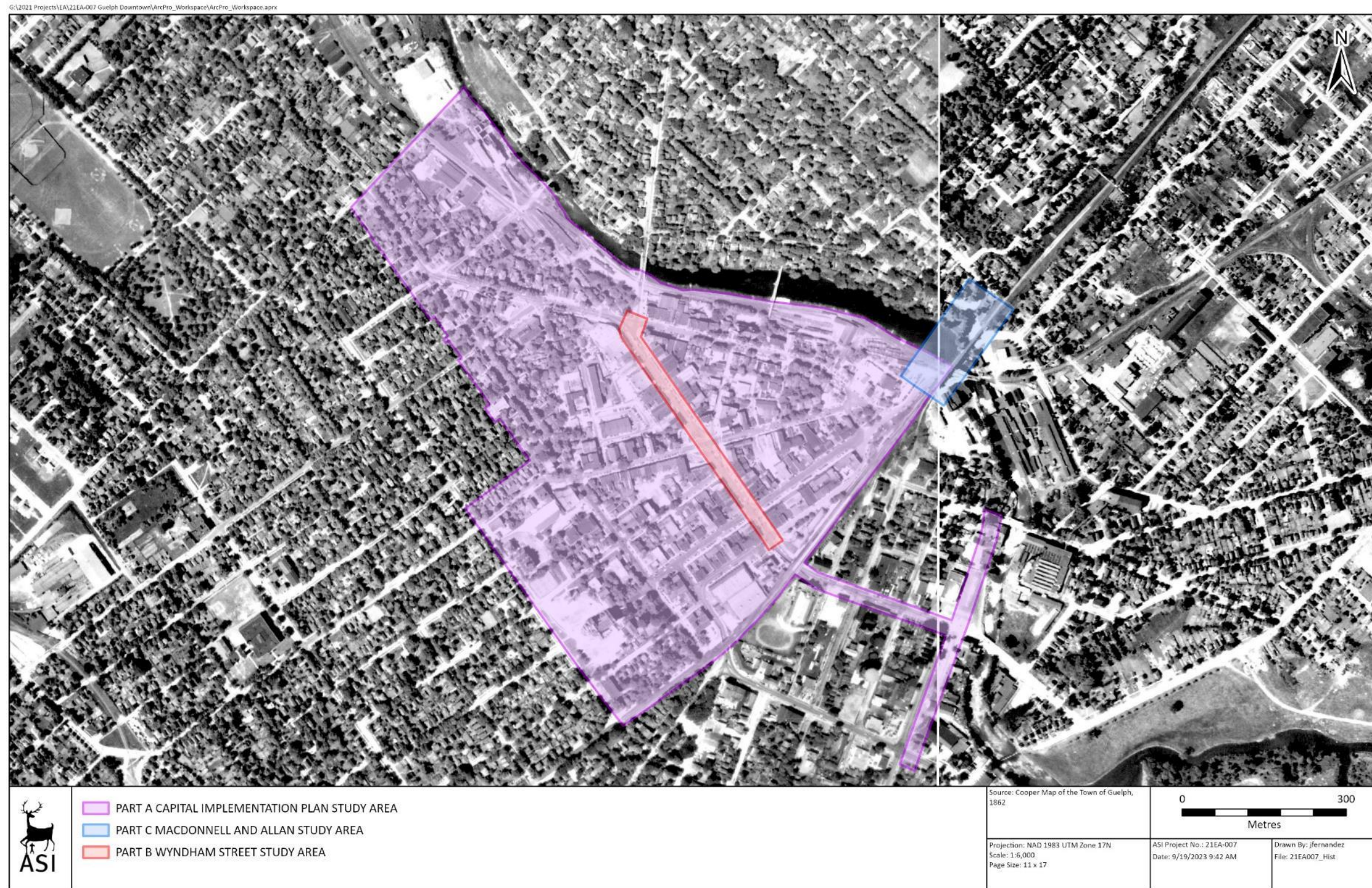


Figure 19: Study Area (Approximate Location) Overlaid on the 1955 Aerial Photography

