

**CULTURAL HERITAGE ASSESSEMENT REPORT
CULTURAL HERITAGE LANDSCAPES &
BUILT HERITAGE RESOURCES**

**PLANNING/PRELIMINARY DESIGN AND
CLASS ENVIRONMENTAL ASSESSMENT STUDY
QEW GARDEN CITY SKYWAY**

**NIAGARA STREET, CITY OF ST. CATHARINES TO
GLENDALE AVENUE, TOWN OF NIAGARA-ON-THE-LAKE
ONTARIO**



June 2014

**Prepared for:
MMM Group Limited**

Prepared by:



UNTERMAN McPHAIL ASSOCIATES
HERITAGE RESOURCE MANAGEMENT CONSULTANTS

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**Prepared for:
MMM Group Limited
2655 North Sheridan Way
Mississauga, ON, L5K 2P8**

**Prepared by:
Unterman McPhail Associates
Heritage Resource Management Consultants
540 Runnymede Road
Toronto, ON, M6S 2Z7
Tel: 416-766-7333**

PROJECT PERSONNEL

Unterman McPhail Associates

Richard Unterman, Principal

Barbara McPhail, Principal

Jean Simonton

Heritage Consultant

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1.0 INTRODUCTION

1.1 Project Description

MMM Group Limited retained Unterman McPhail Associates, Heritage Management Resource Consultants, on behalf of the Ministry of Transportation (MTO), to undertake a Cultural Heritage Assessment Report (CHAR) for cultural heritage landscapes and built heritage resources as part of the Planning/Preliminary Design and Class Environmental Assessment (EA) Study for the Queen Elizabeth Way (QEW) Garden City Skyway. MTO initiated a Class EA Study to determine a long-term strategy to address the structural and traffic safety needs of the QEW crossing of the Welland Canal. The study limits extend between Niagara Street in the City of St. Catharines and Glendale Avenue in the Town of Niagara-on-the-Lake (*Figure 1*). The study is being undertaken in accordance with the planning and design process for ‘Group B’ projects as set out in the MTO *Class Environmental Assessment for Provincial Transportation Facilities* (1999, as amended in 2000).

This CHAR provides information in support of the Class EA process including the preparation of a Transportation Environmental Study Report (TESR) for the proposed improvements to the QEW Garden City Skyway. The construction of a new bridge over the Welland Canal to the north of the existing structure (i.e., North Twinning) has been identified as the Technically Preferred Alternative. The new structure will carry the Toronto-bound lanes of the QEW, while the existing bridge will carry the Niagara-bound lanes. The existing bridge will be rehabilitated.

Built heritage resources and/or cultural heritage landscapes may be displaced (i.e., removed) if they are located within the right-of-way of the undertaking. There may also be potential for disruption, or indirect impacts, to cultural heritage resources by the introduction of physical, visual, audible or atmospheric elements that are not in keeping with their character and/or setting. Isolation of cultural heritage resources may occur due to severance of land for new and realigned roads. Isolation of a built heritage resource often leads to demolition due to neglect and/or vandalism.

The QEW is Ontario’s oldest freeway and was the longest divided highway in Canada when officially opened in 1940. The first phase of the QEW was a four-lane divided highway, with raised medians and a number of at-grade intersections. Major reconstruction work was undertaken in the post Second World War period from 1948 to 1957. Widening of the route to six lanes as well as interchange improvements have proceeded since the 1960s. The QEW is a critical element in the provincial highway network and is one of Ontario’s most important transportation facilities in terms of trade, commuter and tourist traffic. The QEW links the Canada-United States border crossings at Niagara Falls and Fort Erie with Ontario’s Golden Horseshoe and beyond. The Garden City Skyway, MTO Site # 18-111, completed in 1963, carries the QEW over the Welland Canal. It is a 48-span high-level bridge that is 2.2 km long and 28 m wide. It connects the

City of St. Catharines to the west and the Town of Niagara-on-the-Lake to the east. At the crossing of the Welland Canal the bridge is approximately 40 m high. The bridge has undergone various repairs since 1963. Deck rehabilitation was completed in 2002 and extensive substructure rehabilitation was undertaken between 2004 and 2010. In light of its cultural heritage value, the Garden City Skyway is included on the Ontario Heritage Bridge List.

The principal objectives of this CHAR are:

- to prepare an historical summary of the development of the study area through the review of both primary and secondary sources as well as historical mapping;
- to conduct a survey of the cultural heritage landscapes and built heritage resources found within and adjacent the study area;
- to identify cultural heritage landscapes and built heritage resources within and adjacent the study area, through the analysis of major historical themes and activities, historic mapping and site review activities;
- to identify sensitivities for change;
- to provide evaluation of potential impacts to cultural heritage resources identified in the study area using available project information; and
- to make general mitigation recommendations for affected built heritage resources and cultural heritage landscapes with respect to the proposed endeavour.

Unterman McPhail Associates and Jean Simonton, Heritage Consultant, undertook a windshield survey in October 2010 to identify cultural heritage landscapes and principal, aboveground built heritage features older than 40 years in the study area. Given the nature of the project, the emphasis of the site review was placed on the identification of those cultural heritage resources located within and adjacent the existing QEW right-of-way. Additional site review was completed in January 2014 in order to confirm the earlier findings. A description of the identified cultural heritage resource within the study area including built heritage resources and cultural heritage landscapes is contained in Table 1. The locations of the resources are mapped in Figures 2 and 3. Table 2 provides a summary of the potential impacts and mitigation recommendations. Historical maps and aerial photographs are included in the Appendix.

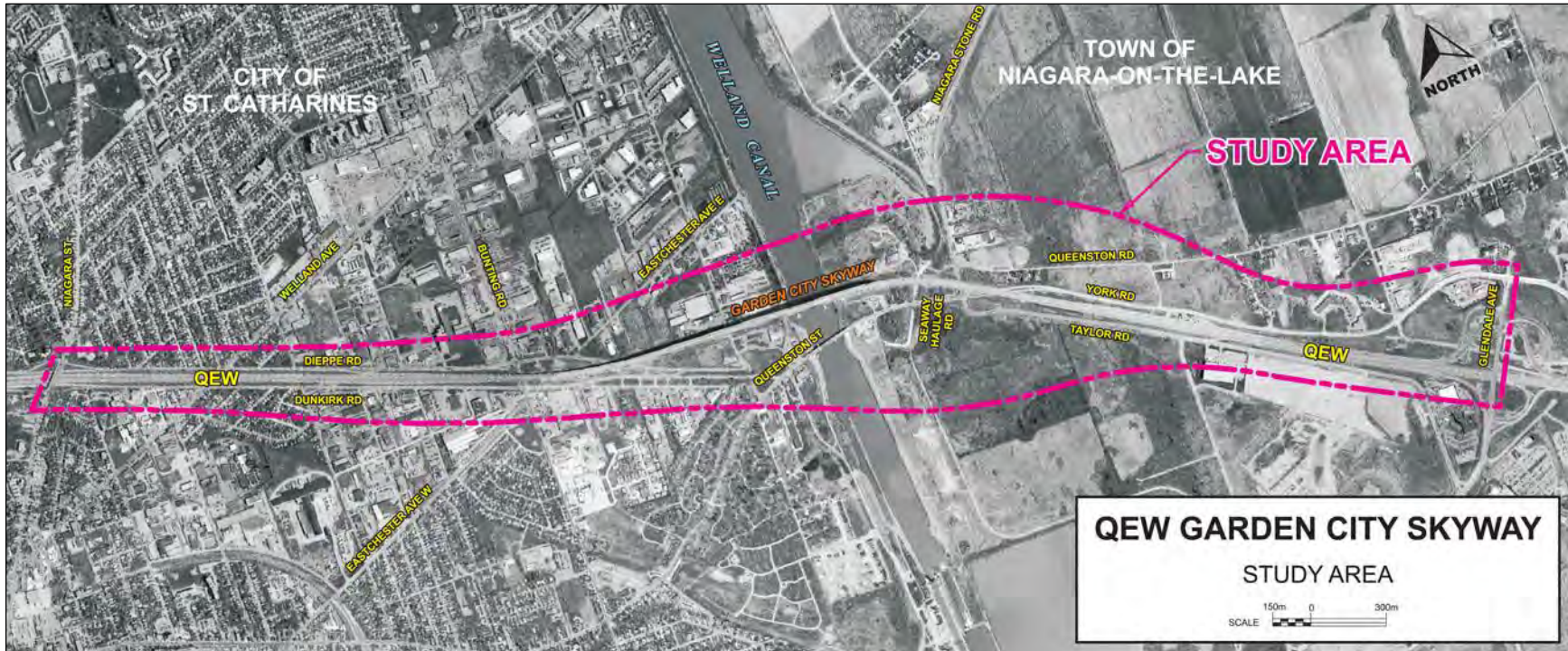


Figure 1. Study Area for the QEW Garden City Skyway from Niagara Street in the City of St. Catharines to Glendale Avenue in the Town of Niagara-on-the-Lake [MMM Group, 2013].

2.0 ENVIRONMENTAL ASSESSMENT REQUIREMENTS & CULTURAL HERITAGE RESOURCES

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

For the most part, the analysis of cultural heritage resources in the study area addresses those aboveground, person-made heritage resources 40 years of age and older. The application of this rolling 40 year principle is an accepted federal and provincial practice for the preliminary identification of cultural heritage resources that may be of heritage interest or value. However, its application does not imply that all built heritage resources or cultural heritage landscapes that are over 40 years of age and older are worthy of the same levels of protection or preservation.

2.1 Environmental Assessment Act (EAA)

An environmental assessment provides a decision-making process used to promote good environmental planning by assessing the potential effects and benefits of certain activities on the environment. In Ontario, this process is defined and finds its authority in the *Environmental Assessment Act* (EAA). The purpose of the EAA is to provide for the protection, conservation, and wise management of Ontario's environment.

The EAA applies to all public activities. This includes projects originating from Ontario ministries and agencies, municipalities, public utilities and Conservation Authorities. Projects subject to the Act are typically infrastructure developments and include such activities as: public roads and highways, transit facilities, waste management facilities, electrical generation and transmission facilities, and flood protection works.

The analysis throughout the study process addresses the *Environmental Assessment Act*, subsection 1(c), which defines “*environment*” to include:

“...*cultural conditions that influence the life of humans or a community;*”

as well as,

“*any building, structure, machine or other device or thing made by humans.*”

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

2.2 Ontario Heritage Act (OHA) and the Standards and Guidelines for the Conservation of Provincial Heritage Properties

The OHA provides the framework for provincial and municipal responsibilities and powers in the conservation of cultural heritage resources. The OHA gives the Ministry of Tourism, Culture and Sport (MTCS) the responsibility for the conservation, protection and preservation of Ontario's cultural heritage resources. Section 2 of the OHA charges the Minister with the responsibility to:

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

MTCS describes heritage buildings and structures, cultural heritage landscapes and archaeological resources as cultural heritage resources. Since cultural heritage resources may be impacted adversely by both public and private land development, it is incumbent upon planning and approval authorities to consider heritage resources when making planning decisions. Heritage attributes, in relation to a property, are defined in the OHA as the attributes of the property that cause it to have cultural heritage value or interest.

Individual properties may be designated of cultural heritage value under Part IV of the OHA by a municipality or the Minister of Tourism, Culture and Sport. In addition, municipalities may designate Heritage Conservation Districts under Part V of the legislation. As laid out in subsections 27 (1) and 39.2 (1) of the OHA, the municipal clerk is required to keep a current register of properties of cultural heritage value or interest located in the municipality. The municipal register must include all properties designated under Parts IV and V of the OHA by the municipality, or under Part IV by the Minister of Culture. Designation of heritage resources publicly recognizes and promotes awareness of heritage properties, provides a process for ensuring that changes to a heritage property are appropriately managed and that these changes respect the property's heritage value. This includes protection from demolition.

The OHA subsection 27(2) also allows a property that is not designated to be placed on the municipal register if it is considered to be of cultural heritage interest or value by the municipal council. This is commonly referred to as "listing". In many cases, listed (non-designated properties) are candidates for protection under section 29 of the OHA. Although listing of non-designated properties does not offer any specific protection under the OHA, section 2 of the Provincial Policy Statement of the *Planning Act* acknowledges listed properties.

Provincial heritage properties are not subject to designation by municipalities or the Minister. Part III.1 of the OHA enables the Minister of MTCS, in consultation with the ministries and public bodies affected, to prepare standards and guidelines that set out the criteria and process for identifying provincial heritage properties and to set standards for their protection, maintenance, use, and disposal. In the development of the *Standards and*

Guidelines for Conservation of Provincial Heritage Properties (April 28, 2010), MTCS drew from existing standards, policies, and best practices currently in use by the Government of Ontario, the federal government, and leading international jurisdictions, and consulted with affected ministries, public bodies and the Ontario Heritage Trust.

The Standards and Guidelines apply to properties owned or controlled by the Government of Ontario that have cultural heritage value or interest (i.e., provincial heritage properties). They are issued under the authority of section 25.2 of the OHA and came into effect on July 1, 2010. They are mandatory for ministries and prescribed public bodies and have the authority of a Management Board of Cabinet directive. All Ontario government ministries and prescribed public bodies must comply with the Standards and Guidelines in the management of properties in their ownership or under their control.

The Standards and Guidelines define ***provincial heritage property*** as,

“...real property, including buildings and structures on the property, that has cultural heritage value or interest and that is owned by the Crown in right of Ontario or by a prescribed public body; or that is occupied by a ministry or a prescribed public body if the terms of the occupancy agreement are such that the ministry or public body is entitled to make the alterations to the property that may be required under these heritage standards and guidelines.”

Section B: Identification and Evaluation, subsection B.2, Standards and Guidelines states that an evaluation process to identify provincial heritage properties will consist of a description of the property, historical information and a determination of the cultural heritage value or interest, including potential provincial significance. The evaluation is based on the advice of qualified persons and with appropriate community input. The evaluation report will outline the historical research, evaluation process, and include a Statement of Cultural Heritage Value with a description of the heritage attributes. This cultural heritage evaluation report shall be submitted to MTO for review and approval.

The Standards and Guidelines state Ministries and prescribed public bodies shall apply the “Criteria for Determining Cultural Heritage Value of Interest” set out in the ‘Ontario Regulation 9/06’ under the OHA to determine the cultural heritage value or interest of a property. If the property meets the criteria in ‘Ontario Regulation 9/06’, it is a provincial heritage property. If deemed to be a provincial heritage property the “Criteria for Determining Cultural Heritage Value of Provincial Significance” set out in ‘Ontario Regulation 10/06’, to determine whether or not a property is of provincial significance, are to be applied. If the property meets the criteria in ‘Ontario Regulation 10/06’, it is a provincial heritage property of provincial significance.

The Standards and Guidelines define *provincial heritage property of provincial significance* as,

“...provincial heritage property that has been evaluated using the criteria found in Ontario Heritage Act O.Reg. 10/06 and has been found to have cultural heritage value or interest of provincial significance.”

The Standards and Guidelines also provide advice on the conservation of provincial heritage properties and provincial heritage properties of provincial importance.

2.3 Ministry of Tourism, Culture and Sport (MCTS)

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

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

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

The guidelines state that one may distinguish broadly between two basic ways of visually experiencing cultural heritage resources in the environment, that is, as cultural heritage landscapes and as built heritage. Cultural heritage landscapes are a geographical area perceived as a collection of individual person-made built heritage resources set into a whole, such as historical settlements, farm complexes, waterscapes, roadscape, railways, etc. They emphasize the interrelationship of people and the natural environment as well as convey information about the processes and activities that have shaped a community. Cultural heritage landscapes may be organically evolved landscapes as opposed to designed landscapes. Some are ‘continuing landscapes’, which maintain the historic use while continuing to evolve, while others are ‘relict landscapes’, where the evolutionary process has come to an end but important landscape or built heritage resources from its historic use are still visible. Built heritage comprises individual, person-made or modified parts of a cultural heritage landscape such as buildings or structures of various types including, but not limited to, residences, commercial, religious, institutional, industrial or agricultural buildings, and bridges.

