

APPENDIX C

CULTURAL HERITAGE REPORT (ARCHAEOLOGICAL RESEARCH ASSOCIATES LTD.)

**If technical reports are required in an alternative format for accessibility needs,
please contact:**

Maged Elmadhoon, M.Eng., P.Eng.

Manager, Transportation Planning

1815 Sir Isaac Brock Way, PO Box 1042

Thorold, Ontario, L2V 4T7

Telephone: (905) 980-6000 ext. 3583

Email: Maged.Elmadhoon@niagararegion.ca



Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment

**Lundy's Lane Schedule C Municipal Class Environmental Assessment for the
Reconstruction of Regional Road 20 (Lundy's Lane) between Highland Avenue and
Regional Road 98 (Montrose Road)**

**2021-RFP-85
City of Niagara Falls
Regional Municipality of Niagara
Part of Lots 131-133, 140-142
Geographic Township of Stamford
Former Welland County**

Prepared for
Samantha Beam
Urban & Environmental Management Inc.
4701 St. Clair Avenue- Suite 301
Niagara Falls, ON, L2E 3S9
Tel: 1 (905) 371-9764, ext. 225
Email: gtaras@uemconsulting.com

By
Archaeological Research Associates Ltd.
50 Nebo Road, Unit 1
Hamilton, ON L8W 2E3
Tel: (519) 804-2291 Fax: (519) 286-0493
www.araheritage.ca

HR-359-2021
ARA File # 2021-0260-02

Original
2/12/2021

Revised
17/08/2026

EXECUTIVE SUMMARY

Under an initial contract awarded in September 2021, Archaeological Research Associates Ltd. (ARA) carried out a Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment as part of the *Schedule C Municipal Class Environmental Assessment for the Reconstruction of Regional Road 20 (Lundy's Lane) between Highland Avenue and Regional Road 98 (Montrose Road)* (henceforth proposed project) in the City of Niagara Falls, Regional Municipality of Niagara, Ontario.

The purpose of this assessment is to identify and evaluate the cultural heritage resources within and adjacent to the study area that may be impacted by the proposed project. The study area consists of Regional Road 20 (Lundy's Lane) from Highland Avenue to Regional Road 98 (Montrose Road) with a total length of approximately 1.7 kilometres. This study area is bounded by Regional Road 98 (Montrose Road) to the east and Highland Avenue to the west. In legal terms, the study area is on Part of Lots 131-133, 140-142 Geographic Township of Stamford, Former Welland County.

In May 2026, the Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment was revised to address comments received from the Ministry of Citizenship and Multiculturalism and to reflect the preferred design of the roadway. While the Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment has been revised to reflect the preferred design as outlined in the Environmental Assessment submission and identify any associated impacts and mitigation measures, the report reflects the assessment and policy considerations in place at the time of the report's initial submission in 2021.

This assessment was conducted in accordance with the aims of the *Environmental Assessment Act*, R.S.O. 1990, *Provincial Planning Statement* (2024), the *Ontario Heritage Act*, R.S.O. 1990, c. O.18, and the Ontario Heritage Tool Kit series (MCM 2025).

The Cultural Heritage Assessment Report approach included:

- Background research concerning the project and historical context of the study area;
- Consultation with City of Niagara Falls staff regarding heritage matters in the study area;
- Identification of any designated or recognized properties within and adjacent to the study area;
- On-site inspection and creation of an inventory of all properties with potential Built Heritage Resources and Cultural Heritage Landscapes within and adjacent to the study area;
- A description of the location and nature of potential cultural heritage resources;
- Evaluation of each potential cultural heritage resource against the criteria set out in Ontario Regulation 9/06 for determining cultural heritage value or interest;
- Evaluation of potential project impacts; and
- Provision of suggested strategies for the future conservation of identified cultural heritage resources.

As a result of consultation, historic research, existing recognition, and field survey, three Cultural Heritage Landscapes and 12 Built Heritage Resources were identified within and adjacent to the study area.

This Cultural Heritage Report has assessed the impacts associated with the preferred design and found that the proposed roadway improvements will have a direct or indirect impact on the

identified cultural heritage resources. Therefore, the following mitigation measures reflecting best practices that will avoid any accidental adverse impacts to cultural heritage resources are recommended:

- That the preferred design should continue to avoid impacts to the identified heritage resources where possible;
- That, in coordination with the owner (Canada One Outlets) the plaque within CHR-1 be removed and safely stored prior to construction initiation. Following construction, the plaque should be reinstated to pre-construction conditions.
- The following mitigation measures are recommended for CHR-2 and CHR-5 to CHR-14:
 - Storage and construction staging areas should avoid the identified cultural heritage resource
 - Buffer zones in the form of construction fencing should be erected along the property/monuments to ensure they are not damaged by any construction machinery or vehicles.
 - Given the adjacency of the identified cultural heritage resources to the project works, the project may result in minor indirect vibration impacts. The following recommendations should be considered during detailed design:
 - Consult a qualified Engineer:
 - As the CHRs are or contain components within the ROW and well within the limit of the recommended buffer suggested for vibration monitoring (i.e., 60 m from the proposed works; Carmen et al. 2012:31), consult a qualified Engineer to determine if a Zone of influence (ZOI) Study is required.
 - If required, complete a ZOI Study (conducted by a qualified Engineer) to determine if ground vibrations from the proposed work may damage the monuments or graves located along the southern edge of the property.
 - If the ZOI Study determines the proposed works have the potential to damage components of the property, the study should recommend:
 - Ground vibration limits to avoid potential damage to the monuments and graves within the property.
 - Construction vibration monitoring processes and procedures be implemented to avoid vibration limit exceedances.
 - If necessary, provide mitigation measures to assist in maintaining the vibrations within the proposed limits.

The following considerations and recommendations should also be undertaken:

- That the above mitigation measures be implemented and considered in subsequent planning and design phases.
- That if the preferred option changes, the new design should be reviewed against the findings in this Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment and an update provided in an Impact Memo. Specifically, the memo should review all identified heritage resources and evaluate any impact of the design (or alternative design concepts), as well as outline avoidance/mitigation measures to minimize the impact. Depending on the nature of the impact (i.e., demolition, significant modification, or alteration) the review may result in additional studies being recommended (i.e., a Cultural Heritage Evaluation Report, Heritage Impact Assessment, Conservation Plan etc.). The review should be undertaken by a qualified heritage professional.

- That this Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment should be provided to staff/planners at the municipal and regional level as needed.

TABLE OF CONTENTS

1.0	PROJECT CONTEXT	1
2.0	LEGISLATION AND POLICY REVIEW	4
2.1	Federal Guidelines	4
2.2	Provincial Policies and Guidelines	4
2.3	Policy Conclusion	5
3.0	KEY CONCEPTS	5
4.0	HISTORICAL CONTEXT	7
4.1.1	Pre-Contact	7
4.1.2	Past and Present Land Use	8
4.2	City of the Falls	9
4.3	Drummondville (Niagara Falls)	9
4.4	Hydro Canal	9
4.5	Study Area History	10
4.6	Mapping and Imagery Analysis	10
5.0	INFORMATION GATHERING	16
6.0	IDENTIFICATION OF KNOWN AND POTENTIAL BUILT HERITAGE RESOURCES AND CULTURAL HERITAGE LANDSCAPES	19
7.0	DESCRIPTION OF PROPOSED UNDERTAKING AND PREFERRED ALTERNATIVE	29
7.1	Proposed Road Cross Sections	30
8.0	IDENTIFICATION OF POTENTIAL (PROJECT SPECIFIC) IMPACT AND PROPOSED MITIGATION MEASURES	40
8.1	Analysis of Potential Impacts	40
8.2	Mitigation Measures and Recommendations	40
9.0	SUMMARY AND NEXT STEPS OR RECOMMENDATIONS	58
10.0	BIBLIOGRAPHY AND SOURCES	60

MAPS

Map 1: Study Area in the City of Niagara Falls	2
Map 2: Aerial Image of Study Area in the City of Niagara Falls	3
Map 3: G.R. and G.M. Tremaine's Tremaine's Map of the Counties of Lincoln and Welland (1862)	12
Map 4: Parsell and Co.'s <i>Illustrated Historical Atlas of the Counties of Lincoln and Welland</i> (1876)	13
Map 5: Topographic Map of the Study Area (1906)	14
Map 6: Aerial Image (1934) Showing Study Area	15
Map 7: Assessment Results: Tile 1	55
Map 8: Assessment Results: Tile 2	56
Map 9: Assessment Results: Tile 3	57

TABLES

Table 1: Post Contact Settlement History	8
Table 2: Known or Potential CHRs	20
Table 3: Impacts and Mitigation Measures	42

FIGURES

Figure 1: Preferred Alternative of RR 20 (Lundy's Lane) Between Beaverdams Road and QEW Overpass, West Side	31
Figure 2: Preferred Alternative Between Beaverdams Road and QEW Overpass, East Side	31
Figure 3: Preferred Alternative Between Hydro Canal Overpass and Brookfield Avenue, West Side	32
Figure 4: Preferred Alternative Between Hydro Canal Overpass and Brookfield Avenue, East Side	32
Figure 5: Preferred Alternative Between Brookfield Avenue and Beyond Corwin Avenue, West Side	33
Figure 6: Preferred Alternative Between Brookfield Avenue and Beyond Corwin Avenue, East Side	33
Figure 7: Preferred Alternative Between Carlton Avenue and Highland Avenue, West Side	34
Figure 8: Preferred Alternative Between Carlton Avenue and Highland Avenue, East Side	34
Figure 9: Preferred Alternative of RR 20 (Lundy's Lane) at Montrose Road	35
Figure 10: Preferred Alternative of RR 20 (Lundy's Lane) at Belmont Avenue	35
Figure 11: Preferred Alternative of RR 20 (Lundy's Lane) at Dorchester Road	36
Figure 12: Preferred Alternative of RR 20 (Lundy's Lane) at Highland Avenue	36
Figure 13: Proposed Cross Section of Signalized Intersection of RR 20 (Lundy's Lane) at Montrose Road	37
Figure 14: Proposed Cross Section of RR 20 (Lundy's Lane) Between Montrose Road and Canada One Outlet Mall	37
Figure 15: Proposed Cross Section of RR 20 (Lundy's Lane) at Hydro Canal Overpass	38
Figure 16: Proposed Cross Section with Centre Turning Lane	38
Figure 17: Proposed Typical Signalized Intersection	39
Figure 18: Proposed Typical Cross Section of RR 20 (Lundy's Lane) with Dorchester Road	39

APPENDICES

Appendix A: Team Member Biographies	63
-------------------------------------	----

ABBREVIATIONS

ARA – Archaeological Research Associates Ltd.
BHR – Built Heritage Resource
CHL – Cultural Heritage Landscape
CHVI – Cultural Heritage Value or Interest
CHR – Cultural Heritage Resource
EA – Environmental Assessment
HSMBC – Historic Sites and Monuments Board of Canada
MCEA – Municipal Class Environmental Assessment
MCM – Ministry of Citizenship and Multiculturalism
OHA – Ontario Heritage Act
OHT – Ontario Heritage Trust
OP – Official Plan
O. Reg. – Ontario Regulation
PPS – Provincial Planning Statement
QEW – Queen Elizabeth Way
ROP – Regional Official Plan

PERSONNEL

Principal: P.J. Racher, MA, CAHP, RPA
Principal and Director - Heritage Operations: K. Jonas Galvin, MA, CAHP, RPP, MCIP
Project Manager: A. Barnes, MA, CAHP
A. Bousfield-Bastedo, BA, Dip. Heritage Conservation, CAHP
Field Surveyors: A. Barnes, A. Bousfield-Bastedo
Historical Research: S. Clarke, BA, CAHP
Cartographer: A. Bailey (GIS), K. Brightwell (GIS)
Technical Writers: A. Bousfield-Bastedo, R. Hendricks, MA, P. Young
Editor: V. Cafik, BA, CAHP

Biographies for key team members that demonstrate the qualifications and expertise necessary to perform cultural heritage work in Ontario are provided in Appendix A.

1.0 PROJECT CONTEXT

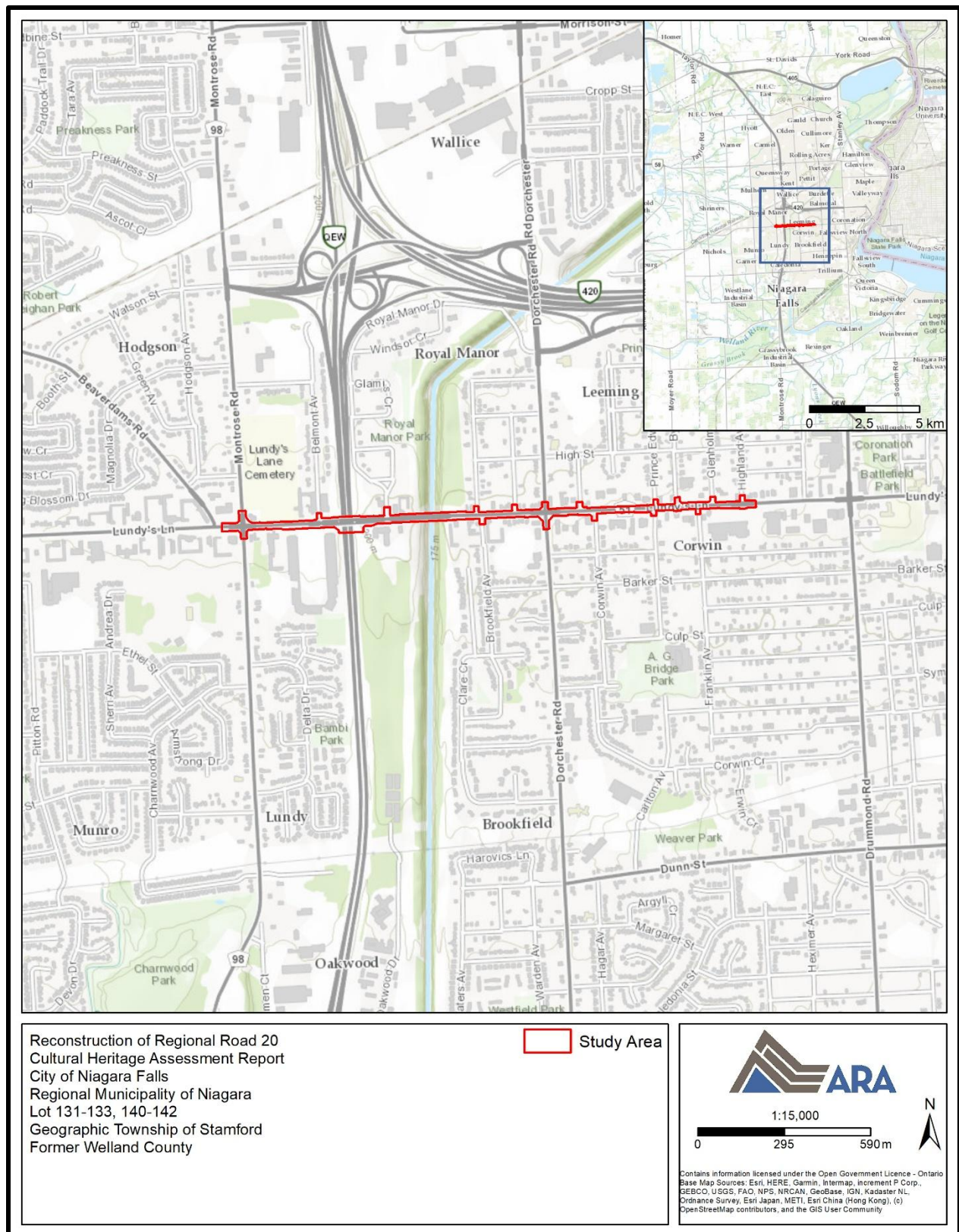
Under an initial contract awarded in September 2021, Archaeological Research Associates Ltd. (ARA) carried out a Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment for the *Schedule C Municipal Class Environmental Assessment for the Reconstruction of Regional Road 20 (Lundy's Lane) between Highland Avenue and Regional Road 98 (Montrose Road)* (henceforth proposed project) in the City of Niagara Falls, Regional Municipality of Niagara, Ontario. This assessment was carried out in accordance with the *Environmental Assessment Act*.

In May 2026, the Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment was revised to address comments received from the Ministry of Citizenship and Multiculturalism and to reflect the preferred design of the roadway. While the Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment has been revised to reflect the preferred design as outlined in the Environmental Assessment submission and identify any associated impacts and mitigation measures, the report reflects the assessment and policy considerations in place at the time of the report's initial submission in 2021.

The study area consists of Regional Road 20 (Lundy's Lane) from Highland Avenue to Regional Road 98 (Montrose Road) with a total length of approximately 1.7 kilometres. This study area is bounded by Regional Road 98 (Montrose Road) to the east and Highland Avenue to the west. In legal terms, the study area is on Part of Lots 131-133, 140-142 Geographic Township of Stamford, Former Welland County.

The study area is a paved roadway which ranges from four lanes to five lanes and includes two bridges which traverse over the Niagara hydro canal and the Queen Elizabeth Way (QEW) respectively. The study area is characterized by generally flat topography with select areas of vegetation. This CHAR considers the entire study area and adjacent properties (referred to as assessed area) which include various sized commercial lots, residential dwellings, and a cemetery.

The purpose of this assessment is to identify and evaluate the cultural heritage resources within and adjacent to the study area that may be impacted by the proposed project. This assessment was conducted in accordance with the aims of the *Environmental Assessment Act*, R.S.O. 1990, *Provincial Planning Statement* (2024) and the *Ontario Heritage Act*, R.S.O. 1990, c. O.18, *Ontario Heritage Tool Kit series* (2025), the *Niagara Region Official Plan* (2014) and *Official Plan for the City of Niagara Falls* (2019).



Map 1: Study Area in the City of Niagara Falls
(Produced by ARA under licence using ArcGIS® software by Esri, © Esri)



Map 2: Aerial Image of Study Area in the City of Niagara Falls
(Produced by ARA under licence using ArcGIS® software by Esri, © Esri)

2.0 LEGISLATION AND POLICY REVIEW

The framework for this assessment report is provided by federal guidelines, provincial environmental, heritage and planning legislation, and policies as well as regional and local municipal Official Plans and guidelines.

2.1 Federal Guidelines

At the national level, *The Standards and Guidelines for Conservation of Historic Places in Canada* (Parks Canada 2010) provides guidance for the preservation, rehabilitation, and restoration of historic places, including cultural heritage landscapes (CHLs) and built heritage resources (BHRs). Such guidance includes the planning and implementation of heritage conservation activities.

2.2 Provincial Policies and Guidelines

The *Ontario Heritage Act* (OHA) (Ontario Heritage Act, R.S.O. c. O.18, [as Amended in 2024], 1990) is the primary piece of legislation that determines policies, priorities and programs for the conservation of Ontario's heritage. There are many other provincial acts, regulations and policies governing land use planning and resource development that support heritage conservation, including:

- The Planning Act (Planning Act, R.S.O. 1990, c. P.13, 1990), which states that “conservation of features of significant architectural, cultural, historical, archaeological or scientific interest” is a “matter of provincial interest”. The Provincial Planning Statement (MMAH 2024), issued under the Planning Act, requires municipalities and the Crown to conserve significant BHRs and CHLs.
- The Planning Act (Planning Act, R.S.O. 1990, c. P.13, 1990), which states that “conservation of features of significant architectural, cultural, historical, archaeological or scientific interest” is a “matter of provincial interest”. The Provincial Planning Statement (Ministry of Municipal Affairs and Housing, 2024), issued under the Planning Act, requires municipalities and the Crown to conserve significant BHRs and CHLs.