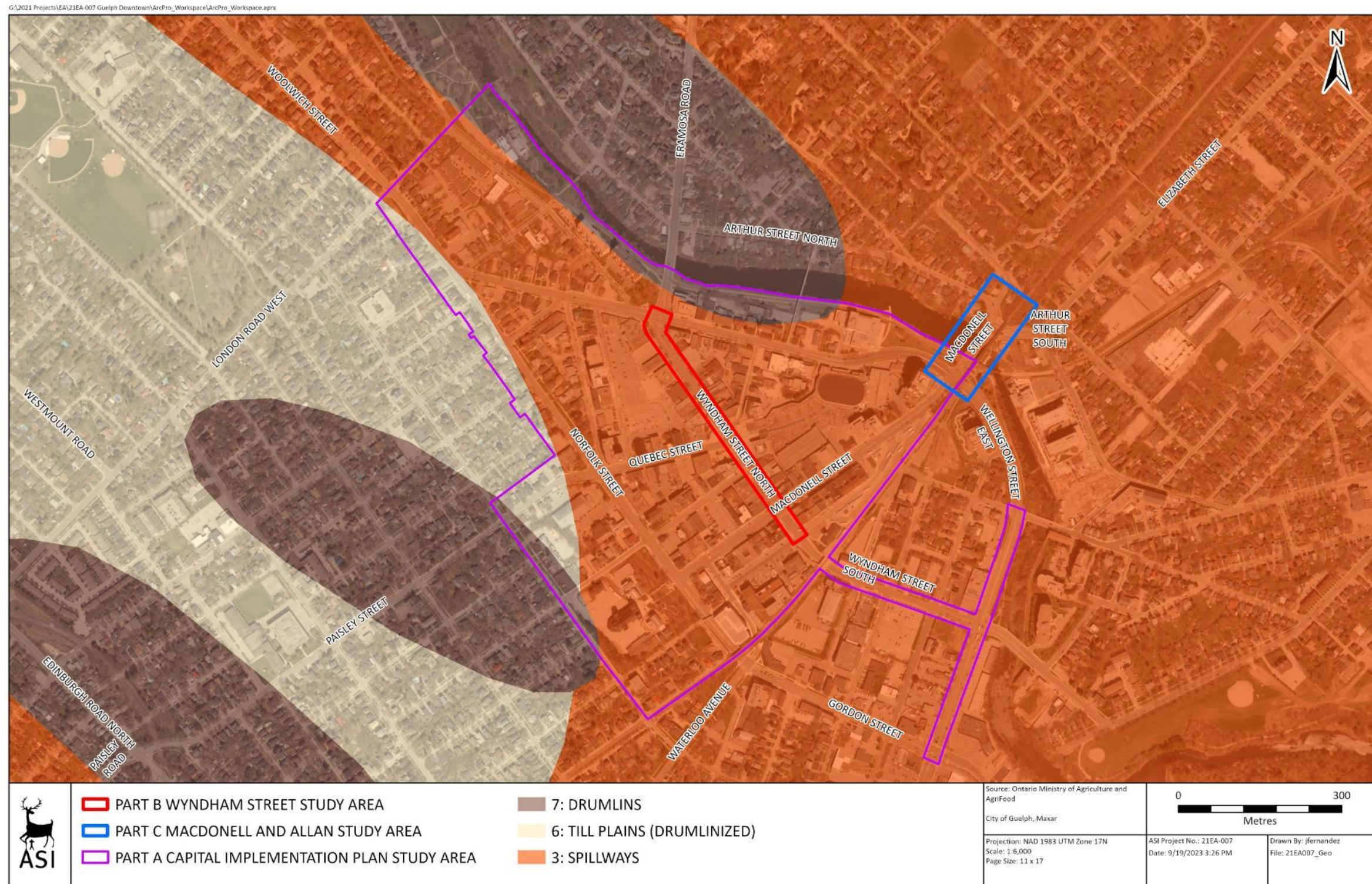


Figure 20: Study Area – Physiographic Landforms



Figure 21: Study Area – Surficial Geology

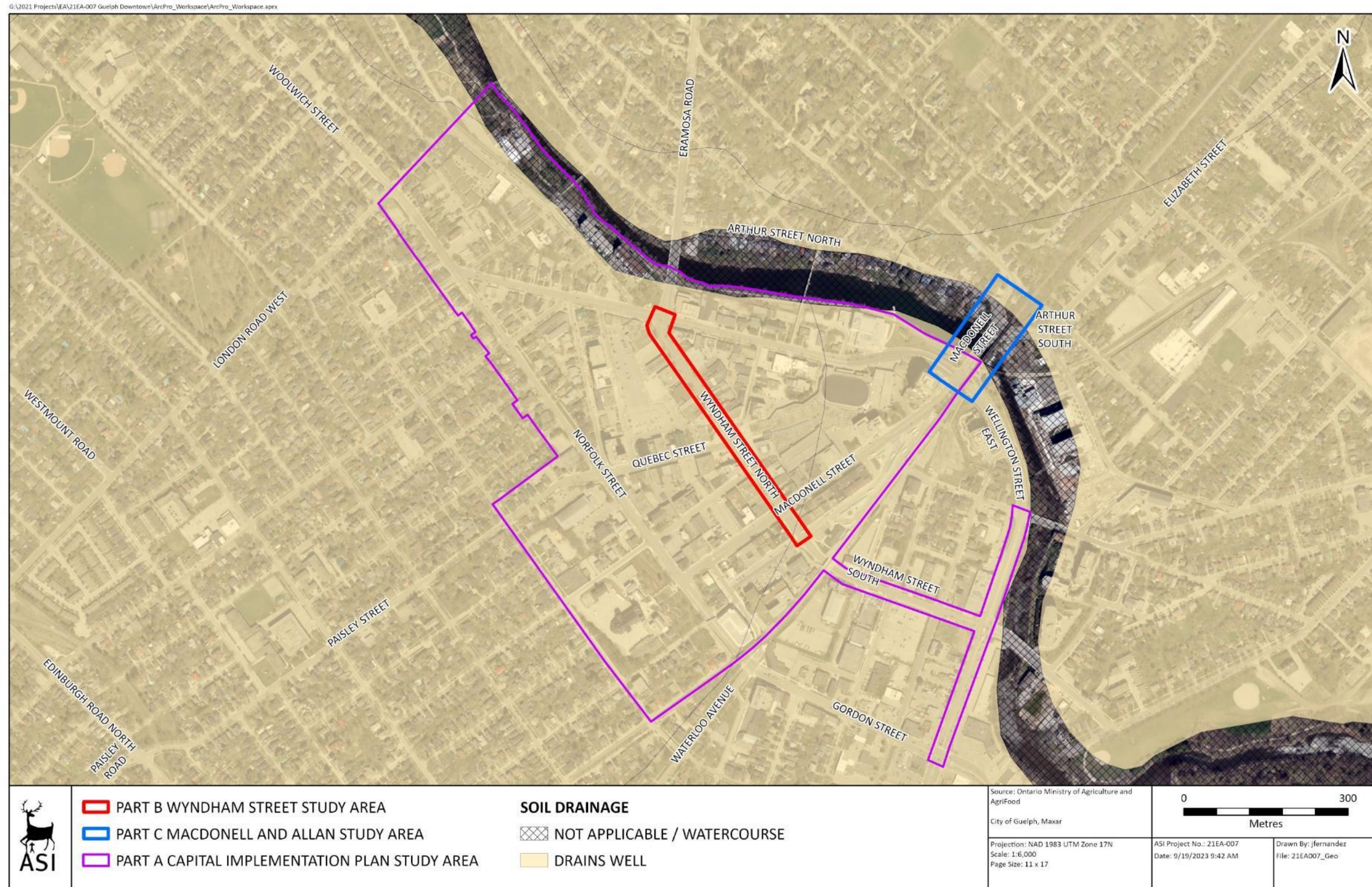


Figure 22: Study Area – Soil Drainage

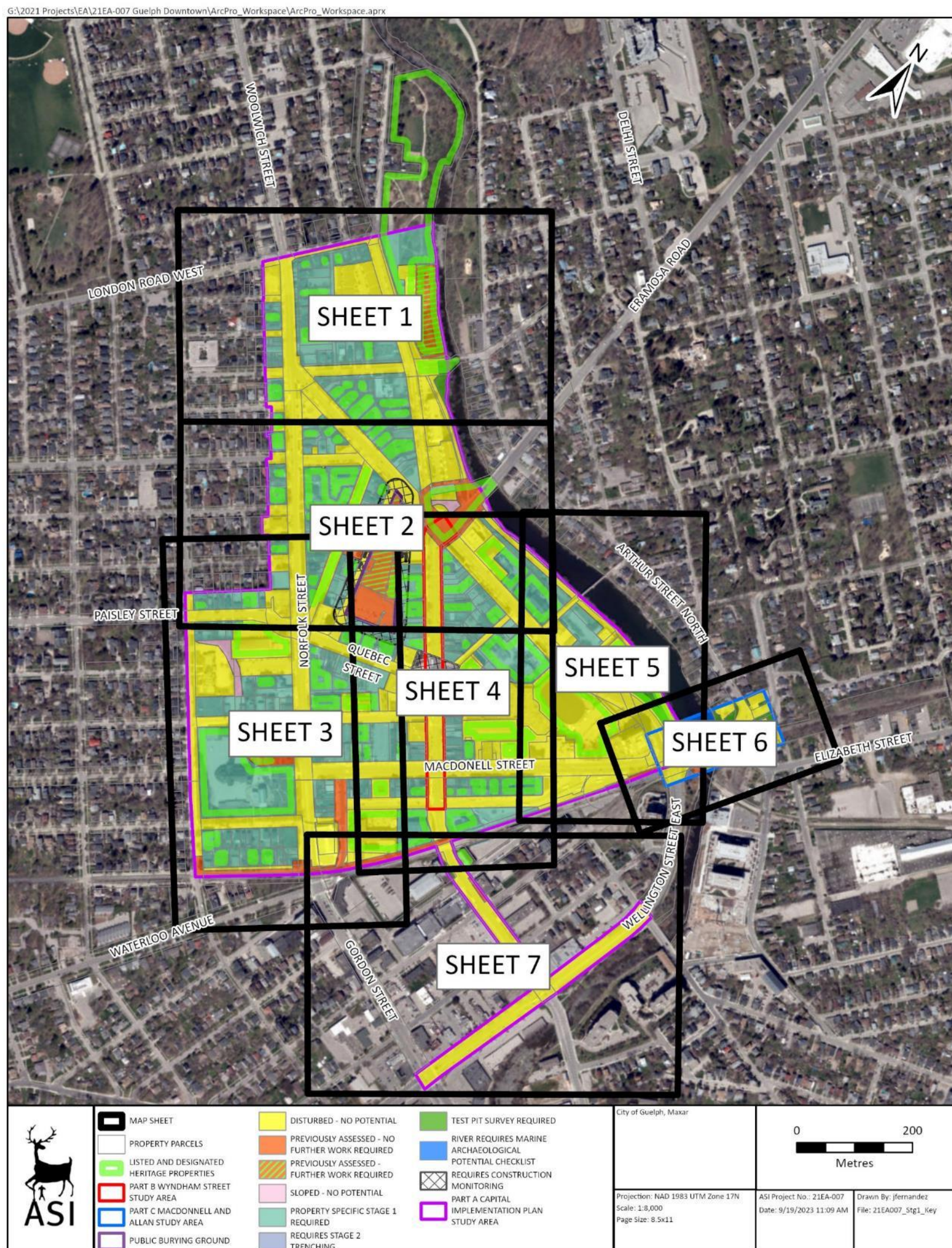


Figure 23: Stage 1 Results Key Map

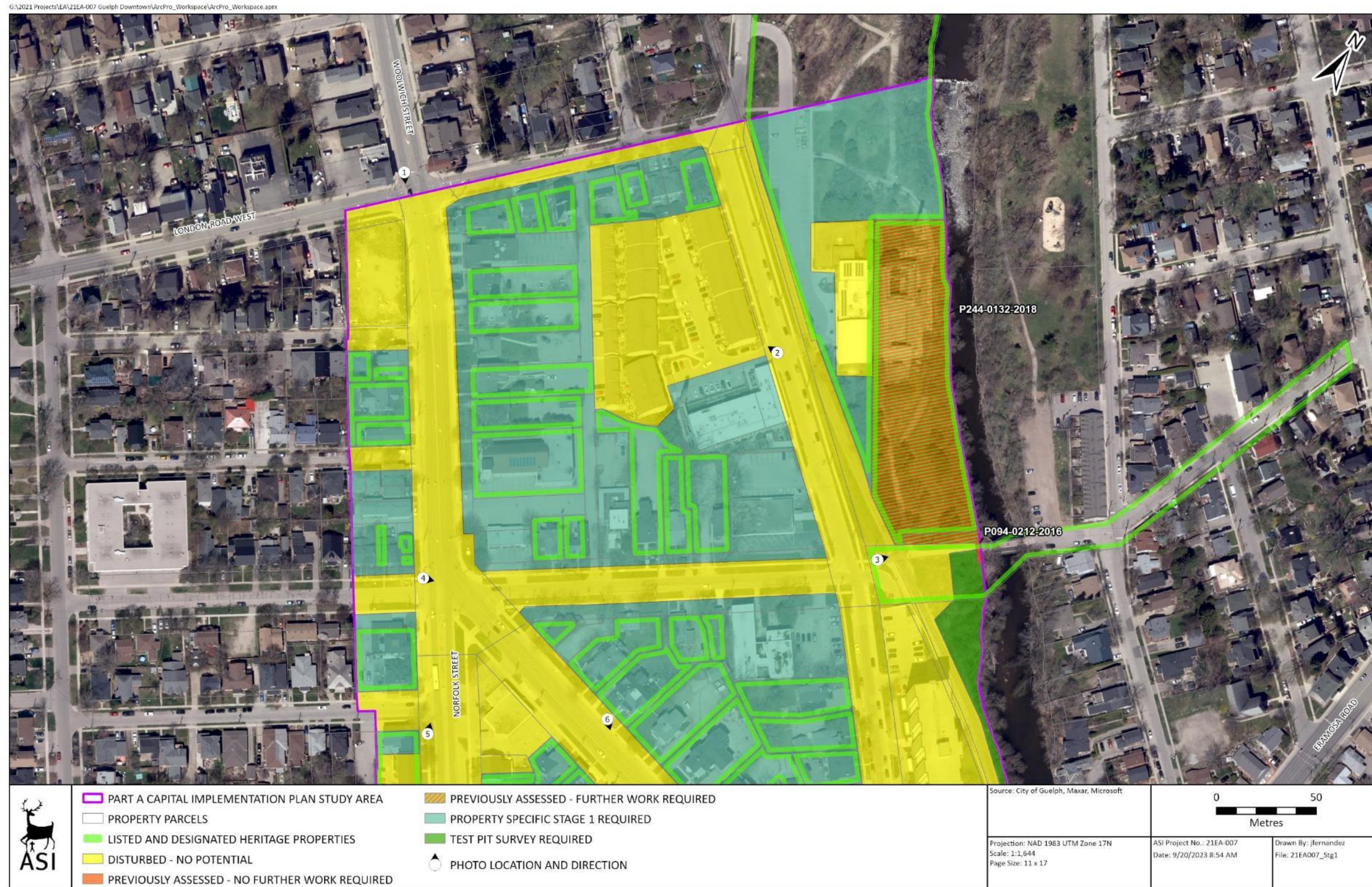


Figure 24: Stage 1 Results (Sheet 1)

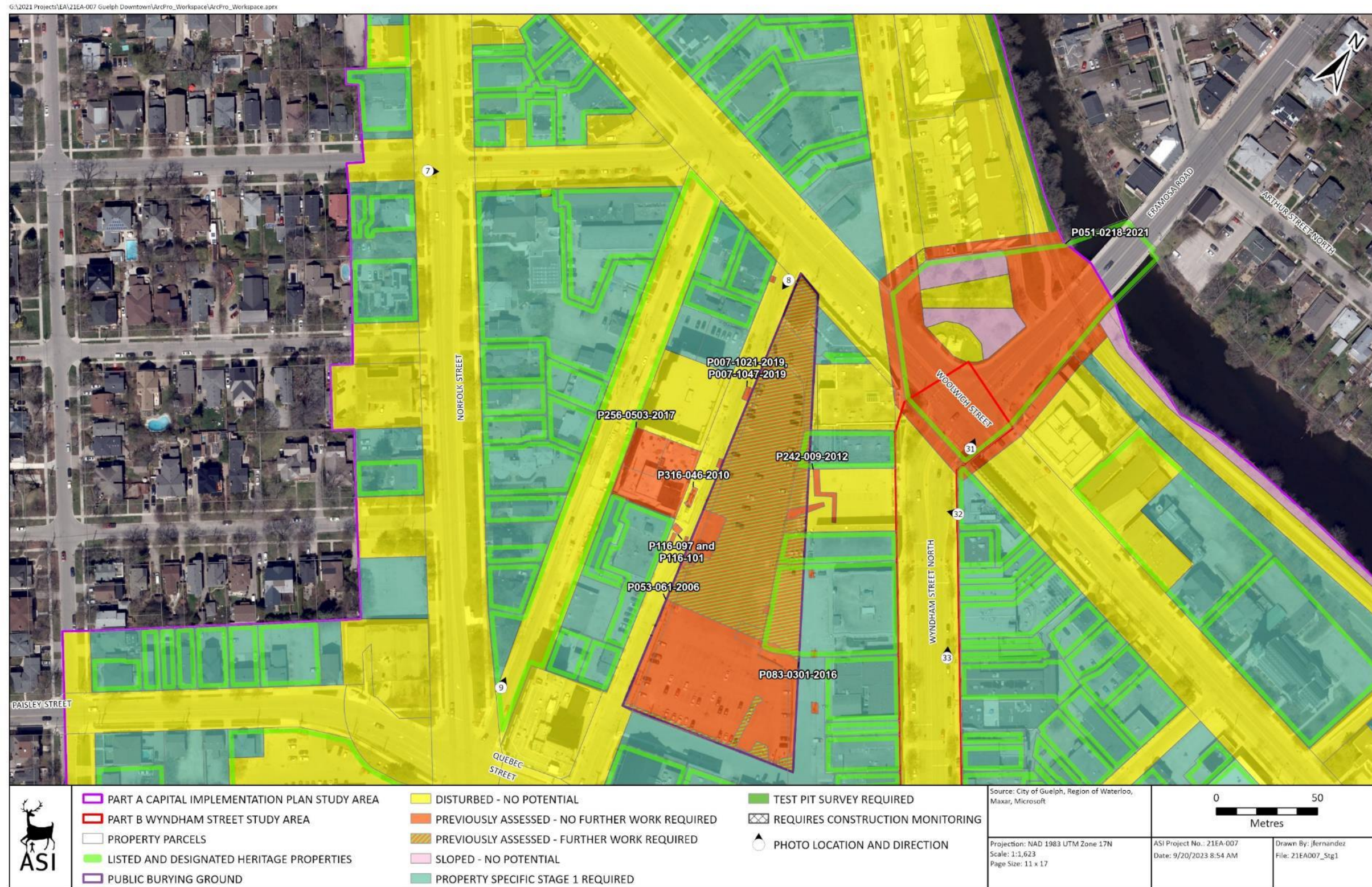


Figure 25: Stage 1 Results (Sheet 2)



Figure 26: Stage 1 Results (Sheet 3)

