

Appendix F Cultural Heritage Impact Study Report



Cultural Heritage Evaluation Report - Fort Erie Elevated Water Tank Site, Town of Fort Erie, Regional Municipality of Niagara, Ontario

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1. Executive Summary

Parslow Heritage Consultancy Inc. (PHC) completed a Cultural Heritage Evaluation Report (CHER) of three proposed locations on behalf of the Regional Municipality of Niagara, as part of a Schedule B Municipal Class Environmental Assessment prior to commencement of construction of a new elevated water storage tank within the Town of Fort Erie (Map 1 and 2).

The three proposed locations are: Part of Lot 7, Concession 5 Niagara River Bertie (Alternative 1); Part of Lot 9, Concession 6 Niagara River Bertie (Alternative 2), west of Queen Elizabeth Way; Part of Lot 9, Concession 6 Niagara River Bertie, east of Queen Elizabeth Way (Alternative 3). The precise location of these Alternatives is illustrated on Map 1. This Cultural Heritage Evaluation Report (CHER) is required by the Regional Municipality of Niagara under the *Planning Act* (MTCS Section 7.5.6 Standard 1).

This CHER is designed meet provincial standards and guidelines as required under the *Ontario Heritage Act* and the *Environmental Assessment Act* (1990). In accordance with the *Environmental Assessment Act*, "Environment" is applied in a broad sense and includes the natural, social, cultural, built and economic environments.

The results of background historical research and a review of secondary source material, including historical mapping, revealed that since European settlement of the area in the late 18th - early 19th century, the greater study area for these three Alternatives has been dominated by primarily rural agricultural landscapes, with major roadways running through it connecting various settlements within Bertie Township. These agricultural landscapes prevailed until the development of light industry started reshaping the landscape in the latter 19th, early 20th century; this mix of agricultural and light industrial landscapes remains until present day.

Of the three alternatives, Alternative 1 is the most impacted by light industrialization of the area, with a large portion of previous agricultural lands having been developed into municipal services yards, or transportation centres. Though Pettit Road is an important historical transportation route throughout the Township, significant industrial development to the south and east of Alternative 1, as well as improvements to Pettit Road itself have removed this portion of Pettit Road from its historical context, with a stone farm lane pillar being the only historical remnant remaining.

Similarly, while Bowen Road maintains its rural agricultural significance due to the continued presence of farms along it, the portions of the roadscape around Alternatives 2 and 3 have both undergone significant enough industrialization that has removed the historical rural landscapes of the area, albeit to a lesser degree than the area surrounding Alternative 1.

2. Project Personnel

Project Manager	Carla Parslow, Ph.D., CAHP
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ACKNOWLEDGEMENTS

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3. Introduction

Parslow Heritage Consultancy Inc. (PHC) completed a Cultural Heritage Evaluation Report (CHER) on behalf of the Regional Municipality of Niagara (Niagara Region), as part of a Schedule B Municipal Class Environmental Assessment prior to commencement of construction of a new elevated water storage tank within the Town of Fort Erie (Map 1 and 2).

This CHER is designed meet provincial standards and guidelines as required under the *Ontario Heritage Act* and the *Environmental Assessment Act (1990)*. In accordance with the *Environmental Assessment Act*, "Environment" is applied in a broad sense and includes the natural, social, cultural, built and economic environments.

A site visit was conducted by Mr. Adam Long on September 12, 2019.

3.1 Site Description and Context

Three alternative locations for the construction of the elevated water storage tank are the subject of this Cultural Heritage Evaluation Report (CHER). Alternative 1 is located at the northeast corner of the intersection of Pettit Road and Bridge Street, on Part Lot 7, Concession 4 Niagara River. Alternative 2 is located at the northwest corner of the intersection of Bowen Road and Sunset Drive, just east of the Queen Elizabeth Way (QEW), on Part Lot 9, Concession 6 Niagara River. Alternative 3 is located on the north side of Bowen Road, approximately 380 metres west of the QEW, also on Part Lot 9, Concession 6 Niagara River. Map 1 illustrates the location of the three Alternatives on a topographical map while Map 2 outline the location of the Alternatives over an aerial image.

Niagara Region is undertaking a Class Environmental Assessment (Class EA) for a new Fort Erie Elevated Water Storage Tank and associated distribution and transmission system upgrades.

Niagara Region recently updated its Water and Wastewater Master Servicing Plans, and this project is part of the recommended improvements to the Fort Erie water distribution system. The new elevated water storage tank will consolidate Fort Erie's water storage systems, improve current pumping operations, reduce long term lifecycle costs and provide capacity to the Fort Erie Water System required to support projected growth.

