

REGIONAL MUNICIPALITY OF WATERLOO

# CULTURAL HERITAGE EXISTING CONDITIONS AND PRELIMINARY IMPACT ASSESSMENT REPORT STAGE 2 ION LRT FROM KITCHENER TO CAMBRIDGE

May 20, 2020





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## STAGE 2 ION LRT FROM KITCHENER TO CAMBRIDGE

REGIONAL MUNICIPALITY OF WATERLOO

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May 20, 2020

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# EXECUTIVE SUMMARY

WSP Canada Inc. (WSP) was retained by the Region of Waterloo to complete a Cultural Heritage Existing Conditions and Preliminary Impact Assessment Report (Cultural Heritage Report), as part of the Transit Project Assessment (TPA) Process study for the proposed Stage 2 ION Light Rail Transit (LRT) project. This report has been completed to fulfil the cultural heritage requirements of the Ministry of Heritage, Sport, Tourism and Cultural Industries (MHSTCI) and the Ministry of the Environment, Conservation and Parks (MECP) under the TPA Process as defined in Ontario Regulation 231/08 *Transit Projects and Metrolinx Undertakings* (O. Reg. 231/08) under the *Environmental Assessment Act* (EAA). As part of the TPA Process, an objection can be submitted to the MECP about a matter of provincial importance that relates to the natural environment or has cultural heritage value or interest (CHVI). The MECP requires transit projects to make reasonable efforts to avoid, prevent, mitigate or protect matters of provincial importance.

This Cultural Heritage Report reviews primary and secondary documentation and maps to establish a developmental history of the proposed LRT system study area, identifies properties with recognized or potential CHVI that may be impacted by the proposed project, and provides a preliminary impact assessment and mitigation options.

A total of **225** properties and/or cultural heritage landscapes located within or adjacent to the preferred route have been identified as having known or potential CHVI.

A preliminary assessment of impacts has been completed to identify all properties directly or indirectly impacted by the preferred route, utilizing preliminary design drawings made available for review prior to the undertaking of detail design. **105** properties and/or cultural heritage landscapes have been identified as being directly or indirectly impacted by the proposed preliminary design.

Mitigative and/or avoidance measures have been prepared, and recommendations have been made for future heritage work for properties identified as being adversely directly or indirectly impacted by the proposed preliminary design. Where possible, avoidance of impacts during detail design have been recommended.

The completion of the study has resulted in the following recommendations:

- 1 Cultural Heritage Evaluation Reports (CHERs) are recommended for **12** properties prior to the completion of the TPA Process (See **Table 2**). These properties consist of listed properties or potential heritage properties with proposed direct and adverse impacts. If a CHER finds a property has CHVI, an Heritage Impact Assessment (HIA) will be completed by a qualified heritage consultant during the early stages of detail design. The CHER will be undertaken by a qualified cultural heritage specialist during the TPA Process, and developed in consultation with, and submitted for

review to, the MHSTCI and interested persons/organizations (e.g. Indigenous communities, municipal heritage planner and/or municipal heritage committee, etc.), as appropriate, and will include an evaluation under O. Reg. 9/06 and for Regional Interest as per the *Regional Implementation Guideline for Conserving Regionally Significant Cultural Heritage Resources*.

2. CHERs are recommended for **10** properties following the completion of the TPA Process (See **Table 2**). These properties consist of listed properties or potential heritage properties with proposed indirect and adverse impacts. If a property is found to have CHVI, an HIA will be completed by a qualified heritage consultant during the early stages of detail design. The CHER will be undertaken by a qualified cultural heritage specialist and developed in consultation with, and submitted for review to, the MHSTCI and interested persons/organizations (e.g. Indigenous communities, municipal heritage planner and/or municipal heritage committee, etc.), as appropriate, and will include an evaluation under O. Reg. 9/06 and for Regional Interest as per the *Regional Implementation Guideline for Conserving Regionally Significant Cultural Heritage Resources*.
3. A CHER and HIA are recommended for **14** cultural heritage landscapes (See **Table 2**). The CHER/HIA will be undertaken by a qualified cultural heritage specialist during the detail design phase, and developed in consultation with, and submitted for review to, the MHSTCI and interested persons/organizations (e.g. Indigenous communities, municipal heritage planner and/or municipal heritage committee, etc.), as appropriate, and will include an evaluation under O. Reg. 9/06 and for Regional Interest as per the *Regional Implementation Guideline for Conserving Regionally Significant Cultural Heritage Resources*. The HIA will discuss the alternatives considered and recommend the alternative to minimize or mitigate adverse effects.
4. HIAs are recommended for **9** properties following the completion of the TPA Process (See **Table 2**). For these impacted properties, previous heritage assessments have been completed, and CHVI is already confirmed. The HIA will be undertaken by a qualified cultural heritage specialist during the detail design phase, and developed in consultation with, and submitted for review to, the MHSTCI and interested persons/organizations (e.g. Indigenous communities, municipal heritage planner and/or municipal heritage committee, etc.), as appropriate. The HIA will consider the alternatives and provide recommendations to minimize or mitigate adverse effects on the property.
5. Landscape impacts are to be minimized for **60** properties during detail design, and construction should be planned to avoid all minor impacts to these properties (See **Table 3**). Prior to construction, these properties should be documented in a Heritage Documentation Report and archived in advance of landscape alteration. This work may include photographic documentation of individual resources with representative views, histories, mapping, and historic photographs where available and appropriate.

- 6 No additional heritage work is recommended for **120** properties with no adverse direct or indirect impacts. Should future alterations to the proposed design introduce potential impacts, these impacts are to be assessed by a qualified cultural heritage professional in an addendum and submitted to the MHSTCI for review.
- 7 If additional LRT infrastructure that was not considered as part of this report is identified during detail design, it is to be assessed by a qualified cultural heritage professional in an addendum and submitted to the MHSTCI for review.
- 8 During adjacent construction or excavation, vibration impacts will be monitored, and work will stop immediately if vibration thresholds are exceeded.
- 9 Copies of all future CHERs and HIAs completed as part of the Stage 2 ION LRT Project will be sent to Regional Cultural Heritage Planning for review.
- 10 Following their completion, this report and all future CHERs and HIAs will be sent to the City of Cambridge Municipal Heritage Advisory Committee (MHAC) and Cambridge Council, as information. Any HIAs that recommend the demolition of a listed heritage property will require a MHAC recommendation and Cambridge Council approval for the demolition.

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# 1 INTRODUCTION

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## 1.1 Objectives

WSP Canada Inc. (WSP) was retained by the Region of Waterloo to complete a Cultural Heritage Existing Conditions and Preliminary Impact Assessment Report (herein after referred to as Cultural Heritage Report) as part of the Transit Project Assessment (TPA) Process study for the proposed Stage 2 ION Light Rail Transit (LRT) project. The purpose of this report is to fulfil the cultural heritage requirements of the Ministry of Heritage, Sport, Tourism and Cultural Industries (MHSTCI) and the Ministry of the Environment, Conservation and Parks (MECP) under the TPA Process as defined in Ontario Regulation 231/08 *Transit Projects and Metrolinx Undertakings* (O. Reg. 231/08) under the *Environmental Assessment Act* (EAA). Under the TPA Process, an objection can be submitted to the MECP about a matter of provincial importance that relates to the natural environment or has cultural heritage value or interest (CHVI). The MECP requires transit projects to make reasonable efforts to avoid, prevent, mitigate or protect matters of provincial importance.

The purpose of this Cultural Heritage Report is to review primary and secondary documentation and maps to establish a developmental history of the proposed LRT system study area, to identify properties with recognized or potential CHVI that may be impacted by the proposed project, and to provide a preliminary impact assessment and mitigation options.

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## 1.2 Project Description

WSP was retained by the Region of Waterloo to conduct a Cultural Heritage Report as part of the TPA Process for Stage 2 of the proposed rapid transit system. The study area consists of the proposed preferred route for the Stage 2 ION LRT that falls within the municipal boundaries of the City of Kitchener and the City of Cambridge (Figure 1).

To move from planning to implementation, the Region is following the TPA Process (O. Reg. 231/08). The Cultural Heritage Report is a component of the Environmental Project Report (EPR) in support of the TPA Process, specifically addressing the cultural heritage component of the EPR. The purpose of the report is to review primary and secondary documentation and mapping to establish a developmental history of the study area and identify properties with recognized or potential CHVI, as well as to provide a preliminary impact assessment and identify mitigation options to inform additional heritage reporting.

Stage 1 of the rapid transit project in the Region of Waterloo consisted of the completion of LRT infrastructure between Conestoga Mall in the City of Waterloo and Fairview Park

Mall in the City of Kitchener (19 km), as well as bus rapid transit (BRT) between Fairview Park Mall and Ainslie Street Terminal in the City of Cambridge (17 km). The TPA Process for Stage 1 was completed in 2012 and BRT service opened in 2015. LRT operations commenced in 2019.

Stage 2 of the rapid transit project will see the extension of LRT along the preferred route endorsed by Regional Council in 2019. Once finished, passengers will have the ability to travel between the urban centres of the Cities of Waterloo, Kitchener and Cambridge.

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## 1.3 Legislative Framework

The Cultural Heritage Report will identify built heritage resources and cultural heritage landscapes associated with the properties affected by the Stage 2 ION project, to ensure that the Region of Waterloo fulfils its obligations under the EAA, O. Reg. 231/08 and the *Ontario Heritage Act* (OHA) (2005). This section outlines the various legislative frameworks that are pertinent to the Cultural Heritage Report.

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### 1.3.1 ENVIRONMENTAL ASSESSMENT ACT AND THE TRANSIT PROJECT ASSESSMENT PROCESS

The purpose of the EAA is “the betterment of the people of the whole or any part of Ontario by providing for the protection, conservation and wise management, in Ontario, of the environment” (EAA 2009, Part I-Section 2). The EAA defines environment broadly to include the built environment and cultural environment. The EAA outlines a planning and decision-making process to ensure that potential environmental effects are considered before a project begins. The EAA applies to provincial ministries and agencies, municipalities, and other public bodies. Certain “classes” of projects can follow streamlined EA processes, such as the TPA Process, as defined in O. Reg. 231/08 under the EAA.

The proponent must complete the prescribed steps of the TPA Process within specified time frames. The TPA Process is a focused impact assessment process that includes consultation and engagement, an assessment of potential positive and negative effects, a recommendation of measures to mitigate negative effects, and documentation of the process.

Transit projects, including the construction of new stations and facilities as well as widening or expansion of linear components of the transit system, can directly or indirectly affect built heritage resources and cultural heritage landscapes. The TPA Process identifies CHVI as a matter of provincial importance and ensures that steps must be taken to consider the effects to these resources. As such, part of the TPA Process is to assess impacts, and effects to built heritage resources and cultural heritage landscapes and provide recommendations to mitigate negative effects.

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### 1.3.2 *GUIDE TO ENVIRONMENTAL ASSESSMENT REQUIREMENTS FOR TRANSIT PROJECTS*

The MECP's Guide to Environmental Assessment Requirements for Transit Projects (Transit Guide) provides guidance to proponents on how to meet the requirements of O. Reg. 231/08. The Transit Guide encourages proponents to obtain information and input from appropriate government agency technical representatives before starting the TPA Process to assist in meeting the timelines specified in the regulation, including the submission of a draft EPR for review and comment prior to issuing a Notice of Commencement.

Among the pre-planning activities outlined in Section 4.1 of the Transit Guide, a proponent is advised to conduct studies to:

- identify existing baseline environmental conditions;
- identify project-specific location or alignment (including construction staging, land requirements); and,
- identify expected environmental impacts and proposed measures to mitigate potential negative impacts.

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### 1.3.3 *ONTARIO HERITAGE ACT (2005)*

The OHA gives municipalities and the provincial government powers to preserve the heritage of Ontario, with a primary focus on protecting heritage properties and archaeological sites. The OHA grants the authority to municipalities and to the province to identify and designate properties of CHVI, provide standards and guidelines for the preservation of heritage properties, and enhance protection of heritage conservation districts, marine heritage sites and archaeological resources.

Properties can be designated individually (Part IV of the OHA) or as part of a larger group of properties, known as a Heritage Conservation District (Part V of the OHA). Designation helps to ensure the conservation of these important places. Designation offers protection for the properties under Sections 33, 34 and 42 of the OHA, prohibiting the owner of a designated property from altering, demolishing or removing a building or structure on the property unless the owner applies to the council of the municipality and receives written consent to proceed with the alteration, demolition or removal.

In addition to designated properties, the OHA allows municipalities to list other properties that are believed to have CHVI on their Register. Section 27 (1.1) states that the Register shall be kept by the clerk and that it must list all designated properties (Part IV and V). Under Section 27 (1.2), the Register may include property that has not been designated, but that a council believes to be of CHVI.

In the Region of Waterloo, Listed properties are those for which the Municipal Council has adopted a resolution to be included on the Register as a non-designated property.

This makes Listed properties subject to Section 27 of the OHA. An owner of a Listed heritage property must provide the municipality with 60 days notice of their intention to demolish the property.

Pursuant to the OHA, the Ontario Heritage Trust (OHT) has a broad, province-wide mandate to identify, protect, promote and conserve Ontario's heritage in all its forms. The OHT serves as the heritage trustee and steward for the people of Ontario. In this capacity, it is empowered to conserve provincially significant cultural and natural heritage, to interpret Ontario's history, to educate Ontarians of its importance in our society, and to celebrate the province's diversity.

The Ministry of Heritage, Sport, Tourism and Cultural Industries is charged under Section 2 of the OHA with the responsibility to determine policies, priorities and programs for the conservation, protection and preservation of the cultural heritage of Ontario and has published guidelines to assist in assessing built heritage resources and cultural heritage landscapes as part of an environmental assessment. The following guidelines have informed the preparation of this Report:

- Guideline for Preparing the Cultural Heritage Resource Component of Environmental Assessments (1992);
  - Guidelines on the Man-Made Heritage Component of Environmental Assessments (1981);
  - Ontario Heritage Toolkit (2006);
  - MHSTCI Standards & Guidelines for Conservation of Provincial Heritage Properties (2010); and
  - Environmental Guide for Built Heritage and Cultural Heritage Landscapes (2007).
- 

#### *1.3.4 ONTARIO REGULATION 9/06*

The criteria for determining CHVI is defined in O. Reg. 9/06 under the OHA as follows:

A property may be designated under section 29 of the Act if it meets one or more of the following criteria for determining whether it is of cultural heritage value or interest:

- 1 The property has design value or physical value because it,
  - i. is a rare, unique, representative or early example of a style, type, expression, material or construction method,
  - ii. displays a high degree of craftsmanship or artistic merit, or
  - iii. demonstrates a high degree of technical or scientific achievement.
- 2 The property has historical value or associative value because it,

- i. has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community,
  - ii. yields, or has the potential to yield, information that contributes to an understanding of a community or culture, or
  - iii. demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.
- 3 The property has contextual value because it,
- i. is important in defining, maintaining or supporting the character of an area,
  - ii. is physically, functionally, visually or historically linked to its surroundings, or
  - iii. is a landmark.

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### 1.3.5 THE PLANNING ACT AND PROVINCIAL POLICY STATEMENT

Additionally, the *Planning Act* (1990) and related *Provincial Policy Statement* (PPS) (2020) provide guidance for the assessment and evaluation of potential built heritage resources and cultural heritage landscapes. Subsection 2.6 of the PPS, Cultural Heritage and Archaeological Resources, states that:

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

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### 1.3.6 MUNICIPAL OFFICIAL PLAN POLICES

The Region of Waterloo’s *Official Plan* (OP) (2015), as approved with modifications by the Ontario Municipal Board on June 18, 2015, contains policies that support a regional transit system in Chapter 5, including policy 5.A.6 that states, “The Regional transit system will be improved on an on-going basis through the addition of rapid transit service and the preparation and implementation of the Transit Business Plan.” The Region of Waterloo’s OP also contains policies that support the retention of significant built heritage resources and cultural heritage landscapes such as policy 3.G.1 that states, “The Region and Area Municipalities will ensure that cultural heritage resources are conserved using the provisions of the Heritage Act, the Planning Act, the Environmental Assessment Act, the Cemeteries Act and the Municipal Act.”

The City of Kitchener’s OP: *A Complete & Healthy Kitchener* (2014) is similarly supportive of rapid transit initiatives with policies such as policy 13.C.3.4 that states, “The City will work with the Region to support the planning and implementation of rapid transit service within the City along the established rapid transit route and at planned rapid transit station stops, as well as existing and future Express Bus and Local Bus networks.” Relevant cultural heritage policies include:

- 12.1.1. “To conserve the city’s cultural heritage resources through their identification, protection, use and/or management in such a way that their heritage values, attributes and integrity are retained.”
- 12.1.2. “To ensure that all development or redevelopment and site alteration is sensitive to and respects cultural heritage resources and that cultural heritage resources are conserved.”

Objective 2.2. j) of the City of Cambridge’s OP (2018) encourages “the development of a range of existing and proposed corridors in this Plan to serve as key transportation linkages with areas both within and outside the city...One of the corridors will delineate the general alignment of the rapid transit system linking Cambridge with Kitchener and Waterloo...Stage 2 provides the opportunity for the BRT technology to be converted to light rapid transit (LRT) technology when funding is available and/or when warranted by ridership.” Policies encouraging the retention of built heritage resources and cultural heritage landscapes are included in Chapter 4 including policy that the probable impact of road improvement and other public works projects on-site and abutting cultural heritage resources should be mitigated. Additionally, Policy 4.4.1 a) identifies criteria unique to the City of Cambridge for identifying CHVI of a property.

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### *1.3.7 GRAND RIVER – CANADIAN HERITAGE RIVERS SYSTEM*

The Grand River and its major tributaries – the Conestogo, Eramosa, Nith and Speed Rivers – were designated as a Canadian Heritage River under the Canadian Heritage Rivers System in 1994. The Canadian Heritage Rivers System is Canada’s national river conservation program. It provides national recognition to outstanding Canadian rivers and encourages long-term maintenance of these resources to conserve and protect their natural, cultural and recreational value. The designation itself does not impart any restrictions on use of the rivers but relies on existing by-laws, regulations and conservation authorities for conservation.

The Grand River watershed is protected by the Grand River Conservation Authority (GRCA) across 39 municipalities. The GRCA’s mandate is to provide flood control, protect environmentally important areas, provide recreational opportunities and promote environmental stewardship.

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## 1.4 Consultation

Consultation with representatives of the local communities is an important step in the identification of built heritage resources and cultural heritage landscapes and their CHVI. As such, WSP has contacted the Region of Waterloo, City of Kitchener and City of Cambridge to confirm any existing built heritage resources and cultural heritage landscapes or known potential built heritage resources and cultural heritage landscapes and any previous studies or relevant reports in the study area. The Region of Waterloo,

City of Kitchener and City of Cambridge have provided background information on the heritage resources within the study area that have been reviewed and included in this memo. Consultation for the Stage 2 ION project has been conducted with the Region of Waterloo, City of Kitchener and City of Cambridge's municipal heritage committees.

The MHSTCI has also been contacted to confirm the cultural heritage scope and requirements of the TPA Process, and to provide guidance on the structure and contents of the Cultural Heritage Report.

Consultation with key agencies, municipalities and the public will be ongoing through the TPA Process to ensure potential impacts are minimized and stakeholders are given opportunities to provide input throughout.

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#### *1.4.1 STAGE 2 ION PUBLIC CONSULTATION CENTRES*

Public Consultation Centres (PCCs) for Stage 2 ION have been held throughout the preliminary stages of the project.

PCC No. 1 was held in November 2015 to introduce the project and the study area, present the proposed evaluation criteria for route alternatives, and receive feedback on potential route and stop locations. PCC No. 2 was held between February – March 2017 and presented the route alternatives, evaluation results and preliminary preferred route. PCC No. 3 was held in November 2017 – January 2018 and reviewed localized route alternatives and refinements to the preliminary preferred route and a methodology for evaluating the routes. PCC No. 4 was held in May 2018 and presented the evaluation results of the new localized route alternatives and refinements and the resulting Project Team Preliminary Proposed Route.

In June 2018, Region of Waterloo Council endorsed the Project Team Preliminary Proposed Route (Preferred Route) for the Stage 2 ION project, subject to further evaluation of the portion of the route between Shantz Hill Road and Eagle Street North at William Street in the City of Cambridge. These refinements were presented at PCC No. 4b in March 2019. In June 2019, Regional Council endorsed the Preferred Route, and the preliminary design and preliminary property impacts were presented to the public at PCC No. 5 in November 2019.

Regional Council endorsed the Preliminary Design of the Preferred Route for Stage 2 ION in April 2020.

## 2 METHODOLOGY

The TPA Process is overseen by the MECP under the EAA. The MECP is tasked with ensuring the project proponent complies with all obligations under the relevant legislative processes. The MECP reviews comments and advice provided by the MHSTCI on matters relating to the OHA and cultural heritage. The TPA Process includes a requirement for an EPR that details how the project will comply with the EAA.

The Cultural Heritage Report is the first component to address the cultural heritage requirement of the TPA Process. The report provides an understanding of the existing conditions within and adjacent to the project footprint, identifies known and potential built heritage resources and cultural heritage landscapes, makes a preliminary assessment of potential impacts, and provides mitigation options to address these impacts.

The EPR, along with supplementary studies such as Cultural Heritage Evaluation Reports (CHER) and Heritage Impact Assessment (HIA) Reports, will provide information regarding the CHVI of identified known and potential built heritage resources and cultural heritage landscapes, as well as make more detailed commitments to future cultural heritage work.

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### 2.1 Policy, Legislation and Guidelines

This Cultural Heritage Report has been prepared on behalf of the Region of Waterloo to address obligations under the TPA Process, with the guidance of the MHSTCI. The MECP's Transit Guide provides direction to proponents regarding how to meet the requirements of O. Reg 231/08. In addition, the methodology of this report has been informed by provincial guidelines as outlined in the *Ontario Heritage Toolkit (2006)*, the OHA, the EAA, the PPS, as well as the MHSTCI' *Standards and Guidelines for the Conservation of Provincial Heritage Properties: Heritage Identification and Evaluation Process (2014)*, and *Information Bulletin 3: Heritage Impact Assessments for Provincial Heritage Properties (2017)*.

Regional and municipal policies and guidelines have also been utilized to help identify impacts to built heritage resources and cultural heritage landscapes. These policies and guidelines include: Region of Waterloo Regional *Official Plan (2015)*, Region of Waterloo *Regional Implementation Guideline for Cultural Heritage Landscape Conservation (2018)* and *Regional Implementation Guideline for Conserving Regionally Significant Cultural Heritage Resources (2018)*, City of Cambridge *Official Plan (2018 Consolidation)*, and the City of Cambridge *Heritage Master Plan (2006)*. Planning studies undertaken within the study area with a heritage component were also consulted.

Additional cultural heritage studies undertaken within parts of the study area were also reviewed. These include: Cultural Heritage Impact Assessment, Fountain Street and King Street West Class EA, Part Lots 4 and 5, Concession 2 (East of Concession Road) City of Cambridge, Region of Waterloo, Ontario, completed by ARA (2012) of the Preston area, and the Cultural Heritage Resource Assessment Report Built Heritage Resources & Cultural Heritage Landscapes Region of Waterloo Rapid Transit Project by Unterman McPhail (2012), covering the BRT route.

The MHSTCI has prepared draft guidance on the preparation of Cultural Heritage Reports within the TPA process (2019). This guidance is applicable to the current undertaking. The 2019 MHSTCI draft guidance states that the study will:

- 1) Identify existing baseline cultural heritage conditions within the study area. The consultants preparing the Cultural Heritage Report will need to define a study area and explain their rationale. MHSTCI recommends that the study area for the report include, at minimum, the project footprint and adjacent properties. Alternatively, the study area may include the project footprint and a study zone that is located immediately beside the footprint and extends a certain distance. The report will include a historical summary of the development of the study area and will identify all known or potential built heritage resources and cultural heritage landscapes in the study area. MHSTCI has developed screening criteria that may assist with this exercise: *Criteria for Evaluating for Potential Built Heritage Resources and Cultural Heritage Landscapes*.
- 2) Identify preliminary potential project-specific impacts on the known and potential built heritage resources and cultural heritage landscapes that have been identified. The report should include a description of the anticipated impact to each known or potential built heritage resource or cultural heritage landscape that has been identified.
- 3) Propose and recommend measures to avoid or mitigate potential negative impacts to known or potential built heritage resources and cultural heritage landscapes. The proposed mitigation measures are to inform the next steps of project planning and design.

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## 2.2 Existing Conditions Methodology

The existing conditions of built heritage resources and cultural heritage landscapes within the study area are identified through research into the study area's local context, physiography, Indigenous and Euro-Canadian history. First, primary and secondary resources were reviewed, including but not limited to historical mapping, local history sources, relevant previously completed archaeological, heritage and/or natural heritage studies, municipal or regional natural heritage policy, and online heritage databases. A description of the local area and landscape context is accomplished through a site visit to the local area.

The contextual background information provided is used to inform the screening process, as well as the preliminary description of CHVI for each property, by providing an understanding of the local history and values, which will be used to identify and evaluate each property. Mapping have been provided identifying properties of known and potential CHVI, as well as their heritage status.

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## 2.3 Screening Methodology

A screening process was undertaken to identify properties with known or potential CHVI within or adjacent to the project footprint and confirm the existing conditions of the study area. All properties within or adjacent to the project footprint were screened for known or potential CHVI. For the purposes of the Cultural Heritage Report, adjacent is defined as “contiguous or as otherwise defined in a municipal official plan” (MHSTCI 2016). The City of Cambridge OP also defines adjacent as “lands contiguous to a cultural heritage resource”, which is consistent with the PPS.

Properties with known CHVI include properties that are:

- Listed or designated on a municipal heritage register;
- Protected by an easement under the OHA (as managed by the OHT);
- Identified as a National Historic Site;
- Listed on the Ontario Heritage Bridge list;
- Designated under the Heritage Railway Stations Protection Act;
- Designated under the Heritage Lighthouse Protection Act;
- Identified as a Federal Heritage Building by the Federal Heritage Buildings Review Office (FHBRO);
- Located within a UNESCO World Heritage Site;
- Inventoried as a part of a Canadian River Watershed Designation;
- Inventoried on a regional or municipal list, with no formal heritage status;
- Identified as being a part of a protected cultural heritage landscape; and
- Recognized by an Indigenous community as being of cultural heritage interest.

Properties with potential CHVI include any property identified through fieldwork that meets the criteria identified in the MHSTCI’ *Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes* (November 2016) checklist. Indigenous communities may have knowledge that can contribute to the identification of built heritage resources and cultural heritage landscapes. Municipal heritage committees, historical societies and other local heritage organizations may also have knowledge that contributes to the identification of built heritage resources and cultural heritage landscapes.

Screening was completed by field assessment and resulted in a listing of properties with known or potential CHVI which may be impacted by the proposed development. The

results are provided in **Table 1**. A preliminary description of CHVI is also provided for each property found to have CHVI in **Table 2**.

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## 2.4 Preliminary Description of Cultural Heritage Value or Interest

The existing conditions have been further described through the inclusion of a photograph of each property with known or potential CHVI, along with a preliminary description of potential CHVI. This description consists of a brief statement describing the Design/Physical, Historical/Associative, and/or Contextual attributes of the property, consistent with the 'Criteria for Determining Cultural Heritage Value or Interest' identified in O. Reg. 9/06.

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## 2.5 Methodology for the Preliminary Assessment of Impacts

A preliminary assessment of impacts has been completed to identify all properties directly or indirectly impacted by the preferred route, utilizing preliminary design drawings, prior to detail design. The intent of this preliminary impact assessment was to provide a high-level understanding of potential impacts in order to make recommendations for mitigation options. These include design alterations, where possible, as well as recommendations for future heritage work to be completed within the TPA Process as well as future commitments.

These impacts have been analysed using provincial guidelines as outlined in the *Ontario Heritage Toolkit* (2006), the OHA, the EAA, the PPS, as well as the MHSTCI' *Standards and Guidelines for the Conservation of Provincial Heritage Properties: Heritage Identification and Evaluation Process* (2014), and *Information Bulletin 3: Heritage Impact Assessments for Provincial Heritage Properties* (2017). In addition, regional and municipal policies and guidelines were utilized to help identify impacts to built heritage resources and cultural heritage landscapes. These policies and guidelines include: Region of Waterloo *Regional Official Plan* (2015), Region of Waterloo *Regional Implementation Guideline for Cultural Heritage Landscape Conservation* (2018) and *Regional Implementation Guideline for Conserving Regionally Significant Cultural Heritage Resources* (2018), City of Cambridge *Official Plan* (2018 Consolidation), and the City of Cambridge *Heritage Master Plan* (2006).

To establish potential impacts, identified built heritage resources and cultural heritage landscapes will be considered against a range of possible impacts as outlined in the MHSTCI' *Information Bulletin 3: Heritage Impact Assessments for Provincial Heritage Properties* (2017), which includes:

- A direct adverse impact would have a permanent and irreversible negative affect on the cultural heritage value or interest of a property or result in the loss of a heritage attribute on all or part of the provincial heritage property.

- An indirect adverse impact would be the result of an activity on or near the property that may adversely affect its cultural heritage value or interest and/or heritage attributes.
- Positive impacts are those that may positively affect a property by conserving or enhancing its cultural heritage value or interest and/or heritage attributes.

MHSTCI general guidance for assessing impacts is located in *InfoSheet #5: Heritage Impact Assessments and Conservation Plans* (2006b:3), and provides an overview of several major types of negative impacts, including but not limited to:

- Destruction of any, or part of any, significant heritage attributes;
- Alteration that is not sympathetic, or is incompatible, with the historic fabric and appearance;
- Shadows created that alter the appearance of a heritage attribute or change the viability of a natural feature or plantings, such as a garden;
- Isolation of a heritage attribute from its surrounding environment, context or significant relationship;
- Direct or indirect obstruction of significant views or vistas within, from, or of built and natural features;
- A change in land use such as rezoning a battlefield from open space to residential use, allowing new development or site alteration to fill in the formerly open spaces; and
- Land disturbances such as a change in grade that alters soils, and drainage patterns that adversely affect an archaeological resource.

Impacts were assessed using the above list, through the review of preliminary design drawings, and through the identification of negative impacts to properties with known and potential CHVI.

The preliminary heritage impact assessment is provided in **Table 1**.

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## 2.6 Recommendations and Mitigation Strategies

Where potential impacts to identified heritage resources were identified, or proposed, conservation or mitigative/avoidance measures have been outlined. The principles for heritage conservation in Ontario are set out in the *Eight Guiding Principles in the Conservation of Historic Properties* (MCL 2008). The document provides broad principles for the conservation of heritage properties, including respect for documentary evidence, respect for the original location, respect for historic material, respect for original fabric, reversibility, legibility and continuous maintenance, all of which inform the mitigation strategies identified below.

InfoSheet #5 lists several specific methods of minimizing or avoiding negative impacts on built heritage resources and cultural heritage landscapes, including but not limited to:

- Alternative development approaches and design alterations;
- Isolating development and site alteration from significant built and natural features and vistas;
- Design guidelines that harmonize mass, setback, setting, and materials;
- Limiting height and density;
- Allowing only compatible infill and additions;
- Reversible alterations; and
- Buffer zones, site plan control, and other planning mechanisms.

Alternative development approaches can include the retention of the resource for its current use or an adaptive reuse. Relocation of the resource is also a conservation alternative. Where retention is not possible, a built heritage resource or cultural heritage landscape can be documented through photographs and/or measured drawings and elements can be salvaged for resale or reuse. This type of conservation can involve the incorporation of elements (e.g., bricks, architectural features, etc.) of a building into a new development, using a plaque to commemorate a building's significance or naming a new building, parks or streets after an aspect of a building's history (e.g., historic owners or the building's common name).

These mitigation strategies have been provided in **Table 2**. Mapping is also provided that identifies properties according to recommendations for additional work.

# 3 LOCAL CONTEXT AND SETTLEMENT HISTORY

Many of the built heritage resources and cultural heritage landscapes within the study area are linked to the history of the initial settlement and growth of Euro-Canadian communities in the Cities of Kitchener and Cambridge and the Region of Waterloo. However, a comprehensive history of Indigenous settlement and land-use has also contributed to the cultural heritage landscape. As such, the local context and settlement history spans early Indigenous settlement through to early Euro-Canadian settlement and on to the present.

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## 3.1 Physiographic Context

The study area is in the Waterloo Hill physiographic region that is located within the centre of the Grand River Watershed. It occupies approximately 192,000 acres predominantly across the Region of Waterloo and extends into both Brant and Perth counties. The surface of this region is composed primarily of sandy hills and kames. The sandy soils of these hills and kames provide areas of good drainage and consist of grey-brown podzolic sands (Chapman and Putnam 1984). The study area contains the Grand River, Speed River and Mill Creek of the Grand River Watershed. The Grand River is one of the oldest in Ontario; the present river and its valley began with the retreat of the Wisconsin ice approximately 12,000 before present (BP) (Heritage Resources Centre, 1989: 8). In the central basin which encompasses the study area, hummocky interlobate and recessional or retreat moraines provide evidence of the effects of ancient ice advance and retreat (Heritage Resources Centre, 1989:8).

The study area lies in the Mixed-wood Plains Ecozone, within the Lake Simcoe-Rideau Ecoregion (Ecoregion 6E). Lake Simcoe-Ecoregion encompasses 6.4% of Ontario. The climate is mild and moist, with a mean annual temperature range of 4.9 to 7.8 degrees Celsius. The land cover is/was predominantly cropland, pasture and abandoned fields. Forested areas include deciduous, coniferous and mixed forest types (Crins et al. 2009).

The study area is also within the Great Lakes-St. Lawrence Forest Region. The deciduous trees characterizing this region include sugar maple, beech, red maple, yellow birch, basswood, white ash, large-toothed aspen, red and burr oak. White eastern hemlock, eastern white pine, white spruce and balsam fir are among the coniferous species (Rowe 1972).

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## 3.2 Indigenous Context

Paleoindian period populations were the first to occupy what is now southern Ontario, moving into the region following the retreat of the Laurentide Ice Sheet approximately 11,000 BP. The first Paleoindian period populations to occupy southern Ontario are referred to by archaeologists as Early Paleoindians (Ellis and Deller, 1990).

Early Paleoindian period groups are identified by their distinctive projectile point morphologies, exhibiting long grooves, or 'flutes', that likely functioned as a hafting mechanism (method of attaching the point to a wooden stick). These Early Paleoindian group projectile morphologies include Gainey (ca. 10,900 BP), Barnes (ca. 10,700 BP), and Crowfield (ca. 10,500 BP) (Ellis and Deller, 1990). By approximately 10,400 BP, Paleoindian projectile points transitioned to various unfluted varieties such as Holcombe (ca. 10,300 BP), Hi Lo (ca. 10,100 BP), and Unstemmed and Stemmed Lanceolate (ca. 10,400 to 9,500 BP). These morphologies were utilized by Late Paleoindian period groups (Ellis and Deller, 1990). Both Early and Late Paleoindian period populations were highly mobile, participating in the hunting of large game animals. Paleoindian period sites often functioned as small campsites where stone tool production and maintenance occurred (Ellis and Deller, 1990).

Climatic warming, approximately 8,000 BP, was accompanied by the arrival of the deciduous forest in southern Ontario. With this shift in flora came new faunal resources, resulting in a change in cultural adaptations in the region. This change is reflected in new tool-kits and associated subsistence strategies referred to archaeologically as the Archaic period. The Archaic period in southern Ontario is divided into three phases: The Early Archaic (ca. 10,000 to 8,000 BP), the Middle Archaic (ca. 8,000 to 4,500 BP), and the Late Archaic (ca. 4,500 to 2,800 BP) (Ellis et al. 1990).

The Archaic period is differentiated from earlier Paleoindian populations by a number of traits such as: 1) an increase in tool stone variation and reliance on local tool stone sources, 2) the emergence of notched and stemmed projectile point morphologies, 3) a reduction in extensively flaked tools, 4) the use of native copper, 5) the use of bone tools for hooks, gorges, and harpoons, 6) an increase in extensive trade networks, and 7) the production of ground stone tools. Also noted is an increase in the recovery of large woodworking tools such as chisels, adzes (a tool similar to an axe with an arched blade, used for cutting or shaping large pieces of wood), and axes (Ellis et al., 1990). The Archaic period is also marked by population growth. Archaeological evidence suggests that by the end of the Middle Archaic period (ca. 4,500 BP) populations were steadily increasing in size (Ellis et al., 1990). Over the course of the Archaic period, populations began to rely on more localized hunting and gathering territories. By the end of the Archaic period, populations were utilizing more encampments that are seasonal. From spring to fall, the archaeological record shows populations were shifting their settlement patterns on a regular, seasonal basis. From spring to fall, settlements would exploit lakeshore/riverine locations where a broad-based subsistence strategy could be employed, while the late fall and winter months would be spent at interior sites

where deer hunting was likely a primary focus with some wild edibles likely being collected (Ellis et al. 1990:114). The steady increase in population size and adoption of a localized seasonal subsistence strategy eventually evolved into what is termed the Woodland period.

The beginning of the Woodland period is archaeologically identified by the emergence of ceramic technology for the manufacture of pottery. Like the Archaic period, the Woodland period is separated into three primary timeframes: The Early Woodland (approximately 2,800 to 2,000 BP), the Middle Woodland (approximately 2,000 to 1,200 BP), and the Late Woodland (approximately 1,200 to 350 BP) (Spence et al., 1990; Fox, 1990).

The Early Woodland period is represented in southern Ontario by two different cultural complexes: the Meadowood Complex (ca. 2,900 to 2,500 BP), and the Middlesex Complex (ca. 2,500 to 2,000 BP). During this period, the life ways of Early Woodland populations differed little from that of the Late Archaic with hunting and gathering representing the primary subsistence strategies. The pottery of this period is characterized by its relatively crude construction and lack of decorations. These early ceramics exhibit cord impressions, likely resulting from the techniques used during manufacture (Spence et al., 1990).

While evidence of both complexes is present, the Meadowood complex is more prominent within Southern Ontario, and consequently within the study area. It is characterised by Meadowood cache blades, Meadowood side notched points, trapezoidal gorgets and a marked preference for Onondaga chert (Spence et al., 1990).

The Middle Woodland period is differentiated from the Early Woodland period by changes in lithic tool morphologies (e.g. projectile points, expedient tools) and the increased elaboration of ceramic vessels (Spence et al., 1990). In Southern Ontario, the Middle Woodland is observed in three different cultural complexes: The Point Peninsula Complex to the north and northeast of Lake Ontario, the Couture Complex near Lake St. Claire, and the Saugeen Complex throughout the remainder of southern Ontario. These groups can be identified by their use of either dentate or pseudo scalloped ceramic decorations. It is by the end of the Middle Woodland period that archaeological evidence begins to suggest the rudimentary use of maize (corn) horticulture (Warrick, 2000).

The Saugeen Complex lies in south-central Ontario but is best known for material culture found along the east shores of Lake Huron. Vinette 2 ceramics are characterized by their thick walls, wide necks, coil construction, poorly defined shoulders and conoidal bases. Typically, the majority of the vessel is decorated with pseudo-scallop stamps or dentate impressions, with the latter occurring more frequently at later dates (Spence et al., 1990).

Early contact with European settlers at the end of the Late Woodland period resulted in an extensive change to the traditional lifestyles of most populations inhabiting southern

Ontario. Trade with the Europeans led to dependency on European goods and incited conflict between the Indigenous communities in southern Ontario (Warrick, 2000). Neutral Territory was situated between the Wendat (Huron) territory to the north, and the League of the Haudenosaunee (Five Nations Iroquois) to the south. Their unfortunate placement between these two territories resulted in their disbandment as a distinct nation when the Haudenosaunee began their campaign against the Wendat from 1649-1650. This disbandment was largely a product of intensification of the fur trade, resource scarcity, and European rivalries that were carried out by their Indigenous trade partners.

The League of the Haudenosaunee continued their offensive northward to Anishinabek territory where they were faced with fierce opposition by the Mississauga and their allies (Six Nations of the Grand River, 2015). The Mississauga were able to drive the Haudenosaunee back south of Lake Ontario and inhabited the newly vacant territory including the Grand River area. After the American Revolutionary War, Haudenosaunee loyal to the British Crown lost their homes fighting against the newly established American republic. Land around the Grand River was granted to these loyalists through the Haldimand Treaty of 1784. In 1798 Col. Joseph Brant, acting for the Six Nations, sold 94,012 acres known as Block No.2 to Richard Beasley, James Wilson, and Jean Baptiste Rosseaux. In 1800, Beasley began to sell land within the study area to immigrants of German descent from Pennsylvania.

Today the study area is located within the traditional territories of the Six Nations (Haudenosaunee), as well as the Mississaugas of the Credit, part of the Anishinaabe peoples, and is within lands included the Crown Grant to the Six Nations. These communities are represented today by Reserve 40, belonging to Six Nations of the Grand River and Reserve 40A, belonging to the Mississaugas of the Credit, both located in Brant County.