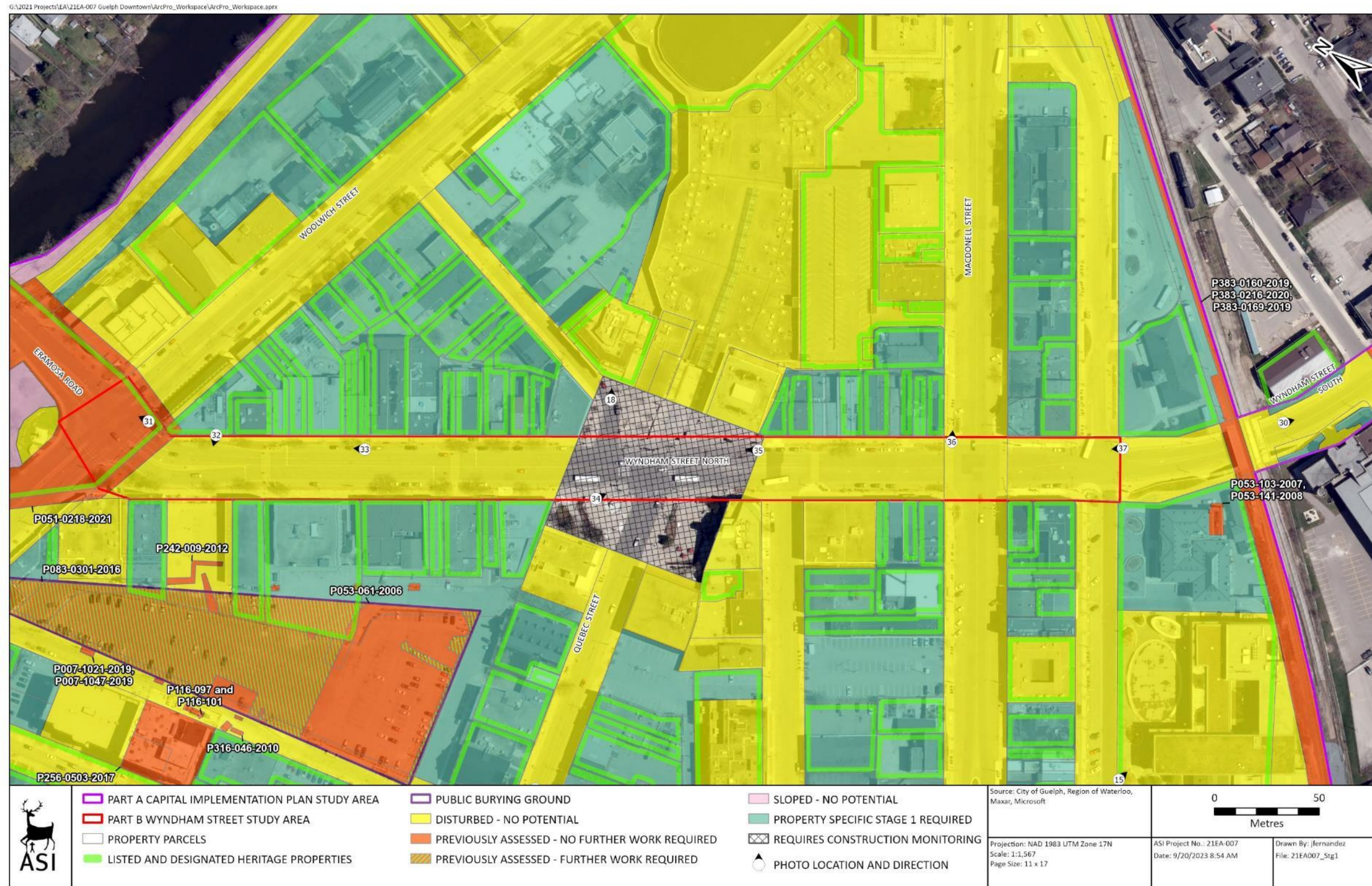


Figure 27: Stage 1 Results (Sheet 4)



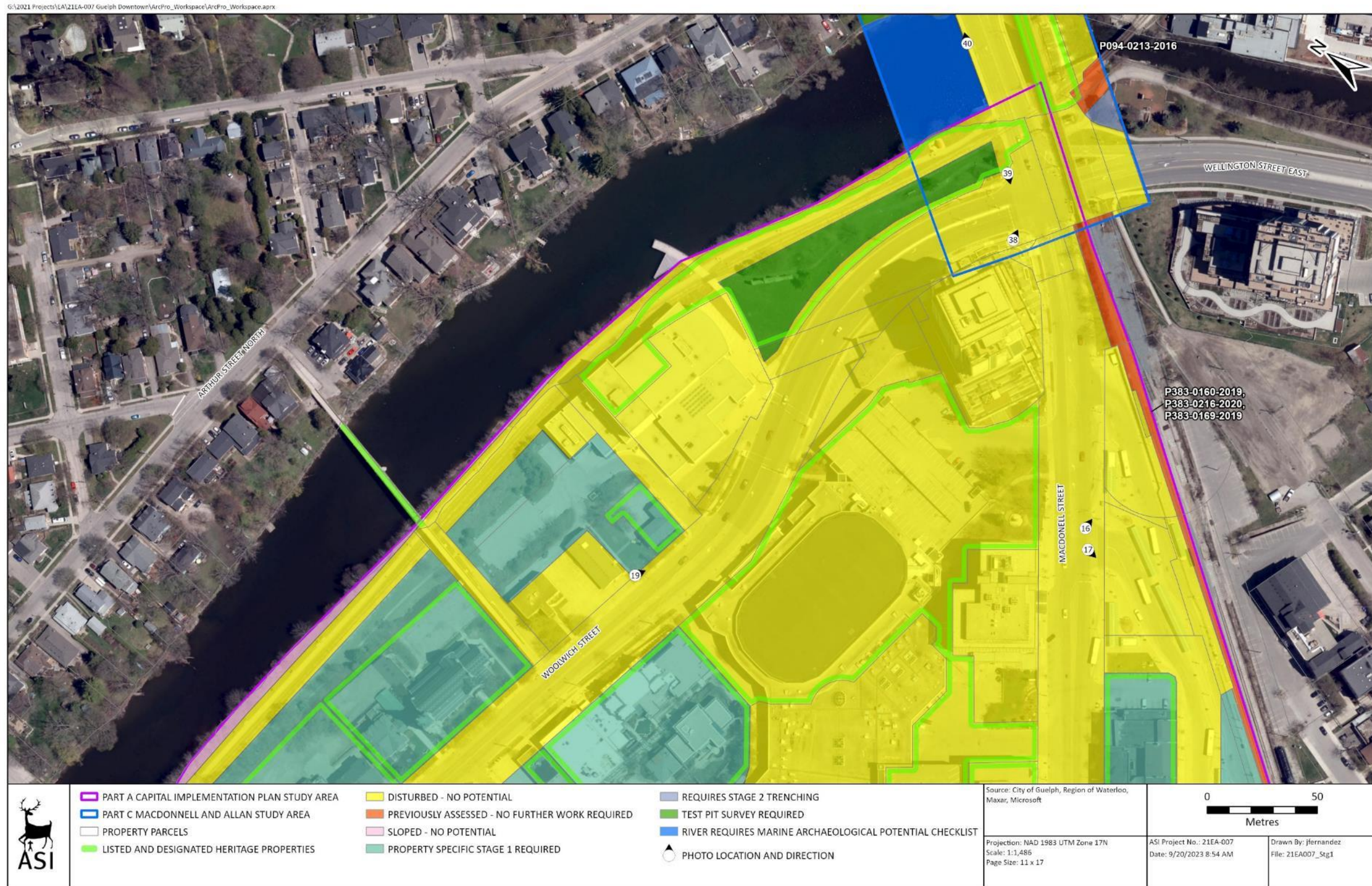


Figure 28: Stage 1 Results (Sheet 5)

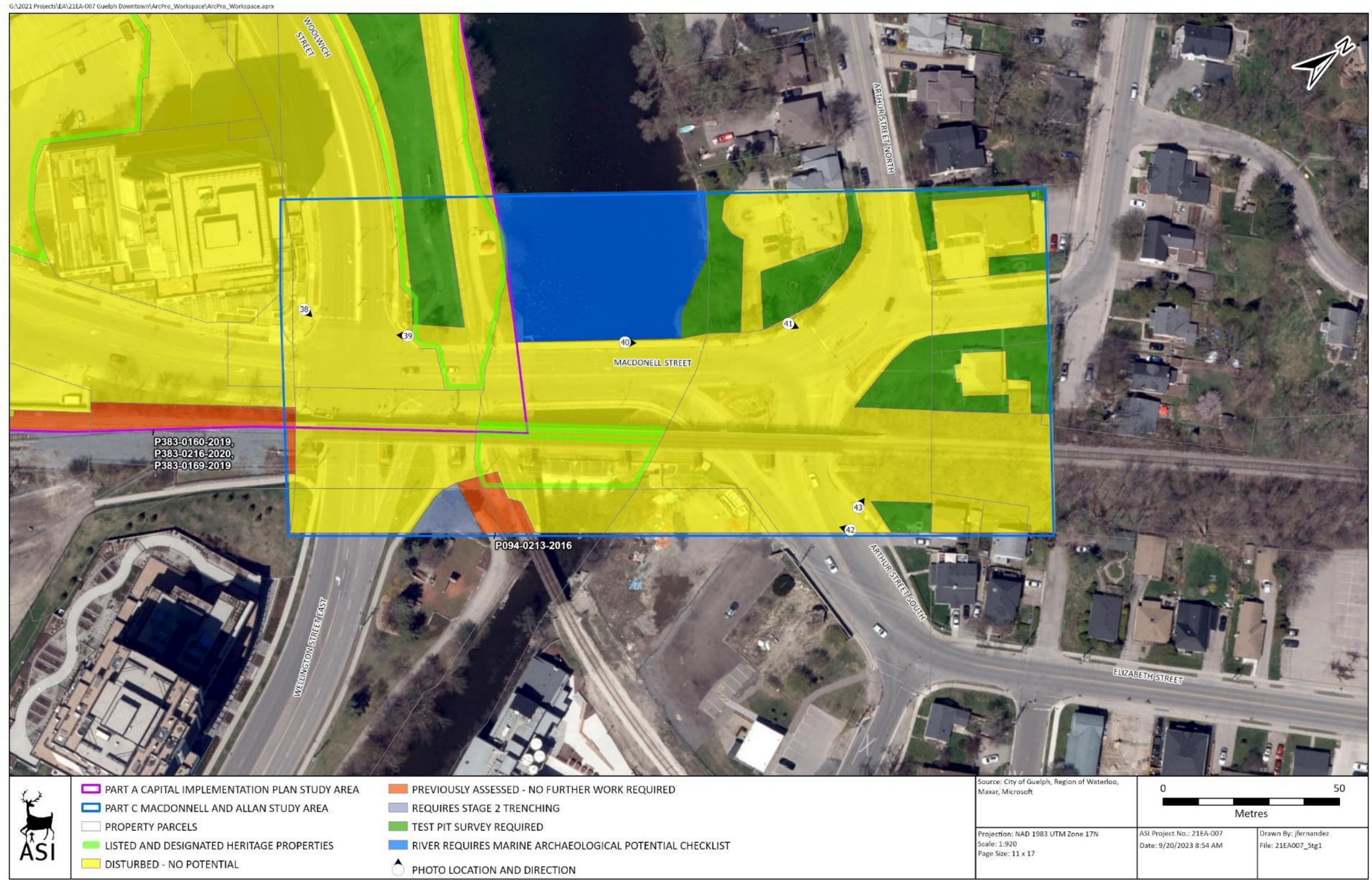


Figure 29: Stage 1 Results (Sheet 6)



