

**APPENDIX C**

**CULTURAL HERITAGE DETAILS**

**Cultural Heritage Evaluation Report &  
Heritage Impact Assessment  
Bruce Road 3 Bridge (Queen Street Bridge)  
Paisley, Arran-Elderslie, Bruce County, ON**



Submitted to

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Prepared by



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## Executive Summary

B.M. Ross and Associates Ltd. has engaged Timmins Martelle Heritage Consultants Inc. (TMHC) to produce a Cultural Heritage Evaluation Report and Heritage Impact Assessment (CHER/HIA) that considers the potential heritage value of the Bruce Road 3 Bridge (the “Subject Site”), also known as the Queen Street or Teeswater Bridge, in Arran-Elderslie, and the potential heritage impacts of the bridge’s proposed replacement.

Under Section 4.2 of the *Official Plan for the Urban Areas of Chesley, Paisley, Tara/Invermay* for the Municipality of Arran-Elderslie, “Council recognizes that there are features of historic, archaeological or architectural significance within the municipality. Where possible, Council will attempt to preserve them.”<sup>1</sup>

Under Section 4.10.1.2 of the *County of Bruce Official Plan*, “County Council encourages the identification, acquisition, restoration and conservation of the historical, cultural, architectural and archaeological assets of the County.”<sup>2</sup>

This CHER/HIA is intended to provide a heritage evaluation of the Bruce Road 3 Bridge against the criteria set out by the *Ontario Heritage Act* (OHA)’s O.Reg. 9/06, an assessment of the proposed development’s impact on identified heritage attributes, and strategies for mitigating that impact. The HIA portion of this report follows the general format set out in the Ministry of Heritage, Sport, Tourism and Culture Industries’ (MHSTCI) *InfoSheet #5: Heritage Impact Assessments and Conservation Plans*, which is included in the resource *Heritage Resources in the Land Use Planning Process* within the Ontario Heritage Toolkit.

The Subject Site consists of a concrete curved T-beam bridge that carries Queen Street over the Teeswater River. The bridge is owned by the County of Bruce and is not known to have been municipally listed or designated under either Part IV or Part V of the OHA.

Evaluation of the Subject Site against the O.Reg. 9/06 criteria concluded that the property meets the criteria on the basis of its physical/design value, historical/associative value, and contextual value.

The proposed development at the Subject Site consists of demolition of the existing bridge and replacement with a new bridge in the same alignment with two traffic lanes and two sidewalks. The replacement has been planned for 2022 due to deterioration of the current bridge and concerns about its capacity to withstand high-flow events.

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<sup>1</sup> Municipality of Arran Elderslie 2005

<sup>2</sup> County of Bruce 2013



The impact assessment conducted for this CHER/HIA found that, while the proposed development is necessary to facilitate infrastructural functionality in this location, it will result in the removal of all heritage fabric from the Subject Site.

In order to address the bridge's deficiencies, BM Ross identified three practical alternatives.

- 1) Replacement of the existing bridge with a new bridge in the same location (preferred).
- 2) Replacement of the existing bridge with a new bridge in a modified location.
- 3) Do Nothing.

To mitigate the heritage impacts of the preferred alternative (Alternative 1) the following mitigation measures have been recommended.

- 1) In keeping with OHBG Option 8, described in Sections 10.1 and 10.2, TMHC recommends that where possible and appropriate, the final design for the replacement bridges incorporates the scale, massing, materials, and finishes of the previous curved concrete T-beam bridge and remain in its current location.
- 2) TMHC recommends the new bridge include design details sympathetic to the previous bridge where feasible and maintain or accentuate the bridge's historical function as the primary crossing of the Teeswater River in Paisley. Features may include steel railings, bump-outs/viewing platforms, consideration of the historic mill race, and other considerations. Where feasible, salvaged components of the current bridge's steel railings may be used.
- 3) TMHC recommends appropriate measures including a vibration assessment and/or monitoring and schedule of visual and/or structural integrity assessments be implemented to preserve the integrity of nearby identified and potential cultural heritage resources prior to and during bridge demolition and construction activities (including but not limited to 338 Goldie Street [Town Hall], 316 Mill Drive [Fisher Mill], 660 Queen Street North [Woolen Mill], 258 Queen Street North, and the historic dam and mill race).
- 4) In keeping with OHBG Option 8b, described in Sections 10.1 and 10.2, TMHC recommends that sufficient documentation of the bridge be undertaken prior to demolition. This CHER/HIA represents much of the documentation envisioned by MTO's *Environmental Guide for Built Heritage and Cultural Heritage Landscapes* (section 6.3.1.4) including representative images, local histories, and images of character-defining details. Additional photography, accompanied by a photographic key plan is recommended prior to demolition. TMHC recommends the production of any outstanding plan, elevation, and detail drawings with

dimensions which are not represented in original engineering drawings which will included in the documentation package.<sup>3</sup>

- 5) All documentation will be submitted to Bruce County Archives, copying MHSTCI on the accompanying cover letter.
- 6) In consultation with local stakeholders and Indigenous communities, Bruce County install a commemorative plaque or interpretive sign at the Subject Site, preferably on the western-facing viewing platform overlooking the dam, within one year of completion. Interpretive content should reference the various historical bridges at this location and their particular styles as well as the industrial history of Paisley.

Prior to implementing these recommendations, discussions with Bruce County and Municipality of Arran-Elderslie are recommended to gauge the desirability of this mitigation strategy. Resulting changes to this strategy should be forwarded to MHSTCI. The following schedule outlines when each recommendation should be implemented:

- Mitigation Recommendations 1 and 2 be considered as part of the detailed design of the new bridges.
- Mitigation Recommendation 3 and 4 be completed prior to demolition.
- Mitigation Recommendation 5 be completed within two months of the completion of Mitigation Recommendation 4.
- Mitigation Recommendation 6 be considered within one year of the completion of the new bridge.

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<sup>3</sup> Reference the Historic American Engineering Record (HAER) guidelines specific to engineering structures for more information:

<https://www.nps.gov/hdp/standards/HAER/HAERHistoryGuidelines.pdf#page=5>.



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## **Project Personnel**

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# **Cultural Heritage Evaluation Report & Heritage Impact Assessment Bruce Road 3 Bridge (Queen Street Bridge) Paisley, Arran-Elderslie, Huron County, ON**

## **1.0 INTRODUCTION**

### **1.1 Report Scope & Purpose**

B.M. Ross and Associates Ltd. has engaged Timmins Martelle Heritage Consultants Inc. (TMHC) to produce a Cultural Heritage Evaluation Report and Heritage Impact Assessment (CHER/HIA) that considers the potential heritage value of the Bruce Road 3 Bridge (the “Subject Site”), also known as the Queen Street or Teeswater Bridge, in Arran-Elderslie, and the potential heritage impacts of the bridge’s proposed replacement.

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### **1.2 Client Contact Information**

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B.M. Ross and Associates Ltd.  
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<sup>4</sup> Municipality of Arran Elderslie 2005

<sup>5</sup> County of Bruce 2013



### **1.3 Property Overview**

Located in the formerly incorporated village of Paisley, in the municipality of Arran-Elderslie within Bruce County, the Subject Site consists of a concrete curved T-beam bridge with three continuous spans that carry Queen Street over the Teeswater River. Queen Street South rises on a gentle grade south of the bridge, and Queen Street North proceeds on a relatively level plane north of bridge. The bridge lies immediately west of the confluence of the Teeswater and Saugeen Rivers and east of an extant historic dam associated with early industrial development in Paisley. The bridge's southern section also crosses an old mill race associated with this early industry. The northern bank of the Teeswater River includes an earthwork dyke extending east and west of the bridge.

The bridge is situated in an urban core area, with multiple historically significant structures and landscapes visible from this crossing. Paisley's original Town Hall, a designated property under Part IV of the OHA, is immediately southeast of and physically connected to the bridge. To the southwest, the bridge connects with Paisley's Woollen Mill, which is not believed to have been designated under the OHA but dates to 1885. The Fisher Mill property associated with the dam is visible to the bridge's southwest, as is the former sawmill on the opposite bank of the dam northwest of the bridge. Another Part IV-designated property—a frame commercial building dating to 1855—is located north of the bridge at 258 Queen Street North.

### **1.4 Existing Heritage Status**

The Bruce Road 3 Bridge has not been municipally listed or designated under either Part IV or Part V of the OHA. There are no National Historic Sites, Provincial Heritage Properties, or Ontario Heritage Trust-owned properties or conservation easements present on or adjacent to the Subject Site.

Adjacent properties that are designated under Part IV of the OHA include the 1876 Paisley Town Hall and 258 Queen Street North.

### **1.5 Summary of Proposed Activity**

The Bruce Road 3 Bridge is proposed for replacement in 2022 due to deterioration of the current bridge and concerns about its capacity to withstand high-flow events. More information on the proposed development can be found in Section 5.0 of this report.



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## 2.0 HISTORICAL RESEARCH & HERITAGE EVALUATION

This section includes a historical overview for the Subject Site. The Bruce Road 3 Bridge is not currently recognized as a heritage property; therefore, this section also includes an evaluation following the OHA's O.Reg. 9/06 Criteria. The research and analysis in this section provide a foundation for the impact assessment in Section 6.0 of this HIA.

### 2.1 Historical Overview

#### *Historic Context: Indigenous Land Use*

Indigenous populations have inhabited the area of Bruce County since the end of the last period of glaciation between 10,000 and 12,000 years ago. At the time of European contact in the early 17th century, the region was occupied by Algonquian-speaking Odawa groups who maintained a close relationship with the Iroquoian-speaking Petun peoples living along the southern shore of Nottawasaga Bay.<sup>6</sup> The Ojibwa (a.k.a. the "Chippewa," who called themselves "Anishnaabe"), who are also Algonquian speakers, lived in the region extending from the Georgian Bay area to the north shore of Lake Superior prior to European contact.<sup>7</sup> Both the Odawa and Ojibwa were disrupted and displaced by Iroquois hostilities in the 1650s,<sup>8</sup> but regrouped by the last quarter of the 17th century<sup>9</sup> and returned to their homeland. Around the year 1696, a fierce battle between the Ojibwa and Iroquois nations took place at Saugeen (present site of Southampton), resulting in the Ojibwa moving into the area where they remain today on a reserve adjoining the eastern boundary of the Town of Southampton.<sup>10</sup> The Ojibwa then retained all territories won during the battles until they surrendered them to the Crown more than a century later.

Historian P.S. Schmalz<sup>11</sup> indicates that a group of Ojibwa (including Mississauga), Potawatomi, Ottawa, and Caughnawaga settled in the area. The Chippewas of Saugeen First Nation and the Chippewas of Nawash First Nation share the same traditional territories in southwestern Ontario. They were a part of the ancient Three Fires Confederacy of Ojibwa, Odawa, and Pottawatomi. Throughout the eighteenth century the territory was inhabited by several generations of Ojibwa, whose immediate territory was threatened neither by war nor by European settlers. Some of these Ojibwa were the Wahbadicks, the Newashes, the Wahwahnoses, and the Metegwob, who fished, trapped, and hunted along the many rivers, streams, and lakes of their lands.<sup>12</sup>

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<sup>6</sup> Fox 1990:461

<sup>7</sup> Schmalz 1991

<sup>8</sup> Schmalz 1977

<sup>9</sup> Ferris 1989

<sup>10</sup> Schmalz 1977

<sup>11</sup> Schmalz 1977:1

<sup>12</sup> Schmalz 1977:2-9



The (Saugeen) Ojibwa surrendered portions of Bruce and Wellington Counties in 1818.<sup>13</sup> This was done with the understanding that they would have continued use of the lands and that they would receive annuities for the lands surrendered. Further land was surrendered in the area with the establishment of the Huron Tract in 1825, later to be followed by the surrender of Bruce County in 1836.<sup>14</sup> The surrender did not include the Bruce Peninsula, known as the Saugeen Peninsula by the resident Ojibwa. The “Saugeen Tract Agreement,” as it was called, was registered as Crown Treaty #45 ½ and included all of what is now Arran-Elderslie. The Peninsula was later surrendered to the Crown through Crown Treaty #72 dated October 12, 1854, with the agreement that certain tracts of land be set aside for reserves and that the Ojibwa would receive all proceeds from the sale of the land. Both treaties allowed for the presence of five reservations on the Peninsula, including Saugeen, Chief’s Point, Colpoy’s Bay (Oxenden), Newash, and Cape Croker.<sup>15</sup> The Neyaashiinigiing Indian Reserve Number 27 (Cape Crocker) on the southeast side of the Bruce Peninsula (Nawash Ojibwa) and the Saugeen Indian Reserve Number 29 above Southampton (Saugeen Ojibwa) were established that year.

### *Historic Context: Early Settlement*

The Subject Site is situated in the community of Paisley, within part of Lots 10 to 12, Concession 7, in the Geographic Township of Elderslie. This location is currently within the Municipality of Arran-Elderslie, Bruce County, Ontario.

Prior to the formation of Bruce County, this region was part of the “Queen’s Bush.” The Queen’s Bush consisted of an extensive tract of land surrendered by local Ojibwa populations to the British through the Treaty of Manitowaning (Treaty No. 45 ½) in 1836.<sup>16</sup> Some accounts suggest that the first Europeans to traverse Bruce County were French explorer Samuel de Champlain and Jesuit missionaries who traveled here in the 17<sup>th</sup> century. The first Euro-Canadian settlers to establish homes in Bruce County were William Withers and Allan Cameron.<sup>17</sup> In the spring of 1848 these pioneers settled at the mouth of Penetangore River, located in present day Kincardine.