The guidelines also describe the attributes necessary for the identification and evaluation of any discrete aggregation of person-made features or cultural heritage landscapes and built heritage resources.

2.4 Ministry of Transportation (MTO)

MTO is responsible for the transportation infrastructure in the province. As part of the infrastructure component of its mandate, MTO establishes and maintains the provincial highway system. In the development of infrastructure projects, MTO is subject to the provisions of the EAA. MTO developed the Class Environmental Assessment (EA) for Provincial Transportation Facilities, which was approved by Order in Council 1653/99 on October 6, 1999, as amended on July 14, 2000. It provides, in part, the following:

- classification of projects and activities;
- study stages and phases;
- transportation engineering and environmental protection principles;
- consultation principles and processes;
- documentation and "bump-up" (Part II Order) principles and processes; and
- environmental clearance process.

The *Class Environmental Assessment for Provincial Transportation Facilities (2000)* states that during the generation of Planning Alternatives (Section 4.5.4) and during the generation of Preferred Preliminary Design Alternatives (Section 4.6.3), environmental protection is achieved primarily by avoiding as many areas of high environmental sensitivity as is reasonably possible with a functional linear project. The greatest opportunity for such avoidance typically rests with route generation considerations noted under Cultural Environment, namely,

- avoid registered and unregistered cemeteries which have been identified; and
- avoid routing through or immediately adjacent to heritage features of high and moderate significance.

The Class EA process can be conducted in such a way as to ensure that compliance with other environmental legislation may be achieved. The Class EA does not replace or exempt the formal processes of other applicable federal, provincial and municipal legislation and by-laws.

The MTO document *Environmental Reference for Highway Design (ERD)* (June 2013) addresses the environmental assessment issues relating to preliminary and detail design transportation projects. This document was developed in co-operation with various MTO Regional Environmental Offices and Environmental Regulatory Agencies. The ERD provides guidance to manage the environmental impacts of transportation projects in transportation project design, and it includes reference to built heritage and cultural heritage landscapes (Section 3.7 *Cultural Heritage – Built Heritage and Cultural*

Heritage Landscapes, October 2006). As well, MTO has produced guiding documents for built heritage and cultural heritage landscapes, namely:

- *Built Heritage and Cultural Heritage Landscapes: Environmental Protection Requirements for Transportation Planning and Highway Design, Construction, Operation and Maintenance* (October 2006);
- *Environmental Standards and Practices User Guide* (December 2006) with a Checklist for Built Heritage and Cultural Heritage Landscapes (Section 10);
- *Environmental Guide for Built Heritage And Cultural Heritage Landscapes* (February 2007), which supersedes MTO's *Environmental Reference Book 4B: Historical Resources* (1989); and
- *Ontario Heritage Bridge Guidelines* (January 2008).

Section 4.1 of MTO's *Environmental Guide for Built Heritage and Cultural Heritage Landscapes* (February 2007) notes that for cultural heritage resources, the study area is defined as all lands to be affected adversely either through displacement and/or disruption by the proposed highway design and construction within the existing and proposed highway Right-of-Way (ROW), and the off-route zones adjacent or abutting the existing ROW. The three zones of the study area comprise:

- A ROW study zone comprises lands to be cleared and developed for the proposed highway right-of-way.
- A 25-metre study zone is located immediately beside the ROW and has potential for associated land clearance.
- A 25 to 250-metre study zone further off the ROW comprises an area where land clearance is unlikely to occur, however, where impacts to built heritage resources and cultural heritage landscapes may be experienced.

Other MTO reference documents include *Environmental Protection Requirements for Transportation Planning and Highway Design, Construction, Operation and Maintenance* (2006) and *Aesthetic Guidelines for Bridges* (2004).

MTO is subject to the Standards and Guidelines and must comply in the management of properties in their ownership or under their control.

3.0 ASSESSMENT METHODOLOGY

3.1 Introduction

MMM Group retained Unterman McPhail Associates to undertake a cultural heritage resource survey of built heritage resources and cultural heritage landscapes on behalf of MTO. Planning and Preliminary Design are being carried out to develop a long-term strategy to address the structural and traffic safety needs of the QEW crossing of the Welland Canal. The study is proceeding under the MTO *Class Environmental Assessment*

for *Provincial Transportation Facilities* (1999, as amended in 2000) as a ‘Group B’ project.

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

- the identification of major historical themes and activities of the study area in the former Township of Grantham, now within the boundaries of the City of St. Catharines and the Town of Niagara-on-the-Lake, through the review of both primary and secondary sources as well as topographic and historical mapping;
- a windshield survey of lands within and adjacent the QEW corridor between Niagara Street, in the City of St. Catharines, and Glendale Avenue, in the Town of Niagara-on-the-Lake;
- the identification of cultural heritage landscapes and built heritage resources within the study area through the analysis of major historical themes and activities, historic mapping and site review activities;
- the identification of sensitivities for change to cultural heritage landscapes and built heritage resources through the review of historical information, the results of the survey and the proposed changes to the road network;
- the evaluation of potential impacts to built heritage resources and cultural heritage landscapes based on available project information; and
- the development of mitigation recommendations.

3.2 Public Consultation and Recognition

The municipal staff at the City of St. Catharines and at the Town of Niagara-on-the-Lake was contacted in May 2014 with regard to the most current municipal heritage registers. The following information sources with regard to property designated under the OHA, municipal heritage registers, and inventories were consulted with regard to heritage issues within the study corridor:

1. Kevin Blozowski, Planner, City of St. Catharines provided:
 - *Designated Properties Under the Ontario Heritage Act* (Revised February 2013); and
 - City of St. Catharines’ *Register of Non-Designated Cultural Heritage Properties* (July 13, 2009).
2. Jesse Auspitz, Planner, Town of Niagara-on-the-Lake provided:
 - *Properties Designated Under Ontario Heritage Act, Part IV* (December 2013); and
 - *Register of Non-designated Properties of Cultural Heritage Value or Interest* (2007).

In addition, the 2004 Heritage Resource Inventory for the Town of Niagara-on-the-Lake was consulted.

Two properties within the City of St. Catharines are designated under Part IV of the OHA (*Sites #4 and #13*). In August 2010, the City of St. Catharines' Heritage Committee erected a plaque commemorating wartime housing neighbourhoods throughout the municipality. There are two areas of wartime housing identified within the study limits (*Sites #9 and #10*). The commemorative plaque is located in Lancaster Park outside of the study area.

In the Town of Niagara-on-the-Lake, the municipal heritage committee uses its 2004 inventory to reviews impacts to heritage resources. The residence located at 49 Queenston Road (*Site #29*) and the farm complex located at 245 Queenston Road (*Site #33*) are both included on the 2004 Inventory of Heritage Properties. The Homer Cemetery (*Site #24*) is listed on the Town of Niagara-on-the-Lake's *Register of Non-designated Properties of Cultural Heritage Value or Interest* (2010) as a cultural heritage landscape. There are no municipally designated properties within the study area.

The Canadian Society for Civil Engineering commemorated the QEW (*Site #1*) as a National Historic Civil Engineering Site and the Engineering Institute of Canada has proclaimed the Fourth Welland Canal (*Site #21*) an outstanding Canadian Engineering Achievement. These designations do not provide statutory protection, but they do indicate the cultural heritage importance of these engineering accomplishments.

The Regional Municipality of Niagara, in partnership with local municipalities, has sought recognition of the Welland Canal through designation as a National Historic Site. To achieve National Historic Site designation, an application is made to the Historic Sites and Monuments Board of Canada (HSMBC), a statutory advisory group on historical matters to the Minister of Environment. An application to recommend that the entire Canal (first through fourth canals) be designated as a National Historic Site was made to the HSMBC in the fall of 2009. HSMBC stated that prior to considering the designation, all of the major parties, including the St. Lawrence Seaway Management Corporation (SLSMC), must agree on the proposed designated areas.

In 2010, the Niagara Regional Council approved the creation of the Welland Canal Working Group. A component of the tasks assigned to the Welland Canal Working Group was the development of a Memorandum of Understanding between the Region, local municipalities along the Welland Canal Corridor and the SLSMC. The Welland Canal Working Group of the Culture Committee developed a Regional Policy Plan (RPP) Amendment to establish policies that recognize and promote the value of the Welland Canal as a Cultural Heritage Landscape in Niagara. The Niagara Region completed a Cultural Heritage Study of the Welland Canal in 2012. A Memorandum of Understanding for the Study of the Welland Canal Corridor and Federal Heritage Designation of the selected portions of the Welland Canal Corridor was produced in 2012, and in 2013, the

Niagara Regional Council adopted RPPA 6-2012 to the Regional Policy Plan. RPPA 6-2012 recognizes the Welland Canal Cultural Heritage Landscape. It establishes objectives and policies that both recognize the importance of the Welland Canal in the Region, the country and the world, and provide guidance for the recognition and support of the many layers of the Welland Canal Cultural Heritage Landscape. The Welland Canal Cultural Heritage Landscape, the first identified Cultural Heritage Landscape in Niagara, stretches across several local municipalities in Niagara.¹

Golder Associates Ltd., prepared a stand-alone Cultural Heritage Evaluation Report (CHER), dated January 2011, for the Garden City Skyway, MTO Site No. 18-111 (*Site #22*). The CHER was undertaken in accordance with MTO's *Ontario Heritage Bridge Guidelines* (Interim January 2008). Subsequently, MTO has listed the Garden City Skyway on the Ontario Heritage Bridge List.

4.0 HISTORICAL SUMMARY

4.1 Township of Grantham

Historically, the study area located in the City of St. Catharines and the Town of Niagara-on-the-Lake was situated in the Township of Grantham in the County of Lincoln. The township was bounded on the north by Lake Ontario, on the east by the Township of Niagara, on the south by a small portion of the Township of Stamford and by the Township of Thorold in Welland County, and on the west by the Township of Louth. The British Government purchased lands west of the Niagara River in 1781 and 1784 from the Mississauga and Chippewa Nations, and soon after, surveys of the Niagara area townships began. The first Euro-Canadian settlers were United Empire Loyalists, including many former Butler's Rangers who arrived around 1784. After the completion of the township surveys, these settlers were able to register their land holdings. Daniel Hazen surveyed Township No. 3, later known as Grantham Township, in 1787 and 1788. The survey followed the front and rear system with ten concessions numbered north to south from Lake Ontario and 23 lots running east to west. The lots were 100 acres in size with an allowance for a road in front of the concession and between every other lot. The pattern of concessions laid out parallel to the lakeshore and sideroads oriented north to south resulted in distinctive parallelogram shaped lots.

During the 1780s, the future province of Ontario lay within the British Province of Quebec. For administrative purposes, the Province of Quebec was divided into four districts. The Nassau District, which included the Niagara Peninsula, was created in 1788. It became the Home District in 1792. Upper Canada, with John Graves Simcoe as its first

¹ Niagara Region. Final Recommendation Report, Regional Policy Plan Amendment (6-2012) – To Established Policies to Support the Welland Canal Heritage Landscape, July 12, 2013.

Lieutenant-Governor, was established in 1793. The Niagara District was created in 1798 from part of the Home District. It comprised the counties of Lincoln and Haldimand with the district town being Newark, later known as Niagara, followed by Niagara-on-the-Lake. In 1850, the United Counties of Lincoln, Welland and Haldimand replaced the Niagara District. Lincoln County, comprising seven townships including Grantham Township, was formed as a separate entity in 1856. The county seat in Niagara-on-the-Lake was relocated to St. Catharines in 1862.

It is estimated that a population of approximately 275 people occupied 60% of the land within Grantham Township by 1795.² Over the next 20 years the northern part of the Niagara Peninsula was developed for agricultural purposes. During the War of 1812, the area was the site of battles between British and American forces. The communities of Niagara and Queenston and the agricultural lands throughout the Niagara Peninsula suffered extensive damage. In the aftermath of the conflict the towns were rebuilt, burned farmhouses and barns replaced, and fields re-fenced.

With 1,200 residents, Grantham was one of the most populous townships within the Niagara District by 1817.³ At that time, the township contained 200 inhabited houses, three grist mills, four sawmills, six taverns, four stores, six schools, one church and two medical practitioners.⁴ The first township meeting was held the following year at Shipman's Inn at Shipman's Corners, later St. Catharines.

The growth of the area received a significant economic boost with construction of the Welland Canal between 1824 and 1832, connecting Lake Ontario to Lake Erie. As it crossed the Niagara Peninsula, the canal had to contend with a height difference of approximately 327 feet (99.67 m) between the two lakes. The Welland Canal Company was formed in January 1824 to build and manage the canal. Construction started in November 1824, and the canal opened to traffic five years later. In addition to being a transportation route, the canal was designed to exploit the associated waterpower potential. The St. Catharines Waterpower Company was established in 1826 to attract industries between Merritton, initially known as Welland City, and St. Catharines. The company constructed a 2 ½-mile (4.02 km) headrace above Lock 24 at Merritton that provided water to a terraced millrace system located between Locks 3 and 6 in St. Catharines. The hydraulic raceways ensured a dependable source of waterpower for industrial development. Six mills were located along the canal by 1830 with another four under construction.

The government of the United Province of Canada took over responsibility for the Welland Canal in 1841 and rebuilt the canal from 1842 to 1845. The second canal

² John N. Jackson, *St. Catharines, Ontario: Its Early Years* (Belleville, ON: Mika Publishing Company, 1976) 121-122.

³ Robert Gourlay and Barnabas Bidwell, *Statistical Account of Upper Canada Compiled with a View for a Grand System of Emigration*, Vol. 1 (London: Simpkin & Marshall, January 1, 1822) 456.

⁴ *Ibid.*

generally followed the route of the first canal. The size of the locks was increased and the number of locks decreased while the route was straightened in some sections to allow larger ships to use the waterway. Stone was used in place of wood for lock construction. Waterpower remained an important component of the second canal with the hydraulic raceways expanded along the corridor. Industrial development lining the banks of the canal included milling, tannery and foundry operations. By 1847, the number of saw and gristmills along the canal had increased to 32 with the greatest concentration situated in the Thorold-Merritton-St. Catharines corridor.

Smith's Canadian Gazetteer (1846) describes Grantham Township as an old settled township containing some good farms.⁵ At that time, 20,565 acres of land were occupied, of which 11,049 acres, or over half, were under cultivation. The population was recorded as being 3,832 people including Canadians, Americans, Irish, Scotch and English.⁶ There were five grist mills and two sawmills in the township. The growth in the number of grist mills and the decline of the number of sawmills suggests the surrounding lands were largely cleared by this date and in agricultural production. Smith makes note of the transient population within the townships close to the Welland Canal and the resulting temporary nature of commercial activities geared to the workers.

The rail boom of the mid 1800s developed key routes between Canada and the United States through the Niagara Region. American interests recognized the shortest route from the American east to the American mid-west was through southwestern Ontario. The Great Western Railway (GWR) was completed in 1853 between Niagara Falls and London via Thorold, Merritton, St. Catharines, Grimsby and Hamilton. The following year it was extended to Windsor. The GWR became part of the Grand Trunk Railway in 1882.

The Port Dalhousie & Thorold Railway Company was incorporated in 1853 with authority to build a line between Port Dalhousie on Lake Ontario and Port Colborne on Lake Erie. It was renamed the Welland Railway in 1857. The construction of a railway was seen as a way to avoid the high cost of rebuilding the Welland Canal, which was too small to handle the newer and larger vessels of the time, and as a way to transport grain and other products between vessels on Lake Ontario and Lake Erie. The railway line carried winter traffic after the canal was frozen. Opened for service in 1859, it followed the route of the Welland Canal through Grantham Township. The Great Western Railway leased a portion of line between Welland Junction and Allanburg in 1878; the Grand Trunk Railway took over the lease in 1883 with its purchase of the Great Western Railway, followed by the purchase of the Welland Railway. The Canadian National (CN) Railway later acquired the Grand Trunk in 1917-18.

⁵ Wm. H. Smith, *Smith's Canadian Gazetteer* (Toronto: H. & W. Rowsell, 1846) 71.