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## 3.3 Euro-Canadian Context

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### 3.3.1 WATERLOO COUNTY

In 1788, the Province of Quebec created the first districts to serve administrative needs at the local level – Hesse, Nassau, Mecklenburg and Lunenburg. The study area was in the Nassau District that included as far south as the current Fort Erie and Thunder Bay to the north. After the creation of Upper Canada in 1791, the Nassau District was renamed the Home District. By way of an Act of Parliament in 1798, the Home and Western Districts were realigned with a portion of these districts becoming London and Niagara Districts. The study area remained part of the Home District.

At the turn of the nineteenth century, Crown Land was granted to arriving settlers on conditions, such as the requirement to clear at least 2.02 ha of their lot and the adjacent road allowance as well as to build a house and shingle it within 18 months.

In 1816, the Home District was divided and the majority of what would become Waterloo County was reorganized into the Gore District (Pope, 1877:76). The first settlers of the Gore District were almost exclusively United Empire Loyalists (Pope, 1877: 76). Initially Halton County included the Townships of Beverley, Dumfries, Esquesing, Flamboro West and Flamboro East, Nassagaweya, Nelson and Trafalgar (Pope, 1877:76) and was expanded to include the Townships of Guelph, Puslinch, Nassagaweya, Esquesing, Eramosa, Erin and Garafraxa in 1822 (Cumming, 1971:2).

The District of Wellington was created in 1837/1838 and included the counties of Wellington, Waterloo, Grey and parts of Dufferin County (Archives of Ontario, 2011; Wellington County, n.d.). The United Counties of Waterloo, Wellington and Grey was formed in 1852, but only two years later Wellington County became its own entity and consisted of the Townships and Towns of Amarantha, Arthur, Eramosa, Erin, Guelph, Garafraxa, Maryborough, Nichol, Peel, Pilkington, and Puslinch (Wellington County, n.d.).

On February 1841, Wellington District became part of Canada West in the new United Province of Ontario. Only eight years later in 1849, the District system was eliminated. Wellington District was divided into Grey, Wellington, Perth and Waterloo Counties. Waterloo County included the Townships of Waterloo, Woolwich, Wilmot, Wellesley and North Dumfries. Waterloo County was dissolved in 1973 and replaced with the Region of Waterloo.

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### 3.3.2 TOWNSHIP OF WATERLOO

The Township of Waterloo was historically bounded on the north by the Township of Woolwich, on the east by the Townships of Guelph and Puslinch, on the south by the Township of Dumfries and on the west by the Township of Wilmot. The Township of Waterloo was part of Block 2 of the Haldimand Tract. The Haldimand Tract was land granted by Sir Frederick Haldimand on October 25, 1784, to the Six Nations in recognition of their support of the British during the American Revolution. Joseph Brant, representing the Six Nations, arranged for the sale of Block 2 of the tract to United Empire Loyalists, Richard Beasley and his partners James Wilson and Jean-Baptiste Rousseaux in 1796. When the transaction finalized in 1798 Beasley became solely responsible for the mortgage payments.

Due to the terms of the sale of the tract from the Six Nations to Beasley, the final deed was not transferred to Beasley until payment was made in full. As such, Block 2 could not be legally subdivided and sold to make payments for the initial land transfer (English and McLaughlin, 1983). Beasley did begin to sell lots, however, despite his inability to grant clear title. In 1800 Beasley sold almost 5571 ha to predominantly German Mennonites who did not realize that the mortgage prevented them from getting clear title to their lands (Bloomfield, 1995:21). This led to the almost complete halt of settlement in 1803 and 1804 (Bloomfield, 1995:21). Beasley and Brant realized the only solution was a bulk sale of the remaining portions of Block 2 to pay off the mortgage (Bloomfield,

1995: 22). Samuel Bricker who had immigrated to Block 2 in 1802 successfully convinced other German Mennonites in Pennsylvania to form the 'German Company' to purchase the remaining Block 2 lands. Lots were then drawn and distributed to families that contributed to the German Company according to the number of shares owned (Sprung 1984:12). Due to the tract being sold as a block, the area was not addressed in the typical manner by the local of administration of Upper Canada, with surveys and basic services. As such, roads were informally laid out by the new settlers and lots were often oddly shaped.

The area's reputation for fertile and cheap lands within a predominantly German speaking community attracted non-Mennonite Germans during the early nineteenth century. Additionally, large numbers of Scottish, German and other European immigrants also came to Waterloo (Bloomfield, 1995: 45-50). The earliest settlement clusters were not necessarily the areas with the best soil due to the lack of formally laid roads, rather the earliest settlement clusters were around the forks of the Grand and Speed Rivers in the south and in the north along the road connecting John Erb's mills and Abraham Erb's mills, which are now the urban cores of the cities of Cambridge and Waterloo, respectively (Bloomfield, 1995:61).

By 1846, the Township of Waterloo had a population of 4,424 and included 20 sawmills and eight gristmills (Smith 1846:205). Early residential structures tended to be one to two storey log structures. Prior to 1850 log houses and shanties were exempt from taxes if they only had one fireplace and, as such, many were built in the Township. During the second half of the nineteenth century, large, often two storey stone dwellings became popular.

The creation of the Grand Trunk Railway, the Galt & Guelph Railway and the Preston & Berlin Railways in the 1850s brought additional prosperity. Wheat and barley were the primary exports, both becoming especially lucrative when the Crimean War (1853-1856) raised British demand for Canadian Wheat (Hayes 1997:40).

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### 3.3.3 TOWNSHIP OF NORTH DUMFRIES

Originally united and known simply as Dumfries, the township was split between Waterloo County and Brant County when the District system was eliminated in 1849 creating North and South Dumfries.

European settlement began in North Dumfries with Joseph Brant's sale of Block 1 of the Haldimand Tract to Philip Stedman on February 5, 1798. Stedman died shortly after and the land passed to his sister, Mrs. John Sparkman who sold it to Thomas Clarke of Stamford, Lincoln County. On July 3, 1816 Clarke sold Block 1 to William Dickson who named the area the Township of Dumfries (Smith 1846:48)

At Dickson's request the Deputy Provincial Surveyor Adrian Marlett divided the township into lots. Absalom Shade arrived in 1816 and established a grist mill at the intersection

of Mill Creek and the Grand River which was later to become the Town of Galt. By 1818 the population was 1673, and in the 1820s Dickson invited fellow Scotsmen to purchase land. Early Scottish families included the surnames Webster, Rankin, Wylie and Dalgleish (Janusas 1988a:31).

The larger settlement areas in the Township were the Towns of Ayr and Galt, and the smaller communities included the towns of Nithvale, Jedburgh, Wrigley's Corners, Branchton, Clyde, Riverview, Greenfield (formerly Greenfield Mills), Reidsville, Black Horse Corners, Roseville, Whistlebare and Orr's Lake (Janusas 1988a:31).

The Town of Galt was amalgamated to form the City of Cambridge in 1973. In 1973, the Township of North Dumfries' current municipal limits were established.

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### 3.3.4 *BERLIN/CITY OF KITCHENER*

Originally known as Sand Hills and later as Mount Pleasant, the area was first settled in 1807 by German Mennonites Benjamin Eby and Joseph Snider. It later became known as Berlin due to its significant German immigrant population. In 1823, the "fathers of Kitchener's furniture industry" John Hoffman and Samuel Bowers partnered together to create the first Canadian furniture business (Waterloo Region Record, 2014). Bowers later withdrew from the partnership and Hoffman's brother purchased his interest (City of Kitchener, 1954). The Hoffman brothers later went on to introduce the steam engine to local manufacturing, commencing Kitchener's strong industrial background.

Hoffman is credited with the creation of over 50 homes in Berlin (City of Kitchener, 1954). David Miller opened the first mercantile business c.1825 and Henry B. Bowman opened the second in 1837. The 1830s brought further immigration of settlers direct from Germany, and the name was changed to Berlin.

With a population of over 1000 in late 1853, Berlin was incorporated as a village. It was also during this decade that economic growth began to flourish with the introduction of the Grand Trunk Railway in 1856. With a population of 5000 in the 1880s, Parsell described Berlin as "among the most substantial and progressive towns in Ontario" (H. Parsell & Co. 1881:7).

Furniture making continued to be a predominant source of industry. Hartman Krug and Dan Hibner received permission from Council in 1887 to erect a factory called the H. Krug Furniture Co. Ltd. Now known simply as Krug, the furniture company is one of the few surviving furniture companies in Kitchener and has garnered international recognition. Other early industrial endeavors in the area included tanning hides, shoemaking, button manufacturing and rubber manufacturing (City of Kitchener, 1954).

Berlin was proclaimed a City on June 10, 1912 with a population of 15,195. After becoming a City, Council set about to encourage further industrial businesses to settle in Berlin. The beginning of World War I (WW1) put a pause on this growth in 1914. WWI brought significant changes to a City with so many German descendants. German

instruction in school was no longer allowed, and those with German sounding names often suffered discrimination. The biggest change brought about by WWI was the change in the city's name. In an effort to choose something "less Germanic" the name Kitchener was decided upon (Moyer, 1979: 53-56).

Kitchener is one of Canada's most carefully planned communities thanks to W. H. Breithaup. In 1920, Breithaup's advocacy for a planning board and a city plan paid off. In 1923, the planning board engaged noted town planner T. A. Adams and his associated H. I. Seymour. Their contract was completed in 1925, and a comprehensive plan was the result. The plan included a complete layout and recommendations for areas of growth within Kitchener, including recommendations for development controls such as zoning by-laws (Moyer, 1979: 64).

Following World War II (WWII), there was significant growth and progress. Until about 1960, taxable assessment had risen on an aggressive curve (Moyer, 1979: 83). As with most urban centres, Kitchener's downtown suffered in the 1960s through to the 1990s from the insurgence of suburban sprawl despite ongoing renewal efforts. More recent urban revitalization efforts such as the implementation of the Streetscape Master Plan published in 2007, appear to be garnering success.

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### 3.3.5 CITY OF CAMBRIDGE

The City of Cambridge was created in 1973 by the amalgamation of the Towns of Preston, Hespeler and Galt. The study area includes the former Towns of Preston and Galt.

#### **Preston**

The Town of Preston was first settled by German speaking Mennonites from Pennsylvania in 1805 at the intersection of the Speed and Grand rivers in the southern portion of the Township of Waterloo. John Erb purchased part of Lot 4, Beasley's Broken Front Concession in 1805. Using the Speed River, Erb built a saw mill and flour mill in 1806 and 1807 respectively (Janusas 1988a:143). The flour mill continues to operate today as the Dover Flour Mill owned by Parrish & Heimbecker, Limited. The first store was opened by Daniel Snider in 1818.

The area became known as Preston in the 1830s when the land east of the Speed River was surveyed and a grid street layout was established. By 1836, Preston boasted of four stores, four taverns, one sawmill, one grist mill, four blacksmith shops, two wagon makers, one brewery, a distillery, two tailor shops, a saddler, a clockmaker and a number of carpenters and shoemakers (Janusas 1988b: 143-149). By 1850 Preston had a population of 1100, two grist mills, two saw mills, two vinegar factories, a woolen factory, a chair factory, two distilleries, two tanneries, a starch factory, a pottery, three breweries, three schools, a court house, a town hall and two churches (ARA, 2016). It was incorporated into a village in 1852.

The intersection of King Street and Fountain Street became a central settlement area with three hotels built around this intersection. The first, located at the northeast corner of the intersection was built in the late 1840s and was originally called the North American, but eventually became known as the Kress Hotel (Mills, 2016). It was demolished in the 1990s. With the success of the North American, Robert Walder built a luxury resort and health spa originally called the Del Monte in c. 1890. When Walder sold the hotel in the early twentieth century, it was renamed Preston Springs. Since the 1990s the hotel has stood vacant. The third hotel, construction date unknown, was the Sulphur Springs which burnt down in 1982.

The electric railway, an interurban streetcar, was first proposed in 1890 to connect Preston and Galt. It was not until 1894 that the railway was built and later it also connected Hespeler. It brought with it renewed population growth, such that in 1899 the population increased allowed Preston to be incorporated as a Town (City of Cambridge, n.d.).

There was steady growth in Preston in the 1950s and 1960s with continued expansion of its industrial base and gradual residential expansion towards Galt and Hespeler. Despite public opposition, the Provincial government decided to amalgamate the Towns of Preston and Hespeler and City of Galt to form Cambridge in 1973 (City of Cambridge, n.d.).

## **Galt**

In 1816, William Dickson, a lawyer from Niagara, purchased land along the Grand River from Thomas Clarke, naming the land Settlement of Dumfries after his birthplace in Dumfries, Scotland (Beers & Co. 1883: 433) He then hired Absalom Shade to develop the area, who in turn founded Shade's Mills. Shade and Dickson had met when Dickson was a prisoner of war during the War of 1812. Shade, a Pennsylvanian, helped manage Dickson's escape from the Americans (Beers & Co. 1883: 434).

Absalom Shade repaired and opened the mill in 1816 and the community grew around it, reaching 163 people in 1817. By 1820 there were also three mills, a distillery and a blacksmith shop. The area was named Galt in 1827 after John Galt the Scottish novelist and Commissioner of the Canada Company (Mika & Mika, 1981).

Dickson commissioned John Telfer to recruit settlers from Scotland and the resulting influx in population during the 1830s was substantial. By 1851 the population had reached 2,213 (Janusas 1988a:135-139). The arrival of the Galt & Guelph Railway in 1855, later taken over by the Great Western Railway brought additional industrial growth. Galt was incorporated as a Town in 1857, and in 1861 had a population of 3,041; a population of 4,737 in 1875 and a population of 5,000 in 1880.

In 1908, a by-law was passed in favor of purchasing power from Ontario Hydro, ending the reliance on water power. This facilitated new roads and precipitated the automobile

industry to locate away from railway lines and waterways (Janusas 1988a:139-141). Galt was incorporated into a City in 1915 with a population of 11,852 (Bray 2008).

In 1973, the City of Galt and Towns of Preston and Hespeler were amalgamated to form the City of Cambridge. Shortly after amalgamation most of the industrial buildings along the river in the former City of Galt were lost due to remediation efforts that followed the floods of 1974 (Bray, 2008).

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### 3.4 Review of Historical Mapping

The 1861 Tremaine's *Map of the County of Waterloo, Canada West* (Figure 2) shows that the proposed LRT line passes through Berlin, the settlement of Preston and into the Town of Galt. The study area in Berlin is located in a rural area with large agricultural lots belonging to German settlers such as Elias Snider, A.C. Weber and Adam L. Snyder and the Grand River. In the settlement of Preston, the study area moves through the north end of the urban area that is well developed at this point. Moving outside of Preston on its way to Galt, the map shows that study area was rural and settled by families with surnames including Erb, Gingrich and Salyerds. On its way into the Town of Galt, the study area traces a portion of the Galt and Guelph Branch of the Great Western Railway as well as through a lot owned by Absalom Shade. The study area terminates at the south end of the Town of Galt's built-up area.

By 1881, the *Illustrated Atlas of the County of Waterloo* (Figure 3) demonstrates little change in the study area within Berlin. However, the map does record the large agricultural lots north of the study area at the intersection that is presently known as Fairway Road North and King Street East. This intersection also includes a collection of buildings including a Town Hall, Hotel and School house (No. 5). Further north along the study corridor, just east of the Grand River, is a settlement identified as Freeport. Further along the study area into Berlin, the 1881 *Illustrated Atlas of the County of Waterloo* identifies a place of worship and another school house (No. 4). Increased settlement is visible in Preston in 1881 since 1861, with an expansion of growth from Laurel Street to Concession Street bounded by King Street and Eagle Street North. A similar rise in settlement is visible in Galt as the shaded area surrounding a portion of the Great Western Railway demonstrates additional built-up areas since 1861.

The 1923 Topographic Map, Galt Sheet (Figure 4), indicates little change in Kitchener (formerly Berlin), except that the northern part of the study area has been titled Centreville. The settlement area of Freeport is still identified on the map, but no further growth is apparent by this time. The 1923 Topographic Map does not identify the lot lines of the agricultural parcels or cultivated areas, but it does identify some significant wooded area. Little further growth is visible in Preston; however, the 1923 Topographic Map does record that stone or brick are the prevalent building materials. Some modest growth is visible in Galt by 1923, with development south of Main Street. A prevalence of stone or brick building is also demonstrated in Galt.

The 1938 Topographic Map, Galt Sheet (Figure 5), demonstrates modest growth in both Preston and Galt. Street networks and new houses stretch further west and north in Preston, and west of the Grand River and further south in Galt.

The 1968 Topographic Maps, Kitchener East/Galt/Preston-Hespeler Sheets (Figure 6), show significant development and land use changes. At the north end of the study area, the development of Kitchener encroaches into the rural area, with the construction of Fairview Park Mall, Highway 8 and various other buildings surrounding King Street East. The study area continues along Highway 8 and residential growth can be seen radiating from Highway 8 as well as some retail and services such as a shopping centre, golf range and motel. The street network in Preston has expanded to the west, east of Concession Road and south of the intersection of Concession Road and King Street East. Similarly, Galt has expanded to the north, west and south since 1938.

The momentum of growth and expansion is visible in the 1975/1976 Topographic Map (Figure 7), Kitchener East/Galt/Preston-Hespeler Sheets, with the further expansion of Kitchener to the south, continued development around Highway 8, the expansion of Preston north of the Grand River and further expansion of Galt to the north and west. The gap between the settlement areas of Preston and Galt is almost indistinguishable in the 1975/1976 Topographic Map given the settlement growth.

# 4 EXISTING CONDITIONS

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## 4.1 Cultural Heritage Screening Results

A field review was completed for the study area by Lauren Walker, Cultural Heritage Specialist at WSP, on March 18<sup>th</sup> and 19<sup>th</sup> and July 18<sup>th</sup>, 2019. This review of the study area is used to confirm the locations and conditions of identified built heritage resources and cultural heritage landscapes and to identify potential built heritage resources and cultural heritage landscapes. Representative images of the study area can be found in **Appendix B** and a description of each property is located in **Table 3**. A total of **225** properties and/or cultural heritage landscapes located within or adjacent to the preferred route were found to have known or potential CHVI using the screening process outlined in section 1.4.3 of this report and the MHSTCI *Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes: A Checklist for the Non-Specialist*.

Properties having known or potential CHVI have been identified as built heritage resources and cultural heritage landscapes, collectively noted as Cultural Heritage Resources (CHRs) for the purposes of this report. **Table 3** provides an image of each CHR, identifies its current heritage status, and includes a brief description of known or potential CHVI. These properties have been mapped and identified by their heritage status in **Appendix C** (Figures 8 – 37). These properties may be directly or indirectly impacted by the proposed LRT and will be evaluated for potential impacts.

# 5 PRELIMINARY ASSESSMENT OF IMPACTS

## 5.1 Preliminary Assessment of Impacts: Results

A preliminary assessment of impacts has been completed to identify all properties directly or indirectly impacted by the preferred LRT route, utilizing preliminary design drawings prepared for the TPA Process. The intent of this preliminary assessment of impacts is to provide a high-level understanding of potential impacts in order to make recommendations for mitigation options, recommendations for future heritage work to be completed within the TPA Process, and recommendations for future commitments. The cultural heritage team worked collaboratively with the engineering and environmental teams throughout the assessment of impacts to make design refinements to avoid or reduce impacts to built heritage resources and cultural heritage landscapes. Criteria for this preliminary assessment of impacts have been provided in Section 2.5 of this report.

Of the **225** properties and/or cultural heritage landscapes identified as having known or potential CHVI located within or adjacent to the preferred route, **105** will be directly or indirectly impacted by the proposed preliminary design (**Appendix C**).

A detailed description of these impacts has been provided in **Appendix A, Table 3**. A brief summary of these impacts has been provided below:

**Table 1 Summary of preliminary impact assessment.**

Impact Type	Total Number	Impacted Properties
Direct Impacts – Demolition	10	<p><b>CHR 5</b> - 63 Water St S</p> <p><b>CHR 11</b> - 69 Ainslie St S</p> <p><b>CHR 13</b> - 1 Wellington St</p> <p><b>CHR 43</b> - 99 Beverly St</p> <p><b>CHR 52</b> - 127 Beverly St</p> <p><b>CHR 62</b> - 41 Kerr St</p> <p><b>CHR 159</b> - 105 Hespeler Rd</p>

Impact Type	Total Number	Impacted Properties
		<b>CHR 195</b> - 155 Chopin Dr <b>CHR 209</b> - 320 Shantz Hill <b>CHR 224</b> - 333 Hidden Valley Rd
Direct Impacts – Alteration	2	<b>CHR 65</b> – Grantham Rail Bridge <b>CHR 215</b> – Highway 401 Bridge, King St E
Direct and Indirect Impacts to cultural heritage landscapes	9	<b>CHR 2</b> – Mill Creek <b>CHR 3</b> – Speed River <b>CHR 4</b> – Galt Core <b>CHR 17</b> – Ainslie Street Viewscape <b>CHR 18</b> – Main Street Viewscape <b>CHR 187</b> – Core of Preston/Preston Towne Centre <b>CHR 203</b> – Linear Park & Bob McMullen Linear Trail <b>CHR 204</b> – Shantz Hill <b>CHR 223</b> – Hidden Valley Road
Direct Impacts – Landscape	75	See <b>Table 3</b> for full listing.
Indirect Impacts – Isolation	1	<b>CHR 202</b> – 168 Queenston Rd
Indirect Impacts - Views	8	<b>CHR 207</b> - 311 Shantz Hill <b>CHR 208</b> - 319 Shantz Hill <b>CHR 210</b> - 325 Shantz Hill

Impact Type	Total Number	Impacted Properties
		<b>CHR 211</b> - 345 Shantz Hill Rd <b>CHR 212</b> - 410 Shantz Hill Rd <b>CHR 213</b> - 430 Shantz Hill Rd <b>CHR 214</b> - 440 Shantz Hill Rd <b>CHR 225</b> - 200 Fairway Rd S
Total Properties:	105	

# 6 MITIGATION

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## 6.1 Mitigation Strategies

Mitigative and/or avoidance measures have been prepared for the **105** built heritage resources and cultural heritage landscapes identified as being directly or indirectly impacted by the proposed preliminary design. Where possible, avoidance of impacts during detail design have been recommended. Where avoidance of all impacts cannot be accommodated, recommendations have been made for future heritage reporting.

CHERs are recommended to be completed during the TPA Process for all properties with direct impacts to structures, such as demolition or alteration, and for properties with significant landscape impacts likely to adversely affect the potential CHVI of the property.

CHERs are recommended to be completed following the TPA Process for all properties with indirect impacts, such as isolation, likely to adversely affect the potential CHVI of the property.

CHER/HIAs are recommended to be completed following the TPA Process for all candidate cultural heritage landscapes with direct and indirect impacts that may be mitigated during detailed design. These impacts may consist of alterations to views and vistas and/or alteration of landscape features such as curbs, sidewalks, natural landscaping and street trees within the public realm.

HIAs are recommended to be completed following the TPA Process for all properties that have been evaluated using O. Reg. 9/06 where direct or indirect impacts are anticipated to adversely impact the property.

A Heritage Documentation Report is recommended following the TPA Process to record the existing conditions of all properties with minor impacts to landscape only, which are not anticipated to adversely impact the potential CHVI of the property and consist of minor land takings, encroachment to the front, side or rear, and the removal of sidewalks, vegetation, modern fencing and/or other natural landscape features.

**Table 2** summarizes the recommendations for additional cultural heritage work and a detailed description of mitigation strategies is provided in **Table 3**. Mapping has been provided in **Appendix C**, which identifies properties according to recommendations for additional work.

A brief summary of the recommendations for this future work have been provided in **Table 2** below:

**Table 2 Summary of recommendations for additional cultural heritage work**

<b>Recommendation Type</b>	<b>Total Number</b>	<b>Properties</b>
CHER during TPA Process	12	<p><b>CHR 5</b> - 63 Water St S</p> <p><b>CHR 11</b> - 69 Ainslie St S</p> <p><b>CHR 13</b> - 1 Wellington St</p> <p><b>CHR 43</b> - 99 Beverly St</p> <p><b>CHR 52</b> - 127 Beverly St</p> <p><b>CHR 62</b> - 41 Kerr St</p> <p><b>CHR 65</b> - Grantham Rail Bridge</p> <p><b>CHR 159</b> - 105 Hespeler Rd</p> <p><b>CHR 209</b> - 320 Shantz Hill</p> <p><b>CHR 215</b> - Highway 401 Bridge over King St E</p> <p><b>CHR 222</b> - 4336 King St E</p> <p><b>CHR 224</b> - 333 Hidden Valley Road</p>
CHER after TPA Process	10	<p><b>CHR 180</b> – 498 Eagle St N</p> <p><b>CHR 207</b> – 311 Shantz Hill</p> <p><b>CHR 208</b> – 319 Shantz Hill</p> <p><b>CHR 209</b> – 320 Shantz Hill</p> <p><b>CHR 210</b> – 325 Shantz Hill</p> <p><b>CHR 211</b> – 345 Shantz Hill Rd</p> <p><b>CHR 212</b> – 410 Shantz Hill Rd</p> <p><b>CHR 213</b> – 430 Shantz Hill Rd</p>

Recommendation Type	Total Number	Properties
		<p><b>CHR 214</b> – 440 Shantz Hill Rd</p> <p><b>CHR 225</b> – 200 Fairway Rd S</p>
<p>CHER/HIA after TPA Process</p>	<p>14</p>	<p><b>CHR 2</b> – Mill Creek</p> <p><b>CHR 3</b> – Speed River</p> <p><b>CHR 4</b> – Galt Core (Group CHER including:</p> <p><b>CHR 8</b> – 68 Ainslie St S</p> <p><b>CHR 9</b> – 70 Ainslie St S</p> <p><b>CHR 14</b> – 138 Main St</p> <p><b>CHR 15</b> - 14 Wellington St</p> <p><b>CHR 16</b> - 15 Wellington St)</p> <p><b>CHR 17</b> – Ainslie Street Viewscape</p> <p><b>CHR 18</b> – Main Street Viewscape</p> <p><b>CHR 187</b> – Core of Preston/Preston Towne Centre</p> <p><b>CHR 203</b> – Linear Park &amp; Bob McMullen Linear Trail</p> <p><b>CHR 204</b> – Shantz Hill</p> <p><b>CHR 223</b> – Hidden Valley Rd</p>
<p>HIA after TPA Process</p>	<p>9</p>	<p><b>CHR 188</b> – 204 King St E</p> <p><b>CHR 189</b> – 210 King St E</p> <p><b>CHR 192</b> – 234 King St E</p> <p><b>CHR 195</b> – 155 Chopin Dr</p> <p><b>CHR 198</b> – 258 Chopin Dr</p>

Recommendation Type	Total Number	Properties
		<b>CHR 199</b> – 206-212 Queenston Rd <b>CHR 200</b> – 231 Queenston Rd <b>CHR 202</b> – 168 Queenston Rd <b>CHR 205</b> – 246 Fountain St S
Heritage Documentation Report	60	60 Properties in one heritage documentation report (see <b>Table 3</b> for full listing)
Total Properties	105	

# 7 CONCLUSIONS

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## 7.1 Summary of Findings

A total of **225** properties and/or cultural heritage landscapes located within or adjacent to the preferred route have been identified as having known or potential CHVI.

A preliminary assessment of impacts has been completed to identify all properties directly or indirectly impacted by the preferred Stage 2 ION route, utilizing preliminary design drawings prepared for the TPA Process. **105** properties have been identified as directly or indirectly impacted by the proposed preliminary design.

Mitigation and/or avoidance measures have been prepared and recommendations have been made for future heritage reporting for directly or indirectly impacted properties. Where possible, avoidance of impacts during detail design has been recommended. This includes the completion of **12** CHERs during the TPA Process, **10** CHERs following the TPA Process, **14** CHERs/HIAs for cultural heritage landscapes following the TPA Process, **9** HIAs following the TPA Process, and a Heritage Documentation Report that will document **60** properties with minor, non-adverse landscape impacts.

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## 7.2 Draft Environmental Project Report Language

The following summary should appear in the EPR text:

“A Cultural Heritage Report - Existing Conditions and Preliminary Impacts Assessment was completed in May 2020 by WSP for the Cambridge 2 ION LRT project. A total of 225 cultural heritage landscapes and built heritage resources were identified within or adjacent to the Stage 2 ION corridor. 105 properties have been identified as being directly or indirectly impacted by the proposed preliminary design. The following table provides a brief description of the anticipated project impacts based on the preliminary design. The table also describes the mitigation measures and recommendations included in the technical study.”

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## 7.3 Commitments for Future Work

The EPR should also outline the following commitments for future work to be completed during detail design, including:

- The preparation of **10 Cultural Heritage Evaluation Reports** for the following resources: CHR 180 - 498 Eagle St N; CHR 207 - 311 Shantz Hill; CHR 208 - 319 Shantz Hill; CHR 209 - 320 Shantz Hill; CHR 210 - 325 Shantz Hill; CHR 211 - 345 Shantz Hill Rd; CHR 212 - 410 Shantz Hill Rd; CHR 213 - 430 Shantz Hill Rd; CHR

214 - 440 Shantz Hill Rd; CHR 225 - 200 Fairway Rd S. Should these CHERs identify significant built heritage resources or cultural heritage landscapes, additional HIAs may need to be completed and additional mitigation measures required.

- The preparation of **14 Cultural Heritage Evaluation and Heritage Impact Assessment Reports** for the following resources: CHR 2 - Mill Creek; CHR 3 - Speed River; CHR 4 - Galt Core (Group CHER including: CHR 8 – 68 Ainslie St S, CHR 9 – 70 Ainslie St S, CHR 14 – 138 Main Street, CHR 15 – 4 Wellington St); CHR 17 - Ainslie Street Viewscape; CHR 18 - Main Street Viewscape; CHR 187 - Core of Preston/Preston Towne Centre; CHR 203 - Linear Park and the Bob McMullen Linear Trail; CHR 204 - Shantz Hill; CHR 223 - Hidden Valley Rd.
- The preparation of **9 Heritage Impact Assessment Reports** for the following resources: CHR 188 - 204 King St E; CHR 189 - 210 King St E; CHR 195 - 155 Chopin Dr; CHR 198 - 258 Chopin Dr; CHR 199 - 206-212 Queenston Road; CHR 192 – 234 King St E; CHR 200 - 231 Queenston Rd; CHR 202 - 168 Queenston Rd; CHR 205 - 246 Fountain St S.
- The preparation of **1 Heritage Documentation Report** for 60 Properties (identified in **Table 3** of this report).

# 8 RECOMMENDATIONS

WSP was retained by the Region of Waterloo to complete a Cultural Heritage Report as part of the TPA Process for the proposed Stage 2 ION LRT project. The purpose of this report is to fulfil the cultural heritage requirements of the MHSTCI and the MECP under the TPA Process as defined by O. Reg. 231/08 Transit Projects and Metrolinx Undertakings under the *Environmental Assessment Act*. Under the TPA Process, an objection can be submitted to the MECP about a matter of provincial importance that relates to the natural environment or has CHVI. The MECP requires transit projects to make reasonable efforts to avoid, prevent, mitigate or protect matters of provincial importance.

This Cultural Heritage Report was completed to review primary and secondary documentation and maps to establish a development history of the study area for the proposed transit project, to identify properties with recognized or potential CHVI that may be impacted by the proposed project, and to provide a preliminary impact assessment and mitigation options.

A total of **225** properties and/or cultural heritage landscapes located within or adjacent to the preferred route have been identified as having known or potential CHVI.

A preliminary assessment of impacts has been completed to identify all properties directly or indirectly impacted by the preferred Stage 2 ION route, utilizing preliminary design drawings made available for review prior to the undertaking of detail design. **105** properties have been identified as being directly or indirectly impacted by the proposed preliminary design.

Mitigative and/or avoidance measures have been prepared, and recommendations have been made for future heritage work for properties identified as being adversely directly or indirectly impacted by the proposed preliminary design. Where possible, avoidance of impacts during detail design have been recommended.

The completion of the study has resulted in the following recommendations:

- 1 CHERs are recommended for **12** properties prior to the completion of the TPA Process (See **Table 2**). These properties consist of listed properties or potential heritage properties with proposed direct and adverse impacts. If a CHER finds a property has CHVI, an HIA will be completed by a qualified heritage consultant during the early stages of detail design. The CHER will be undertaken by a qualified cultural heritage specialist during the TPA Process, and developed in consultation with, and submitted for review to, the MHSTCI and interested persons/organizations (e.g. Indigenous communities, municipal heritage planner and/or municipal heritage committee, etc.), as appropriate, and will include an evaluation under O. Reg. 9/06 and for Regional Interest as per the *Regional Implementation Guideline for Conserving Regionally Significant Cultural Heritage Resources*.

- 2 CHERs are recommended for **10** properties following the completion of the TPA Process (See **Table 2**). These properties consist of listed properties or potential heritage properties with proposed indirect and adverse impacts. If a property is found to have CHVI, an HIA will be completed by a qualified heritage consultant during the early stages of detail design. The CHER will be undertaken by a qualified cultural heritage specialist and developed in consultation with, and submitted for review to, the MHSTCI and interested persons/organizations (e.g. Indigenous communities, municipal heritage planner and/or municipal heritage committee, etc.), as appropriate, and will include an evaluation under O. Reg. 9/06 and for Regional Interest as per the *Regional Implementation Guideline for Conserving Regionally Significant Cultural Heritage Resources*.
- 3 A CHER and HIA are recommended for **14** cultural heritage landscapes (See **Table 2**). The CHER/HIA will be undertaken by a qualified cultural heritage specialist during the detail design phase, and developed in consultation with, and submitted for review to, the MHSTCI and interested persons/organizations (e.g. Indigenous communities, municipal heritage planner and/or municipal heritage committee, etc.), as appropriate, and will include an evaluation under O. Reg. 9/06 and for Regional Interest as per the *Regional Implementation Guideline for Conserving Regionally Significant Cultural Heritage Resources*. The HIA will discuss the alternatives considered and recommend the alternative to minimize or mitigate adverse effects.
- 4 HIAs are recommended for **9** properties following the completion of the TPA Process (See **Table 2**). For these impacted properties, previous heritage assessments have been completed, and CHVI is already confirmed. The HIAs will be undertaken by a qualified cultural heritage specialist during the detail design phase, and developed in consultation with, and submitted for review to, the MHSTCI and interested persons/organizations (e.g. Indigenous communities, municipal heritage planner and/or municipal heritage committee, etc.), as appropriate. The HIAs will consider the alternatives and provide recommendations to minimize or mitigate adverse effects on the property.
- 5 Landscape impacts are to be minimized for **60** properties during detail design, and construction should be planned to avoid all minor impacts to these properties (See **Table 3**). Prior to construction, these properties should be documented in a Heritage Documentation Report and archived in advance of landscape alteration. This work may include photographic documentation of individual resources with representative views, histories, mapping, and historic photographs where available and appropriate.
- 6 No additional heritage work is recommended for **120** properties with no adverse direct or indirect impacts. Should future alterations to the proposed design introduce potential impacts, these impacts are to be assessed by a qualified cultural heritage professional in an addendum and submitted to the MHSTCI for review.

- 7 If additional LRT infrastructure that was not considered as part of this report is identified during detail design, it is to be assessed by a qualified cultural heritage professional in an addendum and submitted to the MHSTCI for review.
- 8 During adjacent construction or excavation, vibration impacts will be monitored, and work will stop immediately if vibration thresholds are exceeded.
- 9 Copies of all future CHERs and HIAs completed as part of the Stage 2 ION LRT Project will be sent to Regional Cultural Heritage Planning for review.
- 10 Following their completion, this report and all future CHERs and HIAs will be sent to the City of Cambridge Municipal Heritage Advisory Committee (MHAC) and Cambridge Council as information. Any HIAs that recommend the demolition of a listed heritage property will require a MHAC recommendation and Cambridge Council approval for the demolition.