The census of 1851 reported that there were no more than 499 families living in Bruce County, many of whom lived in temporary shanties. These shanties were typical dwellings for early settlers while their land was being cleared, and were often a stipulation of the land grant process. The population of the county grew quickly in the 1860s, hastened by the construction of a series of stone roads that provided access between the various settlements within the county.

Elderslie Township was originally surveyed in 1851 as part of George McPhillip’s broader survey.<sup>18</sup> The first settlers in the township took up residence in 1851 at what would

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<sup>13</sup> McMullen 1997:28

<sup>14</sup> Lee 2004:21

<sup>15</sup> Davidson 1972:13

<sup>16</sup> Robertson 1906[1960]:11

<sup>17</sup> Robertson 1906:429

<sup>18</sup> Elderslie Historical Society 1977



become Paisley, very near the Subject Site. Samuel T. Rowe and Simon Orchard arrived via the Saugeen River and were joined soon afterwards by others, including John Valentine, who constructed a sawmill on Lots 11 and 12, Concession A on the Teeswater River (then known as the Mud) near and upriver from the current Bruce Road 3 Bridge.<sup>19</sup> Despite the uncompleted survey and no mechanism to distribute land titles, settlers continued to arrive in Elderslie until an 1854 land sale awarded deeds to the residents.<sup>20</sup> Paisley started as, and remained, a logistical and industrial hub of the Township.

A road from Brant Township, along what is now the Elora Road, existed in 1851, terminating at the Saugeen River. The original bridge over the Saugeen at Paisley was constructed in 1859.<sup>21</sup> The Wellington, Grey and Bruce railway linked Paisley in 1872. The remaining township roadways were largely completed by 1862. Elderslie's population peaked around the 1881 census at 3,273, according to the Elderslie Historical Society. Twenty years later, the 1901 census records only 2,018. Several hamlets existed in Elderslie in 1901, including Dobbington, Vesta, Ellengowan, and Dunblane; however by 1977 all but Dobbington had ceased to exist.<sup>22</sup> The Elderslie Historical Society attributed the population decline to migrations of younger generations of early settlers to western Canada and to urban centres in Ontario and the United States.

The Village of Paisley was first settled by Rowe and Orchard in 1851. Orchard built a shanty north of the confluence of the Saugeen and Teeswater Rivers, and Rowe constructed a log cabin east of the confluence across the Saugeen from what would become the Town Hall.<sup>23</sup> Rowe also built a log structure southwest of the confluence, which became known as Rowe's Tavern. In 1856, Rowe and Orchard obtained a patent for the land, and the Village of Paisley was surveyed shortly thereafter. The name was derived from a town in Renfrewshire, Scotland.<sup>24</sup> The first post office also began operating in 1856, and the arrival of the railway in 1872 further increased village's population. In 1874, Paisley was formally organized into an urban municipality, and the village's Town Hall was completed in 1876.<sup>25</sup>

Paisley's industrial history began with the establishment of the aforementioned Valentine sawmill in 1852.<sup>26</sup> Valentine would continue to develop industries in the village, opening a grist mill in 1856. By 1859, a "mill privilege" along the Teeswater was purchased from Samuel Rowe and further developed by David D. Hanna.<sup>27</sup> This property is now known as the Fisher Mill property and extends west along the Teeswater from the Subject

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<sup>19</sup> Elderslie Historical Society 1977:4; Robertson 1906

<sup>20</sup> Elderslie Historical Society 1977

<sup>21</sup> Elderslie Historical Society 1977

<sup>22</sup> Ibid:11

<sup>23</sup> Elderslie Historical Society 1977:66

<sup>24</sup> Ibid

<sup>25</sup> Ibid

<sup>26</sup> Robertson 1906[1960]:386

<sup>27</sup> Ibid:388



Site. The 1850s, '60s, and '70s saw multiple industries emerge in the village including sash and door factories, a tannery, a blacksmith, a foundry, and a brickyard.<sup>28</sup>

Several of these industries were lost to fires in 1871 (J.A. Murdoch's wool mill) and 1884 (Stark's mill).<sup>29</sup> In response, in 1887, the village council installed a waterworks system designed to combat future fires.<sup>30</sup> Part of this system included Paisley's iconic Hose Tower, built in 1891 at 292 Water Street.<sup>31</sup> By the early 20<sup>th</sup> century, however, Paisley's fortunes had shifted, and the relocation of industries to larger urban centres saw the village's population drop to between 700 and 750.<sup>32</sup> The passage of local option prohibition in 1910/11 further affected the village, resulting in the closing of four of the five remaining hotels.<sup>33</sup> However, Paisley continued to modernize, adopting its own hydroelectric grid in 1923, paving Main Street in 1926, and replacing an old iron bridge over the Teeswater with the Bruce Road 3 Bridge in 1935.<sup>34</sup> Limited industries still existed during the early 20<sup>th</sup> century, including saw and grist mills operated by James Stark and John Fisher. The Paisley Creamery also operated until the mid-twentieth century, when it was converted into a cider mill.<sup>35</sup> The construction of the Douglas Point Nuclear Generating Station reinvigorated the village in the 1960s, contributing to the development of several new residential suburbs.<sup>36</sup> By 1976, Paisley's built heritage fabric garnered attention as the village was designated a Heritage Canada Project, resulting in the significant restoration work that has since preserved many heritage buildings.<sup>37</sup>

The first bridge over the Teeswater River near the confluence with the Saugeen River was constructed in 1851 by Simon Orchard.<sup>38</sup> This original wooden bridge (Image 1) was not built at the location of the Subject Site but to the east, slightly closer to the Saugeen.<sup>39</sup> According to the Paisley Centennial Book Committee (PCBC) and early maps, it appears as though the Teeswater's course shifted southward during the late 19<sup>th</sup> century. In 1895, what the PCBC referred to as a steel bridge, otherwise known as the Iron Bridge, was built over the river, consisting of two spans.<sup>40</sup>

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<sup>28</sup> Ibid:388

<sup>29</sup> Ibid:392

<sup>30</sup> Ibid

<sup>31</sup> Pasley et al. 2008

<sup>32</sup> Forrester 1950

<sup>33</sup> Ibid

<sup>34</sup> Ibid

<sup>35</sup> Ibid

<sup>36</sup> Elderslie Historical Society 1977:66

<sup>37</sup> Elderslie Historical Society 1977:66

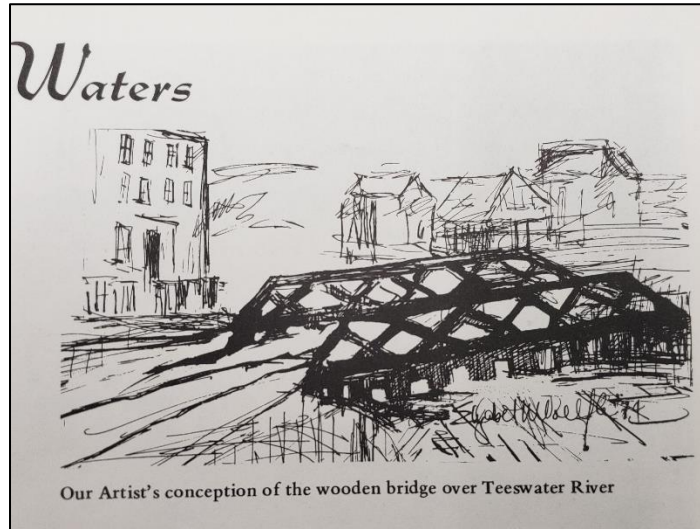
<sup>38</sup> Paisley Centennial Book Committee 1974

<sup>39</sup> Ibid

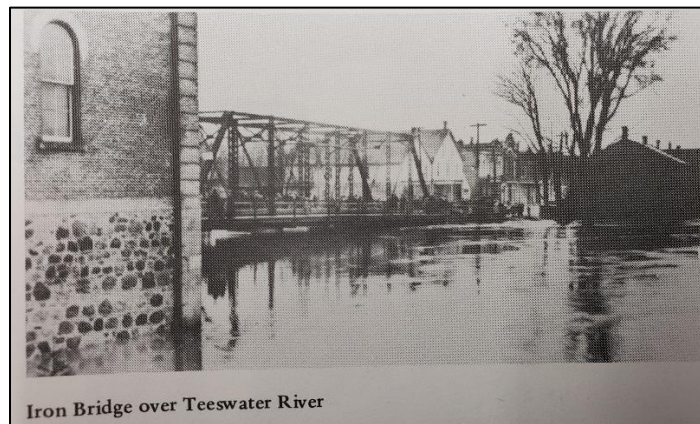
<sup>40</sup> Ibid







**Image 1: Artist's conception of previous wooden bridge near Subject Site location**  
(*Paisley Centennial Book Committee*)



**Image 2: Previous iron bridge at Subject Site location** (*Paisley Centennial Book Committee*)

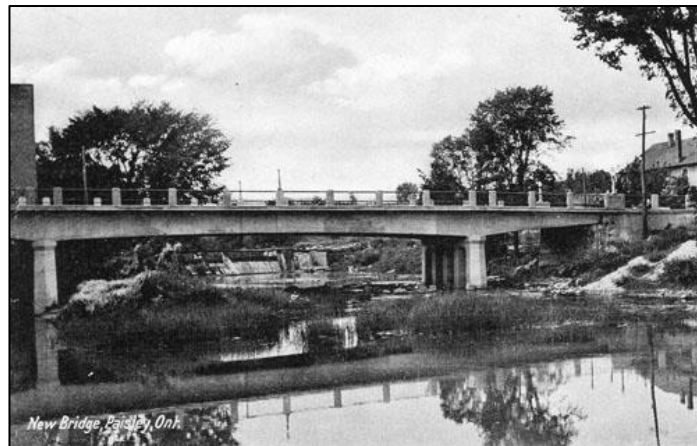
In 1935, the current concrete bridge (Image 2) replaced the Iron Bridge. The PCBC notes the following with respect to the construction of the subject bridge:

The five concrete beams carrying the roadway were limited to seven feet in height in order to clear the high water mark. This required a special type of design. The two end spans were built as cantilevers in order to counterbalance to a great extent the huge weight of the unusually long centre span.<sup>41</sup>

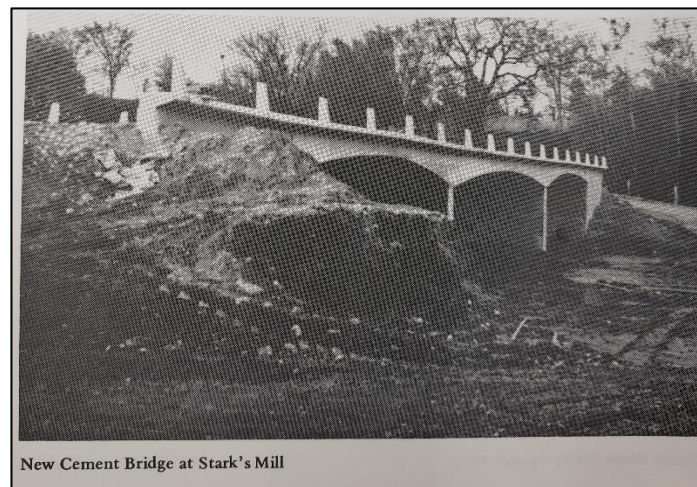
The builder/contractor for the bridge was reportedly Robert Mowbray of Whitechurch, Ontario, and the engineer was reportedly Parr and Kunz of Toronto.<sup>42</sup>

<sup>41</sup> Ibid:55

<sup>42</sup> HistoricBridges.org: Queen Street Bridge



**Image 3: “New Bridge,” Queen Street, Paisley** (*Postcard from the collection of Stien Vanderplas: <http://www.deeprootstalltrees.com/Paisley/Bridges.htm>*)



**Image 4: Concrete bridge at Stark’s Mill** (*Paisley Centennial Book Committee*)

Another concrete bridge over the Teeswater was constructed upriver at Stark’s Mill in 1958 (Image 4).

#### *Historic Context: Bridge Typology*

According to HistoricBridges.org, an extensive online resource that documents historic bridges and considers their relative integrity and significance, the Bruce Road 3 Bridge (which the authors refer to as the Queen Street Bridge):

is a rare example of a concrete curved t-beam bridge in Ontario. The bridge has shallow, graceful curves similar to Ontario’s far more prolific concrete rigid-frame bridges. Rigid-frame bridges are not commonly used for multi-span bridges due to limitations with the design type. Curved t-beams however are very well-



suited to multi-span bridges. This bridge has three continuous spans. The bridge retains Ontario's standard ornamental steel railing panels with concrete posts, however the railings at the northern end of the bridge are an unusual variation of the design where the metal panels are shorter and rest on concrete parapets.<sup>43</sup>

While the HistoricBridges.org database includes a number of other concrete curved T-beam bridges in the United States, the Bruce Road 3 Bridge is the only featured example that is located in Ontario. T-beam bridges more generally were not as common a bridge type in Ontario as they were in the United States between the 1920s and 1960s. Other examples in the region, such as the Harry Martin Bridge in Brant County, tend to be single-span,<sup>44</sup> whereas the Bruce Road 3 Bridge has three spans.