⁶ *Ibid.*

Tremaine's Map of the Counties of Lincoln and Welland (1862) shows an established agricultural landscape in Grantham Township with farmhouses, local roads, the Welland Canal, the Welland Railway, the Great Western Railway, and various towns and villages (*Appendix*). The Town of St. Catharines on the Second Welland Canal was the principal urban centre in the area, with Port Dalhousie to the north and Welland City [Merritton] to the south. The settlement of Homer is shown on the Queenston and Grimsby Road, approximately three miles (4.8 km) to the east of St. Catharines. The Queenston and Grimsby Road was an early transportation route situated below the Niagara Escarpment that linked Queenston and Niagara Falls to Hamilton. Homer developed in proximity to the Ten Mile Creek c1795. Loyalist William Read, an early settler, deeded one acre of land for an Anglican church with cemetery in 1799. The linear community stretched along the road to the east and west of Ten Mile Creek. It was an important stagecoach stop along the Queenston and Grimsby Road. Initially known as Upper Ten Mile, it took the name Homer when a post office opened in 1859.

The Grantham Township map in the *Illustrated Historical Atlas of the Counties of Lincoln & Welland* (1876) depicts a well-developed agricultural landscape with its distinctive pattern of parallelogram shaped lots and farmsteads with houses, barns, orchards and fields generally fronting onto concession roads (*Appendix*). St. Catharines, which had been incorporated as a town in 1845, became a city in 1876. The *Illustrated Historical Atlas* describes Homer on the Queenston and Grimsby Road as a small postal village with a common school, a hotel or two, two or three stores and a population of approximately 200 residents.⁷

As shown in the Grantham Township map (1876), and an early 20th century topographic map (1907), the route of the Welland Canal changed significantly with the construction of the Third Welland Canal in the 1870s (*Appendix*). Completed in 1887, the canal was constructed for transportation purposes only; water privileges were not leased on the waterway. The northern section of the third canal followed a straight alignment by-passing the City of St. Catharines and the industries lining the second canal. While construction of the Third Welland Canal brought prosperity, once the canal was completed in 1877 the area suffered a loss of canal-related businesses and workers. Manufacturing became increasingly important in the St. Catharines area after 1900 due to the abundance of inexpensive hydroelectric power and its proximity to important road, rail and water routes. Textile manufacturers, paper mills and foundries were particularly well represented. In 1913, construction commenced on the Fourth Welland Canal in order to accommodate larger ships. Like the third canal, it by-passed St. Catharines and bisected the community of Homer (*Appendix*). World War I and the Great Depression delayed the completion of the fourth canal, which did not open until 1932. It remains in use today. As each of the successive canals was decommissioned, portions of the routes were abandoned, buried or built over.

⁷ *Illustrated Historical Atlas of the Counties of Lincoln & Welland* (Toronto: H.R. Page & Co. Ltd., 1876) 18.

The Queenston and Grimsby Road was designated as part of King's Highway 8 in 1925. The route extended from Niagara Falls through St. Davids and St. Catharines to Hamilton and onto Goderich, and is one of Ontario's original highways. By the late 1920s, Highway 8 was second only to the Toronto-Hamilton stretch of Highway 2 in provincial traffic volume. The route through St. Catharines was congested with local and through traffic. In 1937, the provincial government decided to extend Canada's first super highway from Toronto to Hamilton along the south shore of Lake Ontario to Niagara Falls and Fort Erie. The new dual highway was designed to relieve traffic congestion and improve international links for American tourists. The route was dedicated the Queen Elizabeth Way (QEW) at the northeast edge of St. Catharines on June 7, 1939, by Her Majesty Queen Elizabeth, Consort of King George VI, and opened officially at the Henley Bridge on August 23, 1940. Initially, the QEW ran concurrently with Highway 8 over the Fourth Welland Canal at Homer and brought business to the hamlet.

Many industries in St. Catharines shifted production to the war effort during the Second World War including Foster-Wheeler, Packard Electric and McKinnon Industries, a division of General Motors. The demand for increased industrial production gave the city an economic boom during the war. As plants expanded they were drawn to tracts of land bisected by the QEW and bordered by the Welland Canal. The service roads to the north and south of the QEW were named Dieppe Road and Dunkirk Road during the Second World War. The Wartime Housing Limited constructed several residential neighbourhoods in St. Catharines to provide accommodation for labourers in the nearby wartime industries. Neighbourhoods, such as Dieppe Grantham Facer and Plymouth Lancaster retain the original street layout with trees, boulevards and housing along with local schools, churches and businesses. The street names often have wartime connotations.

The City of St. Catharines continued to expand in the postwar period with five annexations in the 1950s. In 1961, Grantham Township was dissolved with lands to the west of Read Road and the Welland Canal amalgamating with the City of St. Catharines, and lands to the east joining the Township of Niagara. Further municipal restructuring occurred on January 1, 1970 with the creation of the Regional Municipality of Niagara, which replaced the Lincoln and Welland County Councils. The twenty-four municipalities of the former counties were consolidated into twelve. Louth Township to the west of the City of St. Catharines was absorbed into the municipality at that time. The Town of Niagara-on-the-Lake was formed through an amalgamation of the Township of Niagara and the villages of Niagara-on-the-Lake, Queenston, Virgil, St. Davids, Glendale, McNab and Homer.

The route of Highway 8 was modified during the construction of the QEW Garden City Skyway in the 1960s. A section of Queenston Road to the east of the Welland Canal was realigned so that the route was no longer contiguous. At that time, Highway 8 was routed onto the new York Road and Queenston Road to the east of Niagara Stone Road, and reverted to a local road. The Niagara portion of Highway 8 was transferred to the regional

municipality in the 1970s and renamed Niagara Road 81. Queenston Street, a two-lane paved roadway, remains part of the regional road network in St. Catharines. The section of Niagara Road 81, between the canal and Niagara Stone Road, is known variously as Queenston Street and York Road. Queenston Road in Niagara-on-the-Lake forms part of the local road network. The Niagara NTS map (1996) notes it as a “Heritage Highway”. Taylor Road, Niagara Road 70, follows the initial route of the QEW along the south side of the current QEW right-of-way.

4.2 Queen Elizabeth Way (QEW)

The QEW is Ontario’s oldest freeway. The concept of the controlled access highway to alleviate traffic congestion on local roads was developed in Ontario during the 1930s. The *Highway Improvement Act* as amended in 1939 permitted the Department of Highways Ontario (DHO) to designate controlled access highways. The QEW was the first divided highway built in the Province of Ontario. It was named after Queen Elizabeth, consort of King George VI. During a visit to Canada, King George and Queen Elizabeth formally dedicated the route on June 7, 1939, in St. Catharines. Monuments and decorative structures commemorating the Royal visit were located at Toronto and St. Catharines.

The proposed route extending from Toronto to Hamilton was expanded to Niagara Falls and on to Fort Erie, a total distance of 90 miles (145 km), in 1937. The section from Highway 27 (Brown’s Line) at the west end of Toronto to Burlington, was the first to be completed, followed by the portion from Burlington to Niagara Falls. Construction was completed from Highway 27 east to the Humber River in Toronto in 1940, just before the opening of the Canadian National Exhibition. The official opening was held at the Henley Bridge in St. Catharines on August 23, 1940, with the Minister of Highways, Thomas McQuesten, in attendance. The new route provided a much-needed link for American tourists to reach Toronto and the vacation lands of Northern Ontario. When it opened, the QEW was the longest divided highway in Canada and had lighting for most of its length.

The first phase of the QEW was a four lane divided highway with a right-of-way of 132-ft. (40.2 m), raised medians varying in width from 3 to 10-feet (0.9 to 3.1 m) and a number of at-grade intersections with existing roads. The Niagara NTS (1955) illustrates the route of the QEW in proximity to the Welland Canal (*Appendix*). Initially, the QEW crossed the Fourth Welland Canal at the Homer Lift Bridge. Interchanges were provided at either end of the bridge to move traffic between the QEW and the local road network.

Major reconstruction work from 1948 to 1957 corrected some of the initial imperfections of the QEW by reducing access points and providing grade separations at intersections. Service roads were constructed along the highway to provide access to neighbouring properties. The highway was widened to three lanes in each direction in the 1960s. By the 1970s, additional widening and interchange improvements allowed the entire stretch of the QEW to become a controlled access highway. With each successive rebuilding, more

of the original parkway features such as landscaping and decorative light fixtures disappeared.

Bottlenecks at Burlington Bay and the Welland Canal were addressed with the introduction of large-scale skyway structures in 1958 and 1963, respectively. The Garden City Skyway carries the QEW over the Welland Canal. It is a 48-span high-level bridge that is 2.2 km long and 28 m wide. It connects the City of St. Catharines to the west and the Town of Niagara-on-the-Lake to the east. At the crossing of the Welland Canal, the bridge is approximately 40 m high. The overall project included modifications to the local road network and the introduction of an interchange at Glendale Avenue. Much of the original QEW interchange remains at the west end of the Welland Canal. For a distance to the east of the canal, Taylor Road (Niagara Road 70) follows the initial QEW alignment. York Road was constructed in the 1960s to act as a service road along the north side of the QEW.

Until 1973, the Garden City Skyway operated as a toll bridge with a toll plaza at the eastern approach. The bridge has undergone various repairs since 1963. Deck rehabilitation was completed in 2002 and extensive substructure rehabilitation was undertaken between 2004 and 2010. In light of its demonstrated cultural heritage value, the Garden City Skyway, MTO Site No. 18-111, has been included on the Ontario Heritage Bridge List and is recognized as a provincial heritage property of provincial significance.

The QEW proved to be such a success in relieving traffic congestion that the DHO decided to use this new concept in other areas. Lessons learned from the QEW were later applied to a new generation of controlled access highways constructed after the Second World War with some modifications and improvements. The QEW remains a critical element in the provincial highway network and is one of Ontario's most important transportation facilities in terms of trade, commuter and tourist traffic. It links the Canada-United States border crossings at Niagara Falls and Fort Erie with Ontario's Golden Horseshoe and beyond.

5.0 DESCRIPTION OF CULTURAL HERITAGE LANDSCAPES & BUILT HERITAGE RESOURCES

5.1 Introduction

For the purposes of cultural heritage landscape and built heritage resource identification, this section provides a brief description of the existing environment of the study area (i.e., QEW from Niagara Street in the City of St. Catharines to Glendale Avenue in the Town of Niagara-on-the-Lake, see *Figure 1*) and the associated principal cultural heritage landscapes and built heritage resources.

5.2 Description of the Existing Environment

The area encompassed by the northeast part of the City of St. Catharines and the northwest part of the Town of Niagara-on-the-Lake lies within the Iroquois Plain physiographic region. The Iroquois Plain stretches from the old Lake Iroquois shoreline to the present day Lake Ontario. Historically, Queenston Road followed the crest of the Lake Iroquois shoreline west from Queenston to St. Catharines, Grimsby and Hamilton. A ridge known as the Homer Bar marks the Lake Iroquois shoreline between Homer and St. Catharines. North flowing creeks, such as Ten Mile Creek at Homer and Twelve Mile Creek at St. Catharines, drained the area although canal and industrial development in the 19th and 20th centuries altered the natural course of the waterways.

Soils are noted as sandy over clay subsoils. The land was once heavily forested with a wide variety of species including white and red oak, white pine, beech, sugar and white maple, red and white elm, black and white ash, white wood, chestnut, basswood, hickory and black walnut.⁸ The land was developed for agricultural purposes in the latter part of the 18th century and in the first part of the 19th century. Much of the original forest was used in the lumber trade and subsequent agricultural settlement completed the clearing of the land. The sandy soils of the Iroquois Plain in combination with a moderate climate and access to fresh water made the area ideal for fruit growing.

The settlement of the area benefitted from the construction of the First Welland Canal across the Niagara Peninsula in the 1820s. The continued presence of the Welland Canal contributed to the growth of the area throughout the second half of the 1800s and into the 1900s. The railway boom of the mid 1800s developed key routes between Canada and the United States that ran through the Niagara Region. The canal and the railways attracted numerous industries to the area, notably textile and paper mills.

Manufacturing remained strong through the first half of the 20th century, buoyed by inexpensive hydroelectric power. Topographic maps from the second half of 20th century depict the expansion of the urban fabric into the former agricultural lands bordering the west side of the Welland Canal, while the area to the east retains its rural character (*Appendix*). During the post Second World War period, industrial activities declined in St. Catharines and agricultural activities evolved from mixed farming, to fruit growing and later, viticulture.

5.3 Description of Identified Cultural Heritage Resources

A description of the identified cultural heritage resources, including cultural heritage landscapes (CHL) and built heritage resources (BHR), are listed in the following **Table 1: Identified Cultural Heritage Landscapes (CHL) and Built Heritage Resources (BHR) Within or Adjacent the Study Area** and mapped in **Figures 2 and 3**. Table 1 includes a

⁸ Gourlay and Bidwell, 422.

site number, resource category, resource type, location, description and digital photograph.

The following explanatory notes provide background material on the information contained in Table 1.

- Sites are numbered and mapped generally from west to east across the study area;
- Resources are identified by category: Cultural Heritage Landscape (CHL) or Built Heritage Resource (BHR) and by type: roadscape, residential subdivision, cemetery, bridge, residence, church, etc.
- The municipal address, when applicable, locates the identified cultural heritage resources. In addition, the identified cultural heritage resources are mapped on Figures 2 and 3.
- A brief description of the cultural heritage resource, e.g., notable landscape features, structures on the property, construction period(s), building materials, roof shape, number of storeys, important architectural details, architectural style or influence and alterations/additions, is based upon information gained from the public roadway. Known heritage value as identified through listing in a local inventory, designation under the OHA, recognition through a commemorative plaque and inclusion on the Ontario Heritage Bridge List is included in the description.
- Digital photographs with caption taken from the public roadway are supplied for each resource.

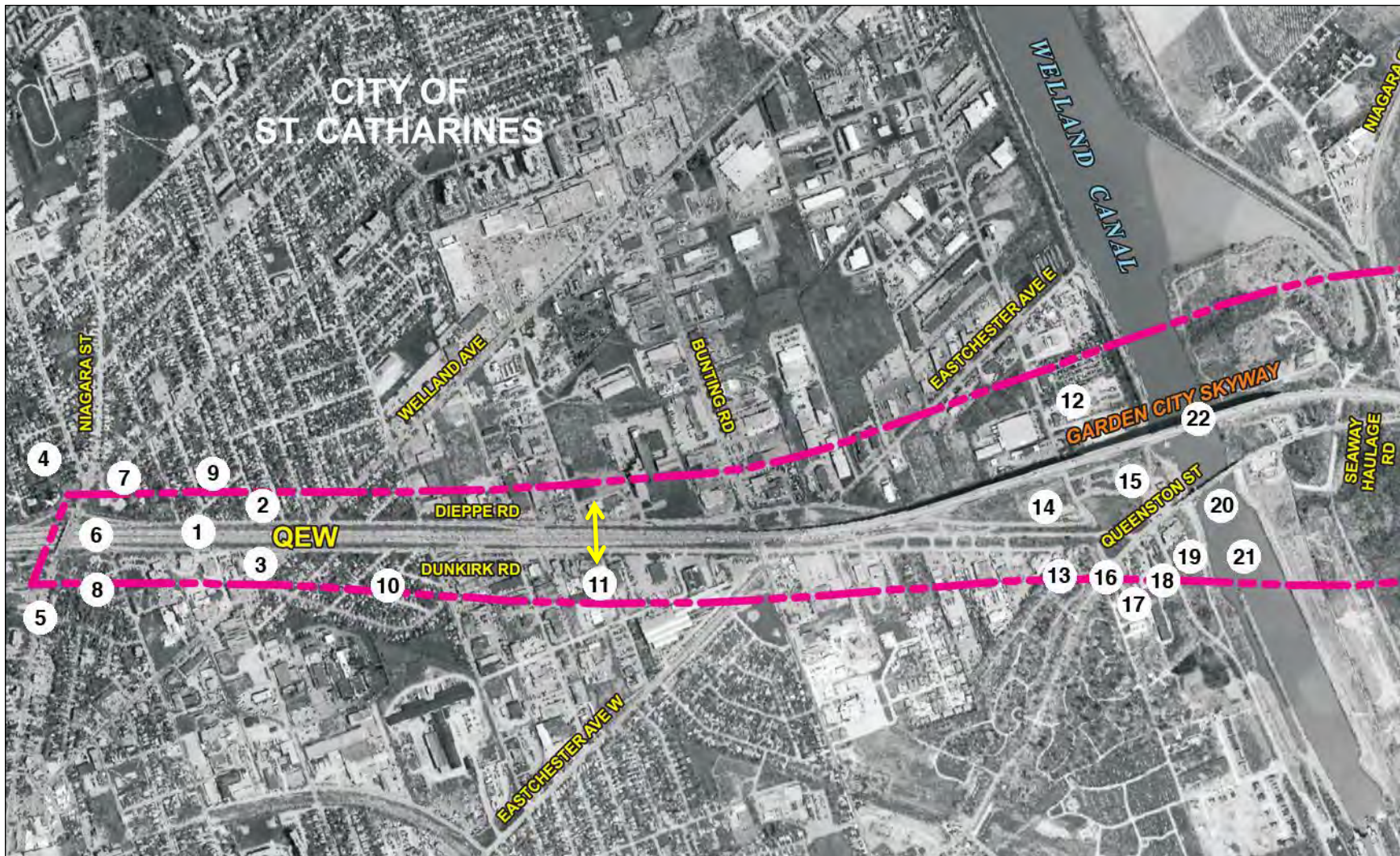


Figure 2. Identified Cultural Heritage Resources within or adjacent the QEW Garden City Skyway Study Area, City of St. Catharines [MMM Group, 2013, as modified].