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# APPENDIX

## A TABLES




# APPENDIX A


**Table 3 Known and potential built heritage resources and cultural heritage landscapes within and adjacent to the proposed rail corridor, preliminary impacts, mitigation measures and recommendations.**

CHR #	Address	Resource Type	Photograph	Heritage Status	Property Description	Description of Potential/Anticipated Impact	Mitigation Measures	Recommendation
1	Grand River	Waterway		Designated - Canadian Heritage River System	<p><b>Design/Physical:</b> The Grand River and its tributaries drain approximately 6,735 square kilometers (2,600 square miles) and the combined watershed is the largest catchment basin in Southwestern Ontario. Along the eastern edge of Kitchener, the Grand cuts its way through an ancient glacial spillway and has alternating banks that range in height from a few metres to over 30 metres. The alluvial plains in which the River runs vary in width, from less than a kilometre to more than 2 kilometres and have been a source of an abundant supply of sands and gravels for many decades. The Grand River Forest, with its rare Carolinian species south of Kitchener, lines much of the shore in the southernmost reaches. This Forest changes to a mixed deciduous hardwood forest with black willow communities lining the banks through the Kitchener reaches. The River is subject to occasional extreme flows and flooding.</p> <p><b>Historical/Associative:</b> First Nations have flourished in the watershed for more than 10,000 years. The last three centuries have brought an influx of European, American and other settlers, initially seeking agricultural land, but eventually diversifying into centres of industry with the arrival of the railway. Although the River provided sustenance to the early pioneers of the Kitchener area, it did not play the same role it did in other watershed communities where waterpower was the genesis of founding industries.</p> <p><b>Contextual:</b> In 1994, the Grand River and its major tributaries, the Nith, Conestogo, Speed and Eramosa rivers, were designated federally as Canadian Heritage Rivers. It was the 15th Canadian Heritage River to be designated in Canada. Although the river has been considerably altered by its people, it still provides large natural areas and scenic views and is of outstanding recreational and educational value. Many decades of careful management have maintained these values even as the urban nature of the watershed grew.</p>	<p>The subject resource is not anticipated to be directly or indirectly impacted by the proposed undertaking. Alterations, consisting of road improvements, the construction of an LRT Station Platform, bus shelters, and pedestrian walkways will occur several property parcels away from the Grand River in the adjacent Galt Core area. These alterations are not anticipated to have any indirect adverse impacts to the Grand River views and/or vistas.</p>	<p>No further recommendations required to mitigate this impact. Should future alterations to the proposed design introduce potential impacts, these impacts are to be assessed by a qualified cultural heritage professional in an addendum and submitted to the MHSTCI for review.</p>	<p>No further heritage work required at this time.</p>


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CHR #	Address	Resource Type	Photograph	Heritage Status	Property Description	Description of Potential/Anticipated Impact	Mitigation Measures	Recommendation
2	Mill Creek	Waterway		Designated - Canadian Heritage River System	<p>Design/Physical: Located adjacent to the Grand River. Part of the creek is now buried. By the 1960s, Mill Creek had become half-buried after the introduction of municipal power systems and road transport. In the 1990s, the entire creek south of Main Street had disappeared and its arched outlet was blocked off. Today, it is buried south of Warnock Street, almost at Bruce Street.</p> <p>Historical/Associative: In 1816, the Honourable William Dickson acquired 90,000 acres of property along the Grand River, later to form the North and South Dumfries Townships. After exploring the new lands with Absalom Shade, the pair decided to establish the town of Galt at the intersection of Mill Creek and the Grand River, then known as Shade's Mills. Mill Creek is the backbone of the town's local economy, becoming rerouted, channelled, split, and reshaped for industrial development. It powered local industries such as the Galt Knitting Company.</p> <p>Contextual: Located within the historic downtown core of Galt.</p>	The subject resource is anticipated to be directly and indirectly impacted by regrading activities on either side of Mill Creek to accommodate the LRT line on the northwest bank of the creek, and a new multiuse trail on the southeast bank. This regrading has the potential to alter this significant resource through alteration to vistas of the resource and destruction or alteration of natural landscaping features on either side of the creek, e.g. mature trees.	Recommended: An HIA will be undertaken by a qualified cultural heritage specialist during the detail design phase, and developed in consultation with, and submitted for review to, MHSTCI and interested persons/organizations (e.g. municipal heritage planner and/or municipal heritage committee), including Indigenous communities as appropriate. The HIA will discuss the alternatives considered and recommend the alternative to minimize or mitigate adverse effects on the property. Vibration monitoring should be undertaken during construction to monitor potential vibration impacts.	Post-TPAP CHER/HIA



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CHR #	Address	Resource Type	Photograph	Heritage Status	Property Description	Description of Potential/Anticipated Impact	Mitigation Measures	Recommendation
3	Speed River	Waterway		Designated - Canadian Heritage River System	<p>Design/Physical: This much smaller river has been heavily altered by human intervention and thus is defined by industrial development within Hespeler and Preston but is otherwise a continuous public open space contained within parks or conservation areas. Dams in both settlements, and the Hespeler mill pond, are distinctive alterations of the river itself, while continuing uses, such as the mill in Preston and the factories in Hespeler, are key heritage resources with direct historical ties to the river (Bray 2008 p. 128).</p> <p>Historical/Associative: The main feature that attracted the first pioneer Mennonite settlers from Pennsylvania to the Kitchener area. The ancestral home of First Nations peoples for 10,000 years.</p> <p>Contextual: One of the best-known watersheds in southwestern Ontario and is nationally designated as a Canadian Heritage River.</p>	The subject resource is anticipated to be directly and indirectly impacted by the construction of an elevated bridge over the Speed River, outside of the Core of Preston/Preston Towne Centre, near Shantz Hill, to accommodate the LRT line. The proposed bridge has the potential to alter this significant resource through alteration to vistas of the resource and destruction or alteration of natural landscaping features on either side of the river, e.g. mature trees.	Recommended: An HIA will be undertaken by a qualified cultural heritage specialist during the detail design phase, and developed in consultation with, and submitted for review to, MHSTCI and interested persons/organizations (e.g. municipal heritage planner and/or municipal heritage committee), including Indigenous communities as appropriate. The HIA will discuss the alternatives considered and recommend the alternative to minimize or mitigate adverse effects on the property. Vibration monitoring should be undertaken during construction to monitor potential vibration impacts.	Post-TPAP CHER/HIA


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CHR #	Address	Resource Type	Photograph	Heritage Status	Property Description	Description of Potential/Anticipated Impact	Mitigation Measures	Recommendation
4	Galt Core	Landscape		Inventory – Region of Waterloo	<p><b>Design/Physical:</b> Bounded by James Street and Samuelson Street to the north, Concession, Birch Street and Bruce Street to the South, Park Avenue, Metcalfe Street, Crescent Place and Ramore Street to the west and Ainslie Street South, Harris Street and Shade Street to the east. The skyline dominated by public buildings; fine examples of stone and brick masonry construction; a variety of architectural styles in high quality designs; scenic views along key streets (e.g. Main) and from the river bridges; and key public buildings at the centre, especially the Market and City Hall.</p> <p><b>Historical/Associative:</b> In 1816, the future town site of Galt was surveyed for William Dickson (1769-1846). By 1820, the settlement contained numerous buildings including a distillery and blacksmith shop and was known by the name of “Shade’s Mill.” By 1846, Galt was described as a village “prettily situated on the Grand River, in a valley surrounded by high hills.” In 1850, Galt was incorporated as a village, and in 1857 as a town. Galt was incorporated as a city with a population of 11, 852 in 1915 (Moyer 1971:126). The new city of Cambridge, which is an amalgamation of the former city of Galt and the towns of Preston and Hespeler, officially came into being on January 1, 1973.</p> <p><b>Contextual:</b> Galt is the dominant community amongst the four that now comprise Cambridge. Its possession of a large population derived from a diversified local economy and important cultural and civic institutions gave it prominence. The concentration of wealth, industry and commerce made Galt the most urban of the four. Its identity included elements of industry, retail trade, institutions and residential neighbourhoods.</p>	<p><b>Direct:</b> Direct Impacts are anticipated to accommodate the construction of an LRT station platform, bus shelters, pedestrian walkways, bus bays, and the regrading of Bruce Street between Water Street and Ainslie Street, as well as the LRT alignment and pedestrian walkways at the intersection of Wellington Street and Main Street. Indirect: indirect adverse impacts to the Galt Core CHL are anticipated as a result of regrading activities to accommodate LRT infrastructure, and bus bays along Bruce Street, Ainslie Street, and Wellington Street.</p>	<p><b>Preferred Option:</b> Alteration should be avoided by relocating the proposed LRT platform and connection at Wellington Street. Alteration of the Galt Core CHL should be avoided. Alternative option: If the proposed impacts are required, a CHER/HIA will be undertaken for the Galt Core CHL by a qualified cultural heritage specialist during the detail design phase, and developed in consultation with, and submitted for review to, MHSTCI and interested persons/organizations (e.g. municipal heritage planner and/or municipal heritage committee), including Indigenous communities as appropriate. The HIA will discuss the alternatives considered and recommend the alternative to minimize or mitigate adverse effects on the CHL.</p>	Post-TPAP CHER/HIA


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CHR #	Address	Resource Type	Photograph	Heritage Status	Property Description	Description of Potential/Anticipated Impact	Mitigation Measures	Recommendation
5	63 Water St S	Commercial		Candidate	Design/Physical: Queen Anne style building with a single storey commercial addition to the front of the building. Two and a half storeys, irregular plan, rounded second storey tower, multi-sloped roof. Historical/Associative: Built circa 1880-1910. Contextual: Located within the historic core of Galt. Water Street is a historically surveyed road, and one of the historic main streets of downtown Galt.	Direct: Direct Impacts resulting in the demolition of this structure is proposed to accommodate the construction of an LRT station platform, bus shelters, pedestrian walkways, bus bays, and the regrading of Bruce Street between Water Street and Ainslie Street.	Preferred Option: Demolition of the subject property should be avoided by relocating the proposed LRT platform. Alternative option: If the proposed impacts are required, a CHER will be undertaken by a qualified cultural heritage specialist during TPAP, and developed in consultation with, and submitted for review to, MHSTCI and interested persons/organizations (e.g. municipal heritage planner and/or municipal heritage committee), including Indigenous communities as appropriate.	TPAP CHER
6	3 Bruce St	Commercial		Candidate	Design/Physical: One-and-a-half storey vernacular building, with a steep-pitch gable roof, symmetrical east facing façade with a central entrance door. North elevation has two bays, with rear extensions off of the west elevation. Historical/Associative: Built after 1878. Contextual: Located within the historic core of Galt. Bruce Street is a historically surveyed road.	The subject property is not anticipated to be directly or indirectly impacted by the undertaking. Encroachment along the rail corridor is expected to the side of the property along the rail corridor to accommodate rail infrastructure, sidewalks and regrading. This encroachment does not exceed extant property limits and is not anticipated to result in indirect adverse impacts, including changes to land use, land disturbance or impacts to important views.	No further recommendations required to mitigate this impact. Should future alterations to the proposed design introduce potential impacts, these impacts are to be assessed by a qualified cultural heritage professional in an addendum MHSTCI, and submitted to the MHSTCI for review	No further heritage work required at this time.


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CHR #	Address	Resource Type	Photograph	Heritage Status	Property Description	Description of Potential/Anticipated Impact	Mitigation Measures	Recommendation
7	5 Bruce St	Residential		Candidate	<p>Design/Physical: Two storey vernacular building, with Edwardian influences. A rectangular plan with covered entranceway.</p> <p>Historical/Associative: Built circa 1900-1930.</p> <p>Contextual: Located within the historic core of Galt. Bruce Street is a historically surveyed road.</p>	The subject property is not anticipated to be directly or indirectly impacted by the undertaking. Encroachment along the rail corridor is expected to the side of the property along the rail corridor to accommodate rail infrastructure, sidewalks and regrading. This encroachment does not exceed extant property limits and is not anticipated to result in indirect adverse impacts, including changes to land use, land disturbance or impacts to important views.	No further recommendations required to mitigate this impact. Should future alterations to the proposed design introduce potential impacts, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review	No further heritage work required at this time.



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CHR #	Address	Resource Type	Photograph	Heritage Status	Property Description	Description of Potential/Anticipated Impact	Mitigation Measures	Recommendation
8	68 Ainslie St S	Residential		Candidate	<p>Design/Physical: Georgian style stone building, two-and-a-half storeys, three bays, with a stone wing at the rear. Symmetrical front façade with a central entranceway flanked by window openings.</p> <p>Historical/Associative: Built 1888.</p> <p>Contextual: Located within the historic core of Galt. Ainslie Street is a historically surveyed road, and one of the historic main streets of downtown Galt.</p>	<p>Direct: Minor direct and indirect adverse impacts are anticipated as a result of the proposed undertaking. Direct Impacts resulting in the alteration of landscape features is proposed to accommodate the LRT alignment and pedestrian walkways. Encroachment along the rail corridor is expected that exceeds extant property limits. This potentially impacts the cultural heritage values of this property within its context within the Galt Core CHL.</p>	<p>Preferred Option: Alteration should be avoided by relocating the proposed LRT platform and connection at Wellington Street. Alteration of the Galt Core CHL should be avoided. Alternative option: If the proposed impacts are required, this property will be included within a CHER/HIA undertaken for the Galt Core CHL by a qualified cultural heritage specialist during the detail design phase, and developed in consultation with, and submitted for review to, MHSTCI and interested persons/organizations (e.g. municipal heritage planner and/or municipal heritage committee), including Indigenous communities as appropriate. The HIA will discuss the alternatives considered and recommend the alternative to minimize or mitigate adverse effects on the CHL. Vibration monitoring should be undertaken during construction to monitor potential vibration impacts.</p>	<p>Post-TPAP CHER/HIA - Included within recommended Galt Core CHER/HIA.</p>



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CHR #	Address	Resource Type	Photograph	Heritage Status	Property Description	Description of Potential/Anticipated Impact	Mitigation Measures	Recommendation
9	70 Ainslie St S	Residential	00 	Candidate	<p>Design/Physical: Georgian style stone building, two-and-a-half storeys, three bays, with a stone wing at the rear. Symmetrical front façade with a central entranceway flanked by window openings.</p> <p>Historical/Associative: Built 1888.</p> <p>Contextual: Located within the historic core of Galt. Ainslie Street is a historically surveyed road, and one of the historic main streets of downtown Galt.</p>	<p>Direct: Minor direct and indirect adverse impacts are anticipated as a result of the proposed undertaking. Direct Impacts resulting in the alteration of landscape features is proposed to accommodate the LRT alignment and pedestrian walkways. Encroachment along the rail corridor is expected that exceeds extant property limits. This potentially impacts the cultural heritage values of this property within its context within the Galt Core CHL.</p>	<p>Preferred Option: Alteration should be avoided by relocating the proposed LRT platform and connection at Wellington Street. Alteration of the Galt Core CHL should be avoided. Alternative option: If the proposed impacts are required, this property will be included within a CHER/HIA undertaken for the Galt Core CHL by a qualified cultural heritage specialist during the detail design phase, and developed in consultation with, and submitted for review to, MHSTCI and interested persons/organizations (e.g. municipal heritage planner and/or municipal heritage committee), including Indigenous communities as appropriate. The HIA will discuss the alternatives considered and recommend the alternative to minimize or mitigate adverse effects on the CHL. Vibration monitoring should be undertaken during construction to monitor potential vibration impacts.</p>	<p>Post-TPAP CHER/HIA - Included within recommended Galt Core CHER/HIA.</p>


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CHR #	Address	Resource Type	Photograph	Heritage Status	Property Description	Description of Potential/Anticipated Impact	Mitigation Measures	Recommendation
10	71 and 73 Ainslie St S	Residential		Listed – City of Cambridge Heritage Properties Register	Design/Physical: Victorian style orange brick building, two storeys, with large semi-circular central arched bay, and two triangular roofed bays. Symmetrical front façade with a central entranceway and verandah flanked by window openings. Historical/Associative: Built circa 1880-1910. Contextual: Located within the historic core of Galt. Ainslie Street is a historically surveyed road, and one of the historic main streets of downtown Galt.	The subject property is not anticipated to be directly or indirectly impacted by the undertaking. Encroachment along the rail corridor is expected along the front of the property along the rail corridor to accommodate rail infrastructure, sidewalks and regrading. This encroachment does not exceed extant property limits and is not anticipated to result in indirect adverse impacts, including changes to land use, land disturbance or impacts to important views.	No further recommendations required to mitigate this impact. Should future alterations to the proposed design introduce potential impacts, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review	No further heritage work required at this time.
11	69 Ainslie St S	Vacant		Candidate	Design/Physical: Remaining built features include a one-storey building with hip roof and one-storey extension with a flat roof; brick chimney; and window opening. Historical/Associative: Built 1887. According to the City of Cambridge Archives, the mill was built in 1878 by a Glasgow firm, then acquired in 1886 by the Galt industrialist Thomas Todd, along with his son, Martin, and a man named John Scott. Contextual: Located within the historic core of Galt. Ainslie Street is a historically surveyed road, and one of the historic main streets of downtown Galt.	Direct: Direct Impacts resulting in the demolition of this structure is proposed to accommodate the construction of an LRT station platform, bus shelters, pedestrian walkways, bus bays, and the regrading of Bruce Street between Water Street and Ainslie Street.	Preferred Option: Demolition of the subject property should be avoided by relocating the proposed LRT platform. Alternative option: If the proposed impacts are required, a CHER will be undertaken by a qualified cultural heritage specialist during TPAP, and developed in consultation with, and submitted for review to, MHSTCI and interested persons/organizations (e.g. municipal heritage planner and/or municipal heritage committee), including Indigenous communities as appropriate.	TPAP CHER


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12	1 Valour Pl	Institutional		Listed – City of Cambridge Heritage Properties Register	<p>Design/Physical: The Armoury is an example of a smaller armoury of the 1910-1920 period. It is constructed in a Tudor-influenced style with fortress-like detailing executed in stone and brick. The large, functional space of the main drill hall is made possible by the ability of the truss system to span a wide area. Distinguished by its good craftsmanship and functional design, the armoury also contains offices, stores and other facilities. David Ewart (Ewert?) was the architect.</p> <p>Historical/Associative: Built 1914-15. The Armoury is associated with the development of Canada's militia and makes a significant contribution to the city. The building is the home of the Highland Fusiliers of Canada, successor to the 29th Waterloo Infantry Battalion, formed in 1866 later known as the Highland Light Infantry of Canada.</p> <p>Contextual: Located within the historic core of Galt. The Armoury is compatible with the present character of the downtown public, commercial, and industrial core and is familiar to town residents, visitors and to those travelling along Ainslie Street South.</p>	The subject property is not anticipated to be directly or indirectly impacted by the undertaking. Encroachment along the rail corridor is expected to the rear of the property along the rail corridor to accommodate rail infrastructure, sidewalks and regrading. This encroachment does not exceed extant property limits and is not anticipated to result in indirect adverse impacts, including changes to land use, land disturbance or impacts to important views.	No further recommendations required to mitigate this impact. Should future alterations to the proposed design introduce potential impacts, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review	No further heritage work required at this time.
13	1 Wellington St	Commercial		Candidate	<p>Design/Physical: Two storey commercial building with Edwardian style influences, hipped roof, long rectangular plan with large commercial windows on the first storey.</p> <p>Historical/Associative: Built 1880-1920.</p> <p>Contextual: This property is part of the Wellington St Streetscape and contributes to the historic character of Galt.</p>	Direct: Direct Impacts resulting in the demolition of the subject structure is proposed to accommodate the LRT alignment and pedestrian walkways at the intersection of Wellington Street and Main Street.	<p>Preferred Option: Demolition of the subject property should be avoided by relocating the proposed LRT connection at Wellington Street.</p> <p>Alternative option: If the proposed impacts are required, a CHER will be undertaken by a qualified cultural heritage specialist during TPAP, and developed in consultation with, and submitted for review to, MHSTCI and interested persons/organizations (e.g. municipal heritage planner and/or municipal heritage committee), including Indigenous communities as appropriate.</p>	TPAP CHER


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CHR #	Address	Resource Type	Photograph	Heritage Status	Property Description	Description of Potential/Anticipated Impact	Mitigation Measures	Recommendation
14	138 Main Street	Commercial		Listed – City of Cambridge Heritage Properties Register	<p><b>Design/Physical:</b> Three storey Second Empire style commercial building. Typified by its mansard roof, with dormer windows perforating the steep roof and corner tower, one of the last in the downtown core.</p> <p><b>Historical/Associative:</b> Built 1888. Known as the Royal Hotel was constructed for George Stevens along the former Grand Trunk Railway line connecting Guelph and Cambridge to Brantford and Hamilton.</p> <p><b>Contextual:</b> This property is part of the candidate CHL Main Street Streetscape and contributes to the historic character of Galt.</p>	The subject property is anticipated to be directly impacted by alterations to the landscape to accommodate LRT infrastructure. Encroachment along the rail corridor is expected along the rail corridor to accommodate rail infrastructure, sidewalks, curbs and regrading. Although this encroachment exceeds extant property limits, these proposed impacts are not anticipated to adversely impact the potential CHVI of the property. This encroachment is not anticipated to result in indirect adverse impacts, including changes to land use, land disturbance or impacts to important views.	<p>Preferred Option: Alteration should be avoided by relocating the proposed LRT infrastructure.</p> <p>Alternative option: If the proposed impacts are required, this property will be included within a CHER/HIA undertaken for the Galt Core CHL by a qualified cultural heritage specialist during the detail design phase, and developed in consultation with, and submitted for review to, MHSTCI and interested persons/organizations (e.g. municipal heritage planner and/or municipal heritage committee), including Indigenous communities as appropriate. The HIA will discuss the alternatives considered and recommend the alternative to minimize or mitigate adverse effects on the CHL. Vibration monitoring should be undertaken during construction to monitor potential vibration impacts.</p>	Post-TPAP CHER/HIA - Included within recommended Galt Core CHER/HIA.


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15	14 Wellington St	Commercial		Candidate	Design/Physical: Two storey commercial building, flat roof, long rectangular plan with large commercial windows on the first storey flanking a central entranceway. Historical/Associative: Built 1880-1920. Contextual: This property is part of the Wellington St Streetscape and the historic character of Galt.	The subject property is anticipated to be directly impacted by alterations to the landscape to accommodate LRT infrastructure. Encroachment along the rail corridor is expected along the rail corridor to accommodate rail infrastructure, sidewalks, curbs and regrading. Although this encroachment exceeds extant property limits, these proposed impacts are not anticipated to adversely impact the potential CHVI of the property. This encroachment is not anticipated to result in indirect adverse impacts, including changes to land use, land disturbance or impacts to important views.	Preferred Option: Alteration should be avoided by relocating the proposed LRT infrastructure. Alternative option: If the proposed impacts are required, this property will be included within a CHER/HIA undertaken for the Galt Core CHL by a qualified cultural heritage specialist during the detail design phase, and developed in consultation with, and submitted for review to, MHSTCI and interested persons/organizations (e.g. municipal heritage planner and/or municipal heritage committee), including Indigenous communities as appropriate. The HIA will discuss the alternatives considered and recommend the alternative to minimize or mitigate adverse effects on the CHL. Vibration monitoring should be undertaken during construction to monitor potential vibration impacts.	Post-TPAP CHER/HIA - Included within recommended Galt Core CHER/HIA.



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16	15 Wellington St	Institutional		Listed – City of Cambridge Heritage Properties Register	Design/Physical: Built by James Dalgleish the church structure combines the Gothic and Italianate styles in ashlar limestone. Includes stone parapets incorporated into the roofline. A Sunday School addition was added in 1929. Historical/Associative: Built 1863. Identified as a Cambridge Landmarks, known as the First United Church. The church was opened by Dr. Joseph T. Cooper, moderator of the United Presbyterian Church of North America. Contextual: This property is part of the candidate CHL Main Street Streetscape and contributes to the historic character of Galt.	The subject property is anticipated to be directly impacted by alterations to the landscape to accommodate LRT infrastructure. Encroachment along the rail corridor is expected along the rail corridor to accommodate rail infrastructure, sidewalks, curbs and regrading. Although this encroachment exceeds extant property limits, these proposed impacts are not anticipated to adversely impact the potential CHVI of the property. This encroachment is not anticipated to result in indirect adverse impacts, including changes to land use, land disturbance or impacts to important views.	Preferred Option: Alteration should be avoided by relocating the proposed LRT infrastructure. Alternative option: If the proposed impacts are required, this property will be included within a CHER/HIA undertaken for the Galt Core CHL by a qualified cultural heritage specialist during the detail design phase, and developed in consultation with, and submitted for review to, MHSTCI and interested persons/organizations (e.g. municipal heritage planner and/or municipal heritage committee), including Indigenous communities as appropriate. The HIA will discuss the alternatives considered and recommend the alternative to minimize or mitigate adverse effects on the CHL. Vibration monitoring should be undertaken during construction to monitor potential vibration impacts.	Post-TPAP CHER/HIA - Included within recommended Galt Core CHER/HIA.



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CHR #	Address	Resource Type	Photograph	Heritage Status	Property Description	Description of Potential/Anticipated Impact	Mitigation Measures	Recommendation
17	Ainslie Street Streetscape Viewscape	Streetscape		Inventory – Region of Waterloo	<p>Design/Physical: The skyline is dominated by public and commercial buildings. Consists of examples of stone and brick masonry construction and a variety of architectural styles in high quality designs.</p> <p>Historical/Associative: Ainslie Street is a historically surveyed road, and one of the historic main streets of downtown Galt.</p> <p>Contextual: Located within the historic core of Galt. Scenic views along this street to the buildings that line the street, which have been identified by the region of Waterloo.</p>	Direct and indirect adverse impacts to the Ainslie Street Viewscape are anticipated at the intersection of Bruce St. and Ainslie Street. These alterations have the potential to impact this significant resource through alteration to views and vistas along the streetscape, and destruction or alteration of urban streetscape features which may contribute to the significance of this resource, e.g. curbs, sidewalks, street trees.	Recommend: A CHER/HIA will be undertaken for the Ainslie Street Viewscape by a qualified cultural heritage specialist during the detail design phase, and developed in consultation with, and submitted for review to, MHSTCI and interested persons/organizations (e.g. municipal heritage planner and/or municipal heritage committee), including Indigenous communities as appropriate. The HIA will discuss the alternatives considered and recommend the alternative to minimize or mitigate adverse effects on the Viewscape. Vibration monitoring should be undertaken during construction to monitor potential vibration impacts.	Post-TPAP CHER/HIA



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CHR #	Address	Resource Type	Photograph	Heritage Status	Property Description	Description of Potential/Anticipated Impact	Mitigation Measures	Recommendation
18	Main Street Viewscape	Streetscape		Candidate	<p>Design/Physical: This streetscape consists of brick and stone construction; three-storey height with flat roofs; regularly placed windows; rectangular and arched windows; street-wall formed by buildings along the corridor; views of the buildings lining the street; steeples in view; and views to Grand River. The south side of Main St between Ainslie and Water is designated under Part V of the Ontario Heritage Act as the Main Street Heritage Conservation District.</p> <p>Historical/Associative: Main Street is a historically surveyed road, and one of the historic main streets of downtown Galt.</p> <p>Contextual: The Waterloo Community-University Research Alliance (CURA) recently completed an assessment of viewscales for downtown Cambridge (Galt). In their 2006 monograph, they identify the key views within this area as being north-south views along the river, primarily from the bridges, and east-west views to and from Queen's Square, primarily along Main Street. In general, they note that the Galt skyline is defined by church steeples and the town hall tower and is thus "legible".</p>	Direct and indirect adverse impacts to the Main Street Viewscape are anticipated at the intersection of Wellington Street and Main Street. These alterations have the potential to impact this significant resource through alteration to views and vistas along the streetscape, and destruction or alteration of urban streetscape features which may contribute to the significance of this resource, e.g. curbs, sidewalks, street trees.	Recommend: A CHER/HIA will be undertaken for the Main Street Viewscape by a qualified cultural heritage specialist during the detail design phase, and developed in consultation with, and submitted for review to, MHSTCI and interested persons/organizations (e.g. municipal heritage planner and/or municipal heritage committee), including Indigenous communities as appropriate. The HIA will discuss the alternatives considered and recommend the alternative to minimize or mitigate adverse effects on the Viewscape. Vibration monitoring should be undertaken during construction to monitor potential vibration impacts.	Post-TPAP CHER/HIA
19	1 Beverly St	Residential		Candidate	<p>Design/Physical: 1 Beverley Street includes a one storey dwelling with stone foundation, angel stone cladding on the front façade and horizontal vinyl or aluminum siding on the side elevations. The roofline is hipped with central gable and a gabled front porch is attached to the front facade. A stone retaining wall also runs along the front of the property's perimeter.</p> <p>Historical/Associative: Built circa 1830-1890.</p> <p>Contextual: This property is part of the Beverly Streetscape and the historic character of Galt.</p>	The subject property is not anticipated to be directly or indirectly impacted by the undertaking. Encroachment along the rail corridor is expected to the rear of the property along the existing pathway corridor to accommodate rail infrastructure and a new pedestrian walkway. This encroachment does not exceed extant property limits and is not anticipated to result in indirect adverse impacts, including changes to land use, land disturbance or impacts to important views.	No further recommendations required to mitigate this impact. Should future alterations to the proposed design introduce potential impacts, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review	No further heritage work required at this time.



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CHR #	Address	Resource Type	Photograph	Heritage Status	Property Description	Description of Potential/Anticipated Impact	Mitigation Measures	Recommendation
20	5 Beverly St	Residential		Candidate	<p>Design/Physical: 5 Beverley Street includes a one storey yellow brick saltbox dwelling with stone foundation. The front façade includes a small front porch and segmentally arched windows and a door.</p> <p>Historical/Associative: Built 1875.</p> <p>Contextual: This property is part of the Beverly Streetscape and the historic character of Galt.</p>	The subject property is not anticipated to be directly or indirectly impacted by the undertaking. Encroachment along the rail corridor is expected to the rear of the property along the existing pathway corridor to accommodate rail infrastructure and a new pedestrian walkway. This encroachment does not exceed extant property limits and is not anticipated to result in indirect adverse impacts, including changes to land use, land disturbance or impacts to important views.	No further recommendations required to mitigate this impact. Should future alterations to the proposed design introduce potential impacts, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review	No further heritage work required at this time.
21	9 Beverly St	Residential		Candidate	<p>Design/Physical: 9 Beverley Street includes a one-and-a-half storey rectangular dwelling with a front gabled roof with cornice returns. The front gable features an arched window. The first floor of the front façade and side elevations are clad in horizontal vinyl or aluminum siding.</p> <p>Historical/Associative: Built 1863.</p> <p>Contextual: This property is part of the Beverly Streetscape and the historic character of Galt.</p>	The subject property is not anticipated to be directly or indirectly impacted by the undertaking. Encroachment along the rail corridor is expected to the rear of the property along the existing pathway corridor to accommodate rail infrastructure and a new pedestrian walkway. This encroachment does not exceed extant property limits and is not anticipated to result in indirect adverse impacts, including changes to land use, land disturbance or impacts to important views.	No further recommendations required to mitigate this impact. Should future alterations to the proposed design introduce potential impacts, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review	No further heritage work required at this time.



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22	11 Beverly St	Residential		Candidate	<p>Design/Physical: 11 Beverly Street contains a one-storey stone dwelling with a cross-gabled roof and stone chimney. The front façade is clad in a more modern stone material than the south elevation and the chimney.</p> <p>Historical/Associative: Built 1863.</p> <p>Contextual: The property is part of the Beverly Streetscape and the historic character of Galt.</p>	The subject property is not anticipated to be directly or indirectly impacted by the undertaking. Encroachment along the rail corridor is expected to the rear of the property along the existing pathway corridor to accommodate rail infrastructure and a new pedestrian walkway. This encroachment does not exceed extant property limits and is not anticipated to result in indirect adverse impacts, including changes to land use, land disturbance or impacts to important views.	No further recommendations required to mitigate this impact. Should future alterations to the proposed design introduce potential impacts, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review	No further heritage work required at this time.
23	23 Beverly St	Residential		Candidate	<p>Design/Physical: 23 Beverley Street contains a one storey vinyl or aluminum clad, hipped-roof dwelling with a field stone foundation. The front façade includes a projecting enclosed porch.</p> <p>Historical/Associative: Built 1833.</p> <p>Contextual: A part of the Beverly Streetscape and the historic character of Galt.</p>	The subject property is not anticipated to be directly or indirectly impacted by the undertaking. Encroachment along the rail corridor is expected to the rear of the property along the existing pathway corridor to accommodate rail infrastructure and a new pedestrian walkway. This encroachment does not exceed extant property limits and is not anticipated to result in indirect adverse impacts, including changes to land use, land disturbance or impacts to important views.	No further recommendations required to mitigate this impact. Should future alterations to the proposed design introduce potential impacts, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review	No further heritage work required at this time.



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24	25 Beverly St	Residential		Candidate	<p>Design/Physical: 25 Beverley Street consists of a one storey hipped roof dwelling with angelstone cladding and a parged foundation. The front façade includes a central door flanked by windows of differing sizes.</p> <p>Historical/Associative: Built 1868</p> <p>Contextual: This property is part of the Beverly Streetscape and the historic character of Galt.</p>	The subject property is not anticipated to be directly or indirectly impacted by the undertaking. Encroachment along the rail corridor is expected to the rear of the property along the existing pathway corridor to accommodate rail infrastructure and a new pedestrian walkway. This encroachment does not exceed extant property limits and is not anticipated to result in indirect adverse impacts, including changes to land use, land disturbance or impacts to important views.	No further recommendations required to mitigate this impact. Should future alterations to the proposed design introduce potential impacts, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review	No further heritage work required at this time.
25	29 Beverly St	Residential		Candidate	<p>Design/Physical: 29 Beverley Street consists of a one-and-a-half-storey dwelling with a side gable roof with cornice returns. The dwelling is clad in horizontal vinyl or aluminum siding and the foundation have been parged. The windows are covered with aluminum storm windows but are two-over-two windows that appear to be wood.</p> <p>Historical/Associative: Built 1833.</p> <p>Contextual: A part of the Beverly Streetscape and the historic character of Galt.</p>	The subject property is not anticipated to be directly or indirectly impacted by the undertaking. Encroachment along the rail corridor is expected to the rear of the property along the existing pathway corridor to accommodate rail infrastructure and a new pedestrian walkway. This encroachment does not exceed extant property limits and is not anticipated to result in indirect adverse impacts, including changes to land use, land disturbance or impacts to important views.	No further recommendations required to mitigate this impact. Should future alterations to the proposed design introduce potential impacts, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review	No further heritage work required at this time.



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CHR #	Address	Resource Type	Photograph	Heritage Status	Property Description	Description of Potential/Anticipated Impact	Mitigation Measures	Recommendation
26	31-35 Beverly St	Residential		Candidate	<p>Design/Physical: 31-35 Beverley Street contains a single storey side gable roofed semi-detached dwelling. It is clad in a mixture of horizontal vinyl or aluminum siding and angelstone with a metal clad roof and parged foundation.</p> <p>Historical/Associative: Built 1885.</p> <p>Contextual: A part of the Beverly Streetscape and the historic character of Galt.</p>	The subject property is not anticipated to be directly or indirectly impacted by the undertaking. Encroachment along the rail corridor is expected to the rear of the property along the existing pathway corridor to accommodate rail infrastructure and a new pedestrian walkway. This encroachment does not exceed extant property limits and is not anticipated to result in indirect adverse impacts, including changes to land use, land disturbance or impacts to important views.	No further recommendations required to mitigate this impact. Should future alterations to the proposed design introduce potential impacts, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review	No further heritage work required at this time.
27	37 Beverly St	Residential		Listed – City of Cambridge Heritage Properties Register	<p>Design/Physical: Design/Physical: 37 Beverley Street contains a one-and-a-half-storey stone dwelling with a cross hipped roof with side dormers. A shed roofed front porch extends across the front façade and is supported by square Tuscan columns on a stone base. Additionally, the front façade features a dressed and cut stone and the side elevations are of rubble stone construction.</p> <p>Historical/Associative: Built 1888.</p> <p>Contextual: A part of the Beverly Streetscape and the historic character of Galt.</p>	The subject property is not anticipated to be directly or indirectly impacted by the undertaking. Encroachment along the rail corridor is expected to the rear of the property along the existing pathway corridor to accommodate rail infrastructure and a new pedestrian walkway. This encroachment does not exceed extant property limits and is not anticipated to result in indirect adverse impacts, including changes to land use, land disturbance or impacts to important views.	No further recommendations required to mitigate this impact. Should future alterations to the proposed design introduce potential impacts, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review	No further heritage work required at this time.



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28	41 Beverly St	Residential		Listed – City of Cambridge Heritage Properties Register	<p>Design/Physical: 41 Beverley Street contains a two-storey dwelling with a side gable roof. The dwelling is clad in horizontal aluminum or vinyl siding and has asymmetrical window openings.</p> <p>Historical/Associative: Built 1910.</p> <p>Contextual: The property is part of the Beverly Streetscape and the historic character of Galt.</p>	The subject property is not anticipated to be directly or indirectly impacted by the undertaking. Encroachment along the rail corridor is expected to the rear of the property along the existing pathway corridor to accommodate rail infrastructure and a new pedestrian walkway. This encroachment does not exceed extant property limits and is not anticipated to result in indirect adverse impacts, including changes to land use, land disturbance or impacts to important views.	No further recommendations required to mitigate this impact. Should future alterations to the proposed design introduce potential impacts, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review	No further heritage work required at this time.
29	43 Beverly St	Residential		Listed – City of Cambridge Heritage Properties Register	<p>Design/Physical: 43 Beverley Street features a two-storey painted brick dwelling with a front gable roof. The window placement on the front façade is unusual with two large window openings centrally located and a small window off to the side on the second floor. The foundation is of stone and have been partially parged and painted.</p> <p>Historical/Associative: Built 1910.</p> <p>Contextual: The property is part of the Beverly Streetscape and the historic character of Galt.</p>	The subject property is not anticipated to be directly or indirectly impacted by the undertaking. Encroachment along the rail corridor is expected to the rear of the property along the existing pathway corridor to accommodate rail infrastructure and a new pedestrian walkway. This encroachment does not exceed extant property limits and is not anticipated to result in indirect adverse impacts, including changes to land use, land disturbance or impacts to important views.	No further recommendations required to mitigate this impact. Should future alterations to the proposed design introduce potential impacts, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review	No further heritage work required at this time.



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30	45 Beverly St	Residential		Candidate	<p>Design/Physical: 45 Beverly Street contains a two-storey yellow brick Edwardian influenced dwelling, segmental window and door openings and a large front porch. The front porch is supported by Tuscan columns and includes a modern rail. This dwelling bears striking resemblance to 131 Beverly Street.</p> <p>Historical/Associative: Built 1888.</p> <p>Contextual: The property is part of the Beverly Streetscape and the historic character of Galt.</p>	The subject property is not anticipated to be directly or indirectly impacted by the undertaking. Encroachment along the rail corridor is expected to the rear of the property along the existing pathway corridor to accommodate rail infrastructure and a new pedestrian walkway. This encroachment does not exceed extant property limits and is not anticipated to result in indirect adverse impacts, including changes to land use, land disturbance or impacts to important views.	No further recommendations required to mitigate this impact. Should future alterations to the proposed design introduce potential impacts, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review	No further heritage work required at this time.
31	57 Beverly St	Residential		Candidate	<p>Design/Physical: 57 Beverly Street contains a one-and-a-half storey painted brick Ontario Gothic cottage dwelling with an enclosed front porch. The central gable includes an arched window opening.</p> <p>Historical/Associative: Built 1890.</p> <p>Contextual: A part of the Beverly Streetscape and the historic character of Galt. The structure is built on the hill overlooking Mill Creek</p>	The subject property is not anticipated to be directly or indirectly impacted by the undertaking. Encroachment along the rail corridor is expected to the rear of the property along the existing pathway corridor to accommodate rail infrastructure and a new pedestrian walkway. This encroachment does not exceed extant property limits and is not anticipated to result in indirect adverse impacts, including changes to land use, land disturbance or impacts to important views.	No further recommendations required to mitigate this impact. Should future alterations to the proposed design introduce potential impacts, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review	No further heritage work required at this time.



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CHR #	Address	Resource Type	Photograph	Heritage Status	Property Description	Description of Potential/Anticipated Impact	Mitigation Measures	Recommendation
32	61-63 Beverly St	Residential		Candidate	<p>Design/Physical: 61 and 63 Beverly Street contain two-storey semi-detached brick dwellings with covered front entrances that span the length of the facades. 61 Beverley Street displays the original yellow brick and 63 Beverley Street is painted red, both have a decorative band of brick underneath the cornice. The simplicity of the dwellings design suggests an Edwardian influence.</p> <p>Historical/Associative: Built 1924.</p> <p>Contextual: The properties are part of the Beverly Streetscape and the historic character of Galt. The properties also overlook Mill Creek at the rear of the properties.</p>	The subject property is not anticipated to be directly or indirectly impacted by the undertaking. Encroachment along the rail corridor is expected to the rear of the property along the existing pathway corridor to accommodate rail infrastructure and a new pedestrian walkway. This encroachment does not exceed extant property limits and is not anticipated to result in indirect adverse impacts, including changes to land use, land disturbance or impacts to important views.	No further recommendations required to mitigate this impact. Should future alterations to the proposed design introduce potential impacts, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review	No further heritage work required at this time.
33	67 Beverly St	Residential		Candidate	<p>Design/Physical: 67 and 69 Beverley Street contain a semi-detached dwelling in the Ontario Gothic cottage style. The dwelling is clad in horizontal aluminum or vinyl siding and has a metal roof. The gable peak contains a rectangular shaped window.</p> <p>Historical/Associative: Built in 1880 (Region of Waterloo 2016).</p> <p>Contextual: The property is part of the Beverly Streetscape and the historic character of Galt. The structure is also built on the hill overlooking Mill Creek.</p>	The subject property is not anticipated to be directly or indirectly impacted by the undertaking. Encroachment along the rail corridor is expected to the rear of the property along the existing pathway corridor to accommodate rail infrastructure and a new pedestrian walkway. This encroachment does not exceed extant property limits and is not anticipated to result in indirect adverse impacts, including changes to land use, land disturbance or impacts to important views.	No further recommendations required to mitigate this impact. Should future alterations to the proposed design introduce potential impacts, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review	No further heritage work required at this time.



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CHR #	Address	Resource Type	Photograph	Heritage Status	Property Description	Description of Potential/Anticipated Impact	Mitigation Measures	Recommendation
34	69 Beverly St	Residential		Candidate	<p>Design/Physical: 67 and 69 Beverley Street contain a semi-detached dwelling in the Ontario Gothic cottage style. The dwelling is clad in horizontal aluminum or vinyl siding and has a metal roof. The gable peak contains a rectangular shaped window.</p> <p>Historical/Associative: Built in 1880 (Region of Waterloo 2016).</p> <p>Contextual: The property is part of the Beverly Streetscape and the historic character of Galt. The structure is also built on the hill overlooking Mill Creek.</p>	The subject property is not anticipated to be directly or indirectly impacted by the undertaking. Encroachment along the rail corridor is expected to the rear of the property along the existing pathway corridor to accommodate rail infrastructure and a new pedestrian walkway. This encroachment does not exceed extant property limits and is not anticipated to result in indirect adverse impacts, including changes to land use, land disturbance or impacts to important views.	No further recommendations required to mitigate this impact. Should future alterations to the proposed design introduce potential impacts, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review	No further heritage work required at this time.
35	71 Beverly St	Residential		Inventory – Region of Waterloo	<p>Design/Physical: 71 Beverley Street contains a small, rectangular plan, one-and-a-half storey yellow brick dwelling. The front facing gable roof includes cornice returns and has a rectangular shaped window in the peak. An enclosed front entrance and the vinyl or aluminum siding are later additions to this dwelling.</p> <p>Historical/Associative: Built circa 1880-1930.</p> <p>Contextual: The property is part of the Beverly Streetscape and the historic character of Galt. The structure is built on the hill overlooking Mill Creek.</p>	The subject property is not anticipated to be directly or indirectly impacted by the undertaking. Encroachment along the rail corridor is expected to the rear of the property along the existing pathway corridor to accommodate rail infrastructure and a new pedestrian walkway. This encroachment does not exceed extant property limits and is not anticipated to result in indirect adverse impacts, including changes to land use, land disturbance or impacts to important views.	No further recommendations required to mitigate this impact. Should future alterations to the proposed design introduce potential impacts, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review	No further heritage work required at this time.


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36	73-75 Beverly St	Residential		Inventory – Region of Waterloo	<p>Design/Physical: 73-75 Beverly Street contains a one storey hipped roof semi-detached dwelling. The dwelling is clad in horizontal vinyl or aluminum siding and has a parged foundation.</p> <p>Historical/Associative: Built in 1880 (Region of Waterloo 2016).</p> <p>Contextual: The property is part of the Beverly Streetscape and the historic character of Galt. The structure is also built on the hill overlooking Mill Creek.</p>	The subject property is not anticipated to be directly or indirectly impacted by the undertaking. Encroachment along the rail corridor is expected to the rear of the property along the existing pathway corridor to accommodate rail infrastructure and a new pedestrian walkway. This encroachment does not exceed extant property limits and is not anticipated to result in indirect adverse impacts, including changes to land use, land disturbance or impacts to important views.	No further recommendations required to mitigate this impact. Should future alterations to the proposed design introduce potential impacts, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review	No further heritage work required at this time.
37	77 Beverly St	Residential		Inventory – Region of Waterloo	<p>Design/Physical: 77 Beverly Street contains a one-and-a-half-storey side gabled dwelling. The front façade is symmetrical with a centrally located front door flanked by a rectangular window on each side. The front entrance also includes a covered front porch. The exterior of the dwelling is clad in horizontal aluminum or vinyl siding, with faux shutter around the windows and a parged foundation.</p> <p>Historical/Associative: Built in 1888 (Region of Waterloo 2016).</p> <p>Contextual: The property is part of the Beverly Streetscape and the historic character of Galt. The structure is also built on the hill overlooking Mill Creek.</p>	The subject property is not anticipated to be directly or indirectly impacted by the undertaking. Encroachment along the rail corridor is expected to the rear of the property along the existing pathway corridor to accommodate rail infrastructure and a new pedestrian walkway. This encroachment does not exceed extant property limits and is not anticipated to result in indirect adverse impacts, including changes to land use, land disturbance or impacts to important views.	No further recommendations required to mitigate this impact. Should future alterations to the proposed design introduce potential impacts, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review	No further heritage work required at this time.