The Ministry of Citizenship and Multiculturalism is charged under Section 2.0 of the OHA with the responsibility to determine policies, priorities, and programs for the conservation, protection, and preservation of the heritage of Ontario. The *Standards and Guidelines for Conservation of Provincial Heritage Properties* (Ministry of Citizenship and Multiculturalism, 2010) (hereinafter “Standards and Guidelines”) apply to properties the Government of Ontario owns or controls that have “cultural heritage value or interest” (CHVI). The Standards and Guidelines provide a series of guidelines that apply to provincial heritage properties in the areas of identification and evaluation; protection; maintenance; use; and disposal. For the purpose of this report, the Standards and Guidelines provide points of reference to aid in determining potential heritage significance in the identification of BHRs and CHLs. While not directly applicable for use in properties not under provincial ownership, the Standards and Guidelines are regarded as best practice for guiding heritage assessments and ensure that additional identification and mitigation measures are considered.

2.3 Policy Conclusion

Federal guidance, provincial legislation and policies of *Region of Niagara Official Plan* and *Official Plan for the City of Niagara Falls* call for the conservation of cultural heritage resources, the maintaining of a register of heritage resources provide policies related to potential development impacts to cultural heritage resources. Policies for Lundy's Lane are also provided in the *Official Plan for the City of Niagara Falls* however, many address portions of Lundy's Lane which fall outside of the study area. This CHR will address these cultural heritage policies as they relate to the study area and the proposed project.

3.0 KEY CONCEPTS

The following concepts require clear definition in advance of the methodological overview and proper understanding is fundamental for any discussion pertaining to cultural heritage resources:

- **Built Heritage Resource (BHR)** can be defined in the PPS as: “a building, structure, monument, installation or any manufactured or constructed part or remnant that contributes to a property’s cultural heritage value or interest as identified by a community, including Indigenous community. Built heritage resources are located on property that has been designated under Parts IV or V of the Ontario Heritage Act, or that may be included on local, provincial and/or federal and/or international registers” (MMAH 2024:40).
- **Conserved** means “the identification, protection, management and use of built heritage resources, cultural heritage landscapes and archaeological resources in a manner that ensures their cultural heritage value or interest is retained. This may be achieved by the implementation of recommendations set out in a conservation plan, archaeological assessment, and/or heritage impact assessment that has been approved, accepted or adopted by relevant planning authority and/or decision-makers. Mitigative measures and/or alternative development approaches can be included in these plans and assessments” (MMAH 2024:41).
- **Cultural Heritage Landscape (CHL)** is defined in the PPS as: “a defined geographical area that may have been modified by human activity and is identified as having cultural heritage value or interest by a community, including an Indigenous community. The area may include features such as buildings, structures, spaces, views, archaeological sites or natural elements that are valued together for their interrelationship, meaning or association. Cultural heritage landscapes may be properties that have been determined to have cultural heritage value or interest under the Ontario Heritage Act or have been included on federal and/or international registers, and/or protected through official plan, zoning by-law, or other land use planning mechanisms.” (MMAH 2024:41).
- **Heritage Attributes** are defined in the PPS as: “the principal features or elements that contribute to a protected heritage property’s cultural heritage value or interest, and may include the property’s built constructed, or manufactured elements, as well as natural landforms, vegetation, water features, and its visual setting (e.g., significant views or vistas to or from a protected heritage property)” (MMAH 2024:44).
- **Protected Heritage Property** is defined as “property designated under Parts IV, V or VI of the Ontario Heritage Act; property subject to a heritage conservation easement under Parts II or IV of the Ontario Heritage Act; property identified by the Province and prescribed public bodies as provincial heritage property under the Standards and Guidelines for Conservation of Provincial Heritage Properties; property protected under federal legislation, and UNESCO World Heritage Sites” (MMAH 2024:50).

- **Significant** in reference to cultural heritage is defined as: “resources that have been determined to have cultural heritage value or interest. Processes and criteria for determining cultural heritage value or interest are established by the Province under the authority of the Ontario Heritage Act” (MMAH 2024:52).

4.0 HISTORICAL CONTEXT

The City of Niagara Falls, Lincoln and Welland Counties have a long history of Indigenous land use and settlement including pre-contact and post-contact Indigenous campsites and villages due to its favourable farmland and productive lakeside lands. It should be noted that the written historical record regarding Indigenous use of the landscape in Southern Ontario draws on accounts by European explorers and settlers. As such, this record details only a small period of time in the overall human presence in Ontario. Oral histories and the archaeological record show that Indigenous communities were mobile across great distances, which transcend modern understandings of geographical boundaries and transportation routes.

As the potential cultural heritage resource located within the study area are tied to this history prior to the arrival of colonial settlers as well as the initial settlement and growth of Euro-Canadian communities in the City of Niagara Falls, this historical context section spans the Pre-Contact Indigenous occupation history through Euro-Canadian settlement history to present. The early history of the study area can be effectively discussed in terms of major historical events.

4.1.1 Pre-Contact

The Pre-Contact history of the region is lengthy and rich, and a variety of Indigenous peoples inhabited the landscape. This location was used and shared by many since time immemorial, each with their own traditions as to how they arrived, how they lived, and the major events that marked their time here. There is no singular way to tell this story. We have included here a brief historical narrative of the Pre-Contact history as understood by heritage professionals

The earliest documented evidence of occupation in southern Ontario dates to around 13,000 BC, after the retreat of the glaciers and the formation of the early lakes. At that time, small bands of Indigenous peoples moved into the region, leading mobile lives based on communal hunting of large game and the collection of plant-based food resources. During this period, which is referred to by archaeologists as the Palaeo period, Indigenous peoples ranged over very wide territories in order to live sustainability in a post-glacial environment.

Around 7500 BC, the climate warmed and deciduous forests appeared. The Indigenous peoples adapted their hunting practices and tools to better suit the new animal and plant food sources. This change in material cultural is referred to as the Archaic period. Populations increased in size and Indigenous peoples began to participate in long-distance trade.

The Woodland period is marked by the appearance of ceramic pottery, which is noted around 900 BC. The first evidence of maize (corn) horticulture in southern Ontario appears around AD 900, as small circular or square houses begin to appear. Over time, the practice of maize horticulture improved, allowing for population increases, larger settlement sizes, and increased social complexity in villages. These developments are linked to the spread of Iroquoian-speaking populations, including the ancestors of the historically documented Wendat, Attawandaron, and Haudenosaunee nations. Algonquin-speaking populations, including the Anishinaabeg, also represented a significant presence in southern Ontario and were less agriculturally oriented. As a result, archaeological evidence of their presence can sometimes be elusive. Nevertheless, this part of southern Ontario represents the ancestral territory of various Indigenous peoples, each with their own land use patterns and cultural traditions.

By the time of the arrival of the Europeans, villages were large and populous, with distinct cultures represented archaeologically. The end of the Woodland period is cited around AD 1600, with the

spread of the fur trade which resulted in substantial changes to Indigenous lifeways, including the rise in use of items of European manufacture. Increased contact with Europeans resulted in the introduction of diseases to the Indigenous communities and decreases in their population.

4.1.2 Past and Present Land Use

4.1.2.1 Overview

The arrival of European explorers and traders at the beginning of the 17th century triggered widespread shifts in Indigenous lifeways and set the stage for the ensuing Euro-Canadian settlement process. Documentation for this period is abundant, ranging from the first sketches of Upper Canada and the written accounts of early explorers to detailed township maps and lengthy histories. The Post-Contact period can be effectively discussed in terms of major historical events, and the principal characteristics associated with these events are summarized in Table 1.

Table 1: Post Contact Settlement History
(Smith 1846; McEvoy & Co. 1866; Coyne 1895; Lajeunesse 1960; Phelps and Cumming 1973; Ellis and Ferris 1990; Surtees 1994; AO 2024)

Historical Event	Timeframe	Characteristics
Early Contact	Early 17 th century	Brûlé explores southern Ontario in 1610; Champlain travels through in 1613 and 1615/1616, encountering a variety of Indigenous groups (including both Iroquoian-speakers and Algonquian-speakers); <i>Les gens de Feu</i> (the Fire Nation, likely referring to the Mascouten/Western Basin Tradition) documented in the southwest; European goods begin to replace traditional tools
	Mid- to late 17 th century	Conflicts between various First Nations during the Beaver Wars result in numerous population shifts; European explorers continue to document the area, and many Indigenous groups trade directly with the French and English; 'The Great Peace of Montreal' treaty established between roughly 39 different First Nations and New France in 1701
Fur Trade Development	Early to mid-18 th century	Growth and spread of the fur trade; Peace between the French and English with the Treaty of Utrecht in 1713; Ethnogenesis of the Métis; Hostilities between French and British lead to the Seven Years' War in 1754; French surrender in 1760
British Control	Mid-18 th century	<i>Royal Proclamation</i> of 1763 recognizes the title of the First Nations to the land; Numerous treaties subsequently arranged by the Crown; First land cession under the new protocols is the Seneca surrender of the west side of the Niagara River in 1764; The Niagara Purchase (Treaty 381) in 1781 included this area
Loyalist Influx	Late 18 th century	United Empire Loyalist influx after the American Revolutionary War (1775–1783); British develop interior communication routes and acquire additional lands; 'Indian Officers Lands' acquired along the Detroit River in 1783; 'McKee Purchase' completed in 1790, encompassing lands bounded by Catfish Creek (Kettle Creek) in the east, the Thames River in the northeast, Lake St. Clair in the northwest, Lake Erie in the south and the Detroit River in the west; Two parcels fronting on the Detroit River were reserved, but were eventually purchased; McNiff conducts the first survey along the front of the tract in 1790; <i>Constitutional Act</i> of 1791 creates Upper and Lower Canada
County Development	Late 18 th to early 19 th century	Became part of Lincoln County's 'Third Riding' in 1792; Became part of the Niagara District in 1798; Welland Canal was a major feature, conceived by W.H. Merritt and opened in 1829; Welland County formed from the southeastern part of Lincoln County in 1845; Independent after the abolition of the district system in 1849

Historical Event	Timeframe	Characteristics
Township Formation	Late-18 th to early 19 th century	The Township of Stamford was first allotted to approximately 12 families, and the earliest settlers included the Cooks and the Durhams from New Jersey in 1776; Philip George Bender and his family became the first settlers near Niagara Falls in 1782; Other members of Col. John Butler's Rangers and United Empire Loyalists arrived in 1784; The township was formerly called Mount Dorchester or Township No. 2, as it was the second township surveyed after Niagara; Philip Frey conducted the township survey in 1787, and Simcoe renamed it 'Stamford'
Township Development	Mid-19 th to early 20 th century	By the mid-19 th century, Stamford had a population of 2,636 comprising a mixture of Canadians, English, Irish, Scottish and Americans; Approximately 8,923 ha taken up in the township by 1846, 4,574 ha of which were under cultivation; Three grist mills in operation at that time; Traversed by the Great Western Railway (1853), the Erie & Ontario Railway (1854), the Great Western Railway's Canada Air Line (1873); the Canada Southern Railway's Montrose Branch (1883) and the St. Catharines & Niagara Central Railway (1887); Principal communities at Stamford, Clifton and Drummondville

4.2 City of the Falls

In the 1830s, the City of the Falls project was initiated by prominent local citizens to establish a large residential community for 1) financial gain and 2) to preserve the Falls from vandalism and commercialism. The location was known as 'Grand View' during the late 1700s and later became known as 'Falls View', as it provided an unobstructed view of the Falls from the top of the moraine (it was also a frequent stopping point for trains). The City of the Falls Company, comprising J. Buchanan, W. Allen, J.H. Dunn, T. Dixon, J. Murray, J. Robinson, S. Street, Jr. and T. Clark, purchased 162 ha from W. Forsyth and divided the area into 300–400 residential lots. E. Clements surveyed the area in 1833, but the plan was not registered (another subdivision plan was registered in 1851). The original plan included schools, churches, libraries, ball rooms and public gardens. Three large hotels already stood within the area, including the Pavilion House, the Ontario House and the Red House. The City of the Falls grew very slowly and only a few lots were sold. Steam railroads were completed on the American side of the Niagara River in 1836, and much of the anticipated traffic on the Canadian side was diverted. The City of the Falls Company eventually ran out of money (NFI 2020). The area later became part of the Town of Clifton.

4.3 Drummondville (Niagara Falls)

The Village of Drummondville was established at the intersection of the Portage Road, Ferry Road and Lundy's Lane. In 1831, Drummondville was the first settlement in the Township of Stamford to incorporate. By the mid-19th century Drummondville had a brewery, tannery, eight taverns, five churches and a population of about 500 (NFM n.d.). In 1880, with a population of 850, it was decided that the Town would change its name from Drummondville to Niagara Falls. At the time, the Town of Clifton was also working on changing their name to Niagara Falls, which occurred in 1881 (Hammerburg 2008:xiii; NFI 2020). On March 13, 1882, the former Village of Drummondville was incorporated as the Village of Niagara Falls (NFM n.d.).

4.4 Hydro Canal

In 1917, it was decided that the people would harness the power of the Niagara River for the production of hydro electricity. What is known today as the Sir Adam Beck Power Generating Station was constructed at Queenston in 1921. A hydro canal was constructed from the Welland River to Queenston to transport water to the generating station (NFM n.d.). Ten bridges were

constructed to cross the hydro canal. The three railway bridges were built first, followed by seven vehicular bridges. The Lundy's Lane bridge crossing the hydro canal was constructed in 1922 and was replaced in 1976 after being previously widened on many occasions. (NFM n.d.).

4.5 Study Area History

The site history of the study area was constructed using background information obtained from aerial photographs, historical maps (i.e., illustrated atlases) and published secondary sources (online and print). Given the limited time frame for the production of this report, and closures due to the current pandemic, there is always the possibility that additional historical information exists but may not have been identified or accessible for review.

4.6 Mapping and Imagery Analysis

In order to gain a general understanding of the study area, two historic settlement maps, one historic topographic map and one aerial image were examined during the research component of the study. Specifically, the following resources were consulted:

- G.R. and G.M. Tremaine's *Tremaine's Map of the Counties of Lincoln and Welland, Canada West* (1862) (OCHMP 2021);
- *Township of Stamford* from H.R. Page's *Illustrated Historical Atlas of the Counties of Lincoln and Welland* (1876) (McGill University 2001);
- A topographic map from 1906 (OCUL 2021); and
- An aerial image from 1934 (Brock University 2021).

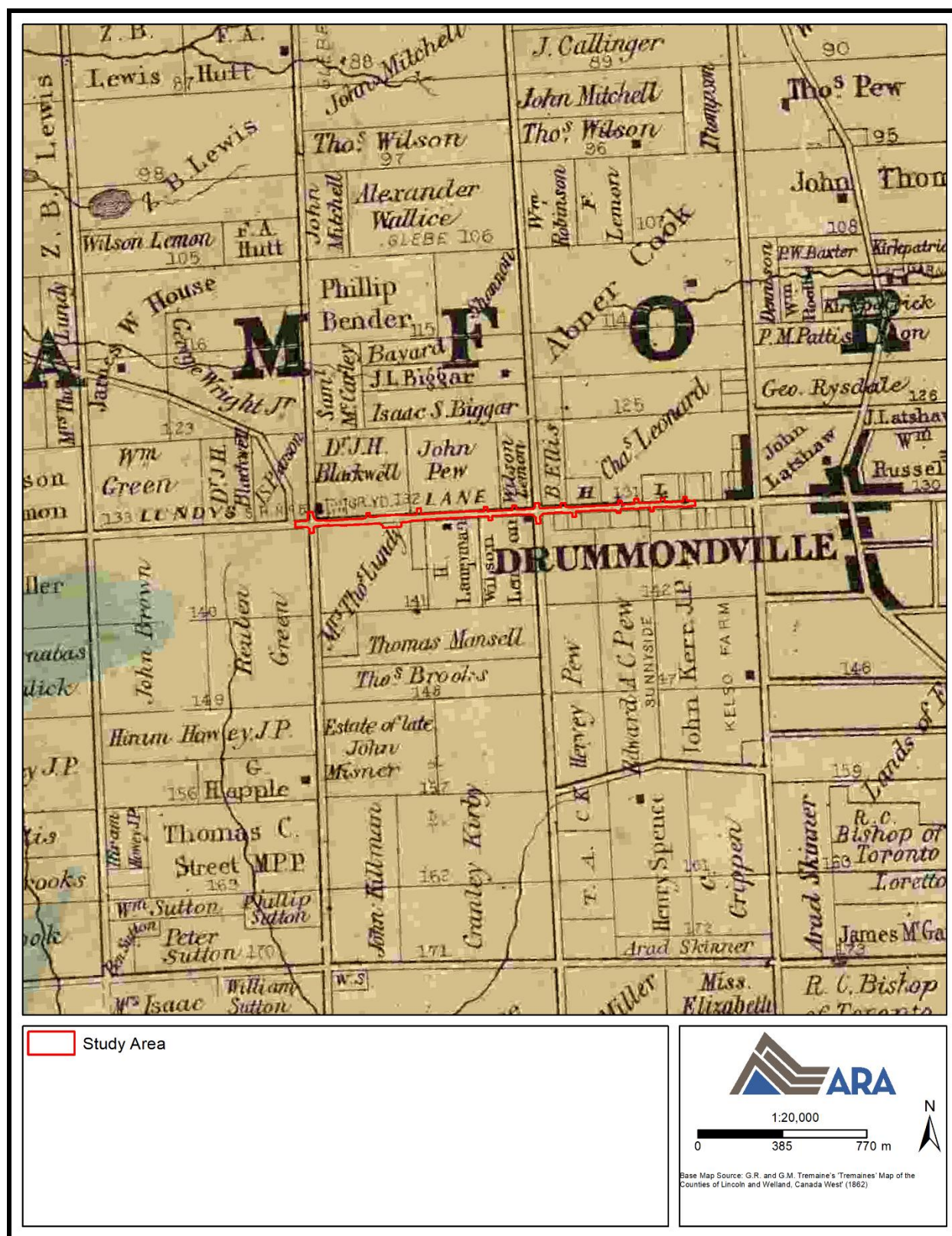
Tremaine's Map of the Counties of Lincoln and Welland, Canada West (1862) depicts the study area at that time as being just west of the core of Drummondville. Subdivided lots flank Lundy's Lane at the east end of the study area, however larger lots remained at the west end. According to the map, Mr. and Mrs. Thomas Lundy held the lot at the southeast corner of the intersection of Lundy's Lane and Montrose Road at the west end of the study area. On the north side of the road, opposite the Lundy property, a graveyard is indicated on the property of Dr. J.H. Blackwell. Structures are depicted on the properties of Blackwell, H. Lampman and Wilson Lampman, however it is likely that other structures were extant at the time but not illustrated (see Map 3).

The 1876 map of the Township of Stamford indicates that the west end of the study area remained primarily agricultural at the time. The east half of the study area appears to have been more densely settled, with subdivided town lots on the south side of Lundy's Lane and larger lots with orchards on the north side of the road. The cemetery at the west end on the study area on the north side of the road remains on the Lundy property. The battlefields associated with the Battle of Lundy's Lane are located a short distance to the east of the study area. The Canada Air Line Railway traverses the township to the north and west of the study area (see Map 4).