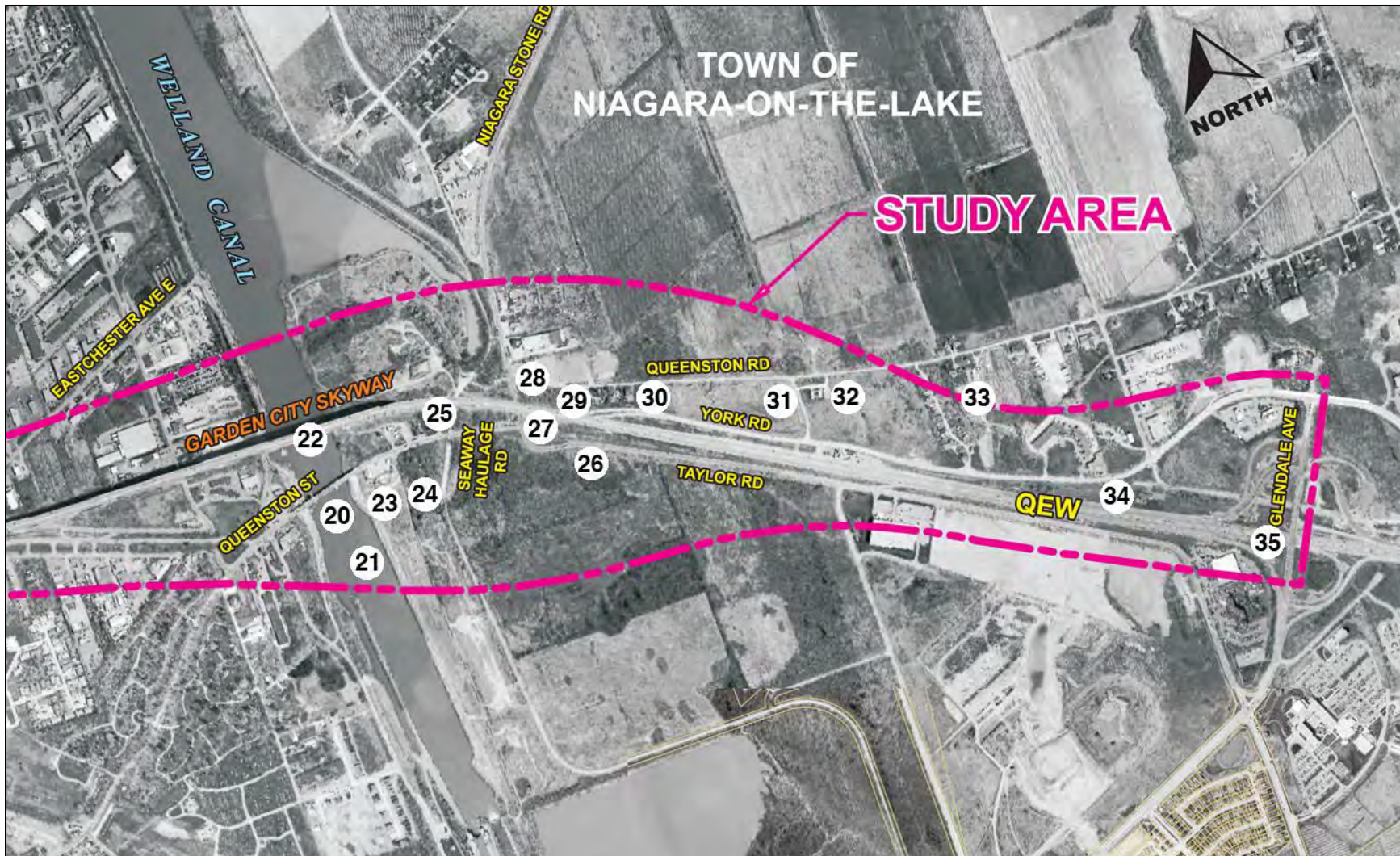


Figure 3. Identified Cultural Heritage Resources within or adjacent the QEW Garden City Skyway Study Area, Town of Niagara-on-the-Lake [MMM Group, 2013, as modified].

TABLE 1: IDENTIFIED CULTURAL HERITAGE LANDSCAPES (CHL) AND BUILT HERITAGE RESOURCES (BHR) WITHIN OR ADJACENT THE STUDY AREA



Site #	Resource Category	Resource Type	Location	Description of Resource	Heritage Recognition	Digital Image
1.	CHL	Transportation: Roadscape	(Geographic Township of Grantham) City of St. Catharines and Town of Niagara-on-the-Lake	Queen Elizabeth Way (QEW). The QEW, Canada's first superhighway from Toronto to Niagara Falls and Fort Erie, was built as a four-lane highway to relieve traffic congestion and improve international links for American tourists. It was dedicated the Queen Elizabeth Way in 1939, and officially opened in 1940. The QEW crossed the Fourth Welland Canal initially at the Homer Lift Bridge and later at the Garden City Skyway. The Garden City Skyway was completed in 1963. The highway has been widened to six lanes in proximity to the Garden City Skyway.	Commemorated by the Canadian Society for Civil Engineering as a National Historic Civil Engineering Site.	 West along the QEW towards the Garden City Skyway showing three westbound lanes and three eastbound lanes, centre median and paved shoulders.
2.	CHL	Transportation: Roadscape	North of QEW, east of Niagara Street to the Welland Canal (Geographic Township of Grantham) City of St. Catharines	Dieppe Road Dieppe Road was constructed as a local service road when the QEW was built through St. Catharines in the late 1930s. The road paralleled the north side of the highway. The road alignment was modified in the vicinity of the Welland Canal in conjunction with the construction of the Garden City Skyway. The road name is associated with the nearby wartime industries and housing.	N/A	 East along Dieppe Road to the Garden City Skyway.

TABLE 1: IDENTIFIED CULTURAL HERITAGE LANDSCAPES (CHL) AND BUILT HERITAGE RESOURCES (BHR) WITHIN OR ADJACENT THE STUDY AREA



Site #	Resource Category	Resource Type	Location	Description of Resource	Heritage Recognition	Digital Image
3.	CHL	Transportation: Roadscape	South of QEW, east of Niagara Street to the Welland Canal (Geographic Township of Grantham) City of St. Catharines	Dunkirk Road Dunkirk Road was constructed as a local service road when the QEW was built through St. Catharines in the late 1930s. The road paralleled the south side of the highway to the Welland Canal. The road alignment was modified in the vicinity of the Welland Canal in conjunction with the construction of the Garden City Skyway. The road name is associated with the nearby wartime industries and housing.	N/A	 East along Dunkirk Road from the Niagara Street ramp.
4.	BHR	Religious: Church	14 Rolls Avenue, west of Niagara Street and north of the QEW (Lot 15, Concession 5, Geographic Township of Grantham) City of St. Catharines	Sts. Cyril and Methodius Ukrainian Catholic Church Land was purchased on Niagara Street in 1943, and construction commenced in spring of 1944. The completed church was consecrated on January 1, 1950. The church followed a cruciform plan developed by Rev. Philip Ruh who had designed several Byzantine Revival style Ukrainian churches in Ontario and Western Canada. The building features six domes on the roof, decorative masonry and semi-circular openings trimmed with stone. In the 1960s, a residence was built on the grounds.	Designated under Part IV of the OHA.	 East to Sts. Cyril and Methodius Ukrainian Catholic Church.

TABLE 1: IDENTIFIED CULTURAL HERITAGE LANDSCAPES (CHL) AND BUILT HERITAGE RESOURCES (BHR) WITHIN OR ADJACENT THE STUDY AREA



Site #	Resource Category	Resource Type	Location	Description of Resource	Heritage Recognition	Digital Image
5.	CHL	Transportation: Roadscape	Niagara Street and QEW (Geographic Township of Grantham) City of St. Catharines	Niagara Street Niagara Street is an early road that historically connected Niagara-on-the-Lake and St. Catharines. It also provided a connection to the road to the City of Hamilton. A swing bridge at Niagara Street was provided over the Third Welland Canal and contributed to the development of the then isolated Facer Street area.	N/A	 Aerial view of Niagara Street and the QEW [Google Maps, 2010].
6.	BHR	Transportation: Bridge	Niagara Street and QEW (Lot 15, Concession 5, geographic Township of Grantham) City of St. Catharines	Niagara Street Underpass, MTO Site # 18-108 Completed in 1964, this prestressed concrete beam structure has six spans, 2 at 35-ft., 2 at 50-ft. and 2 at 63-ft. 5-in. The piers are made up of six circular columns and pier caps. The underpass carries Niagara Street over the QEW. It replaced an earlier two span bridge constructed in 1939. The original Niagara Street interchange has been modified.	Structure is 40 years of age and older; unknown if MTO has completed a CHER under the OHBG (2008).	 Southeast to the Niagara Street Underpass.

TABLE 1: IDENTIFIED CULTURAL HERITAGE LANDSCAPES (CHL) AND BUILT HERITAGE RESOURCES (BHR) WITHIN OR ADJACENT THE STUDY AREA



Site #	Resource Category	Resource Type	Location	Description of Resource	Heritage Recognition	Digital Image
7.	CHL	Transportation: Canal	Niagara Street to Welland Avenue, south of QEW (Geographic Township of Grantham) City of St. Catharines	Third Welland Canal The Third Welland Canal, known as the New Canal, was constructed between 1872 and 1887. It was replaced with the completion of the Fourth Welland Canal in 1932. The canal crossed Niagara Street just north of the present-day QEW alignment. When the Fourth Canal was constructed, most of the earlier waterway was filled in. Street alignments and open space allude to the former canal.	N/A	 <p>Aerial view showing the Third Welland Canal overlaid on the current street layout [Google Maps, 2010, as modified].</p>
8.	CHL	Residential: Early 20 th Century Subdivision	Encompasses an area bounded by Niagara Street to the west, Dunkirk Road and QEW to the north, Vine Street to the east and Welland Street to the south (Geographic Township of Grantham) City of St. Catharines	Bertram Trapnell and Manning Neighbourhood This residential neighbourhood developed in the 1910s is close to the Third Welland Canal and Niagara Street. The neighbourhood retains the street layout with tree lined boulevards and housing.	N/A	 <p>West along Trapnell Street, a residential roadway between Niagara Street and Vine Street.</p>

TABLE 1: IDENTIFIED CULTURAL HERITAGE LANDSCAPES (CHL) AND BUILT HERITAGE RESOURCES (BHR) WITHIN OR ADJACENT THE STUDY AREA



Site #	Resource Category	Resource Type	Location	Description of Resource	Heritage Recognition	Digital Image
9.	CHL	Residential: World War II Subdivision	Encompasses an area bounded by Niagara Street to the west, Facer Street to the north, Grantham Avenue to the east, and Dieppe Road and QEW to the south (Geographic Township of Grantham) City of St. Catharines	Dieppe Grantham Facer Neighbourhood Wartime Housing Ltd. constructed the Dieppe Grantham Facer neighbourhood to provide housing for labourers in nearby wartime industries during the Second World War. The neighbourhood retains the street layout with tree lined boulevards and housing. The Queen Elizabeth School and Queen Elizabeth Community Centre were located in the area.	The City of St. Catharines Heritage Committee has erected a plaque to commemorate wartime housing neighbourhoods throughout the municipality.	 Northwest to the residence at No. 3490 5 th Line.
10.	CHL	Residential: World War II Subdivision	Encompasses an area bounded by Welland Avenue to the west, Dunkirk Road and QEW to the north, Grantham Avenue to the east and Plymouth Avenue to the south (Geographic Township of Grantham) City of St. Catharines	Plymouth Lancaster Neighbourhood Wartime Housing Ltd. constructed the Plymouth Lancaster neighbourhood to provide housing for labourers in nearby wartime industries during the Second World War. The neighbourhood retains the street layout with tree lined boulevards and housing. The street names recalled British communities.	The City of St. Catharines Heritage Committee has erected a plaque to commemorate wartime housing neighbourhoods throughout the municipality.	 Southwest to the farmhouse at No. 3509 5 th Line.

TABLE 1: IDENTIFIED CULTURAL HERITAGE LANDSCAPES (CHL) AND BUILT HERITAGE RESOURCES (BHR) WITHIN OR ADJACENT THE STUDY AREA


Site #	Resource Category	Resource Type	Location	Description of Resource	Heritage Recognition	Digital Image
11.	CHL	Industrial	Encompasses an area north and south of the QEW bounded generally by Grantham Avenue on the west, Welland Avenue to the north, Cushman Road to the east and Eastchester Avenue to the south (Geographic Township of Grantham) City of St. Catharines	Grantham, Welland, Cushman and Eastchester Industrial Area Many industries in St. Catharines shifted production to the war effort during the Second World War, including Foster-Wheeler, Packard Electric and McKinnon Industries, a division of General Motors. The demand for increased industrial production gave the City an economic boom during the war. As plants expanded they were drawn to tracts of land bisected by the QEW and bordered by the Welland Canal. The City of St. Catharines began to develop sites for industrial development in the early 1950s in the Vine Street and Bunting Road area. The hydro transmission corridor was introduced at approximately the same time as part of the industrial area development, and forms part of the associated cultural heritage landscape.	N/A	 <p>Aerial view of the industrial area adjacent the QEW [Google Maps, 2010].</p>

TABLE 1: IDENTIFIED CULTURAL HERITAGE LANDSCAPES (CHL) AND BUILT HERITAGE RESOURCES (BHR) WITHIN OR ADJACENT THE STUDY AREA



Site #	Resource Category	Resource Type	Location	Description of Resource	Heritage Recognition	Digital Image
12.	CHL	Residential: Streetscape	4, 6 and 8 Cushman Road (Lot 9, Concession 7, geographic Township of Grantham) City of St. Catharines	<p>Detached Residences</p> <p>These three houses allude to the former rural residential character of the area prior to the expansion of industrial uses into lands beside the QEW in the second half of the 20th century. The surviving structures are modest, one storey buildings that date to the mid 20th century. Nos. 6 and 8 have been converted to commercial uses while No. 4 appears to remain in residential use.</p> <p><i>Note:</i> This group of residences was identified during the January 2014 site review based on the summary of anticipated property impacts provided by MMM Group in December 2013.</p>	N/A	 <p>View northeast of the residential buildings on Cushman Road.</p>
13.	CHL	Religious: Cemetery	480 Queenston Street (Geographic Township of Grantham) City of St. Catharines	<p>Victoria Lawn Cemetery</p> <p>The Town of St. Catharines established the cemetery in 1856. Robert Mundy, landscape gardener, was retained to plan the cemetery and plantings. Originally named St. Catharines Cemetery, it became known as Victoria Lawn after Queen Victoria in the early 1900s. The cemetery expanded in the 1920s through the acquisition of a farm to the north of Queenston Street. This area formed the "New Cemetery".</p>	The Davida Mills Carillon within the cemetery was designated under Part IV of the <i>Ontario Heritage Act</i> in 1994.	 <p>West to the "New Cemetery" from Cushman Avenue.</p>

TABLE 1: IDENTIFIED CULTURAL HERITAGE LANDSCAPES (CHL) AND BUILT HERITAGE RESOURCES (BHR) WITHIN OR ADJACENT THE STUDY AREA



Site #	Resource Category	Resource Type	Location	Description of Resource	Heritage Recognition	Digital Image
14.	BHR	Transportation: Road Bridge	Dunkirk Road at Cushman Road, north of Queenston Street (Lot 8, Concession 7, geographic Township of Grantham) City of St. Catharines	Dunkirk Road Bridge (Homer Overpass) This concrete rigid frame structure with standard DHO metal railings was completed in 1939 as part of the initial development of the QEW over Cushman Road. The one span bridge extended 39- ft. (11.9 m). A partial cloverleaf located beside the bridge was removed when the Garden City Skyway was finished in 1963. The bridge is now part of the local road network carrying Dunkirk Road over Cushman Road.	N/A	 North to Dunkirk Road Bridge.
15.	CHL	Hamlet	Queenston Street/Queenston Road east and west of 10 Mile Creek (Lots 7 & 8, Concession 7, geographic Township of Grantham) City of St. Catharines and Town of Niagara- on-the-Lake	Homer A community developed along Queenston Road in proximity to the Ten Mile Creek c1795. Loyalist and early settler William Read established a church. The community stretched approximately one mile east and west of Ten Mile Creek and became an important stagecoach stop on Queenston Road. Initially known as Upper Ten Mile, it became known as Homer when a post office opened in 1859. The construction of the Fourth Welland Canal split the village; the building of the QEW in the late 1930s brought new business to the area. The village declined with the completion of the Garden City Skyway in 1963.	N/A	 Aerial view of Homer [Google Maps, 2010].