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38	83 Beverly St	Residential		Inventory – Region of Waterloo	<p>Design/Physical: 83 Beverley Street contains a red-brick dwelling with a side gable roof and side chimney. The central front door is flanked by a window opening on each side and a covered porch extends across the length of the front façade. This may be a modern replacement of the 1850s home or heavily modified.</p> <p>Historical/Associative: Built in 1950.</p> <p>Contextual: A part of the Beverly Streetscape and the historic character of Galt. The structure is built on the hill overlooking Mill Creek.</p>	The subject property is not anticipated to be directly or indirectly impacted by the undertaking. Encroachment along the rail corridor is expected to the rear of the property along the existing pathway corridor to accommodate rail infrastructure and a new pedestrian walkway. This encroachment does not exceed extant property limits and is not anticipated to result in indirect adverse impacts, including changes to land use, land disturbance or impacts to important views.	No further recommendations required to mitigate this impact. Should future alterations to the proposed design introduce potential impacts, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review	No further heritage work required at this time.
39	87 Beverly St	Residential		Inventory – Region of Waterloo	<p>Design/Physical: 87 Beverley Street contains a one-and-a-half storey dwelling with a side gable roofline and a central dormer on the front façade. It is clad in red rug brick and has quoining details on the corners.</p> <p>Historical/Associative: Built in 1888 (Region of Waterloo 2016).</p> <p>Contextual: The property is part of the Beverly Streetscape and the historic character of Galt. The structure is also built on the hill overlooking Mill Creek.</p>	Minor direct and indirect adverse impacts are anticipated as a result of the proposed undertaking. Encroachment along the rail corridor is expected to the rear of the property along the existing pathway corridor to accommodate rail infrastructure and a new pedestrian walkway. While this encroachment exceeds extant property limits, this encroachment is from the rear of the property and will not affect any potential contextual value along Beverly Street. The proposed LRT infrastructure and regrading has the potential to impact bushes, trees and landscaping to the rear of the subject property, however, these proposed impacts are not anticipated to adversely impact the potential CHVI of the property.	Preferred Option: Encroachment on to the subject property should be avoided or minimized. Alternative Option: Should encroachment be required; a Heritage Documentation Report should be completed to document landscape features at the rear of the property along the proposed corridor. Should future alterations to the proposed design introduce potential direct and adverse impacts to the potential CHVI property, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review	Heritage Documentation Report


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40	89 Beverly St	Residential		Inventory – Region of Waterloo	<p>Design/Physical: 89 Beverley Street contains a one-and-a-half storey semi-detached dwelling with a side gable roof and three dormers on the front façade. The dwellings are clad in horizontal aluminum or vinyl siding and the foundations are parged. The property also contains an attached two-car garage.</p> <p>Historical/Associative: Built in 1880 (Region of Waterloo 2016).</p> <p>Contextual: The property is part of the Beverly Streetscape and the historic character of Galt. The structure is also built on the hill overlooking Mill Creek</p>	Minor direct and indirect adverse impacts are anticipated as a result of the proposed undertaking. Encroachment along the rail corridor is expected to the rear of the property along the existing pathway corridor to accommodate rail infrastructure and a new pedestrian walkway. While this encroachment exceeds extant property limits, this encroachment is from the rear of the property and will not affect any potential contextual value along Beverly Street. The proposed LRT infrastructure and regrading has the potential to impact bushes, trees and landscaping to the rear of the subject properties, however, these proposed impacts are not anticipated to adversely impact the potential CHVI of the property.	Preferred Option: Encroachment on to the subject property should be avoided or minimized. Alternative Option: Should encroachment be required; a Heritage Documentation Report should be completed to document landscape features at the rear of the property along the proposed corridor. Should future alterations to the proposed design introduce potential direct and adverse impacts to the potential CHVI property, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review	Heritage Documentation Report


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41	93 Beverly St	Residential		Listed – City of Cambridge Heritage Properties Register	<p>Design/Physical: 93 Beverley Street includes a one-storey L-shaped stone dwelling with a side gable roof. The front façade is clad in stucco and the north elevation in horizontal siding, however, the south elevation reveals the stone construction.</p> <p>Historical/Associative: Built in 1868 (Region of Waterloo 2016).</p> <p>Contextual: The property is part of the Beverly Streetscape and the historic character of Galt. The structure is also built on the hill overlooking Mill Creek.</p>	Minor direct and indirect adverse impacts are anticipated as a result of the proposed undertaking. Encroachment along the rail corridor is expected to the rear of the property along the existing pathway corridor to accommodate rail infrastructure and a new pedestrian walkway. While this encroachment exceeds extant property limits, this encroachment is from the rear of the property and will not affect any potential contextual value along Beverly Street. The proposed LRT infrastructure and regrading has the potential to impact bushes, trees and landscaping to the rear of the subject properties, however, these proposed impacts are not anticipated to adversely impact the potential CHVI of the property	<p>Preferred Option: Encroachment on to the subject property should be avoided or minimized.</p> <p>Alternative Option: Should encroachment be required, a Heritage Documentation Report should be completed to document landscape features at the rear of the property along the proposed corridor. Should future alterations to the proposed design introduce potential direct and adverse impacts to the potential CHVI property, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review</p>	Heritage Documentation Report


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42	97 Beverly St	Residential		Candidate	<p>Design/Physical: 97 Beverly Street contains a one-and-a-half storey dwelling with an enclosed front porch and carport. The dwelling also has large central dormer on the front façade.</p> <p>Historical/Associative: Built 1930.</p> <p>Contextual: A part of the Beverly Streetscape and the historic character of Galt. The structure is also built on the hill overlooking Mill Creek.</p>	<p>Minor direct and indirect adverse impacts are anticipated as a result of the proposed undertaking. Encroachment along the rail corridor is expected to the rear of the property along the existing pathway corridor to accommodate rail infrastructure and a new pedestrian walkway. While this encroachment exceeds extant property limits, this encroachment is from the rear of the property and will not affect any potential contextual value along Beverly Street. The proposed LRT infrastructure and regrading has the potential to impact bushes, trees and landscaping to the rear of the subject properties, however, these proposed impacts are not anticipated to adversely impact the potential CHVI of the property.</p>	<p>Preferred Option: Encroachment on to the subject property should be avoided or minimized.</p> <p>Alternative Option: Should encroachment be required, a Heritage Documentation Report should be completed to document landscape features at the rear of the property along the proposed corridor. Should future alterations to the proposed design introduce potential direct and adverse impacts to the potential CHVI property, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review</p>	Heritage Documentation Report


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43	99 Beverly St	Residential		Inventory – Region of Waterloo	<p>Design/Physical: 99 Beverley Street contains a one-storey, rectangular plan dwelling with a side gable roof. The front façade is symmetrically arranged with a central doorway flanked by window openings. The dwelling is clad in horizontal vinyl or aluminum siding with a parged foundation.</p> <p>Historical/Associative: Built in 1868 (Region of Waterloo 2016).</p> <p>Contextual: The property is part of the Beverly Streetscape and the historic character of Galt. The structure is also built on the hill overlooking Mill Creek.</p>	Direct impacts to the rear shed/garage structure are anticipated as a result of the proposed undertaking. Encroachment along the rail corridor is expected to the rear of the property along the existing pathway corridor to accommodate rail infrastructure and regrading.	<p>Preferred Option: Encroachment on to the subject property should be avoided or minimized. Demolition of the rear shed should be avoided.</p> <p>Alternative option: If the proposed impacts are required, a CHER will be undertaken for 63 Water St S, 69 Ainslie St S, 1 Wellington St, and 9 Wellington St by a qualified cultural heritage specialist during TPAP, and developed in consultation with, and submitted for review to, MHSTCI and interested persons/organizations (e.g. municipal heritage planner and/or municipal heritage committee), including Indigenous communities as appropriate. Vibration monitoring should be undertaken during construction to monitor potential vibration impacts.</p>	TPAP CHER


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44	103 Beverly St	Residential		Listed – City of Cambridge Heritage Properties Register	<p>Design/Physical: 103 Beverly Street contains a one-storey, rectangular plan dwelling with a side gable roof. It is clad in horizontal aluminum or vinyl siding and a parged foundation. The front façade is symmetrical with a central enclosed front porch flanked by windows.</p> <p>Historical/Associative: Built in 1868 (Region of Waterloo 2016).</p> <p>Contextual: The property is part of the Beverly Streetscape and the historic character of Galt. The structure is also built on the hill overlooking Mill Creek.</p>	<p>Minor direct and indirect adverse impacts are anticipated as a result of the proposed undertaking. Encroachment along the rail corridor is expected to the rear of the property along the existing pathway corridor to accommodate rail infrastructure and a new pedestrian walkway. While this encroachment exceeds extant property limits, this encroachment is from the rear of the property and will not affect any potential contextual value along Beverly Street. The proposed LRT infrastructure and regrading has the potential to impact bushes, trees and landscaping to the rear of the subject property, however, these proposed impacts are not anticipated to adversely impact the potential CHVI of the property.</p>	<p>Preferred Option: Encroachment on to the subject property should be avoided or minimized.</p> <p>Alternative Option: Should encroachment be required, a Heritage Documentation Report should be completed to document landscape features at the rear of the property along the proposed corridor. Should future alterations to the proposed design introduce potential direct and adverse impacts to the potential CHVI property, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review</p>	Heritage Documentation Report


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CHR #	Address	Resource Type	Photograph	Heritage Status	Property Description	Description of Potential/Anticipated Impact	Mitigation Measures	Recommendation
45	105 Beverly St	Residential		Candidate	<p>Design/Physical: 105 Beverly Street contains a small one storey dwelling well with a noticeably larger setback than the other dwellings along Beverley Street. It has a front gable roof with a cantilevered shed roof that extends along the front façade. The front entrance is asymmetrically arranged and is flanked by two windows. The dwelling is clad in horizontal vinyl siding and has a field stone foundation.</p> <p>Historical/Associative: Built 1940.</p> <p>Contextual: The property is part of the Beverly Streetscape and the historic character of Galt. The structure is also built on the hill overlooking Mill Creek.</p>	<p>Minor direct and indirect adverse impacts are anticipated as a result of the proposed undertaking. Encroachment along the rail corridor is expected to the rear of the property along the existing pathway corridor to accommodate rail infrastructure and a new pedestrian walkway. While this encroachment exceeds extant property limits, this encroachment is from the rear of the property and will not affect any potential contextual value along Beverly Street. The proposed LRT infrastructure and regrading has the potential to impact bushes, trees and landscaping to the rear of the subject properties, however, these proposed impacts are not anticipated to adversely impact the potential CHVI of the property.</p>	<p>Preferred Option: Encroachment on to the subject property should be avoided or minimized.</p> <p>Alternative Option: Should encroachment be required, a Heritage Documentation Report should be completed to document landscape features at the rear of the property along the proposed corridor. Should future alterations to the proposed design introduce potential direct and adverse impacts to the potential CHVI property, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review</p>	Heritage Documentation Report


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CHR #	Address	Resource Type	Photograph	Heritage Status	Property Description	Description of Potential/Anticipated Impact	Mitigation Measures	Recommendation
46	105 ½ - 107 Beverly St	Residential		Inventory – Region of Waterloo	<p>Design/Physical: 1051/5 and 107 Beverly Street contain and one-and-a-half storey red-brick semi-detached dwelling. The dwelling features a unique half gable shape that drops down at the rear. The front façade is asymmetrical and the foundation have been parged.</p> <p>Historical/Associative: Built in 1868 (Region of Waterloo 2016).</p> <p>Contextual: The property is part of the Beverly Streetscape and the historic character of Galt. The structure is also built on the hill overlooking Mill Creek.</p>	Minor direct and indirect adverse impacts are anticipated as a result of the proposed undertaking. Encroachment along the rail corridor is expected to the rear of the property along the existing pathway corridor to accommodate rail infrastructure and a new pedestrian walkway. While this encroachment exceeds extant property limits, this encroachment is from the rear of the property and will not affect any potential contextual value along Beverly Street. The proposed LRT infrastructure and regrading has the potential to impact bushes, trees and landscaping to the rear of the subject properties.	Preferred Option: Encroachment on to the subject property should be avoided or minimized. Alternative Option: Should encroachment be required, a Heritage Documentation Report should be completed to document landscape features at the rear of the property along the proposed corridor. Should future alterations to the proposed design introduce potential direct and adverse impacts to the potential CHVI property, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review	Heritage Documentation Report


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CHR #	Address	Resource Type	Photograph	Heritage Status	Property Description	Description of Potential/Anticipated Impact	Mitigation Measures	Recommendation
47	109 Beverly St	Residential		Inventory – Region of Waterloo	<p>Design/Physical: 109 Beverly Street contains two units in an Edwardian styled red-brick townhouse. The front façade is symmetrical with two front doors centrally located and flanked by windows. A front dormer is centrally located and contains a tripartite window. 109 Beverly Street is attached and identical to 111 Beverly Street.</p> <p>Historical/Associative: Built in 1900 (Region of Waterloo 2016).</p> <p>Contextual: The property is part of the Beverly Streetscape and the historic character of Galt. The structure is also built on the hill overlooking Mill Creek.</p>	Minor direct and indirect adverse impacts are anticipated as a result of the proposed undertaking. Encroachment along the rail corridor is expected to the rear of the property along the existing pathway corridor to accommodate rail infrastructure and a new pedestrian walkway. While this encroachment exceeds extant property limits, this encroachment is from the rear of the property and will not affect any potential contextual value along Beverly Street. The proposed LRT infrastructure and regrading has the potential to impact bushes, trees and landscaping to the rear of the subject properties.	<p>Preferred Option: Encroachment on to the subject property should be avoided or minimized.</p> <p>Alternative Option: Should encroachment be required, a Heritage Documentation Report should be completed to document landscape features at the rear of the property along the proposed corridor. Should future alterations to the proposed design introduce potential direct and adverse impacts to the potential CHVI property, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review</p>	Heritage Documentation Report


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CHR #	Address	Resource Type	Photograph	Heritage Status	Property Description	Description of Potential/Anticipated Impact	Mitigation Measures	Recommendation
48	111 Beverly St	Residential		Candidate	<p>Design/Physical: 111 Beverley Street contains two units in an Edwardian styled red-brick townhouse. The front façade is symmetrical with two front doors centrally located and flanked by windows. A front dormer is centrally located and contains a tripart window. 109 Beverley Street is attached and identical to 109 Beverley Street.</p> <p>Historical/Associative: Built in 1900 (Region of Waterloo 2016).</p> <p>Contextual: The property is part of the Beverly Streetscape and the historic character of Galt. The structure is also built on the hill overlooking Mill Creek.</p>	<p>Minor direct and indirect adverse impacts are anticipated as a result of the proposed undertaking. Encroachment along the rail corridor is expected to the rear of the property along the existing pathway corridor to accommodate rail infrastructure and a new pedestrian walkway. While this encroachment exceeds extant property limits, this encroachment is from the rear of the property and will not affect any potential contextual value along Beverly Street. The proposed LRT infrastructure and regrading has the potential to impact bushes, trees and landscaping to the rear of the subject property, however, these proposed impacts are not anticipated to adversely impact the potential CHVI of the property.</p>	<p>Preferred Option: Encroachment on to the subject property should be avoided or minimized.</p> <p>Alternative Option: Should encroachment be required, a Heritage Documentation Report should be completed to document landscape features at the rear of the property along the proposed corridor. Should future alterations to the proposed design introduce potential direct and adverse impacts to the potential CHVI property, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review</p>	Heritage Documentation Report


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CHR #	Address	Resource Type	Photograph	Heritage Status	Property Description	Description of Potential/Anticipated Impact	Mitigation Measures	Recommendation
49	117 Beverly St	Residential		Candidate	<p>Design/Physical: 117 Beverly Street contains a two-storey hipped roof Edwardian influenced dwelling. The front façade features an enclosed front porch.</p> <p>Historical/Associative: Built 1907.</p> <p>Contextual: The property is part of the Beverly Streetscape and the historic character of Galt. The structure is also built on the hill overlooking Mill Creek.</p>	<p>Minor direct and indirect adverse impacts are anticipated as a result of the proposed undertaking. Encroachment along the rail corridor is expected to the rear of the property along the existing pathway corridor to accommodate rail infrastructure and a new pedestrian walkway. While this encroachment exceeds extant property limits, this encroachment is from the rear of the property and will not affect any potential contextual value along Beverly Street. The proposed LRT infrastructure and regrading has the potential to impact bushes, trees and landscaping to the rear of the subject property, however, these proposed impacts are not anticipated to adversely impact the potential CHVI of the property.</p>	<p>Preferred Option: Encroachment on to the subject property should be avoided or minimized.</p> <p>Alternative Option: Should encroachment be required, a Heritage Documentation Report should be completed to document landscape features at the rear of the property along the proposed corridor. Should future alterations to the proposed design introduce potential direct and adverse impacts to the potential CHVI property, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review</p>	Heritage Documentation Report


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CHR #	Address	Resource Type	Photograph	Heritage Status	Property Description	Description of Potential/Anticipated Impact	Mitigation Measures	Recommendation
50	121 Beverly St	Residential		Inventory – Region of Waterloo	<p>Design/Physical: 121 Beverly Street contains a one-storey front gable dwelling. It is clad in horizontal siding with a recessed front entrance that is off to the side.</p> <p>Historical/Associative: Built in 1900 (Region of Waterloo 2016).</p> <p>Contextual: The property is part of the Beverly Streetscape and the historic character of Galt. The structure is also built on the hill overlooking Mill Creek.</p>	Minor direct and indirect adverse impacts are anticipated as a result of the proposed undertaking. Encroachment along the rail corridor is expected to the rear of the property along the existing pathway corridor to accommodate rail infrastructure and a new pedestrian walkway. While this encroachment exceeds extant property limits, this encroachment is from the rear of the property and will not affect any potential contextual value along Beverly Street. The proposed LRT infrastructure and regrading has the potential to impact bushes, trees and landscaping to the rear of the subject property, however, these proposed impacts are not anticipated to adversely impact the potential CHVI of the property.	<p>Preferred Option: Encroachment on to the subject property should be avoided or minimized.</p> <p>Alternative Option: Should encroachment be required, a Heritage Documentation Report should be completed to document landscape features at the rear of the property along the proposed corridor. Should future alterations to the proposed design introduce potential direct and adverse impacts to the potential CHVI property, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review</p>	Heritage Documentation Report


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CHR #	Address	Resource Type	Photograph	Heritage Status	Property Description	Description of Potential/Anticipated Impact	Mitigation Measures	Recommendation
51	125 Beverly St	Residential		Candidate	<p>Design/Physical: 125 Beverly Street contains a two-storey red-brick Edwardian influenced dwelling. The dwelling has a hipped roof with a central front dormer and a red-brick chimney.</p> <p>Historical/Associative: Built 1910.</p> <p>Contextual: The property is part of the Beverly Streetscape and the historic character of Galt. The structure is also built on the hill overlooking Mill Creek.</p>	<p>Minor direct and indirect adverse impacts are anticipated as a result of the proposed undertaking. Encroachment along the rail corridor is expected to the rear of the property along the existing pathway corridor to accommodate rail infrastructure and a new pedestrian walkway. While this encroachment exceeds extant property limits, this encroachment is from the rear of the property and will not affect any potential contextual value along Beverly Street. The proposed LRT infrastructure and regrading has the potential to impact bushes, trees and landscaping to the rear of the subject property, however, these proposed impacts are not anticipated to adversely impact the potential CHVI of the property.</p>	<p>Preferred Option: Encroachment on to the subject property should be avoided or minimized.</p> <p>Alternative Option: Should encroachment be required, a Heritage Documentation Report should be completed to document landscape features at the rear of the property along the proposed corridor. Should future alterations to the proposed design introduce potential direct and adverse impacts to the potential CHVI property, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review</p>	Heritage Documentation Report


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CHR #	Address	Resource Type	Photograph	Heritage Status	Property Description	Description of Potential/Anticipated Impact	Mitigation Measures	Recommendation
52	127 Beverly St	Residential		Listed – City of Cambridge Heritage Properties Register	<p>Design/Physical: 127 Beverly Street contains a one storey Georgian cottage. Typical of Georgian buildings, the front façade is symmetrically arranged with a central front door and transom flanked by a window on each side. The window and door openings are topped with stone lintels. Representative of a stone cottage with granite with heavy mortar, one storey side gable roof, and symmetrical front façade with a central entranceway flanked by window openings. Entranceway features a transom window, entranceway and window openings feature stone voussoir.</p> <p>Historical/Associative: Built in 1858 (Region of Waterloo 2016).</p> <p>Contextual: The property is part of the Beverly Streetscape and the historic character of Galt. The structure is also built on the hill overlooking Mill Creek.</p>	Direct impacts to the rear shed/garage structure are anticipated as a result of the proposed undertaking. Encroachment along the rail corridor is expected to the rear of the property along the existing pathway corridor to accommodate rail infrastructure and regrading.	<p>Preferred Option: Encroachment on to the subject property should be avoided or minimized. Demolition of the rear shed should be avoided.</p> <p>Alternative option: If the proposed impacts are required, a CHER will be undertaken for 63 Water St S, 69 Ainslie St S, 1 Wellington St, and 9 Wellington St by a qualified cultural heritage specialist during TPAP, and developed in consultation with, and submitted for review to, MHSTCI and interested persons/organizations (e.g. municipal heritage planner and/or municipal heritage committee), including Indigenous communities as appropriate. Vibration monitoring should be undertaken during construction to monitor potential vibration impacts.</p>	TPAP CHER


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53	131 Beverly St	Residential		Candidate	<p>Design/Physical: 131 Beverly Street contains a two-storey yellow brick Edwardian influenced dwelling with a Dutch gable roof. The door and window openings are segmentally arched and the first floor on the front façade features a large picture window. The covered front porch is supported by Tuscan columns on stone bases. This dwelling bears striking resemblance to 45 Beverley Street.</p> <p>Historical/Associative: Built 1905.</p> <p>Contextual: The property is part of the Beverly Streetscape and the historic character of Galt. The structure is also built on the hill overlooking Mill Creek.</p>	<p>Minor direct and indirect adverse impacts are anticipated as a result of the proposed undertaking. Encroachment along the rail corridor is expected to the rear of the property along the existing pathway corridor to accommodate rail infrastructure and a new pedestrian walkway. While this encroachment exceeds extant property limits, this encroachment is from the rear of the property and will not affect any potential contextual value along Beverly Street. The proposed LRT infrastructure and regrading has the potential to impact bushes, trees and landscaping to the rear of the subject property, however, these proposed impacts are not anticipated to adversely impact the potential CHVI of the property.</p>	<p>Preferred Option: Encroachment on to the subject property should be avoided or minimized.</p> <p>Alternative Option: Should encroachment be required, a Heritage Documentation Report should be completed to document landscape features at the rear of the property along the proposed corridor. Should future alterations to the proposed design introduce potential direct and adverse impacts to the potential CHVI property, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review</p>	Heritage Documentation Report



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54	133 Beverly St	Residential		Candidate	<p>Design/Physical: 133 Beverley Street contains a two storey Ontario Gothic cottage dwelling with a central front porch. The dwelling has been clad in angelstone and it appears that some of the window openings on the front façade have been modified.</p> <p>Historical/Associative: Built 1888.</p> <p>Contextual: The property is part of the Beverly Streetscape and the historic character of Galt. The structure is also built on the hill overlooking Mill Creek.</p>	<p>Minor direct and indirect adverse impacts are anticipated as a result of the proposed undertaking. Encroachment along the rail corridor is expected to the rear of the property along the existing pathway corridor to accommodate regrading. While this encroachment exceeds extant property limits, this encroachment is from the rear of the property and will not affect any potential contextual value along Beverly Street. The proposed LRT infrastructure and regrading has the potential to impact bushes, trees and landscaping to the rear of the subject property, however, these proposed impacts are not anticipated to adversely impact the potential CHVI of the property.</p>	<p>Preferred Option: Encroachment on to the subject property should be avoided or minimized.</p> <p>Alternative Option: Should encroachment be required, a Heritage Documentation Report should be completed to document landscape features at the rear of the property along the proposed corridor. Should future alterations to the proposed design introduce potential direct and adverse impacts to the potential CHVI property, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review</p>	Heritage Documentation Report



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CHR #	Address	Resource Type	Photograph	Heritage Status	Property Description	Description of Potential/Anticipated Impact	Mitigation Measures	Recommendation
55	139 Beverly St	Residential		Inventory – Region of Waterloo	<p>Design/Physical: 139 Beverly Street contains a two-storey yellow brick hipped roof dwelling with a one storey projecting gable asymmetrically located on the front façade. The front façade also includes a covered front porch and what appears to be the entrance to a lower unit.</p> <p>Historical/Associative: Built in 1890 (Region of Waterloo 2016).</p> <p>Contextual: The property is part of the Beverly Streetscape and the historic character of Galt. The structure is also built on the hill overlooking Mill Creek.</p>	Minor direct and indirect adverse impacts are anticipated as a result of the proposed undertaking. Encroachment along the rail corridor is expected to the rear of the property along the existing pathway corridor to accommodate regrading. While this encroachment exceeds extant property limits, this encroachment is from the rear of the property and will not affect any potential contextual value along Beverly Street. The proposed LRT infrastructure and regrading has the potential to impact bushes, trees and landscaping to the rear of the subject property, however, these proposed impacts are not anticipated to adversely impact the potential CHVI of the property.	<p>Preferred Option: Encroachment on to the subject property should be avoided or minimized.</p> <p>Alternative Option: Should encroachment be required, a Heritage Documentation Report should be completed to document landscape features at the rear of the property along the proposed corridor. Should future alterations to the proposed design introduce potential direct and adverse impacts to the potential CHVI property, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review</p>	Heritage Documentation Report



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CHR #	Address	Resource Type	Photograph	Heritage Status	Property Description	Description of Potential/Anticipated Impact	Mitigation Measures	Recommendation
56	145 Beverly St	Residential		Candidate	<p>Design/Physical: 145 Beverly Street contains a two storey Edwardian influenced dwelling with a hipped roof and a brick chimney. The dwelling is clad in horizontal aluminum or vinyl siding and the foundation is parged. The front façade features a covered front porch supported columns that do not appear to be original to the dwelling.</p> <p>Historical/Associative: Built 1910.</p> <p>Contextual: The property is part of the Beverly Streetscape and the historic character of Galt. The structure is also built on the hill overlooking Mill Creek.</p>	Minor direct and indirect adverse impacts are anticipated as a result of the proposed undertaking. Encroachment along the rail corridor is expected to the rear of the property along the existing pathway corridor to accommodate regrading. While this encroachment exceeds extant property limits, this encroachment is from the rear of the property and will not affect any potential contextual value along Beverly Street. The proposed LRT infrastructure and regrading has the potential to impact bushes, trees and landscaping to the rear of the subject property, however, these proposed impacts are not anticipated to adversely impact the potential CHVI of the property.	Preferred Option: Encroachment on to the subject property should be avoided or minimized. Alternative Option: Should encroachment be required, a Heritage Documentation Report should be completed to document landscape features at the rear of the property along the proposed corridor. Should future alterations to the proposed design introduce potential direct and adverse impacts to the potential CHVI property, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review	Heritage Documentation Report
57	164 Beverly St	Commercial		Candidate	<p>Design/Physical: Landmark Barbershop ca. 1966, Variety Store ca. 1970s, and Sequeira's Furniture Store ca. 1980 (MGPH).</p> <p>Historical/Associative: Built after 1919 (Goad 1919).</p> <p>Contextual: A part of the Beverly Streetscape and the historic character of Galt.</p>	The subject property is not anticipated to be directly or indirectly impacted by the undertaking. No encroachment is anticipated.	No further recommendations required to mitigate this impact. Should future alterations to the proposed design introduce potential impacts, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review	No further heritage work required at this time.



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CHR #	Address	Resource Type	Photograph	Heritage Status	Property Description	Description of Potential/Anticipated Impact	Mitigation Measures	Recommendation
58	98 Shade St	Recreational		Designated – City of Cambridge	<p>Design/Physical: The building was designed by F.C. Bodley of Brantford. The building consists of an Edwardian style with an art deco flare. Edwardian features include the roughly chiselled stone base, and the two rustic towers. Art deco features are reflected in the curved parapet walls.</p> <p>Historical/Associative: Built 1921. In 1921, the Galt Terriers won the Ontario Hockey Association Intermediate Hockey Championship, but the finals had to be played in Preston because of inadequate facilities in Galt. The Galt Amateur Athletic Association took charge of fundraising for a new facility and, with the help of a loan from the town, erected an arena which became home to four Allen Cup championship team, teams which also helped to establish Canada’s hockey reputation at the international level.</p> <p>Contextual: A landmark along Shade Street and a part of the historic character of Galt.</p>	The subject property is not anticipated to be directly or indirectly impacted by the undertaking. Encroachment along the rail corridor is expected to the rear of the property along the proposed multi-use trail. This encroachment does not exceed extant property limits and is not anticipated to result in indirect adverse impacts, including changes to land use, land disturbance or impacts to important views.	No further recommendations required to mitigate this impact. Should future alterations to the proposed design introduce potential impacts, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review	No further heritage work required at this time.
59	120 Shade St	Park		Inventory – Region of Waterloo	<p>Design/Physical: Soper Park is unique in that is located on both sides of Dundas St. The portion of park that is located adjacent to the Galt Arena Gardens contains two ball diamonds, open green space, as well as a floral display that has become a popular location for wedding pictures. The pedestrian tunnel that travels under Dundas St. provides access the other side of Soper Park which is home to the Cambridge Tennis Club, as well as the Galt Lawn Bowling Club. This side of the park also contains a covered picnic area, splash pad, play equipment, and an outdoor pool (City of Cambridge). Consists of naturalized areas, recreational areas and trail layout.</p> <p>Historical/Associative: The land purchased for a natural park in 1905, transformed by Augustus Soper in 1920s to include swimming areas, lawn bowling, etc. Has since been returned to its natural state (Swayze 2011).</p> <p>Contextual: This park is located within the Galt section of Cambridge and is comprised of approximately 16.5 hectares and is connected by the Mill Creek Trail, which travels from Soper Park into the downtown core.</p>	Minor direct and indirect adverse impacts are anticipated as a result of the proposed undertaking. Encroachment is expected to the rear of the property along the proposed multi-use trail. While this encroachment exceeds extant property limits, this encroachment is from the rear of the property along existing parking lot and walkways. The proposed LRT infrastructure and regrading has the potential to impact bushes, trees and landscaping to the rear of the subject property, however, these proposed impacts are not anticipated to adversely impact the potential CHVI of the property.	Preferred Option: Encroachment on to the subject property should be avoided or minimized. Alternative Option: Should encroachment be required, a Heritage Documentation Report should be completed to document landscape features at the rear of the property along the proposed corridor. Should future alterations to the proposed design introduce potential direct and adverse impacts to the potential CHVI property, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review	Heritage Documentation Report



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60	39 Kerr St	Residential		Candidate	<p>Design/Physical: Edwardian foursquare frame style residence, with central dormer within roofline. Clad in horizontal cladding, with a covered front porch.</p> <p>Historical/Associative: Built 1888.</p> <p>Contextual: Located adjacent to Mill Creek, just outside of the historic Downtown Galt Core, on a historically surveyed road.</p>	The subject property is not anticipated to be directly or indirectly impacted by the undertaking. Encroachment along the rail corridor is expected to the side of the property along the existing pathway corridor to accommodate rail infrastructure and new pedestrian walkways. This encroachment does not exceed extant property limits and is not anticipated to result in indirect adverse impacts, including changes to land use, land disturbance or impacts to important views.	No further recommendations required to mitigate this impact. Should future alterations to the proposed design introduce potential impacts, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review	No further heritage work required at this time.
61	36 Kerr St., 38 Kerr St	Residential		Candidate	<p>Design/Physical: Two storey duplex, with red brick and horizontal lintels above the second storey windows.</p> <p>Historical/Associative: Built 1908.</p> <p>Contextual: Located adjacent to Mill Creek, just outside of the historic Downtown Galt Core, on a historically surveyed road.</p>	The subject property is not anticipated to be directly or indirectly impacted by the undertaking. Encroachment along the rail corridor is expected to the side of the property along the existing pathway corridor to accommodate rail infrastructure. This encroachment will result in the demolition of the adjacent property, but does not exceed extant property limits, and is not anticipated to result in indirect adverse impacts, including changes to land use, land disturbance or impacts to important views.	No further recommendations required to mitigate this impact. Should future alterations to the proposed design introduce potential impacts, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review	No further heritage work required at this time.



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62	41 Kerr St	Residential		Candidate	<p>Design/Physical: One-and-a-half storey frame bungalow with large dormer in roofline and covered front porch.</p> <p>Historical/Associative: Built 1868.</p> <p>Contextual: Located adjacent to Mill Creek, just outside of the historic Downtown Galt Core, on a historically surveyed road.</p>	<p>Direct: Direct Impacts are anticipated as a result of the proposed undertaking, resulting in the demolition of all structures on the property, to accommodate LRT infrastructure and regrading.</p>	<p>Preferred Option: Demolition of the subject property should be avoided by relocating the proposed LRT corridor. Alternative option: If the proposed impacts are required, a CHER will be undertaken by a qualified cultural heritage specialist during TPAP, and developed in consultation with, and submitted for review to, MHSTCI and interested persons/organizations (e.g. municipal heritage planner and/or municipal heritage committee), including Indigenous communities as appropriate.</p>	TPAP CHER
63	Kerr Street Bridge	Bridge		Candidate	<p>Design/Physical: Concrete slab bridge.</p> <p>Historical/Associative: Built circa 1930-1970.</p> <p>Contextual: Located over Mill Creek, just outside of the historic Downtown Galt Core, on a historically surveyed road.</p>	<p>The subject bridge is not anticipated to be directly or indirectly impacted by the undertaking. Encroachment along the rail corridor is expected to the side of the property along the existing pathway corridor to accommodate rail infrastructure and new pedestrian walkways. This encroachment does not exceed extant bridge limits and is not anticipated to result in indirect adverse impacts, including changes to land use, land disturbance or impacts to important views. It is possible that refinements during detail design will introduce impacts to the bridge.</p>	<p>No further recommendations required to mitigate this impact. Should future alterations to the proposed design introduce potential impacts, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review</p>	No further heritage work required at this time.



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64	308 Dundas St N	Residential		Candidate	<p>Design/Physical: 'L'-shaped plan, with two storeys, front gable roof, red brick exterior, and red brick chimney.</p> <p>Historical/Associative: Built 1918.</p> <p>Contextual: Located outside of historical Galt Downtown core.</p>	The subject property is not anticipated to be directly or indirectly impacted by the undertaking. Encroachment along the rail corridor is expected to the side of the property along the existing pathway corridor to accommodate rail infrastructure and new pedestrian walkways. This encroachment does not exceed extant property limits and is not anticipated to result in indirect adverse impacts, including changes to land use, land disturbance or impacts to important views.	No further recommendations required to mitigate this impact. Should future alterations to the proposed design introduce potential impacts, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review	No further heritage work required at this time.
65	Grantham Rail Bridge	Bridge		Inventory – Region of Waterloo	<p>Design/Physical: A single span structural steel railway bridge. The abutments consist of cut stone and the wingwalls are made of prefabricated concrete.</p> <p>Historical/Associative: Associated with the Galt and Guelph line, which opened in 1855, and was part of the Great Western Railway. Later became the part of the Fergus subdivision of the CNR. This portion of the railway line was abandoned in 1986.</p> <p>Contextual: Associated with the early Galt and Guelph line street railway.</p>	The subject bridge will be directly impacted by alterations to accommodate LRT rail infrastructure. Impacts to bridge will likely be limited to building an archway under the existing structure. The bridge itself may not be altered, or alterations may be limited to connections with the new archway structure. The structure is not visible from the public right-of-way.	Preferred Option: Alterations to the subject bridge should be avoided or minimized. Alternative option: If the proposed impacts are required, a CHER will be undertaken by a qualified cultural heritage specialist during TPAP, and developed in consultation with, and submitted for review to, MHSTCI and interested persons/organizations (e.g. municipal heritage planner and/or municipal heritage committee), including Indigenous communities as appropriate. Vibration monitoring should be undertaken during construction to monitor potential vibration impacts.	TPAP CHER



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CHR #	Address	Resource Type	Photograph	Heritage Status	Property Description	Description of Potential/Anticipated Impact	Mitigation Measures	Recommendation
66	7 Grantham Ave	Residential		Inventory – Region of Waterloo	<p>Design/Physical: One-and-a-half storey stucco residence with front gable roof and symmetrical front façade.</p> <p>Historical/Associative: Built 1930.</p> <p>Contextual: A part of a mid-to-late 19th-century neighbourhood.</p>	The subject property is not anticipated to be directly or indirectly impacted by the undertaking. Encroachment along the proposed rail corridor is expected to the rear of the property along to accommodate rail infrastructure and a new pedestrian walkway. This encroachment does not exceed extant property limits and is not anticipated to result in indirect adverse impacts, including changes to land use, land disturbance or impacts to important views.	No further recommendations required to mitigate this impact. Should future alterations to the proposed design introduce potential impacts, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review	No further heritage work required at this time.
67	9 Grantham Ave	Residential		Candidate	<p>Design/Physical: One-and-a-half storey residence with front gable roof, vinyl siding and enclosed front porch.</p> <p>Historical/Associative: Built 1934.</p> <p>Contextual: A part of a mid-to-late 19th-century neighbourhood.</p>	The subject property is not anticipated to be directly or indirectly impacted by the undertaking. Encroachment along the proposed rail corridor is expected to the rear of the property along to accommodate rail infrastructure and a new pedestrian walkway. This encroachment does not exceed extant property limits and is not anticipated to result in indirect adverse impacts, including changes to land use, land disturbance or impacts to important views.	No further recommendations required to mitigate this impact. Should future alterations to the proposed design introduce potential impacts, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review	No further heritage work required at this time.



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68	11 Grantham Ave	Residential		Candidate	<p>Design/Physical: Gothic Revival style building with a front gable roof, brick chimney, off-centre entranceway with triangular arch, triangular arched second floor window, roof brackets, and front gable on the northwest façade.</p> <p>Historical/Associative: Built in 1865 (Region of Waterloo 2016).</p> <p>Contextual: A part of a mid-to-late 19th-century neighbourhood.</p>	The subject property is not anticipated to be directly or indirectly impacted by the undertaking. Encroachment along the proposed rail corridor is expected to the rear of the property along to accommodate rail infrastructure and a new pedestrian walkway. This encroachment does not exceed extant property limits and is not anticipated to result in indirect adverse impacts, including changes to land use, land disturbance or impacts to important views.	No further recommendations required to mitigate this impact. Should future alterations to the proposed design introduce potential impacts, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review	No further heritage work required at this time.
69	15 Grantham Ave	Residential		Candidate	<p>Design/Physical: Two storey Edwardian style building with hip roof and off-centre entranceway.</p> <p>Historical/Associative: Built in 1900 (Region of Waterloo 2016).</p> <p>Contextual: A part of a mid-to-late 19th-century neighbourhood.</p>	The subject property is not anticipated to be directly or indirectly impacted by the undertaking. Encroachment along the proposed rail corridor is expected to the rear of the property along to accommodate rail infrastructure and a new pedestrian walkway. This encroachment does not exceed extant property limits and is not anticipated to result in indirect adverse impacts, including changes to land use, land disturbance or impacts to important views.	No further recommendations required to mitigate this impact. Should future alterations to the proposed design introduce potential impacts, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review	No further heritage work required at this time.



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70	17 Grantham Ave	Residential		Candidate	<p>Design/Physical: One-and-a-half storey residence with an enclosed porch that runs the length of the front façade.</p> <p>Historical/Associative: Built 1900.</p> <p>Contextual: A part of a mid-to-late 19th-century neighbourhood.</p>	The subject property is not anticipated to be directly or indirectly impacted by the undertaking. Encroachment along the proposed rail corridor is expected to the rear of the property along to accommodate rail infrastructure and a new pedestrian walkway. This encroachment does not exceed extant property limits and is not anticipated to result in indirect adverse impacts, including changes to land use, land disturbance or impacts to important views.	No further recommendations required to mitigate this impact. Should future alterations to the proposed design introduce potential impacts, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review	No further heritage work required at this time.
71	19 Grantham Ave	Residential		Candidate	<p>Design/Physical: Late 19th century frame building with a front gable roof.</p> <p>Historical/Associative: Built in 1890 (Region of Waterloo 2016).</p> <p>Contextual: A part of a mid-to-late 19th-century neighbourhood.</p>	The subject property is not anticipated to be directly or indirectly impacted by the undertaking. Encroachment along the proposed rail corridor is expected to the rear of the property along to accommodate rail infrastructure and a new pedestrian walkway. This encroachment does not exceed extant property limits and is not anticipated to result in indirect adverse impacts, including changes to land use, land disturbance or impacts to important views.	No further recommendations required to mitigate this impact. Should future alterations to the proposed design introduce potential impacts, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review	No further heritage work required at this time.