The topographic map from 1906 provides little additional detail when compared to the 1876 map. Wood structures flank Lundy's Lane with only the occasional brick/stone building. The area indicated to be a battlefield had been reduced to a location to the east of Drummond Avenue. Curiously, the cemetery on the north side of Lundy's Lane at the west end of the study area is not denoted on the map (see Map 5).

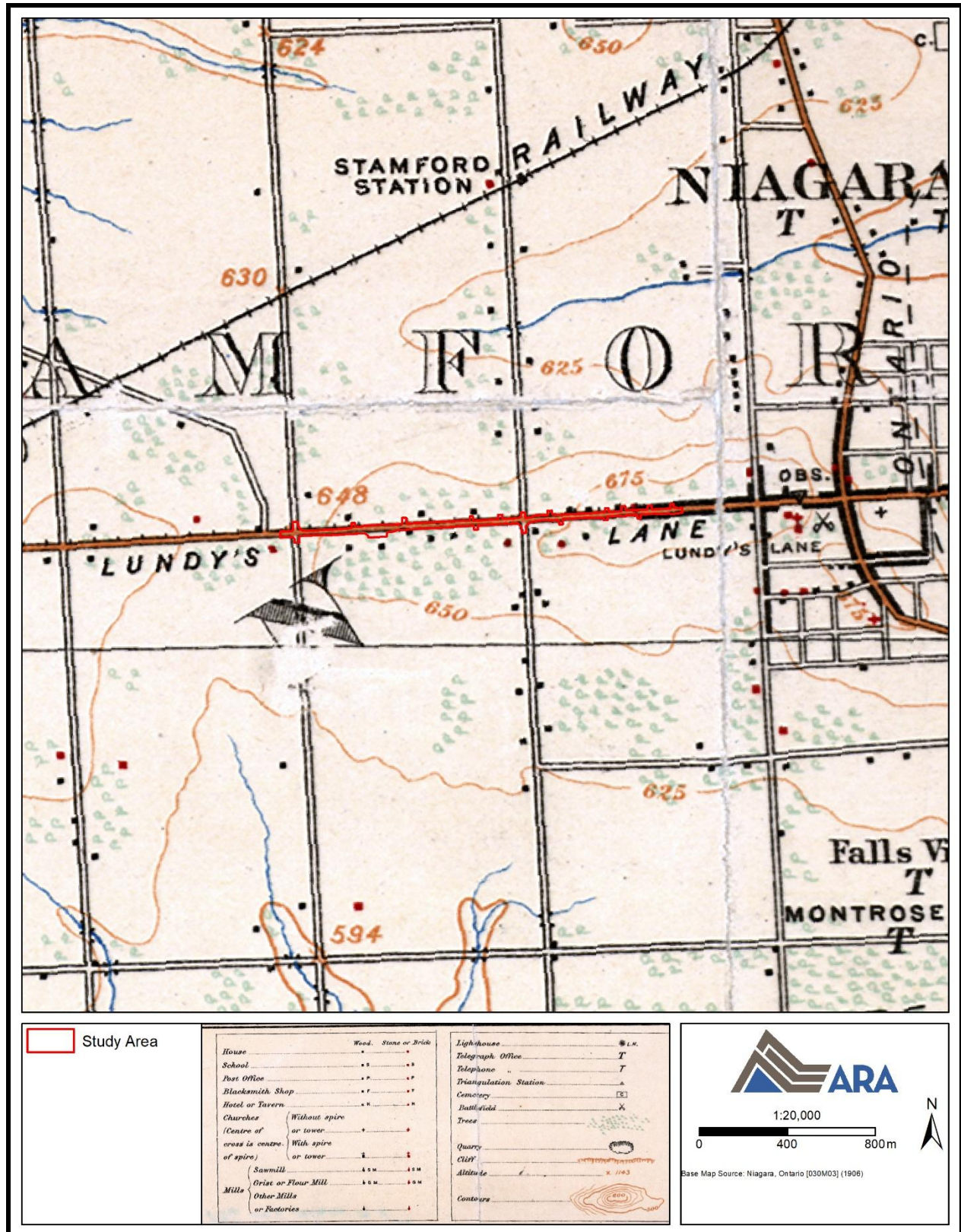
An aerial image from 1934 shows the location of the Hydro Canal that was constructed from 1917-1921 at the west end of the study area. To accommodate the construction of the canal, various structures that appear on the 1906 topographic map were removed by 1934. Lands at

the west end of the study area and to the west of the hydro canal remained agricultural in 1934. Development flanked the north and south sides of Lundy's Lane to the east of the hydro canal, however this development was confined to either side of the roadway and did not extend beyond at the time (see).

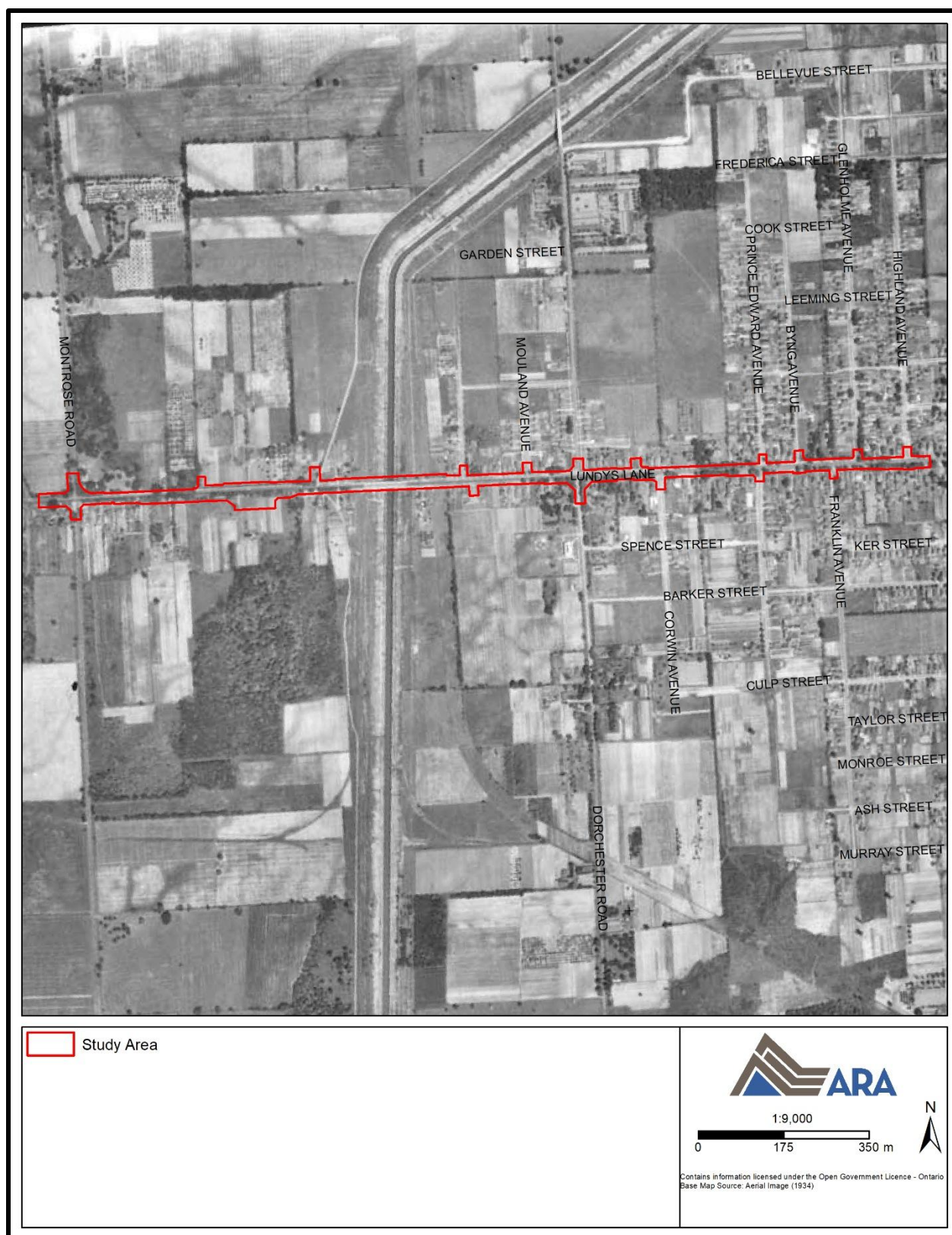


Map 3: G.R. and G.M. Tremain's Tremain's Map of the Counties of Lincoln and Welland (1862)

(Produced under licence using ArcGIS® software by Esri, © Esri; OHCMP 2021)



Map 5: Topographic Map of the Study Area (1906)
(Produced under licence using ArcGIS® software by Esri, © Esri; OCUL 2021)



Map 6: Aerial Image (1934) Showing Study Area
(Produced under licence using ArcGIS® software by Esri, © Esri, Brock University 2021)

5.0 INFORMATION GATHERING

Built Heritage Resources (BHRs) and Cultural Heritage Landscapes (CHLs) are broadly referred to as cultural heritage resources (CHRs). A variety of types of recognition exist to commemorate and/or protect CHRs in Ontario.

The Minister of the Environment and Climate Change, on the advice of the Historic Sites and Monuments Board of Canada (HSMBC), makes recommendations to declare a site, event or person of national significance. The National Historic Sites program commemorates important sites that had a nationally significant effect on, or illustrates a nationally important aspect of, the history of Canada. A National Historic Event is a recognized event that evokes a moment, episode, movement or experience in the history of Canada. National Historic People are people who are recognized as those who through their words or actions, have made a unique and enduring contribution to the history of Canada. There exists Parks Canada's online *Directory of Federal Heritage Designations* which captures these national commemorations. This directory also lists Heritage Railway Stations, Federal Heritage Buildings and Heritage Lighthouses. It is important to note that these federal commemoration programs do not offer protection from alteration or destruction. The *Federal Canadian Heritage Database* was searched, and no plaques or properties were noted within or adjacent to any of the subject properties or within the study area as whole (Parks Canada 2023).

The Ontario Heritage Trust (OHT) operates the Provincial Plaque Program that has over 1,250 provincial plaques recognizing key people, places and events that shaped the province. Additionally, properties owned by the province may be recognized as a "provincial heritage property" (MCM 2010). The OHT plaque database was searched and no provincial heritage plaques located in or adjacent to the subject properties or study area were noted.

The OHT's list of Heritage Conservation Districts was consulted. No designated districts were identified in or adjacent to any of the subject properties or within the study area (OHT 2019). Many municipal heritage committees and historical societies provide plaques for local places of interest. "One role of municipal heritage groups (i.e., municipal heritage committees, historical societies) is to educate and inform the community on local heritage and several ways this could occur could include: producing descriptive guides and newsletters or by installing commemorative plaques" (MCM 2007:8). Four historical and commemorative plaques were observed along Lundy's Lane within the study area. The text and location of these local plaques is outlined below.

1. Plaque and Stone Cairn located on the north side of Lundy's Lane at Lundy's Lane Cemetery. The stone plaque contains the following wording:

*To the memory of the Pioneers and the Red Meeting House. 1817-1869
Genesee Methodist Conference Met Here July 1820. Erected by Lundy's
Lane Historical Society 1936.*

2. Plaque commemorating Charles Green on the north side of Lundy's Lane at Lundy's Lane Cemetery. The metal plaque contains the following wording:

*Charles Green 1740-1827 – United Empire Loyalist - "If the captain wants
me, he may come himself and if he does, I will shoot him." With these
words Charles Green refused induction into the N. Jersey Rebel Militia,
Imprisoned, he escaped and joined the 'King's Rangers', a loyalist unit.
He 'suffered very considerably both in person and property'. At war's end*

he walked from N. Jersey leading his wife and two children on horseback. His wife Rebekah, buried next to him, gave birth eight days later to a daughter. The first white child born on the frontier. He donated these lands part of a grant from George III to the Methodist church.

3. Plaque commemorating the Lundy Homestead located on the south side of Lundy's Lane at Canada One Outlet Mall (7500 Lundy's Lane). The metal plaque contains the following wording:

William Lundy Homestead - A native of Pennsylvania, William Lundy and his wife Nancy (Silverthorn) came to Canada in 1786. They were among the first settlers in the Niagara area. As a United Empire Loyalist, William received from the Crown a large land grant in this section of Stamford Township (now Niagara Falls). He established a farm on the portion of the land, building his home at this site. The laneway he opened to connect his farm with the Portage Road, about a mile and a half to the east, became a public road called Lundy's Lane in 1803. The Battle of Lundy's Lane, the bloodiest conflict during the War of 1812, took place around the eastern end of the road on July 25, 1814. Many of the wounded soldiers took refuge here and received treatment from the Lundy's following the battle. William Lundy died in 1829. The original land grant and farm was divided and eventually sold over time. The Lundy House, which was enlarged over the years, remained in the family's ownership for more than 200 years and was used by successive generations of William's descendants until the property was redeveloped in 1997. This plaque was installed by Canada One Outlet Mall to commemorate William Lundy and to celebrate an early pioneer who helped open the land for settlement.

4. Plaque commemorating the construction of Lundy's Lane South Bridge located on the south side of Lundy's Lane at the bridge crossing the Hydro Canal. The metal plaque contains the following wording:

*Lundy's Lane South Bridge
Constructed 1995 – Regional Municipality of Niagara
Chair: B.E. Merritt
Director of Public Works: J. A. Kernahan, P. Eng.
Public Works Committee: N.C. Shoen (Chair)
H. Clement (Vice-chair)
N. Andreychuk
R. Hardy
R. Konkle
L. Neilson
P. Partington
S. Pettit
W. Sims
D.B. Timms
W. Thomson
A. Unwin
Consulting Engineers: McCormick Rankin Associates
General Contractor: Diamond Stonebridge Contracting*

At project commencement, ARA contacted the City of Niagara Falls planning staff to inquire about: 1) protected properties within or adjacent to the study area, 2) properties with other types of recognition in or adjacent to the study area, and 3) other heritage concerns regarding the study area.

City of Niagara Falls staff's response in 2021 detailed that there were two recognized properties in the study area:

- 7565 Lundy's Lane- Designated under Part IV of the OHA (By-Law 2010-090)
- 6530 Lundy's Lane- Listed under Section 27 of the OHA

The cemetery located adjacent to 7565 Lundy's Lane was also noted by staff. City of Niagara Falls staff noted that the Lundy's Lane Urban Design Guidelines should be consideration as part of the larger proposed project.

Since the initial submission of this CHR, 7565 Lundy's Lane's has been demolished with the property's designation by-law repealed in 2019 (City of Niagara Falls 2021).

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

The field survey component of an assessment involves the collection of primary data through systematic photographic documentation of all potential CHRs within the study area, as identified through historical research and consultation. CHRs identified in this Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment may include built heritage resources (BHRs) or cultural heritage landscape (CHLs). Generally, potential CHRs are identified by applying a 40-year rolling timeline. This timeline is considered an industry best practice (i.e., MTO 2007). A date of 40 years does not automatically indicate that a property is a CHR; rather, that it should be flagged as a potential resource and subsequently evaluated for CHVI. Additionally, there may be cultural heritage resources that are less than 40 years old that should be further evaluated for CHVI.

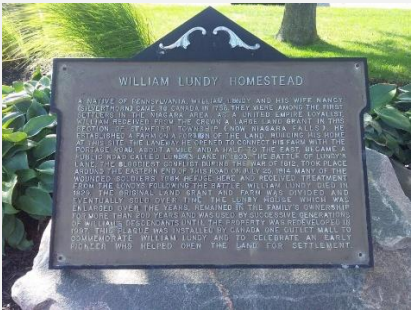
Additional CHRs may also be identified during the survey itself. Photographs capturing all properties with potential CHRs are taken, as are general views of the surrounding landscape. The field survey also assists in confirming the location of each potential CHR and helps to determine the relationship between resources. Given that such surveys are limited to areas of public access (i.e., roadways, intersections, non-private lands, etc.), there is always the possibility that obscured CHRs may be missed or that heritage attributes may be refined upon closer inspection.

A preliminary field survey was conducted on September 27, 2021, to examine the study area. A second field survey was conducted on September 28, 2021, to photograph and document the study area. The field survey enables the team to record any local features that could enhance ARA's understanding of their setting in the landscape and contribute to the cultural heritage evaluation process. The field survey was conducted from publicly accessible, non-private lands.

All properties within, and adjacent to, the study area were assessed. As a result of consultation with City of Niagara Falls staff, existing recognition, historic research and the field survey, a total of 29 BHRs and 2 CHLs were initially identified. As part of revisions to this CHR in May 2026, the study area was revisited via a desktop survey to understand any changes to the area since the 2021 survey. The list of CHRs was revised to reflect current study area conditions, and to align with the cultural heritage policies in place today. Following this revision, a total of 15 CHRs were identified (12 BHRs and 3 CHLs).

The cultural heritage resources are summarized in Table 2. The locations of CHRs appear in Map 7 to Map 9.

Table 2: Known or Potential CHRs

CHR#	Type of CHR/Property	Location	Heritage Recognition	Description of Known or Potential CHVI	Image
CHR-1	CHL-1 Plaque	7500 Lundy's Lane (Plaque located along public sidewalk) Participating	None	Located along the sidewalk is a plaque commemorating the William Lundy Homestead, that preceded the retail outlet now found on the property. The plaque reads: <i>William Lundy Homestead: A native of Pennsylvania, William Lundy and his wife Nancy (Silverthorn) came to Canada in 1786. They were among the first settlers in the Niagara Area. As a United Empire Loyalist, William received from the Crown a large land grant in his section of Stamford Township (now Niagara Falls). He established a farm on a portion of the land, building his home at this site. The laneway he opened to connect his farm with the Portage Road, about a mile and a half to the east, became a public road called Lundy's Lane in 1803. The Battle of Lundy's Lane, the bloodiest conflict during the War of 1812, took place around the eastern end of this road on July 25, 1814. Many of the wounded soldiers took refuge here and received treatment from the Lundy's following the battle. William Lundy died in 1829. The original land grant and farm was divided and eventually sold over time. The Lundy House, which was enlarged over the years, remained in the family's ownership for more than 200 years and was used by successive generations of William's descendants until the property was redeveloped in 1997. This plaque was installed by Canada One Outlet Mall to commemorate William Lundy and to celebrate an early pioneer who helped open the land for settlement.</i>	

CHR#	Type of CHR/Property	Location	Heritage Recognition	Description of Known or Potential CHVI	Image
CHR-2	CHL-2 Cemetery/Plaques	7489 Lundy's Lane	None	Lundy's Lane Cemetery The City of Niagara Falls website notes that the first known burial at Lundy's Lane cemetery was in 1820. The website also outlines the history of the cemetery and the history of notable features and memorials in the cemetery: History of Lundy's Lane Cemetery: <i>The original cemetery was founded by the "Red Meeting House" Methodist church in 1817. The Methodist cemetery was also known as Garner Cemetery and Green's Corners Cemetery. The cemetery was abandoned for several years when the Methodist Church congregation moved up the Lane. The Township of Stamford took ownership of the cemetery in 1934 and enlarged the lands by several acres. There is a distinct difference between the "old" historical cemetery and what is now known as Lundy's Lane Cemetery.</i> Features: Red Meeting House Plaque: One of the earliest Methodist churches in the Niagara area, the Red Meeting House was constructed in 1817, at the corner of Lundy's Lane and Montrose Rd. In 1869 it was sold and moved to Walter Ker's property, on Drummond Road. A school was erected on that same location in 1916 which later became the Stamford Township Police Headquarters. From 1965	  

CHR#	Type of CHR/Property	Location	Heritage Recognition	Description of Known or Potential CHVI	Image
				until 2005 the building was named the Recreation Commission Building and housed staff from the City's Recreation & Culture Department. • Stone Cairn: In 1936 the Lundy's Lane Historical Society erected a stone cairn in memory of the "Pioneers and the Red Meeting House 1817 - 1869". The memorial is located just inside the fenced area off of Lundy's Lane, in the old Methodist cemetery. • Charles Green Memorial: A small memorial is dedicated to Charles Green, "One of the Kings Rangers, UEL". The stone is located on the outside of the fence facing Lundy's Lane, just east of the Stone Cairn. In the 1980's a road survey crew was drawing up plans for the widening of Lundy's Lane when they came across the grave. In light of the grave's location, the road was narrowed by two feet so that the grave could remain untouched. Charles Green died in 1827 at the age of 87. • Holocaust Memorial: A memorial was erected in September 1998 and dedicated to the "memory of the six million Jewish men, women, and children who perished at the hands of the Nazis during the Nazi regime, 1933 to 1945. "Our hope for the future lies in remembering the past."	