TABLE 1: IDENTIFIED CULTURAL HERITAGE LANDSCAPES (CHL) AND BUILT HERITAGE RESOURCES (BHR) WITHIN OR ADJACENT THE STUDY AREA



Site #	Resource Category	Resource Type	Location	Description of Resource	Heritage Recognition	Digital Image
16.	CHL	Transportation: Roadscape	(Geographic Township of Grantham) City of St. Catharines	Queenston Street Queenston Street forms part of an early transportation route that linked Hamilton to Queenston and Niagara Falls. Historical maps show the adjacent lands well settled in the 19 th century. In 1925, Queenston Street was designated part of King's Highway 8. The QEW ran concurrently with Highway 8 at the Welland Canal from 1940 until the Garden City Skyway was completed in 1963. The Niagara section of Highway 8 was transferred to the regional municipality in the 1970s and renamed Niagara Road 81.	N/A	 East along Queenston Street at Homer.
17.	BHR	Residential	508 Queenston Street (Lot 8, Concession 7, geographic Township of Grantham) City of St. Catharines	Residence The modestly designed detached dwelling is a one storey concrete block structure dating to the 1930s. The hip roof clad in asphalt shingles features a dormer window. An enclosed porch across the north (front) elevation is possibly a later addition. The residence is associated with the historical settlement of Homer.	N/A	 Southeast to the residence at 508 Queenston Street.

TABLE 1: IDENTIFIED CULTURAL HERITAGE LANDSCAPES (CHL) AND BUILT HERITAGE RESOURCES (BHR) WITHIN OR ADJACENT THE STUDY AREA



Site #	Resource Category	Resource Type	Location	Description of Resource	Heritage Recognition	Digital Image
18.	BHR	Residential	510 Queenston Street (Lot 8, Concession 7, geographic Township of Grantham) City of St. Catharines	Residence The modestly designed detached dwelling is a one storey frame structure dating to the 1930s. The front gable roof is clad in asphalt shingles. The stucco detailing of the gable end may indicate the original finish of the building. The walls are clad currently in contemporary vinyl siding. An enclosed porch across the north (front) elevation is possibly a later addition. The residence is associated with the historical settlement of Homer.	N/A	 Southeast to the residence 510 Queenston Street.
19.	BHR	Residential	518 Queenston Street (Lot 8, Concession 7, geographic Township of Grantham) City of St. Catharines	Residence The two storey detached residence dating to the latter part of the 19 th century is clad in stucco and has a front gable roof oriented north to Queenston Street. The door and window openings are rectangular. The gable end is highlighted with a diamond-shape opening. A one storey entry porch on the north (front) elevation may be a later addition. A ground floor window on this elevation has been modified. The residence is associated with the historical settlement of Homer.	N/A	 Southwest to the residence at 518 Queenston Street.

TABLE 1: IDENTIFIED CULTURAL HERITAGE LANDSCAPES (CHL) AND BUILT HERITAGE RESOURCES (BHR) WITHIN OR ADJACENT THE STUDY AREA


Site #	Resource Category	Resource Type	Location	Description of Resource	Heritage Recognition	Digital Image
20.	BHR	Transportation: Road/Canal Bridge	Welland Canal and Queenston Street. (Lots 7 & 8, Concession 7, geographic Township of Grantham) City of St. Catharines and Town of Niagara-on-the-Lake	Homer Lift Bridge, Bridge No. 4 The bridge carries Queenston Street, Niagara Road 81, over the Fourth Welland Canal. The double-leaf, deck truss bascule bridge with rolling lift was built c1930 to carry Queenston Street and Highway 8 over of the newly constructed Fourth Welland Canal. The concrete parapet and tubular steel railing are later modifications. An operator's control building remains on the bridge. Initially, the QEW crossed the Fourth Welland Canal at the Homer Lift Bridge. The bridge is associated with the development of the Fourth Welland Canal, the QEW and the historical settlement of Homer.	N/A.	 <p>Northwest along the south side of the Homer Lift Bridge with the Garden City Skyway in the background.</p>

TABLE 1: IDENTIFIED CULTURAL HERITAGE LANDSCAPES (CHL) AND BUILT HERITAGE RESOURCES (BHR) WITHIN OR ADJACENT THE STUDY AREA


Site #	Resource Category	Resource Type	Location	Description of Resource	Heritage Recognition	Digital Image
21.	CHL	Transportation: Canal	Runs between Lake Ontario to the north and Lake Erie to the south (geographic Township of Grantham) City of St. Catharines and Town of Niagara-on-the-Lake	<p>Welland Canal</p> <p>The Fourth Welland Canal was constructed from 1913 to 1932. It extends 43 km in length and overcomes a 100 m difference in elevation between Lake Ontario and Lake Erie by means of seven locks and one control lock. The canal has formed part of the St. Lawrence Seaway since 1959.</p> <p>The Welland Canal Parkway was constructed at the time of the Fourth Canal and forms part of the associated cultural heritage landscape. The Welland Canals Parkway Trail was introduced at a later date.</p>	<p>Niagara Regional Council adopted RPPA 6-2012 in 2013 to establish policies to identify, preserve and support significant built heritage resources within the Welland Canal Cultural Heritage Landscape. The Welland Canal Cultural Heritage Landscape is the first identified Cultural Heritage Landscape in Niagara Region.</p> <p>The Welland Canal was proclaimed an outstanding Canadian Engineering Achievement by the Engineering Institute of Canada in 1996 (plaque at Lock 3).</p>	 <p>North along the Fourth Welland Canal and Garden City Skyway from the Homer Lift Bridge.</p>

TABLE 1: IDENTIFIED CULTURAL HERITAGE LANDSCAPES (CHL) AND BUILT HERITAGE RESOURCES (BHR) WITHIN OR ADJACENT THE STUDY AREA


Site #	Resource Category	Resource Type	Location	Description of Resource	Heritage Recognition	Digital Image
22.	BHR	Transportation: Road Bridge	Over the Welland Canal (Lots 7 & 8, Concession 7, geographic Township of Grantham) City of St. Catharines and Town of Niagara-on-the-Lake	Garden City Skyway, MTO Site # 18-111/1 & 2 The Garden City Skyway, initially known as the Homer Skyway, carries the QEW over the Welland Canal. It is a 48-span high-level bridge that is 2.2 km long and 28 m wide. It connects the City of St. Catharines to the west and the Town of Niagara-on-the-Lake to the east. At the crossing of the Welland Canal, the bridge is approximately 40 m high. The bridge was built in 1963, and operated as a toll bridge until 1973. The toll plaza was located at the eastern approach.	Evaluated under the OHBG (Interim January 2008) in 2011, and included on the Ontario Heritage Bridge List.	 <p>View west to the Garden City Skyway, a physical landmark on the QEW.</p>

TABLE 1: IDENTIFIED CULTURAL HERITAGE LANDSCAPES (CHL) AND BUILT HERITAGE RESOURCES (BHR) WITHIN OR ADJACENT THE STUDY AREA


Site #	Resource Category	Resource Type	Location	Description of Resource	Heritage Recognition	Digital Image
23.	BHR	Residential	5 Queenston Street (York Road) (Lot 7, Concession 7, geographic Township of Grantham) Town of Niagara-on-the-Lake	<p>Residence</p> <p>This two storey, detached frame residence with hip roof and a centre gable was built in the first part of the 20th century and is associated with the historical settlement of Homer. An historical photograph (1950) depicts a Sunoco sign and gas pumps in front of the building. A neighbouring house has been removed. The structure appears to have been moved back from the roadway and the siding is not original.</p> <p><u>Note:</u> This BHR was identified during the January 2014 site review based on the summary of anticipated property impacts provided by MMM Group in December 2013.</p>	N/A	 <p>South to residential building at 5 Queenston Street (York Road).</p>

TABLE 1: IDENTIFIED CULTURAL HERITAGE LANDSCAPES (CHL) AND BUILT HERITAGE RESOURCES (BHR) WITHIN OR ADJACENT THE STUDY AREA



Site #	Resource Category	Resource Type	Location	Description of Resource	Heritage Recognition	Digital Image
24.	CHL	Religious: Cemetery	Queenston Street (York Road), east of the Welland Canal (Lot 7, Concession 7, geographic Township of Grantham) Town of Niagara-on-the-Lake	Homer Cemetery The Homer Cemetery comprises a number of burial markers dating to the late 1700s set in treed and manicured grounds. The cemetery includes the graves of members of Butler's Rangers and the Lincoln Militia of 1812. A stone cairn dedicated to the Homer Episcopal Congregation, 1799 - the first Anglican Church in the District of Nassau and Niagara - was erected in 1937. The cemetery is associated with the historical settlement of Homer.	Included on the Town of Niagara-on-the-Lake's Appendix 1: Register of Non-designated Properties of Cultural Heritage Value or Interest (2010) as a cultural heritage landscape.	 View of the commemorative cairn in the Homer Cemetery.
25.	BHR	Residential	34 Queenston Street (York Road) (Lot 7, Concession 7, geographic Township of Grantham) Town of Niagara-on-the-Lake	Residence The two storey detached brick residence dating to the latter part of the 19 th century has a front gable roof with return eaves and end chimney. A one storey verandah extends across the south (front) elevation. The brick on the principal elevation is laid in a Flemish bond. The door and window openings are rectangular in shape. The window openings feature stone lintels and sills and wood window sash with two over two lights. The upper panes of glass are curved at the top. The building appeared to be vacant in January 2014. The residence is associated with the historical settlement of Homer.	N/A	 View north to the south (front) elevation.

TABLE 1: IDENTIFIED CULTURAL HERITAGE LANDSCAPES (CHL) AND BUILT HERITAGE RESOURCES (BHR) WITHIN OR ADJACENT THE STUDY AREA


Site #	Resource Category	Resource Type	Location	Description of Resource	Heritage Recognition	Digital Image
26.	CHL	Transportation: Roadscape	(Geographic Township of Grantham) Town of Niagara-on-the-Lake	<p>Taylor Road</p> <p>For part of its length, Taylor Road follows the initial route of the QEW prior to the construction of the Garden City Skyway. The two lane paved road has a posted speed limit of 70 km/h and forms part of the regional road network as Niagara Road 70. It is a service road on the south side of the QEW. There are no structures close to the road within the study area.</p> <p><u>Note:</u> This CHL was identified during the January 2014 site review based on the summary of anticipated property impacts provided by MMM Group in December 2013.</p>	N/A	 <p>View northwest along Taylor Road to the intersection with Queenston Street, Niagara Stone Road and York Road.</p>

TABLE 1: IDENTIFIED CULTURAL HERITAGE LANDSCAPES (CHL) AND BUILT HERITAGE RESOURCES (BHR) WITHIN OR ADJACENT THE STUDY AREA


Site #	Resource Category	Resource Type	Location	Description of Resource	Heritage Recognition	Digital Image
27.	CHL	Transportation: Roadscape	(Geographic Township of Grantham) Town of Niagara-on-the-Lake	<p>York Road</p> <p>This two lane road was constructed as part of the Garden City Skyway project. It is part of the regional road network as Niagara Road 81, and a service road along the north side of the QEW. It splits into two divided tracks with a grass median under the east approach of the Skyway. The speed decreases to 60 km/h in proximity to the Niagara Stone Road, Taylor Road, Queenston Street intersection. No structures front onto the road between Niagara Stone Road and Coon Road.</p> <p><u>Note:</u> This CHL was identified during the January 2014 site review based on the summary of anticipated property impacts provided by MMM Group in December 2013.</p>	N/A	 <p>View west along York Road to the east approach of the Garden City Skyway.</p>

TABLE 1: IDENTIFIED CULTURAL HERITAGE LANDSCAPES (CHL) AND BUILT HERITAGE RESOURCES (BHR) WITHIN OR ADJACENT THE STUDY AREA

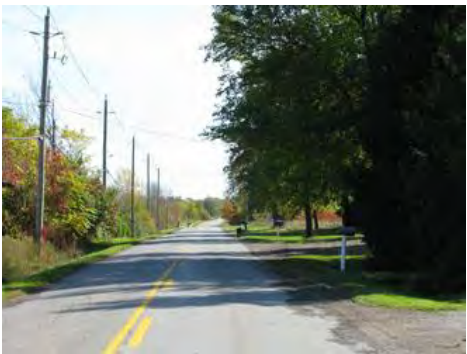
Site #	Resource Category	Resource Type	Location	Description of Resource	Heritage Recognition	Digital Image
28.	CHL	Transportation: Roadscape	(Geographic Township of Grantham) Town of Niagara-on-the-Lake	<p>Queenston Road/Niagara Stone Road Queenston Road forms part of an early transportation route that linked Hamilton to Queenston and Niagara Falls. To the east of Homer, this road splits into two parts with one part, namely Queenston Road, carrying on to St. Davids, Queenston and Niagara Falls. The second part, Niagara Stone Road, ran to Niagara-on-the-Lake. Historically, the section of Niagara Stone Road under the Garden City Skyway formed a section of Queenston Road. For the purposes of this report, in this location, the Niagara Stone Road is considered to be part of the cultural heritage landscape associated with Queenston Road.</p> <p>Historical maps indicate adjacent lands were well-settled in the 19th century. In 1925, Queenston Road became part of King's Highway 8, which later followed York Road. The Niagara NTS map (1996) notes the route as a "Heritage Highway".</p>	The Niagara NTS map (1996) reference to "Heritage Highway" does not indicate heritage recognition under the OHA.	 <p>East along Queenston Road.</p>

TABLE 1: IDENTIFIED CULTURAL HERITAGE LANDSCAPES (CHL) AND BUILT HERITAGE RESOURCES (BHR) WITHIN OR ADJACENT THE STUDY AREA