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CHR #	Address	Resource Type	Photograph	Heritage Status	Property Description	Description of Potential/Anticipated Impact	Mitigation Measures	Recommendation
72	23 Grantham Ave	Residential		Candidate	<p>Design/Physical: Two-storey Edwardian style building with hip roof, brick chimney, and porch that runs the length of the front façade.</p> <p>Historical/Associative: Built 1918.</p> <p>Contextual: A part of a mid-to-late 19th-century neighbourhood.</p>	The subject property is not anticipated to be directly or indirectly impacted by the undertaking. Encroachment along the proposed rail corridor is expected to the rear of the property along to accommodate rail infrastructure and a new pedestrian walkway. This encroachment does not exceed extant property limits and is not anticipated to result in indirect adverse impacts, including changes to land use, land disturbance or impacts to important views.	No further recommendations required to mitigate this impact. Should future alterations to the proposed design introduce potential impacts, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review	No further heritage work required at this time.
73	25 Grantham Ave	Residential		Candidate	<p>Design/Physical: One-storey side gabled frame building with covered porch.</p> <p>Historical/Associative: Built 1924.</p> <p>Contextual: A part of a mid-to-late 19th-century neighbourhood.</p>	The subject property is not anticipated to be directly or indirectly impacted by the undertaking. Encroachment along the proposed rail corridor is expected to the rear of the property along to accommodate rail infrastructure and a new pedestrian walkway. This encroachment does not exceed extant property limits and is not anticipated to result in indirect adverse impacts, including changes to land use, land disturbance or impacts to important views.	No further recommendations required to mitigate this impact. Should future alterations to the proposed design introduce potential impacts, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review	No further heritage work required at this time.



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74	27 Grantham Ave	Residential		Candidate	<p>Design/Physical: One-and-a-half storey post-war frame residence with side gable roof and vinyl siding.</p> <p>Historical/Associative: Built 1950.</p> <p>Contextual: A part of a mid-to-late 19th-century neighbourhood.</p>	The subject property is not anticipated to be directly or indirectly impacted by the undertaking. Encroachment along the proposed rail corridor is expected to the rear of the property along to accommodate rail infrastructure and a new pedestrian walkway. This encroachment does not exceed extant property limits and is not anticipated to result in indirect adverse impacts, including changes to land use, land disturbance or impacts to important views.	No further recommendations required to mitigate this impact. Should future alterations to the proposed design introduce potential impacts, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review	No further heritage work required at this time.
75	29 Grantham Ave	Residential		Candidate	<p>Design/Physical: One-storey residence with front gable roof and vinyl siding.</p> <p>Historical/Associative: Built 1949.</p> <p>Contextual: A part of a mid-to-late 19th-century neighbourhood.</p>	The subject property is not anticipated to be directly or indirectly impacted by the undertaking. Encroachment along the proposed rail corridor is expected to the rear of the property along to accommodate rail infrastructure and a new pedestrian walkway. This encroachment does not exceed extant property limits and is not anticipated to result in indirect adverse impacts, including changes to land use, land disturbance or impacts to important views.	No further recommendations required to mitigate this impact. Should future alterations to the proposed design introduce potential impacts, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review	No further heritage work required at this time.



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76	31-33 Grantham Ave	Residential		Candidate	<p>Design/Physical: Two-storey residence with front gable roof and vinyl siding.</p> <p>Historical/Associative: Built 1910.</p> <p>Contextual: A part of a mid-to-late 19th-century neighbourhood.</p>	The subject property is not anticipated to be directly or indirectly impacted by the undertaking. Encroachment along the proposed rail corridor is expected to the rear of the property along to accommodate rail infrastructure and a new pedestrian walkway. This encroachment does not exceed extant property limits and is not anticipated to result in indirect adverse impacts, including changes to land use, land disturbance or impacts to important views.	No further recommendations required to mitigate this impact. Should future alterations to the proposed design introduce potential impacts, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review	No further heritage work required at this time.
77	51 Grantham Ave	Residential		Candidate	<p>Design/Physical: One-and-a-half storey frame residence.</p> <p>Historical/Associative: Built 1949.</p> <p>Contextual: A part of a mid-to-late 19th-century neighbourhood.</p>	The subject property is not anticipated to be directly or indirectly impacted by the undertaking. Encroachment along the proposed rail corridor is expected to the rear of the property along to accommodate rail infrastructure and a new pedestrian walkway. This encroachment does not exceed extant property limits and is not anticipated to result in indirect adverse impacts, including changes to land use, land disturbance or impacts to important views.	No further recommendations required to mitigate this impact. Should future alterations to the proposed design introduce potential impacts, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review	No further heritage work required at this time.



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78	53 Grantham Ave	Residential		Candidate	<p>Design/Physical: One-and-a-half storey wood clad residence with side gable roof.</p> <p>Historical/Associative: Built in 1890 (Region of Waterloo 2016).</p> <p>Contextual: A part of a mid-to-late 19th-century neighbourhood.</p>	The subject property is not anticipated to be directly or indirectly impacted by the undertaking. Encroachment along the proposed rail corridor is expected to the rear of the property along to accommodate rail infrastructure and a new pedestrian walkway. This encroachment does not exceed extant property limits and is not anticipated to result in indirect adverse impacts, including changes to land use, land disturbance or impacts to important views.	No further recommendations required to mitigate this impact. Should future alterations to the proposed design introduce potential impacts, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review	No further heritage work required at this time.
79	159 Samuelson St	Residential		Candidate	<p>Design/Physical: Two-storey frame home, with front gable and cornice returns.</p> <p>Historical/Associative: Built 1910.</p> <p>Contextual: Located outside of the historic downtown core of Galt, north of the rail line, in a mixed Industrial and Residential area.</p>	The subject property is not anticipated to be directly or indirectly impacted by the undertaking. Encroachment along the proposed rail corridor is expected to the rear of the property along to accommodate rail infrastructure and a new pedestrian walkway. This encroachment does not exceed extant property limits and is not anticipated to result in indirect adverse impacts, including changes to land use, land disturbance or impacts to important views.	No further recommendations required to mitigate this impact. Should future alterations to the proposed design introduce potential impacts, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review	No further heritage work required at this time.



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80	162 Samuelson St	Industrial		Candidate	<p>Design/Physical: One-storey brick industrial building with rectangular plan and smoke stack.</p> <p>Historical/Associative: New Perfect Machine Co. Ltd (Goad 1919). Built prior to 1919. Associated with the New Perfect foundry.</p> <p>Contextual: A part of a mid-to-late 19th-century neighbourhood. Located outside of the historic downtown core of Galt, north of the rail line, in a mixed Industrial and Residential area.</p>	The subject property is not anticipated to be directly or indirectly impacted by the undertaking. Encroachment along the proposed rail corridor is expected to the rear of the property along to accommodate rail infrastructure and a new pedestrian walkway. This encroachment does not exceed extant property limits and is not anticipated to result in indirect adverse impacts, including changes to land use, land disturbance or impacts to important views.	No further recommendations required to mitigate this impact. Should future alterations to the proposed design introduce potential impacts, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review	No further heritage work required at this time.
81	174 Norfolk Ave	Residential		Candidate	<p>Design/Physical: One-storey frame residence with front gable roof and vinyl siding.</p> <p>Historical/Associative: Built 1949.</p> <p>Contextual: A part of an early-to-mid-century neighbourhood.</p>	The subject property is not anticipated to be directly or indirectly impacted by the undertaking. Encroachment along the proposed rail corridor is expected to the rear of the property along to accommodate rail infrastructure and a new pedestrian walkway. This encroachment does not exceed extant property limits and is not anticipated to result in indirect adverse impacts, including changes to land use, land disturbance or impacts to important views.	No further recommendations required to mitigate this impact. Should future alterations to the proposed design introduce potential impacts, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review	No further heritage work required at this time.



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82	172 Norfolk Ave	Residential		Candidate	<p>Design/Physical: Single-storey frame residence with front gable roof, vinyl siding, and symmetrical front façade.</p> <p>Historical/Associative: Built 1942.</p> <p>Contextual: A part of an early-to-mid-century neighbourhood.</p>	The subject property is not anticipated to be directly or indirectly impacted by the undertaking. Encroachment along the proposed rail corridor is expected to the rear of the property along to accommodate rail infrastructure and a new pedestrian walkway. This encroachment does not exceed extant property limits and is not anticipated to result in indirect adverse impacts, including changes to land use, land disturbance or impacts to important views.	No further recommendations required to mitigate this impact. Should future alterations to the proposed design introduce potential impacts, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review	No further heritage work required at this time.
83	170 Norfolk Ave	Residential		Candidate	<p>Design/Physical: One-and-a-half storey post-war residence with side gable roof and shed dormer.</p> <p>Historical/Associative: Built 1943.</p> <p>Contextual: A part of an early-to-mid-century neighbourhood.</p>	The subject property is not anticipated to be directly or indirectly impacted by the undertaking. Encroachment along the proposed rail corridor is expected to the rear of the property along to accommodate rail infrastructure and a new pedestrian walkway. This encroachment does not exceed extant property limits and is not anticipated to result in indirect adverse impacts, including changes to land use, land disturbance or impacts to important views.	No further recommendations required to mitigate this impact. Should future alterations to the proposed design introduce potential impacts, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review	No further heritage work required at this time.



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84	168 Norfolk Ave	Residential		Candidate	<p>Design/Physical: One-and-a-half-storey post-war residence with side gable roof and porch running the length of the front façade.</p> <p>Historical/Associative: Built 1947.</p> <p>Contextual: A part of an early-to-mid-century neighbourhood.</p>	The subject property is not anticipated to be directly or indirectly impacted by the undertaking. Encroachment along the proposed rail corridor is expected to the rear of the property along to accommodate rail infrastructure and a new pedestrian walkway. This encroachment does not exceed extant property limits and is not anticipated to result in indirect adverse impacts, including changes to land use, land disturbance or impacts to important views.	No further recommendations required to mitigate this impact. Should future alterations to the proposed design introduce potential impacts, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review	No further heritage work required at this time.
85	166 Norfolk Ave	Residential		Candidate	<p>Design/Physical: One-storey residence with front gable roof, vinyl siding, and brick chimney.</p> <p>Historical/Associative: Built 1945.</p> <p>Contextual: A part of an early-to-mid-century neighbourhood.</p>	The subject property is not anticipated to be directly or indirectly impacted by the undertaking. Encroachment along the proposed rail corridor is expected to the rear of the property along to accommodate rail infrastructure and a new pedestrian walkway. This encroachment does not exceed extant property limits and is not anticipated to result in indirect adverse impacts, including changes to land use, land disturbance or impacts to important views.	No further recommendations required to mitigate this impact. Should future alterations to the proposed design introduce potential impacts, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review	No further heritage work required at this time.



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CHR #	Address	Resource Type	Photograph	Heritage Status	Property Description	Description of Potential/Anticipated Impact	Mitigation Measures	Recommendation
86	164 Norfolk Ave	Residential		Candidate	<p>Design/Physical: Two-storey Dutch revival style with front gambrel roof.</p> <p>Historical/Associative: Built 1918.</p> <p>Contextual: A part of an early-to-mid-century neighbourhood.</p>	The subject property is not anticipated to be directly or indirectly impacted by the undertaking. Encroachment along the proposed rail corridor is expected to the rear of the property along to accommodate rail infrastructure and a new pedestrian walkway. This encroachment does not exceed extant property limits and is not anticipated to result in indirect adverse impacts, including changes to land use, land disturbance or impacts to important views.	No further recommendations required to mitigate this impact. Should future alterations to the proposed design introduce potential impacts, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review	No further heritage work required at this time.
87	162 Norfolk Ave	Residential		Candidate	<p>Design/Physical: One-and-a-half storey residence with front gable roof and symmetrical front façade.</p> <p>Historical/Associative: Built 1944.</p> <p>Contextual: A part of an early-to-mid-century neighbourhood.</p>	The subject property is not anticipated to be directly or indirectly impacted by the undertaking. Encroachment along the proposed rail corridor is expected to the rear of the property along to accommodate rail infrastructure and a new pedestrian walkway. This encroachment does not exceed extant property limits and is not anticipated to result in indirect adverse impacts, including changes to land use, land disturbance or impacts to important views.	No further recommendations required to mitigate this impact. Should future alterations to the proposed design introduce potential impacts, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review	No further heritage work required at this time.



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88	160 Norfolk Ave	Residential		Candidate	<p>Design/Physical: One-storey post-war brick residence with front gable roof.</p> <p>Historical/Associative: Built 1966.</p> <p>Contextual: A part of an early-to-mid-century neighbourhood.</p>	The subject property is not anticipated to be directly or indirectly impacted by the undertaking. Encroachment along the proposed rail corridor is expected to the rear of the property along to accommodate rail infrastructure and a new pedestrian walkway. This encroachment does not exceed extant property limits and is not anticipated to result in indirect adverse impacts, including changes to land use, land disturbance or impacts to important views.	No further recommendations required to mitigate this impact. Should future alterations to the proposed design introduce potential impacts, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review	No further heritage work required at this time.
89	158 Norfolk Ave	Residential		Candidate	<p>Design/Physical: One-and-a-half storey post-war residence with side gable roof.</p> <p>Historical/Associative: Built 1957.</p> <p>Contextual: A part of an early-to-mid-century neighbourhood.</p>	The subject property is not anticipated to be directly or indirectly impacted by the undertaking. Encroachment along the proposed rail corridor is expected to the rear of the property along to accommodate rail infrastructure and a new pedestrian walkway. This encroachment does not exceed extant property limits and is not anticipated to result in indirect adverse impacts, including changes to land use, land disturbance or impacts to important views.	No further recommendations required to mitigate this impact. Should future alterations to the proposed design introduce potential impacts, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review	No further heritage work required at this time.



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90	156 Norfolk Ave	Residential		Candidate	<p>Design/Physical: One-and-a-half storey frame residence with front gable roof and enclosed porch.</p> <p>Historical/Associative: Built 1933.</p> <p>Contextual: A part of an early-to-mid-century neighbourhood.</p>	The subject property is not anticipated to be directly or indirectly impacted by the undertaking. Encroachment along the proposed rail corridor is expected to the rear of the property along to accommodate rail infrastructure and a new pedestrian walkway. This encroachment does not exceed extant property limits and is not anticipated to result in indirect adverse impacts, including changes to land use, land disturbance or impacts to important views.	No further recommendations required to mitigate this impact. Should future alterations to the proposed design introduce potential impacts, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review	No further heritage work required at this time.
91	154 Norfolk Ave	Residential		Candidate	<p>Design/Physical: One-and-a-half storey frame residence with side gable roof and gabled dormer with 3/1 windows.</p> <p>Historical/Associative: Built 1942.</p> <p>Contextual: A part of an early-to-mid-century neighbourhood.</p>	The subject property is not anticipated to be directly or indirectly impacted by the undertaking. Encroachment along the proposed rail corridor is expected to the rear of the property along to accommodate rail infrastructure and a new pedestrian walkway. This encroachment does not exceed extant property limits and is not anticipated to result in indirect adverse impacts, including changes to land use, land disturbance or impacts to important views.	No further recommendations required to mitigate this impact. Should future alterations to the proposed design introduce potential impacts, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review	No further heritage work required at this time.



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92	152 Norfolk Ave	Residential		Candidate	<p>Design/Physical: One-storey post-war brick residence with hipped roof.</p> <p>Historical/Associative: Built 1965.</p> <p>Contextual: A part of an early-to-mid-century neighbourhood.</p>	The subject property is not anticipated to be directly or indirectly impacted by the undertaking. Encroachment along the proposed rail corridor is expected to the rear of the property along to accommodate rail infrastructure and a new pedestrian walkway. This encroachment does not exceed extant property limits and is not anticipated to result in indirect adverse impacts, including changes to land use, land disturbance or impacts to important views.	No further recommendations required to mitigate this impact. Should future alterations to the proposed design introduce potential impacts, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review	No further heritage work required at this time.
93	150 Norfolk Ave	Residential		Candidate	<p>Design/Physical: One-and-a-half storey post-war residence with side gable roof.</p> <p>Historical/Associative: Built 1945.</p> <p>Contextual: A part of an early-to-mid-century neighbourhood.</p>	The subject property is not anticipated to be directly or indirectly impacted by the undertaking. Encroachment along the proposed rail corridor is expected to the rear of the property along to accommodate rail infrastructure and a new pedestrian walkway. This encroachment does not exceed extant property limits and is not anticipated to result in indirect adverse impacts, including changes to land use, land disturbance or impacts to important views.	No further recommendations required to mitigate this impact. Should future alterations to the proposed design introduce potential impacts, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review	No further heritage work required at this time.



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94	148 Norfolk Ave	Residential		Candidate	<p>Design/Physical: One-storey frame residence with jerkinhead roof.</p> <p>Historical/Associative: Built 1948.</p> <p>Contextual: A part of an early-to-mid-century neighbourhood.</p>	The subject property is not anticipated to be directly or indirectly impacted by the undertaking. Encroachment along the proposed rail corridor is expected to the rear of the property along to accommodate rail infrastructure and a new pedestrian walkway. This encroachment does not exceed extant property limits and is not anticipated to result in indirect adverse impacts, including changes to land use, land disturbance or impacts to important views.	No further recommendations required to mitigate this impact. Should future alterations to the proposed design introduce potential impacts, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review	No further heritage work required at this time.
95	146 Norfolk Ave	Residential		Candidate	<p>Design/Physical: One-and-a-half storey post-war residence with side gable roof.</p> <p>Historical/Associative: Built 1948.</p> <p>Contextual: A part of an early-to-mid-century neighbourhood.</p>	The subject property is not anticipated to be directly or indirectly impacted by the undertaking. Encroachment along the proposed rail corridor is expected to the rear of the property along to accommodate rail infrastructure and a new pedestrian walkway. This encroachment does not exceed extant property limits and is not anticipated to result in indirect adverse impacts, including changes to land use, land disturbance or impacts to important views.	No further recommendations required to mitigate this impact. Should future alterations to the proposed design introduce potential impacts, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review	No further heritage work required at this time.



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96	144 Norfolk Ave	Residential		Candidate	<p>Design/Physical: One-storey brick residence with hipped roof.</p> <p>Historical/Associative: Built 1973.</p> <p>Contextual: A part of an early-to-mid-century neighbourhood</p>	The subject property is not anticipated to be directly or indirectly impacted by the undertaking. Encroachment along the proposed rail corridor is expected to the rear of the property along to accommodate rail infrastructure and a new pedestrian walkway. This encroachment does not exceed extant property limits and is not anticipated to result in indirect adverse impacts, including changes to land use, land disturbance or impacts to important views.	No further recommendations required to mitigate this impact. Should future alterations to the proposed design introduce potential impacts, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review	No further heritage work required at this time.
97	142 Norfolk Ave	Residential		Candidate	<p>Design/Physical: One-and-a-half storey post-war residence with side gable roof.</p> <p>Historical/Associative: Built 1947.</p> <p>Contextual: A part of an early-to-mid-century neighbourhood.</p>	The subject property is not anticipated to be directly or indirectly impacted by the undertaking. Encroachment along the proposed rail corridor is expected to the rear of the property along to accommodate rail infrastructure and a new pedestrian walkway. This encroachment does not exceed extant property limits and is not anticipated to result in indirect adverse impacts, including changes to land use, land disturbance or impacts to important views.	No further recommendations required to mitigate this impact. Should future alterations to the proposed design introduce potential impacts, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review	No further heritage work required at this time.



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CHR #	Address	Resource Type	Photograph	Heritage Status	Property Description	Description of Potential/Anticipated Impact	Mitigation Measures	Recommendation
98	140 Norfolk Ave	Residential		Candidate	<p>Design/Physical: One-storey frame residence with hipped roof.</p> <p>Historical/Associative: Built 1930.</p> <p>Contextual: A part of an early-to-mid-century neighbourhood.</p>	The subject property is not anticipated to be directly or indirectly impacted by the undertaking. Encroachment along the proposed rail corridor is expected to the rear of the property along to accommodate rail infrastructure and a new pedestrian walkway. This encroachment does not exceed extant property limits and is not anticipated to result in indirect adverse impacts, including changes to land use, land disturbance or impacts to important views.	No further recommendations required to mitigate this impact. Should future alterations to the proposed design introduce potential impacts, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review	No further heritage work required at this time.
99	138 Norfolk Ave	Residential		Candidate	<p>Design/Physical: One-storey frame residence with side gable roof.</p> <p>Historical/Associative: Built 1947.</p> <p>Contextual: A part of an early-to-mid-century neighbourhood.</p>	The subject property is not anticipated to be directly or indirectly impacted by the undertaking. Encroachment along the proposed rail corridor is expected to the rear of the property along to accommodate rail infrastructure and a new pedestrian walkway. This encroachment does not exceed extant property limits and is not anticipated to result in indirect adverse impacts, including changes to land use, land disturbance or impacts to important views.	No further recommendations required to mitigate this impact. Should future alterations to the proposed design introduce potential impacts, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review	No further heritage work required at this time.



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CHR #	Address	Resource Type	Photograph	Heritage Status	Property Description	Description of Potential/Anticipated Impact	Mitigation Measures	Recommendation
100	136 Norfolk Ave	Residential		Candidate	<p>Design/Physical: One-and-a-half storey post-war residence with side gable roof.</p> <p>Historical/Associative: Built 1947.</p> <p>Contextual: A part of an early-to-mid-century neighbourhood.</p>	The subject property is not anticipated to be directly or indirectly impacted by the undertaking. Encroachment along the proposed rail corridor is expected to the rear of the property along to accommodate rail infrastructure and a new pedestrian walkway. This encroachment does not exceed extant property limits and is not anticipated to result in indirect adverse impacts, including changes to land use, land disturbance or impacts to important views.	No further recommendations required to mitigate this impact. Should future alterations to the proposed design introduce potential impacts, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review	No further heritage work required at this time.
101	134 Norfolk Ave	Residential		Candidate	<p>Design/Physical: One-storey residence with red brick, front gable roof and concrete foundation.</p> <p>Historical/Associative: Built 1967.</p> <p>Contextual: A part of an early-to-mid-century neighbourhood.</p>	The subject property is not anticipated to be directly or indirectly impacted by the undertaking. Encroachment along the proposed rail corridor is expected to the rear of the property along to accommodate rail infrastructure and a new pedestrian walkway. This encroachment does not exceed extant property limits and is not anticipated to result in indirect adverse impacts, including changes to land use, land disturbance or impacts to important views.	No further recommendations required to mitigate this impact. Should future alterations to the proposed design introduce potential impacts, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review	No further heritage work required at this time.



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CHR #	Address	Resource Type	Photograph	Heritage Status	Property Description	Description of Potential/Anticipated Impact	Mitigation Measures	Recommendation
102	132 Norfolk Ave	Residential		Candidate	<p>Design/Physical: Two-storey yellow brick, Vernacular style building with front gable roof.</p> <p>Historical/Associative: Built 1920.</p> <p>Contextual: A part of an early-to-mid-century neighbourhood.</p>	The subject property is not anticipated to be directly or indirectly impacted by the undertaking. Encroachment along the proposed rail corridor is expected to the rear of the property along to accommodate rail infrastructure and a new pedestrian walkway. This encroachment does not exceed extant property limits and is not anticipated to result in indirect adverse impacts, including changes to land use, land disturbance or impacts to important views.	No further recommendations required to mitigate this impact. Should future alterations to the proposed design introduce potential impacts, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review	No further heritage work required at this time.
103	130 Norfolk Ave	Residential		Candidate	<p>Design/Physical: One-storey frame residence with side gable roof and attached garage.</p> <p>Historical/Associative: Built 1941.</p> <p>Contextual: A part of an early-to-mid-century neighbourhood.</p>	The subject property is not anticipated to be directly or indirectly impacted by the undertaking. Encroachment along the proposed rail corridor is expected to the rear of the property along to accommodate rail infrastructure and a new pedestrian walkway. This encroachment does not exceed extant property limits and is not anticipated to result in indirect adverse impacts, including changes to land use, land disturbance or impacts to important views.	No further recommendations required to mitigate this impact. Should future alterations to the proposed design introduce potential impacts, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review	No further heritage work required at this time.



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CHR #	Address	Resource Type	Photograph	Heritage Status	Property Description	Description of Potential/Anticipated Impact	Mitigation Measures	Recommendation
104	128 Norfolk Ave	Residential		Candidate	<p>Design/Physical: One-storey frame residence with hipped roof.</p> <p>Historical/Associative: Built 1947.</p> <p>Contextual: A part of an early-to-mid-century neighbourhood.</p>	The subject property is not anticipated to be directly or indirectly impacted by the undertaking. Encroachment along the proposed rail corridor is expected to the rear of the property along to accommodate rail infrastructure and a new pedestrian walkway. This encroachment does not exceed extant property limits and is not anticipated to result in indirect adverse impacts, including changes to land use, land disturbance or impacts to important views.	No further recommendations required to mitigate this impact. Should future alterations to the proposed design introduce potential impacts, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review	No further heritage work required at this time.
105	126 Norfolk Ave	Residential		Candidate	<p>Design/Physical: One-and-a-half storey post-war residence with side gable roof.</p> <p>Historical/Associative: Built 1942.</p> <p>Contextual: A part of an early-to-mid-century neighbourhood.</p>	The subject property is not anticipated to be directly or indirectly impacted by the undertaking. Encroachment along the proposed rail corridor is expected to the rear of the property along to accommodate rail infrastructure and a new pedestrian walkway. This encroachment does not exceed extant property limits and is not anticipated to result in indirect adverse impacts, including changes to land use, land disturbance or impacts to important views.	No further recommendations required to mitigate this impact. Should future alterations to the proposed design introduce potential impacts, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review	No further heritage work required at this time.



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CHR #	Address	Resource Type	Photograph	Heritage Status	Property Description	Description of Potential/Anticipated Impact	Mitigation Measures	Recommendation
106	124 Norfolk Ave	Residential		Candidate	<p>Design/Physical: One-storey frame residence with angel stone cladding and hipped roof.</p> <p>Historical/Associative: Built 1945.</p> <p>Contextual: A part of an early-to-mid-century neighbourhood.</p>	The subject property is not anticipated to be directly or indirectly impacted by the undertaking. Encroachment along the proposed rail corridor is expected to the rear of the property along to accommodate rail infrastructure and a new pedestrian walkway. This encroachment does not exceed extant property limits and is not anticipated to result in indirect adverse impacts, including changes to land use, land disturbance or impacts to important views.	No further recommendations required to mitigate this impact. Should future alterations to the proposed design introduce potential impacts, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review	No further heritage work required at this time.
107	122 Norfolk Ave	Residential		Candidate	<p>Design/Physical: One-storey frame residence with vinyl siding and wood shingles on front gable.</p> <p>Historical/Associative: Built 1951.</p> <p>Contextual: A part of an early-to-mid-century neighbourhood.</p>	The subject property is not anticipated to be directly or indirectly impacted by the undertaking. Encroachment along the proposed rail corridor is expected to the rear of the property along to accommodate rail infrastructure and a new pedestrian walkway. This encroachment does not exceed extant property limits and is not anticipated to result in indirect adverse impacts, including changes to land use, land disturbance or impacts to important views.	No further recommendations required to mitigate this impact. Should future alterations to the proposed design introduce potential impacts, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review	No further heritage work required at this time.



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CHR #	Address	Resource Type	Photograph	Heritage Status	Property Description	Description of Potential/Anticipated Impact	Mitigation Measures	Recommendation
108	120 Norfolk Ave	Residential		Candidate	<p>Design/Physical: One-storey frame residence with front gable roof.</p> <p>Historical/Associative: Built 1948.</p> <p>Contextual: A part of an early-to-mid-century neighbourhood.</p>	The subject property is not anticipated to be directly or indirectly impacted by the undertaking. Encroachment along the proposed rail corridor is expected to the rear of the property along to accommodate rail infrastructure and a new pedestrian walkway. This encroachment does not exceed extant property limits and is not anticipated to result in indirect adverse impacts, including changes to land use, land disturbance or impacts to important views.	No further recommendations required to mitigate this impact. Should future alterations to the proposed design introduce potential impacts, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review	No further heritage work required at this time.
109	118 Norfolk Ave	Residential		Candidate	<p>Design/Physical: One-storey frame residence with front gable roof.</p> <p>Historical/Associative: Built 1946.</p> <p>Contextual: A part of an early-to-mid-century neighbourhood.</p>	The subject property is not anticipated to be directly or indirectly impacted by the undertaking. Encroachment along the proposed rail corridor is expected to the rear of the property along to accommodate rail infrastructure and a new pedestrian walkway. This encroachment does not exceed extant property limits and is not anticipated to result in indirect adverse impacts, including changes to land use, land disturbance or impacts to important views.	No further recommendations required to mitigate this impact. Should future alterations to the proposed design introduce potential impacts, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review	No further heritage work required at this time.



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CHR #	Address	Resource Type	Photograph	Heritage Status	Property Description	Description of Potential/Anticipated Impact	Mitigation Measures	Recommendation
110	116 Norfolk Ave	Residential		Candidate	<p>Design/Physical: One-storey frame residence with front gable roof.</p> <p>Historical/Associative: Built 1948.</p> <p>Contextual: A part of an early-to-mid-century neighbourhood.</p>	The subject property is not anticipated to be directly or indirectly impacted by the undertaking. Encroachment along the proposed rail corridor is expected to the rear of the property along to accommodate rail infrastructure and a new pedestrian walkway. This encroachment does not exceed extant property limits and is not anticipated to result in indirect adverse impacts, including changes to land use, land disturbance or impacts to important views.	No further recommendations required to mitigate this impact. Should future alterations to the proposed design introduce potential impacts, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review	No further heritage work required at this time.
111	114 Norfolk Ave	Residential		Candidate	<p>Design/Physical: Two-storey vernacular residence with side gable roof with a shed dormer.</p> <p>Historical/Associative: Built 1916.</p> <p>Contextual: A part of an early-to-mid-century neighbourhood.</p>	The subject property is not anticipated to be directly or indirectly impacted by the undertaking. Encroachment along the proposed rail corridor is expected to the rear of the property along to accommodate rail infrastructure and a new pedestrian walkway. This encroachment does not exceed extant property limits and is not anticipated to result in indirect adverse impacts, including changes to land use, land disturbance or impacts to important views.	No further recommendations required to mitigate this impact. Should future alterations to the proposed design introduce potential impacts, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review	No further heritage work required at this time.



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CHR #	Address	Resource Type	Photograph	Heritage Status	Property Description	Description of Potential/Anticipated Impact	Mitigation Measures	Recommendation
112	112 Norfolk Ave	Residential		Candidate	<p>Design/Physical: One-storey frame residence with front gable roof.</p> <p>Historical/Associative: Built 1927.</p> <p>Contextual: A part of an early-to-mid-century neighbourhood.</p>	The subject property is not anticipated to be directly or indirectly impacted by the undertaking. Encroachment along the proposed rail corridor is expected to the rear of the property along to accommodate rail infrastructure and a new pedestrian walkway. This encroachment does not exceed extant property limits and is not anticipated to result in indirect adverse impacts, including changes to land use, land disturbance or impacts to important views.	No further recommendations required to mitigate this impact. Should future alterations to the proposed design introduce potential impacts, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review	No further heritage work required at this time.
113	110 Norfolk Ave	Residential		Candidate	<p>Design/Physical: One-and-a-half storey post-war residence with side gable roof.</p> <p>Historical/Associative: Built 1947.</p> <p>Contextual: A part of an early-to-mid-century neighbourhood.</p>	The subject property is not anticipated to be directly or indirectly impacted by the undertaking. Encroachment along the proposed rail corridor is expected to the rear of the property along to accommodate rail infrastructure and a new pedestrian walkway. This encroachment does not exceed extant property limits and is not anticipated to result in indirect adverse impacts, including changes to land use, land disturbance or impacts to important views.	No further recommendations required to mitigate this impact. Should future alterations to the proposed design introduce potential impacts, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review	No further heritage work required at this time.



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CHR #	Address	Resource Type	Photograph	Heritage Status	Property Description	Description of Potential/Anticipated Impact	Mitigation Measures	Recommendation
114	108 Norfolk Ave	Residential		Candidate	<p>Design/Physical: One-storey frame residence with hipped roof.</p> <p>Historical/Associative: Built 1925.</p> <p>Contextual: A part of an early-to-mid-century neighbourhood.</p>	The subject property is not anticipated to be directly or indirectly impacted by the undertaking. Encroachment along the proposed rail corridor is expected to the rear of the property along to accommodate rail infrastructure and a new pedestrian walkway. This encroachment does not exceed extant property limits and is not anticipated to result in indirect adverse impacts, including changes to land use, land disturbance or impacts to important views.	No further recommendations required to mitigate this impact. Should future alterations to the proposed design introduce potential impacts, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review	No further heritage work required at this time.
115	106 Norfolk Ave	Residential		Candidate	<p>Design/Physical: One-storey brick residence with hipped roof.</p> <p>Historical/Associative: Built 1920.</p> <p>Contextual: A part of an early-to-mid-century neighbourhood.</p>	The subject property is not anticipated to be directly or indirectly impacted by the undertaking. Encroachment along the proposed rail corridor is expected to the rear of the property along to accommodate rail infrastructure and a new pedestrian walkway. This encroachment does not exceed extant property limits and is not anticipated to result in indirect adverse impacts, including changes to land use, land disturbance or impacts to important views.	No further recommendations required to mitigate this impact. Should future alterations to the proposed design introduce potential impacts, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review	No further heritage work required at this time.



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CHR #	Address	Resource Type	Photograph	Heritage Status	Property Description	Description of Potential/Anticipated Impact	Mitigation Measures	Recommendation
116	104 Norfolk Ave	Residential		Candidate	<p>Design/Physical: One-and-a-half storey frame residence with hipped roof and hipped dormer.</p> <p>Historical/Associative: Built 1920.</p> <p>Contextual: A part of an early-to-mid-century neighbourhood.</p>	The subject property is not anticipated to be directly or indirectly impacted by the undertaking. Encroachment along the proposed rail corridor is expected to the rear of the property along to accommodate rail infrastructure and a new pedestrian walkway. This encroachment does not exceed extant property limits and is not anticipated to result in indirect adverse impacts, including changes to land use, land disturbance or impacts to important views.	No further recommendations required to mitigate this impact. Should future alterations to the proposed design introduce potential impacts, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review	No further heritage work required at this time.
117	102 Norfolk Ave	Residential		Candidate	<p>Design/Physical: One-storey red brick residence with hipped roof.</p> <p>Historical/Associative: Built 1971.</p> <p>Contextual: A part of an early-to-mid-century neighbourhood.</p>	The subject property is not anticipated to be directly or indirectly impacted by the undertaking. Encroachment along the proposed rail corridor is expected to the rear of the property along to accommodate rail infrastructure and a new pedestrian walkway. This encroachment does not exceed extant property limits and is not anticipated to result in indirect adverse impacts, including changes to land use, land disturbance or impacts to important views.	No further recommendations required to mitigate this impact. Should future alterations to the proposed design introduce potential impacts, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review	No further heritage work required at this time.



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CHR #	Address	Resource Type	Photograph	Heritage Status	Property Description	Description of Potential/Anticipated Impact	Mitigation Measures	Recommendation
118	98-100 Norfolk Ave	Residential		Candidate	<p>Design/Physical: Two-storey frame residence with hipped roof.</p> <p>Historical/Associative: Built 1944.</p> <p>Contextual: A part of an early-to-mid-century neighbourhood.</p>	The subject property is not anticipated to be directly or indirectly impacted by the undertaking. Encroachment along the proposed rail corridor is expected to the rear of the property along to accommodate rail infrastructure and a new pedestrian walkway. This encroachment does not exceed extant property limits and is not anticipated to result in indirect adverse impacts, including changes to land use, land disturbance or impacts to important views.	No further recommendations required to mitigate this impact. Should future alterations to the proposed design introduce potential impacts, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review	No further heritage work required at this time.
119	94 Norfolk Ave	Residential		Inventory – Region of Waterloo	<p>Design/Physical: One-and-a-half storey residence with front gable roof and gabled dormer.</p> <p>Historical/Associative: Built 1900 (Region of Waterloo).</p> <p>Contextual: A part of an early-to-mid-century neighbourhood.</p>	The subject property is not anticipated to be directly or indirectly impacted by the undertaking. Encroachment along the proposed rail corridor is expected to the rear of the property along to accommodate rail infrastructure and a new pedestrian walkway. This encroachment does not exceed extant property limits and is not anticipated to result in indirect adverse impacts, including changes to land use, land disturbance or impacts to important views.	No further recommendations required to mitigate this impact. Should future alterations to the proposed design introduce potential impacts, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review	No further heritage work required at this time.



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120	92 Norfolk Ave	Residential		Candidate	<p>Design/Physical: One-and-a-half storey residence with front gable roof, gable window and gabled dormer.</p> <p>Historical/Associative: Built circa 1945.</p> <p>Contextual: A part of an early-to-mid-century neighbourhood.</p>	The subject property is not anticipated to be directly or indirectly impacted by the undertaking. Encroachment along the proposed rail corridor is expected to the rear of the property along to accommodate rail infrastructure and a new pedestrian walkway. This encroachment does not exceed extant property limits and is not anticipated to result in indirect adverse impacts, including changes to land use, land disturbance or impacts to important views.	No further recommendations required to mitigate this impact. Should future alterations to the proposed design introduce potential impacts, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review	No further heritage work required at this time.
121	90 Norfolk Ave	Residential		Candidate	<p>Design/Physical: One-storey residence with hipped roof, concrete foundation, angel stone and vinyl siding.</p> <p>Historical/Associative: Built 1972.</p> <p>Contextual: A part of an early-to-mid-century neighbourhood.</p>	The subject property is not anticipated to be directly or indirectly impacted by the undertaking. Encroachment along the proposed rail corridor is expected to the rear of the property along to accommodate rail infrastructure and a new pedestrian walkway. This encroachment does not exceed extant property limits and is not anticipated to result in indirect adverse impacts, including changes to land use, land disturbance or impacts to important views.	No further recommendations required to mitigate this impact. Should future alterations to the proposed design introduce potential impacts, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review	No further heritage work required at this time.



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CHR #	Address	Resource Type	Photograph	Heritage Status	Property Description	Description of Potential/Anticipated Impact	Mitigation Measures	Recommendation
122	88 Norfolk Ave	Residential		Candidate	<p>Design/Physical: One-and-a-half storey residence with front gable roof, gable window and gabled dormer.</p> <p>Historical/Associative: Built 1922.</p> <p>Contextual: A part of an early-to-mid-century neighbourhood.</p>	The subject property is not anticipated to be directly or indirectly impacted by the undertaking. Encroachment along the proposed rail corridor is expected to the rear of the property along to accommodate rail infrastructure and a new pedestrian walkway. This encroachment does not exceed extant property limits and is not anticipated to result in indirect adverse impacts, including changes to land use, land disturbance or impacts to important views.	No further recommendations required to mitigate this impact. Should future alterations to the proposed design introduce potential impacts, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review	No further heritage work required at this time.
123	86 Norfolk Ave	Residential		Candidate	<p>Design/Physical: One-storey frame residence with hipped roof.</p> <p>Historical/Associative: Built 1925.</p> <p>Contextual: A part of an early-to-mid-century neighbourhood.</p>	The subject property is not anticipated to be directly or indirectly impacted by the undertaking. Encroachment along the proposed rail corridor is expected to the rear of the property along to accommodate rail infrastructure and a new pedestrian walkway. This encroachment does not exceed extant property limits and is not anticipated to result in indirect adverse impacts, including changes to land use, land disturbance or impacts to important views.	No further recommendations required to mitigate this impact. Should future alterations to the proposed design introduce potential impacts, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review	No further heritage work required at this time.



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124	84 Norfolk Ave	Residential		Candidate	<p>Design/Physical: One-and-a-half storey frame residence with front gable roof.</p> <p>Historical/Associative: Built 1930.</p> <p>Contextual: A part of an early-to-mid-century neighbourhood.</p>	The subject property is not anticipated to be directly or indirectly impacted by the undertaking. Encroachment along the proposed rail corridor is expected to the rear of the property along to accommodate rail infrastructure and a new pedestrian walkway. This encroachment does not exceed extant property limits and is not anticipated to result in indirect adverse impacts, including changes to land use, land disturbance or impacts to important views.	No further recommendations required to mitigate this impact. Should future alterations to the proposed design introduce potential impacts, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review	No further heritage work required at this time.
125	82 Norfolk Ave	Residential		Candidate	<p>Design/Physical: One-storey frame residence with hipped roof.</p> <p>Historical/Associative: Built 1942.</p> <p>Contextual: A part of an early-to-mid-century neighbourhood.</p>	The subject property is not anticipated to be directly or indirectly impacted by the undertaking. Encroachment along the proposed rail corridor is expected to the rear of the property along to accommodate rail infrastructure and a new pedestrian walkway. This encroachment does not exceed extant property limits and is not anticipated to result in indirect adverse impacts, including changes to land use, land disturbance or impacts to important views.	No further recommendations required to mitigate this impact. Should future alterations to the proposed design introduce potential impacts, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review	No further heritage work required at this time.