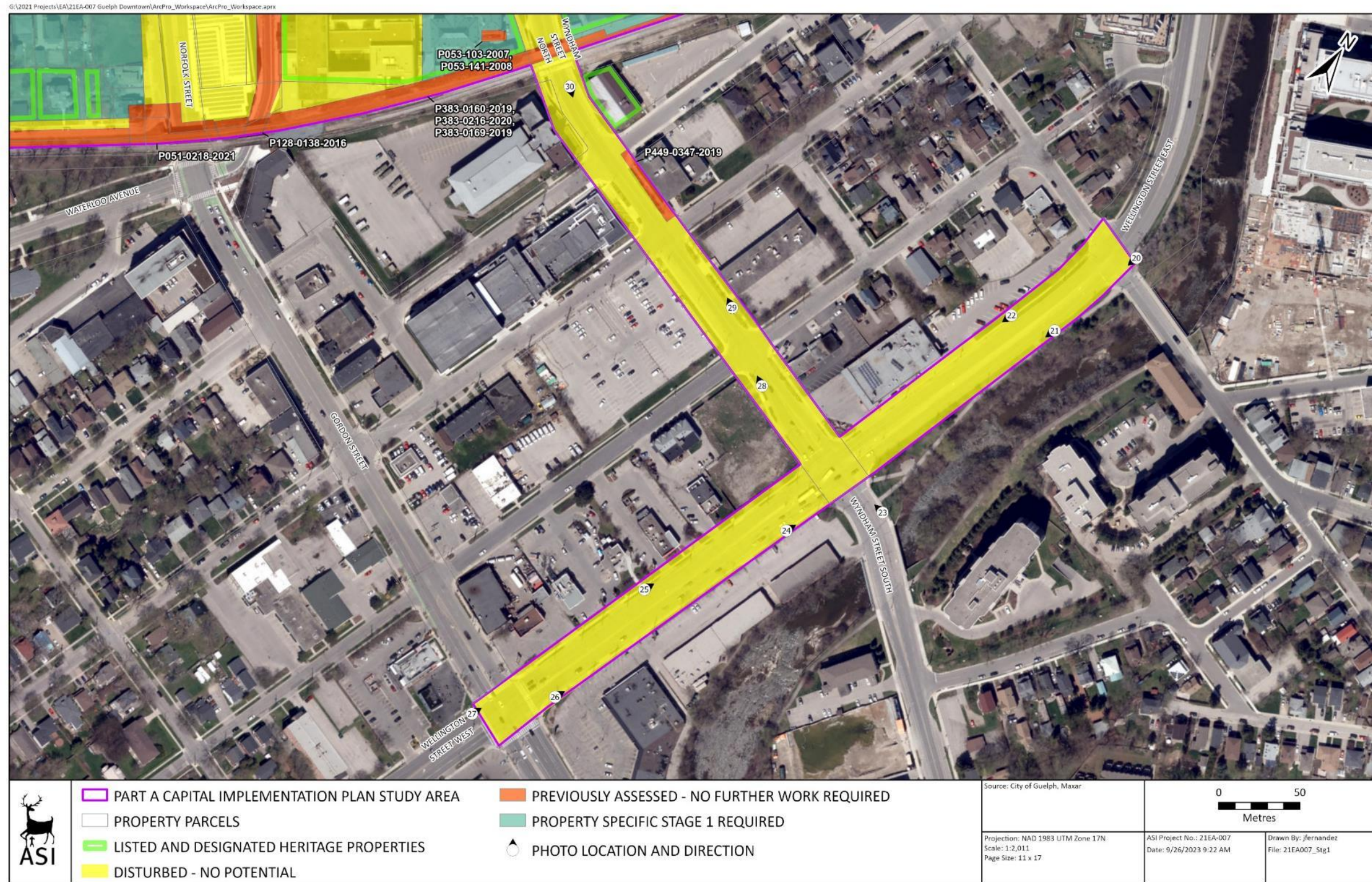


Figure 30: Stage 1 Results (Sheet 6)

Appendix A: Project Maps

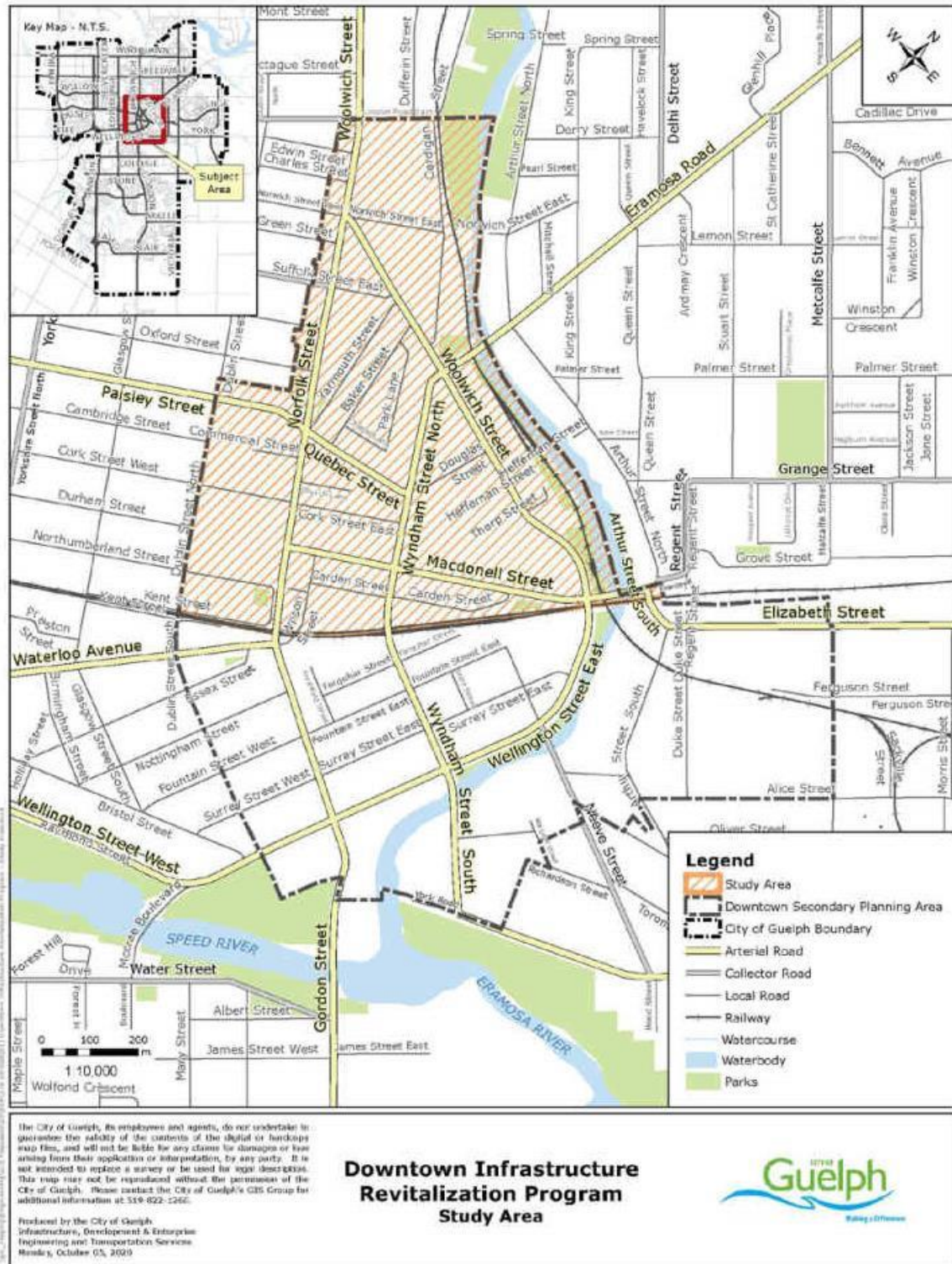


Figure 31 Part A Capital Implementation Plan Area



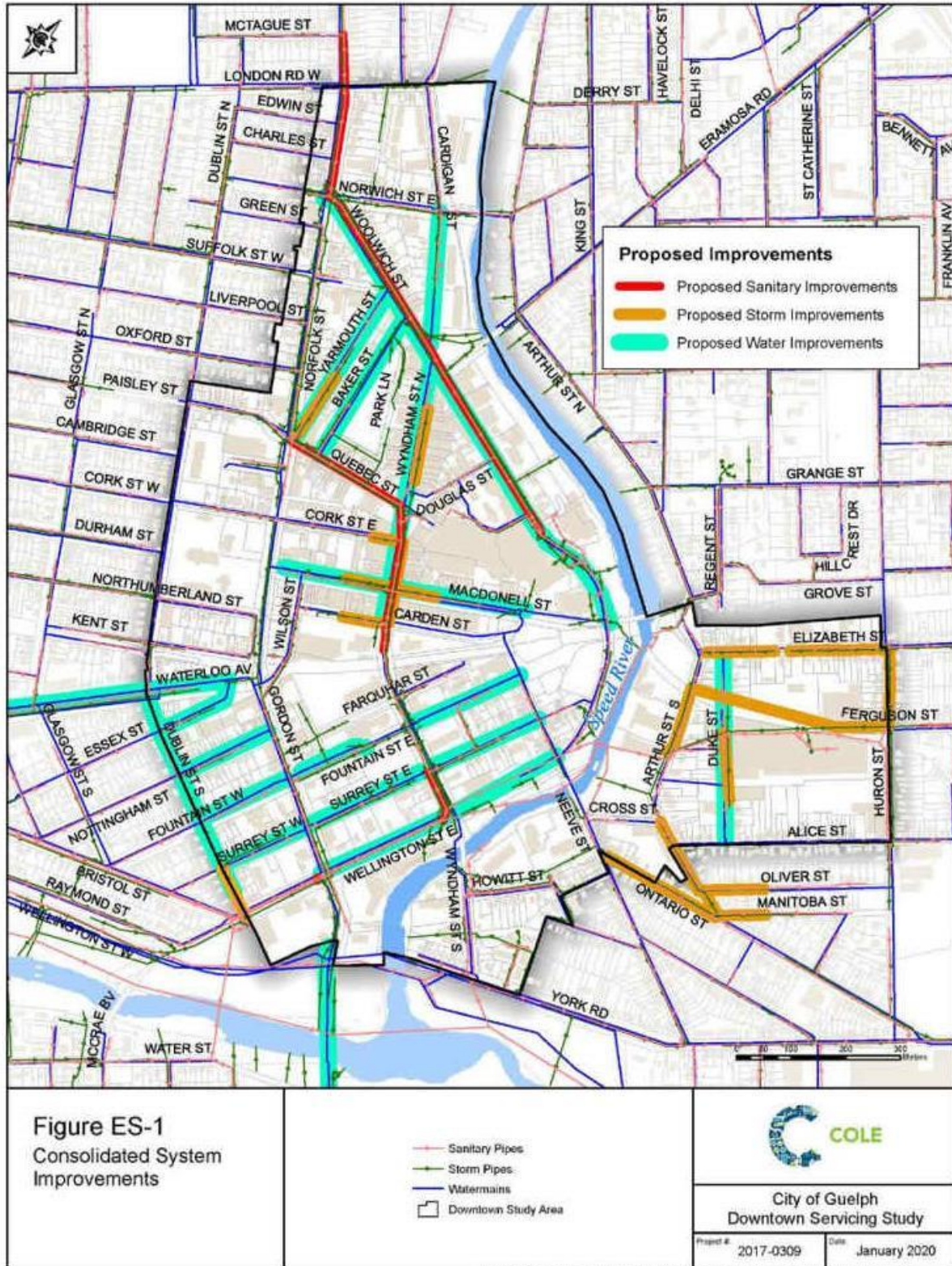


Figure 32 Part A Capital Implementation Plan – Infrastructure System Improvements