Site #	Resource Category	Resource Type	Location	Description of Resource	Heritage Recognition	Digital Image
29.	BHR	Residential	49 Queenston Road (Lot 6, Concession 8, geographic Township of Grantham) Town of Niagara-on-the-Lake	<p>Residence</p> <p>Built in 1857, the one-and-a-half-storey frame residence has a side gable roof. The three bay front (north) elevation features a central entranceway with sidelights, transom light and a window to either side. A one storey wing extends to the rear. The building has been altered with modern siding and the addition of the dormers.</p> <p>A one storey frame building with side gable roof is located to the southwest of the main house. A residential style entranceway highlighted with entablature, casings, transom light and wood panel door is located off centre on the north elevation. The building appears to be used for storage and the doorway detailing may not be original.</p>	Included on the Niagara-on-the-Lake 2004 Inventory of Heritage Properties, Class C.	 <p>Southeast to the residence at 49 Queenston Road.</p>  <p>South to a secondary building on the property.</p>

TABLE 1: IDENTIFIED CULTURAL HERITAGE LANDSCAPES (CHL) AND BUILT HERITAGE RESOURCES (BHR) WITHIN OR ADJACENT THE STUDY AREA


Site #	Resource Category	Resource Type	Location	Description of Resource	Heritage Recognition	Digital Image
30.	BHR	Residential	61 Queenston Road (Lot 5, Concession 8, geographic Township of Grantham) Town of Niagara-on-the-Lake	Residence The two storey frame residence dates to the late 1800s or early 1900s. The hip roof has a projecting gable in line with the main entry on the north (front) elevation. A verandah extends around the northeast corner of the building. The building has been altered with modern siding.	N/A	 <p>South to the residence at 61 Queenston Road.</p>

TABLE 1: IDENTIFIED CULTURAL HERITAGE LANDSCAPES (CHL) AND BUILT HERITAGE RESOURCES (BHR) WITHIN OR ADJACENT THE STUDY AREA


Site #	Resource Category	Resource Type	Location	Description of Resource	Heritage Recognition	Digital Image
31.	CHL	Transportation: Roadscape	Lots 4 & 5, Concession 8, geographic Township of Grantham) Town of Niagara- on-the-Lake	<p>Coon Road</p> <p>Coon Road relates to the initial survey of Grantham Township as the road allowance between Lots 4 and 5. Early 20th century topographic maps depict the sideroad as an open road allowance through most of Grantham Township. The QEW cut across the road and the road was terminated on either side of the highway. To the north of the QEW, the sideroad only runs from Queenston Road to York Road. It extends to the south of the QEW as Homer Road. No buildings front onto Coon Road.</p> <p><u>Note:</u> This CHL was identified during the January 2014 site review based on the summary of anticipated property impacts provided by MMM Group in December 2013.</p>	N/A	 <p>North along Coon Road to Queenston Road.</p>

TABLE 1: IDENTIFIED CULTURAL HERITAGE LANDSCAPES (CHL) AND BUILT HERITAGE RESOURCES (BHR) WITHIN OR ADJACENT THE STUDY AREA


Site #	Resource Category	Resource Type	Location	Description of Resource	Heritage Recognition	Digital Image
32.	BHR	Religious: Church	63 Queenston Road (Lot 4, Concession 8, geographic Township of Grantham) Town of Niagara-on-the-Lake	St. George's Homer Anglican Church The present church constructed in the modernist style c1961 is the fourth building of the parish. A cairn erected in 1964 to the north of the church contains the cornerstone and bell from the third church building, 1913-1961.	N/A	 <p>Front elevation of St. George's Homer Anglican Church.</p>

TABLE 1: IDENTIFIED CULTURAL HERITAGE LANDSCAPES (CHL) AND BUILT HERITAGE RESOURCES (BHR) WITHIN OR ADJACENT THE STUDY AREA




Site #	Resource Category	Resource Type	Location	Description of Resource	Heritage Recognition	Digital Image
33.	CHL	Agricultural	245 Queenston Road (Lot 3, Concession 8, geographic Township of Grantham) Town of Niagara-on-the-Lake	<p>Former Farm Complex</p> <p>Set close to Queenston Road with outbuildings and fields extending to the south, this c1870, one-and-a-half-storey frame residence has a three-bay front (north), a central entranceway with window openings on both sides and a central gable. The entranceway features a shaped hood with brackets, casings and segmental arch shaped transom. The building has been altered with modern siding, new shutters and window</p> <p><u>Note:</u> This CHL was identified during the January 2014 site review based on the summary of anticipated property impacts provided by MMM Group in December 2013.</p>	Included on the Town of Niagara-on-the-Lake 2004 Heritage Resource Inventory.	 <p>Southwest to farmhouse at 245 Queenston Road.</p>

TABLE 1: IDENTIFIED CULTURAL HERITAGE LANDSCAPES (CHL) AND BUILT HERITAGE RESOURCES (BHR) WITHIN OR ADJACENT THE STUDY AREA

Site #	Resource Category	Resource Type	Location	Description of Resource	Heritage Recognition	Digital Image
34.	BHR	Public Works: Tourism	393 York Street (Lot 3, Concession 9, geographic Township of Grantham) Town of Niagara-on-the-Lake	Former Travel Centre The Government of Ontario had built a tourist reception centre at Homer Road beside the Toronto-bound lanes of the QEW by the late 1940s. After the construction of the Garden City Skyway, it was replaced with a new facility to the east. The design of the one storey building featuring a projecting flat roof, recessed ribbon windows and decorative stone face walls was inspired by the modernist style. The building was replaced in 1983 with a new travel centre located at 251 York Road. The original building is privately owned and currently operates as a retail outlet.	N/A	 West to the former Travel Centre at the QEW.
35.	BHR	Transportation: Road Bridge	Glendale Avenue over the QEW (Lot 2, Concession 9, geographic Township of Grantham) Town of Niagara-on-the-Lake	Glendale Avenue Underpass and Interchange The bridge carries four lanes of Glendale Avenue over the QEW. Completed c1962, the prestressed concrete girder structure has four spans. The piers comprise five circular columns and pier caps. The bridge appears to have undergone a rehabilitation including a new handrail system. The Glendale Avenue interchange provides the first exit point to the east of the Garden City Skyway.	N/A	 Northeast to the Glendale Avenue Underpass.

6.0 POTENTIAL EFFECTS OF UNDERTAKING ON CULTURAL HERITAGE RESOURCES

6.1 Introduction

This section provides a preliminary assessment of the potential adverse built and cultural heritage effects of the proposed improvements to the QEW Welland Canal crossing within the City of St. Catharines and the Town of Niagara-on-the-Lake.

The study is being undertaken in accordance with the planning and design process for 'Group B' projects as set out in the MTO *Class Environmental Assessment for Provincial Transportation Facilities* (1999, as amended in 2000). The construction of a new bridge over the Welland Canal to the north of the existing structure (i.e., North Twinning) has been identified as the Technically Preferred Alternative (**Figure 4**). The new structure will accommodate the Toronto-bound lanes of the QEW. Upon its completion, all QEW traffic will be shifted onto the new bridge. The 1963 bridge will then be rehabilitated. After completion of the rehabilitation, the 1963 bridge will carry Niagara-bound traffic, while the new bridge will carry Toronto-bound traffic. The Welland Canal Parkway and Welland Canals Parkway Trail will be realigned in proximity to the new bridge.

The proposed works are to twin the Garden City Skyway to the north of the existing bridge over the Welland Canal. Currently, Toronto-bound and Niagara-bound traffic travels along the existing bridge. The bridge twinning would involve the construction of a new bridge for Toronto-bound traffic, while the existing bridge would transport Niagara-bound traffic only. The local road network in proximity to the QEW crossing of the Welland Canal would be modified as part of the undertaking. Portions of Dieppe Road, Queenston Street, York Road, Niagara Stone Road, Coon Road, Taylor Road and Queenston Road would be realigned to accommodate the new highway right-of-way and bridge structure. Coon Road will be closed between Queenston Road and York Road. The existing on and off ramps at Glendale Avenue will not change as part of the project; however, there will be minor changes to the easterly Niagara Street interchange ramps. The hydro transmission corridor in the Grantham, Welland, Cushman and Eastchester Industrial Area will be modified in proximity to Dieppe Road.

The Display Boards and Technically Preferred Plans prepared by MMM Group and presented at the Public Information Centre (PIC) #1 (March 30, 2011) and PIC #2 (October 22, 2013) were used to identify and assess the potential impacts to cultural heritage resources identified within the study area (*see Table 1*). In addition, MMM Group provided the following documents: Summary of Anticipated Property Impacts (Preliminary) (December 4, 2013), Preliminary Design Plan (May 2014) and QEW GCS - Summary of Anticipated Property Impacts (Preliminary) (May 26, 2014) for review. The direct and indirect impacts are discussed in Section 6.2 and Section 6.3, respectively.

The conservation of cultural heritage resources in planning is considered to be a matter of public interest. Generally, infrastructure improvement projects such as the widening of an existing roadway and the construction of a major new bridge structure have the potential to adversely affect cultural heritage landscapes and built heritage resources by displacement (direct impact) and/or disruption (indirect impact) during, as well as after construction.

Cultural heritage landscapes and/or built heritage resources may experience displacement or direct impacts, i.e., demolition or removal, if they are located within the rights-of-way of the undertaking or an area of property acquisition for the undertaking, and/or they occupy sites or locations that are required for temporary construction purposes, ancillary services or secondary functions, e.g. temporary site construction offices, lay-down area and storage areas, etc. Land severance as part of the undertaking may result in the isolation of built heritage resources due to lack of access and the potential for demolition or removal.

As well cultural heritage landscapes and/or built heritage resources may experience disruption, or indirect impacts, by the introduction of physical, visual, audible or atmospheric elements that are not in keeping with their character and, or setting. These indirect impacts may be temporary during construction, such as vibration impacts and dust particles, or permanent such as the introduction of a new bridge into the environment. Other indirect impacts of a temporary or permanent nature may include, but are not limited to, changes in grading, alterations to built heritage resource fabric and setting, and the removal of heritage attributes from cultural heritage landscapes.

The potential direct impacts and indirect impacts of this project are principally associated with the construction of the new bridge over the Welland Canal, new road rights-of-way for the approaches and realignments of existing roadways. In assigning the level of impact for this CHAR, the following approach was used. For farm complexes 'direct impact' is used when the principal buildings will be removed and 'indirect impact' when land is acquired. In the case of roadways, the term 'direct impact' is identified for roadways to be closed while 'indirect impact' is applied to roads that will remain open, but realigned. 'Indirect impact' is also applied when the setting of an identified cultural heritage resource will be modified in a significant manner.

With regard to vibration impacts, MMM Group has provided the following information.

- Construction: 5mm/s peak particle velocity (PPV) is the US Federal Transit Administration recommended limit for construction vibration to prevent damage to structures that are non-engineered timber and masonry buildings. The US National Cooperative Highway Research Program (NCHRP) indicates that for ancient ruins and monuments (which may include cemeteries), the threshold is

- 0.08 inches/sec or 2.03 mm/sec. Vibration levels for this project are predicted to remain below 5 mm/s PPV.⁹
- Operations: It is anticipated that vibration impacts caused by vehicles during normal operation of the bridges will be negligible at the surrounding sensitive receptors.

There may be indirect vibration impacts affecting CHL #24 – Homer Cemetery from the general construction experienced as a result of the realignment of Queenston Street and York Road as identified in Table 2, if vibration levels are 2.03 mm/sec. Also if there are changes to construction activities whereby vibration levels are increased significantly beyond 5mm/s PPV, i.e. pile drilling, then vibration impact assessment studies may be required if there are effects to any identified built heritage resources (BHR) or cultural heritage landscape (CHL) features within proximity.

The rehabilitation work on the Garden City Skyway (*Site #22*), a Provincial Ontario Heritage Bridge, is considered to be an indirect impact since it does not involve the demolition or removal of the structure. The extent of the rehabilitation work will not be determined as part of this study. Mitigation has been provided in Section 7.0 and in Table 2 to address any modification to its heritage attributes.

The location of the each of the following identified direct and indirect impacts are shown on Figures 2 and 3.

6.2 Direct Impacts

Four (4) potential direct impacts in respect to cultural heritage resources were identified:

- Site #12: 4, 6 and 8 Cushman Road;
- Site #29: 49 Queenston Road;
- Site #30: 61 Queenston Road; and
- Site #31: Coon Road.

6.3 Indirect Impacts

Fifteen (15) potential indirect impacts in respect to cultural heritage resources were identified:

- Site #1: Queen Elizabeth Way (QEW);
- Site #2: Dieppe Road;
- Site #11: Grantham, Welland, Cushman and Eastchester Industrial Area, which extends north and south of QEW;
- Site #15: Homer;

⁹ Wilson, Ihrig & Associates Inc., ICF International and Simpson, Gumpertz & Heger Inc. NCHRP 25-25/Task 72, Current Practices to Address Construction Vibration and Potential Effects to Historic Buildings Adjacent to Transportation Projects. US National Cooperative Highway Research Program (NCHRP) (September 2012).

- Site #16: Queenston Street;
- Site #21: Welland Canal;
- Site #22: Garden City Skyway;
- Site #23: 5 Queenston Street (York Road);
- Site #24: Homer Cemetery, Queenston Street (York Road);
- Site #25: 34 Queenston Street (York Road);
- Site #26: Taylor Road;
- Site #27: York Road;
- Site #28: Queenston Road/ Niagara Stone Road;
- Site #32: St. George's Homer Anglican Church, 63 Queenston Road; and
- Site #33: 245 Queenston Road.

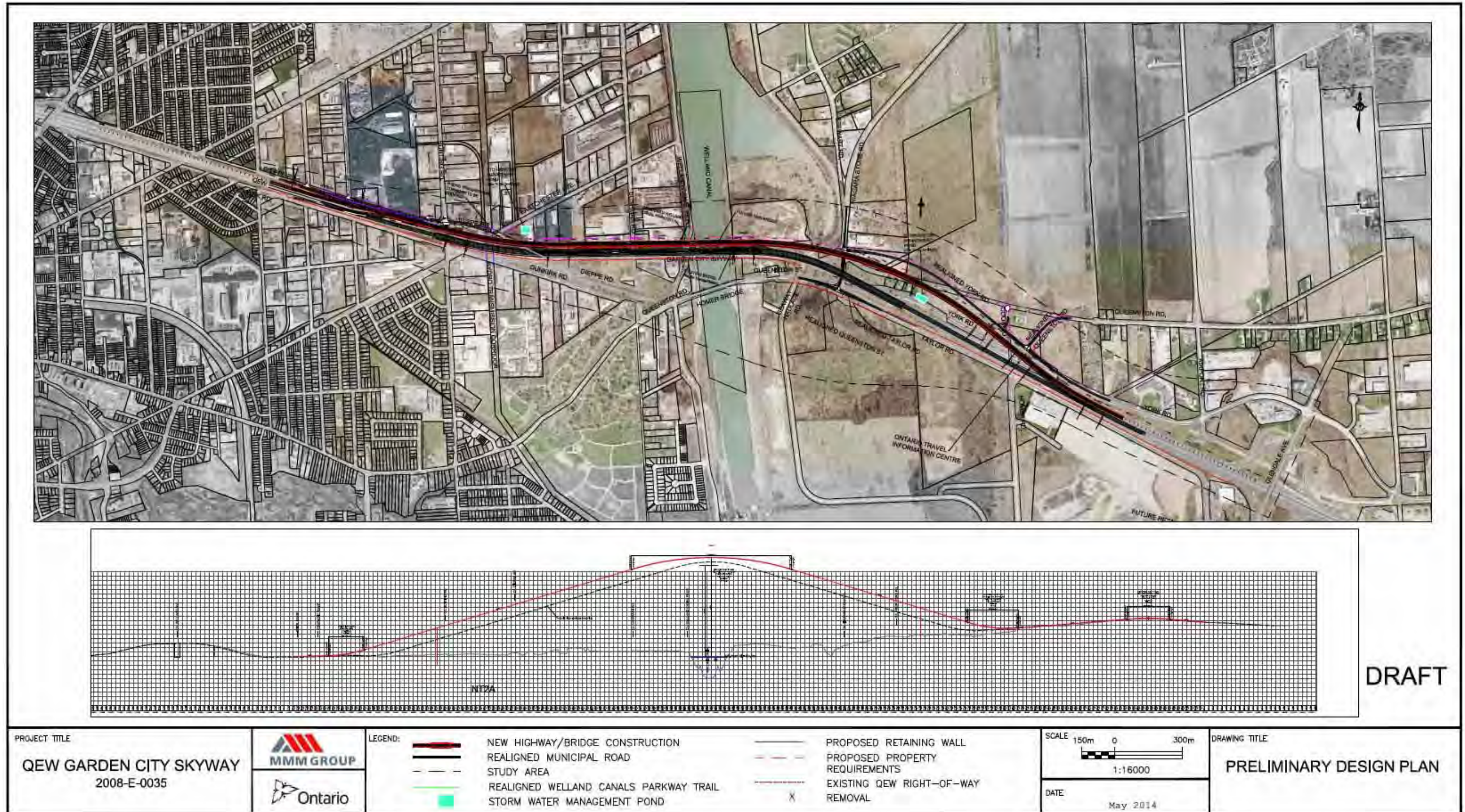


Figure 4. Technically Preferred Alternative (North Twinning), Garden City Skyway [Provided by MMM Group, May 2014].