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CHR #	Address	Resource Type	Photograph	Heritage Status	Property Description	Description of Potential/Anticipated Impact	Mitigation Measures	Recommendation
126	80 Norfolk Ave	Residential		Candidate	<p>Design/Physical: One-and-a-half storey frame residence with front gable roof.</p> <p>Historical/Associative: Built 1933.</p> <p>Contextual: A part of an early-to-mid-century neighbourhood.</p>	The subject property is not anticipated to be directly or indirectly impacted by the undertaking. Encroachment along the proposed rail corridor is expected to the rear of the property along to accommodate rail infrastructure and a new pedestrian walkway. This encroachment does not exceed extant property limits and is not anticipated to result in indirect adverse impacts, including changes to land use, land disturbance or impacts to important views.	No further recommendations required to mitigate this impact. Should future alterations to the proposed design introduce potential impacts, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review	No further heritage work required at this time.
127	78 Norfolk Ave	Residential		Candidate	<p>Design/Physical: One-storey frame residence with hipped roof and brick chimney.</p> <p>Historical/Associative: Built 1942.</p> <p>Contextual: A part of an early-to-mid-century neighbourhood.</p>	The subject property is not anticipated to be directly or indirectly impacted by the undertaking. Encroachment along the proposed rail corridor is expected to the rear of the property along to accommodate rail infrastructure and a new pedestrian walkway. This encroachment does not exceed extant property limits and is not anticipated to result in indirect adverse impacts, including changes to land use, land disturbance or impacts to important views.	No further recommendations required to mitigate this impact. Should future alterations to the proposed design introduce potential impacts, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review	No further heritage work required at this time.



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128	76 Norfolk Ave	Residential		Candidate	<p>Design/Physical: One-storey brick residence with front gable roof.</p> <p>Historical/Associative: Built 1962.</p> <p>Contextual: A part of an early-to-mid-century neighbourhood.</p>	The subject property is not anticipated to be directly or indirectly impacted by the undertaking. Encroachment along the proposed rail corridor is expected to the rear of the property along to accommodate rail infrastructure and a new pedestrian walkway. This encroachment does not exceed extant property limits and is not anticipated to result in indirect adverse impacts, including changes to land use, land disturbance or impacts to important views.	No further recommendations required to mitigate this impact. Should future alterations to the proposed design introduce potential impacts, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review	No further heritage work required at this time.
129	72 Norfolk Ave	Residential		Candidate	<p>Design/Physical: Two-and-a-half storey Edwardian style building with off-centre front entrance, front gable roof, porch that runs the length of the front façade and wood cladding.</p> <p>Historical/Associative: Built 1925.</p> <p>Contextual: A part of an early-to-mid-century neighbourhood.</p>	The subject property is not anticipated to be directly or indirectly impacted by the undertaking. Encroachment along the proposed rail corridor is expected to the rear of the property along to accommodate rail infrastructure and a new pedestrian walkway. This encroachment does not exceed extant property limits and is not anticipated to result in indirect adverse impacts, including changes to land use, land disturbance or impacts to important views.	No further recommendations required to mitigate this impact. Should future alterations to the proposed design introduce potential impacts, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review	No further heritage work required at this time.



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130	70 Norfolk Ave	Residential		Candidate	<p>Design/Physical: Two-and-a-half storey red brick Dutch revival residence with front gambrel roof, off-centre entrance, and porch that runs the length of the front façade.</p> <p>Historical/Associative: Built 1925.</p> <p>Contextual: A part of an early-to-mid-century neighbourhood.</p>	The subject property is not anticipated to be directly or indirectly impacted by the undertaking. Encroachment along the proposed rail corridor is expected to the rear of the property along to accommodate rail infrastructure and a new pedestrian walkway. This encroachment does not exceed extant property limits and is not anticipated to result in indirect adverse impacts, including changes to land use, land disturbance or impacts to important views.	No further recommendations required to mitigate this impact. Should future alterations to the proposed design introduce potential impacts, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review	No further heritage work required at this time.
131	68 Norfolk Ave	Residential		Candidate	<p>Design/Physical: One-storey frame residence with side gable roof.</p> <p>Historical/Associative: Built 1942.</p> <p>Contextual: A part of an early-to-mid-century neighbourhood.</p>	The subject property is not anticipated to be directly or indirectly impacted by the undertaking. Encroachment along the proposed rail corridor is expected to the rear of the property along to accommodate rail infrastructure and a new pedestrian walkway. This encroachment does not exceed extant property limits and is not anticipated to result in indirect adverse impacts, including changes to land use, land disturbance or impacts to important views.	No further recommendations required to mitigate this impact. Should future alterations to the proposed design introduce potential impacts, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review	No further heritage work required at this time.



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CHR #	Address	Resource Type	Photograph	Heritage Status	Property Description	Description of Potential/Anticipated Impact	Mitigation Measures	Recommendation
132	64 Norfolk Ave	Residential		Candidate	<p>Design/Physical: One-storey post-war residence with side gable roof.</p> <p>Historical/Associative: Built 1942.</p> <p>Contextual: A part of an early-to-mid-century neighbourhood.</p>	The subject property is not anticipated to be directly or indirectly impacted by the undertaking. Encroachment along the proposed rail corridor is expected to the rear of the property along to accommodate rail infrastructure and a new pedestrian walkway. This encroachment does not exceed extant property limits and is not anticipated to result in indirect adverse impacts, including changes to land use, land disturbance or impacts to important views.	No further recommendations required to mitigate this impact. Should future alterations to the proposed design introduce potential impacts, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review	No further heritage work required at this time.
133	62 Norfolk Ave	Residential		Candidate	<p>Design/Physical: Two-storey Dutch revival residence with side gambrel roof and shed dormer.</p> <p>Historical/Associative: Built 1925.</p> <p>Contextual: A part of an early-to-mid-century neighbourhood.</p>	The subject property is not anticipated to be directly or indirectly impacted by the undertaking. Encroachment along the proposed rail corridor is expected to the rear of the property along to accommodate rail infrastructure and a new pedestrian walkway. This encroachment does not exceed extant property limits and is not anticipated to result in indirect adverse impacts, including changes to land use, land disturbance or impacts to important views.	No further recommendations required to mitigate this impact. Should future alterations to the proposed design introduce potential impacts, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review	No further heritage work required at this time.



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134	60 Norfolk Ave	Residential		Candidate	<p>Design/Physical: One-storey frame residence with hipped roof and brick chimney.</p> <p>Historical/Associative: Built 1946.</p> <p>Contextual: A part of an early-to-mid-century neighbourhood.</p>	The subject property is not anticipated to be directly or indirectly impacted by the undertaking. Encroachment along the proposed rail corridor is expected to the rear of the property along to accommodate rail infrastructure and a new pedestrian walkway. This encroachment does not exceed extant property limits and is not anticipated to result in indirect adverse impacts, including changes to land use, land disturbance or impacts to important views.	No further recommendations required to mitigate this impact. Should future alterations to the proposed design introduce potential impacts, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review	No further heritage work required at this time.
135	58 Norfolk Ave	Residential		Candidate	<p>Design/Physical: One-storey frame residence with hipped roof and brick chimney.</p> <p>Historical/Associative: Built 1953.</p> <p>Contextual: A part of an early-to-mid-century neighbourhood.</p>	The subject property is not anticipated to be directly or indirectly impacted by the undertaking. Encroachment along the proposed rail corridor is expected to the rear of the property along to accommodate rail infrastructure and a new pedestrian walkway. This encroachment does not exceed extant property limits and is not anticipated to result in indirect adverse impacts, including changes to land use, land disturbance or impacts to important views.	No further recommendations required to mitigate this impact. Should future alterations to the proposed design introduce potential impacts, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review	No further heritage work required at this time.


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136	56 Norfolk Ave	Residential		Candidate	<p>Design/Physical: One-storey brick residence with hipped roof and concrete foundation.</p> <p>Historical/Associative: Built 1967.</p> <p>Contextual: A part of an early-to-mid-century neighbourhood.</p>	The subject property is not anticipated to be directly or indirectly impacted by the undertaking. Encroachment along the proposed rail corridor is expected to the rear of the property along to accommodate rail infrastructure and a new pedestrian walkway. This encroachment does not exceed extant property limits and is not anticipated to result in indirect adverse impacts, including changes to land use, land disturbance or impacts to important views.	No further recommendations required to mitigate this impact. Should future alterations to the proposed design introduce potential impacts, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review	No further heritage work required at this time.
137	54 Norfolk Ave	Residential		Candidate	<p>Design/Physical: Two-storey stucco and vinyl clad residence with hipped roof, off-centre entrance, and stone and brick chimney.</p> <p>Historical/Associative: Built 1967.</p> <p>Contextual: A part of an early-to-mid-century neighbourhood.</p>	The subject property is not anticipated to be directly or indirectly impacted by the undertaking. Encroachment along the proposed rail corridor is expected to the rear of the property along to accommodate rail infrastructure and a new pedestrian walkway. This encroachment does not exceed extant property limits and is not anticipated to result in indirect adverse impacts, including changes to land use, land disturbance or impacts to important views.	No further recommendations required to mitigate this impact. Should future alterations to the proposed design introduce potential impacts, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review	No further heritage work required at this time.


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138	52 Norfolk Ave	Residential		Candidate	<p>Design/Physical: One-storey frame residence with hipped roof and brick chimney.</p> <p>Historical/Associative: Built 1931.</p> <p>Contextual: A part of an early-to-mid-century neighbourhood.</p>	The subject property is not anticipated to be directly or indirectly impacted by the undertaking. Encroachment along the proposed rail corridor is expected to the rear of the property along to accommodate rail infrastructure and a new pedestrian walkway. This encroachment does not exceed extant property limits and is not anticipated to result in indirect adverse impacts, including changes to land use, land disturbance or impacts to important views.	No further recommendations required to mitigate this impact. Should future alterations to the proposed design introduce potential impacts, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review	No further heritage work required at this time.
139	50 Norfolk Ave	Residential		Candidate	<p>Design/Physical: One-storey frame residence with hipped roof.</p> <p>Historical/Associative: Built 1942.</p> <p>Contextual: A part of an early-to-mid-century neighbourhood.</p>	Minor direct and indirect adverse impacts are anticipated as a result of the proposed undertaking. Encroachment along the rail corridor is expected to the rear of the property to accommodate rail infrastructure. While this encroachment exceeds extant property limits, this encroachment is from the rear of the property and will not affect any potential contextual value along Norfolk Ave. The proposed LRT infrastructure and regrading has the potential to impact bushes, trees and landscaping to the rear of the subject property, however, these proposed impacts are not anticipated to adversely impact the potential CHVI of the property.	Preferred Option: Encroachment on to the subject property should be avoided or minimized. Alternative Option: Should encroachment be required, a Heritage Documentation Report should be completed to document landscape features at the rear of the property along the proposed corridor. Should future alterations to the proposed design introduce potential direct and adverse impacts to the potential CHVI property, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review	Heritage Documentation Report


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CHR #	Address	Resource Type	Photograph	Heritage Status	Property Description	Description of Potential/Anticipated Impact	Mitigation Measures	Recommendation
140	48 Norfolk Ave	Residential		Candidate	<p>Design/Physical: One-and-a-half storey frame residence with cross gable roof.</p> <p>Historical/Associative: Built 1953.</p> <p>Contextual: A part of an early-to-mid-century neighbourhood.</p>	<p>Minor direct and indirect adverse impacts are anticipated as a result of the proposed undertaking. Encroachment along the rail corridor is expected to the rear of the property to accommodate rail infrastructure. While this encroachment exceeds extant property limits, this encroachment is from the rear of the property and will not affect any potential contextual value along Norfolk Ave. The proposed LRT infrastructure and regrading has the potential to impact bushes, trees and landscaping to the rear of the subject property, however, these proposed impacts are not anticipated to adversely impact the potential CHVI of the property.</p>	<p>Preferred Option: Encroachment on to the subject property should be avoided or minimized.</p> <p>Alternative Option: Should encroachment be required, a Heritage Documentation Report should be completed to document landscape features at the rear of the property along the proposed corridor. Should future alterations to the proposed design introduce potential direct and adverse impacts to the potential CHVI property, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review</p>	Heritage Documentation Report


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141	46 Norfolk Ave	Residential		Candidate	<p>Design/Physical: One-storey frame residence with hipped roof and vinyl siding.</p> <p>Historical/Associative: Built 1945.</p> <p>Contextual: A part of an early-to-mid-century neighbourhood.</p>	<p>Minor direct and indirect adverse impacts are anticipated as a result of the proposed undertaking. Encroachment along the rail corridor is expected to the rear of the property to accommodate rail infrastructure. While this encroachment exceeds extant property limits, this encroachment is from the rear of the property and will not affect any potential contextual value along Norfolk Ave. The proposed LRT infrastructure and regrading has the potential to impact bushes, trees and landscaping to the rear of the subject property, however, these proposed impacts are not anticipated to adversely impact the potential CHVI of the property.</p>	<p>Preferred Option: Encroachment on to the subject property should be avoided or minimized.</p> <p>Alternative Option: Should encroachment be required, a Heritage Documentation Report should be completed to document landscape features at the rear of the property along the proposed corridor. Should future alterations to the proposed design introduce potential direct and adverse impacts to the potential CHVI property, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review</p>	Heritage Documentation Report


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142	44 Norfolk Ave	Residential		Candidate	<p>Design/Physical: One-and-a-half storey stucco Arts and Crafts style residence with brick chimney.</p> <p>Historical/Associative: Built 1940.</p> <p>Contextual: A part of an early-to-mid-century neighbourhood.</p>	<p>Minor direct and indirect adverse impacts are anticipated as a result of the proposed undertaking. Encroachment along the rail corridor is expected to the rear of the property to accommodate rail infrastructure. While this encroachment exceeds extant property limits, this encroachment is from the rear of the property and will not affect any potential contextual value along Norfolk Ave. The proposed LRT infrastructure and regrading has the potential to impact bushes, trees and landscaping to the rear of the subject property, however, these proposed impacts are not anticipated to adversely impact the potential CHVI of the property.</p>	<p>Preferred Option: Encroachment on to the subject property should be avoided or minimized.</p> <p>Alternative Option: Should encroachment be required, a Heritage Documentation Report should be completed to document landscape features at the rear of the property along the proposed corridor. Should future alterations to the proposed design introduce potential direct and adverse impacts to the potential CHVI property, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review</p>	Heritage Documentation Report


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143	42 Norfolk Ave	Residential		Candidate	<p>Design/Physical: One-and-a-half storey frame residence with front gable roof and gable window.</p> <p>Historical/Associative: Built 1919.</p> <p>Contextual: A part of an early-to-mid-century neighbourhood.</p>	<p>Minor direct and indirect adverse impacts are anticipated as a result of the proposed undertaking. Encroachment along the rail corridor is expected to the rear of the property to accommodate rail infrastructure. While this encroachment exceeds extant property limits, this encroachment is from the rear of the property and will not affect any potential contextual value along Norfolk Ave. The proposed LRT infrastructure and regrading has the potential to impact bushes, trees and landscaping to the rear of the subject property, however, these proposed impacts are not anticipated to adversely impact the potential CHVI of the property.</p>	<p>Preferred Option: Encroachment on to the subject property should be avoided or minimized.</p> <p>Alternative Option: Should encroachment be required, a Heritage Documentation Report should be completed to document landscape features at the rear of the property along the proposed corridor. Should future alterations to the proposed design introduce potential direct and adverse impacts to the potential CHVI property, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review</p>	Heritage Documentation Report


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144	38 Norfolk Ave	Residential		Candidate	<p>Design/Physical: One-storey frame residence with hipped roof and brick chimney.</p> <p>Historical/Associative: Built 1937.</p> <p>Contextual: A part of an early-to-mid-century neighbourhood.</p>	<p>Minor direct and indirect adverse impacts are anticipated as a result of the proposed undertaking. Encroachment along the rail corridor is expected to the rear of the property to accommodate rail infrastructure. While this encroachment exceeds extant property limits, this encroachment is from the rear of the property and will not affect any potential contextual value along Norfolk Ave. The proposed LRT infrastructure and regrading has the potential to impact bushes, trees and landscaping to the rear of the subject property, however, these proposed impacts are not anticipated to adversely impact the potential CHVI of the property.</p>	<p>Preferred Option: Encroachment on to the subject property should be avoided or minimized.</p> <p>Alternative Option: Should encroachment be required, a Heritage Documentation Report should be completed to document landscape features at the rear of the property along the proposed corridor. Should future alterations to the proposed design introduce potential direct and adverse impacts to the potential CHVI property, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review</p>	Heritage Documentation Report

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145	36 Norfolk Ave	Residential		Candidate	<p>Design/Physical: One-storey post-war residence with side gable roof.</p> <p>Historical/Associative: Built 1942.</p> <p>Contextual: A part of an early-to-mid-century neighbourhood.</p>	<p>Minor direct and indirect adverse impacts are anticipated as a result of the proposed undertaking. Encroachment along the rail corridor is expected to the rear of the property to accommodate rail infrastructure. While this encroachment exceeds extant property limits, this encroachment is from the rear of the property and will not affect any potential contextual value along Norfolk Ave. The proposed LRT infrastructure and regrading has the potential to impact bushes, trees and landscaping to the rear of the subject property, however, these proposed impacts are not anticipated to adversely impact the potential CHVI of the property.</p>	<p>Preferred Option: Encroachment on to the subject property should be avoided or minimized.</p> <p>Alternative Option: Should encroachment be required, a Heritage Documentation Report should be completed to document landscape features at the rear of the property along the proposed corridor. Should future alterations to the proposed design introduce potential direct and adverse impacts to the potential CHVI property, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review</p>	Heritage Documentation Report


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146	34 Norfolk Ave	Residential		Candidate	<p>Design/Physical: One-storey frame residence with hipped roof.</p> <p>Historical/Associative: Built 1940.</p> <p>Contextual: A part of an early-to-mid-century neighbourhood.</p>	<p>Minor direct and indirect adverse impacts are anticipated as a result of the proposed undertaking. Encroachment along the rail corridor is expected to the rear of the property to accommodate rail infrastructure. While this encroachment exceeds extant property limits, this encroachment is from the rear of the property and will not affect any potential contextual value along Norfolk Ave. The proposed LRT infrastructure and regrading has the potential to impact bushes, trees and landscaping to the rear of the subject property, however, these proposed impacts are not anticipated to adversely impact the potential CHVI of the property.</p>	<p>Preferred Option: Encroachment on to the subject property should be avoided or minimized.</p> <p>Alternative Option: Should encroachment be required, a Heritage Documentation Report should be completed to document landscape features at the rear of the property along the proposed corridor. Should future alterations to the proposed design introduce potential direct and adverse impacts to the potential CHVI property, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review</p>	Heritage Documentation Report


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147	32 Norfolk Ave	Residential		Candidate	<p>Design/Physical: One-storey frame residence with side gable roof.</p> <p>Historical/Associative: Built 1949.</p> <p>Contextual: A part of an early-to-mid-century neighbourhood.</p>	<p>Minor direct and indirect adverse impacts are anticipated as a result of the proposed undertaking. Encroachment along the rail corridor is expected to the rear of the property to accommodate rail infrastructure. While this encroachment exceeds extant property limits, this encroachment is from the rear of the property and will not affect any potential contextual value along Norfolk Ave. The proposed LRT infrastructure and regrading has the potential to impact bushes, trees and landscaping to the rear of the subject property, however, these proposed impacts are not anticipated to adversely impact the potential CHVI of the property.</p>	<p>Preferred Option: Encroachment on to the subject property should be avoided or minimized.</p> <p>Alternative Option: Should encroachment be required, a Heritage Documentation Report should be completed to document landscape features at the rear of the property along the proposed corridor. Should future alterations to the proposed design introduce potential direct and adverse impacts to the potential CHVI property, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review</p>	Heritage Documentation Report


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148	30 Norfolk Ave	Residential		Candidate	<p>Design/Physical: Two-storey frame structure with hipped roof, brick chimney, and off-centre entrance.</p> <p>Historical/Associative: Built 1924.</p> <p>Contextual: A part of an early-to-mid-century neighbourhood.</p>	<p>Minor direct and indirect adverse impacts are anticipated as a result of the proposed undertaking. Encroachment along the rail corridor is expected to the rear of the property to accommodate rail infrastructure. While this encroachment exceeds extant property limits, this encroachment is from the rear of the property and will not affect any potential contextual value along Norfolk Ave. The proposed LRT infrastructure and regrading has the potential to impact bushes, trees and landscaping to the rear of the subject property, however, these proposed impacts are not anticipated to adversely impact the potential CHVI of the property.</p>	<p>Preferred Option: Encroachment on to the subject property should be avoided or minimized.</p> <p>Alternative Option: Should encroachment be required, a Heritage Documentation Report should be completed to document landscape features at the rear of the property along the proposed corridor. Should future alterations to the proposed design introduce potential direct and adverse impacts to the potential CHVI property, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review</p>	Heritage Documentation Report


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149	28 Norfolk Ave	Residential		Candidate	<p>Design/Physical: One-and-a-half storey frame residence with side gable roof, covered entryway, and a symmetrical front façade.</p> <p>Historical/Associative: Built 1942.</p> <p>Contextual: A part of an early-to-mid-century neighbourhood.</p>	<p>Minor direct and indirect adverse impacts are anticipated as a result of the proposed undertaking. Encroachment along the rail corridor is expected to the rear of the property to accommodate rail infrastructure. While this encroachment exceeds extant property limits, this encroachment is from the rear of the property and will not affect any potential contextual value along Norfolk Ave. The proposed LRT infrastructure and regrading has the potential to impact bushes, trees and landscaping to the rear of the subject property, however, these proposed impacts are not anticipated to adversely impact the potential CHVI of the property.</p>	<p>Preferred Option: Encroachment on to the subject property should be avoided or minimized.</p> <p>Alternative Option: Should encroachment be required, a Heritage Documentation Report should be completed to document landscape features at the rear of the property along the proposed corridor. Should future alterations to the proposed design introduce potential direct and adverse impacts to the potential CHVI property, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review</p>	Heritage Documentation Report


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150	26 Norfolk Ave	Residential		Candidate	<p>Design/Physical: One-storey post-war residence with side gable roof and vinyl siding.</p> <p>Historical/Associative: Built 1942.</p> <p>Contextual: A part of an early-to-mid-century neighbourhood.</p>	<p>Minor direct and indirect adverse impacts are anticipated as a result of the proposed undertaking. Encroachment along the rail corridor is expected to the rear of the property to accommodate rail infrastructure. While this encroachment exceeds extant property limits, this encroachment is from the rear of the property and will not affect any potential contextual value along Norfolk Ave. The proposed LRT infrastructure and regrading has the potential to impact bushes, trees and landscaping to the rear of the subject property, however, these proposed impacts are not anticipated to adversely impact the potential CHVI of the property.</p>	<p>Preferred Option: Encroachment on to the subject property should be avoided or minimized.</p> <p>Alternative Option: Should encroachment be required, a Heritage Documentation Report should be completed to document landscape features at the rear of the property along the proposed corridor. Should future alterations to the proposed design introduce potential direct and adverse impacts to the potential CHVI property, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review</p>	Heritage Documentation Report


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151	24 Norfolk Ave	Residential		Candidate	<p>Design/Physical: One-storey frame post-war residence with side gable roof, symmetrical front façade and angel stone cladding.</p> <p>Historical/Associative: Built 1942.</p> <p>Contextual: A part of an early-to-mid-century neighbourhood.</p>	<p>Minor direct and indirect adverse impacts are anticipated as a result of the proposed undertaking. Encroachment along the rail corridor is expected to the rear of the property to accommodate rail infrastructure. While this encroachment exceeds extant property limits, this encroachment is from the rear of the property and will not affect any potential contextual value along Norfolk Ave. The proposed LRT infrastructure and regrading has the potential to impact bushes, trees and landscaping to the rear of the subject property, however, these proposed impacts are not anticipated to adversely impact the potential CHVI of the property.</p>	<p>Preferred Option: Encroachment on to the subject property should be avoided or minimized.</p> <p>Alternative Option: Should encroachment be required, a Heritage Documentation Report should be completed to document landscape features at the rear of the property along the proposed corridor. Should future alterations to the proposed design introduce potential direct and adverse impacts to the potential CHVI property, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review</p>	Heritage Documentation Report


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152	22 Norfolk Ave	Residential		Candidate	<p>Design/Physical: Two-and-a-half storey Edwardian style building with hipped roof and hip roof dormer.</p> <p>Historical/Associative: Built 1921.</p> <p>Contextual: A part of an early-to-mid-century neighbourhood.</p>	<p>Minor direct and indirect adverse impacts are anticipated as a result of the proposed undertaking. Encroachment along the rail corridor is expected to the rear of the property to accommodate rail infrastructure. While this encroachment exceeds extant property limits, this encroachment is from the rear of the property and will not affect any potential contextual value along Norfolk Ave. The proposed LRT infrastructure and regrading has the potential to impact bushes, trees and landscaping to the rear of the subject property, however, these proposed impacts are not anticipated to adversely impact the potential CHVI of the property.</p>	<p>Preferred Option: Encroachment on to the subject property should be avoided or minimized.</p> <p>Alternative Option: Should encroachment be required, a Heritage Documentation Report should be completed to document landscape features at the rear of the property along the proposed corridor. Should future alterations to the proposed design introduce potential direct and adverse impacts to the potential CHVI property, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review</p>	Heritage Documentation Report


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153	20 Norfolk Ave	Residential		Candidate	<p>Design/Physical: One-storey red brick residence with hipped roof.</p> <p>Historical/Associative: Built 1965.</p> <p>Contextual: A part of an early-to-mid-century neighbourhood.</p>	<p>Minor direct and indirect adverse impacts are anticipated as a result of the proposed undertaking. Encroachment along the rail corridor is expected to the rear of the property to accommodate rail infrastructure. While this encroachment exceeds extant property limits, this encroachment is from the rear of the property and will not affect any potential contextual value along Norfolk Ave. The proposed LRT infrastructure and regrading has the potential to impact bushes, trees and landscaping to the rear of the subject property, however, these proposed impacts are not anticipated to adversely impact the potential CHVI of the property.</p>	<p>Preferred Option: Encroachment on to the subject property should be avoided or minimized.</p> <p>Alternative Option: Should encroachment be required, a Heritage Documentation Report should be completed to document landscape features at the rear of the property along the proposed corridor. Should future alterations to the proposed design introduce potential direct and adverse impacts to the potential CHVI property, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review</p>	Heritage Documentation Report


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154	18 Norfolk Ave	Residential		Candidate	<p>Design/Physical: One-and-a-half storey red brick structure with front gable roof, off-centre entrance and gable window.</p> <p>Historical/Associative: Built 1916.</p> <p>Contextual: A part of an early-to-mid-century neighbourhood.</p>	<p>Minor direct and indirect adverse impacts are anticipated as a result of the proposed undertaking. Encroachment along the rail corridor is expected to the rear of the property to accommodate rail infrastructure. While this encroachment exceeds extant property limits, this encroachment is from the rear of the property and will not affect any potential contextual value along Norfolk Ave. The proposed LRT infrastructure and regrading has the potential to impact bushes, trees and landscaping to the rear of the subject properties, however, these proposed impacts are not anticipated to adversely impact the potential CHVI of the property.</p>	<p>Preferred Option: Encroachment on to the subject property should be avoided or minimized.</p> <p>Alternative Option: Should encroachment be required, a Heritage Documentation Report should be completed to document landscape features at the rear of the property along the proposed corridor. Should future alterations to the proposed design introduce potential direct and adverse impacts to the potential CHVI property, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review</p>	Heritage Documentation Report


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155	16 Norfolk Ave	Residential		Candidate	<p>Design/Physical: One-and-a-half storey red brick residence with hipped roof and hip roof dormer.</p> <p>Historical/Associative: Built 1916.</p> <p>Contextual: A part of an early-to-mid-century neighbourhood.</p>	<p>Minor direct and indirect adverse impacts are anticipated as a result of the proposed undertaking. Encroachment along the rail corridor is expected to the rear of the property to accommodate rail infrastructure. While this encroachment exceeds extant property limits, this encroachment is from the rear of the property and will not affect any potential contextual value along Norfolk Ave. The proposed LRT infrastructure and regrading has the potential to impact bushes, trees and landscaping to the rear of the subject properties, however, these proposed impacts are not anticipated to adversely impact the potential CHVI of the property.</p>	<p>Preferred Option: Encroachment on to the subject property should be avoided or minimized.</p> <p>Alternative Option: Should encroachment be required, a Heritage Documentation Report should be completed to document landscape features at the rear of the property along the proposed corridor. Should future alterations to the proposed design introduce potential direct and adverse impacts to the potential CHVI property, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review</p>	Heritage Documentation Report



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156	14 Norfolk Ave	Residential		Candidate	<p>Design/Physical: Two-and-a-half storey Edwardian style building with front gable roof with bargeboard decoration. Symmetrical front façade with enclosed porch.</p> <p>Historical/Associative: Built 1922.</p> <p>Contextual: A part of an early-to-mid-century neighbourhood.</p>	<p>Minor direct and indirect adverse impacts are anticipated as a result of the proposed undertaking. Encroachment along the rail corridor is expected to the rear of the property to accommodate rail infrastructure. While this encroachment exceeds extant property limits, this encroachment is from the rear of the property and will not affect any potential contextual value along Norfolk Ave. The proposed LRT infrastructure and regrading has the potential to impact bushes, trees and landscaping to the rear of the subject property, however, these proposed impacts are not anticipated to adversely impact the potential CHVI of the property.</p>	<p>Preferred Option: Encroachment on to the subject property should be avoided or minimized.</p> <p>Alternative Option: Should encroachment be required, a Heritage Documentation Report should be completed to document landscape features at the rear of the property along the proposed corridor. Should future alterations to the proposed design introduce potential direct and adverse impacts to the potential CHVI property, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review</p>	Heritage Documentation Report


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CHR #	Address	Resource Type	Photograph	Heritage Status	Property Description	Description of Potential/Anticipated Impact	Mitigation Measures	Recommendation
157	12 Norfolk Ave	Residential		Candidate	<p>Design/Physical: Two-and-a-half storey red brick Edwardian style building with hip roof and centre hip roof dormer. Off-centre front entrance and hip roof porch that runs the length along the front façade.</p> <p>Historical/Associative: Built 1915.</p> <p>Contextual: A part of an early-to-mid-century neighbourhood.</p>	<p>Minor direct and indirect adverse impacts are anticipated as a result of the proposed undertaking. Encroachment along the rail corridor is expected to the rear of the property to accommodate rail infrastructure. While this encroachment exceeds extant property limits, this encroachment is from the rear of the property and will not affect any potential contextual value along Norfolk Ave. The proposed LRT infrastructure and regrading has the potential to impact bushes, trees and landscaping to the rear of the subject property, however, these proposed impacts are not anticipated to adversely impact the potential CHVI of the property.</p>	<p>Preferred Option: Encroachment on to the subject property should be avoided or minimized.</p> <p>Alternative Option: Should encroachment be required, a Heritage Documentation Report should be completed to document landscape features at the rear of the property along the proposed corridor. Should future alterations to the proposed design introduce potential direct and adverse impacts to the potential CHVI property, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review</p>	Heritage Documentation Report


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CHR #	Address	Resource Type	Photograph	Heritage Status	Property Description	Description of Potential/Anticipated Impact	Mitigation Measures	Recommendation
158	10 Norfolk Ave	Residential		Candidate	<p>Design/Physical: One-and-a-half storey frame residence with front gable roof and symmetrical front façade.</p> <p>Historical/Associative: Built 1910.</p> <p>Contextual: A part of an early-to-mid-century neighbourhood.</p>	<p>Minor direct and indirect adverse impacts are anticipated as a result of the proposed undertaking. Encroachment along the rail corridor is expected to the rear of the property to accommodate rail infrastructure. While this encroachment exceeds extant property limits, this encroachment is from the rear of the property and will not affect any potential contextual value along Norfolk Ave. The proposed LRT infrastructure and regrading has the potential to impact bushes, trees and landscaping to the rear of the subject property, however, these proposed impacts are not anticipated to adversely impact the potential CHVI of the property.</p>	<p>Preferred Option: Encroachment on to the subject property should be avoided or minimized.</p> <p>Alternative Option: Should encroachment be required, a Heritage Documentation Report should be completed to document landscape features at the rear of the property along the proposed corridor. Should future alterations to the proposed design introduce potential direct and adverse impacts to the potential CHVI property, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review</p>	Heritage Documentation Report
159	105 Hespeler Rd	Commercial		Candidate	<p>Design/Physical: Two-storey structure appears to be constructed in the Art Moderne style. Some wall corners rounded Groups of three windows. Banding around rooflines</p> <p>Historical/Associative: Built after 1929.</p> <p>Contextual: Located on a historically surveyed road.</p>	<p>Direct: Direct Impacts are anticipated as a result of the proposed undertaking, resulting in the demolition of all structures on the property, to accommodate LRT infrastructure, a station platform, bus shelters, pedestrian walkways, sidewalks and regrading.</p>	<p>Preferred Option: Demolition of the subject property should be avoided by relocating the proposed LRT corridor. Alternative option: If the proposed impacts are required, a CHER will be undertaken by a qualified cultural heritage specialist during TPAP, and developed in consultation with, and submitted for review to, MHSTCI and interested persons/organizations (e.g. municipal heritage planner and/or municipal heritage committee), including Indigenous communities as appropriate.</p>	TPAP CHER


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CHR #	Address	Resource Type	Photograph	Heritage Status	Property Description	Description of Potential/Anticipated Impact	Mitigation Measures	Recommendation
160	112 Hespeler Rd	Residential		Candidate	<p>Design/Physical: One-and-a-half storey orange-red brick residence, adapted for commercial use.</p> <p>Historical/Associative: Built 1918.</p> <p>Contextual: Located along Hespeler Road, a historically surveyed road.</p>	<p>Direct: Direct Impacts are anticipated as a result of the proposed undertaking, consisting of the regrading of the front of the property to accommodate road improvements associated with LRT infrastructure. The proposed regrading has the potential to impact bushes, trees on the site, and impact views of the property, however, these proposed impacts are not anticipated to adversely impact the potential CHVI of the property.</p>	<p>Preferred Option: Encroachment on to the subject property should be avoided or minimized.</p> <p>Alternative Option: Should encroachment be required, a Heritage Documentation Report should be completed to document landscape features at the rear of the property along the proposed corridor.</p> <p>Should future alterations to the proposed design introduce potential direct and adverse impacts to the potential CHVI property, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review</p>	Heritage Documentation Report


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CHR #	Address	Resource Type	Photograph	Heritage Status	Property Description	Description of Potential/Anticipated Impact	Mitigation Measures	Recommendation
161	117 Hespeler Rd	Commercial		Candidate	<p>Design/Physical: Two-storey red brick residence, adapted for use as a hair salon.</p> <p>Historical/Associative: Built 1953.</p> <p>Contextual: Located along Hespeler Road, a historically surveyed road.</p>	<p>Direct: Direct Impacts are anticipated as a result of the proposed undertaking, consisting of the installation of new sidewalks and curbs, and the regrading of the front of the property to accommodate road improvements associated with LRT infrastructure. The proposed regrading has the potential to impact bushes, trees on the site, and impact views of the property, however, these proposed impacts are not anticipated to adversely impact the potential CHVI of the property.</p>	<p>Preferred Option: Encroachment on to the subject property should be avoided or minimized.</p> <p>Alternative Option: Should encroachment be required, a Heritage Documentation Report should be completed to document landscape features at the rear of the property along the proposed corridor. Should future alterations to the proposed design introduce potential direct and adverse impacts to the potential CHVI property, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review</p>	Heritage Documentation Report



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CHR #	Address	Resource Type	Photograph	Heritage Status	Property Description	Description of Potential/Anticipated Impact	Mitigation Measures	Recommendation
162	121 Hespeler Rd	Residential		Candidate	<p>Design/Physical: Two-storey red brick multi-unit dwelling.</p> <p>Historical/Associative: Built 1950.</p> <p>Contextual: Located along Hespeler Road, a historically surveyed road.</p>	<p>Direct: Direct Impacts are anticipated as a result of the proposed undertaking, consisting of the installation of new sidewalks and curbs, and the regrading of the front of the property to accommodate road improvements associated with LRT infrastructure. The proposed regrading has the potential to impact bushes, trees on the site, and impact views of the property, however, these proposed impacts are not anticipated to adversely impact the potential CHVI of the property.</p>	<p>Preferred Option: Encroachment on to the subject property should be avoided or minimized.</p> <p>Alternative Option: Should encroachment be required, a Heritage Documentation Report should be completed to document landscape features at the rear of the property along the proposed corridor. Should future alterations to the proposed design introduce potential direct and adverse impacts to the potential CHVI property, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review</p>	Heritage Documentation Report



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CHR #	Address	Resource Type	Photograph	Heritage Status	Property Description	Description of Potential/Anticipated Impact	Mitigation Measures	Recommendation
163	123 Hespeler Rd	Residential		Candidate	<p>Design/Physical: One-and-a-half storey red brick residence.</p> <p>Historical/Associative: Built 1950.</p> <p>Contextual: Located along Hespeler Road, a historically surveyed road.</p>	<p>Direct: Direct Impacts are anticipated as a result of the proposed undertaking, consisting of the installation of new sidewalks and curbs, and the regrading of the front of the property to accommodate road improvements associated with LRT infrastructure. The proposed regrading has the potential to impact bushes, trees on the site, and impact views of the property, however, these proposed impacts are not anticipated to adversely impact the potential CHVI of the property.</p>	<p>Preferred Option: Encroachment on to the subject property should be avoided or minimized.</p> <p>Alternative Option: Should encroachment be required, a Heritage Documentation Report should be completed to document landscape features at the rear of the property along the proposed corridor. Should future alterations to the proposed design introduce potential direct and adverse impacts to the potential CHVI property, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review</p>	Heritage Documentation Report


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CHR #	Address	Resource Type	Photograph	Heritage Status	Property Description	Description of Potential/Anticipated Impact	Mitigation Measures	Recommendation
164	127 Hespeler Rd	Place of Worship		Inventory – Region of Waterloo	<p>Design/Physical: Gable roof with spire.</p> <p>Historical/Associative: Completed by Parker Architects in 1999.</p> <p>Contextual: Church is a landmark on Hespeler Road.</p>	<p>Direct: Direct Impacts are anticipated as a result of the proposed undertaking, consisting of the installation of new sidewalks and curbs, and the regrading of the front of the property to accommodate road improvements associated with LRT infrastructure. The proposed regrading has the potential to impact bushes, trees on the site, and impact views of the property, however, these proposed impacts are not anticipated to adversely impact the potential CHVI of the property.</p>	<p>Preferred Option: Encroachment on to the subject property should be avoided or minimized.</p> <p>Alternative Option: Should encroachment be required, a Heritage Documentation Report should be completed to document landscape features at the rear of the property along the proposed corridor. Should future alterations to the proposed design introduce potential direct and adverse impacts to the potential CHVI property, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review</p>	Heritage Documentation Report
165	139 Hespeler Rd	Residential		Candidate	<p>Design/Physical: One-and-a-half storey residence, front gable, centre hall plan, clad in angel stone.</p> <p>Historical/Associative: Built 1927.</p> <p>Contextual: Located along Hespeler Road, a historically surveyed road.</p>	<p>The subject property is not anticipated to be directly or indirectly impacted by the undertaking. Encroachment along the proposed rail corridor is expected to the front of the property along to accommodate rail infrastructure and sidewalks. This encroachment does not exceed extant property limits and is not anticipated to result in indirect adverse impacts, including changes to land use, land disturbance or impacts to important views.</p>	<p>No further recommendations required to mitigate this impact. Should future alterations to the proposed design introduce potential impacts, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review</p>	No further heritage work required at this time.