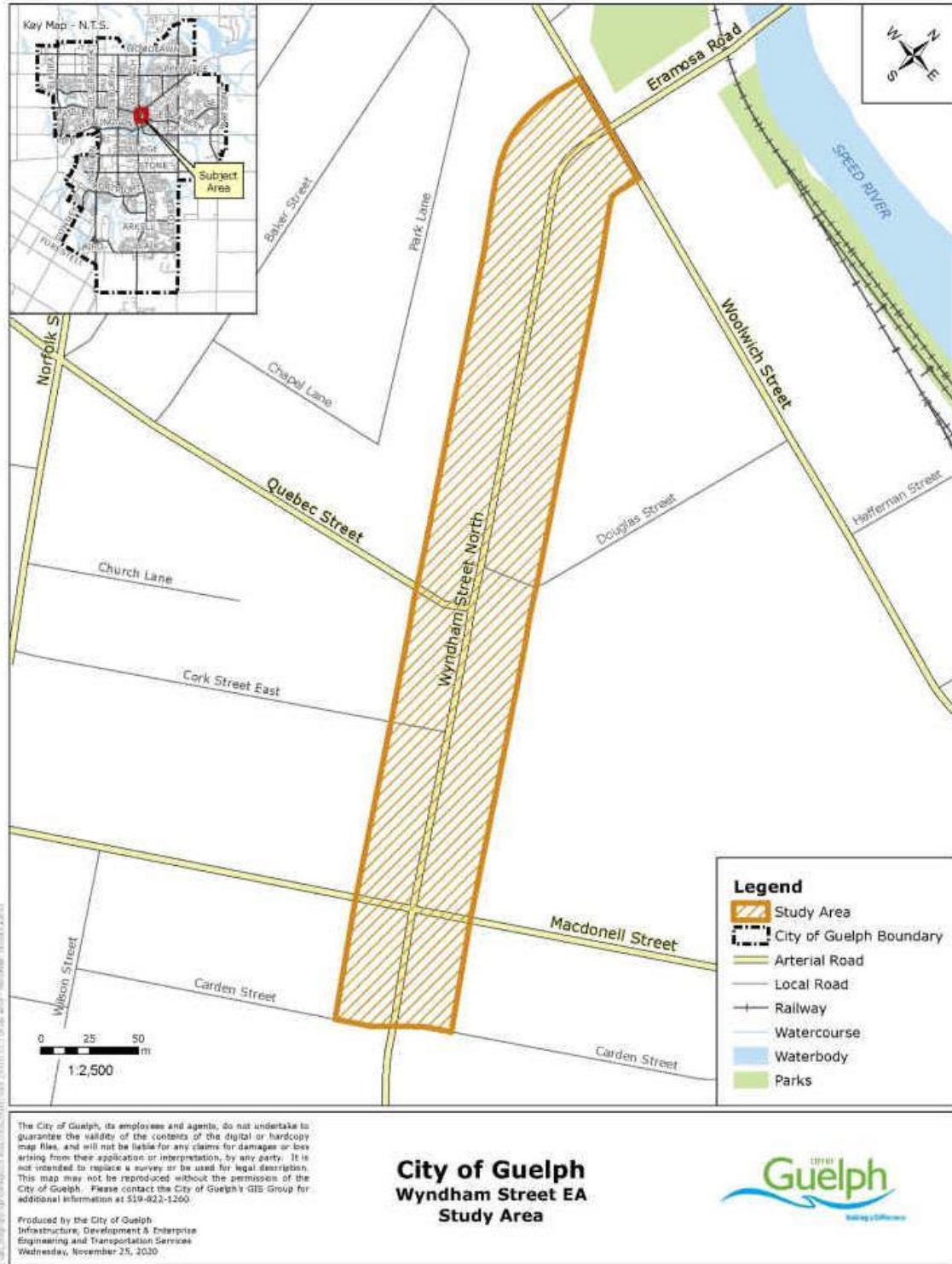


Figure 33 Part B Wyndham Street Area



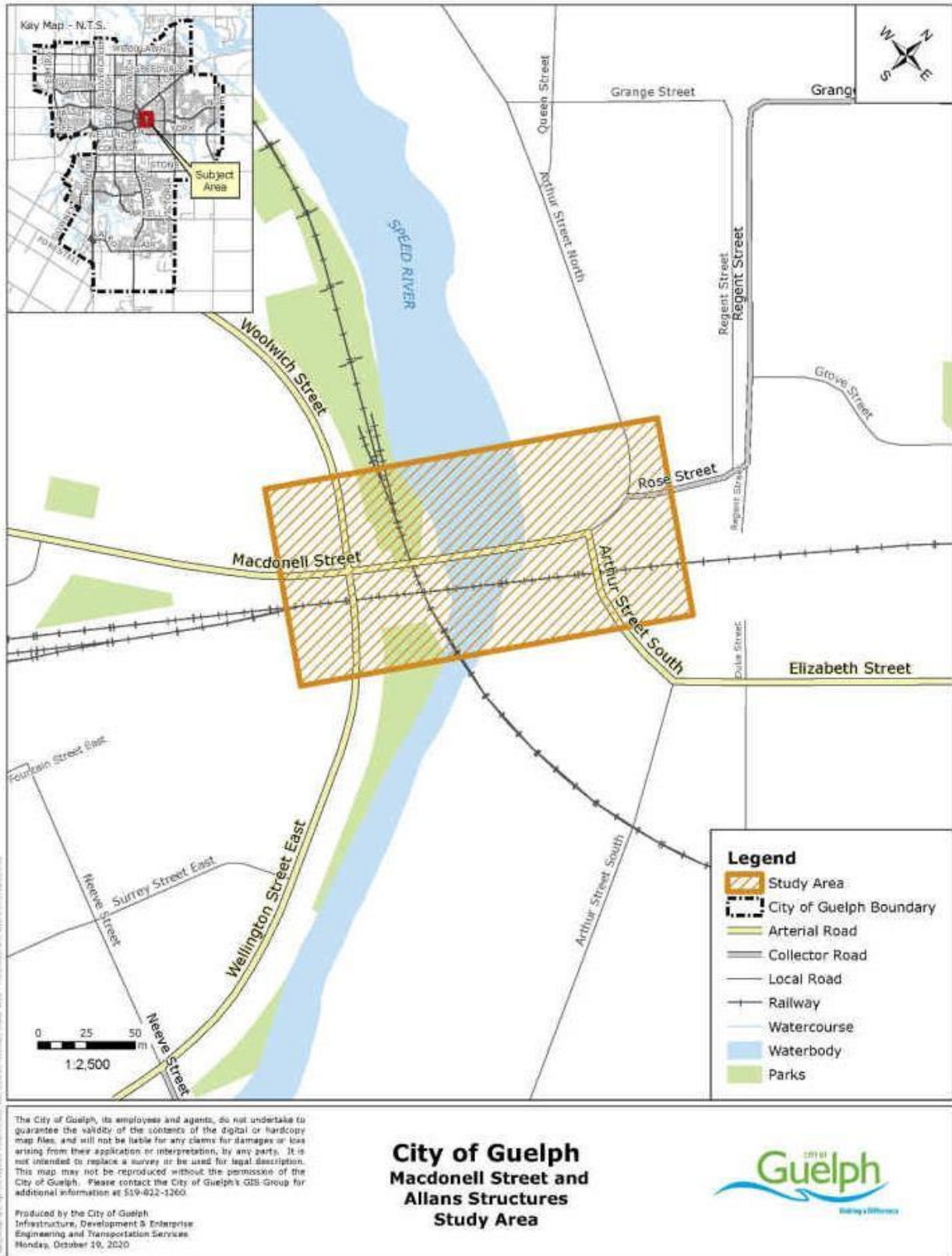


Figure 34 Part C Wyndham Street Area



Appendix B: Previous Archaeological Assessment Maps

The 2012 Archaeological Monitoring of the Demolition & Site Servicing for 160-164 & 152-158
Wyndham Street North, City of Guelph, Wellington County, Ontario

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Figure 5 Detail of the 2012 Archaeological Monitoring and Key to Photographic Plates

D. R. Poulton & Associates Inc.

Figure 35: P242-009-2012



The 2010 Stage 3-4 Archaeological Investigation of Sinkholes in the Baker Street Right-of-Way,
Former Public Burying Ground (AjHb-71), City of Guelph, Ontario

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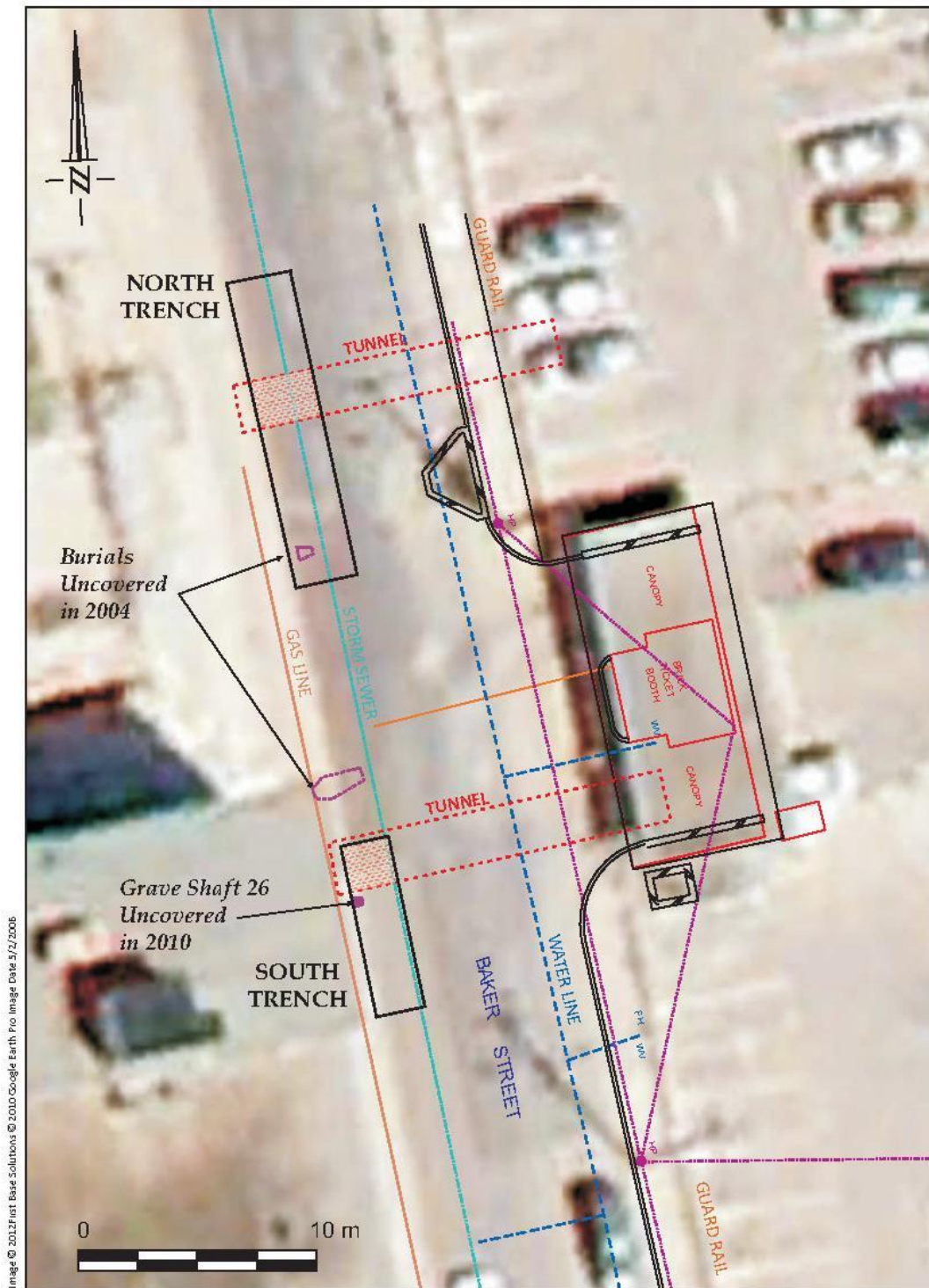