7.0 MITIGATION RECOMMENDATIONS

A proposed undertaking should not adversely affect cultural heritage resources and intervention should be managed in such a way that its impact is sympathetic with the value of the resources. When the nature of the undertaking is such that adverse impacts are unavoidable it may be necessary to implement management or mitigation strategies that alleviate the deleterious effects to cultural heritage resources. Mitigation is the process of causing lessening or negating anticipated adverse impacts to cultural heritage resources and may include, but are not limited to, such actions as avoidance, monitoring, protection, relocation, remedial landscaping, documentation of the cultural heritage landscape and/or built heritage resource if to be demolished or relocated, and salvage of building materials.

Mitigation measures and best management practices will be implemented to address potential impacts. Identified mitigation strategies will be carried through the detailed design as applicable. Refinements and enhancements to the mitigation recommendations will be made as warranted throughout all phases of the project.

Table 2: Potential Impacts and Mitigation Recommendations provides a summary of potential impacts and recommended mitigation measures for each of the identified cultural heritage sites within and adjacent the study area. Table 2 identifies the need to complete cultural heritage evaluation work for those properties of 40 years of age or older, where direct or indirect impacts have been identified.

For properties in private, municipal or regional ownership, the Cultural Heritage Evaluation Reports (CHERs), as needed, will follow the evaluation criteria set out under the 'Ontario Regulation 9/06', which were developed for the purpose of identifying and evaluating the cultural heritage value or interest of a property proposed for protection under Section 29 of the OHA. For properties owned or controlled by the Government of Ontario, the CHERs will follow the process set out in Section B, Identification and Evaluation of the *Standards and Guidelines for Conservation of Provincial Heritage Properties* (April 28, 2010). Conservation recommendations based on the results of the cultural heritage evaluation will be included in each CHER.

A Strategic Conservation Plan (SCP) is a management document that sets out strategy to protect the cultural heritage value of a property. It describes what is significant about the property and what options and interventions are appropriate to retain this heritage significance for the future. MTO has indicated that a SCP is to be completed for the Garden City Skyway, MTO Site No. 18-111, which is a listed Provincial Ontario Heritage Bridge, as mandated under the OHA *Standards and Guidelines for Conservation of Provincial Heritage Properties*. A bridge included on the Ontario Heritage Bridge List is subject to the provisions of the Ontario Heritage Bridge Guidelines (OHBG), which sets out appropriate conservation strategies.

TABLE 2: POTENTIAL IMPACTS AND MITIGATION RECOMMENDATIONS

Site #	Resource Category	Resource Type	Location	Impact	Mitigation
1	CHL	Transportation: Roadscape	Queen Elizabeth Way (QEW) (Geographic Township of Grantham) City of St. Catharines and Town of Niagara-on-the-Lake	INDIRECT: The introduction of a new bridge and the realignment of the Toronto-bound lanes will result in a change of character of the highway.	Review during detailed design to confirm the design has not changed in this area. No mitigation anticipated.
2	CHL	Transportation: Roadscape	Dieppe Road North of QEW, east of Niagara Street to the Welland Canal (Geographic Township of Grantham) City of St. Catharines	INDIRECT: Dieppe Road will be realigned.	Review during detailed design to confirm the design has not changed in this area. No mitigation anticipated.
3	CHL	Transportation: Roadscape	Dunkirk Road South of QEW, east of Niagara Street to the Welland Canal (Geographic Township of Grantham) City of St. Catharines	No identified impacts.	Review during detailed design to confirm the design has not changed in this area. No mitigation anticipated.
4	BHR	Religious: Church	Sts. Cyril and Methodius Ukrainian Catholic Church 14 Rolls Avenue, west of Niagara Street and north of the QEW (Lot 15, Concession 5, Geographic Township of Grantham) City of St. Catharines	No identified impacts.	Review during detailed design to confirm the design has not changed in this area. No mitigation anticipated.

TABLE 2: POTENTIAL IMPACTS AND MITIGATION RECOMMENDATIONS

Site #	Resource Category	Resource Type	Location	Impact	Mitigation
5	CHL	Transportation: Roadscape	Niagara Street Niagara Street and QEW (geographic Township of Grantham) City of St. Catharines	No identified impacts.	Review during detailed design to confirm the design has not changed in this area. No mitigation anticipated.
6	BHR	Transportation: Bridge	Niagara Street Underpass Niagara Street and QEW (Lot 15, Concession 5, geographic Township of Grantham) City of St. Catharines	No identified impacts.	Review during detailed design to confirm the design has not changed in this area. No mitigation anticipated.
7	CHL	Transportation: Canal	Third Welland Canal Niagara Street to Welland Avenue, south of QEW (Geographic Township of Grantham) City of St. Catharines	No identified impacts.	Review during detailed design to confirm the design has not changed in this area. No mitigation anticipated.
8	CHL	Residential: Streetscape Early 20 th Century Subdivision	Bertram Trapnell and Manning Neighbourhood Encompasses an area bounded by Niagara Street to the west, Dunkirk and QEW to the north, Vine Street to the east and Welland Street to the south (Geographic Township of Grantham) City of St. Catharines	No identified impacts.	Review during detailed design to confirm the design has not changed in this area. No mitigation anticipated.

TABLE 2: POTENTIAL IMPACTS AND MITIGATION RECOMMENDATIONS

Site #	Resource Category	Resource Type	Location	Impact	Mitigation
9	CHL	Residential: Wartime Housing Ltd. Subdivision	Dieppe Grantham Facer Neighbourhood Encompasses an area bounded by Niagara Street to the west, Facer Street to the north, Grantham Avenue to the east, and Dieppe Road and QEW to the south (Geographic Township of Grantham) City of St. Catharines	No identified impacts.	Review during detailed design to confirm the design has not changed in this area. No mitigation anticipated.
10	CHL	Residential: Wartime Housing Ltd. Subdivision	Plymouth Lancaster Neighbourhood Encompasses an area bounded by Welland Avenue to the west, Dunkirk Road and QEW to the north, Grantham Avenue to the east and Plymouth Avenue to the south (Geographic Township of Grantham) City of St. Catharines	No identified impacts.	Review during detailed design to confirm the design has not changed in this area. No mitigation anticipated.
11	CHL	Industrial	Grantham, Welland, Cushman and Eastchester Industrial Area Encompasses an area north and south of the QEW bounded generally by Grantham Avenue on the west, Welland Avenue to the north, Cushman Road to the east and Eastchester Avenue to the south (Geographic Township of Grantham) City of St. Catharines	INDIRECT: Land acquisition and access to properties shifted to accommodate realignment of Dieppe Road. The hydro transmission corridor in the Grantham, Welland, Cushman and Eastchester Industrial Area will be modified in proximity to Dieppe Road.	One industrial property identified for a full buyout (11 Cushman Road) has not been identified by the municipality as being of potential cultural heritage value or interest. No mitigation anticipated for the land acquisition area and the hydro transmission corridor.

TABLE 2: POTENTIAL IMPACTS AND MITIGATION RECOMMENDATIONS

Site #	Resource Category	Resource Type	Location	Impact	Mitigation
12	CHL	Residential : Three Properties	4, 6 and 8 Cushman Road (Lot 9, Concession 7, geographic Township of Grantham) City of St. Catharines	DIRECT: The properties associated with this grouping of former residential buildings at 4, 6 and 8 Cushman Road are identified as full buyouts by MTO as part of the proposed North Twinning of the Garden City Skyway and the buildings will be demolished or removed.	The three residential buildings are modest structures and have not been identified by the municipality as being of potential cultural heritage value or interest. Furthermore the buildings, including their context, are altered. After MTO acquires the three properties, it will determine if a CHER is required, for any or all three sites, under the OHA <i>Standards and Guidelines for Conservation of Provincial Heritage Properties</i> .
13	CHL	Religious: Cemetery	Victoria Lawn Cemetery 480 Queenston Street (Geographic Township of Grantham) City of St. Catharines	No identified impacts.	Review during detailed design to confirm the design has not changed in this area. No mitigation anticipated.
14	BHR	Transportation: Road Bridge	Dunkirk Road Bridge (Homer Overpass) Dunkirk Road at Cushman Road, north of Queenston Street (Lot 8, Concession 7, geographic Township of Grantham) City of St. Catharines	No identified impacts.	Review during detailed design to confirm the design has not changed in this area. No mitigation anticipated.
15	CHL	Hamlet	Homer Queenston Street (York Road), east and west of Ten Mile Creek (Lots 7 & 8, Concession 7, geographic Township of Grantham) City of St. Catharines and Town of Niagara-on-the-Lake	INDIRECT: General construction and operational impacts will be experienced as a result of the realignment of Queenston Street and York Road.	Review during detailed design to confirm the design has not changed in this area. No mitigation anticipated.

TABLE 2: POTENTIAL IMPACTS AND MITIGATION RECOMMENDATIONS

Site #	Resource Category	Resource Type	Location	Impact	Mitigation
16	CHL	Transportation: Roadscape	Queenston Street (York Road) Geographic Township of Grantham (Geographic Township of Grantham) City of St. Catharines	INDIRECT: Queenston Street and York Road will be realigned to the east of the Welland Canal.	Review during detailed design to confirm the design has not changed in this area. No mitigation anticipated.
17	BHR	Residential	508 Queenston Street (Lot 8, Concession 7, geographic Township of Grantham) City of St. Catharines	No identified impacts.	Review during detailed design to confirm the design has not changed in this area. No mitigation anticipated.
18	BHR	Residential	510 Queenston Street (Lot 8, Concession 7, geographic Township of Grantham) City of St. Catharines	No identified impacts.	Review during detailed design to confirm the design has not changed in this area. No mitigation anticipated.
19	BHR	Residential	518 Queenston Street (Lot 8, Concession 7, geographic Township of Grantham) City of St. Catharines	No identified impacts.	Review during detailed design to confirm the design has not changed in this area. No mitigation anticipated.
20	BHR	Transportation: Road/Canal Bridge	Homer Lift Bridge, Bridge No. 4 Welland Canal and Queenston Street. (Lots 7 & 8, Concession 7, geographic Township of Grantham) City of St. Catharines and Town of Niagara-on-the-Lake	No identified impacts.	Review during detailed design to confirm the design has not changed in this area. No mitigation anticipated.

TABLE 2: POTENTIAL IMPACTS AND MITIGATION RECOMMENDATIONS

Site #	Resource Category	Resource Type	Location	Impact	Mitigation
21	CHL	Transportation: Canal	Welland Canal Runs between Lake Ontario to the north and Lake Erie to the south Geographic Township of Grantham City of St. Catharines and Town of Niagara-on-the-Lake.	INDIRECT: General construction and operational impacts related to the bridge construction. It is anticipated there will be no piers in the Welland Canal. The Welland Canal Parkway and Welland Canals Parkway Trail will be realigned in proximity to the new bridge.	Review during detailed design to confirm the design has not changed in this area. No mitigation is required if there are no new piers located in the canal. No mitigation is required for the Welland Canal Parkway and the Welland Canals Parkway Trail.
22	BHR	Transportation: Road Bridge	Garden City Skyway, MTO Site No. 18-111 Over the Welland Canal (Lots 7 & 8, Concession 7, geographic Township of Grantham) City of St. Catharines and Town of Niagara-on-the-Lake	INDIRECT: The Garden City Skyway is listed on the Provincial Ontario Heritage Bridge List as the result of a CHER completed in 2011. The bridge will be rehabilitated as part of the project. The scale of the rehabilitation work is not known at this time and will not be confirmed as part of this study. As well the new bridge structure, which is proposed along the north side of the Garden City Skyway, will alter the context of the existing bridge and obscure views to the Skyway.	MTO has requested that a Strategic Conservation Plan be prepared for the Skyway as mandated under the OHA <i>Standards and Guidelines for Conservation of Provincial Heritage Properties</i> . As well a bridge included on the Ontario Heritage Bridge List is subject to the conservation strategies of the OHBG (Interim 2008). A Cultural Heritage Documentation Report (CHDR) will be prepared for the Garden City Skyway prior to construction. The new bridge will be designed in such a manner as to be sympathetic to the heritage value of the existing Garden City Skyway. Cultural heritage landscape features including views and vistas to the existing bridge will be identified and conserved where possible.

TABLE 2: POTENTIAL IMPACTS AND MITIGATION RECOMMENDATIONS

Site #	Resource Category	Resource Type	Location	Impact	Mitigation
23	BHR	Residential	5 Queenston Street (York Road) (Lot 7, Concession 7, geographic Township of Grantham) Town of Niagara-on-the-Lake	INDIRECT: General construction and operational impacts will be experienced as a result of the realignment of Queenston Street and York Road.	Review during detailed design to confirm the design has not changed in this area. No mitigation anticipated.
24	CHL	Religious: Cemetery	Homer Cemetery Queenston Street (York Road), east of the Welland Canal (Lot 7, Concession 7, geographic Township of Grantham) Town of Niagara-on-the-Lake	INDIRECT: General construction and operational impacts will be experienced as a result of the realignment of Queenston Street and York Road. Potential for vibration impacts if the vibration levels are anticipated to reach or exceed 2.03mm/sec.	Review during detailed design to confirm the design has not changed in this area. A vibration impact assessment may be required during detailed design. Entry onto or use of the cemetery lands will be prohibited during construction.
25	BHR	Residential	34 Queenston Road (York Road) (Lot 7, Concession 7, geographic Township of Grantham) Town of Niagara-on-the-Lake	INDIRECT: General construction and operational impacts will be experienced as a result of the realignment of Queenston Street and York Road.	Review during detailed design to confirm the design has not changed in this area. No mitigation anticipated.
26	CHL	Transportation: Roadscape	Taylor Road (Geographic Township of Grantham) Town of Niagara-on-the-Lake	INDIRECT: Taylor Road will be realigned at its western end.	Review during detailed design to confirm the design has not changed in this area. No mitigation anticipated.
27	CHL	Transportation: Roadscape	York Road (Geographic Township of Grantham) Town of Niagara-on-the-Lake	INDIRECT: York Road will be realigned at its western end between Niagara Stone Road and Airport Road.	Review during detailed design to confirm the design has not changed in this area. No mitigation anticipated.