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CHR #	Address	Resource Type	Photograph	Heritage Status	Property Description	Description of Potential/Anticipated Impact	Mitigation Measures	Recommendation
166	155 Hespeler Rd	Residential		Candidate	<p>Design/Physical: One-storey red brick residence, with enclosed entranceway and side chimney.</p> <p>Historical/Associative: Built 1950.</p> <p>Contextual: Located along Hespeler Road, a historically surveyed road.</p>	The subject property is not anticipated to be directly or indirectly impacted by the undertaking. Encroachment along the proposed rail corridor is expected to the front of the property along to accommodate rail infrastructure and sidewalks. This encroachment does not exceed extant property limits and is not anticipated to result in indirect adverse impacts, including changes to land use, land disturbance or impacts to important views.	No further recommendations required to mitigate this impact. Should future alterations to the proposed design introduce potential impacts, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review	No further heritage work required at this time.
167	157 Hespeler Rd	Residential		Candidate	<p>Design/Physical: One-storey red brick residence, with several additions, including an attached garage.</p> <p>Historical/Associative: Built circa 1940-1960.</p> <p>Contextual: Located along Hespeler Road, a historically surveyed road.</p>	The subject property is not anticipated to be directly or indirectly impacted by the undertaking. Encroachment along the proposed rail corridor is expected to the front of the property along to accommodate rail infrastructure and sidewalks. This encroachment does not exceed extant property limits and is not anticipated to result in indirect adverse impacts, including changes to land use, land disturbance or impacts to important views.	No further recommendations required to mitigate this impact. Should future alterations to the proposed design introduce potential impacts, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review	No further heritage work required at this time.


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CHR #	Address	Resource Type	Photograph	Heritage Status	Property Description	Description of Potential/Anticipated Impact	Mitigation Measures	Recommendation
168	2 Munch Ave	Residential/Commercial		Candidate	<p>Design/Physical: One-storey red brick residence, which have been converted to commercial business.</p> <p>Historical/Associative: Built 1954.</p> <p>Contextual: Located along Hespeler Road, a historically surveyed road.</p>	<p>Direct: Direct Impacts are anticipated as a result of the proposed undertaking, consisting of the installation of new sidewalks and curbs, and the regrading of the front of the property to accommodate road improvements associated with LRT infrastructure. The proposed regrading has the potential to impact bushes, trees on the site, and impact views of the property, however, these proposed impacts are not anticipated to adversely impact the potential CHVI of the property.</p>	<p>Preferred Option: Encroachment on to the subject property should be avoided or minimized.</p> <p>Alternative Option: Should encroachment be required, a Heritage Documentation Report should be completed to document landscape features at the rear of the property along the proposed corridor. Should future alterations to the proposed design introduce potential direct and adverse impacts to the potential CHVI property, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review</p>	Heritage Documentation Report


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CHR #	Address	Resource Type	Photograph	Heritage Status	Property Description	Description of Potential/Anticipated Impact	Mitigation Measures	Recommendation
169	1 Munch Ave	Residential		Candidate	<p>Design/Physical: One-storey orange brick residence, with a below grade garage, and large picture window.</p> <p>Historical/Associative: Built 1954.</p> <p>Contextual: Located along Hespeler Road, a historically surveyed road.</p>	<p>Direct: Direct Impacts are anticipated as a result of the proposed undertaking, consisting of the installation of new sidewalks and curbs, and the regrading of the front of the property to accommodate road improvements associated with LRT infrastructure. The proposed regrading has the potential to impact bushes, trees on the site, and impact views of the property, however, these proposed impacts are not anticipated to adversely impact the potential CHVI of the property.</p>	<p>Preferred Option: Encroachment on to the subject property should be avoided or minimized.</p> <p>Alternative Option: Should encroachment be required, a Heritage Documentation Report should be completed to document landscape features at the rear of the property along the proposed corridor. Should future alterations to the proposed design introduce potential direct and adverse impacts to the potential CHVI property, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review</p>	Heritage Documentation Report
170	163 Hespeler Rd	Residential		Candidate	<p>Design/Physical: Example of an Edwardian style building with hip roof with a central hip roof dormer, enclosed porch that runs the length of the façade, and limestone foundation. Constructed of red brick. South elevation windows feature stone lintels and sills.</p> <p>Historical/Associative: Built 1940.</p> <p>Contextual: Located along Hespeler Road, a historically surveyed road.</p>	<p>The subject property is not anticipated to be directly or indirectly impacted by the undertaking. Encroachment along the proposed rail corridor is expected to the front of the property along to accommodate rail infrastructure and sidewalks. This encroachment does not exceed extant property limits and is not anticipated to result in indirect adverse impacts, including changes to land use, land disturbance or impacts to important views.</p>	<p>No further recommendations required to mitigate this impact. Should future alterations to the proposed design introduce potential impacts, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review</p>	No further heritage work required at this time.


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CHR #	Address	Resource Type	Photograph	Heritage Status	Property Description	Description of Potential/Anticipated Impact	Mitigation Measures	Recommendation
171	181 Hespeler Road	Residential		Candidate	<p>Design/Physical: One-storey yellow brick residence, with covered entranceway and rear garage.</p> <p>Historical/Associative: Built 1953.</p> <p>Contextual: Located along Hespeler Road, a historically surveyed road.</p>	<p>Direct: Direct Impacts are anticipated as a result of the proposed undertaking, consisting of the installation of new sidewalks and curbs, and the regrading of the front of the property to accommodate road improvements associated with LRT infrastructure. The proposed regrading has the potential to impact bushes, trees on the site, and impact views of the property, however, these proposed impacts are not anticipated to adversely impact the potential CHVI of the property.</p>	<p>Preferred Option: Encroachment on to the subject property should be avoided or minimized.</p> <p>Alternative Option: Should encroachment be required, a Heritage Documentation Report should be completed to document landscape features at the rear of the property along the proposed corridor. Should future alterations to the proposed design introduce potential direct and adverse impacts to the potential CHVI property, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review</p>	Heritage Documentation Report


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CHR #	Address	Resource Type	Photograph	Heritage Status	Property Description	Description of Potential/Anticipated Impact	Mitigation Measures	Recommendation
172	183 Hespeler Road	Residential		Candidate	<p>Design/Physical: One-storey red and brown rug brick residence, with side entranceway.</p> <p>Historical/Associative: Built 1953.</p> <p>Contextual: Located along Hespeler Road, a historically surveyed road.</p>	<p>Direct: Direct Impacts are anticipated as a result of the proposed undertaking, consisting of the installation of new sidewalks and curbs, and the regrading of the front of the property to accommodate road improvements associated with LRT infrastructure. The proposed regrading has the potential to impact bushes, trees on the site, and impact views of the property, however, these proposed impacts are not anticipated to adversely impact the potential CHVI of the property.</p>	<p>Preferred Option: Encroachment on to the subject property should be avoided or minimized.</p> <p>Alternative Option: Should encroachment be required, a Heritage Documentation Report should be completed to document landscape features at the rear of the property along the proposed corridor. Should future alterations to the proposed design introduce potential direct and adverse impacts to the potential CHVI property, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review</p>	Heritage Documentation Report



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CHR #	Address	Resource Type	Photograph	Heritage Status	Property Description	Description of Potential/Anticipated Impact	Mitigation Measures	Recommendation
173	187 Hespeler Road	Residential		Candidate	<p>Design/Physical: One-storey orange brick residence, with side entranceway.</p> <p>Historical/Associative: Built 1953.</p> <p>Contextual: Located along Hespeler Road, a historically surveyed road.</p>	<p>Direct: Direct Impacts are anticipated as a result of the proposed undertaking, consisting of the installation of new sidewalks and curbs, and the regrading of the front of the property to accommodate road improvements associated with LRT infrastructure. The proposed regrading has the potential to impact bushes, trees on the site, and impact views of the property, however, these proposed impacts are not anticipated to adversely impact the potential CHVI of the property.</p>	<p>Preferred Option: Encroachment on to the subject property should be avoided or minimized.</p> <p>Alternative Option: Should encroachment be required, a Heritage Documentation Report should be completed to document landscape features at the rear of the property along the proposed corridor. Should future alterations to the proposed design introduce potential direct and adverse impacts to the potential CHVI property, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review</p>	Heritage Documentation Report


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CHR #	Address	Resource Type	Photograph	Heritage Status	Property Description	Description of Potential/Anticipated Impact	Mitigation Measures	Recommendation
174	191 Hespeler Road	Residential		Candidate	<p>Design/Physical: One-storey red brick residence, with a rear detached garage.</p> <p>Historical/Associative: Built 1953.</p> <p>Contextual: Located along Hespeler Road, a historically surveyed road.</p>	<p>Direct: Direct Impacts are anticipated as a result of the proposed undertaking, consisting of the installation of new sidewalks and curbs, and the regrading of the front of the property to accommodate road improvements associated with LRT infrastructure. The proposed regrading has the potential to impact bushes, trees on the site, and impact views of the property, however, these proposed impacts are not anticipated to adversely impact the potential CHVI of the property.</p>	<p>Preferred Option: Encroachment on to the subject property should be avoided or minimized.</p> <p>Alternative Option: Should encroachment be required, a Heritage Documentation Report should be completed to document landscape features at the rear of the property along the proposed corridor. Should future alterations to the proposed design introduce potential direct and adverse impacts to the potential CHVI property, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review</p>	Heritage Documentation Report


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175	200 Hespeler Rd	Residential		Inventory – Region of Waterloo	<p>Design/Physical: Rectangular plan with a mid-pitch front gable roof with glass door with transom window. Entrance door surround that features engaged columns, entablature with a keystone, pediment, and shallow front gable. Windows feature stone sills. Constructed of brick.</p> <p>Historical/Associative: Built in 1889 (Region of Waterloo 2016).</p> <p>Contextual: Located along Hespeler Road, a historically surveyed road.</p>	<p>Direct: Direct Impacts are anticipated as a result of the proposed undertaking, consisting of the installation of new sidewalks and curbs, and the regrading of the front of the property to accommodate road improvements associated with LRT infrastructure, including the relocation of the extant retaining wall. The proposed regrading has the potential to impact bushes and gardens on the site, and impact views of the property, however, these proposed impacts are not anticipated to adversely impact the potential CHVI of the property.</p>	<p>Preferred Option: Encroachment on to the subject property should be avoided or minimized.</p> <p>Alternative Option: Should encroachment be required, a Heritage Documentation Report should be completed to document landscape features at the rear of the property along the proposed corridor. Should future alterations to the proposed design introduce potential direct and adverse impacts to the potential CHVI property, these impacts are to be assessed by a qualified cultural heritage professional in an addendum and submitted to the MHSTCI for review. Vibration monitoring should be undertaken during construction to monitor potential vibration impacts.</p>	Post-TPAP CHER
176	265 Speedsville Rd - St. Clements Roman Catholic Cemetery	Cemetery		Inventory – Region of Waterloo	<p>Design/Physical: Cemetery, headstones, engravings, landscape design.</p> <p>Historical/Associative: Circa 1922. The new St. Clement Church was built and dedicated in 1922, and the cemetery was opened to replace the old churchyard. Initially, the headstones for the old graves moved to new site (graves not moved). In 1989, the forgotten graves were discovered during the construction of a townhouse development and approximately 130 bodies were disinterred and moved to the Speedsville Road cemetery.</p> <p>Contextual: Associated with the St. Clements Roman Catholic Church.</p>	<p>The subject cemetery property is not anticipated to be directly or indirectly impacted by the undertaking. Encroachment along the proposed rail corridor is expected to the side of the property to accommodate rail infrastructure and a new pedestrian walkway. This encroachment does not exceed extant property limits and is not anticipated to result in indirect adverse impacts, including changes to land use, land disturbance or impacts to important views.</p>	<p>No further recommendations required to mitigate this impact. Should future alterations to the proposed design introduce potential impacts, these impacts are to be assessed by a qualified cultural heritage professional in an addendum and submitted to the MHSTCI for review.</p>	No further heritage work required at this time.


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177	17 Russ Street	Residential		Candidate	<p>Design/Physical: One-storey hipped roof residence clad in horizontal siding.</p> <p>Historical/Associative: Built 1958.</p> <p>Contextual: Located adjacent to the rail line.</p>	<p>Direct: Direct Impacts are anticipated as a result of the proposed undertaking, consisting of the installation of new multiuse trail, and the regrading of the side of the property to accommodate LRT infrastructure. The proposed multiuse trail and regrading has the potential to impact bushes, trees on the site, and impact views of the property, however, these proposed impacts are not anticipated to adversely impact the potential CHVI of the property.</p>	<p>Preferred Option: Encroachment on to the subject property should be avoided or minimized.</p> <p>Alternative Option: Should encroachment be required, a Heritage Documentation Report should be completed to document landscape features at the rear of the property along the proposed corridor. Should future alterations to the proposed design introduce potential direct and adverse impacts to the potential CHVI property, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review</p>	Heritage Documentation Report



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CHR #	Address	Resource Type	Photograph	Heritage Status	Property Description	Description of Potential/Anticipated Impact	Mitigation Measures	Recommendation
178	704 Eagle St N	Institutional		Listed – City of Cambridge Heritage Properties Register	<p><b>Design/Physical:</b> Unique two storey Edwardian style estate house. Symmetrical facade with a central wing with a side gable roof, flanked by wings with simple front gable roofs. The main wing features a central entrance flanked by ogee arch windows. The second storey of the main wing features a central window flanked by paired windows. All windows feature a decorative stone surround. The eastern wing features three windows in a single decorative stone surround on the first and second storey. The western wing features a two-storey frontispiece with five-bay windows on both storeys and three chimneys with decorative stone banding. The house is constructed of red brick in laid in Flemish courses and a limestone foundation. Extensive additions have been added over the years. Likely constructed before 1924 (not depicted, though Hexam Street shown to the south) (Underwriter's 1924).</p> <p><b>Historical/Associative:</b> 704 Eagle Street North is associated with George Pattinson and the Pattinson Woolen Mills. George Pattinson helped facilitate the arrival of hydroelectric power to Preston, helped with the Worker's Compensation Act, and operated a woolen mill in Preston.</p> <p><b>Contextual:</b> Former residence of George Pattinson, owner of Pattinson and Co. Woolen Mills at 498 Eagle Street North. The Pattinson House is a prominent landmark along Eagle Street North and in the Preston community.</p>	The subject property is not anticipated to be directly or indirectly impacted by the undertaking. Encroachment along the proposed rail corridor is expected to the side of the property to accommodate rail infrastructure. This encroachment does not exceed extant property limits and is not anticipated to result in indirect adverse impacts, including changes to land use, land disturbance or impacts to important views.	No further recommendations required to mitigate this impact. Should future alterations to the proposed design introduce potential impacts, these impacts are to be assessed by a qualified cultural heritage professional in an addendum and submitted to the MHSTCI for review.	No further heritage work required at this time.


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CHR #	Address	Resource Type	Photograph	Heritage Status	Property Description	Description of Potential/Anticipated Impact	Mitigation Measures	Recommendation
179	582 Eagle St N	Place of Worship		Inventory – Region of Waterloo	<p><b>Design/Physical:</b> Rectangular plan with two large wings create a cross-like plan. Structure has a cross gable roof, symmetrical façade, pillars with colourful finials, and circular stained glass rose window with brick surround. Also features a central entrance with double-wide door, round-arch head depicting the Virgin Mary and Baby Jesus, and radiating brick voussoir, round-arch windows with radiating brick voussoir and stone sills. Constructed of red brick and a pitch-faced grey limestone foundation.</p> <p><b>Historical/Associative:</b> 582 Eagle Street North is directly associated with the Ukrainian Catholic Church. Has the potential to yield information that contributes to the understanding of the Preston Ukrainian population.</p> <p><b>Contextual:</b> 582 Eagle Street North contributes to defining the area as a multicultural and diverse community. 582 Eagle Street North is a prominent landmark with the colourful and distinctive finials.</p>	Minor direct and indirect adverse impacts are anticipated as a result of the proposed undertaking. Encroachment along the rail corridor is expected to the rear of the property to accommodate rail infrastructure and a multiuse pedestrian trail. Alteration of the property is limited to a retaining wall constructed at the rear of the property. While this encroachment exceeds extant property limits, this encroachment is from the rear of the property and will not affect any potential contextual value along Eagle Street. The proposed LRT infrastructure and regrading has the potential to impact bushes, trees and landscaping to the rear of the subject property, however, these proposed impacts are not anticipated to adversely impact the potential CHVI of the property.	Preferred Option: Encroachment on to the subject property should be avoided or minimized. Alternative Option: Should encroachment be required, a Heritage Documentation Report should be completed to document landscape features at the rear of the property along the proposed corridor. Should future alterations to the proposed design introduce potential direct and adverse impacts to the potential CHVI property, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review	Heritage Documentation Report


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CHR #	Address	Resource Type	Photograph	Heritage Status	Property Description	Description of Potential/Anticipated Impact	Mitigation Measures	Recommendation
180	498 Eagle St N	Industrial		Inventory – Region of Waterloo	<p>Design/Physical: Contains Edwardian style commercial and industrial buildings with symmetrical facades; two storey frontispiece featuring a front gable pediment and balcony; dentil decoration and triangular moulding; “Geo. Pattinson &amp; Co.” Engraving; banding; slightly-arched windows featuring stone sills, keystone and decorative radiating brick voussoir. Entrance door features sidelights, transom and door surround; flat roof; buff brick with quoining; rectangular warehouse; engaged columns; five-bay platform; factory/warehouse facade of grey limestone and red brick; paired windows with slight arches and radiating brick voussoir; grey limestone with limestone quoining on the south elevation; windows are slightly arched with radiating limestone voussoir; and red brick banding under roof.</p> <p>Historical/Associative: Built circa 1861–1865 (Elliot, Hunt and Stephen); four additional buildings constructed 1916–1918. 498 Eagle Street is associated with George Pattinson and the Pattinson Woolen Mills. George Pattinson helped facilitate the arrival of hydroelectric power to Preston and helped with the Worker’s Compensation Act.</p> <p>Contextual: 498 Eagle Street North is linked with the railroad system and the economic industry of the area and is a prominent landmark in the City of Cambridge.</p>	Direct: Direct Impacts are anticipated as a result of the proposed undertaking, consisting of the installation of new multiuse trail, and the regrading of the side of the property to accommodate LRT infrastructure. The proposed multiuse trail and regrading has the potential to impact mature trees on the site, and impact views of the property. The LRT will be built on a structure above grade throughout this section and is not anticipated to adversely impact the buildings, however, the structure may impede views or site access.	Preferred Option: Alteration of the subject property should be avoided by altering the alignment of the LRT. Alternative option: If the proposed impacts are required, a CHER will be undertaken by a qualified cultural heritage specialist post-TPAP, and developed in consultation with, and submitted for review to, MHSTCI and interested persons/organizations (e.g. municipal heritage planner and/or municipal heritage committee), including Indigenous communities as appropriate. Vibration monitoring should be undertaken during construction to monitor potential vibration impacts.	Post-TPAP CHER
181	357 Eagle St N	Industrial		Inventory – Region of Waterloo	<p>Design/Physical: Rectangular plan buildings, smoke stack and location on the Speed River.</p> <p>Historical/Associative: Built Post-1910. Rag Warehouse and warehouse for the Otto Homuth Shoddy Mill that formerly sat on the north side of Eagle Street opposite the warehouse (demolished). Homuth had previously done business in woolen manufacture with Hunt and Elliott, and flax manufacture with Elliott, Hunt and Stephen before 1898. By 1898, Homuth produced twines. A rag warehouse for Homuth Shoddy Mill constructed before 192.</p> <p>Contextual: According to Bray in the Heritage Master Plan: Preston had a concentration of industrial buildings in the former Cambridge Village area flanking the Speed River, but demolitions since the time of his study have seriously eroded the industrial fabric. Survivals include the former industrial buildings flanking Eagle Street North as well as the mill at the river crossing, continuing an operation that is almost two centuries old.</p>	The subject property is not anticipated to be directly or indirectly impacted by the undertaking. Encroachment along the proposed rail corridor is expected to the rear of the property to accommodate rail infrastructure and a new pedestrian walkway. This encroachment does not exceed extant property limits and is not anticipated to result in indirect adverse impacts, including changes to land use, land disturbance or impacts to important views.	No further recommendations required to mitigate this impact. Should future alterations to the proposed design introduce potential impacts, these impacts are to be assessed by a qualified cultural heritage professional in an addendum and submitted to the MHSTCI for review.	No further heritage work required at this time.


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CHR #	Address	Resource Type	Photograph	Heritage Status	Property Description	Description of Potential/Anticipated Impact	Mitigation Measures	Recommendation
182	334 Agnes St	Residential		Candidate	<p>Design/Physical: Half-timbered two-and-a-half storey Tudor style bungalow.</p> <p>Historical/Associative: Built 1919.</p> <p>Contextual: Located along Agnes Street, within an historical suburb of Preston.</p>	<p>Minor direct and indirect adverse impacts are anticipated as a result of the proposed undertaking. Encroachment along the rail corridor is expected to the rear of the property corridor to accommodate rail infrastructure and a retaining wall to reduce property impacts. While this encroachment exceeds extant property limits, this encroachment is from the rear of the property and will not affect any potential contextual value along Agnes St. The proposed LRT infrastructure and regrading has the potential to impact bushes, trees and landscaping to the rear of the subject property, however, these proposed impacts are not anticipated to adversely impact the potential CHVI of the property.</p>	<p>Preferred Option: Encroachment on to the subject property should be avoided or minimized.</p> <p>Alternative Option: Should encroachment be required, a Heritage Documentation Report should be completed to document landscape features at the rear of the property along the proposed corridor. Should future alterations to the proposed design introduce potential direct and adverse impacts to the potential CHVI property, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review</p>	Heritage Documentation Report



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CHR #	Address	Resource Type	Photograph	Heritage Status	Property Description	Description of Potential/Anticipated Impact	Mitigation Measures	Recommendation
183	307 William St	Residential		Candidate	<p>Design/Physical: One-and-a-half storey orange brick Colonial revival style bungalow.</p> <p>Historical/Associative: Built 1909.</p> <p>Contextual: Located along William Street, within an historical suburb of Preston</p>	<p>Minor direct and indirect adverse impacts are anticipated as a result of the proposed undertaking. Encroachment along the rail corridor is expected to the side of the property corridor to accommodate rail infrastructure and a retaining wall to reduce property impacts. While this encroachment exceeds extant property limits, this encroachment is from the rear of the property and will not affect any potential contextual value along William St. The proposed LRT infrastructure and regrading has the potential to impact bushes, trees and landscaping to the rear of the subject property, however, these proposed impacts are not anticipated to adversely impact the potential CHVI of the property.</p>	<p>Preferred Option: Encroachment on to the subject property should be avoided or minimized.</p> <p>Alternative Option: Should encroachment be required, a Heritage Documentation Report should be completed to document landscape features at the rear of the property along the proposed corridor. Should future alterations to the proposed design introduce potential direct and adverse impacts to the potential CHVI property, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review</p>	Heritage Documentation Report


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CHR #	Address	Resource Type	Photograph	Heritage Status	Property Description	Description of Potential/Anticipated Impact	Mitigation Measures	Recommendation
184	154 Eagle St. S	Residential		Listed – City of Cambridge Heritage Properties Register	<p>Design/Physical: L-shaped, one-and-a-half storey, stone farmhouse. The west half of the farmhouse is part of the property at 154 Eagle Street South. Both halves were built using a local technique called rubble stone masonry in which a mix of limestone, split granite and fieldstones, is heavily mortared and pointed with high relief joints.</p> <p>Historical/Associative: Built by German emigrant Peter Fach Sr. in 1887; the house at 154 Eagle Street South was built as an addition to the older house, sometime between 1900 and 1910.</p> <p>Contextual: 154 Eagle Street South is located in a residential neighbourhood in the historic community of Preston, in the City of Cambridge. The house at 154 Eagle Street South forms part of a streetscape of working-class houses on the north side of Eagle Street South, between Queenston Road and King Street East.</p>	Minor direct and indirect adverse impacts are anticipated as a result of the proposed undertaking. Encroachment along the rail corridor is expected to the side of the property corridor to accommodate a widened bus lane and turning radius. While this encroachment exceeds extant property limits, this encroachment is from the front of the property and will not affect any potential contextual value along Eagle St. S. The proposed LRT infrastructure is not anticipated to adversely impact the potential CHVI of the property.	<p>Preferred Option: Encroachment on to the subject property should be avoided or minimized.</p> <p>Alternative Option: Should encroachment be required, a Heritage Documentation Report should be completed to document landscape features at the front of the property along the proposed corridor. Should future alterations to the proposed design introduce potential direct and adverse impacts to the potential CHVI property, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review</p>	Heritage Documentation Report


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CHR #	Address	Resource Type	Photograph	Heritage Status	Property Description	Description of Potential/Anticipated Impact	Mitigation Measures	Recommendation
185	156 Eagle St. S	Residential		Listed – City of Cambridge Heritage Properties Register	<p>Design/Physical: L-shaped, one-and-a-half storey, stone farmhouse. The west half of the farmhouse is 156 Eagle Street South. Both halves were built using a local technique called rubble stone masonry in which a mix of limestone, split granite and fieldstones, is heavily mortared and pointed with high relief joints.</p> <p>Historical/Associative: Built by German emigrant Peter Fach Sr. in 1887; the house at 154 Eagle Street South was built as an addition to the older house, sometime between 1900 and 1910.</p> <p>Contextual: 156 Eagle Street South is located in a residential neighbourhood in the historic community of Preston, in the City of Cambridge. The house at 156 Eagle Street South forms part of a streetscape of working-class houses on the north side of Eagle Street South, between Queenston Road and King Street East.</p>	Minor direct and indirect adverse impacts are anticipated as a result of the proposed undertaking. Encroachment along the rail corridor is expected to the side of the property corridor to accommodate a widened bus lane and turning radius. While this encroachment exceeds extant property limits, this encroachment is from the front and side of the property and will not affect any potential contextual value along Eagle St. S. The proposed LRT infrastructure is not anticipated to adversely impact the potential CHVI of the property.	Preferred Option: Encroachment on to the subject property should be avoided or minimized. Alternative Option: Should encroachment be required, a Heritage Documentation Report should be completed to document landscape features at the front and side of the property along the proposed corridor. Should future alterations to the proposed design introduce potential direct and adverse impacts to the potential CHVI property, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review	Heritage Documentation Report
186	124 Eagle St. S	Residential		Candidate	<p>Design/Physical: The house at 124 Eagle Street South is a two-storey, wood-frame house. It has a hipped roof with a projecting, hip-roofed bay. The rear has several shed-roofed additions.</p> <p>Historical/Associative: The house at 124 Eagle Street South was built between 1900 and 1910. Lots along Eagle Street were first surveyed in 1858 for landowner Joseph Erb.</p> <p>Contextual: 124 Eagle Street South is located in a residential neighbourhood in the historic community of Preston, in the City of Cambridge.</p>	Although direct Impacts are anticipated as a result of the proposed undertaking, resulting in the demolition of all structures on the property, to accommodate LRT infrastructure, the property has been previously evaluated, and was found to have no CHVI.	Recommendation: Previous 9/06 evaluation has been completed as a part of the King Street and Chopin Drive Heritage Registry Report completed in 2016. The property was determined not to have cultural heritage value or interest. Designation was not recommended. Accordingly, no further work is required for the subject property.	No further heritage work required at this time.


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CHR #	Address	Resource Type	Photograph	Heritage Status	Property Description	Description of Potential/Anticipated Impact	Mitigation Measures	Recommendation
187	Core of Preston/ Preston Towne Centre	Streetscape		Inventory – Candidate CHL	<p>Design/Physical: Bound to the north by Fountain Street South, extending to a few blocks on either side of King Street East and half a block south of Dolph Street South. According to the City of Cambridge Master Plan: the town square, anchored by the former Preston Public School; retail concentrated along both sides of main highway, interspersed with residential and institutional buildings; at south end, remnants of “Pennsylvania German Village” with its distinctive Georgian style 2 1/2 storey commercial blocks and residences; early century retail/commercial main street; predominantly 2-3 storey retail buildings; no setbacks, broad sidewalks; high quality architecture, brick construction, with skilled craftsmanship evident; some large Victorian “avenue” residences with mature trees; and mill and factory buildings anchor King Street at the south and north ends of retail strip.</p> <p>Historical/Associative: Preston is the oldest established village within the limits of the modern City of Cambridge.</p> <p>Contextual: Location on the Speed River which provided power for its early industries.</p>	Direct and indirect adverse impacts to the Core of Preston/Preston Towne Centre CHL are anticipated as a result of alterations to accommodate LRT infrastructure and road improvements along King Street, Eagle Street and Chopin Drive, and the construction of an LRT platform between the intersection of King Street and Eagle Street and the intersection of Queenston Road and Chopin Drive.	Preferred Option: Alteration of the Core of Preston/Preston Towne Centre CHL should be avoided. Alternative option: If the proposed impacts are required, a CHER/HIA will be undertaken for the Core of Preston/Preston Towne Centre CHL by a qualified cultural heritage specialist during the detail design phase, and developed in consultation with, and submitted for review to, MHSTCI and interested persons/organizations (e.g. municipal heritage planner and/or municipal heritage committee), including Indigenous communities as appropriate. The HIA will discuss the alternatives considered and recommend the alternative to minimize or mitigate adverse effects on the CHL. Vibration monitoring should be undertaken during construction to monitor potential vibration impacts.	Post-TPAP CHER/HIA



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CHR #	Address	Resource Type	Photograph	Heritage Status	Property Description	Description of Potential/Anticipated Impact	Mitigation Measures	Recommendation
188	204 King St E	Residential		Listed – City of Cambridge Heritage Properties Register	<p><b>Design/Physical:</b> The property at 204 King Street East is a two-storey brick house with a painted and stuccoed exterior. The simple, Loyalist design appears to have been altered in the later 19th century by the addition of more Victorian touches such as the pedimented porch with its double colonettes and the leaded and stained glass in the semi-elliptical transom and side lights.</p> <p><b>Historical/Associative:</b> The building at 204 King Street East is believed to have been built by during the 1850s and was home to John Lamb, an early butcher in Preston, and Dr. Nelson Mulloy, a prominent and long-serving Preston physician.</p> <p><b>Contextual:</b> An irregularly shaped property is located on the corner of King Street East and Chopin Drive. It is located on the commercial edge of a residential neighbourhood in the historic community of Preston. It faces King Street East and is joined to the adjacent building at 210 King Street East.</p>	<p><b>Direct:</b> Direct Impacts are anticipated as a result of the proposed undertaking, consisting of road improvements to King Street to accommodate increased bus traffic. Encroachment is anticipated to the front of the property but will not impact the existing structure. This undertaking exceeds extant property limits, and is anticipated to result in indirect adverse impacts, including changes to land use and land disturbance.</p>	<p><b>Preferred Option:</b> Alteration of the subject property should be avoided by altering the proposed road improvements. Alternative option: Previous 9/06 evaluation has been completed as a part of the King Street and Chopin Drive Heritage Registry Report completed in 2016. The property was determined to have cultural heritage value or interest. Designation was recommended, and a SCHVI was included. If the proposed impacts are required, an HIA will be undertaken by a qualified cultural heritage specialist post-TPAP, and developed in consultation with, and submitted for review to, MHSTCI and interested persons/organizations (e.g. municipal heritage planner and/or municipal heritage committee), including Indigenous communities as appropriate.</p>	Post-TPAP HIA


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CHR #	Address	Resource Type	Photograph	Heritage Status	Property Description	Description of Potential/Anticipated Impact	Mitigation Measures	Recommendation
189	210 King St E	Commercial		Listed – City of Cambridge Heritage Properties Register	<p><b>Design/Physical:</b> Two-storey form and proportions featuring a side-gable roof and parapet walls with double chimneys, stone construction concealed beneath roughcast stucco walls, three-bay front, and the proportions and placement of windows on all elevations.</p> <p><b>Historical/Associative:</b> It is directly associated with the development of King Street East. It was home to the Werlich Piano factory which was an important local business.</p> <p><b>Contextual:</b> The property is one of a number of early properties along King Street East. The property is physically, visually and historically linked to the adjacent building at 204 King Street East.</p>	<p><b>Direct:</b> Direct Impacts are anticipated as a result of the proposed undertaking, consisting of road improvements to King Street to accommodate increased bus traffic.</p> <p><b>Encroachment:</b> Encroachment is anticipated to the front of the property but will not impact the existing structure. This undertaking exceeds extant property limits, and is anticipated to result in indirect adverse impacts, including changes to land use and land disturbance.</p>	<p><b>Preferred Option:</b> Alteration of the subject property should be avoided by altering the proposed road improvements. Alternative option: Previous 9/06 evaluation has been completed as a part of the King Street and Chopin Drive Heritage Registry Report completed in 2016. The property was determined to have cultural heritage value or interest. Designation was recommended, and a SCHVI was included. If the proposed impacts are required, an HIA will be undertaken by a qualified cultural heritage specialist post-TPAP, and developed in consultation with, and submitted for review to, MHSTCI and interested persons/organizations (e.g. municipal heritage planner and/or municipal heritage committee), including Indigenous communities as appropriate. Vibration monitoring should be undertaken during construction to monitor potential vibration impacts.</p>	Post-TPAP HIA



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CHR #	Address	Resource Type	Photograph	Heritage Status	Property Description	Description of Potential/Anticipated Impact	Mitigation Measures	Recommendation
190	223 King St E	Commercial		Designated - City of Cambridge	<p>Design/Physical: Two-storey Georgian Style stone house with 6/6 windows and decorative cornice.</p> <p>Historical/Associative: Known as the Clare House, a former industrial building, and part of the City of Cambridge Landmark Series. The construction date for this building is between 1858 and 1864. John Clare's home harks back to an era when an industrialist would proudly place his residence close to his factory premises and is a vernacular expression of the Georgian style. The last resident of the house was Mrs. John Clare who passed away in 1903. In 1904, the home was remodeled to be the Clare Brothers Limited offices.</p> <p>Contextual: Located on the edge of the historic Downtown Core of Preston.</p>	The subject property is not anticipated to be directly or indirectly impacted by the undertaking. Encroachment is expected to accommodate road improvements to infrastructure, including, but not limited to additional sidewalk space, road widening, and new curbs. This encroachment does not exceed extant property limits and is not anticipated to result in indirect adverse impacts, including changes to land use, land disturbance or impacts to important views.	No further recommendations required to mitigate this impact. Should future alterations to the proposed design introduce potential impacts, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review	No further heritage work required at this time.
191	226 King St E	Residential		Candidate	<p>Design/Physical: Front gable roof, dark brick construction, multiple gables with wood, large dormer on the side of the roof, and corner porch. Representative Arts and Crafts style building with a front gable.</p> <p>Historical/Associative: Built circa 1930.</p> <p>Contextual: Located on the edge of the historic Downtown Core of Preston. Located along a historically surveyed road.</p>	Although direct Impacts are anticipated as a result of the proposed undertaking, including encroachment, the property has been previously evaluated, and was found to have no CHVI.	Recommendation: Previous 9/06 evaluation has been completed as a part of the King Street and Chopin Drive Heritage Registry Report completed in 2016. The property was determined not to have cultural heritage value or interest. Designation was not recommended. Accordingly, no additional work is recommended.	No further heritage work required at this time.


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CHR #	Address	Resource Type	Photograph	Heritage Status	Property Description	Description of Potential/Anticipated Impact	Mitigation Measures	Recommendation
192	234 King St E	Residential		Listed – City of Cambridge Heritage Properties Register	<p><b>Design/Physical:</b> L-shaped footprint and one-and-a-half storey form, consisting of the gable-roofed main house and the slightly shorter, gable-roofed rear tail; the symmetrical, three-bay façade, comprising a central gable and central entrance, flanked by single window openings; its brick construction and stone foundation; the flat-arched window openings with lug sills and six-over-six wood window units; the ornate, wooden, two storey porch with decorative spindles; the central entrance with its transom and side lights; the centre gable with its shingled tympanum and single door giving access to the upper level of the porch; the heavy cornice, plain frieze and returned eaves; and the visibility and legibility of its heritage attributes from King Street East.</p> <p><b>Historical/Associative:</b> Built circa 1850 (Region of Waterloo 2016). The house was built around the time of Preston’s incorporation as a village in 1852 and is directly associated with the early settlement of the community. It illustrates the early development of King Street, a key thoroughfare.</p> <p><b>Contextual:</b> It is one of three surviving buildings in this block that were built during the mid-19th century. Together, the three form a brief streetscape of 19th century architecture that illustrates the important role of King Street East in the early development of Preston. It is visually and historically linked to the houses at 204 and 210 King Street East, with whom it forms a significant streetscape of 19th century houses.</p>	<p><b>Direct:</b> Direct Impacts are anticipated as a result of the proposed undertaking, consisting of road improvements to King Street to accommodate increased bus traffic. Encroachment is anticipated to the front of the property but will not impact the existing structure. This undertaking exceeds extant property limits, and is anticipated to result in indirect adverse impacts, including changes to land use and land disturbance.</p>	<p><b>Preferred Option:</b> Alteration of the subject property should be avoided by altering the proposed road improvements. Alternative option: Previous 9/06 evaluation has been completed as a part of the King Street and Chopin Drive Heritage Registry Report completed in 2016. The property was determined to have cultural heritage value or interest. Designation was recommended, and a SCHVI was included. If the proposed impacts are required, an HIA will be undertaken by a qualified cultural heritage specialist post-TPAP, and developed in consultation with, and submitted for review to, MHSTCI and interested persons/organizations (e.g. municipal heritage planner and/or municipal heritage committee), including Indigenous communities as appropriate. Vibration monitoring should be undertaken during construction to monitor potential vibration impacts.</p>	Post-TPAP HIA



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CHR #	Address	Resource Type	Photograph	Heritage Status	Property Description	Description of Potential/Anticipated Impact	Mitigation Measures	Recommendation
193	119 Chopin Dr	Residential		Candidate	<p>Design/Physical: One-storey frame residence.</p> <p>Historical/Associative: Built 1948.</p> <p>Contextual: Located outside of the historic Downtown Core of Preston, south of the Speed River.</p>	The subject property is not anticipated to be directly or indirectly impacted by the undertaking. Encroachment is expected to accommodate a proposed rail platform to the southeast. This encroachment does not exceed extant property limits and is not anticipated to result in indirect adverse impacts, including changes to land use, land disturbance or impacts to important views.	<p>Recommendation: Previous 9/06 evaluation has been completed as a part of the King Street and Chopin Drive Heritage Registry Report completed in 2016. The property was determined not to have cultural heritage value or interest. Designation was not recommended. Accordingly, no further work is required for the subject property.</p>	No further heritage work required at this time.
194	127 Chopin Dr	Residential		Candidate	<p>Design/Physical: One-storey frame residence.</p> <p>Historical/Associative: Built 1947.</p> <p>Contextual: Located outside of the historic Downtown Core of Preston, south of the Speed River.</p>	Although direct Impacts are anticipated as a result of the proposed undertaking, resulting in the demolition of all structures on the property, to accommodate LRT infrastructure, the property has been previously evaluated, and was found to have no CHVI.	<p>Recommendation: Previous 9/06 evaluation has been completed as a part of the King Street and Chopin Drive Heritage Registry Report completed in 2016. The property was determined not to have cultural heritage value or interest. Designation was not recommended. Accordingly, no further work is required for the subject property.</p>	No further heritage work required at this time.


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CHR #	Address	Resource Type	Photograph	Heritage Status	Property Description	Description of Potential/Anticipated Impact	Mitigation Measures	Recommendation
195	155 Chopin Dr	Residential		Listed – City of Cambridge Heritage Properties Register	<p>Design/Physical: One-storey frame residence.</p> <p>Historical/Associative: Built circa 1880-1900.</p> <p>Contextual: Located outside of the historic Downtown Core of Preston, south of the Speed River.</p>	Direct: Direct Impacts are anticipated as a result of the proposed undertaking, resulting in the demolition of all structures on the property, to accommodate LRT infrastructure, and pedestrian access to the proposed LRT platform.	Preferred Option: Demolition of the subject property should be avoided by altering location of the proposed LRT station platform and pedestrian walkways. Alternative option: Previous 9/06 evaluation has been completed as a part of the King Street and Chopin Drive Heritage Registry Report completed in 2016. The property was determined to have cultural heritage value or interest. Listing the property was recommended, and no SCHVI was included, however, a 'Reasons for Listing' was included. If the proposed impacts are required, an HIA will be undertaken by a qualified cultural heritage specialist during TPAP to confirm these reasons for listing, and developed in consultation with, and submitted for review to, MHSTCI and interested persons/organizations (e.g. municipal heritage planner and/or municipal heritage committee), including Indigenous communities as appropriate.	Post-TPAP HIA


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CHR #	Address	Resource Type	Photograph	Heritage Status	Property Description	Description of Potential/Anticipated Impact	Mitigation Measures	Recommendation
196	154 Chopin Dr	Residential		Candidate	<p>Design/Physical: Two-storey duplex frame building.</p> <p>Historical/Associative: Built circa 1880-1970.</p> <p>Contextual: Located outside of the historic Downtown Core of Preston, south of the Speed River.</p>	Although direct Impacts are anticipated as a result of the proposed undertaking, resulting in the demolition of all structures on the property, to accommodate LRT infrastructure, the property has been previously evaluated, and was found to have no CHVI.	<p>Recommendation: Previous 9/06 evaluation has been completed as a part of the King Street and Chopin Drive Heritage Registry Report completed in 2016. The property was determined not to have cultural heritage value or interest. Designation was not recommended. Accordingly, no further work is required for the subject property.</p>	No further heritage work required at this time.
197	220 Chopin Dr	Residential		Candidate	<p>Design/Physical: Two-and-a-half storey Arts and Crafts red brick residence.</p> <p>Historical/Associative: Built 1946.</p> <p>Contextual: Located outside of the historic Downtown Core of Preston, south of the Speed River.</p>	Although direct Impacts are anticipated as a result of the proposed undertaking, resulting in the demolition of all structures on the property, to accommodate LRT infrastructure, the property has been previously evaluated, and was found to have no CHVI.	<p>Recommendation: Previous 9/06 evaluation has been completed as a part of the King Street and Chopin Drive Heritage Registry Report completed in 2016. The property was determined not to have cultural heritage value or interest. Designation was not recommended. Accordingly, no further work is required for the subject property.</p>	No further heritage work required at this time.