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<sup>43</sup> HistoricBridges.org: Queen Street Bridge

<sup>44</sup> University of Waterloo









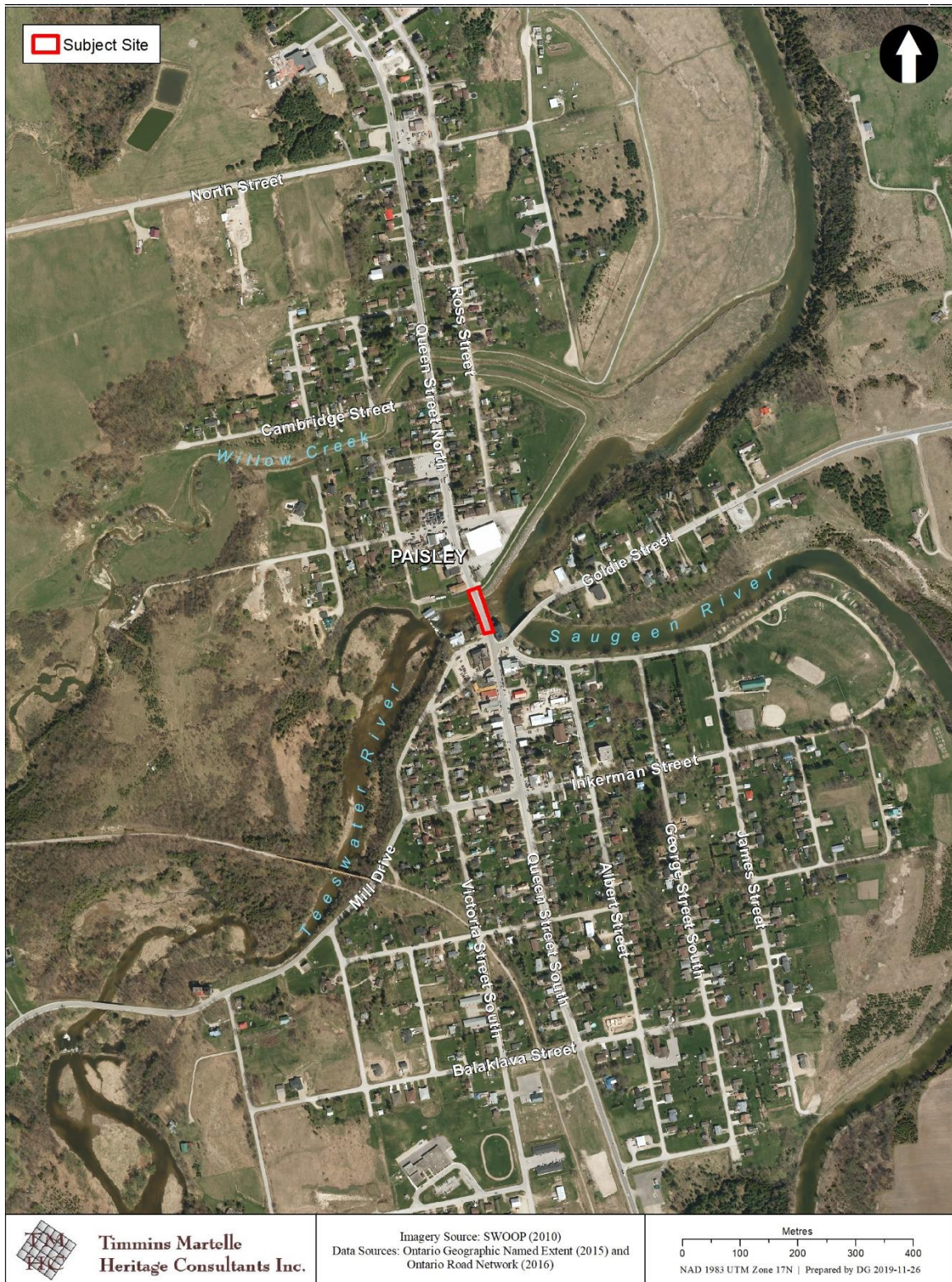
Map 2: Location of Subject Site on an 1880 map (annotated by TMHC)





Map 3: Location of Subject Site on a 1946 topographic map (annotated by TMHC)





**Map 4: Location of Subject Site on a current aerial photograph**

(annotated by TMHC)



## 2.2 Heritage Evaluation

The Subject Site is not known to have been municipally listed or designated under either Part IV or Part V of the OHA. The following section includes an evaluation of the property's potential heritage value for the purposes of this report.

Based on the research summarized in Section 2.1, the following table considers the property with respect to the OHA's *Ontario Regulation 9/06: Criteria for Determining Cultural Heritage Value or Interest*. A property may be designated under section 29 of the OHA if it meets one or more of the following criteria for determining cultural heritage value or interest.

1. The property has design value or physical value because it:

Criterion	Summary of Response
i. is a rare, unique, representative or early example of a style, type, expression, material or construction method,	Yes; the property is a rare and early example of a curved concrete T-beam bridge in Ontario, which retains its original design features and is notable for its three continuous spans.
ii. displays a high degree of craftsmanship or artistic merit, or	No; while the property is a strong example of a curved concrete T-beam bridge, it does not demonstrate a high degree of craftsmanship or artistic merit relative to what is typical for this typology.
iii. demonstrates a high degree of technical or scientific achievement.	No; while the property is a strong example of a curved concrete T-beam bridge, it does not demonstrate a high degree of technical or scientific achievement relative to what is typical for this typology.

2. The property has historical value or associative value because it:

Criterion	Summary of Response
i. has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community,	Yes; the property represents an ongoing infrastructural need to traverse the Teeswater River in this location. The current bridge, dating to 1935, was preceded by an iron bridge constructed in 1895, which in turn replaced a nearby wooden bridge from 1851. As such, the property has direct associations with the themes of transportation improvement related to local development in this area, and the evolving approach to bridge replacement, reflecting engineering trends over time.
ii. yields, or has the potential to yield, information that contributes to an understanding of a community or culture, or	No; the property is not known to yield information that contributes to an understanding of a community or culture.
iii. demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community	No; the property is not known or believed to meet this criterion. The builder/contractor for the bridge was reportedly Robert Mowbray of Whitechurch, Ontario, and the engineer was reportedly Parr and Kunz of Toronto; these associations have not been found to be of significance to a community.



3. The property has contextual value because it:

Criterion	Summary of Response
i. is important in defining, maintaining or supporting the character of an area,	Yes; as a longstanding bridge at the centre of downtown Paisley that allows views of historical mill properties on the banks of the Teeswater, the property is important in supporting the character of the area.
ii. is physically, functionally, visually or historically linked to its surroundings, or	Yes; while, by its nature as a vehicular and pedestrian bridge, the property is integrated with the road it carries and the areas it connects, it is also physically and visually linked to its surroundings in a significant way due to its integration with Paisley's original Town Hall and Woollen Mill.
iii. is a landmark.	No; the property is not currently known or believed to be considered a landmark.

Based on the research and analysis summarized in this CHER/HIA, the Bruce Road 3 Bridge in Paisley was found to meet the O.Reg. 9/06 Criteria for its physical/design value, historical/associative value, and contextual value.

### 2.3 Statement of Cultural Heritage Value

The Bruce Road 3 Bridge in Paisley is concrete curved T-beam bridge that carries Queen Street over the Teeswater River. Constructed in 1935, the bridge replaced at least two previous bridges in or near this location.

The property is a rare and early example of a curved concrete T-beam bridge in Ontario, which retains its original design features and is notable for its three continuous spans.

The property represents an ongoing infrastructural need to traverse the Teeswater River in this location. The current bridge, dating to 1935, was preceded by an iron bridge constructed in 1895, which in turn replaced a nearby wooden bridge from 1851. As such, the bridge has direct associations with the themes of transportation improvement related to local development in this area, and the evolving approach to bridge replacement, reflecting engineering trends over time.

As a longstanding bridge at the centre of downtown Paisley that allows views of historical mill properties on the banks of the Teeswater, the property is important in supporting the character of the area. It is also physically and visually linked to its surroundings in a significant way due to its integration with Paisley's original Town Hall and Woollen Mill.

*Heritage Attributes*





Attributes of the Bruce Road 3 Bridge that carry the property's heritage value include the following:

- The bridge's infrastructural function, carrying Queen Street over the Teeswater River
- The bridge's location relative to Queen Street and the Teeswater River within downtown Paisley
- The bridge's form and design as a curved concrete T-beam bridge
- Intact features that represent the bridge's typology and era, specifically its concrete T-beam structure with shallow curves, its continuous triple span, and its metal railing panels with concrete posts

### 3.0 EXISTING CONDITIONS

A site visit to the Bruce Road 3 Bridge was undertaken by TMHC on November 26, 2019. The photographs in this section document the site's current conditions.

The lower portion of the Bruce Road 3 Bridge consists of concrete abutments and piers. The piers are located at the end of the reinforced concrete central curved span. Partial curved T-beam spans are present at the north and south end of the bridge extending from the pier to the concrete abutment built into the north and south banks of the river. The abutment on the south bank is connected to the former mill race (Image 9). Concrete can be seen spalled off from the surface of the abutments. The northwest abutment has a significant crack extending down from the top (Image 10).

The upper portion of the Bridge consists of curved concrete T-Beams, a concrete deck with an asphalt surface on the travelled portion, concrete sidewalks on both sides of the bridge with a concrete curb separating the sidewalk from the travelled portion of the road, and metal railing sections attached to regularly spaced concrete posts located along the east and west side of the deck. The concrete posts are also spalling with some repair having been previously attempted. Some of the posts are also cracked horizontally at the base where they connect to the deck (Image 16 and 17).

The edges of the curved concrete T- beams show spalling and exposed steel re-enforcing rods in the concrete. The underside of the deck shows significant spalling exposing the steel re-enforcing rod within the concrete (Image 8). Expansion joints are located on the deck surface and also exhibit significant deterioration (Image 7).

A 2016 Inspection Report for the bridge indicated that a number of repairs were required within the next five years: patch repairs on the north abutment face and replacement of the ballast wall; replacement of expansion joint assemblies at both ends of the bridge; patch repair of spalls at the middle span of the girders/beams; patch repair of sidewalks; refacing of concrete at the north wingwall; patch repair of sidewalk cantilevers and edge beams of the soffit/deck; and replacement of south ballast wall and storm drainage.<sup>45</sup>

The deterioration of the thin-slab cantilevered sidewalk is severe enough that repair is not practical and replacement would be required. Without replacement, it is likely that one or both sidewalks will need to be closed to the public within 5 years. Since the cantilevered sidewalks also support the railings, these would require replacement as well. In order to meet current code requirements for vehicle impact forces, the sidewalk and barriers would need to be heavier than existing. It is not known if the existing concrete superstructure has the ability to support the additional loads. Further below, the foundations of the existing bridge are based on an array of timber piles. No geotechnical investigation is available from the time of construction and there are no monitoring reports from the pile

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<sup>45</sup> B.M. Ross 2016



driving operation to provide any indication on the ability of these foundations to carry the additional loads. The condition of the timber piles cannot be determined.

Because so many of the bridge's components are at the end of their service life and because the remaining structure cannot be proven to safely support new components, the County's preferred alternative was to replace the bridge.





**Image 5: Southward view with Saugeen Bridge visible at left and Bruce Road 3 Bridge at right (TMHC 2019)**



**Image 6: Southwestward view on Bruce Road 3 Bridge (TMHC 2019)**

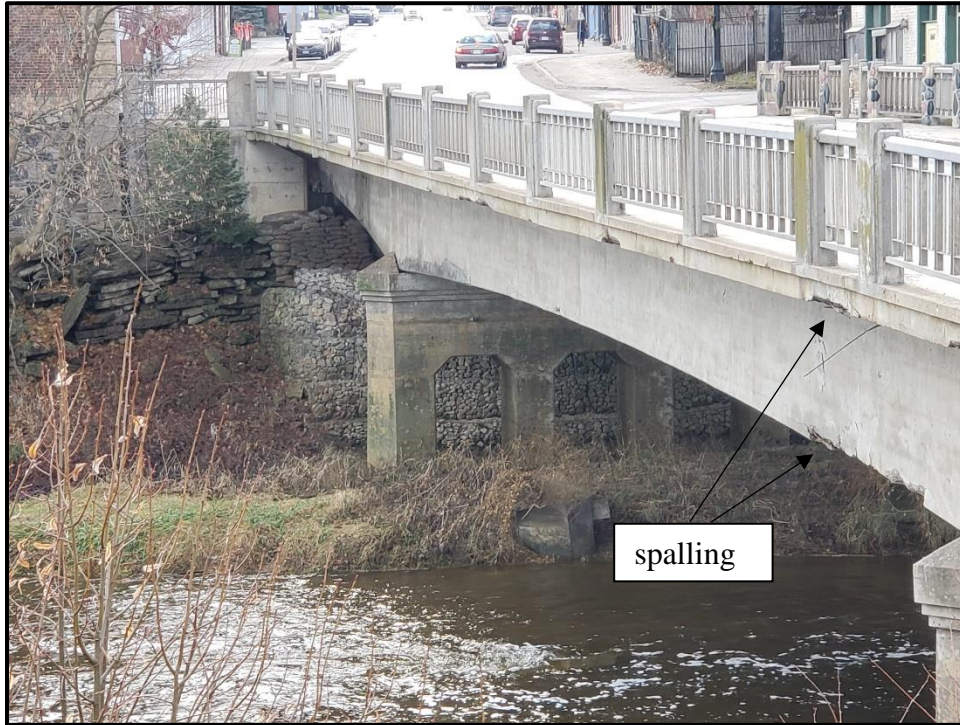




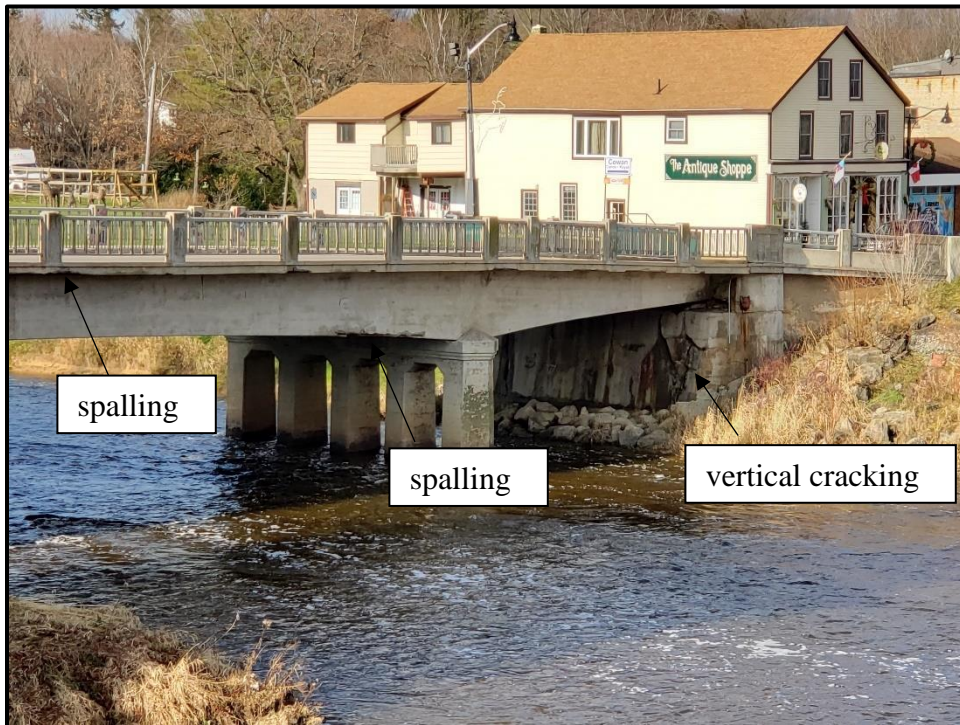
**Image 7: Close up of Expansion Joint Deterioration (Courtesy B.M. Ross & Associates)**