CHR#	Type of CHR/Property	Location	Heritage Recognition	Description of Known or Potential CHVI	Image
CHR-3	BHR-1 Bridge	Spanning the width of Queen Elizabeth Way (QEW) along Lundy's Lane Participating	None	The two-span, rigid frame bridge, constructed of reinforced concrete was constructed in 1940 to span the width of the QEW highway. There are sidewalks located on both the north and south side of the bridge, constructed of poured-in-place concrete. Concrete parapet walls with steel handrails line the bridge. The bridge was expanded circa 1960 to widen the roadway along Lundy's Lane.	

CHR#	Type of CHR/Property	Location	Heritage Recognition	Description of Known or Potential CHVI	Image
CHR-4	BHR-2 Bridge	Spans the Width of the Niagara Hydro Canal Participating	None	The bridge spanning the Hydro Canal and connecting Lundy's Lane is composed of two bridge structures: the Lundy's Lane North Bridge (constructed in 1976) and the Lundy's Lane South Bridge (constructed in 1995). A raised traffic island with planters separate the two bridges. The North bridge is a three-span bridge constructed with steel and reinforced concrete. The bridge contains poured in place concrete sidewalks along the north side of Lundy's Lane. A decorative steel guardrail creates a barrier along the north edge of the bridge. The South bridge is a three-span bridge constructed with steel and reinforced concrete. The bridge contains poured in place concrete sidewalks along the south side of Lundy's Lane. A poured in place concrete and steel guardrail creates a barrier along the edge of the bridge.	 
CHR-5	BHR-3 Residence	7029 Lundy's Lane	None	Two-and-a-half storey Edwardian residence with a hip roof clad in asphalt shingles and contains a dormer centrally placed on the façade. Building is clad in red brick laid in common bond. Façade is two bays with windows having segmental brick arches and stone sills. A partially enclosed porch is located on the first storey and supported by brick pillars. The property and building are visible in aerial photography dating to the mid 20th century onward.	

CHR#	Type of CHR/Property	Location	Heritage Recognition	Description of Known or Potential CHVI	Image
CHR-6	BHR-4 Residence	7001 Lundy's Lane	None	Two-and-a-half storey, two-bay building with gambrel roof in the Colonial Revival design influence. The gambrel roof with dormers, small entryway and massing are representative aspects of a Dutch Colonial style. The building is clad in red brick on the first storey and vinyl siding on the second and attic storey. A red brick chimney is visible. The house has a medium setback that is consistent with the adjacent properties on this street. This property is visible in aerial photography dating back to 1968, though the house may predate this. The materials and architectural style suggest that this residence is part of a Period Revival/Colonial Revival residential streetscape on Lundy's Lane from the early-to-mid 20th century.	
CHR-7	BHR-5 Residence	6995 Lundy's Lane	None	Two-and-a-half storey residence with a side gambrel roof and period revival design influence. The roof is clad in asphalt shingles and quarter round attic windows. The gambrel roof, small entryway and massing are representative aspects of a Dutch Colonial style. The residence's exterior finishes are a combination of brick cladding and a faux half timbering on the second storey. The house has a medium setback that is consistent with the residential structures located on this street. This property is visible in aerial photography dating back to 1968, though the house may predate this. The materials and architectural style suggest that this residence is part of a Period Revival/Colonial Revival residential streetscape on Lundy's Lane from the early-to-mid 20th century.	 

CHR#	Type of CHR/Property	Location	Heritage Recognition	Description of Known or Potential CHVI	Image
CHR-8	BHR-6 Residence	6986 Lundy's Lane	None	One-and-a-half residence designed in a Bungalow style popular in the first half of the 20th century. The structure has a low-pitched, front gable roof and is finished with brick and rough cast stucco cladding. A large gable roofed portico is located at the residence entrance. Simple piers with brick and stone pedestals support the portico. The residence has a medium setback that is consistent with the surrounding houses in this portion of Lundy's Lane. The residence is discernable in aerial photographs from 1965.	
CHR-9	BHR-7 Residence	6981 Lundy's Lane	None	6981 Lundy's Lane is located at the corner of Lundy's Lane and Moulton Avenue. The building is a converted Colonial Revival residential building that is currently used as a commercial space on the first storey. The building is two-and-a-half storeys with a gable roof and is clad in brick. The attic storey contains quarter-round windows on the gable end. A brick chimney is visible from Lundy's Lane. The building is clearly discernable in a 1965 aerial photograph of the area.	
CHR-10	BHR-8 Residence	6984 Lundy's Lane	None	Two-and-a-half storey residence with an intersecting gable roof and period revival design influence. The residence's exterior finishes are a combination of brick cladding and siding. The building has a prominent porch supported by timbers and topped with a bell cast roof. The first storey on the façade features a bay window that is framed by decorative stone cladding. A tall brick chimney on the west elevation is visible from Lundy's Lane. The house has a medium setback that is consistent with the residential structures located on this street. This property is visible in aerial photography dating back to 1965, though the house likely predates this.	

CHR#	Type of CHR/Property	Location	Heritage Recognition	Description of Known or Potential CHVI	Image
CHR-11	BHR-9 Residence	6942 Lundy's Lane	None	Two-and-a-half storey residence with a side gable roof and Period Revival design influence expressed in the steeple pitched cross gable roof with flared peaks and groupings of narrow windows. The residence's exterior finishes are a combination of brick cladding and vinyl siding. The house has a medium setback that is consistent with the residential structures located in the surrounding area on Lundy's Lane. This property is visible in aerial photography dating back to 1954, though the house could potentially predate this photo.	
CHR-12	BHR-10 Residence	6941 Lundy's Lane	None	Two-storey residence with a side gable roof clad in asphalt shingles. The residence's exterior is clad in yellow/brown brick laid in a common bond. The house has been designed in a Colonial Revival style that is expressed through its symmetrical façade, gable roof and stepped entrance with a Neoclassical door surround. Two large bay windows flank the façade entrance appear to be later modifications to the building's design. The house has a medium setback that is consistent with the residential structures located in the surrounding area on Lundy's Lane. This property is visible in aerial photography dating back to 1954, though the house could potentially predate this photo.	

CHR#	Type of CHR/Property	Location	Heritage Recognition	Description of Known or Potential CHVI	Image
CHR-13	BHR-12 Residence	6791 Lundy's Lane	None	Two-and-a-half storey residence with a cross gable roof clad in asphalt shingles and red brick exterior cladding. The residence is designed in Period Revival style with a Tudor Revival emphasis expressed through the plain round-arched door vestibule, groupings of narrow windows and steeply pitched flared gable. The house has a medium setback that is consistent with the residential property to the west. This property is visible in aerial photography dating back to 1954, though the house could potentially predate this photo.	
CHR-14	BHR-13 Former Residence	6530 Lundy's Lane	Listed	The property is listed under Section 27 of the OHA. The property is not designated but is listed on the City of Niagara Falls Register as being constructed in 1865. The listing did not include an architectural style. The building is one-and-a-half-storeys and has a front gable roof that is clad in asphalt shingles. The building's exterior is clad in vinyl siding and painted brick laid in a common bond. A commercial business is located on the ground floor and a flat roof addition that extends along Lundy's Lane.	
CHR-15	CHL-3 Niagara Hydro Canal	No Address	None	In 1917, it was decided to harness the power of the Niagara River for the production of hydro electricity. What is known today at the Sir Adam Beck Power Generating Station was constructed at Queenston in 1921. The hydro canal was constructed from the Welland River to Queenston to transport water to the generating station.	

7.0 DESCRIPTION OF PROPOSED UNDERTAKING AND PREFERRED ALTERNATIVE

This report is being completed as part of the MCEA process to evaluate the preferred design associated with the reconstruction of Regional Road 20 (Lundy's Lane). The following is a description of the proposed project:

The Niagara Region has initiated a Municipal Class Environmental Assessment (Schedule C) for the reconstruction of Regional Road 20 (Lundy's Lane) in the City of Niagara Falls from Regional Road 98 (Montrose Road) to Highland Avenue. The purpose of the Class EA Study is to develop and evaluate alternatives that address environmental, safety and operational concerns, as well as implement the Region's Transportation Master Plan (TMP), which includes Complete Streets and active transportation infrastructure. Through the Study, a preferred solution to undertake the reconstruction work will be identified and a preliminary design of the preferred solution will be developed (30% design) (UEM 2021).

According to *Preliminary Preferred Designs and Construction Cost Estimates* provided by UEM, the preferred design for the Reconstruction of Regional Road 20 (Lundy's Lane) Schedule C Class EA includes an approximately 1.7-kilometre-long road corridor that runs from Montrose Road in the west to Highland Avenue in the east, in the City of Niagara Falls. The current road consists of four lanes of traffic (two eastbound lanes and two westbound lanes) with dedicated left turn lanes at Montrose Road, Belmont Avenue/Canada One Outlet Mall, Dorchester Road, and Highland Avenue. Concrete medians divide the eastbound and westbound lanes on the section of Regional Road 20 (Lundy's Lane) that runs from the QEW Overpass to the east side of the Hydro Canal Overpass.

The proposed road improvements would introduce a five-lane configuration with a centre left-turn lane starting east of the OPG Hydro Canal Bridge to Highland Avenue. From Montrose Road to the OPG Hydro Canal Bridge and at all signalized intersections (Montrose Road, Belmont Avenue/Canada One Outlet Mall, Royal Manor Drive, Dorchester Road, and Highland Avenue) the existing four-lane configuration with dedicated left-turn lanes is maintained. Within the four-lane portions of the study area, a concrete median is included that will service as a divider between the eastbound and westbound lanes of traffic.

Land acquisitions will be required on either side of Regional Road 20 in most areas associated with the road improvements in order to extend the pedestrian sidewalks. Additional land may need to be acquired around the intersections of Montrose Road, Belmont Road, Royal Manor Drive, Dorchester Road, and Highland Avenue with Regional Road 20 (Lundy's Lane) in order to provide "daylighting," which involves removing obstructions in order to improve visibility within the road corridor. As outlined by UEM, these areas will also provide potential landscaping opportunities to further enhance the road corridor.

Figure 1 through Figure 8 show the preferred alternative for the associated road improvements of Regional Road 20 (Lundy's Lane) from Montrose Road to Highland Avenue. Figure 9 through Figure 12 shows the preferred alternative at the intersections of Montrose Road, Belmont Avenue, Dorchester Road, and Highland Avenue with Regional Road 20 (Lundy's Lane). As outlined by UEM, red hatching indicates an area requiring land acquisition, yellow hatching indicates an area requiring a property easement for potential daylighting and landscaping opportunities, grey hatching indicates areas of proposed asphalt, uneven dashed represents proposed areas of

concrete, evenly spaced dashed represents the proposed grass boulevard, and areas with circular dashed indicates proposed tactile plates.

7.1 Proposed Road Cross Sections

Figure 13 through Figure 18 shows the proposed cross sections of Regional Road 20 (Lundy's Lane) as a result of the road improvements.

Cross Section A (Figure 13) illustrates the proposed road cross section at the signalized intersection of Regional Road 20 (Lundy's Lane) with Montrose Road. Eastbound and westbound through lanes will range in size from 3.30 metres and 3.50 metres, with a 2.00 metre median containing street lighting and traffic lights, and 2.00 metre pedestrian sidewalks on either side of Regional Road 20 (Lundy's Lane). A 0.50 metre curb and gutter will also be located on either side of the Regional Road 20 (Lundy's Lane).

Cross Section B (Figure 14) shows the proposed road cross section of Regional Road 20 (Lundy's Lane) between Montrose Road and the Canada One Outlet Mall located at 7500 Regional Road 20 (Lundy's Lane). Eastbound and westbound through lanes will range in size from 3.30 metres and 3.50 metres, with a 2.00 metre empty median. There are 0.50 metre curb and gutters on either side of Regional Road 20 (Lundy's Lane), along with a 2.00 metre pedestrian sidewalk, also on either side of the road. Boulevards of varying size will host street lighting.

Cross Section C (Figure 15) details the proposed road cross section of Regional Road 20 (Lundy's Lane) at the Hydro Canal Overpass. Eastbound and westbound through lanes remain between 3.30 metres and 3.53 metres wide with a 2.00 metre median between the eastbound and westbound lanes. Pedestrian sidewalks on the south bridge of Regional Road 20 (Lundy's Lane) will be 1.83 metres wide, whereas the sidewalk on the north side of the road is proposed to be 3.00 metres wide. A 1.00 metre buffer or shield will separate the north sidewalk from the traffic through lane; there will also be a 0.50 metre buffer or shield between the north bridge and the concrete median, and the south bridge through lanes and the 1.83 metre sidewalk. There is no street lighting proposed for this section of the road improvements.

Cross Section D (Figure 16) is similar in appearance to Cross Section B, although there are some differences. The eastbound and westbound through lanes will remain between 3.30 metres and 3.50 metres, although the centre median is proposed to be 3.50 metres instead of 2.00 metres. Pedestrian sidewalks on either side of Regional Road 20 (Lundy's Lane) are 2.00 metres, and there is a proposed 1.75 metre boulevard or buffer between the through lanes and pedestrian sidewalks on either side of the road that will house street lighting. There are also 0.50 metre curbs and gutters on either side of the road.

Cross Section E (Figure 17) illustrates a typical signalized intersection as part of the Regional Road 20 (Lundy's Lane) road improvements and is very similar in appearance to Cross Section A at Regional Road 20 (Lundy's Lane) and Montrose Road.

An unnumbered Cross Section (Figure 18) illustrates the proposed cross section of Regional Road 20 (Lundy's Lane) at Dorchester Road. Eastbound and westbound lanes remain between 3.30 metres and 3.50 metres with a 2.00 painted median dividing the through lanes. Pedestrian sidewalks at this section of Lundy's Lane will be 1.80 metres wide, while a multi-use path on the north side of Lundy's Lane will be 3.00 metres. A 0.50 metre concrete curb and gutter will serve as a buffer between the traffic lanes and the pedestrian sidewalk/multi-use path.

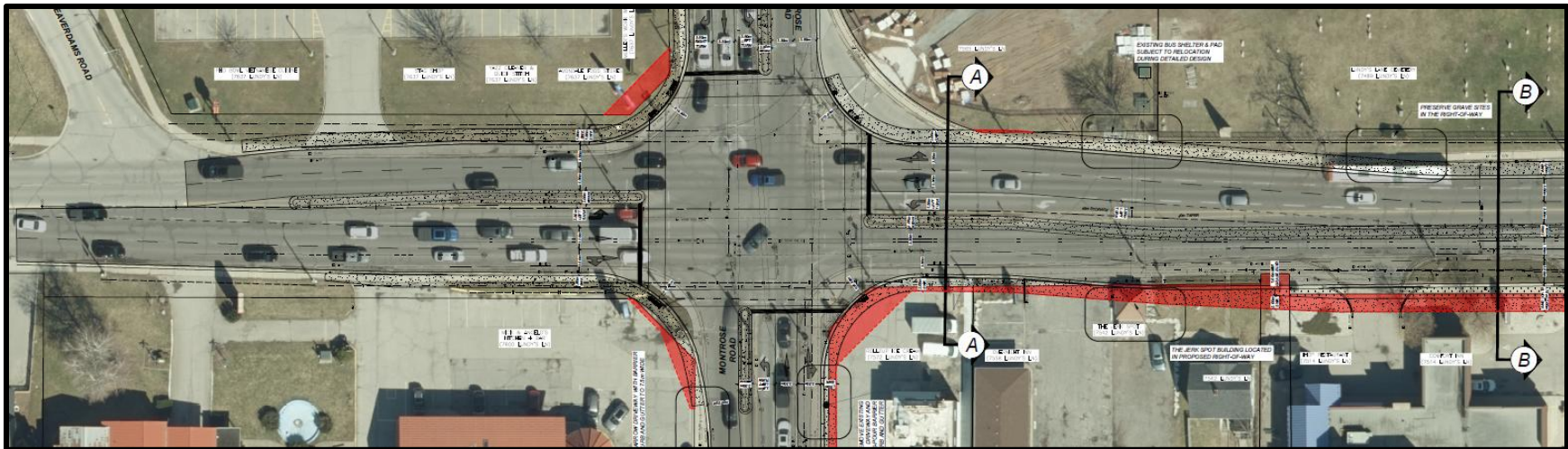


Figure 1: Preferred Alternative of RR 20 (Lundy's Lane) Between Beaverdams Road and QEW Overpass, West Side (UEM 2026:4)

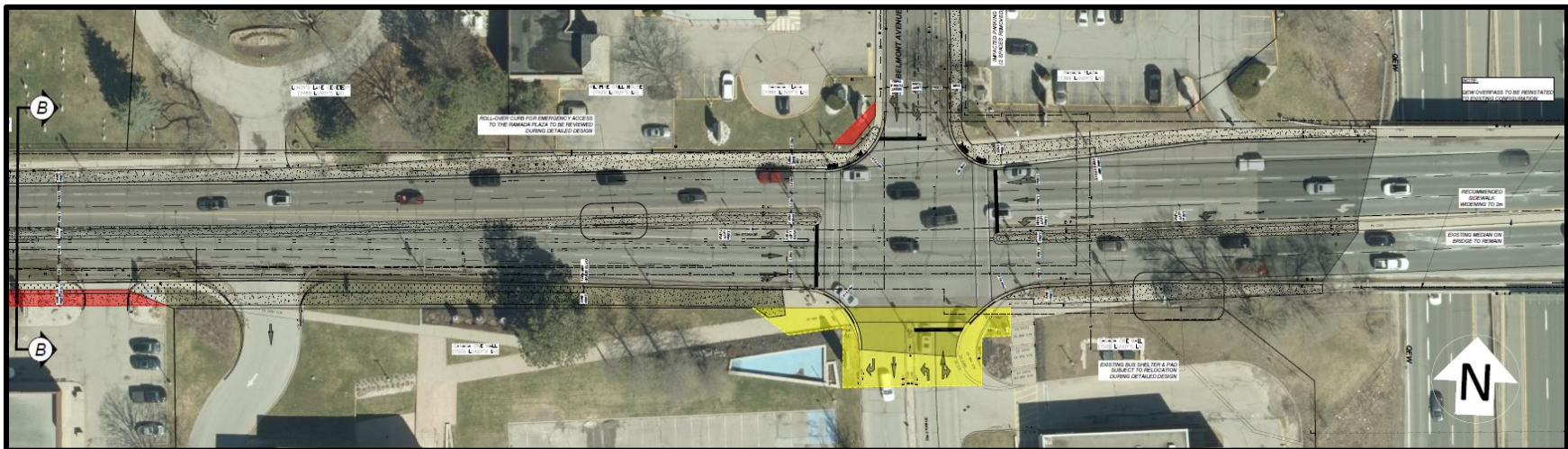


Figure 2: Preferred Alternative Between Beaverdams Road and QEW Overpass, East Side (UEM 2026:4)