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CHR #	Address	Resource Type	Photograph	Heritage Status	Property Description	Description of Potential/Anticipated Impact	Mitigation Measures	Recommendation
198	258 Chopin Dr	Residential		Listed – City of Cambridge Heritage Properties Register	<p>Design/Physical: One-and-a-half storey yellow brick, front gable residence with covered porch.</p> <p>Historical/Associative: Built circa 1850-1900.</p> <p>Contextual: Located outside of the historic Downtown Core of Preston, south of the Speed River.</p>	<p>Direct: Direct Impacts are anticipated as a result of the proposed undertaking, resulting in encroachment and land takings to the rear of the property, to accommodate LRT infrastructure and regrading. This has the potential to adversely impact landscape features associated with this significant resource.</p>	<p>Preferred Option: Alteration of the subject property should be avoided by altering location of the proposed LRT corridor.</p> <p>Alternative option: Previous 9/06 evaluation has been completed as a part of the King Street and Chopin Drive Heritage Registry Report completed in 2016. The property was determined to have cultural heritage value or interest. Listing the property was recommended, and no SCHVI was included, however, a 'Reasons for Listing' was included. If the proposed impacts are required, an HIA will be undertaken by a qualified cultural heritage specialist post-TPAP to confirm these reasons for listing, and developed in consultation with, and submitted for review to, MHSTCI and interested persons/organizations (e.g. municipal heritage planner and/or municipal heritage committee), including Indigenous communities as appropriate. Vibration monitoring should be undertaken during construction to monitor potential vibration impacts.</p>	Post-TPAP HIA


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CHR #	Address	Resource Type	Photograph	Heritage Status	Property Description	Description of Potential/Anticipated Impact	Mitigation Measures	Recommendation
199	206-212 Queenston Road	Residential		Listed – City of Cambridge Heritage Properties Register	<p><b>Design/Physical:</b> The building at 206-212 Queenston Road is a two-storey structure built of local yellow brick. The building is set on a foundation of even-coursed, cut stone with prominent mortar joints. Eight bays wide and three bays deep, it has a rectangular plan and symmetrical elevations. The roof is a low-pitched gable. Segmental-arch windows are rhythmically and regularly placed on the side and front elevations, with brick voussoir, lug sills and wood, double-hung sash. There is a one-storey former stable at the rear of the building.</p> <p><b>Historical/Associative:</b> Built circa 1900. The two-storey building at 206-212 Queenston Road was built as a blacksmith shop sometime after 1900. It was extended by 1910 to house a wagon and carriage factory. Sometime in the 20th century it was converted to apartments.</p> <p><b>Contextual:</b> The property at 206-212 Queenston Drive is a square lot at the corner of Queenston Road and Chopin Drive. It is located in a residential neighbourhood in the historic community of Preston.</p>	Direct: Direct Impacts are anticipated as a result of the proposed undertaking, consisting of road improvements to Queenston Road to accommodate increased bus traffic. Encroachment is anticipated to the front of the property but will not impact the existing structure. This undertaking exceeds extant property limits, and is anticipated to result in indirect adverse impacts, including changes to land use and land disturbance.	Preferred Option: Alteration of the subject property should be avoided by altering the proposed road improvements. Alternative option: Previous 9/06 evaluation has been completed as a part of the King Street and Chopin Drive Heritage Registry Report completed in 2016. The property was determined to have cultural heritage value or interest. Designation was recommended, and a SCHVI was included. If the proposed impacts are required, an HIA will be undertaken by a qualified cultural heritage specialist post-TPAP, and developed in consultation with, and submitted for review to, MHSTCI and interested persons/organizations (e.g. municipal heritage planner and/or municipal heritage committee), including Indigenous communities as appropriate. Vibration monitoring should be undertaken during construction to monitor potential vibration impacts.	Post-TPAP HIA


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CHR #	Address	Resource Type	Photograph	Heritage Status	Property Description	Description of Potential/Anticipated Impact	Mitigation Measures	Recommendation
200	231 Queenston Rd	Residential		Listed – City of Cambridge Heritage Properties Register	<p>Design/Physical: Two-and-a-half storey red brick Queen Anne style residence.</p> <p>Historical/Associative: Built circa 1830-1880.</p> <p>Contextual: Located outside of the historic Downtown Core of Preston, south of the Speed River.</p>	<p>Direct: Direct Impacts are anticipated as a result of the proposed undertaking, consisting of LRT infrastructure, including an LRT station platform running along the northwest corner of the rear of the property. Encroachment is anticipated but will not impact the existing structure. This undertaking exceeds extant property limits, and is anticipated to result in indirect adverse impacts, including changes to land use and land disturbance.</p>	<p>Preferred Option: Alteration of the subject property should be avoided by altering the proposed location of the LRT station platform. Alternative option: Previous 9/06 evaluation has been completed as a part of the King Street and Chopin Drive Heritage Registry Report completed in 2016. The property was determined to have cultural heritage value or interest. Designation was recommended, and a SCHVI was included. If the proposed impacts are required, an HIA will be undertaken by a qualified cultural heritage specialist post-TPAP, and developed in consultation with, and submitted for review to, MHSTCI and interested persons/organizations (e.g. municipal heritage planner and/or municipal heritage committee), including Indigenous communities as appropriate. Vibration monitoring should be undertaken during construction to monitor potential vibration impacts.</p>	Post-TPAP HIA


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CHR #	Address	Resource Type	Photograph	Heritage Status	Property Description	Description of Potential/Anticipated Impact	Mitigation Measures	Recommendation
201	243 Queenston Rd	Residential		Listed – City of Cambridge Heritage Properties Register	<p>Design/Physical: One-storey yellow brick residence with central entranceway.</p> <p>Historical/Associative: Built circa 1830-1880.</p> <p>Contextual: Located outside of the historic Downtown Core of Preston, south of the Speed River.</p>	The subject property is not anticipated to be directly or indirectly impacted by the undertaking. Encroachment is expected to accommodate a proposed rail platform to the north. This encroachment does not exceed extant property limits and is not anticipated to result in indirect adverse impacts, including changes to land use, land disturbance or impacts to important views.	No further recommendations required to mitigate this impact. Should future alterations to the proposed design introduce potential impacts, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review	No further heritage work required at this time.


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CHR #	Address	Resource Type	Photograph	Heritage Status	Property Description	Description of Potential/Anticipated Impact	Mitigation Measures	Recommendation
202	168 Queenston Rd	Residential		Listed – City of Cambridge Heritage Properties Register	<p>Design/Physical: One-storey stone residence with Colonial Revival style covered entranceway.</p> <p>Historical/Associative: Built circa 1830-1880.</p> <p>Contextual: Located outside of the historic Downtown Core of Preston, south of the Speed River.</p>	The subject property is not anticipated to be directly impacted by the undertaking. The property is anticipated to be isolated from Queenston Road by proposed LRT corridor, and modifications will be made to site access.	Preferred Option: Isolation of the subject property should be avoided by altering the proposed location of the LRT corridor. Alternative option: Previous 9/06 evaluation has been completed as a part of the King Street and Chopin Drive Heritage Registry Report completed in 2016. The property was determined to have cultural heritage value or interest. Designation was recommended, and a SCHVI was included. If the proposed impacts are required, an HIA will be undertaken by a qualified cultural heritage specialist post-TPAP, and developed in consultation with, and submitted for review to, MHSTCI and interested persons/organizations (e.g. municipal heritage planner and/or municipal heritage committee), including Indigenous communities as appropriate. Vibration monitoring should be undertaken during construction to monitor potential vibration impacts.	Post-TPAP HIA


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CHR #	Address	Resource Type	Photograph	Heritage Status	Property Description	Description of Potential/Anticipated Impact	Mitigation Measures	Recommendation
203	Linear Park and the Bob McMullen Linear Trail	Park		Candidate	<p>Design/Physical: Location of historic ford, abandoned in the 1820s following bridge construction. According to the City of Cambridge's website: This trail travels along the site of the original Mennonite Meeting House, Jacob Hespeler Raceway and the Rock Springs Brewery.</p> <p>Historical/Associative: Is associated with early sites in the development of Preston including the historic ford, the site of the original Mennonite Meeting House, Jacob Hespeler Raceway and the Rock Springs Brewery.</p> <p>Contextual: Is located along the Grand and Speed Rivers.</p>	Direct: Direct Impacts are anticipated as a result of the proposed undertaking, resulting in encroachment and land takings to the rear of the property, to accommodate LRT infrastructure and regrading. This has the potential to impact landscape features such as mature trees, trail infrastructure, and natural landscaping.	Preferred Option: Alteration of the subject property should be avoided by altering location of the proposed LRT corridor. Alternative option: If the proposed impacts are required, a CHER will be undertaken by a qualified cultural heritage specialist post-TPAP, and developed in consultation with, and submitted for review to, MHSTCI and interested persons/organizations (e.g. municipal heritage planner and/or municipal heritage committee), including Indigenous communities as appropriate.	Post-TPAP CHER/HIA



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CHR #	Address	Resource Type	Photograph	Heritage Status	Property Description	Description of Potential/Anticipated Impact	Mitigation Measures	Recommendation
204	Shantz Hill	Historic Settlement Area		Inventory – Region of Waterloo	<p>Design/Physical: Former settlement located at the modern (2016) junction of Highway 8 and Fountain Street in Cambridge.</p> <p>Historical/Associative: Settlement was situated on the north edge of Preston. Was the site of the P.E. Shantz Foundry (c. 1875–late 1960s) which produced agricultural machinery. The stone Shantz Foundry buildings were demolished in the late 1960s (WRM 2016).</p> <p>Contextual: Located at Highway 8 and Fountain Street in Cambridge.</p>	Direct and indirect adverse impacts to the Shantz Hill CHL are anticipated at the intersection of Shantz Hill Road and Fountain Street. These alterations have the potential to impact this significant resource through alteration to views and vistas along the streetscape, and destruction or alteration of urban streetscape features which may contribute to the significance of this resource, e.g. grading, curbs, sidewalks, light fixtures.	Recommend: A CHER/HIA will be undertaken for the Main Street Viewscape by a qualified cultural heritage specialist during the detail design phase, and developed in consultation with, and submitted for review to, MHSTCI and interested persons/organizations (e.g. municipal heritage planner and/or municipal heritage committee), including Indigenous communities as appropriate. The HIA will discuss the alternatives considered and recommend the alternative to minimize or mitigate adverse effects on the Viewscape. Vibration monitoring should be undertaken during construction to monitor potential vibration impacts.	Post-TPAP CHER/HIA



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CHR #	Address	Resource Type	Photograph	Heritage Status	Property Description	Description of Potential/Anticipated Impact	Mitigation Measures	Recommendation
205	246 Fountain St S	Residential		Designated - City of Cambridge	<p><b>Design/Physical:</b> The building on this property was constructed circa 1850 by Jacob Beck and is located in the area of the City referred to as Cambridge Mills. Built in the Classical Revival style, the home underwent significant changes in the 1960's which included widening the south basement windows, installing a dormer over the portico, installing shutters and the frieze. The original house has a well crated limestone foundation, a dressed limestone plinth and walls of yellow brick laid in common bond.</p> <p><b>Historical/Associative:</b> Built around 1850, this structure dates from an early period in the development of the city. This property is associated with a number of notable persons and Jacob Beck, who likely erected the house played a number of significant roles in the history of both the area and the province. It was Jacob Beck who brought John Clare to Preston in 1843 from Buffalo to assist in his foundry business. Clare married Beck's sister and stayed in Preston to found what became one of the area's largest manufacturers known today as Clare Brothers Ltd. Beck himself left Preston in 1855 to found the town of Baden, which he named after his birthplace in Germany. He married Charlotte Hespeler, sister of Jacob Hespeler, and their son Sir Adam Beck is generally considered the father of large-scale hydroelectric power in the province.</p> <p><b>Contextual:</b> Prominent location at the base of Shantz Hill.</p>	Direct: Direct Impacts are anticipated as a result of the proposed undertaking, consisting of the installation of new sidewalks and curbs, and the regrading of the front corner of the property at the intersection of Shantz Hill Road and Fountain Street to accommodate road improvements associated with LRT infrastructure. The proposed regrading has the potential to impact mature trees on the site, and impact views of the property.	Preferred Option: Alteration of the subject property should be avoided by altering location of the proposed LRT corridor. Alternative option: If the proposed impacts are required, an HIA will be undertaken by a qualified cultural heritage specialist post-TPAP, and developed in consultation with, and submitted for review to, MHSTCI and interested persons/organizations (e.g. municipal heritage planner and/or municipal heritage committee), including Indigenous communities as appropriate. Vibration monitoring should be undertaken during construction to monitor potential vibration impacts.	Post-TPAP HIA


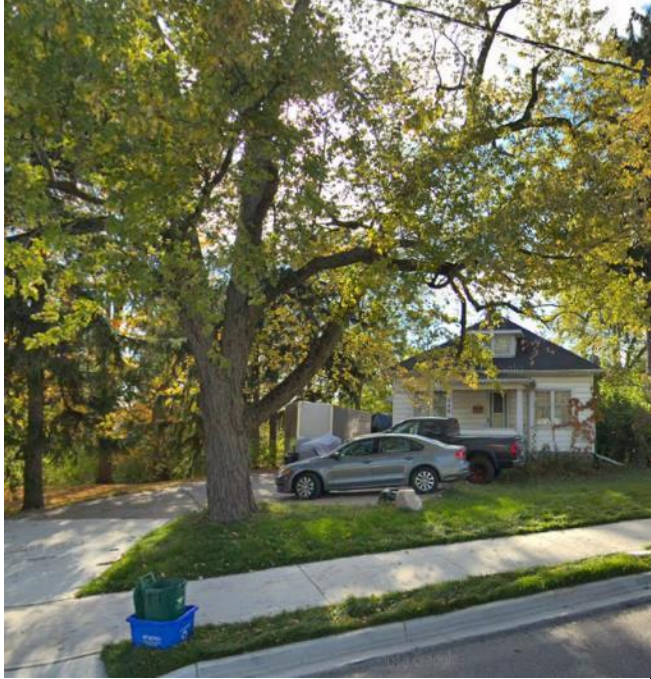
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CHR #	Address	Resource Type	Photograph	Heritage Status	Property Description	Description of Potential/Anticipated Impact	Mitigation Measures	Recommendation
206	285 Fountain St S	Commercial		Listed – City of Cambridge Heritage Properties Register	<p>Design/Physical: Two-storey yellow brick former industrial building, with covered verandah.</p> <p>Historical/Associative: Former button factory, part of the City of Cambridge Landmark Series. Built circa 1860-1880.</p> <p>Contextual: Prominent location at the base of Shantz Hill and identified as a landmark.</p>	The subject property is not anticipated to be directly or indirectly impacted by the undertaking. Encroachment is expected to accommodate a proposed rail platform to the north. This encroachment does not exceed extant property limits and is not anticipated to result in indirect adverse impacts, including changes to land use, land disturbance or impacts to important views.	No further recommendations required to mitigate this impact. Should future alterations to the proposed design introduce potential impacts, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review	No further heritage work required at this time.
207	311 Shantz Hill	Residential		Candidate	<p>Design/Physical: Two-storey residence with large below-grade first storey garage and hipped roof.</p> <p>Historical/Associative: Built 1964.</p> <p>Contextual: Located on Shantz Hill on a historically surveyed road.</p>	Direct: Direct Impacts are anticipated as a result of the proposed undertaking, consisting of the installation of new sidewalks and curbs, and the regrading of the front of the property along Shantz Hill Road to accommodate road improvements associated with LRT infrastructure, including the replacement of the retaining wall. The proposed regrading has the potential to impact mature trees on the site, which is not anticipated to adversely impact the CHVI of the property, and impact views of the property.	Preferred Option: Regrading and alteration of the subject property should be avoided. Alternative option: If the proposed impacts are required, a CHER will be undertaken by a qualified cultural heritage specialist post-TPAP, and developed in consultation with, and submitted for review to, MHSTCI and interested persons/organizations (e.g. municipal heritage planner and/or municipal heritage committee), including Indigenous communities as appropriate. Vibration monitoring should be undertaken during construction to monitor potential vibration impacts.	Post-TPAP CHER

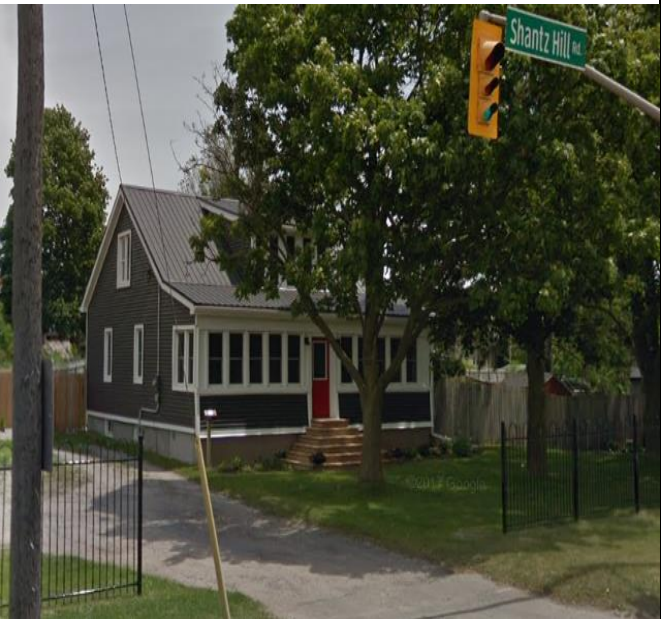

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CHR #	Address	Resource Type	Photograph	Heritage Status	Property Description	Description of Potential/Anticipated Impact	Mitigation Measures	Recommendation
208	319 Shantz Hill	Residential		Candidate	<p>Design/Physical: One-storey residence, clad in yellow brick, with large picture window. Likely converted to reflect the ranch style.</p> <p>Historical/Associative: Built 1930.</p> <p>Contextual: Located on Shantz Hill on a historically surveyed road.</p>	<p>Direct: Direct Impacts are anticipated as a result of the proposed undertaking, consisting of the installation of new sidewalks and curbs, and the regrading of the front of the property along Shantz Hill Road to accommodate road improvements associated with LRT infrastructure. The proposed regrading has the potential to impact mature trees on the site, which is not anticipated to adversely impact the CHVI of the property, and impact views of the property.</p>	<p>Preferred Option: Regrading and alteration of the subject property should be avoided. Alternative option: If the proposed impacts are required, a CHER will be undertaken by a qualified cultural heritage specialist post-TPAP, and developed in consultation with, and submitted for review to, MHSTCI and interested persons/organizations (e.g. municipal heritage planner and/or municipal heritage committee), including Indigenous communities as appropriate. Vibration monitoring should be undertaken during construction to monitor potential vibration impacts.</p>	Post-TPAP CHER
209	320 Shantz Hill	Residential		Candidate	<p>Design/Physical: Two-storey residence clad in blue horizontal siding with large dormers in second storey roofline.</p> <p>Historical/Associative: Built 1959.</p> <p>Contextual: Located on Shantz Hill on a historically surveyed road.</p>	<p>Direct: Direct Impacts are anticipated as a result of the proposed undertaking, resulting in the demolition of all structures on the property, to accommodate LRT infrastructure, a new multi-use trail, and regrading. The elevation difference will result in access limitations that cannot be avoided.</p>	<p>Preferred Option: Demolition of the subject property should be avoided by relocating the proposed LRT corridor. Alternative option: If the proposed impacts are required, a CHER will be undertaken by a qualified cultural heritage specialist during TPAP, and developed in consultation with, and submitted for review to, MHSTCI and interested persons/organizations (e.g. municipal heritage planner and/or municipal heritage committee), including Indigenous communities as appropriate.</p>	TPAP CHER



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CHR #	Address	Resource Type	Photograph	Heritage Status	Property Description	Description of Potential/Anticipated Impact	Mitigation Measures	Recommendation
210	325 Shantz Hill	Residential		Candidate	<p>Design/Physical: One-and-a-half storey red brick bungalow with central front dormer.</p> <p>Historical/Associative: Built 1933.</p> <p>Contextual: Located on Shantz Hill on a historically surveyed road.</p>	<p>Direct: Direct Impacts are anticipated as a result of the proposed undertaking, consisting of the installation of new sidewalks and curbs, and the regrading of the front of the property along Shantz Hill Road to accommodate road improvements associated with LRT infrastructure. The proposed regrading has the potential to impact mature trees on the site, and impact views of the property.</p>	<p>Preferred Option: Regrading and alteration of the subject property should be avoided. Alternative option: If the proposed impacts are required, a CHER will be undertaken by a qualified cultural heritage specialist post-TPAP, and developed in consultation with, and submitted for review to, MHSTCI and interested persons/organizations (e.g. municipal heritage planner and/or municipal heritage committee), including Indigenous communities as appropriate.</p>	Post-TPAP CHER
211	345 Shantz Hill	Residential		Candidate	<p>Design/Physical: One-and-a-half-storey hipped roof bungalow with central front dormer, clad in horizontal siding.</p> <p>Historical/Associative: Built 1927.</p> <p>Contextual: Located on Shantz Hill on a historically surveyed road.</p>	<p>Direct: Direct Impacts are anticipated as a result of the proposed undertaking, consisting of the installation of new sidewalks and curbs, and the regrading of the front of the property along Shantz Hill Road to accommodate road improvements associated with LRT infrastructure. The proposed regrading has the potential to impact mature trees on the site, and impact views of the property.</p>	<p>Preferred Option: Regrading and alteration of the subject property should be avoided. Alternative option: If the proposed impacts are required, a CHER will be undertaken by a qualified cultural heritage specialist post-TPAP, and developed in consultation with, and submitted for review to, MHSTCI and interested persons/organizations (e.g. municipal heritage planner and/or municipal heritage committee), including Indigenous communities as appropriate.</p>	Post-TPAP CHER


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CHR #	Address	Resource Type	Photograph	Heritage Status	Property Description	Description of Potential/Anticipated Impact	Mitigation Measures	Recommendation
212	410 Shantz Hill Rd	Residential		Candidate	<p>Design/Physical: One-and-a-half storey side gable bungalow with enclosed front porch.</p> <p>Historical/Associative: Built circa 1930-1950.</p> <p>Contextual: Located north of Shantz Hill on a historically surveyed road.</p>	<p>Direct: Direct Impacts are anticipated as a result of the proposed undertaking, consisting of the installation of new sidewalks and curbs, and the regrading of the front of the property along Shantz Hill Road to accommodate road improvements associated with LRT infrastructure, including the replacement of the retaining wall. The proposed regrading has the potential to impact mature trees on the site, and impact views of the property.</p>	<p>Preferred Option: Regrading and alteration of the subject property should be avoided. Alternative option: If the proposed impacts are required, a CHER will be undertaken by a qualified cultural heritage specialist post-TPAP, and developed in consultation with, and submitted for review to, MHSTCI and interested persons/organizations (e.g. municipal heritage planner and/or municipal heritage committee), including Indigenous communities as appropriate.</p>	Post-TPAP CHER
213	430 Shantz Hill Rd	Residential		Candidate	<p>Design/Physical: One-and-a-half storey side gambrel bungalow residence with two eyebrow dormers in the roofline.</p> <p>Historical/Associative: Built circa 1930-1950.</p> <p>Contextual: Located north of Shantz Hill on a historically surveyed road.</p>	<p>Direct: Direct Impacts are anticipated as a result of the proposed undertaking, consisting of the installation of new sidewalks and curbs, and the regrading of the front of the property along Shantz Hill Road to accommodate road improvements associated with LRT infrastructure. The proposed regrading has the potential to impact mature trees on the site, and impact views of the property.</p>	<p>Preferred Option: Regrading and alteration of the subject property should be avoided. Alternative option: If the proposed impacts are required, a CHER will be undertaken by a qualified cultural heritage specialist post-TPAP, and developed in consultation with, and submitted for review to, MHSTCI and interested persons/organizations (e.g. municipal heritage planner and/or municipal heritage committee), including Indigenous communities as appropriate. Vibration monitoring should be undertaken during construction to monitor potential vibration impacts.</p>	Post-TPAP CHER


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214	440 Shantz Hill Rd	Residential		Candidate	<p>Design/Physical: One-and-a-half storey side gable stucco residence with half timbering throughout, and enclosed entranceway.</p> <p>Historical/Associative: Built circa 1910-1940.</p> <p>Contextual: Located north of Shantz Hill on a historically surveyed road.</p>	<p>Direct: Direct Impacts are anticipated as a result of the proposed undertaking, consisting of the installation of new sidewalks and curbs, and the regrading of the front of the property along Shantz Hill Road to accommodate road improvements associated with LRT infrastructure, including the replacement of the retaining wall. The proposed regrading has the potential to impact mature trees on the site, which is not anticipated to adversely impact the CHVI of the property, and impact views of the property.</p>	<p>Preferred Option: Regrading and alteration of the subject property should be avoided. Alternative option: If the proposed impacts are required, a CHER will be undertaken by a qualified cultural heritage specialist post-TPAP, and developed in consultation with, and submitted for review to, MHSTCI and interested persons/organizations (e.g. municipal heritage planner and/or municipal heritage committee), including Indigenous communities as appropriate. Vibration monitoring should be undertaken during construction to monitor potential vibration impacts.</p>	Post-TPAP CHER
215	Highway 401 Bridge over King Street East	Bridge		Candidate	<p>Design/Physical: Two-span rigid frame bridge with a design that has the two pieces – the beam and the abutments, combined into one unbroken structure. Solid concrete balustrade.</p> <p>Historical/Associative: Built circa 1950-1960.</p> <p>Contextual: Located along Highway 401.</p>	<p>Direct: Direct Impacts are anticipated as a result of the proposed undertaking, consisting of minor alterations to the underside of the bridge structure to accommodate LRT infrastructure, the extent of which is to be determined during detail design.</p>	<p>Preferred Option: Regrading and alteration of the subject property should be avoided. Alternative option: If the proposed impacts are required, a CHER will be undertaken by a qualified cultural heritage specialist post-TPAP, and developed in consultation with, and submitted for review to, MHSTCI and interested persons/organizations (e.g. municipal heritage planner and/or municipal heritage committee), including Indigenous communities as appropriate.</p>	TPAP CHER


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216	4497 King St. E	Commercial		Candidate	<p>Design/Physical: One-storey ranch style bungalow with large picture window and hipped roof.</p> <p>Historical/Associative: Built 1956.</p> <p>Contextual: Located along King Street, a historically surveyed road.</p>	<p>Direct: Direct Impacts are anticipated as a result of the proposed undertaking, consisting of the installation of new sidewalks and curbs, and the regrading of the front of the property along King Street to accommodate road improvements associated with LRT infrastructure. The proposed regrading has the potential to impact bushes, trees on the site, however, these proposed impacts are not anticipated to adversely impact the potential CHVI of the property.</p>	<p>Preferred Option: Encroachment on to the subject property should be avoided or minimized.</p> <p>Alternative Option: Should encroachment be required; a Heritage Documentation Report should be completed to document landscape features at the rear of the property along the proposed corridor. Should future alterations to the proposed design introduce potential direct and adverse impacts to the potential CHVI property, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review</p>	Heritage Documentation Report


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CHR #	Address	Resource Type	Photograph	Heritage Status	Property Description	Description of Potential/Anticipated Impact	Mitigation Measures	Recommendation
217	4489 King St. E	Commercial		Candidate	<p>Design/Physical: One-storey orange brick bungalow with central covered entranceway and large picture window.</p> <p>Historical/Associative: Built 1960.</p> <p>Contextual: Located along King Street, a historically surveyed road.</p>	<p>Direct: Direct Impacts are anticipated as a result of the proposed undertaking, consisting of the installation of new sidewalks and curbs, and the regrading of the front of the property along King Street to accommodate road improvements associated with LRT infrastructure. The proposed regrading has the potential to impact bushes, trees on the site, however, these proposed impacts are not anticipated to adversely impact the potential CHVI of the property.</p>	<p>Preferred Option: Encroachment on to the subject property should be avoided or minimized.</p> <p>Alternative Option: Should encroachment be required, a Heritage Documentation Report should be completed to document landscape features at the rear of the property along the proposed corridor. Should future alterations to the proposed design introduce potential direct and adverse impacts to the potential CHVI property, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review</p>	Heritage Documentation Report


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218	4475 King St. E	Residential		Candidate	<p>Design/Physical: One-and-a-half storey colonial revival bungalow with large attached double garage, clad in orange-red brick.</p> <p>Historical/Associative: Built 1950.</p> <p>Contextual: Located along King Street, a historically surveyed road.</p>	<p>Direct: Direct Impacts are anticipated as a result of the proposed undertaking, consisting of the installation of new sidewalks and curbs, and the regrading of the front of the property along King Street to accommodate road improvements associated with LRT infrastructure. The proposed regrading has the potential to impact bushes, trees on the site, however, these proposed impacts are not anticipated to adversely impact the potential CHVI of the property.</p>	<p>Preferred Option: Encroachment on to the subject property should be avoided or minimized.</p> <p>Alternative Option: Should encroachment be required, a Heritage Documentation Report should be completed to document landscape features at the rear of the property along the proposed corridor. Should future alterations to the proposed design introduce potential direct and adverse impacts to the potential CHVI property, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review</p>	Heritage Documentation Report


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219	4457 King St. E	Residential		Candidate	<p>Design/Physical: One-storey red rug brick bungalow with ashlar stone chimney, central entranceway and large picture window.</p> <p>Historical/Associative: Built 1947.</p> <p>Contextual: Located along King Street, a historically surveyed road.</p>	<p>Direct: Direct Impacts are anticipated as a result of the proposed undertaking, consisting of the installation of new sidewalks and curbs, and the regrading of the front of the property along King Street to accommodate road improvements associated with LRT infrastructure. The proposed regrading has the potential to impact bushes, trees on the site, however, these proposed impacts are not anticipated to adversely impact the potential CHVI of the property.</p>	<p>Preferred Option: Encroachment on to the subject property should be avoided or minimized.</p> <p>Alternative Option: Should encroachment be required, a Heritage Documentation Report should be completed to document landscape features at the rear of the property along the proposed corridor. Should future alterations to the proposed design introduce potential direct and adverse impacts to the potential CHVI property, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review</p>	Heritage Documentation Report


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220	4417 King Street E	Residential		Candidate	<p>Design/Physical: One-storey yellow brick residence.</p> <p>Historical/Associative: Built 1948.</p> <p>Contextual: Located along King Street, a historically surveyed road.</p>	<p>Direct: Direct Impacts are anticipated as a result of the proposed undertaking, consisting of the installation of new sidewalks and curbs, and the regrading of the front of the property along King Street to accommodate road improvements associated with LRT infrastructure. The proposed regrading has the potential to impact bushes, trees on the site, however, these proposed impacts are not anticipated to adversely impact the potential CHVI of the property.</p>	<p>Preferred Option: Encroachment on to the subject property should be avoided or minimized.</p> <p>Alternative Option: Should encroachment be required, a Heritage Documentation Report should be completed to document landscape features at the rear of the property along the proposed corridor. Should future alterations to the proposed design introduce potential direct and adverse impacts to the potential CHVI property, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review</p>	Heritage Documentation Report


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221	4411 King St. E	Commercial		Candidate	<p>Design/Physical: One-storey ranch style bungalow converted to use as a pet hospital, painted blue with false shutters flanking picture windows.</p> <p>Historical/Associative: Built 1949.</p> <p>Contextual: Located along King Street, a historically surveyed road.</p>	<p>Direct: Direct Impacts are anticipated as a result of the proposed undertaking, consisting of the installation of new sidewalks and curbs, and the regrading of the front of the property along King Street to accommodate road improvements associated with LRT infrastructure. The proposed regrading has the potential to impact bushes, trees on the site, however, these proposed impacts are not anticipated to adversely impact the potential CHVI of the property.</p>	<p>Preferred Option: Encroachment on to the subject property should be avoided or minimized.</p> <p>Alternative Option: Should encroachment be required, a Heritage Documentation Report should be completed to document landscape features at the rear of the property along the proposed corridor. Should future alterations to the proposed design introduce potential direct and adverse impacts to the potential CHVI property, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MHSTCI for review</p>	Heritage Documentation Report


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222	4336 King St E	Commercial		Listed – City of Kitchener Municipal Heritage Register	<p><b>Design/Physical:</b> The design, composition, craftsmanship and details of the building constructed in the Georgian architectural style are attractive. The building is in good condition. The building is one storey in height and features: front gable roof; buff brick; segmentally arched window openings with brick hoodmoulds; flat headed basement window openings with brick voussoir; circular vent (former window) with brick hoodmold; remnants from former school name plate; and, fieldstone foundation.</p> <p><b>Historical/Associative:</b> A former school, known as Pine Grove, which once served the localities of Limerick, Pine Grove, Freeport and Little Paradise. A log school house was first built in 1809 followed by a wood structure in 1855 and the current brick building c. 1889 (Hill, 2011). The log school is reported as the first school house in the County while the current brick building served as a school from 1889 until the mid-1950s. Henry Heldmann purchased the schoolhouse in the 1950s and converted the building to a residence and factory for manufacturing plastic bandages. The building was occupied by the Heldmann family until the 1990s before becoming part of the Sportsworld Water Park. The history of the property and its importance to the community was celebrated by naming the road running past the school house in honour of the Heldmann family. The building has now been rehabilitated and adapted for use by the Borealis Grille and Bar restaurant.</p> <p><b>Contextual:</b> Historically linked the former school house building and to the former locality of Little Paradise.</p>	Direct: Direct Impacts are anticipated as a result of the proposed undertaking, consisting of the installation of new sidewalks and curbs, and the regrading of the front and side of the property along King Street to accommodate road improvements associated with LRT infrastructure. The proposed regrading has the potential to impact existing urban landscaping, such as sidewalks.	Preferred Option: Regrading and alteration of the subject property may be avoided through detail design. Alternative option: If the proposed impacts are required, a CHER will be undertaken by a qualified cultural heritage specialist post-TPAP, and developed in consultation with, and submitted for review to, MHSTCI and interested persons/organizations (e.g. municipal heritage planner and/or municipal heritage committee), including Indigenous communities as appropriate. Vibration monitoring should be undertaken during construction to monitor potential vibration impacts.	TPAP CHER


# APPENDIX A

CHR #	Address	Resource Type	Photograph	Heritage Status	Property Description	Description of Potential/Anticipated Impact	Mitigation Measures	Recommendation
223	Hidden Valley Road	Roadscape		Inventory – Candidate CHL	<p><b>Design/Physical:</b> Hidden Valley Road is the remnant of a road that ran from Freeport to the settlement of German Mills. Features a narrow two-lane alignment without shoulders; the scenic views to surrounding agricultural fields and the Grand River Valley; the diverse roadside vegetation that abuts the roadside provides a defined edge to the road; and the correspondence to the undulating topography which is part of the original historic alignment.</p> <p><b>Historical/Associative:</b> The alignment is shown in the 1881 Atlas of Waterloo Township. Like many roads in the Township of Waterloo, it was not formally laid out in a geometric concession and side road grid during a township survey as in other parts of County of Waterloo and Upper Canada. Instead it is part of an irregular network of roads developed to meet the needs of early local settlers as they cleared their lots, and to meet their requirements for access to villages, settlements, other farms, markets and in particular the mills at German Mills.</p> <p><b>Contextual:</b> The road remains a part of the local road network but has an overlay of the history of the development of the community</p>	Direct and indirect adverse impacts to the Hidden Valley Road CHL are anticipated. These alterations have the potential to impact this significant resource through alterations along the streetscape, and destruction or alteration of urban streetscape features which may contribute to the significance of this resource, e.g. road paving, grading, curbs, sidewalks, light fixtures.	Recommend: A CHER/HIA will be undertaken for the Hidden Valley Road CHL by a qualified cultural heritage specialist during the detail design phase, and developed in consultation with, and submitted for review to, MHSTCI and interested persons/organizations (e.g. municipal heritage planner and/or municipal heritage committee), including Indigenous communities as appropriate. The HIA will discuss the alternatives considered and recommend the alternative to minimize or mitigate adverse effects on the Viewscape. Vibration monitoring should be undertaken during construction to monitor potential vibration impacts.	Post-TPAP CHER/HIA

# APPENDIX A

CHR #	Address	Resource Type	Photograph	Heritage Status	Property Description	Description of Potential/Anticipated Impact	Mitigation Measures	Recommendation
224	333 Hidden Valley Road	Residential		Candidate	<p>Design/Physical: 1960s side-split bungalow, clad in vertical siding.</p> <p>Historical/Associative: Built 1965.</p> <p>Contextual: Located along Hidden Valley Road, a remnant of a road that ran from Freeport to the settlement of German Mills.</p>	<p>Direct: Direct Impacts are anticipated as a result of the proposed undertaking, resulting in the demolition of all structures on the property, to accommodate LRT infrastructure, a new multi-use trail, and regrading.</p>	<p>Preferred Option: Demolition of the subject property should be avoided by relocating the proposed LRT corridor. Alternative option: If the proposed impacts are required, a CHER will be undertaken by a qualified cultural heritage specialist during TPAP, and developed in consultation with, and submitted for review to, MHSTCI and interested persons/organizations (e.g. municipal heritage planner and/or municipal heritage committee), including Indigenous communities as appropriate.</p>	TPAP CHER

# APPENDIX A

CHR #	Address	Resource Type	Photograph	Heritage Status	Property Description	Description of Potential/Anticipated Impact	Mitigation Measures	Recommendation
225	200 Fairway Rd S	Commercial		Listed – City of Kitchener Municipal Heritage Register	<p><b>Design/Physical:</b> The building is a rare and unique example of the Kennedy Era International Modern architectural style. The building was built by Dunker Construction Limited and, according to Carl E. Dunker, was one of the first entirely precast structures to be built in this part of Ontario (Your Heritage Waterloo Region, 2009-2010). Features include: flat roof; pre-cast concrete construction; 20-foot-high white precast molded stone facing panels; and, 8-foot-high dark green antique glazed bricks, including decorative brick patterns near doors.</p> <p><b>Historical/Associative:</b> The historic and associative values relate to Sears and Dunker Construction Limited. The building was the 19th major department store built by Simpson-Sears (Your Heritage Waterloo Region, 2009-2010). The building was built by Dunker Construction Limited for a total cost of \$1,900,000 (Your Heritage Waterloo Region, 2009-2010). Dunker Construction Limited was a local builder between 1887 and 1974 responsible for the construction of numerous buildings, including: the 1928 renovations and additions to Courland Avenue School; the 1938-39 Registry Theatre; and, the 1956 Waterloo Country Home for the Aged.</p> <p><b>Contextual:</b> Located at the intersection of Highway 8 and Fairway Road in a predominantly commercial area. The property has recently been approved for a partial demolition permit but retains its heritage status.</p>	Indirect: indirect adverse impacts to significant views anticipated, however no direct impacts to the property are proposed. Identified during public consultation as property of interest, specifically views towards the property, which may be impeded by the proposed elevated LRT structure.	Preferred Option: indirect adverse impacts to significant views should be avoided by altering the proposed LRT corridor. Alternative option: If the proposed impacts are required, a CHER will be undertaken by a qualified cultural heritage specialist post-TPAP, and developed in consultation with, and submitted for review to, MHSTCI and interested persons/organizations (e.g. municipal heritage planner and/or municipal heritage committee), including Indigenous communities as appropriate. Vibration monitoring should be undertaken during construction to monitor potential vibration impacts.	Post-TPAP CHER



# APPENDIX

## **B** IMAGES



# APPENDIX

## **B** IMAGES





# APPENDIX B



Image 1: View of the Grand River looking northerly.



Image 2: View of the Galt Core candidate CHL, looking southerly.

# APPENDIX B



**Image 3: View of the existing rail line along Eagle Street, looking easterly.**

# APPENDIX B



**Image 4: View of the pedestrian walkway behind Beverly Street, looking southwesterly.**



**Image 5: View of the existing rail line along Eagle Street, looking easterly.**

# APPENDIX B



**Image 6: View of the Preston Historic Core, looking northerly.**



**Image 7: View of Beverly Street streetscape, looking southeasterly.**

# APPENDIX B



**Image 8: View of Shantz Hill Road, looking southeasterly.**



**Image 9: View of King Street, Kitchener, looking southeasterly.**

# APPENDIX B



**Image 10: View of Hidden Valley Road, looking northerly.**

# APPENDIX

## **C** MAPPING AND PRELIMINARY DRAWINGS





# APPENDIX