TABLE 2: POTENTIAL IMPACTS AND MITIGATION RECOMMENDATIONS

Site #	Resource Category	Resource Type	Location	Impact	Mitigation
28	CHL	Transportation: Roadscape	Queenston Road/Niagara Stone Road (Geographic Township of Grantham) Town of Niagara-on-the-Lake	INDIRECT: Queenston Road will be closed at its western end, in proximity to Niagara Stone Road. Niagara Stone Road will be modified.	Queenston Road/Niagara Stone Road is an indirect impact since only a portion will be closed. A description of the roadways with photographs will be included in the contextual value assessment in the CHERs to be prepared for 49 Queenston Road and 61 Queenston Road. No further mitigation is anticipated.
29	BHR	Residential	49 Queenston Road (Lot 6, Concession 8, geographic Township of Grantham) Town of Niagara-on-the-Lake	DIRECT: The property with two buildings, a house and a second frame building, is identified as a full buyout by MTO as part of the proposed North Twinning of the Garden City Skyway and will be demolished or removed.	A CHER is required to be completed for the property under the OHA <i>Standards and Guidelines for Conservation of Provincial Heritage Properties</i> as it will be directly impacted (removed). The CHER will include mitigation recommendations. As well a description of Queenston Road, illustrated with photographs, will be included as part of the evaluation of the contextual value of the property. A Cultural Heritage Documentation Report (CHDR) will be prepared during Detail Design.
30	BHR	Residential	61 Queenston Road (Lot 5, Concession 8, geographic Township of Grantham) Town of Niagara-on-the-Lake	DIRECT: The property is identified as a full buyout by MTO as part of the proposed North Twinning of the Garden City Skyway and the house will be demolished or removed.	A CHER is required to be completed for the property under the OHA <i>Standards and Guidelines for Conservation of Provincial Heritage Properties</i> as it will be directly impacted (removed). The CHER will include mitigation recommendations. As well a description of Queenston Road, illustrated with photographs, will be included as part of the assessment of the contextual value of the property. A Cultural Heritage Documentation Report (CHDR) will be prepared during Detail Design.

TABLE 2: POTENTIAL IMPACTS AND MITIGATION RECOMMENDATIONS

Site #	Resource Category	Resource Type	Location	Impact	Mitigation
31	CHL	Transportation: Roadscape	Coon Road (Lots 4 & 5, Concession 8, geographic Township of Grantham) Town of Niagara-on-the-Lake	DIRECT: The roadway will be closed between Queenston Road and York Road.	Review during detailed design to confirm the design has not changed in this area. Coon Road relates to the initial survey of Grantham Township as the road allowance between Lots 4 and 5. Formerly the sideroad was an open road allowance through most of Grantham Township. The QEW cut across the road and it was terminated on either side of the highway. To the north of the QEW, the sideroad runs from Queenston Road to York Road. As a result of these modifications and the lack of any buildings fronting on Coon Road, no mitigation is anticipated.
32	BHR	Religious: Church	St. George's Homer Anglican Church 63 Queenston Road (Lot 4, Concession 8, geographic Township of Grantham) Town of Niagara-on-the-Lake	INDIRECT: General construction and operational impacts related to the bridge construction and the Queenston Road realignment. Property access will change due to the Coon Road closure and the Queenston Road realignment.	Review during detailed design to confirm the design has not changed in this area. No mitigation anticipated.
33	CHL	Farm Complex	245 Queenston Road (Lot 3, Concession 8, geographic Township of Grantham) Town of Niagara-on-the-Lake	INDIRECT: General construction and operational impacts will be experienced as a result of the proposed bridge construction. Access to the property is maintained.	Review during detailed design to confirm the design has not changed in this area. No mitigation anticipated.

TABLE 2: POTENTIAL IMPACTS AND MITIGATION RECOMMENDATIONS

Site #	Resource Category	Resource Type	Location	Impact	Mitigation
34	BHR	Public Works: Tourism	Former Travel Centre 393 York Street (Lot 3, Concession 9, geographic Township of Grantham) Town of Niagara-on-the-Lake	No identified impacts.	Review during detailed design to confirm the design has not changed in this area. No mitigation anticipated.
35	BHR	Transportation: Road Bridge	Glendale Avenue Underpass and Interchange (Lot 2, Concession 9, geographic Township of Grantham) Town of Niagara-on-the-Lake	No identified impacts.	Review during detailed design to confirm the design has not changed in this area. No mitigation anticipated.

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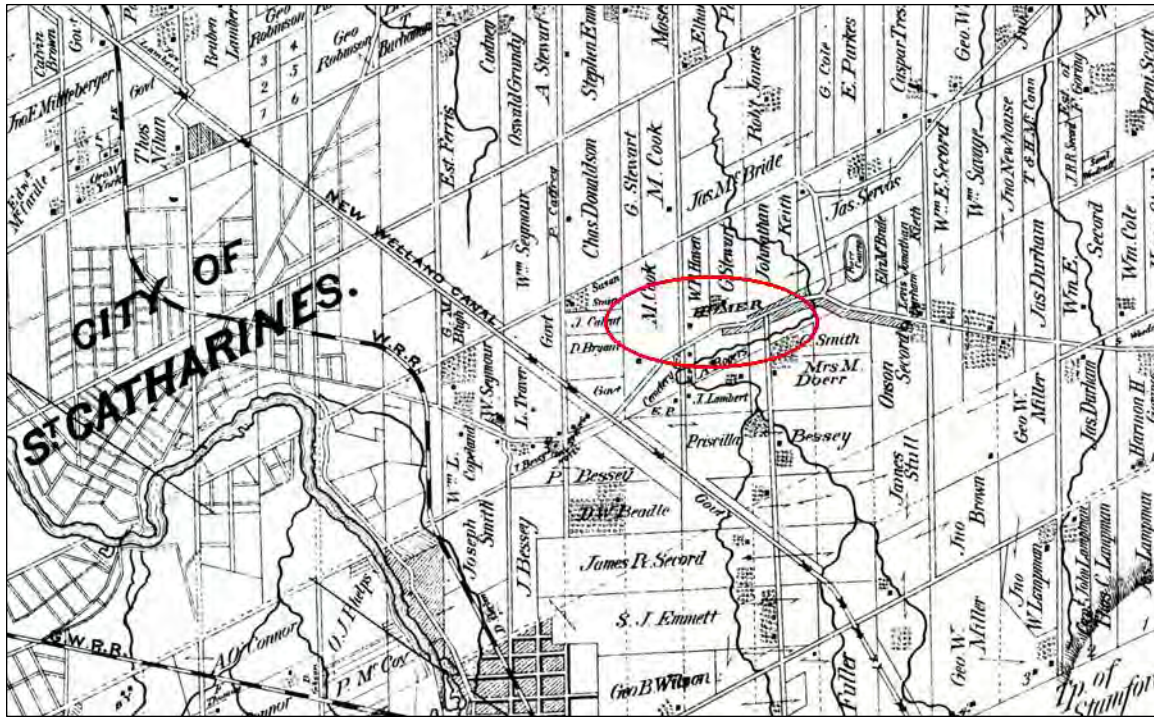
**APPENDIX:
Historical Maps and
Aerial Photographs**



Pilkington's Map of the Western Part of the Province of Upper Canada (1818) depicts the Niagara Peninsula with Grantham Township (highlighted) in Lincoln County [LAC MIKAN, No. 4129209].

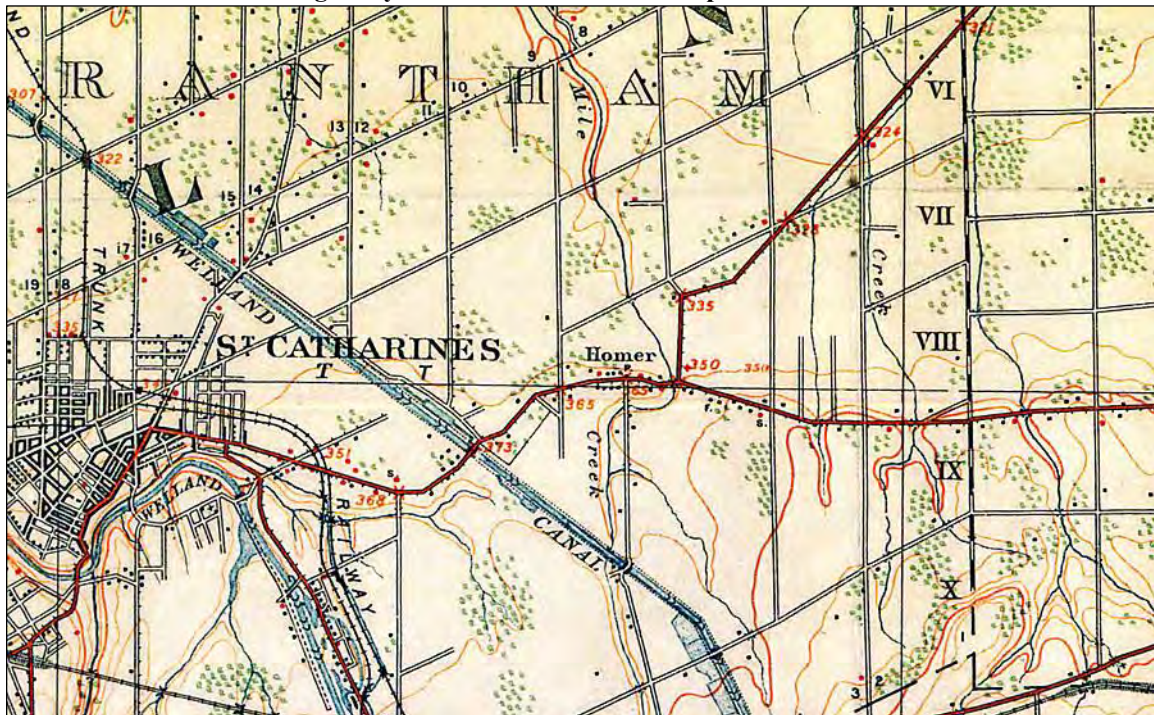
Tremaine's Map (1862) shows a well-settled Grantham Township with St. Catharines on the Second Welland Canal. For reference, the red oval locates the community of Homer on the Queenston Road.





The Grantham Township map in the *Illustrated Historical Atlas of the Counties of Lincoln & Welland* (1876) depicts the route of the new Welland Canal that would bypass St. Catharines.

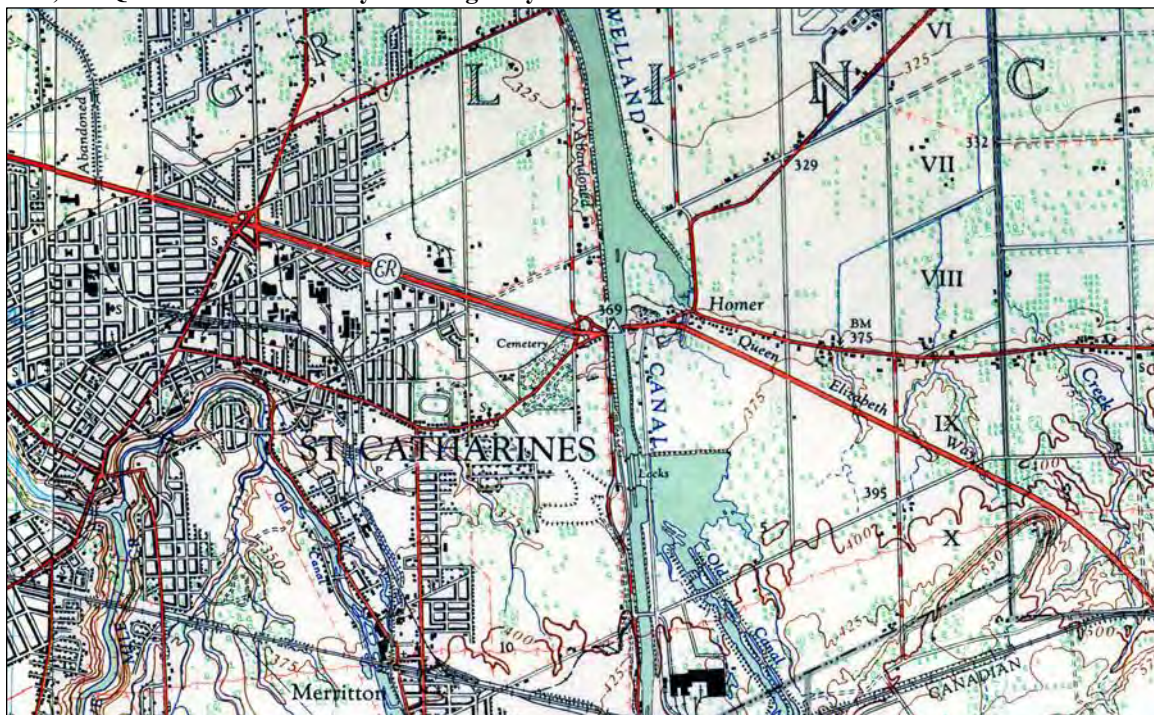
The National Topographic Series (NTS) map, 30 M/3 Niagara (1907) shows the completed Third Welland Canal that ran diagonally across Grantham Township between St. Catharines and Homer.





The NTS map 30 M/3 Niagara (1938) depicts the Fourth Welland Canal bisecting the community of Homer on Queenston Road (Highway 8) and the QEW under construction.

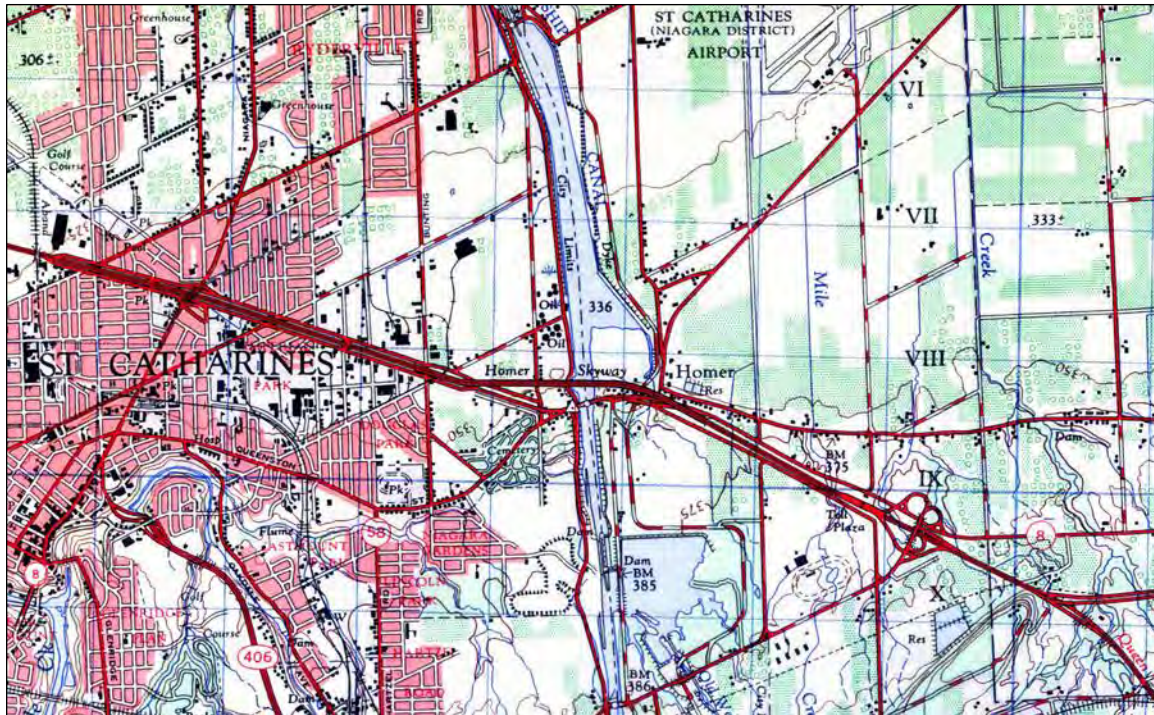
The NTS map 30 M/3 Niagara (1955) illustrates the completed QEW in Grantham Township. At this time, the QEW ran concurrently with Highway 8 across the Welland Canal at Homer.





Aerial photographs (1960) show the route of the QEW in proximity to the Welland Canal prior to the construction of the Garden City Skyway [NAPL, A17177-44, top and A17177-46, bottom, September 2, 1960]. To the west of the canal in St. Catharines residential neighbourhoods and industrial development dating to the Second World War border the highway. Service roads, Dieppe Road to the north and Dunkirk Road to the south, provided access to the lands beside the highway. The lands to the east of the Welland Canal remain rural and in agricultural use. Residential buildings to the front of the property with fields and outbuildings to the rear characterize the numerous farms lining Queenston Road.





The NTS map 30 M/3 Niagara (1966) designates the completed QEW bridge over the Welland Canal as the “Homer Skyway”. The toll plaza and an interchange at Glendale Avenue are shown to the east.

The NTS map 30 M/3 Niagara (1996) indicates the urban fabric of St. Catharines has expanded to the Welland Canal while agricultural lands extend to the east of the canal.