**Figure 5: Preferred Alternative Between Brookfield Avenue and Beyond Corwin Avenue, West Side
(UEM 2026:6)**



**Figure 6: Preferred Alternative Between Brookfield Avenue and Beyond Corwin Avenue, East Side
(UEM 2026:6)**

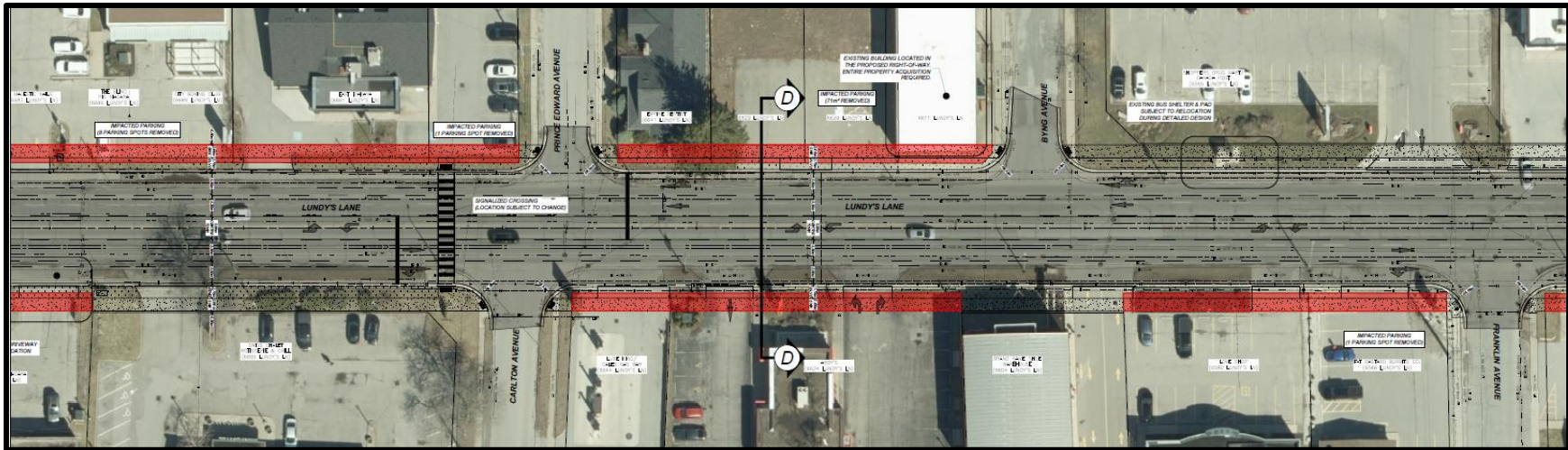


**Figure 7: Preferred Alternative Between Carlton Avenue and Highland Avenue, West Side
(UEM 2026:7)**

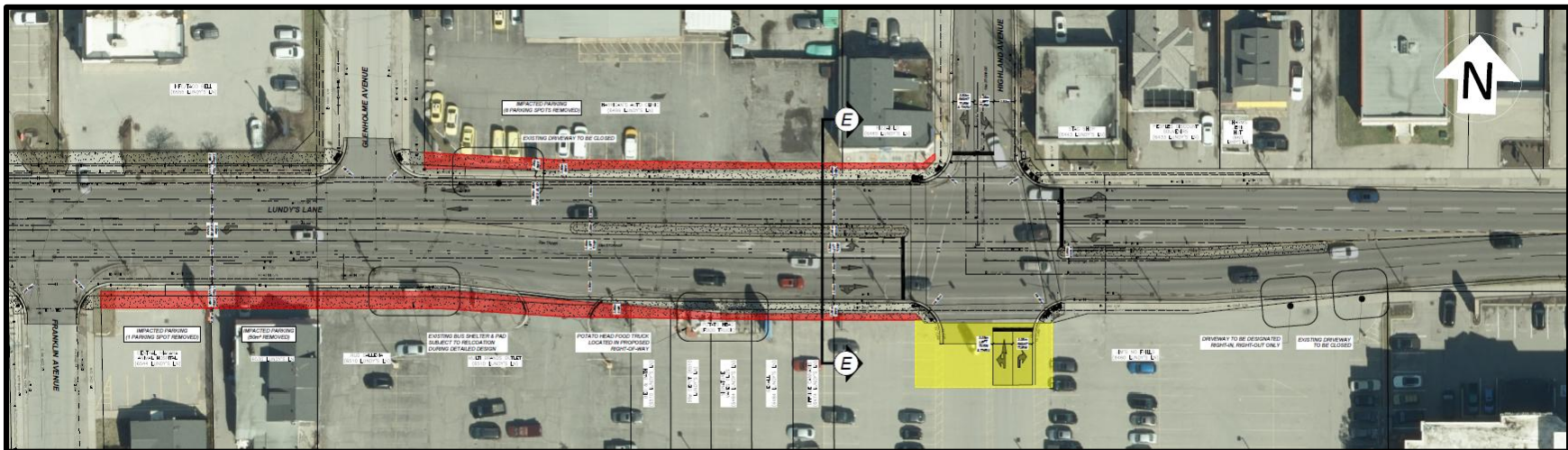


**Figure 8: Preferred Alternative Between Carlton Avenue and Highland Avenue, East Side
(UEM 2026:7)**

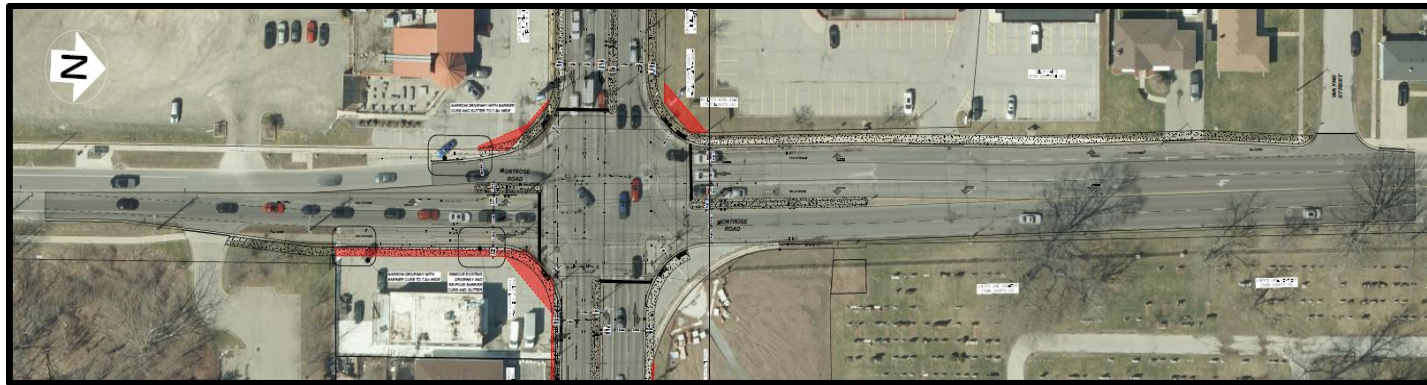


**Figure 9: Preferred Alternative of RR 20 (Lundy's Lane) at Montrose Road
(UEM 2026:8)**

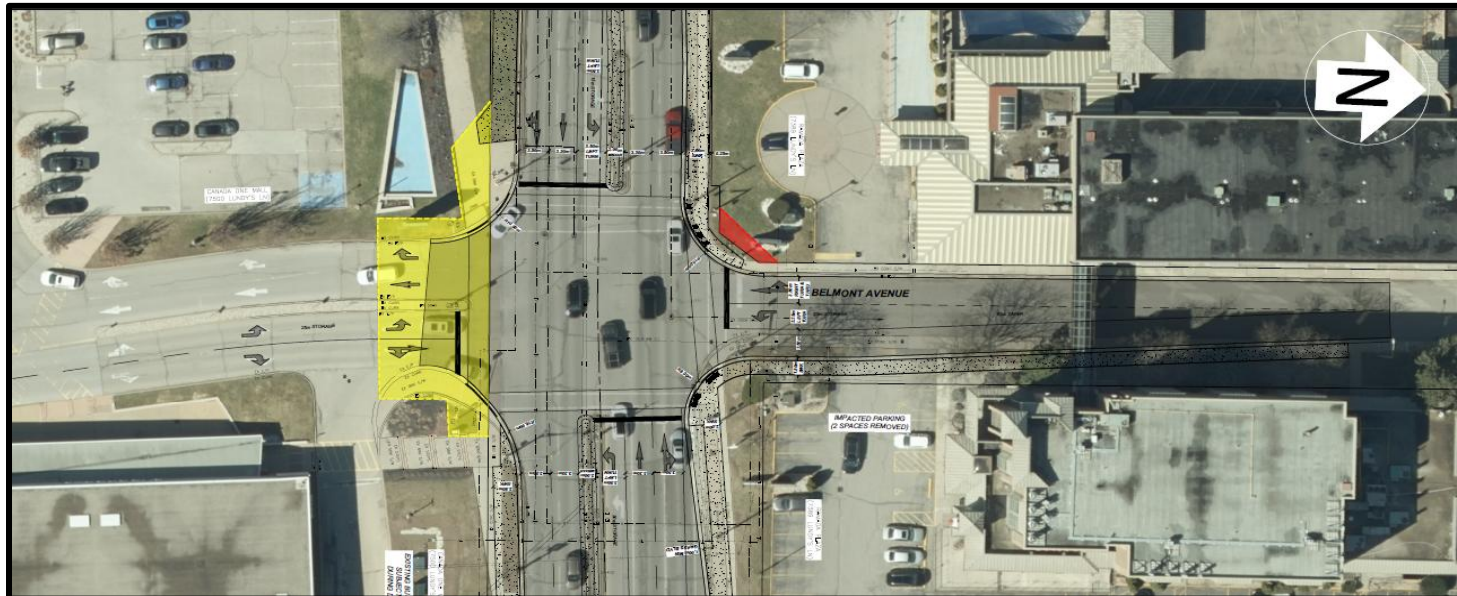


**Figure 10: Preferred Alternative of RR 20 (Lundy's Lane) at Belmont Avenue
(UEM 2026:1)**



**Figure 11: Preferred Alternative of RR 20 (Lundy's Lane) at Dorchester Road
(UEM 2026:2)**



**Figure 12: Preferred Alternative of RR 20 (Lundy's Lane) at Highland Avenue
(UEM 2026:3)**

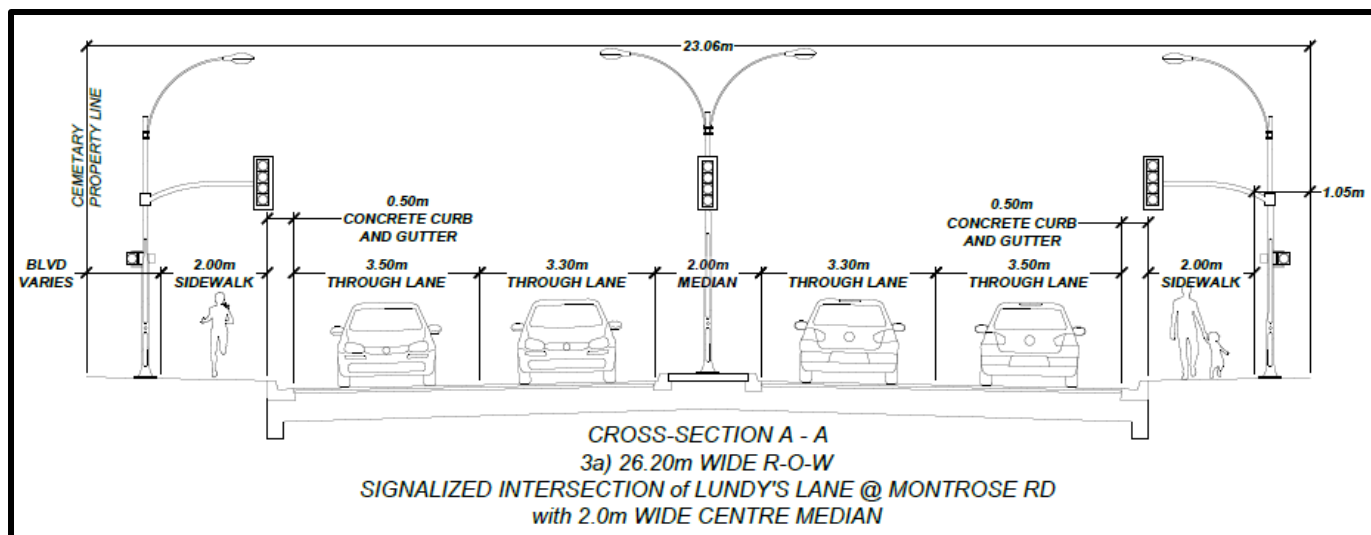


Figure 13: Proposed Cross Section of Signalized Intersection of RR 20 (Lundy's Lane) at Montrose Road (UEL 2026:4)

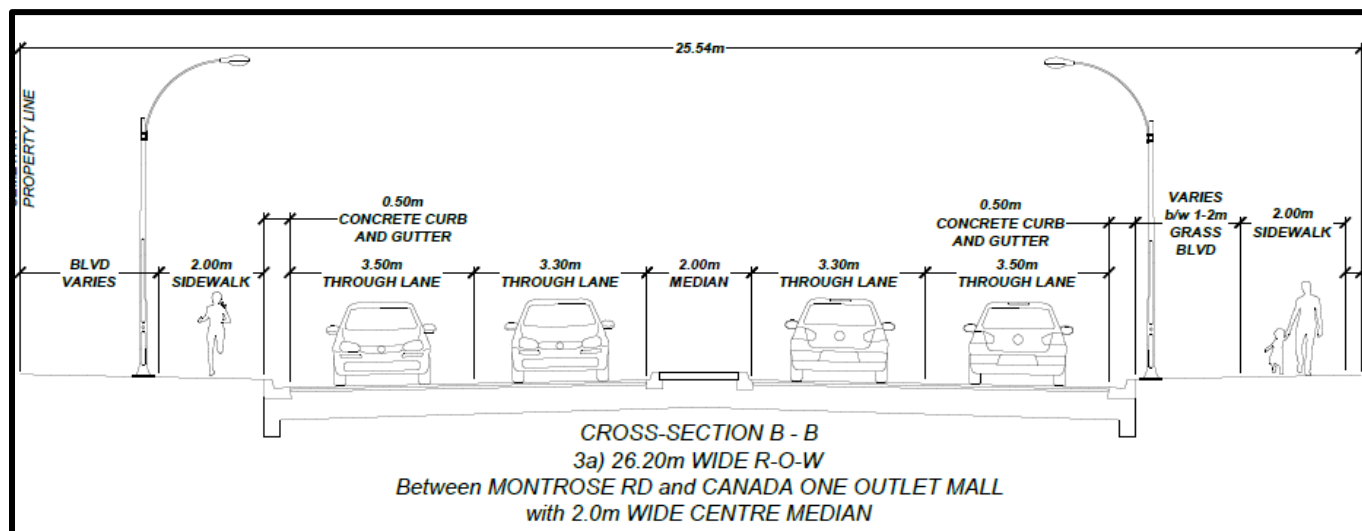


Figure 14: Proposed Cross Section of RR 20 (Lundy's Lane) Between Montrose Road and Canada One Outlet Mall (UEM 2026:4)

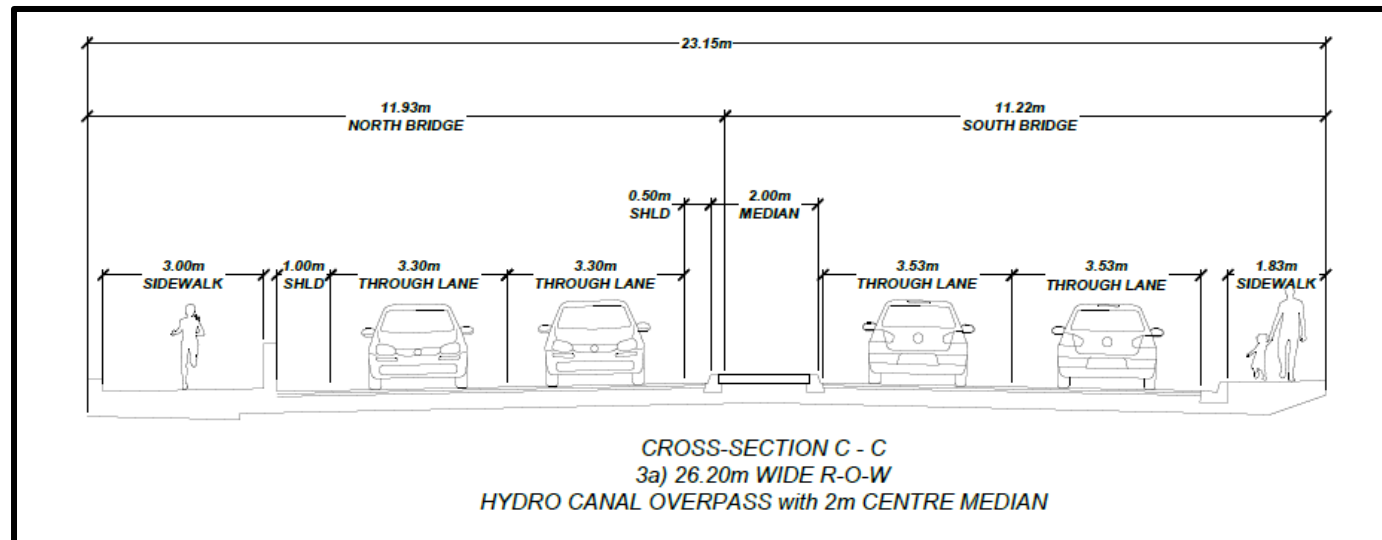


Figure 15: Proposed Cross Section of RR 20 (Lundy's Lane) at Hydro Canal Overpass
(UEM 2026:5)