**Image 8: Close up of Underside of the Deck (Courtesy B.M. Ross & Associates)**



**Image 9: South abutment of Bruce Road 3 Bridge (TMHC 2019)**

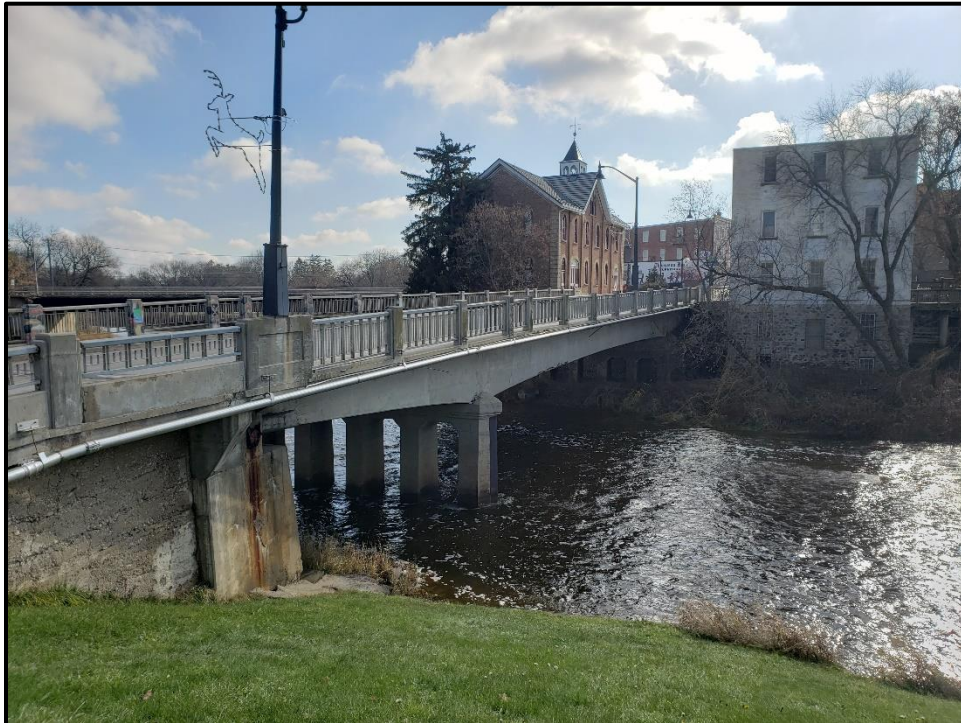


**Image 10: North Abutment of Bruce Road 3 (TMHC 2019)**





**Image 11: Northward view of Bruce Road 3 Bridge (TMHC 2019)**



**Image 12: Southeastward view, west elevation of Bruce Road 3 Bridge (TMHC 2019)**





**Image 13: Southeastward view, north supports of Bruce Road 3 Bridge (TMHC 2019)**



**Image 14: Southward view of bridge and adjacent mills (TMHC 2019)**





**Image 15: East elevation of Town Hall and Bruce Road 3 Bridge (TMHC 2019)**



**Image 16: Railing condition at northeast portion of Bruce Road 3 Bridge  
(TMHC 2019)**





**Image 17: Close up of Pillar with Crack at the Base (TMHC 2019)**



**Image 18: Southeast view of bridge abutment and connection to Town Hall  
(TMHC 2019)**





**Image 19: East elevation of Town Hall (TMHC 2019)**



**Image 20: Building at 660 Queen Street, southwest of the bridge (TMHC 2019)**





**Image 21: Southward view along Queen Street (TMHC 2019)**



**Image 22: West elevation of Town Hall (TMHC 2019)**

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## **4.0 POLICY REVIEW**

### **4.1 The Official Plan for the Urban Areas of Chesley, Paisley, Tara/Invermay**

Under Section 4.2 of the *Official Plan for the Urban Areas of Chesley, Paisley, Tara/Invermay* for the Municipality of Arran-Elderslie, “Council recognizes that there are features of historic, archaeological or architectural significance within the municipality. Where possible, Council will attempt to preserve them.”<sup>46</sup>

### **4.2 The County of Bruce Official Plan**

Under Section 4.10.1.2 of the *County of Bruce Official Plan*, “County Council encourages the identification, acquisition, restoration and conservation of the historical, cultural, architectural and archaeological assets of the County.”<sup>47</sup>

### **4.3 Environmental Assessment Act (1990)**

This CHER/HIA has been completed as part of the Class EA process in accordance with the Environmental Assessment Act. The Act includes within its definition of “environment” (1.1):

- (c) the social, economic and cultural conditions that influence the life of humans or a community,
- (d) any building, structure, machine or other device or thing made by humans

The CHER/HIA was triggered by the *Municipal Heritage Bridges Cultural, Heritage and Archaeological Resources Assessment Checklist* (revised April 11, 2014) completed as part of ongoing bridge evaluation conducted under O.Reg. 160/02 and O.Reg. 104/97.

### **4.4 Standards & Guidelines for the Conservation of Historic Places in Canada (2010)**

Parks Canada produced the *Standards & Guidelines for the Conservation of Historic Places in Canada* to provide guidance to governments, property owners, developers, and heritage practitioners across the country. This document outlines the conservation decision process and establishes pan-Canadian conservation principles. Section 4.4 of the *Standards & Guidelines* provides “Guidelines for Engineering Works, Including Civil, Industrial & Military Works.” This section notes that, “Civil works, such as bridges, dams and canals, present a different challenge. These works often remain fully functional and so must meet stringent contemporary safety codes that did not exist at the time of their construction.

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<sup>46</sup> Bruce County 18

<sup>47</sup> Bruce County 2017



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Their continued use is contingent on meeting these standards, often necessitating significant rehabilitation.”



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## **5.0 COMMUNITY ENGAGEMENT**

B.M. Ross published a general public notice of the Class EA in October 2019. A dedicated project website was launched in May 2020 and two virtual public information sessions were held in September 2020 and May 2021. Saugeen Ojibway Nation and the Historic Saugeen Métis were also consulted at both an initial consultation phase in October 2019 and detailed design phase.

In addition to the above, the following individuals and organizations were specifically consulted as part of the completion of this CHER/HIA.

### **5.1 Bruce County Archives**

Bruce County Archives was visited in 2019 to help provide historical context and a sense of the significance of the Subject Site and adjacent properties to the former Village of Paisley. Several resources were identified including an early list of heritage properties which included Fisher Mill and the Town Hall.

### **5.2 Ontario Heritage Trust**

The Ontario Heritage Trust (OHT) was contacted in December 2019 to determine if either Subject Site or adjacent properties appeared on any OHT-maintained registers or had any heritage conservation easements placed on them. The Town Hall and 258 Queen Street North had been recorded, although the Fisher Mill property was flagged as having a notice of intent to designate filed which never resulted in a designation by-law. This accounted for the discrepancy between the Bruce County Archives document and the OHT inventory.

### **5.3 MHSTCI**

MHSTCI was contacted in December 2019 to determine if the Subject Site or adjacent properties were listed as Provincial Heritage Properties; they were not.

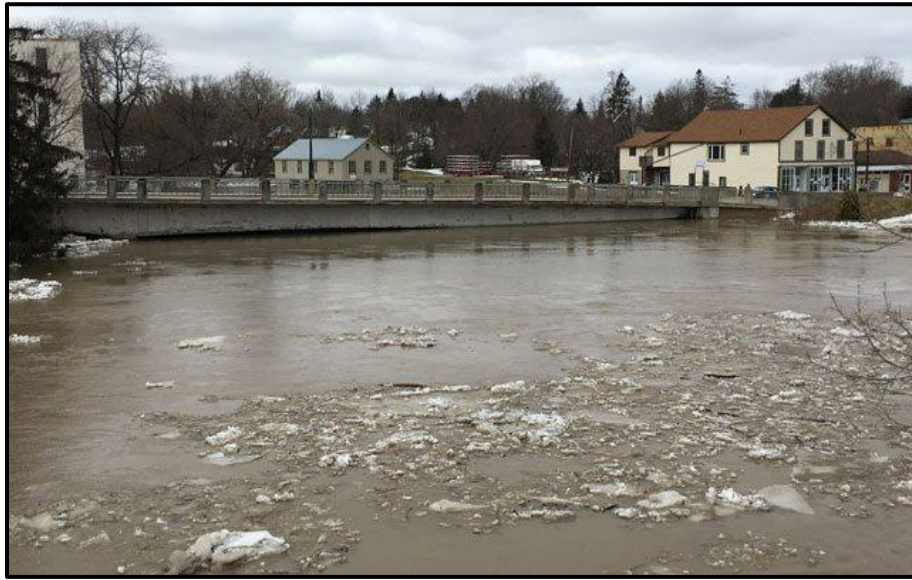
### **5.4 Municipality of Arran-Elderslie**

The administration of the Municipality of Arran-Elderslie were contacted in January 2020 to identify any other previously unidentified heritage properties including the nearby Woolen Mill. Municipality staff shared that the Paisley Inn, south of the Subject Site, had recently been de-designated but that the Subject Site and Woolen Mill were not identified heritage resources.



## 6.0 DESCRIPTION OF PROPOSED DEVELOPMENT

The Bruce Road 3 Bridge is proposed for replacement in 2022 due to deterioration of the current bridge and concerns about its capacity to withstand high-flow events. Flooding of the Teeswater River in February 2018, for example, resulted in road closures and heightened worries about the bridge's ongoing structural integrity.<sup>48</sup> The bridge replacement will allow for continued infrastructural functionality in this location.



**Image 23: Water levels at the Subject Site during a high-flow event in 2018**  
(Blackburn News)

According to engineers B.M. Ross, the proposed project is to replace the bridge with a new bridge in the same alignment, maintaining two lanes of traffic and two sidewalks. Wider sidewalks that the current condition are being considered in order to improve opportunities for pedestrians to enjoy views from the bridge. It is possible that the bridge replacement will eliminate the south span while still accommodating the existing mill race beneath the adjacent building, but hydrology studies are required to determine the ultimate width of the span.

Due to the proposed timeline for this development, drawings detailing the demolition plans and replacement bridge will be prepared and submitted at a later date. These plans will need to take into consideration protection measures for the historic buildings that are adjacent to the Subject Site.

In order to address the bridge's deficiencies, BM Ross identified three practical alternatives.

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<sup>48</sup> *Blackburn News*



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### **6.1 Alternative 1: Replacement of the existing bridge with a new bridge in the same location**

This option involves the replacement of the existing structure with a new concrete bridge designed in accordance with established standards of the latest edition of the Canadian Highway Bridge Design Code. A new bridge would be in the same location and road approaches would be reconstructed to accommodate a wider bridge deck.

### **6.2 Alternative 2: Replacement of the existing bridge with a new bridge in a modified location**

This option involves the replacement of the existing structure with a new concrete bridge designed in accordance with established standards of the latest edition of the Canadian Highway Bridge Design Code. A new bridge would be located in a modified location and road approaches would be reconstructed to accommodate a wider bridge deck and offset alignment.

### **6.3 Alternative 3: Do Nothing**

The ‘Do Nothing’ alternative represents the least expensive alternative. It does not, however, resolve the problem of deterioration present at the current crossing or deficiencies presented by the narrow width of the bridge deck and current load posting. The implementation of this option would therefore not address these deficiencies. This option would only be considered if the negative impacts of implementation were considerable and could not be mitigated to an acceptable degree.

## **7.0 IMPACT ASSESSMENT**

According to the MTCS's *InfoSheet #5: Heritage Impact Assessments and Conservation Plans*, "Any impact (direct or indirect, physical or aesthetic) of the proposed development or site alteration on a cultural heritage resource must be identified. The effectiveness of any proposed conservation or mitigative or avoidance measures must be evaluated on the basis of established principles, standards and guidelines for heritage conservation." The following table includes an assessment of the proposed development against the types of potential impacts identified in *InfoSheet #5*.