Figure 3 Detail of the April 2010 Archaeological Investigations

D. R. Poulton & Associates Inc.

Figure 36: P316-046-2010



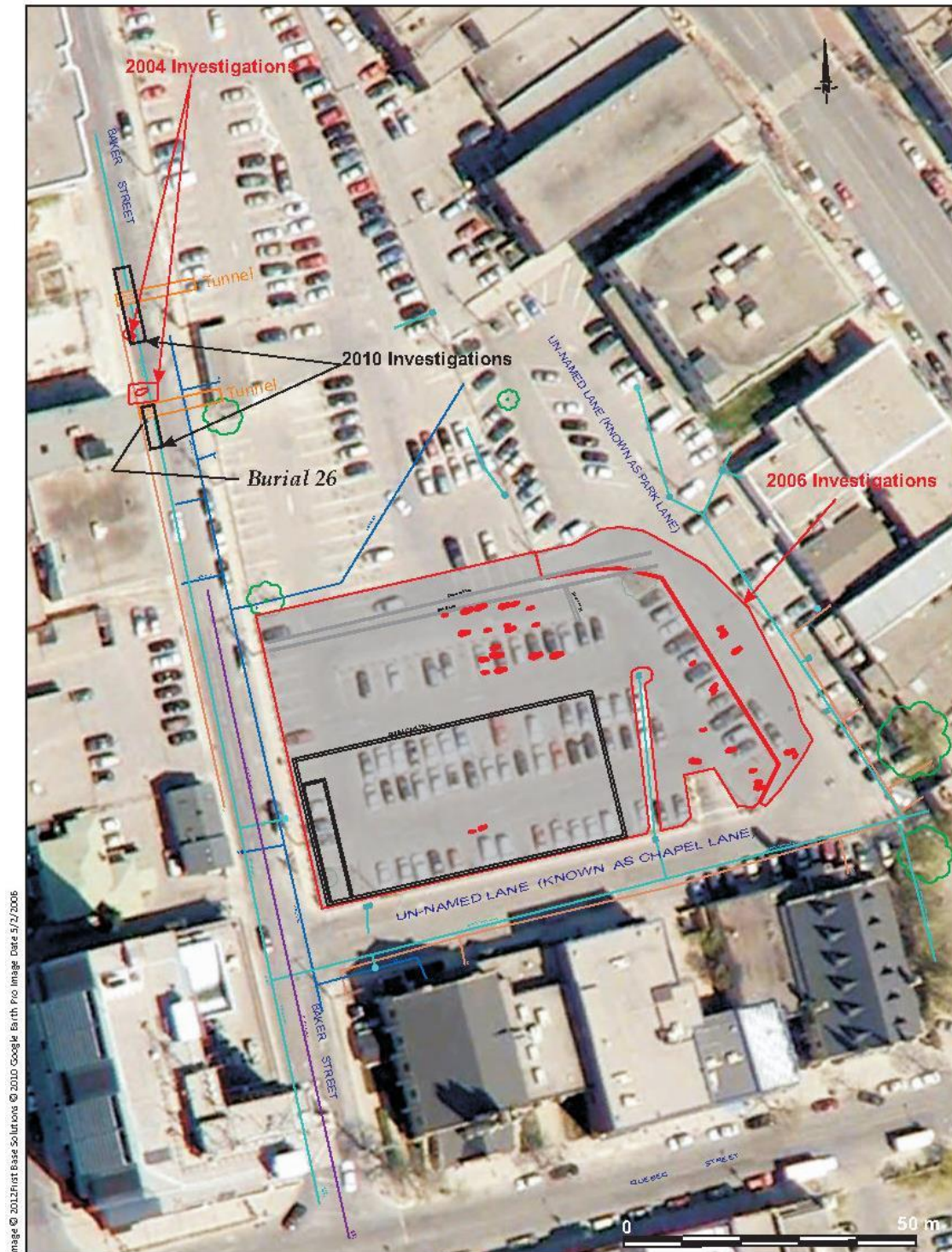


Figure 2 Limits of Archaeological Investigations and Locations of Known Burials

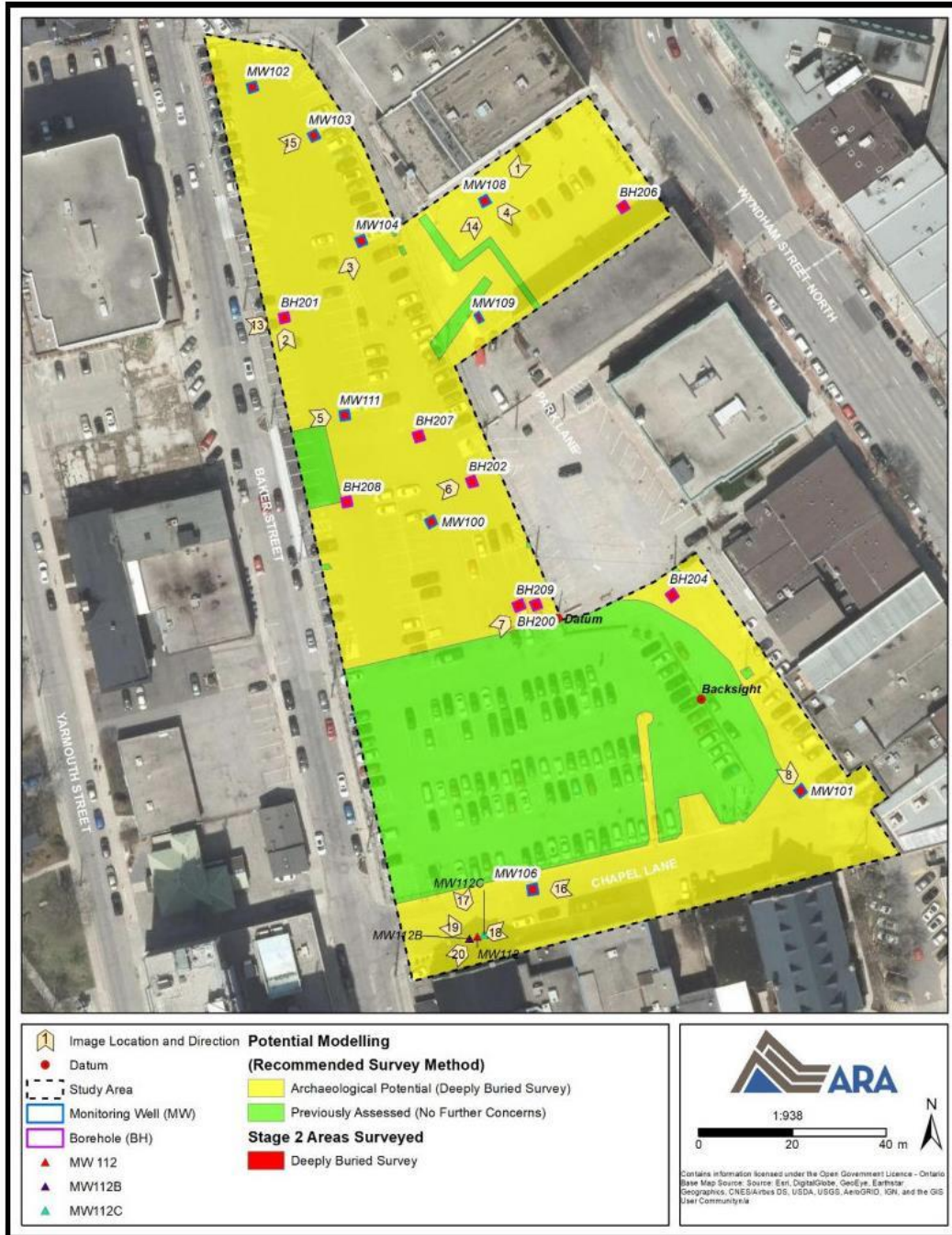
D. R. Poulton & Associates Inc.

Figure 37: P316-046-2010





Figure 38: P083-0301-2016



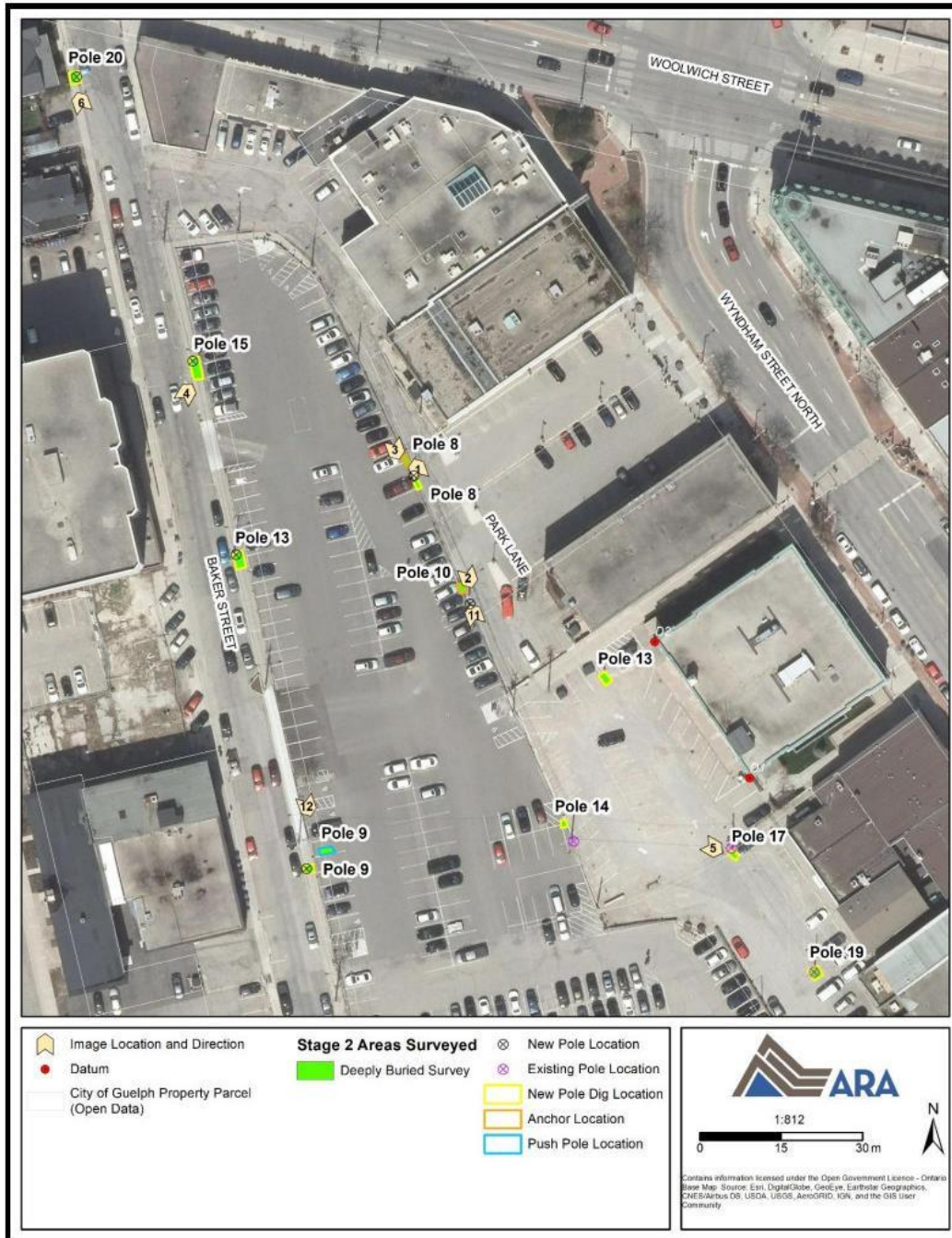
Map 14: Field Methods
 (Produced under licence using ArcGIS® software by Esri, © Esri)