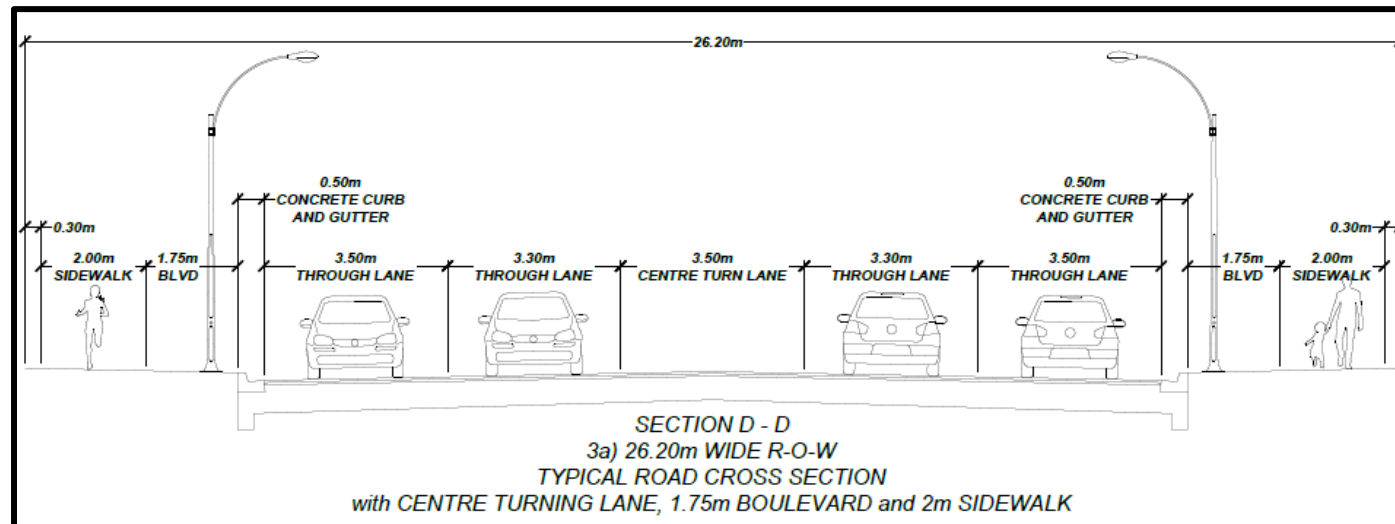


Figure 16: Proposed Cross Section with Centre Turning Lane
(UEM 2026:5)

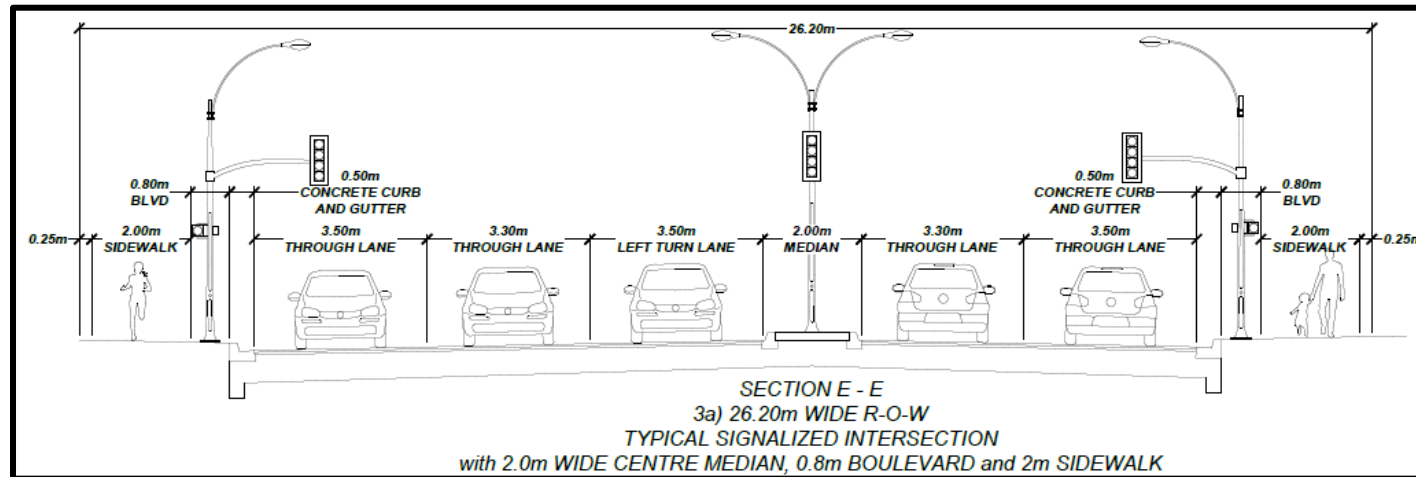


Figure 17: Proposed Typical Signalized Intersection
(UEM 2026:6)

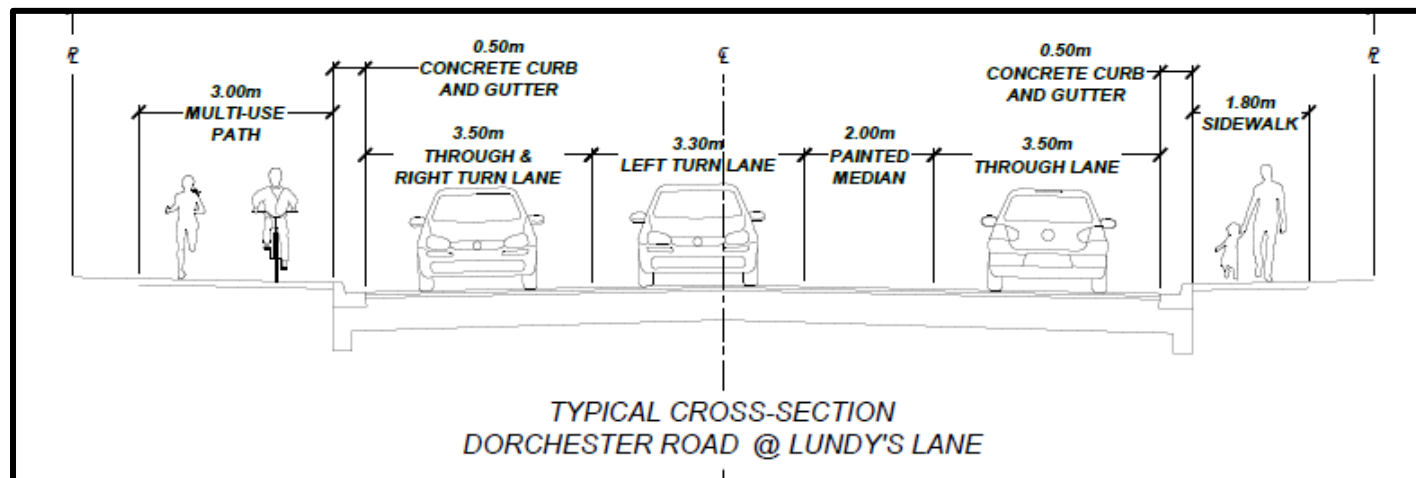


Figure 18: Proposed Typical Cross Section of RR 20 (Lundy's Lane) with Dorchester Road
(UEM 2026:2)

8.0 IDENTIFICATION OF POTENTIAL (PROJECT SPECIFIC) IMPACT AND PROPOSED MITIGATION MEASURES

8.1 Analysis of Potential Impacts

The proposed road improvements on Regional Road 20 (Lundy's Lane) have the potential to affect cultural heritage resources. MCM InfoSheet #5: *Heritage Impact Assessments and Conservation Plans* (MCM 2006:3) provides a list of potential negative impacts for evaluating against any proposed development. Impacts can be classified as either direct or indirect.

Direct impacts (those that physically affect the heritage resources themselves) include, but are not limited to initial project staging, excavation/levelling operations, construction of access roads and renovations or repairs over the life of the project. These direct impacts may destroy some or all significant heritage attributes or may alter soils and drainage patterns and adversely impact unknown archaeological resources.

Indirect impacts include but are not limited to: alterations that are not compatible with the historic fabric and appearance of the area, the creation of shadows that alter the appearance of an identified heritage attribute, the isolation of a heritage attribute from its surrounding environment, the obstruction of significant views and vistas, change in land use such as rezoning allowing for a reduction in open spaces and other less-tangible impacts. There may be positive environmental and cultural effects as a result of an EA undertaking.

The proposed road improvements will have direct or indirect impacts on the identified CHRs. The proposed development may result in the alteration of CHR-1, as the proposed project will necessitate the removal of the plaque over the course of the construction phase, and the relocation of the plaque after the road improvements have been completed. The proposed development will not isolate a heritage attribute, will not obstruct any views, vista, or create shadows. There are no proposed changes in land use that will occur as a result of the Lundy's Lane road improvements. Some CHRs (CHR-2, CHR-5-CHR-14) may be indirectly impacted by vibrations during the construction process.

A summary outlining the analysis of the potential direct or indirect impacts associated with the proposed development on identified potential cultural heritage resources is provided in Table 2. The location of the CHRs identified is provided in Map 7 to Map 9.

8.2 Mitigation Measures and Recommendations

An impact analysis was completed and found that the proposed work will have a direct impact and possible indirect impact on the identified cultural heritage resources. Therefore, the following mitigation measures reflecting best practices to avoid accidental adverse impacts to cultural heritage resources are recommended:

- That the preferred design should continue to avoid any impacts to the identified heritage resources;
- That, in coordination with the owner (Canada One Outlets) the plaque within CHR-1 be removed and safely stored prior to construction initiation. Following construction, the plaque should be reinstated to pre-construction conditions.
- The following mitigation measures are recommended for CHR-2 and CHR-5 to CHR-14:

- Storage and construction staging areas should avoid the identified cultural heritage resource
- Buffer zones in the form of construction fencing should be erected along the property/monuments to ensure they are not damaged by any construction machinery or vehicles.
- Given the adjacency of the identified cultural heritage resources to the project works, the project may result in minor indirect vibration impacts. The following recommendations should be considered during detailed design:
 - Consult a qualified Engineer:
 - As the CHRs are or contain components within the ROW and well within the limit of the recommended buffer suggested for vibration monitoring (i.e., 60 m from the proposed works; Carmen et al. 2012:31), consult a qualified Engineer to determine if a Zone of influence (ZOI) Study is required.
 - If required, complete a ZOI Study (conducted by a qualified Engineer) to determine if ground vibrations from the proposed work may damage the monuments or graves located along the southern edge of the property.
 - If the ZOI Study determines the proposed works have the potential to damage components of the property, the study should recommend:
 - Ground vibration limits to avoid potential damage to the monuments and graves within the property.
 - Construction vibration monitoring processes and procedures be implemented to avoid vibration limit exceedances.
 - If necessary, provide mitigation measures to assist in maintaining the vibrations within the proposed limits.

Table 3: Impacts and Mitigation Measures

CHR #	Name/Location	Heritage Recognition	Type and Description of Potential/Anticipated Impacts	Mitigation Measures: i. Mitigation Option ii. Mitigation Recommendation
CHR-1	CHL-1 7500 Lundy's Lane Plaque on Public Sidewalk	None	The proposed works will have a direct impact on CHR-1 as the acquisition of the land that contains the Lundy Homestead plaque is required in order to construct a pedestrian sidewalk. This will necessitate the plaque's removal over the course of the construction phase and the relocation of the plaque after the road improvements have been completed.	Preferred Option: The plaque should be removed and stored in a safe location for the duration of the construction activities. Once the proposed road improvements are completed, the plaque should be reinstalled in a similar location along Lundy's Lane in proximity to the historic location of the Lundy Homestead. The location should remain in a publicly accessible area and in a similar landscaped context to its current configuration. Mitigation Recommendations: The following mitigation measures reflect best practices that will avoid any accidental adverse impacts to plaque are recommended: - That, in coordination with the plaque owner (Canada One Outlets) and the City, the plaque be removed and safely stored prior to construction initiation. - Following construction, the plaque should be reinstated to pre-construction conditions.
CHR-2	CHL-2 7489 Lundy's Lane Lundy's Lane Cemetery/ Plaque	None	There are no anticipated direct impacts to the CHL as a result of the proposed project. The proposed development is adjacent, and the proposed road improvements will preserve the grave sites located in the road right-of-way. There is the potential for indirect impacts as construction activities have the potential to create vibrations that could impact cultural heritage resources located within CHR-2.	Preferred Option: That the preferred design should continue to avoid any direct impacts to the identified heritage resources. Mitigation Recommendations: The following mitigation measures reflecting best practices that will avoid any accidental adverse impacts to cultural heritage resources are recommended: - Storage and construction staging areas should avoid 7489 Lundy's Lane. - Buffer zones in the form of construction fencing should be erected along the property/monuments to ensure they are not damaged by any construction machinery or vehicles. - Given the adjacency of the Stone Cairn and Charles Green Memorial to the project works, the project may result in minor indirect vibration impacts. The following recommendations should be considered during detailed design: - Consult a qualified Engineer:

CHR #	Name/Location	Heritage Recognition	Type and Description of Potential/Anticipated Impacts	Mitigation Measures: i. Mitigation Option ii. Mitigation Recommendation
				▪ As CHR-2 contains components located within the ROW and well within the limit of the recommended buffer suggested for vibration monitoring (i.e., 60 m from the proposed works; Carmen et al. 2012:31), consult a qualified Engineer to determine if a Zone of influence (ZOI) Study is required. ○ If required, complete a ZOI Study (conducted by a qualified Engineer) to determine if ground vibrations from the proposed work may damage the monuments or graves located along the southern edge of the property. ○ If the ZOI Study determines the proposed works have the potential to damage components of the property, the study should recommend: ▪ Ground vibration limits to avoid potential damage to the monuments and graves within the property. ▪ Construction vibration monitoring processes and procedures be implemented to avoid vibration limit exceedances. ▪ If necessary, provide mitigation measures to assist in maintaining the vibrations within the proposed limits.
CHR-3	BHR-1 QEW Overpass Bridge	None	There are no anticipated direct or indirect impacts to CHR-3 as a result of the proposed road improvements. The changes to Lundy's Lane will not alter the footprint or attributes of the QEW Overpass; the main alteration will be the widening of sidewalks to 2.00 metres wide.	Preferred Option: That the preferred design should continue to avoid any direct or indirect impacts to the identified heritage resources; Mitigation Recommendations: No further mitigation measure recommended.
CHR-4	BHR-2 Hydro Canal Overpass Bridge	None	There are no anticipated direct or indirect impacts to CHR-4 as a result of the proposed road improvements. The changes described for the proposed road improvements will not alter the attributes of the Hydro Canal Overpass.	Preferred Option: That the preferred design should continue to avoid any direct or indirect impacts to the identified heritage resources. Mitigation Recommendations: No further mitigation measure recommended
CHR-5	BHR-3 7029 Lundy's Lane	None	There will be no direct impacts to CHR-5 as a result of the proposed road improvements. A portion of the front lawn may require acquisition in order to	Preferred Option: That the preferred design should continue to avoid any direct impacts to the identified heritage resources.

CHR #	Name/Location	Heritage Recognition	Type and Description of Potential/Anticipated Impacts	Mitigation Measures: i. Mitigation Option ii. Mitigation Recommendation
	Residence		accommodate the pedestrian sidewalks of the expanded Lundy's Lane transportation corridor. The built features are not proposed to be impacted by the proposed works however as they are located in close proximity (approximately 5 metres) from the proposed works, there is the potential for indirect impacts from vibrations.	Mitigation Recommendations: The following mitigation measures reflecting best practices that will avoid any accidental adverse impacts to cultural heritage resource are recommended: • Storage and construction staging areas should avoid 7029 Lundy's Lane. • If necessary, construction fencing should be erected along the property boundary to ensure the identified built heritage resource is not damaged by construction machinery or vehicles. • Given the close proximity of the CHR to the project works, the project may result in minor indirect vibration impacts. The following recommendations should be considered during detailed design: ○ Consult a qualified Engineer: ▪ As CHR-5 contains components well within the limit of the recommended buffer suggested for vibration monitoring (i.e., 60 m from the proposed works; Carmen et al. 2012:31), consult a qualified Engineer to determine if a Zone of influence (ZOI) Study is required. ○ If required, complete a ZOI Study (conducted by a qualified Engineer) to determine if ground vibrations from the proposed work may damage the monuments or graves located along the southern edge of the property. ○ If the ZOI Study determines the proposed works have the potential to damage components of the property, the study should recommend: ▪ Ground vibration limits to avoid potential damage to the monuments and graves within the property. ▪ Construction vibration monitoring processes and procedures be implemented to avoid vibration limit exceedances. ▪ If necessary, provide mitigation measures to assist in maintaining the vibrations within the proposed limits.
CHR-6	BHR-4 7001 Lundy's Lane	None	There will be no direct impacts to CHR-6 as a result of the proposed road improvements. A portion of the front lawn may require acquisition in order to	Preferred Option: That the preferred design should continue to avoid any direct or indirect impacts to the identified heritage resources;

CHR #	Name/Location	Heritage Recognition	Type and Description of Potential/Anticipated Impacts	Mitigation Measures: i. Mitigation Option ii. Mitigation Recommendation
	Residence		accommodate the pedestrian sidewalks of the expanded Lundy's Lane transportation corridor. The built features are not proposed to be impacted by the proposed works however as they are located in close proximity (approximately 8 metres) from the proposed works, there is the potential for indirect impacts from vibrations.	Mitigation Recommendations: The following mitigation measures reflecting best practices that will avoid any accidental adverse impacts to cultural heritage resource are recommended: • Storage and construction staging areas should avoid 7001 Lundy's Lane. • If necessary, construction fencing should be erected along the property boundary to ensure the identified built heritage resource is not damaged by construction machinery or vehicles. • Given the close proximity of the CHR to the project works, the project may result in minor indirect vibration impacts. The following recommendations should be considered during detailed design: ○ Consult a qualified Engineer: ▪ As CHR-6 contains components well within the limit of the recommended buffer suggested for vibration monitoring (i.e., 60 m from the proposed works; Carmen et al. 2012:31), consult a qualified Engineer to determine if a Zone of influence (ZOI) Study is required. ○ If required, complete a ZOI Study (conducted by a qualified Engineer) to determine if ground vibrations from the proposed work may damage the monuments or graves located along the southern edge of the property. ○ If the ZOI Study determines the proposed works have the potential to damage components of the property, the study should recommend: ▪ Ground vibration limits to avoid potential damage to the monuments and graves within the property. ▪ Construction vibration monitoring processes and procedures be implemented to avoid vibration limit exceedances. • If necessary, provide mitigation measures to assist in maintaining the vibrations within the proposed limits.
CHR-7	BHR-5 6995 Lundy's Lane	None	There will be no direct impacts to CHR-7 as a result of the proposed road improvements. A portion of the front lawn may require acquisition in order to	Preferred Option: That the preferred design should continue to avoid any direct or indirect impacts to the identified heritage resources;

CHR #	Name/Location	Heritage Recognition	Type and Description of Potential/Anticipated Impacts	Mitigation Measures: i. Mitigation Option ii. Mitigation Recommendation
	Residence		accommodate the pedestrian sidewalks of the expanded Lundy's Lane transportation corridor. The built features are not proposed to be impacted by the proposed works however as they are located in close proximity (approximately 8 metres) from the proposed works, there is the potential for indirect impacts from vibrations.	Mitigation Recommendations: The following mitigation measures reflecting best practices that will avoid any accidental adverse impacts to cultural heritage landscape are recommended: • Storage and construction staging areas should avoid 6995 Lundy's Lane. • If necessary, construction fencing should be erected along the property boundary to ensure the identified built heritage resource is not damaged by construction machinery or vehicles. • Given the close proximity of the CHR to the project works, the project may result in minor indirect vibration impacts. The following recommendations should be considered during detailed design: ○ Consult a qualified Engineer: ▪ As CHR-7 contains components well within the limit of the recommended buffer suggested for vibration monitoring (i.e., 60 m from the proposed works; Carmen et al. 2012:31), consult a qualified Engineer to determine if a Zone of influence (ZOI) Study is required. ○ If required, complete a ZOI Study (conducted by a qualified Engineer) to determine if ground vibrations from the proposed work may damage the monuments or graves located along the southern edge of the property. ○ If the ZOI Study determines the proposed works have the potential to damage components of the property, the study should recommend: ▪ Ground vibration limits to avoid potential damage to the monuments and graves within the property. ▪ Construction vibration monitoring processes and procedures be implemented to avoid vibration limit exceedances. • If necessary, provide mitigation measures to assist in maintaining the vibrations within the proposed limits.
CHR-8	BHR-6 6986 Lundy's Lane	None	There will be no direct impacts to CHR-8 as a result of the proposed road improvements. A portion of the front lawn may require acquisition in order to	Preferred Option: That the preferred design should continue to avoid any direct or indirect impacts to the identified heritage resources;