<b>Negative impact on a cultural heritage resource</b>	<b>Assessment for proposal at Subject Site</b>
Destruction of any, or part of any, significant heritage attributes or features	The proposed development will result in the demolition and replacement of the existing bridge. This loss of heritage fabric should be addressed by mitigation measures, as discussed in Section 7 of this report.
Alteration that is not sympathetic, or is incompatible, with the historic fabric and appearance	The proposed development will result in the demolition and replacement of the existing bridge. This loss of heritage fabric should be addressed by mitigation measures, as discussed in Section 7 of this report.
Shadows created that alter the appearance of a heritage attribute or change the viability of a natural feature or plantings, such as a garden;	The proposed development will not result in shadows that alter the appearance of a heritage attribute or change the viability of a natural feature or plantings.
Isolation of a heritage attribute from its surrounding environment, context or a significant relationship	The proposed development will result in the demolition and replacement of the existing bridge. This loss of heritage fabric should be addressed by mitigation measures, as discussed in Section 7 of this report.
Direct or indirect obstruction of significant views or vistas within, from, or of built and natural features	No significant views or vistas within, from, or of built and natural features related to the Subject Site have been identified.
A change in land use such as rezoning a battlefield from open space to residential use, allowing new development or site alteration to fill in the formerly open spaces	No change in land use will occur as a result of the proposed development.
Land disturbances such as a change in grade that alters soils, and drainage patterns that adversely affect an archaeological resource	The Subject Site is not known to contain archaeological resources and was identified as being disturbed and therefore lacking the potential to contain archaeological resources by a Stage 1-2 archaeological assessment. <sup>49</sup>
Other potential impacts	Potential demolition and construction related impacts to adjacent heritage resources including but not limited to 338 Goldie Street (Town Hall), 316 Mill Drive (Fisher Mill), 660 Queen Street North (Woolen Mill), 258 Queen Street North, and the historic dam and mill race.

<sup>49</sup> TMHC Inc. 2021



Overall, the proposed development will result in the removal of all heritage fabric from the Subject Site. This impact should be addressed by mitigation measures, as discussed in Section 8 of this report.

## 8.0 CONSIDERED ALTERNATIVES AND MITIGATION STRATEGIES

While not directly applicable to the Subject Sites, the Ministry of Transportation's (MTO) *Ontario Heritage Bridge Guidelines* (OHBG) (2008) offers a relevant and useful discussion of considerations for conservation and/or mitigation options to direct and indirect impacts to the cultural heritage value or interest of the Subject Site as identified in Section 7 of this report. The preferred alternative (Section 6, Alternative 1) corresponds with OBHG Option 8 in the tables below.

### 8.1 OBHG Conservation and Mitigation Options

OBHG Option	Discussion	Result
1) Retention of existing bridge with no major modifications undertaken.	<p>Retaining the existing bridge would avoid direct and indirect impacts to the identified heritage attributes in the short term but fail to address the primary problem triggering the EA project.</p> <p>Structural deterioration of the bridge, including its heritage attributes, would continue. Eventually, the bridge would no longer be able to carry vehicular traffic and Queen Street would be forced to close. Therefore, this is not considered a viable option.</p>	Not viable; not selected as preferred alternative.

OBHG Option	Discussion	Result
<p>2) Restoration of missing or deteriorated elements where physical or documentary evidence (e.g., photographs or drawings) exists for their design.</p>	<p>Repairing the existing bridge with sympathetic modifications would minimize direct and indirect impacts to the identified heritage attributes. Repair would also restore certain heritage attributes, such the curved concrete T-beam design and metal railings.</p> <p>Because so many of the bridge's components are at the end of their service life and because the remaining structure cannot be proven to safely support new components, the County's preferred alternative is to replace the bridge. For this reason, rehabilitation or repair of the bridge is not a feasible alternative.</p>	<p>Not viable; not selected as preferred alternative.</p>
<p>3) Retention of existing bridge with sympathetic modification.</p>	<p>Retaining the existing bridge with sympathetic modifications would limit direct and indirect impacts to the identified heritage attributes. This option would also introduce new components to the existing bridge which may represent new interpretations of heritage attributes, such as the steel railings.</p> <p>Because so many of the bridge's components are at the end of their service life and because the remaining structure cannot be proven to safely support new components, the County's preferred alternative is to replace the bridge. For this reason, rehabilitation or repair of the bridge is not a feasible alternative.</p>	<p>Not viable; not selected as preferred alternative.</p>

OBHG Option	Discussion	Result
4) Retention of existing bridge with sympathetically designed new structure in proximity.	<p>Pairing the existing bridge with a new structure in close proximity would avoid direct and indirect impacts to the identified heritage attributes in the short term but fail to address the structural deterioration triggering the EA project.</p> <p>The proximity of adjacent heritage resources and inflexibility of Queen Street's alignment as a main street in Paisley prevents the construction of a new bridge as a viable alternative. The retention of the existing bridge would also not resolve the severe structural concerns.</p>	Not viable; not selected as preferred alternative.
5) Retention of existing bridge no longer in use for vehicular purposes but adapted for a new use (e.g., pedestrian walkways, cycle paths, scenic viewing, etc.).	<p>Retaining the existing bridge in an alternative capacity would avoid direct and indirect impacts to the identified heritage attributes in the short term but fail to address the structural deterioration triggering the EA project.</p> <p>The proximity of adjacent heritage resources and inflexibility of Queen Street's alignment as a main street in Paisley requires a vehicular bridge in this location. The retention of the existing bridge would also not resolve the severe structural concerns.</p>	Not viable; not selected as preferred alternative.
6) Retention of bridge as a heritage monument for viewing purposes only.	<p>Retaining the existing bridge in an alternative capacity would avoid direct and indirect impacts to the identified heritage attributes in the short term but fail to address the structural deterioration triggering the EA project.</p> <p>The proximity of adjacent heritage resources and inflexibility of Queen Street's alignment as a main street in Paisley requires a vehicular bridge in this location.</p>	Not viable; not selected as preferred alternative.



OBHG Option	Discussion	Result
<p>7) Relocation of smaller, lighter single span bridges to an appropriate new site for continued use (see 4) or adaptive re-use (see 5).</p>	<p>Relocation of the bridge to an alternative site may be possible and help preserve the identified heritage design attributes of the bridge, however the advanced deterioration of these elements could prove prohibitive.</p> <p>As a triple span bridge, this option does not apply to the Subject Site.</p>	<p>Not viable; not selected as preferred alternative.</p>
<p>8) Bridge removal and replacement with a sympathetically designed structure.</p>	<p>Demolishing the existing bridge would result in the loss of the identified heritage design attributes of the curved concrete T-beam bridge. The bridge's infrastructural function, carrying Queen Street over the Teeswater River and the bridge's location relative to Queen Street and the Teeswater River within downtown Paisley as heritage attributes would be sustained by the new structure in Alternative 1 and lost in Alternative 2.</p> <p>Alternative 1 is considered the preferred alternative.</p> <p>The new structure should feature sympathetic design details to the previous bridge where feasible and maintain or accentuate the bridge's historical function as the primary crossing of the Teeswater River in Paisley. Features may include steel railings, bump-outs/viewing platforms, alignment with historic mill race, and other considerations.</p>	<p>Viable; selected as preferred alternative</p>

OBHG Option	Discussion	Result
a) Where possible, salvage elements/members of bridge for incorporation into new structure or for future conservation work or displays.	<p>Although, incorporating potentially salvageable components of the existing bridge, such as the steel railings, into the new structure would maintain the some of the heritage attributes of the bridge, this approach may not be viable due to the advanced deterioration of these elements. If feasible, may be possible to incorporate limited components salvaged from the extant bridge into the new bridge through railing embellishments and bump-outs</p> <p>This deterioration combined with the poor interpretive potential of salvaged materials in isolation would also limits their feasibility to create informative displays.</p>	Possibly viable; suggested part of mitigation strategy
b) Undertake full recording and documentation of existing structure.	Full recording of the existing bridge, with particular attention paid to the triple-span curved concrete T-beam design and steel railing would archive the presence and form of the bridge in the absence of its physical conservation.	Viable; suggested part of mitigation strategy

The preferred alternative (Alternative 1) is consistent with Option 8 of the OHBG. Deciding factors included deterioration of bridge components and inflexibility of bridge location including the limits imposed by adjacent heritage resources.

Option 8 will result in the loss of heritage design and contextual values which should be mitigated.

## 8.2 Mitigation Strategies for Preferred Option

- 1) In keeping with OHBG Option 8, described in Sections 10.1 and 10.2, TMHC recommends that where possible and appropriate, the final design for the replacement bridges incorporates the scale, massing, materials, and finishes of the previous curved concrete T-beam bridge and remain in its current location.

- 2) TMHC recommends the new bridge include design details sympathetic to the previous bridge where feasible and maintain or accentuate the bridge's historical function as the primary crossing of the Teeswater River in Paisley. Features may include steel railings, bump-outs/viewing platforms, consideration of the historic mill race, and other considerations. Where feasible, salvaged components of the current bridge's steel railings may be used.
- 3) TMHC recommends appropriate measures including a vibration assessment and/or monitoring and schedule of visual and/or structural integrity assessments be implemented to preserve the integrity of nearby identified and potential cultural heritage resources prior to and during bridge demolition and construction activities (including but not limited to 338 Goldie Street [Town Hall], 316 Mill Drive [Fisher Mill], 660 Queen Street North [Woolen Mill], 258 Queen Street North, and the historic dam and mill race).
- 4) In keeping with OHBG Option 8b, described in Sections 10.1 and 10.2, TMHC recommends that sufficient documentation of the bridge be undertaken prior to demolition. This CHER/HIA represents much of the documentation envisioned by MTO's *Environmental Guide for Built Heritage and Cultural Heritage Landscapes* (section 6.3.1.4) including representative images, local histories, and images of character-defining details. Additional photography, accompanied by a photographic key plan is recommended prior to demolition. TMHC recommends the production of any outstanding plan, elevation, and detail drawings with dimensions which are not represented in original engineering drawings which will be included in the documentation package.<sup>50</sup>
- 5) All documentation will be submitted to Bruce County Archives, copying MHSTCI on the accompanying cover letter.
- 6) In consultation with local stakeholders and Indigenous communities, Bruce County install a commemorative plaque or interpretive sign at the Subject Site, preferably on the western-facing viewing platform overlooking the dam, within one year of completion. Interpretive content should reference the various historical bridges at this location and their particular styles as well as the industrial history of Paisley.

Prior to implementing these recommendations, discussions with Bruce County and Municipality of Arran-Elderslie are recommended to gauge the desirability of this mitigation strategy. Resulting changes to this strategy should be forwarded to MHSTCI. The following schedule outlines when each recommendation should be implemented:

- Mitigation Recommendations 1 and 2 be considered as part of the detailed design of the new bridges.

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<sup>50</sup> Reference the Historic American Engineering Record (HAER) guidelines specific to engineering structures for more information:

<https://www.nps.gov/hdp/standards/HAER/HAERHistoryGuidelines.pdf#page=5>.





- Mitigation Recommendation 3 and 4 be completed prior to demolition.
- Mitigation Recommendation 5 be completed within two months of the completion of Mitigation Recommendation 4.
- Mitigation Recommendation 6 be considered within one year of the completion of the new bridge.

## 9.0 CONCLUSION AND RECOMMENDATIONS

The Bruce Road 3 Bridge in Paisley is proposed for replacement in 2022 due to deterioration of the current bridge and concerns about its capacity to withstand high-flow events. This CHER/HIA provided a heritage evaluation of the bridge against the criteria set out by the *Ontario Heritage Act* (OHA)'s O.Reg. 9/06, an assessment of the proposed development's impact on identified heritage attributes, and strategies for mitigating that impact.

Based on the research and analysis summarized in this CHER/HIA, the Subject Site was found to meet the O.Reg. 9/06 Criteria for its physical/design value, historical/associative value, and contextual value.

The impact assessment conducted for this CHER/HIA found that, while the proposed development is necessary to facilitate infrastructural functionality in this location, it will result in the removal of all heritage fabric from the Subject Site.

In order to address the bridge's deficiencies, BM Ross identified three practical alternatives.

- 1) Replacement of the existing bridge with a new bridge in the same location (preferred).
- 2) Replacement of the existing bridge with a new bridge in a modified location.
- 3) Do Nothing.

To mitigate the heritage impacts of the preferred alternative (Alternative 1) the following mitigation measures have been recommended.

- 1) In keeping with OHBG Option 8, described in Sections 10.1 and 10.2, TMHC recommends that where possible and appropriate, the final design for the replacement bridges incorporates the scale, massing, materials, and finishes of the previous curved concrete T-beam bridge and remain in its current location.
- 2) TMHC recommends the new bridge include design details sympathetic to the previous bridge where feasible and maintain or accentuate the bridge's historical function as the primary crossing of the Teeswater River in Paisley. Features may include steel railings, bump-outs/viewing platforms, consideration of the historic

- mill race, and other considerations. Where feasible, salvaged components of the current bridge's steel railings may be used.
- 3) TMHC recommends appropriate measures including a vibration assessment and/or monitoring and schedule of visual and/or structural integrity assessments be implemented to preserve the integrity of nearby identified and potential cultural heritage resources prior to and during bridge demolition and construction activities (including but not limited to 338 Goldie Street [Town Hall] 316 Mill Drive [Fisher Mill], 660 Queen Street North [Woolen Mill], 258 Queen Street North, and the historic dam and mill race).
  - 4) In keeping with OHBG Option 8b, described in Sections 10.1 and 10.2, TMHC recommends that sufficient documentation of the bridge be undertaken prior to demolition. This CHER/HIA represents much of the documentation envisioned by MTO's *Environmental Guide for Built Heritage and Cultural Heritage Landscapes* (section 6.3.1.4) including representative images, local histories, and images of character-defining details. Additional photography, accompanied by a photographic key plan is recommended prior to demolition. TMHC recommends the production of any outstanding plan, elevation, and detail drawings with dimensions which are not represented in original engineering drawings which will be included in the documentation package.<sup>51</sup>
  - 5) All documentation will be submitted to Bruce County Archives, copying MHSTCI on the accompanying cover letter.
  - 6) In consultation with local stakeholders and Indigenous communities, Bruce County install a commemorative plaque or interpretive sign at the Subject Site, preferably on the western-facing viewing platform overlooking the dam, within one year of completion. Interpretive content should reference the various historical bridges at this location and their particular styles as well as the industrial history of Paisley.