February 2020
 PIF #P007-1026-2019 and #P007-1033-2019

Archaeological Research Associates Ltd.
 ARA File # 2019-0105

Figure 39: P007-1026-2019 and P007-1033-2019





December 2019
 PIF #P007-1021-2019 and #P007-1047-2019

Archaeological Research Associates Ltd.
 ARA File #2019-0260

Figure 40: P007-1021-2019, P007-1047-2019





Figure 41: P256-0503-2017



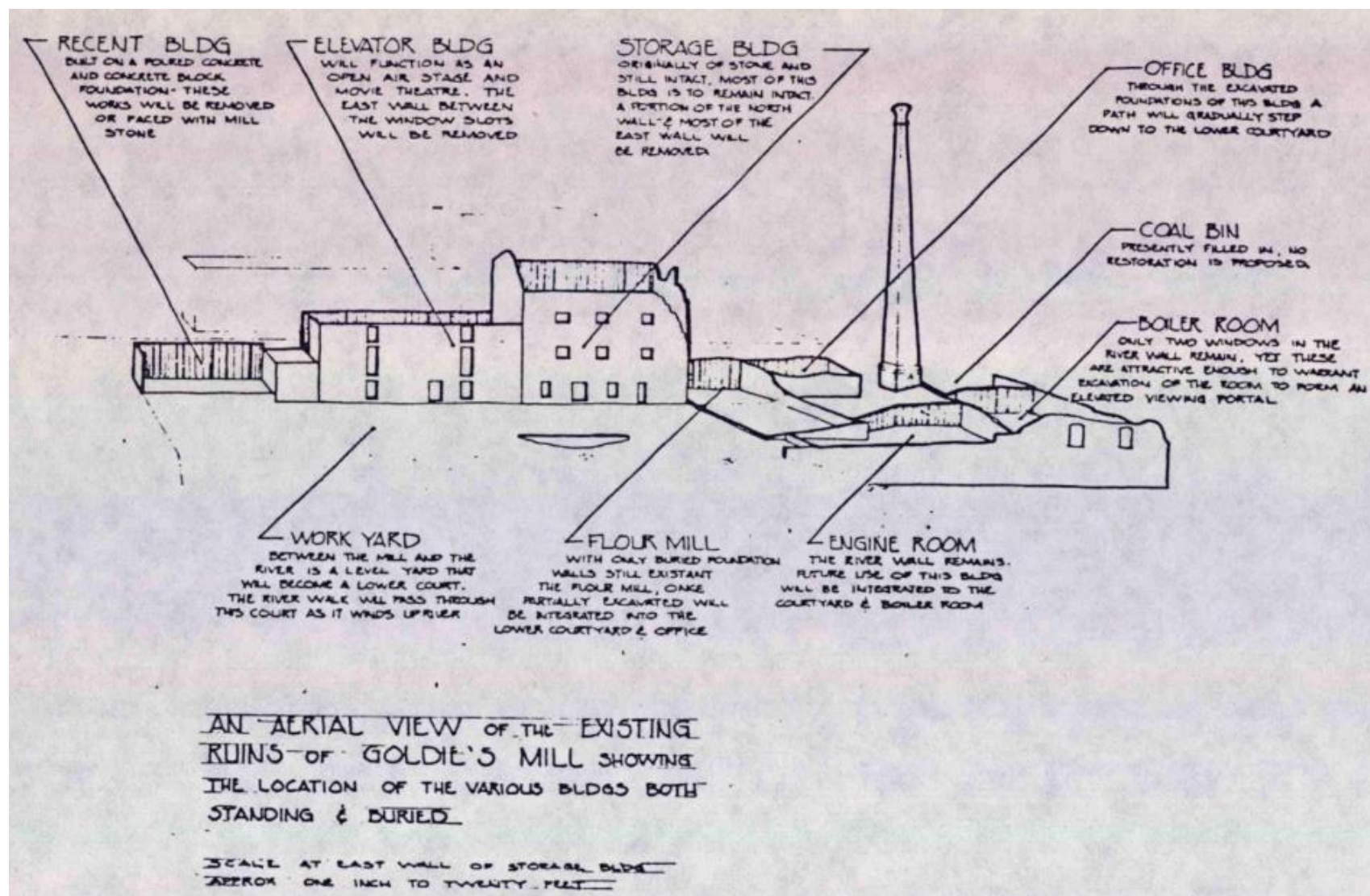


Figure 42: 1984-34-011

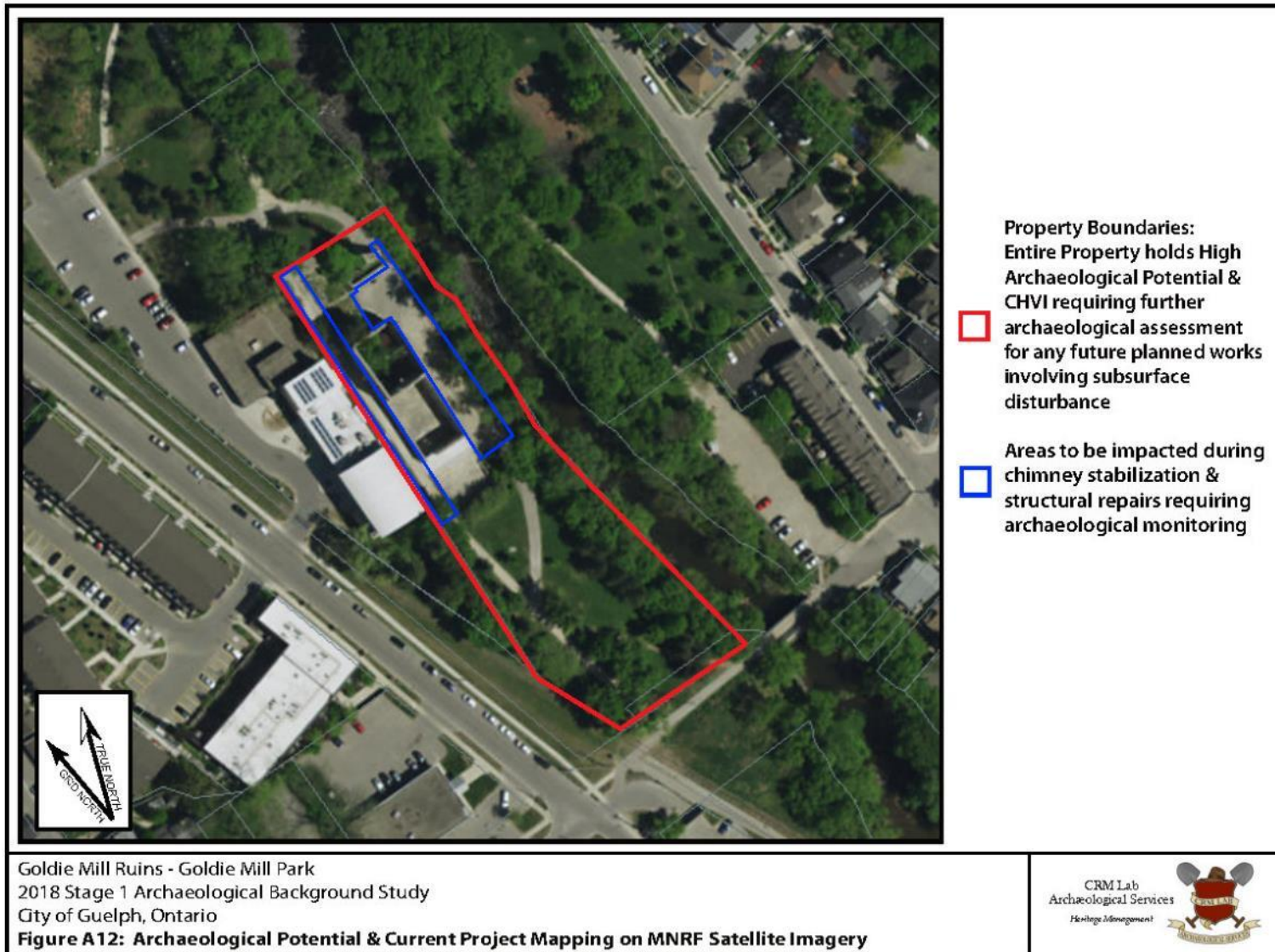


Figure 43: P244-0132-2018



Figure 44: Archaeological Master Plan for the City of Guelph



Appendix C: Heritage Register

| Study Area | Location | Heritage Recognition |
|------------------------------------|----------------------------------|--|
| Part A Capital Implementation Plan | 10 Edwin Street | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan | 268-270 Woolwich Street | Designated under Part IV of the Ontario Heritage Act (By-law (1980)-10466) |
| Part A Capital Implementation Plan | 264 Woolwich Street | Designated under Part IV of the Ontario Heritage Act (By-law (1979)-10058) |
| Part A Capital Implementation Plan | 258 Woolwich Street | Designated under Part IV of the Ontario Heritage Act (By-law (1983)-11332) |
| Part A Capital Implementation Plan | 3/5/7/9 Norwich Street West | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan | 240 Woolwich Street | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan | 1 Norwich Street West | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan | 289 Woolwich Street | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan | 15 London Road East | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan | 19 London Road East | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan | 279 Woolwich Steet | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan | 275 Woolwich Street | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan | 265 Woolwich Street | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan | 259 Woolwich Street - main house | Listed on Municipal Heritage Register |

| Study Area | Location | Heritage Recognition |
|------------------------------------|--|--|
| Part A Capital Implementation Plan | 255 Woolwich Street | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan | 18 Norwich Street East | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan | 20 Norwich Street East | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan | 25/27 London Road East | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan | 29 London Road East | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan | 122/124 Cardigan Street | Designated under Part IV of the Ontario Heritage Act |
| Part A Capital Implementation Plan | 75 Cardigan Street | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan | 70 Norwich Street East | Designated under Part IV of the Ontario Heritage Act (By-law (1983)-11332) |
| Part A Capital Implementation Plan | 30 Norwich Street East - House | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan | 34 Norwich Street East | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan | 40 Norwich Street East | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan | Norwich Street Bridge over the Speed River | Designated under Part IV of the Ontario Heritage Act (By-law (1998)-15786) |
| Part A Capital Implementation Plan | 206 Norfolk Street | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan | 190-194 Norfolk Street | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan | 186 Norfolk Street | Listed on Municipal Heritage Register |

| Study Area | Location | Heritage Recognition |
|------------------------------------|------------------------|--|
| Part A Capital Implementation Plan | 10 Suffolk Street West | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan | 2 Suffolk Street West | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan | 150 Norfolk Street | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan | 191/193 Norfolk Street | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan | 187 Norfolk Street | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan | 183 Norfolk Street | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan | 177 Norfolk Street | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan | 214 Woolwich Street | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan | 208 Woolwich Street | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan | 10 Suffolk Street East | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan | 200 Woolwich Street | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan | 231 Woolwich Street | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan | 229 Woolwich Street | Demolished |
| Part A Capital Implementation Plan | 221 Woolwich Street | Designated under Part IV of the Ontario Heritage Act (By-law (1992)-14065) |
| Part A Capital Implementation Plan | 215 Woolwich Street | Listed on Municipal Heritage Register |

| Study Area | Location | Heritage Recognition |
|------------------------------------|-----------------------------|---------------------------------------|
| Part A Capital Implementation Plan | 207 Woolwich Street - House | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan | 199 Woolwich Street | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan | 191-193 Woolwich Street | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan | 185 Woolwich Street | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan | 28-30 Cardigan Street | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan | 173 Woolwich Street | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan | 33 Norwich Street East | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan | 37 Norwich Street East | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan | 46 Cardigan Street | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan | 44 Cardigan Street | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan | 40/42 Cardigan Street | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan | 122 Norfolk Street - Garage | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan | 147 Norfolk Street | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan | 143 Norfolk Street - House | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan | 137 Norfolk Street | Listed on Municipal Heritage Register |

| Study Area | Location | Heritage Recognition |
|------------------------------------|---------------------------------|---|
| Part A Capital Implementation Plan | 131 Norfolk Street | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan | 123 Norfolk Street | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan | 119/121 Norfolk Street | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan | 111-113/115 Norfolk Street | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan | 109 Norfolk Street | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan | 50 Yarmouth Street | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan | 54/56 Yarmouth Street | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan | 7-27 Suffolk Street East | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan | Yarmouth Street - IODE Fountain | Designated under Part IV of the Ontario Heritage Act (By-law (1993)-14439) |
| Part A Capital Implementation Plan | 176 Woolwich Street | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan | 170/172 Woolwich Street | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan | 74-76 Baker Street | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan | 29-37 Yarmouth Street* | Listed on Municipal Heritage Register *address change from 51-59 Yarmouth - need Council approval for change to Register |
| Part A Capital Implementation Plan | 40 Baker Street | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan | 30 Baker Street | Listed on Municipal Heritage Register |