CHR #	Name/Location	Heritage Recognition	Type and Description of Potential/Anticipated Impacts	Mitigation Measures: i. Mitigation Option ii. Mitigation Recommendation
	Residence		accommodate the pedestrian sidewalks of the expanded Lundy's Lane transportation corridor. The built features are not proposed to be impacted by the proposed works however as they are located in close proximity (approximately 9 metres) from the proposed works, there is the potential for indirect impacts from vibrations.	Mitigation Recommendations: The following mitigation measures reflecting best practices that will avoid any accidental adverse impacts to cultural heritage landscape are recommended: • Storage and construction staging areas should avoid 6986 Lundy's Lane. • If necessary, construction fencing should be erected along the property boundary to ensure the identified built heritage resource is not damaged by construction machinery or vehicles. • Given the close proximity of the CHR to the project works, the project may result in minor indirect vibration impacts. The following recommendations should be considered during detailed design: ○ Consult a qualified Engineer: ▪ As CHR-8 contains components well within the limit of the recommended buffer suggested for vibration monitoring (i.e., 60 m from the proposed works; Carmen et al. 2012:31), consult a qualified Engineer to determine if a Zone of influence (ZOI) Study is required. ○ If required, complete a ZOI Study (conducted by a qualified Engineer) to determine if ground vibrations from the proposed work may damage the monuments or graves located along the southern edge of the property. ○ If the ZOI Study determines the proposed works have the potential to damage components of the property, the study should recommend: ▪ Ground vibration limits to avoid potential damage to the monuments and graves within the property. ▪ Construction vibration monitoring processes and procedures be implemented to avoid vibration limit exceedances. • If necessary, provide mitigation measures to assist in maintaining the vibrations within the proposed limits.
CHR-9	BHR-7 6981 Lundy's Lane	None	There will be no direct impacts to CHR-9 as a result of the proposed road improvements. A portion of the front lawn may require acquisition in order to	Preferred Option: That the preferred design should continue to avoid any direct or indirect impacts to the identified heritage resources;

CHR #	Name/Location	Heritage Recognition	Type and Description of Potential/Anticipated Impacts	Mitigation Measures: i. Mitigation Option ii. Mitigation Recommendation
	Residence		accommodate the pedestrian sidewalks of the expanded Lundy's Lane transportation corridor. The built features are not proposed to be impacted by the proposed works however as they are located in close proximity (approximately 8 metres) from the proposed works, there is the potential for indirect impacts from vibrations.	Mitigation Recommendations: The following mitigation measures reflecting best practices that will avoid any accidental adverse impacts to cultural heritage landscape are recommended: • Storage and construction staging areas should avoid 6981 Lundy's Lane. • If necessary, construction fencing should be erected along the property boundary to ensure the identified built heritage resource is not damaged by construction machinery or vehicles. • Given the close proximity of the CHR to the project works, the project may result in minor indirect vibration impacts. The following recommendations should be considered during detailed design: ○ Consult a qualified Engineer: ▪ As CHR-9 contains components well within the limit of the recommended buffer suggested for vibration monitoring (i.e., 60 m from the proposed works; Carmen et al. 2012:31), consult a qualified Engineer to determine if a Zone of influence (ZOI) Study is required. ○ If required, complete a ZOI Study (conducted by a qualified Engineer) to determine if ground vibrations from the proposed work may damage the monuments or graves located along the southern edge of the property. ○ If the ZOI Study determines the proposed works have the potential to damage components of the property, the study should recommend: ▪ Ground vibration limits to avoid potential damage to the monuments and graves within the property. ▪ Construction vibration monitoring processes and procedures be implemented to avoid vibration limit exceedances. ▪ If necessary, provide mitigation measures to assist in maintaining the vibrations within the proposed limits.
CHR-10	BHR-8 6984 Lundy's Lane	None	There will be no direct impacts to CHR-10 as a result of the proposed road improvements. A portion of the front lawn	Preferred Option: That the preferred design should continue to avoid any direct or indirect impacts to the identified heritage resources;

CHR #	Name/Location	Heritage Recognition	Type and Description of Potential/Anticipated Impacts	Mitigation Measures: i. Mitigation Option ii. Mitigation Recommendation
	Residence		may require acquisition in order to accommodate the pedestrian sidewalks of the expanded Lundy's Lane transportation corridor. The built features are not proposed to be impacted by the proposed works however as they are located in close proximity (approximately 9 metres) from the proposed works, there is the potential for indirect impacts from vibrations.	Mitigation Recommendations: The following mitigation measures reflecting best practices that will avoid any accidental adverse impacts to cultural heritage landscape are recommended: • Storage and construction staging areas should avoid 6984 Lundy's Lane. • If necessary, construction fencing should be erected along the property boundary to ensure the identified built heritage resource is not damaged by construction machinery or vehicles. • Given the close proximity of the CHR to the project works, the project may result in minor indirect vibration impacts. The following recommendations should be considered during detailed design: ○ Consult a qualified Engineer: ▪ As CHR-10 contains components well within the limit of the recommended buffer suggested for vibration monitoring (i.e., 60 m from the proposed works; Carmen et al. 2012:31), consult a qualified Engineer to determine if a Zone of influence (ZOI) Study is required. ○ If required, complete a ZOI Study (conducted by a qualified Engineer) to determine if ground vibrations from the proposed work may damage the monuments or graves located along the southern edge of the property. ○ If the ZOI Study determines the proposed works have the potential to damage components of the property, the study should recommend: ▪ Ground vibration limits to avoid potential damage to the monuments and graves within the property. ▪ Construction vibration monitoring processes and procedures be implemented to avoid vibration limit exceedances. ▪ If necessary, provide mitigation measures to assist in maintaining the vibrations within the proposed limits.

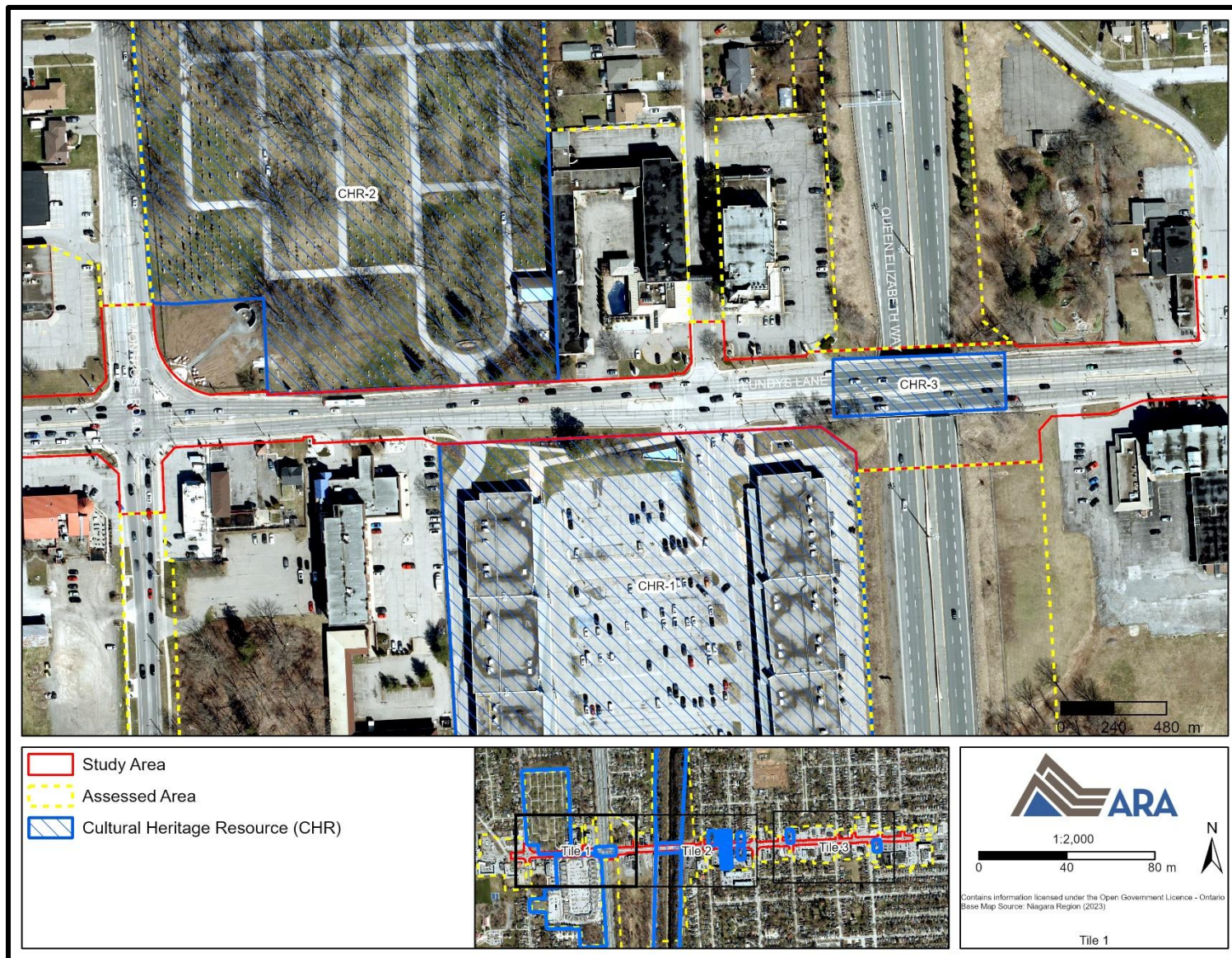
CHR #	Name/Location	Heritage Recognition	Type and Description of Potential/Anticipated Impacts	Mitigation Measures: i. Mitigation Option ii. Mitigation Recommendation
CHR-11	BHR-9 6942 Lundy's Lane Residence	None	There will be no direct impacts to CHR-11 as a result of the proposed road improvements. A portion of the front lawn may require acquisition in order to accommodate the pedestrian sidewalks of the expanded Lundy's Lane transportation corridor. The built features are not proposed to be impacted by the proposed works however as they are located in close proximity (approximately 7.5 metres) from the proposed works, there is the potential for indirect impacts from vibrations.	Preferred Option: That the preferred design should continue to avoid any direct or indirect impacts to the identified heritage resources; Mitigation Recommendations: The following mitigation measures reflecting best practices that will avoid any accidental adverse impacts to cultural heritage landscape are recommended: • Storage and construction staging areas should avoid 6942 Lundy's Lane. • If necessary, construction fencing should be erected along the property boundary to ensure the identified built heritage resource is not damaged by construction machinery or vehicles. • Given the close proximity of the CHR to the project works, the project may result in minor indirect vibration impacts. The following recommendations should be considered during detailed design: ○ Consult a qualified Engineer: ▪ As CHR-11 contains components well within the limit of the recommended buffer suggested for vibration monitoring (i.e., 60 m from the proposed works; Carmen et al. 2012:31), consult a qualified Engineer to determine if a Zone of influence (ZOI) Study is required. ○ If required, complete a ZOI Study (conducted by a qualified Engineer) to determine if ground vibrations from the proposed work may damage the monuments or graves located along the southern edge of the property. ○ If the ZOI Study determines the proposed works have the potential to damage components of the property, the study should recommend: ▪ Ground vibration limits to avoid potential damage to the monuments and graves within the property. ▪ Construction vibration monitoring processes and procedures be implemented to avoid vibration limit exceedances. ▪ If necessary, provide mitigation measures to assist in maintaining the vibrations within the proposed limits.

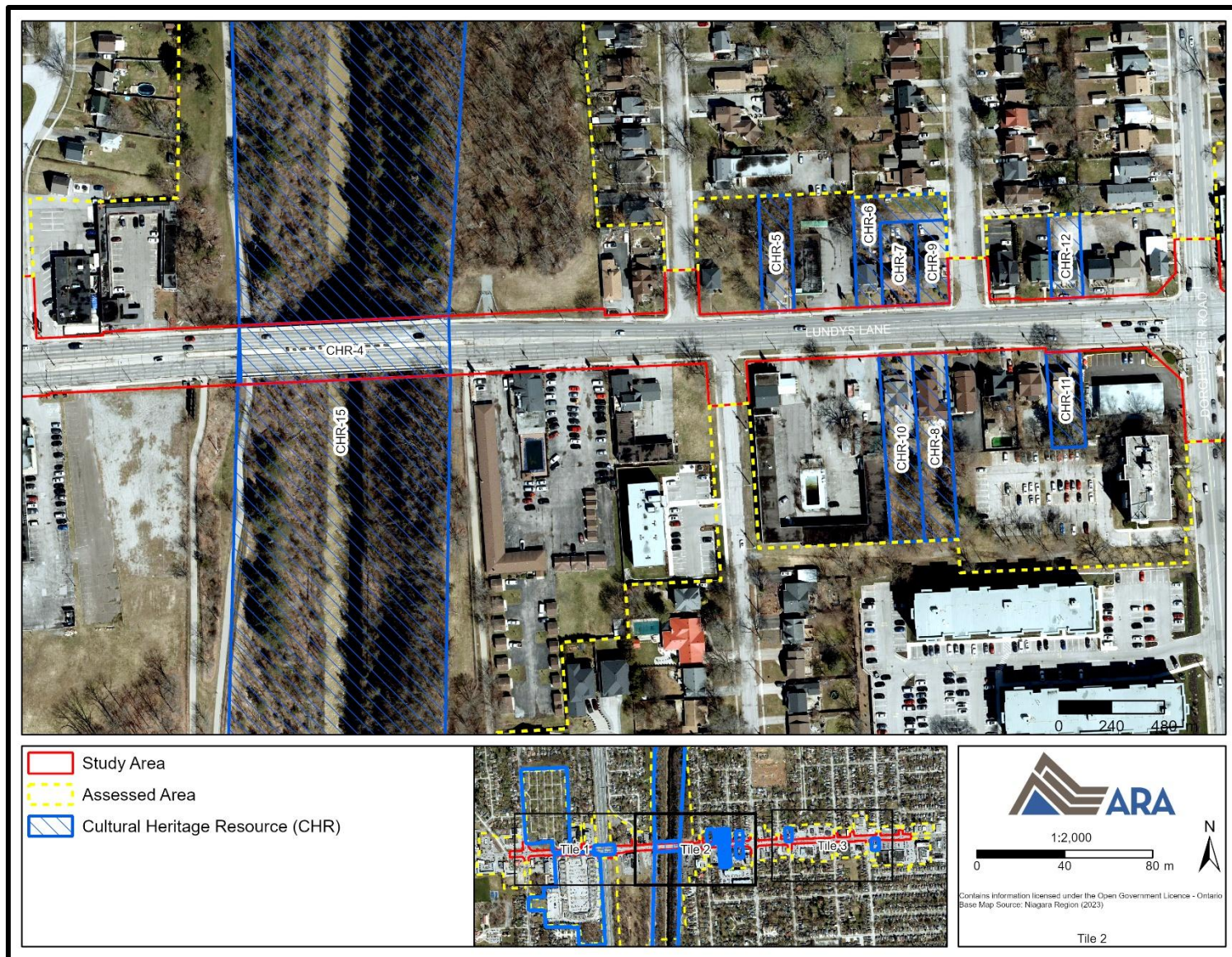
CHR #	Name/Location	Heritage Recognition	Type and Description of Potential/Anticipated Impacts	Mitigation Measures: i. Mitigation Option ii. Mitigation Recommendation
CHR-12	BHR-10 6941 Lundy's Lane Residence	None	There will be no direct impacts to CHR-12 as a result of the proposed road improvements. A portion of the front lawn may require acquisition in order to accommodate the pedestrian sidewalks of the expanded Lundy's Lane transportation corridor. The built features are not proposed to be impacted by the proposed works however as they are located in close proximity (approximately 7 metres) from the proposed works, there is the potential for indirect impacts from vibrations.	Preferred Option: That the preferred design should continue to avoid any direct or indirect impacts to the identified heritage resources; Mitigation Recommendations: The following mitigation measures reflecting best practices that will avoid any accidental adverse impacts to cultural heritage landscape are recommended: • Storage and construction staging areas should avoid 6941 Lundy's Lane. • If necessary, construction fencing should be erected along the property boundary to ensure the identified built heritage resource is not damaged by construction machinery or vehicles. • Given the close proximity of the CHR to the project works, the project may result in minor indirect vibration impacts. The following recommendations should be considered during detailed design: ○ Consult a qualified Engineer: ▪ As CHR-12 contains components well within the limit of the recommended buffer suggested for vibration monitoring (i.e., 60 m from the proposed works; Carmen et al. 2012:31), consult a qualified Engineer to determine if a Zone of influence (ZOI) Study is required. ○ If required, complete a ZOI Study (conducted by a qualified Engineer) to determine if ground vibrations from the proposed work may damage the monuments or graves located along the southern edge of the property. ○ If the ZOI Study determines the proposed works have the potential to damage components of the property, the study should recommend: ▪ Ground vibration limits to avoid potential damage to the monuments and graves within the property. ▪ Construction vibration monitoring processes and procedures be implemented to avoid vibration limit exceedances.

CHR #	Name/Location	Heritage Recognition	Type and Description of Potential/Anticipated Impacts	Mitigation Measures: i. Mitigation Option ii. Mitigation Recommendation
				If necessary, provide mitigation measures to assist in maintaining the vibrations within the proposed limits.
CHR-13	BHR-12 6791 Lundy's Lane Residence	None	There will be no direct impacts to CHR-13 as a result of the proposed road improvements. A portion of the front lawn may require acquisition in order to accommodate the pedestrian sidewalks of the expanded Lundy's Lane transportation corridor. The built features are not proposed to be impacted by the proposed works however as they are located in close proximity (approximately 8 metres) from the proposed works, there is the potential for indirect impacts from vibrations.	Preferred Option: That the preferred design should continue to avoid any direct or indirect impacts to the identified heritage resources; Mitigation Recommendations: The following mitigation measures reflecting best practices that will avoid any accidental adverse impacts to cultural heritage landscape are recommended: - Storage and construction staging areas should avoid 6791 Lundy's Lane. - If necessary, construction fencing should be erected along the property boundary to ensure the identified built heritage resource is not damaged by construction machinery or vehicles. - Given the close proximity of the CHR to the project works, the project may result in minor indirect vibration impacts. The following recommendations should be considered during detailed design: - Consult a qualified Engineer: - As CHR-13 contains components well within the limit of the recommended buffer suggested for vibration monitoring (i.e., 60 m from the proposed works; Carmen et al. 2012:31), consult a qualified Engineer to determine if a Zone of influence (ZOI) Study is required. - If required, complete a ZOI Study (conducted by a qualified Engineer) to determine if ground vibrations from the proposed work may damage the monuments or graves located along the southern edge of the property. - If the ZOI Study determines the proposed works have the potential to damage components of the property, the study should recommend: - Ground vibration limits to avoid potential damage to the monuments and graves within the property.