Prior to implementing these recommendations, discussions with Bruce County and Municipality of Arran-Elderslie are recommended to gauge the desirability of this mitigation strategy. Resulting changes to this strategy should be forwarded to MHSTCI. The following schedule outlines when each recommendation should be implemented:

- Mitigation Recommendations 1 and 2 be considered as part of the detailed design of the new bridges.
- Mitigation Recommendation 3 and 4 be completed prior to demolition.
- Mitigation Recommendation 5 be completed within two months of the completion of Mitigation Recommendation 4.

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<sup>51</sup> Reference the Historic American Engineering Record (HAER) guidelines specific to engineering structures for more information:

<https://www.nps.gov/hdp/standards/HAER/HAERHistoryGuidelines.pdf#page=5>.



- Mitigation Recommendation 6 be considered within one year of the completion of the new bridge.





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# Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes A Checklist for the Non-Specialist

The **purpose of the checklist** is to determine:

- if a property(ies) or project area:
  - is a recognized heritage property
  - may be of cultural heritage value
- it includes all areas that may be impacted by project activities, including – but not limited to:
  - the main project area
  - temporary storage
  - staging and working areas
  - temporary roads and detours

**Processes covered** under this checklist, such as:

- *Planning Act*
- *Environmental Assessment Act*
- *Aggregates Resources Act*
- *Ontario Heritage Act* – Standards and Guidelines for Conservation of Provincial Heritage Properties

## Cultural Heritage Evaluation Report (CHER)

If you are not sure how to answer one or more of the questions on the checklist, you may want to hire a qualified person(s) (see page 5 for definitions) to undertake a cultural heritage evaluation report (CHER).

The CHER will help you:

- identify, evaluate and protect cultural heritage resources on your property or project area
- reduce potential delays and risks to a project

## Other checklists

Please use a separate checklist for your project, if:

- you are seeking a Renewable Energy Approval under Ontario Regulation 359/09 – [separate checklist](#)
- your Parent Class EA document has an approved screening criteria (as referenced in Question 1)

Please refer to the Instructions pages for more detailed information and when completing this form.



Project or Property Name

Class Environmental Assessment for the Teeswater River Bridge - Paisley

Project or Property Location (upper and lower or single tier municipality)

Municipality of Arran-Elderslie (Lower Tier) and County of Bruce (Upper Tier)

Proponent Name

County of Bruce

Proponent Contact Information

Jim Donohoe

### Screening Questions

	Yes	No
1. Is there a pre-approved screening checklist, methodology or process in place?	<input type="checkbox"/>	<input type="checkbox"/>

	Yes	No
2. Has the property (or project area) been evaluated before and found <b>not</b> to be of cultural heritage value?	<input type="checkbox"/>	<input type="checkbox"/>

- add this checklist to the project file, with the appropriate documents that demonstrate a cultural heritage evaluation was undertaken

The summary and appropriate documentation may be:

- submitted as part of a report requirement
- maintained by the property owner, proponent or approval authority

If No, continue to Question 3.

	Yes	No
3. Is the property (or project area):		
a. identified, designated or otherwise protected under the <i>Ontario Heritage Act</i> as being of cultural heritage value?	<input type="checkbox"/>	<input type="checkbox"/>
b. a National Historic Site (or part of)?	<input type="checkbox"/>	<input type="checkbox"/>
c. designated under the <i>Heritage Railway Stations Protection Act</i> ?	<input type="checkbox"/>	<input type="checkbox"/>
d. designated under the <i>Heritage Lighthouse Protection Act</i> ?	<input type="checkbox"/>	<input type="checkbox"/>
e. identified as a Federal Heritage Building by the Federal Heritage Buildings Review Office (FHBRO)?	<input type="checkbox"/>	<input type="checkbox"/>
f. located within a United Nations Educational, Scientific and Cultural Organization (UNESCO) World Heritage Site?	<input type="checkbox"/>	<input type="checkbox"/>

If Yes to any of the above questions, you need to hire a qualified person(s) to undertake:

- a Cultural Heritage Evaluation Report, if a Statement of Cultural Heritage Value has not previously been prepared or the statement needs to be updated

If a Statement of Cultural Heritage Value has been prepared previously and if alterations or development are proposed, you need to hire a qualified person(s) to undertake:

- a Heritage Impact Assessment (HIA) – the report will assess and avoid, eliminate or mitigate impacts

If No, continue to Question 4.

## Part B: Screening for Potential Cultural Heritage Value

	Yes	No
4. Does the property (or project area) contain a parcel of land that:		
a. is the subject of a municipal, provincial or federal commemorative or interpretive plaque?	<input type="checkbox"/>	<input type="checkbox"/>
b. has or is adjacent to a known burial site and/or cemetery?	<input type="checkbox"/>	<input type="checkbox"/>
c. is in a Canadian Heritage River watershed?	<input type="checkbox"/>	<input type="checkbox"/>
d. contains buildings or structures that are 40 or more years old?	<input type="checkbox"/>	<input type="checkbox"/>

## Part C: Other Considerations

	Yes	No
5. Is there local or Aboriginal knowledge or accessible documentation suggesting that the property (or project area):		
a. is considered a landmark in the local community or contains any structures or sites that are important in defining the character of the area?	<input type="checkbox"/>	<input type="checkbox"/>
b. has a special association with a community, person or historical event?	<input type="checkbox"/>	<input type="checkbox"/>
c. contains or is part of a cultural heritage landscape?	<input type="checkbox"/>	<input type="checkbox"/>

**If Yes** to one or more of the above questions (Part B and C), there is potential for cultural heritage resources on the property or within the project area.

You need to hire a qualified person(s) to undertake:

- a Cultural Heritage Evaluation Report (CHER)

If the property is determined to be of cultural heritage value and alterations or development is proposed, you need to hire a qualified person(s) to undertake:

- a Heritage Impact Assessment (HIA) – the report will assess and avoid, eliminate or mitigate impacts

**If No** to all of the above questions, there is low potential for built heritage or cultural heritage landscape on the property.

The proponent, property owner and/or approval authority will:

- summarize the conclusion
- add this checklist with the appropriate documentation to the project file

The summary and appropriate documentation may be:

- submitted as part of a report requirement e.g. under the *Environmental Assessment Act*, *Planning Act* processes
- maintained by the property owner, proponent or approval authority

## Instructions

Please have the following available, when requesting information related to the screening questions below:

- a clear map showing the location and boundary of the property or project area
  - large scale and small scale showing nearby township names for context purposes
- the municipal addresses of all properties within the project area
- the lot(s), concession(s), and parcel number(s) of all properties within a project area

For more information, see the Ministry of Tourism, Culture and Sport's [Ontario Heritage Toolkit](#) or [Standards and Guidelines for Conservation of Provincial Heritage Properties](#).

In this context, the following definitions apply:

- **qualified person(s)** means individuals – professional engineers, architects, archaeologists, etc. – having relevant, recent experience in the conservation of cultural heritage resources.
- **proponent** means a person, agency, group or organization that carries out or proposes to carry out an undertaking or is the owner or person having charge, management or control of an undertaking.

### 1. Is there a pre-approved screening checklist, methodology or process in place?

An existing checklist, methodology or process may already be in place for identifying potential cultural heritage resources, including:

- one endorsed by a municipality
- an environmental assessment process e.g. screening checklist for municipal bridges
- one that is approved by the Ministry of Tourism, Culture and Sport (MTCS) under the Ontario government's [Standards & Guidelines for Conservation of Provincial Heritage Properties](#) [s.B.2.]

## Part A: Screening for known (or recognized) Cultural Heritage Value

### 2. Has the property (or project area) been evaluated before and found not to be of cultural heritage value?

Respond 'yes' to this question, if all of the following are true:

A property can be considered not to be of cultural heritage value if:

- a Cultural Heritage Evaluation Report (CHER) - or equivalent - has been prepared for the property with the advice of a qualified person and it has been determined not to be of cultural heritage value and/or
- the municipal heritage committee has evaluated the property for its cultural heritage value or interest and determined that the property is not of cultural heritage value or interest

A property may need to be re-evaluated, if:

- there is evidence that its heritage attributes may have changed
- new information is available
- the existing Statement of Cultural Heritage Value does not provide the information necessary to manage the property
- the evaluation took place after 2005 and did not use the criteria in Regulations 9/06 and 10/06

**Note:** Ontario government ministries and public bodies [prescribed under Regulation 157/10] may continue to use their existing evaluation processes, until the evaluation process required under section B.2 of the Standards & Guidelines for Conservation of Provincial Heritage Properties has been developed and approved by MTCS.

To determine if your property or project area has been evaluated, contact:

- the approval authority
- the proponent
- the Ministry of Tourism, Culture and Sport

### 3a. Is the property (or project area) identified, designated or otherwise protected under the *Ontario Heritage Act* as being of cultural heritage value e.g.:

- i. designated under the *Ontario Heritage Act*
  - individual designation (Part IV)
  - part of a heritage conservation district (Part V)



## Individual Designation – Part IV

A property that is designated:

- by a municipal by-law as being of cultural heritage value or interest [s.29 of the *Ontario Heritage Act*]
- by order of the Minister of Tourism, Culture and Sport as being of cultural heritage value or interest of provincial significance [s.34.5]. **Note:** To date, no properties have been designated by the Minister.

## Heritage Conservation District – Part V

A property or project area that is located within an area designated by a municipal by-law as a heritage conservation district [s. 41 of the *Ontario Heritage Act*].

For more information on Parts IV and V, contact:

- municipal clerk
  - [Ontario Heritage Trust](#)
  - local land registry office (for a title search)
- 

### ii. subject of an agreement, covenant or easement entered into under Parts II or IV of the *Ontario Heritage Act*

An agreement, covenant or easement is usually between the owner of a property and a conservation body or level of government. It is usually registered on title.

The primary purpose of the agreement is to:

- preserve, conserve, and maintain a cultural heritage resource
- prevent its destruction, demolition or loss

For more information, contact:

- [Ontario Heritage Trust](#) - for an agreement, covenant or easement [clause 10 (1) (c) of the *Ontario Heritage Act*]
  - municipal clerk – for a property that is the subject of an easement or a covenant [s.37 of the *Ontario Heritage Act*]
  - local land registry office (for a title search)
- 

### iii. listed on a register of heritage properties maintained by the municipality

Municipal registers are the official lists - or record - of cultural heritage properties identified as being important to the community.

Registers include:

- all properties that are designated under the *Ontario Heritage Act* (Part IV or V)
- properties that have not been formally designated, but have been identified as having cultural heritage value or interest to the community

For more information, contact:

- municipal clerk
  - municipal heritage planning staff
  - municipal heritage committee
- 

### iv. subject to a notice of:

- intention to designate (under Part IV of the *Ontario Heritage Act*)
- a Heritage Conservation District study area bylaw (under Part V of the *Ontario Heritage Act*)

A property that is subject to a **notice of intention to designate** as a property of cultural heritage value or interest and the notice is in accordance with:

- section 29 of the *Ontario Heritage Act*
- section 34.6 of the *Ontario Heritage Act*. **Note:** To date, the only applicable property is Meldrum Bay Inn, Manitoulin Island. [s.34.6]

An area designated by a municipal by-law made under section 40.1 of the *Ontario Heritage Act* as a **heritage conservation district study area**.

For more information, contact:

- municipal clerk – for a property that is the subject of notice of intention [s. 29 and s. 40.1]
  - [Ontario Heritage Trust](#)
-

- v. included in the Ministry of Tourism, Culture and Sport's list of provincial heritage properties

Provincial heritage properties are properties the Government of Ontario owns or controls that have cultural heritage value or interest.

The Ministry of Tourism, Culture and Sport (MTCS) maintains a list of all provincial heritage properties based on information provided by ministries and prescribed public bodies. As they are identified, MTCS adds properties to the list of provincial heritage properties.

For more information, contact the MTCS Registrar at [registrar@ontario.ca](mailto:registrar@ontario.ca).

### **3b. Is the property (or project area) a National Historic Site (or part of)?**

National Historic Sites are properties or districts of national historic significance that are designated by the Federal Minister of the Environment, under the *Canada National Parks Act*, based on the advice of the Historic Sites and Monuments Board of Canada.

For more information, see the [National Historic Sites website](#).

### **3c. Is the property (or project area) designated under the *Heritage Railway Stations Protection Act*?**

The *Heritage Railway Stations Protection Act* protects heritage railway stations that are owned by a railway company under federal jurisdiction. Designated railway stations that pass from federal ownership may continue to have cultural heritage value.

For more information, see the [Directory of Designated Heritage Railway Stations](#).

### **3d. Is the property (or project area) designated under the *Heritage Lighthouse Protection Act*?**

The *Heritage Lighthouse Protection Act* helps preserve historically significant Canadian lighthouses. The Act sets up a public nomination process and includes heritage building conservation standards for lighthouses which are officially designated.