| Study Area | Location | Heritage Recognition |
|--|-------------------------------|--|
| Part A Capital Implementation Plan | 15 Yarmouth Street | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan | 150 Woolwich Street | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan | 176 Wyndham Street North | Demolished |
| Part A Capital Implementation Plan Study Area and adjacent to Part B Wyndham Street Environmental Assessment | 166 Wyndham Street North | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan | 160-164 Wyndham Street North | Demolished |
| Part A Capital Implementation Plan Study Area and adjacent to Part B Wyndham Street Environmental Assessment | 146-150 Wyndham Street North | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan Study Area and adjacent to Part B Wyndham Street Environmental Assessment | 138 Wyndham Street North | Designated under Part IV of the Ontario Heritage Act (By-law (2006)-17979) |
| Part A Capital Implementation Plan Study Area and adjacent to Part B Wyndham Street Environmental Assessment | 120 -126 Wyndham Street North | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan Study Area and adjacent to Part B Wyndham Street Environmental Assessment | 116-118 Wyndham Street North | Listed on Municipal Heritage Register |

| Study Area | Location | Heritage Recognition |
|--|---|---|
| Part A Capital Implementation Plan Study Area and adjacent to Part B Wyndham Street Environmental Assessment | 110-114 Wyndham Street North | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan Study Area and adjacent to Part B Wyndham Street Environmental Assessment | 102 Wyndham Street North | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan Study Area and adjacent to Part B Wyndham Street Environmental Assessment | 98 Wyndham Street North | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan | 20 Quebec Street | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan | 30/32 Quebec Street | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan | 44/46 Quebec Street | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan | 50 Quebec Street | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan | Eramosa Road (Cenotaph) | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan Study Area and adjacent to Part B Wyndham Street Environmental Assessment | 147-159 Wyndham Street North (Wellington Hotel) | Designated under Part IV of the Ontario Heritage Act (By-law (1979)-10057);Subject to a conservation easement by the Ontario Heritage Trust |
| Part A Capital Implementation Plan Study Area and adjacent to Part B Wyndham Street Environmental Assessment | 137-145 Wyndham Street North | Listed on Municipal Heritage Register |

| Study Area | Location | Heritage Recognition |
|--|------------------------------|--|
| Part A Capital Implementation Plan Study Area and adjacent to Part B Wyndham Street Environmental Assessment | 128 Woolwich Street | Designated under Part IV of the Ontario Heritage Act (By-law (2006)-17980) |
| Part A Capital Implementation Plan Study Area and adjacent to Part B Wyndham Street Environmental Assessment | 133 Wyndham Street North | Designated under Part IV of the Ontario Heritage Act (By-law (2006)-17980) |
| Part A Capital Implementation Plan Study Area and adjacent to Part B Wyndham Street Environmental Assessment | 116-122 Woolwich Street | Designated under Part IV of the Ontario Heritage Act (By-law (2006)-17980) |
| Part A Capital Implementation Plan Study Area and adjacent to Part B Wyndham Street Environmental Assessment | 125 Wyndham Street North | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan Study Area and adjacent to Part B Wyndham Street Environmental Assessment | 123-125 Wyndham Street North | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan Study Area and adjacent to Part B Wyndham Street Environmental Assessment | 115-121 Wyndham Street North | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan Study Area and adjacent to Part B Wyndham Street Environmental Assessment | 107-109 Wyndham Street North | Listed on Municipal Heritage Register |

| Study Area | Location | Heritage Recognition |
|--|------------------------------|---------------------------------------|
| Part A Capital Implementation Plan Study Area and adjacent to Part B Wyndham Street Environmental Assessment | 101-109 Wyndham Street North | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan Study Area and adjacent to Part B Wyndham Street Environmental Assessment | 97-99 Wyndham Street North | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan Study Area and adjacent to Part B Wyndham Street Environmental Assessment | 93 Wyndham Street North | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan Study Area and adjacent to Part B Wyndham Street Environmental Assessment | 6 Douglas Street | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan | 8-12 Douglas Street | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan | 16 Douglas Street | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan | 18 Douglas Street | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan | 20 Douglas Street | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan | 24 Douglas Street | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan | 30/32 Douglas Street | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan | 100-104 Woolwich Street | Listed on Municipal Heritage Register |

| Study Area | Location | Heritage Recognition |
|--|---|---------------------------------------|
| Part A Capital Implementation Plan | 106/108 Woolwich Street | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan | 110/112 Woolwich Street | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan | 115/117 Woolwich Street | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan | 99 Woolwich Street - Church | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan | 63 Woolwich Street | Demolished |
| Part A Capital Implementation Plan | 59 Woolwich Street | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan | Macdonell Street (Railway Viaduct) | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan and Part C Macdonell and Allan Environmental Assessment | Wellington Street East - Allan's Mill Ruins | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan | 35 Paisley Street | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan | 29 Paisley Street | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan | 27 Paisley Street | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan | 25 Paisley Street | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan | 21 Paisley Street | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan | 15/17 Paisley Street | Listed on Municipal Heritage Register |

| Study Area | Location | Heritage Recognition |
|------------------------------------|-------------------------------------|---|
| Part A Capital Implementation Plan | 9/11/13 Paisley Street | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan | 103/105 Dublin Street North | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan | 18 Paisley Street | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan | 27/29 Cork Street West | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan | 27/29 Cork Street West | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan | 21/23 Cork Street West | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan | 14/16 Commercial Street | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan | 72 Norfolk Street | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan | 28 Norfolk Street – Catholic Hill | Listed on Municipal Heritage Register The Basilica of Our Lady Immaculate is a National Historic Site of Canada designated under the Historic Sites and Monuments Act (1990-02-23) |
| Part A Capital Implementation Plan | 52 Norfolk Street (Loretto Convent) | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan | 9 Cork Street East | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan | 15 Cork Street East | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan | 23 Cork Street East | Listed on Municipal Heritage Register |

| Study Area | Location | Heritage Recognition |
|------------------------------------|--------------------------------------|--|
| Part A Capital Implementation Plan | 20-26 Macdonell Street | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan | 28-32 Macdonell Street | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan | 75 Norfolk Street - Church/School | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan | 20 Cork Street East | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan | 99 Norfolk Street Unit UPPER | Designated under Part IV of the Ontario Heritage Act (By-law (1983)-11115) |
| Part A Capital Implementation Plan | 1 Quebec Street Unit | Designated under Part IV of the Ontario Heritage Act (By-law (1983)-11115) |
| Part A Capital Implementation Plan | 5/7 Quebec Street | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan | 9 Quebec Street | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan | 11/13 Quebec Street | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan | 15 Quebec Street | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan | 17 Quebec Street | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan | 27 Quebec Street | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan | 8 Church Lane | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan | 37 Quebec Street | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan | 41 Quebec Street | Listed on Municipal Heritage Register |

| Study Area | Location | Heritage Recognition |
|--|----------------------------|--|
| Part A Capital Implementation Plan | 56 Saint Georges Square | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan | 1-7 Douglas Street | Designated under Part IV of the Ontario Heritage Act (By-law (2008)-18531 |
| Part A Capital Implementation Plan | 9 Douglas Street | Designated under Part IV of the Ontario Heritage Act (By-law (2009)-18752) |
| Part A Capital Implementation Plan | 15 Douglas Street | Designated under Part IV of the Ontario Heritage Act (By-law (1980)-10467 |
| | | Parcel includes the Wellington County Courthouse at 74 Woolwich Street which is subject to a conservation easement by the Ontario Heritage Trust |
| Part A Capital Implementation Plan | 84 Woolwich Street | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan | 43 Cork Street East | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan | 45 Cork Street East | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan | 49/51 Cork Street East | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan | 48-52 Macdonell Street | Designated under Part IV of the Ontario Heritage Act (By-law (1984)-11595) |
| Part A Capital Implementation Plan Study Area and adjacent to Part B Wyndham Street Environmental Assessment | 20 Wyndham Street North | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan Study Area and adjacent to Part B Wyndham Street Environmental Assessment | 16-18 Wyndham Street North | Listed on Municipal Heritage Register |

| Study Area | Location | Heritage Recognition |
|--|----------------------------|--|
| Part A Capital Implementation Plan Study Area and adjacent to Part B Wyndham Street Environmental Assessment | 12 Wyndham Street North | Designated under Part IV of the Ontario Heritage Act (By-law (1979)-10190) |
| Part A Capital Implementation Plan Study Area and adjacent to Part B Wyndham Street Environmental Assessment | 41 Wyndham Street North | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan Study Area and adjacent to Part B Wyndham Street Environmental Assessment | 37-43 Wyndham Street North | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan Study Area and adjacent to Part B Wyndham Street Environmental Assessment | 29-35 Wyndham Street North | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan Study Area and adjacent to Part B Wyndham Street Environmental Assessment | 27 Wyndham Street North | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan Study Area and adjacent to Part B Wyndham Street Environmental Assessment | 19-25 Wyndham Street North | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan Study Area and adjacent to Part B Wyndham Street Environmental Assessment | 15 Wyndham Street North | Designated under Part IV of the Ontario Heritage Act (By-law (1990)-13553) |

| Study Area | Location | Heritage Recognition |
|--|--|---|
| Part A Capital Implementation Plan Study Area and adjacent to Part B Wyndham Street Environmental Assessment | 66-70 Macdonell Street | Designated under Part IV of the Ontario Heritage Act; By-law number unknown |
| Part A Capital Implementation Plan | 72-76 Macdonell Street | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan | 140 Macdonell Street - Blacksmith Fountain | Designated under Part IV of the Ontario Heritage Act (By-law (1988)-12731) |
| Part A Capital Implementation Plan | 80, 82-84 Macdonell Street | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan | 88 Macdonell Street | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan | 90 Macdonell Street | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan | 98 Macdonell Street | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan | 40 Northumberland Street | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan | 38 Northumberland Street | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan | 32 Northumberland Street | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan | 45 Kent Street | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan | 25 Kent Street | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan | 17 Kent Street | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan | 9/11 Kent Street | Listed on Municipal Heritage Register |



| Study Area | Location | Heritage Recognition |
|--|---------------------|---------------------------------------|
| Part A Capital Implementation Plan | 49 Norfolk Street | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan | 36/38 Wilson Street | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan | 32 Wilson Street | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan | 28/30 Wilson Street | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan | 24 Wilson Street | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan | 20 Wilson Street | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan | 18 Wilson Street | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan | 6-10 Carden Street | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan | 14 Carden Street | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan | 23 Macdonell Street | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan | 26 Carden Street | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan | 46-50 Carden Street | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan | 52 Carden Street | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan Study Area and adjacent to Part B Wyndham Street Environmental Assessment | 54 Carden Street | Listed on Municipal Heritage Register |

| Study Area | Location | Heritage Recognition |
|--|--|---|
| Part A Capital Implementation Plan Study Area and adjacent to Part B Wyndham Street Environmental Assessment | 8-10 Wyndham Street North | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan | 59 Carden Street | Designated under Part IV of the Ontario Heritage Act; Subject to a conservation easement by the Ontario Heritage Trust; Designated as a National Historic Site under the <i>Historic Sites and Monuments Act (1984/11/23)</i> |
| Part A Capital Implementation Plan Study Area and adjacent to Part B Wyndham Street Environmental Assessment | 1-5 Wyndham Street North | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan | 72 Carden Street | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan | 82-90 Carden Street | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan | 98 Carden Street | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan | 106 Carden Street - Hotel | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan | 79 Carden Street | Designated under Part IV of the Ontario Heritage Act (By-law (2013)-19615); Subject to a conservation easement by the Ontario Heritage Trust; Designated as a Heritage Railway Station of Canada under the <i>Heritage Railway Stations Protection Act (1992-11-06)</i> |
| Part A Capital Implementation Plan | Heffernan Street Footbridge over the Speed River | Designated under Part IV of the Ontario Heritage Act (By-law (1990)-13541) |
| Part A Capital Implementation Plan | 72 Farquhar Street | Designated under Part IV of the Ontario Heritage Act (2018)-20332 |

| Study Area | Location | Heritage Recognition |
|--|---|---|
| Part A Capital Implementation Plan and Part C Macdonell and Allan Environmental Assessment | Allan Bridge/Old Macdonell Street Bridge over the Speed River | Listed on Municipal Heritage Register |
| Part A Capital Implementation Plan and Part C Macdonell and Allan Environmental Assessment | Macdonell Street Railway Viaduct | Listed on Municipal Heritage Register; identified as a Provincial Heritage Property |