CHR #	Name/Location	Heritage Recognition	Type and Description of Potential/Anticipated Impacts	Mitigation Measures: i. Mitigation Option ii. Mitigation Recommendation
				- Construction vibration monitoring processes and procedures be implemented to avoid vibration limit exceedances. - If necessary, provide mitigation measures to assist in maintaining the vibrations within the proposed limits.
CHR-14	BHR-13 6530 Lundy's Lane Former Residence	Listed	There will be no direct impacts to CHR-14 as a result of the proposed road improvements. A portion of the building's front lot may require acquisition in order to accommodate the pedestrian sidewalks of the expanded Lundy's Lane transportation corridor. The built features are not proposed to be impacted by the proposed works however as they are located in close proximity (approximately 4 metres) from the proposed works, there is the potential for indirect impacts from vibrations.	Preferred Option: That the preferred design should continue to avoid any direct or indirect impacts to the identified heritage resources; Mitigation Recommendations: The following mitigation measures reflecting best practices that will avoid any accidental adverse impacts to cultural heritage landscape are recommended: - Storage and construction staging areas should avoid 6530 Lundy's Lane. - If necessary, construction fencing should be erected along the property boundary to ensure the identified built heritage resource is not damaged by construction machinery or vehicles. - Given the close proximity of the CHR to the project works, the project may result in minor indirect vibration impacts. The following recommendations should be considered during detailed design: - Consult a qualified Engineer: - As CHR-14 contains components well within the limit of the recommended buffer suggested for vibration monitoring (i.e., 60 m from the proposed works; Carmen et al. 2012:31), consult a qualified Engineer to determine if a Zone of influence (ZOI) Study is required. - If required, complete a ZOI Study (conducted by a qualified Engineer) to determine if ground vibrations from the proposed work may damage the monuments or graves located along the southern edge of the property. - If the ZOI Study determines the proposed works have the potential to damage components of the property, the study should recommend: - Ground vibration limits to avoid potential damage to the monuments and graves within the property.

CHR #	Name/Location	Heritage Recognition	Type and Description of Potential/Anticipated Impacts	Mitigation Measures: i. Mitigation Option ii. Mitigation Recommendation
				▪ Construction vibration monitoring processes and procedures be implemented to avoid vibration limit exceedances. • If necessary, provide mitigation measures to assist in maintaining the vibrations within the proposed limits
CHR-15	CHL-3 Niagara Hydro Canal	None	There will be no direct or indirect impacts to CHR-15 as a result of the proposed road improvements. The work will be confined to Lundy's Lane transportation corridor and will not require any work within the Niagara Hydro Canal.	Preferred Option: That the preferred design should continue to avoid any direct or indirect impacts to the identified heritage resources; Mitigation Recommendations: No further mitigation measure recommended.







Map 9: Assessment Results: Tile 3
(Produced by ARA under licence using ArcGIS® software by Esri, © Esri)

9.0 SUMMARY AND NEXT STEPS OR RECOMMENTATIONS

This Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment is being completed to identify and evaluate any potential impacts on known and potential cultural heritage resources resulting from the undertakings associated with *Schedule C Municipal Class Environmental Assessment for the Reconstruction of Regional Road 20 (Lundy's Lane) between Highland Avenue and Regional Road 98 (Montrose Road)*. The Schedule C undertakings include modifications to the existing four-lane roadway with dedicated turn lanes to include concrete medians dividing the eastbound and westbound lanes and extension of the pedestrian sidewalks. The proposed works also involve the removal of obstructions around key intersections to improve visibility. After conducting historical research, consultation and field survey, 15 cultural heritage resources (12 built heritage resource and three cultural heritage landscape) were identified within or adjacent to the study area.

This Cultural Heritage Report has assessed the impacts associated with the preferred design and found that the proposed roadway improvements will have a direct or indirect impact on the identified CHRs. Therefore, the following mitigation measures reflecting best practices that will avoid any accidental adverse impacts to cultural heritage resources are recommended:

- That the preferred design should continue to avoid impacts to the identified heritage resources where possible;
- That, in coordination with the owner (Canada One Outlets) the plaque within CHR-1 be removed and safely stored prior to construction initiation. Following construction, the plaque should be reinstated to pre-construction conditions.
- The following mitigation measures are recommended for CHR-2 and CHR-5 to CHR-14:
 - Storage and construction staging areas should avoid the identified cultural heritage resource
 - Buffer zones in the form of construction fencing should be erected along the property/monuments to ensure they are not damaged by any construction machinery or vehicles.
 - Given the adjacency of the identified cultural heritage resources to the project works, the project may result in minor indirect vibration impacts. The following recommendations should be considered during detailed design:
 - Consult a qualified Engineer:
 - As the CHRs are or contain components within the ROW and well within the limit of the recommended buffer suggested for vibration monitoring (i.e., 60 m from the proposed works; Carmen et al. 2012:31), consult a qualified Engineer to determine if a Zone of influence (ZOI) Study is required.
 - If required, complete a ZOI Study (conducted by a qualified Engineer) to determine if ground vibrations from the proposed work may damage the monuments or graves located along the southern edge of the property.
 - If the ZOI Study determines the proposed works have the potential to damage components of the property, the study should recommend:
 - Ground vibration limits to avoid potential damage to the monuments and graves within the property.
 - Construction vibration monitoring processes and procedures be implemented to avoid vibration limit exceedances.
 - If necessary, provide mitigation measures to assist in maintaining the vibrations within the proposed limits.

The following considerations and recommendations should also be undertaken:

- That the above mitigation measures be implemented and considered in subsequent planning and design phases.
- That if the preferred option changes, the new design should be reviewed against the findings in this Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment and an update provided in an Impact Memo. Specifically, the memo should review all identified heritage resources and evaluate any impact of the design (or alternative design concepts), as well as outline avoidance/mitigation measures to minimize the impact. Depending on the nature of the impact (i.e., demolition, significant modification, or alteration) the review may result in additional studies being recommended (i.e., a Cultural Heritage Evaluation Report, Heritage Impact Assessment, Conservation Plan etc.). The review should be undertaken by a qualified heritage professional.
- That this Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment should be provided to staff/planners at the municipal and regional level as needed.

10.0 BIBLIOGRAPHY AND SOURCES

Archives of Ontario

2024 *Archives of Ontario: Accessing our Collections*. Accessed online at: http://www.archives.gov.on.ca/en/access/our_collection.aspx.

Brock University

2021 1934 Air Photo Mosaics of Niagara. Accessed online at: <https://brocku.ca/library/1934-air-photo-mosaics-of-niagara/>

Carmen, R.A., Buehler, D., Mikesell, S., and Searls, C.L.

2012 *Current Practices to Address Construction Vibration and Potential Effects to Historic Buildings Adjacent to Transportation Projects*. Wilson, Ihrig and Associates, ICF International, and Simpson, Gumpertz and Heger, Incorporated for the American Association of State Highway and Transportation Officials (AASHTO), Washington, DC

City of Niagara Falls

2021 *Notice of Passing of a By-Law to Repeal Designation By-Law No 2010-090*. Accessed online at:

<https://www.heritagetrust.on.ca/oha/details/file?id=13708#:~:text=2021%2D126-Being%20a%20by%2Dlaw%20to%20repeal%20By%2Dlaw%202010%2Dissued%20on%20March%2023%2C%202021>.

2019 *Official Plan for the City of Niagara Falls, Office Consolidation April 2019*. Accessed online at: <https://niagarafalls.ca/pdf/planning/official-plan/official-plan-november-2019.pdf>

Coyne, J. H.

1895 *The Country of the Neutrals (As Far as Comprised in the County of Elgin): From Champlain to Talbot*. St. Thomas: Times Print.

Cumming, R. (ed.)

1972 *Historical Atlas of the County of Wellington, Ontario*. Reprint of 1906 Edition. Toronto: Historical Atlas Publishing Co.

Ellis, C.J. and N. Ferris (eds.)

1990 *The Archaeology of Southern Ontario to A.D. 1650*. Occasional Publication of the London Chapter, OAS Number 5. London: Ontario Archaeological Society Inc.

Government of Ontario

2006 *Ontario Regulation 9/06 made under the Ontario Heritage Act*. Accessed online at: www.e-laws.gov.on.ca/html/regs/english/elaws_regs_060009_e.htm.

1990 *Ontario Heritage Act, R.S.O. 1990, c. O.18*. Accessed online at: <https://www.ontario.ca/laws/statute/90o18>

1990 *Planning Act, R.S.O. 1990, c. P. 13*. Accessed online at: <https://www.ontario.ca/laws/statute/90p13>

1990 *Environmental Assessment Act, R.S.O. 1990, c. 16. Sched 7, s.1*. Accessed online at: www.e-laws.gov.on.ca/html/statutes/english/elaws_statutes_90e18_e.htm.

Hammerburg Productions (Hammerburg)

2008 *Illustrated Historical Atlas of the Counties of Lincoln & Welland, Ontario*. Reprint of 1876 Edition (Toronto: H.R. Page). Toronto: Hammerburg Productions.

Lajeunesse, E.J.

1960 *The Windsor Border Region: Canada's Southernmost Frontier*. Toronto: The Champlain Society.

McGill University (MU)

2001 *The Canadian County Atlas Digital Project*.

Ministry of Citizenship and Multiculturalism (MCM)

2006 *InfoSheet #5: Heritage Impact Assessments and Conservation Plans*. Ontario Heritage Tool Kit Series. Toronto: Ministry of Culture.

2025 *Ontario Heritage Tool Kit*. Accessed online at: www.ontario.ca/page/ontario-heritage-tool-kit
n.d. *Criteria for Evaluating Potential and Built Heritage Resources and Cultural Heritage Landscapes*. Accessed online at: <https://forms.mgcs.gov.on.ca/en/dataset/021-0500>

Ministry of Municipal Affairs and Housing (MMAH)

2024 *Provincial Planning Statement*. Toronto: Ministry of Municipal Affairs and Housing.

Ministry of Transportation

2007 *Environmental Guide for Built Heritage and Cultural Heritage Landscapes*. Provincial and Environmental Planning Office.

Munson, M.K. and S.M. Jamieson (eds.)

2013 *Before Ontario: The Archaeology of a Province*. Kingston: McGill-Queen's University Press.

Niagara Falls Info (NFI)

2015 *History of Niagara Falls*. Accessed online at: www.niagarafallsinfo.com/history.php.

Niagara Falls Museum (NFM)

n.d. *Hydro Canal and Bridges*. Accessed online at: <https://niagarafallsmuseums.ca/discover-our-history/history-notes/hydrocanal.aspx>

Ontario Council of University Libraries (OCUL)

2023 *Historical Topographic Map Digitization Project*. Accessed online at: <http://ocul.on.ca/topomaps/>.

Ontario Heritage Trust (OHT)

2020 *Heritage Conservation Districts in Ontario*. Accessed online at: <https://www.heritagetrust.on.ca/pages/tools/conservation-districts/heritage-conservation-districts-in-ontario>.

Ontario Historical County Maps Project (OHCMP)

2021 *Ontario Historical County Maps Project*. Accessed online at: <http://maps.library.utoronto.ca/hqis/countymaps/maps.html>.

Parks Canada

2010 *Standards and Guidelines for the Conservation of Historic Places in Canada 2nd Edition*. Accessed online at: www.historicplaces.ca/media/18072/81468-parks-s+g-eng-web2.pdf.

2023 *Directory of Federal Heritage Designations*. Accessed online at: https://www.pc.gc.ca/apps/dfhd/search-recherche_eng.aspx.

Regional Municipality of Niagara

2014 *Niagara Region Official Plan*. Accessed online at: www.niagararegion.ca/living/icp/policy-plan.aspx

Powell, R.J. and B.F. Coffman (eds.)

1956 *Lincoln County, 1856–1956*. St. Catharines: Lincoln County Council.

Smith, W.H.

1846 *Smith's Canadian Gazetteer: Comprising Statistical and General Information Respecting all Parts of the Upper Province, or Canada West*. Toronto: H. & W. Rowsell.

Surtees, R.J.

1994 *Land Cessions, 1763–1830*. In *Aboriginal Ontario: Historical Perspectives on the First Nations*, edited by E.S. Rogers and D.B. Smith, pp. 92–121. Toronto: Dundurn Press.

Urban & Environmental Management Inc. (UEM)

2026 *Final Drawings*. Provided by UEM.

Warrick, G.

2000 *The Precontact Iroquoian Occupation of Southern Ontario*. *Journal of World Prehistory* 14(4):415–456.

Wright, J.V.

1972 *Ontario Prehistory: An Eleven-Thousand-Year Archaeological Outline*. Archaeological Survey of Canada, National Museum of Man. Ottawa: National Museums of Canada.

Appendix A: Team Member Biographies

Kayla Jonas Galvin, MA, RPP, MCIP, CAHP, Principal and Director – Heritage Operations

Kayla Jonas Galvin has extensive experience evaluating cultural heritage resources and landscapes for private and public-sector clients to fulfil the requirements of provincial and municipal legislation such as the *Environmental Assessment Act*, the *Standards & Guidelines for the Conservation of Provincial Heritage Properties* and municipal Official Plans. She served as Team Lead on the Ministry of Tourism, Culture and Sport Historic Places Initiative, which drafted over 850 Statements of Significance and for *Heritage Districts Work!*, a study of 64 heritage conservation districts in Ontario. Kayla was an editor of *Arch, Truss and Beam: The Grand River Watershed Heritage Bridge Inventory* and has worked on Municipal Heritage Registers in several municipalities. Kayla has drafted over 150 designation reports and by-laws for the City of Kingston, the City of Burlington, the Town of Newmarket, Municipality of Chatham-Kent, City of Brampton and the Township of Whitchurch-Stouffville. Kayla is the Heritage Team Lead for ARA's roster assignments for Infrastructure Ontario and oversees evaluation of properties according to *Standards & Guidelines for the Conservation of Provincial Heritage Properties*. Kayla is a Registered Professional Planner (RPP), a Member of the Canadian Institute of Planners (MCIP) and is a professional member of the Canadian Association of Heritage Professionals (CAHP).

Amy Barnes, MA, CAHP Heritage Project Manager

Amy Barnes, a Project Manager with ARA's Heritage team, has fifteen years of experience evaluating cultural heritage resources and landscapes and community engagement. Amy has extensive experience working with provincial and municipal legislation and guidelines, including the Ontario Heritage Act, Official Plans, the Standards and Guidelines for the Conservation of Historic Places, and the Ontario Heritage Toolkit. Ms. Barnes has completed over 200 heritage related project and 500+ cultural assessments and has been qualified as an expert witness at the Ontario Superior Court of Justice. Amy has worked in the public and private sector where her duties included project management, public consultation, facilitator, researcher, database and records management, and report author. Amy supported the completion of peer reviews of 9/06 evaluations for multiple high-profile properties in the City of Toronto. Amy Barnes holds an M.A. in Heritage Conservation from the School of Canadian Studies at Carleton University in Ottawa, Ontario. Amy has successfully completed the International Association of Public Participation (IAP2) Foundations in Public Participation, the IAP2 Planning and Techniques for Effective Public Participation, and Indigenous Awareness Training through Indigenous Awareness Canada. Amy is a professional member of CAHP and the former Vice-Chair of the Cambridge Municipal Heritage Advisory Committee.

Penny M. Young, MA, CAHP – Heritage Project Manager

Penny Young has 27 years of cultural heritage management experience, 21 years working in government, as a Heritage Planner, Heritage Coordinator, Regional Archaeologist and Archaeological Database Coordinator where she managed and coordinated the impacts to cultural heritage resources including built heritage, archaeological sites and cultural heritage landscapes for compliance with municipal, provincial and federal legislation and policy. She has conducted results-driven and collaborative management of complex cultural heritage resource projects within the public sector involving developing project terms of reference, defining scope of work, preparation of budgets and conducting sites visits to monitor and provide heritage/archaeological and environmental advice and direction. At the Ministry of Transportation Penny revised, updated and developed policy, as part of a team, for the *Ontario Heritage Bridge Guidelines for Provincially Owned Bridge Guidelines for Provincially Owned Bridges*. She received the MTO Central Region Employee Recognition Award in 2001 and 2002. While at MTO she provided technical advice and input into the development of the *MTO Environmental*

Reference for Highway Design - Section 3.7 Built Heritage and Cultural Heritage Landscapes and the MTO Environmental Guide for Built Heritage and Cultural Heritage Landscapes. She is a professional member of the Canadian Association of Heritage Planners (CAHP) and holds Professional License #P092 from MTCS. She also holds memberships in the Ontario Professional Planners Institute (OPPI) and the Ontario Archaeological Society (OAS).

Sarah Clarke, BA, CAHP – Research Manager

Sarah Clarke is Archaeological Research Associates Ltd.'s Heritage Research Manager. Sarah has over 12 years of experience in Ontario archaeology and 10 years of experience with background research. Her experience includes conducting archival research (both local and remote), artifact cataloguing and processing, and fieldwork at various stages in both the consulting and research-based realms. As Team Lead of Research, Sarah is responsible for conducting archival research in advance of ARA's archaeological and heritage assessments. In this capacity, she performs Stage 1 archaeological assessment field surveys, conducts preliminary built heritage and cultural heritage landscape investigations and liaises with heritage resource offices and local community resources in order to obtain and process data. Sarah has in-depth experience in conducting historic research following the *Ontario Heritage Toolkit* series, and the *Standards and Guidelines for Provincial Heritage Properties*. Sarah holds an Honours B.A. in North American Archaeology, with a Historical/Industrial Option from Wilfrid Laurier University and is currently enrolled in Western University's Intensive Applied Archaeology MA program. She is a member of the Ontario Archaeological Society (OAS), the Society for Industrial Archaeology, the Ontario Genealogical Society (OGS), the Canadian Archaeological Association (CAA) and professional member of the Canadian Association of Heritage Professionals (CAHP). Sarah is a Council-appointed citizen volunteer on the Brantford Municipal Heritage Committee and holds an R-level archaeological license with the MTCS (#R446).

Aly Bousfield-Bastedo, BA, Dip. Heritage Conservation, CAHP – Heritage Project Manager

Aly Bousfield-Bastedo is an analytical and systematic cultural heritage professional that has gained over eight years of experience in cultural heritage conservation in private, academic and government settings. Aly has extensive experience in research, historic construction techniques, heritage building evaluations, and building material assessments. Prior to joining ARA, Aly earned a Diploma in Heritage Conservation from the Willowbank School of Restoration Arts, building upon a bachelor's degree in Humanities from the University of Guelph and a post-graduate certificate in Urban Design from Simon Fraser University. In Aly's time with ARA as both a Technical Writer/Researcher and then later as Project Manager and Conservator, she has gained considerable experience in providing heritage planning recommendations. Her body of work with ARA includes extensive experience evaluating cultural heritage resources and landscapes for private and public-sector clients to fulfil the requirements of provincial and municipal legislation. This experience builds on the responsibilities of her past role as Cultural Consultant with the Ministry of Citizenship and Multiculturalism (MCM), in which Aly provided guidance on the application of provincial and municipal legislation and guidelines for municipalities across Ontario.

L. Renee Hendricks, MA – Cultural Heritage Technician

Renee currently works as a Technical Writer/Background Researcher for the Heritage Team and assists in researching and evaluating the significance of cultural heritage resources using existing legislation. Most recently, she has worked on a number of projects for various municipalities across southern Ontario as well as Infrastructure Ontario. She also occasionally assists Business and Development in drafting proposals for prospective clients. Her work experience includes cultural heritage evaluation reports, heritage impact assessments, cultural heritage assessments, and conservation plans. Renee obtained a Master of Arts degree in archaeology from Trent

University in 2018 and has a Bachelor of Arts with a major in archaeology and a minor in history from Texas State University. Prior to working for ARA's heritage department, Renee worked in the archaeological field as both a field technician and field director, in addition to extensive work as a lab technician analyzing predominately nineteenth century historic artifacts and drafting sections of archaeological reports.