For more information, see the [Heritage Lighthouses of Canada](#) website.

### **3e. Is the property (or project area) identified as a Federal Heritage Building by the Federal Heritage Buildings Review Office?**

The role of the Federal Heritage Buildings Review Office (FHBRO) is to help the federal government protect the heritage buildings it owns. The policy applies to all federal government departments that administer real property, but not to federal Crown Corporations.

For more information, contact the [Federal Heritage Buildings Review Office](#).

See a [directory of all federal heritage designations](#).

### **3f. Is the property (or project area) located within a United Nations Educational, Scientific and Cultural Organization (UNESCO) World Heritage Site?**

A UNESCO World Heritage Site is a place listed by UNESCO as having outstanding universal value to humanity under the Convention Concerning the Protection of the World Cultural and Natural Heritage. In order to retain the status of a World Heritage Site, each site must maintain its character defining features.

Currently, the Rideau Canal is the only World Heritage Site in Ontario.

For more information, see Parks Canada – [World Heritage Site website](#).

## **Part B: Screening for potential Cultural Heritage Value**

### **4a. Does the property (or project area) contain a parcel of land that has a municipal, provincial or federal commemorative or interpretive plaque?**

Heritage resources are often recognized with formal plaques or markers.

Plaques are prepared by:

- municipalities
- provincial ministries or agencies
- federal ministries or agencies
- local non-government or non-profit organizations

For more information, contact:

- [municipal heritage committees](#) or local heritage organizations – for information on the location of plaques in their community
- Ontario Historical Society's [Heritage directory](#) – for a list of historical societies and heritage organizations
- Ontario Heritage Trust – for a [list of plaques](#) commemorating Ontario's history
- Historic Sites and Monuments Board of Canada – for a [list of plaques](#) commemorating Canada's history

**4b. Does the property (or project area) contain a parcel of land that has or is adjacent to a known burial site and/or cemetery?**

For more information on known cemeteries and/or burial sites, see:

- Cemeteries Regulations, Ontario Ministry of Consumer Services – for a [database of registered cemeteries](#)
- Ontario Genealogical Society (OGS) – to [locate records of Ontario cemeteries](#), both currently and no longer in existence; cairns, family plots and burial registers
- Canadian County Atlas Digital Project – to [locate early cemeteries](#)

In this context, adjacent means contiguous or as otherwise defined in a municipal official plan.

**4c. Does the property (or project area) contain a parcel of land that is in a Canadian Heritage River watershed?**

The Canadian Heritage River System is a national river conservation program that promotes, protects and enhances the best examples of Canada's river heritage.

Canadian Heritage Rivers must have, and maintain, outstanding natural, cultural and/or recreational values, and a high level of public support.

For more information, contact the [Canadian Heritage River System](#).

If you have questions regarding the boundaries of a watershed, please contact:

- your conservation authority
- municipal staff

**4d. Does the property (or project area) contain a parcel of land that contains buildings or structures that are 40 or more years old?**

A 40 year 'rule of thumb' is typically used to indicate the potential of a site to be of cultural heritage value. The approximate age of buildings and/or structures may be estimated based on:

- history of the development of the area
- fire insurance maps
- architectural style
- building methods

Property owners may have information on the age of any buildings or structures on their property. The municipality, local land registry office or library may also have background information on the property.

**Note:** 40+ year old buildings or structure do not necessarily hold cultural heritage value or interest; their age simply indicates a higher potential.

A building or structure can include:

- residential structure
- farm building or outbuilding
- industrial, commercial, or institutional building
- remnant or ruin
- engineering work such as a bridge, canal, dams, etc.

For more information on researching the age of buildings or properties, see the Ontario Heritage Tool Kit Guide [Heritage Property Evaluation](#).

## Part C: Other Considerations

### **5a. Is there local or Aboriginal knowledge or accessible documentation suggesting that the property (or project area) is considered a landmark in the local community or contains any structures or sites that are important to defining the character of the area?**

Local or Aboriginal knowledge may reveal that the project location is situated on a parcel of land that has potential landmarks or defining structures and sites, for instance:

- buildings or landscape features accessible to the public or readily noticeable and widely known
- complexes of buildings
- monuments
- ruins

### **5b. Is there local or Aboriginal knowledge or accessible documentation suggesting that the property (or project area) has a special association with a community, person or historical event?**

Local or Aboriginal knowledge may reveal that the project location is situated on a parcel of land that has a special association with a community, person or event of historic interest, for instance:

- Aboriginal sacred site
- traditional-use area
- battlefield
- birthplace of an individual of importance to the community

### **5c. Is there local or Aboriginal knowledge or accessible documentation suggesting that the property (or project area) contains or is part of a cultural heritage landscape?**

Landscapes (which may include a combination of archaeological resources, built heritage resources and landscape elements) may be of cultural heritage value or interest to a community.

For example, an Aboriginal trail, historic road or rail corridor may have been established as a key transportation or trade route and may have been important to the early settlement of an area. Parks, designed gardens or unique landforms such as waterfalls, rock faces, caverns, or mounds are areas that may have connections to a particular event, group or belief.

For more information on Questions 5.a., 5.b. and 5.c., contact:

- Elders in Aboriginal Communities or community researchers who may have information on potential cultural heritage resources. Please note that Aboriginal traditional knowledge may be considered sensitive.
- [municipal heritage committees](#) or local heritage organizations
- Ontario Historical Society's "[Heritage Directory](#)" - for a list of historical societies and heritage organizations in the province

An internet search may find helpful resources, including:

- historical maps
- historical walking tours
- municipal heritage management plans
- cultural heritage landscape studies
- municipal cultural plans

Information specific to trails may be obtained through [Ontario Trails](#).



The **purpose of the checklist** is to determine:

- if a property(ies) or project area may contain archaeological resources i.e., have archaeological potential
- it includes all areas that may be impacted by project activities, including – but not limited to:
  - the main project area
  - temporary storage
  - staging and working areas
  - temporary roads and detours

**Processes covered** under this checklist, such as:

- *Planning Act*
- *Environmental Assessment Act*
- *Aggregates Resources Act*
- *Ontario Heritage Act* – Standards and Guidelines for Conservation of Provincial Heritage Properties

### Archaeological assessment

If you are not sure how to answer one or more of the questions on the checklist, you may want to hire a licensed consultant archaeologist (see page 4 for definitions) to undertake an archaeological assessment.

The assessment will help you:

- identify, evaluate and protect archaeological resources on your property or project area
- reduce potential delays and risks to your project

**Note:** By law, archaeological assessments **must** be done by a licensed consultant archaeologist. Only a licensed archaeologist can assess – or alter – an archaeological site.

### What to do if you:

- **find an archaeological resource**

If you find something you think may be of archaeological value during project work, you must – by law – stop all activities immediately and contact a licensed consultant archaeologist

The archaeologist will carry out the fieldwork in compliance with the *Ontario Heritage Act* [s.48(1)].

- **unearth a burial site**

If you find a burial site containing human remains, you must immediately notify the appropriate authorities (i.e., police, coroner's office, and/or Registrar of Cemeteries) and comply with the *Funeral, Burial and Cremation Services Act*.

### Other checklists

Please use a separate checklist for your project, if:

- you are seeking a Renewable Energy Approval under Ontario Regulation 359/09 – [separate checklist](#)
- your Parent Class EA document has an approved screening criteria (as referenced in Question 1)

Please refer to the Instructions pages when completing this form.

Project or Property Name

Class Environmental Assessment for the Teeswater River Bridge - Paisley

Project or Property Location (upper and lower or single tier municipality)

Municipality of Arran-Elderslie (Lower Tier) and County of Bruce (Upper Tier)

Proponent Name

County of Bruce

Proponent Contact Information

Jim Donohoe

### Screening Questions

	Yes	No
1. Is there a pre-approved screening checklist, methodology or process in place?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**If Yes**, please follow the pre-approved screening checklist, methodology or process.

**If No**, continue to Question 2.

	Yes	No
2. Has an archaeological assessment been prepared for the property (or project area) and been accepted by MTCS?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**If Yes**, do **not** complete the rest of the checklist. You are expected to follow the recommendations in the archaeological assessment report(s).

The proponent, property owner and/or approval authority will:

- summarize the previous assessment
- add this checklist to the project file, with the appropriate documents that demonstrate an archaeological assessment was undertaken e.g., MTCS letter stating acceptance of archaeological assessment report

The summary and appropriate documentation may be:

- submitted as part of a report requirement e.g., environmental assessment document
- maintained by the property owner, proponent or approval authority

**If No**, continue to Question 3.

	Yes	No
3. Are there known archaeological sites on or within 300 metres of the property (or the project area)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Yes	No
4. Is there Aboriginal or local knowledge of archaeological sites on or within 300 metres of the property (or project area)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Yes	No
5. Is there Aboriginal knowledge or historically documented evidence of past Aboriginal use on or within 300 metres of the property (or project area)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Yes	No
6. Is there a known burial site or cemetery on the property or adjacent to the property (or project area)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Yes	No
7. Has the property (or project area) been recognized for its cultural heritage value?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**If Yes** to any of the above questions (3 to 7), do **not** complete the checklist. Instead, you need to hire a licensed consultant archaeologist to undertake an archaeological assessment of your property or project area.

**If No**, continue to question 8.

	Yes	No
8. Has the entire property (or project area) been subjected to recent, extensive and intensive disturbance?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**If Yes** to the preceding question, do **not** complete the checklist. Instead, please keep and maintain a summary of documentation that provides evidence of the recent disturbance.

An archaeological assessment is not required.

**If No**, continue to question 9.

	Yes	No
9. Are there present or past water sources within 300 metres of the property (or project area)?	<input type="checkbox"/>	<input type="checkbox"/>

**If Yes**, an archaeological assessment is required.

**If No**, continue to question 10.

	Yes	No
10. Is there evidence of two or more of the following on the property (or project area)?	<input type="checkbox"/>	<input type="checkbox"/>

- elevated topography
- pockets of well-drained sandy soil
- distinctive land formations
- resource extraction areas
- early historic settlement
- early historic transportation routes

**If Yes**, an archaeological assessment is required.

**If No**, there is low potential for archaeological resources at the property (or project area).

The proponent, property owner and/or approval authority will:

- summarize the conclusion
- add this checklist with the appropriate documentation to the project file

The summary and appropriate documentation may be:

- submitted as part of a report requirement e.g., under the *Environmental Assessment Act*, *Planning Act* processes
- maintained by the property owner, proponent or approval authority

## Instructions

Please have the following available, when requesting information related to the screening questions below:

- a clear map showing the location and boundary of the property or project area
  - large scale and small scale showing nearby township names for context purposes
- the municipal addresses of all properties within the project area
- the lot(s), concession(s), and parcel number(s) of all properties within a project area

In this context, the following definitions apply:

- **consultant archaeologist** means, as defined in Ontario regulation as an archaeologist who enters into an agreement with a client to carry out or supervise archaeological fieldwork on behalf of the client, produce reports for or on behalf of the client and provide technical advice to the client. In Ontario, these people also are required to hold a valid professional archaeological licence issued by the Ministry of Tourism, Culture and Sport.
- **proponent** means a person, agency, group or organization that carries out or proposes to carry out an undertaking or is the owner or person having charge, management or control of an undertaking.

### 1. Is there a pre-approved screening checklist, methodology or process in place?

An existing checklist, methodology or process may be already in place for identifying archaeological potential, including:

- one prepared and adopted by the municipality e.g., archaeological management plan
- an environmental assessment process e.g., screening checklist for municipal bridges
- one that is approved by the Ministry of Tourism, Culture and Sport under the Ontario government's [Standards & Guidelines for Conservation of Provincial Heritage Properties](#) [s. B.2.]

### 2. Has an archaeological assessment been prepared for the property (or project area) and been accepted by MTCS?

Respond 'yes' to this question, if all of the following are true:

- an archaeological assessment report has been prepared and is in compliance with MTCS requirements
  - a letter has been sent by MTCS to the licensed archaeologist confirming that MTCS has added the report to the Ontario Public Register of Archaeological Reports (Register)
- the report states that there are no concerns regarding impacts to archaeological sites

Otherwise, if an assessment has been completed and deemed compliant by the MTCS, and the ministry recommends further archaeological assessment work, this work will need to be completed.

For more information about archaeological assessments, contact:

- approval authority
- proponent
- consultant archaeologist
- Ministry of Tourism, Culture and Sport at [archaeology@ontario.ca](mailto:archaeology@ontario.ca)

### 3. Are there known archaeological sites on or within 300 metres of the property (or project area)?

MTCS maintains a database of archaeological sites reported to the ministry.

For more information, contact MTCS Archaeological Data Coordinator at [archaeology@ontario.ca](mailto:archaeology@ontario.ca).

### 4. Is there Aboriginal or local knowledge of archaeological sites on or within 300 metres of the property?

Check with:

- Aboriginal communities in your area
- local municipal staff

They may have information about archaeological sites that are not included in MTCS' database.

Other sources of local knowledge may include:

- property owner
- [local heritage organizations and historical societies](#)
- local museums
- [municipal heritage committee](#)
- published local histories



## 5. Is there Aboriginal knowledge or historically documented evidence of past Aboriginal use on or within 300 metres of the property (or property area)?

Check with:

- Aboriginal communities in your area
- local municipal staff

Other sources of local knowledge may include:

- property owner
- [local heritage organizations and historical societies](#)
- local museums
- [municipal heritage committee](#)
- published local histories

## 6. Is there a known burial site or cemetery on the property or adjacent to the property (or project area)?

For more information on known cemeteries and/or burial sites, see:

- Cemeteries Regulation Unit, Ontario Ministry of Consumer Services – for [database of registered cemeteries](#)
- Ontario Genealogical Society (OGS) – to [locate records of Ontario cemeteries](#), both currently and no longer in existence; cairns, family plots and burial registers
- Canadian County Atlas Digital Project – to [locate early cemeteries](#)

In this context, ‘adjacent’ means ‘contiguous’, or as otherwise defined in a municipal official plan.

## 7. Has the property (or project area) been recognized for its cultural heritage value?

There is a strong chance there may be archaeological resources on your property (or immediate area) if it has been listed, designated or otherwise identified as being of cultural heritage value by:

- your municipality
- Ontario government
- Canadian government

This includes a property that is:

- designated under *Ontario Heritage Act* (the OHA ), including:
  - individual designation (Part IV)
  - part of a heritage conservation district (Part V)
  - an archaeological site (Part VI)
- subject to:
  - an agreement, covenant or easement entered into under the OHA (Parts II or IV)
  - a notice of intention to designate (Part IV)
  - a heritage conservation district study area by-law (Part V) of the OHA
- listed on:
  - a municipal register or inventory of heritage properties
  - Ontario government’s list of provincial heritage properties
  - Federal government’s list of federal heritage buildings
- part of a:
  - National Historic Site
  - UNESCO World Heritage Site
- designated under:
  - *Heritage Railway Station Protection Act*
  - *Heritage Lighthouse Protection Act*
- subject of a municipal, provincial or federal commemorative or interpretive plaque.

To determine if your property or project area is covered by any of the above, see:

- Part A of the MTCS Criteria for Evaluating Potential for Built Heritage and Cultural Heritage Landscapes

## Part VI – Archaeological Sites

Includes five sites designated by the Minister under Regulation 875 of the Revised Regulation of Ontario, 1990 (Archaeological Sites) and 3 marine archaeological sites prescribed under Ontario Regulation 11/06.

For more information, check [Regulation 875](#) and [Ontario Regulation 11/06](#).

### 8. Has the entire property (or project area) been subjected to recent extensive and intensive ground disturbance?

Recent: after-1960

Extensive: over all or most of the area

Intensive: thorough or complete disturbance

Examples of ground disturbance include:

- quarrying
- major landscaping – involving grading below topsoil
- building footprints and associated construction area
  - where the building has deep foundations or a basement
- infrastructure development such as:
  - sewer lines
  - gas lines
  - underground hydro lines
  - roads
  - any associated trenches, ditches, interchanges. **Note:** this applies only to the excavated part of the right-of-way; the remainder of the right-of-way or corridor may not have been impacted.

A ground disturbance does **not** include:

- agricultural cultivation
- gardening
- landscaping

#### Site visits

You can typically get this information from a site visit. In that case, please document your visit in the process (e.g., report) with:

- photographs
- maps
- detailed descriptions

If a disturbance isn't clear from a site visit or other research, you need to hire a licensed consultant archaeologist to undertake an archaeological assessment.

### 9. Are there present or past water bodies within 300 metres of the property (or project area)?

Water bodies are associated with past human occupations and use of the land. About 80-90% of archaeological sites are found within 300 metres of water bodies.

#### Present

- Water bodies:
  - primary - lakes, rivers, streams, creeks
  - secondary - springs, marshes, swamps and intermittent streams and creeks
- accessible or inaccessible shoreline, for example:
  - high bluffs
  - swamps
  - marsh fields by the edge of a lake
  - sandbars stretching into marsh

Water bodies not included:

- man-made water bodies, for example:
  - temporary channels for surface drainage
  - rock chutes and spillways
  - temporarily ponded areas that are normally farmed
  - dugout ponds
- artificial bodies of water intended for storage, treatment or recirculation of:
  - runoff from farm animal yards
  - manure storage facilities
  - sites and outdoor confinement areas

## Past

Features indicating past water bodies:

- raised sand or gravel beach ridges – can indicate glacial lake shorelines
- clear dip in the land – can indicate an old river or stream
- shorelines of drained lakes or marshes
- cobble beaches

You can get information about water bodies through:

- a site visit
- aerial photographs
- 1:10,000 scale [Ontario Base Maps](#) - or [equally detailed and scaled maps](#).

## 10. Is there evidence of two or more of the following on the property (or project area)?

- elevated topography
- pockets of well-drained sandy soil
- distinctive land formations
- resource extraction areas
- early historic settlement
- early historic transportation routes

### • **Elevated topography**

Higher ground and elevated positions - surrounded by low or level topography - often indicate past settlement and land use.

Features such as eskers, drumlins, sizeable knolls, plateaus next to lowlands, or other such features are a strong indication of archaeological potential.

Find out if your property or project area has elevated topography, through:

- site inspection
- aerial photographs
- [topographical maps](#)

### • **Pockets of well-drained sandy soil, especially within areas of heavy soil or rocky ground**

Sandy, well-drained soil - in areas characterized by heavy soil or rocky ground - may indicate archaeological potential

Find out if your property or project area has sandy soil through:

- site inspection
- [soil survey reports](#)

- **Distinctive land formations**

Distinctive land formations include – but are not limited to:

- waterfalls
- rock outcrops
- rock faces
- caverns
- mounds, etc.

They were often important to past inhabitants as special or sacred places. The following sites may be present – or close to – these formations:

- burials
- structures
- offerings
- rock paintings or carvings

Find out if your property or project areas has a distinctive land formation through:

- a site visit
- aerial photographs
- 1:10,000 scale [Ontario Base Maps](#) - or [equally detailed and scaled maps](#).

- **Resource extraction areas**

The following resources were collected in these extraction areas:

- food or medicinal plants e.g., migratory routes, spawning areas, prairie
- scarce raw materials e.g., quartz, copper, ochre or outcrops of chert
- resources associated with early historic industry e.g., fur trade, logging, prospecting, mining

Aboriginal communities may hold traditional knowledge about their past use or resources in the area.

- **Early historic settlement**

Early Euro-Canadian settlement include – but are not limited to:

- early military or pioneer settlement e.g., pioneer homesteads, isolated cabins, farmstead complexes
- early wharf or dock complexes
- pioneers churches and early cemeteries

For more information, see below – under the early historic transportation routes.

- **Early historic transportation routes** - such as trails, passes, roads, railways, portage routes, canals.

For more information, see:

- historical maps and/or historical atlases
  - for information on early settlement patterns such as trails (including Aboriginal trails), monuments, structures, fences, mills, historic roads, rail corridors, canals, etc.
  - [Archives of Ontario](#) holds a large collection of historical maps and historical atlases
  - digital versions of historic atlases are available on the [Canadian County Atlas Digital Project](#)
- commemorative markers or plaques such as local, [provincial](#) or [federal](#) agencies
- [municipal heritage committee](#) or other [local heritage organizations](#)
  - for information on early historic settlements or landscape features (e.g., fences, mill races, etc.)
  - for information on commemorative markers or plaques



October 25, 2021

EMAIL ONLY

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**MHSTCI File : 0011648**  
**Proponent : County of Bruce**  
**Subject : Cultural Heritage Evaluation Report and Heritage Impact Assessment**  
**Project : Replacement of the Teeswater River Bridge**  
**Location : Bruce Road 3 in the community of Paisley, Township of Arran-Elderslie, County of Bruce**

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Dear Kelly Vader;

Thank you for providing the Ministry of Heritage, Sport, Tourism and Cultural Industries (MHSTCI) with the combined Cultural Heritage Evaluation Report and Heritage Impact Assessment (CHER/HIA) for the above-mentioned bridge on Bruce Road 3, prepared by Timmins Martelle Heritage Consultants Inc., and dated April 2021, for review and comment.

As you are aware, MHSTCI's interest in this Environmental Assessment (EA) project relates to its mandate of conserving Ontario's cultural heritage, which includes archaeological resources, built heritage resources and cultural heritage landscapes. Under the EA process, the proponent is required to determine a project's potential impact on cultural heritage resources.

### **Project Summary**

The County of Bruce has initiated a Class EA process to consider options associated with the replacement of the Teeswater River Bridge where Bruce Road 3 (Queen Street South) spans the Teeswater River. This project is following the planning process established for Schedule C activities as described in the Municipal Engineers Association's Municipal Class Environmental Assessment (Class EA) document.

### **Comments**

We have reviewed the above referenced CHER/HIA and have the following observations and recommendations to align with MHSTCI's best practices requirements under an EA process.

- Section 4.3 (Environmental Assessment Act (1990)) - This section should make references to the Municipal Class EA's associated checklist for municipal bridges (Municipal Heritage Bridges Cultural, Heritage and Archaeological Resources Assessment Checklist Revised April 11, 2014).

- Section 6.0 (Impact Assessment) – The table in this section indicates that the subject site is not known to contain archaeological resources. The CHER/HIA should provide documentation that supports this assertion. We noticed that the Stage 1 and 2 Archaeological Assessment (under Project Information Form number 027-178-2012) in the Bibliography section. However, the area assessed by this AA is not aligned with the EA study area. We recommend that this section be clarified and supported by documentation.

The [Municipal Heritage Bridges: Cultural, Heritage & Archaeological Resources Assessment Checklist should be completed.](#) If Part D of the checklist indicates that an archaeological assessment is required, then it is to be conducted during the planning phase. Archaeological assessments are required to be undertaken by an archaeologist licenced under the *Ontario Heritage Act* (OHA), who is responsible for submitting the report directly to MHSTCI for review.

- Section 7.0 (Considered Alternatives and Mitigation Strategies) – This section references the 8 conservation options included in Section 4.3 of the Ontario Heritage Bridge Guidelines (MTO, 2008).

The options are regarded as appropriate in managing interventions for municipal heritage bridges. They are arranged according to level or degree of intervention from minimum to maximum. They are to be applied in rank order such that Option 1 must be shown to be non-viable, before Option 2 can be considered and so on. Removal or demolition is a last resort and should only be considered all other alternatives have been reviewed.

We have attached two examples of how the assessment of impacts should be discussed/documented. We recommend that this section be revised accordingly.

- Community input should be sought to identify locally recognized and potential cultural heritage resources. Sources include, but are not limited to, municipal heritage committees, historical societies and other local heritage organizations. Cultural heritage resources are often of critical importance to Indigenous communities. Indigenous communities may have knowledge that can contribute to the identification of cultural heritage resources, and we suggest that any engagement with Indigenous communities includes a discussion about known or potential cultural heritage resources that are of value to them.
- Section 8 - Where demolition, removal and replacement of the bridge be selected as the preferred option, we recommend the following additional mitigation options:
  - The final design for the replacement bridge incorporates the scale, massing, materials and finishes of the original bridge where possible and appropriate.
  - MHSTCI recommends that additional guidelines be included to guide the design for the replacement of the bridge and ensure the replacement bridge is sympathetic to surrounding cultural heritage resources.
  - The bridge be documented to the standard outlined according to section 6.3.1.4 of the MTO Environmental Guide for Built Heritage and Cultural Heritage Landscapes (2007), as well as to be documented according to the Historic American Engineering Record (HAER) guidelines. Documentation will be undertaken by a qualified heritage consultant.
  - The above noted documentation will be deposited with the County's and Town's appropriate institutions such as the library, museum and/or archives. When sending the documentation to the institutions, the County shall copy MHSTCI on the cover letter.

- Install a commemorative/interpretative plaque, at or near the crossing(s), which will outline the history of the crossing/area and incorporate historic photographs. The County must consult with the Town and, as appropriate, with Indigenous communities, to develop the plaque within one year after the construction of the new bridge(s) This section should also include a schedule for implementing and monitoring proposed changes.
- Section 9.0 (Bibliography) should include a reference to the 2017 Inspection Report referenced in section 7.1 (Alternative Options). The report's findings should be expanded upon in section 3.0 (Existing Conditions) and used to support the analysis undertaken in section 7.0 (Considered Alternatives and Mitigation Strategies) – See comments above

### **Environmental Assessment Reporting**

All technical cultural heritage studies and their recommendations are to be addressed and incorporated into EA projects.

Given that the bridge was found to be of cultural heritage value or interest, MHSTCI recommends that the CHER/HIA be publicly disclosed for any interested groups and persons for review and comment as part of the EA process.

Thank you for the opportunity to review the CHE/HIA. Please continue to send any notices or information related to this project to me and Karla Barboza ([karla.barboza@ontario.ca](mailto:karla.barboza@ontario.ca)). If you have any questions or require clarification, please do not hesitate to contact me.

Sincerely,

Joseph Harvey  
Heritage Planner  
Heritage Planning Unit  
[joseph.harvey@Ontario.ca](mailto:joseph.harvey@Ontario.ca)

Copied to: Karla Barboza, (A) Team Lead – Heritage, MHSTCI

It is the sole responsibility of proponents to ensure that any information and documentation submitted as part of their EA report or file is accurate. MHSTCI makes no representation or warranty as to the completeness, accuracy or quality of the any checklists, reports or supporting documentation submitted as part of the EA process, and in no way shall MHSTCI be liable for any harm, damages, costs, expenses, losses, claims or actions that may result if any checklists, reports or supporting documents are discovered to be inaccurate, incomplete, misleading or fraudulent.

Please notify MHSTCI if archaeological resources are impacted by EA project work. All activities impacting archaeological resources must cease immediately, and a licensed archaeologist is required to carry out an archaeological assessment in accordance with the Ontario Heritage Act and the Standards and Guidelines for Consultant Archaeologists.

If human remains are encountered, all activities must cease immediately and the local police as well as the Registrar, Burials of the Ministry of Government and Consumer Services (416-326-8800) must be contacted. In situations where human remains are associated with archaeological resources, MHSTCI should also be notified to ensure that the site is not subject to unlicensed alterations which would be a contravention of the Ontario Heritage Act.