The study will follow the Schedule 'B' Municipal Class EA process as set out by the Municipal Engineers Association document of October 2000 and amended in 2007, 2011 and 2015.

3.2 Nearby Heritage Properties

There are no properties listed on the Town of Fort Erie Heritage Register within the larger study area of this Cultural Heritage Evaluation Report.

4. Built Heritage and Cultural Heritage Landscape Assessment Context

The following assessment reviews provincial and municipal legislation and policies designed to protect cultural heritage resources that may be affected by development in the Town of Fort Erie.

4.1 Provincial Legislation and Policy

4.1.1 Ontario Heritage Act

The criteria for determining cultural heritage value or interest are outlined in the *Ontario Heritage Act, 2005* (OHA) under Regulation 9/06. (1) The criteria set out in subsection (2) are prescribed for the purposes of clause 29 (1) (a) of the Act. (2) A property may be designated under section 29 of the Act if it meets one or more of the following criteria for determining whether it is of cultural heritage value or interest:

1. The property has design value or physical value because it,
 - i) is a rare, unique, representative or early example of a style, type, expression, material or construction method,
 - ii) displays a high degree of craftsmanship or artistic merit, or
 - iii) demonstrates a high degree of technical or scientific achievement.
2. The property has historical value or associative value because it,
 - i) has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community,
 - ii) yields, or has the potential to yield, information that contributes to an understanding of a community or culture, or
 - iii) demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.
3. The property has contextual value because it,
 - i) is important in defining, maintaining or supporting the character of an area,
 - ii) is physically, functionally, visually or historically linked to its surroundings, or
 - iii) is a landmark.

4.2 Environmental Assessment Act

This cultural heritage assessment considers cultural heritage resources in the context of improvements to specified areas, pursuant to the Environmental Assessment Act (1990). This assessment addresses above ground cultural

heritage resources over 40 years old. Use of a 40-year-old threshold is a guiding principle when conducting a preliminary identification of cultural heritage resources (Ministry of Transportation 2006; Ministry of Transportation 2007; Ontario Realty Corporation 2007). While identification of a resource that is 40 years old or older does not confer outright heritage significance, this threshold provides a means to collect information about resources that may retain heritage value. Similarly, if a resource is slightly younger than 40 years old, this does not preclude the resource from retaining heritage value.

For the purposes of this assessment, the term cultural heritage resources was used to describe both cultural heritage landscapes and built heritage resources. A cultural landscape is perceived as a collection of individual built heritage resources and other related features that together form farm complexes, roadscape and nucleated settlements. Built heritage resources are typically individual buildings or structures that may be associated with a variety of human activities, such as historical settlement and patterns of architectural development.

The analysis throughout the study process addresses cultural heritage resources under various pieces of legislation and their supporting guidelines. Under the Environmental Assessment Act (1990) environment is defined in Subsection 1(c) to include:

- ▶ Cultural conditions that influence the life of man or a community, and;
- ▶ Any building, structure, machine, or other device or thing made by humans.

4.2.1 Provincial Policy Statement (2014)

The Provincial Policy Statement (PPS), issued under Section 3 of the *Planning Act*, came into effect on April 30, 2014. It applies to all planning decisions made on or after that date and replaced the PPS, 2005. The PPS provides direction for the appropriate regulation for land use and development while protecting resources of provincial interest, and the quality of the natural and built environment, which includes cultural heritage and archaeological resources. These policies are specifically addressed in Part V, Sections 1.7 and 2.6.

Section 1.7.1d of the PPS addresses long-term economic prosperity by “encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes”.¹

¹Ministry of Municipal Affairs and Housing, *Planning Act, Provincial Policy Statement (2014)*, pp. 20, 29.

Section 2.6 of the PPS addresses the protection and conservation cultural heritage and archaeological resources in land use planning and development and requires and requires the following:

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

2.6.2 Development and site alteration shall not be permitted on lands containing archaeological resources or areas of archaeological potential unless significant archaeological resources have been conserved.

2.6.3 Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property except where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved.

2.6.4 Planning authorities should consider and promote archaeological management plans and cultural plans in conserving cultural heritage and archaeological resources.

2.6.5 Planning authorities shall consider the interests of Aboriginal communities in conserving cultural heritage and archaeological resources.

4.3 Regional/Municipal Policy Framework

Within the Regional Municipality of Niagara and the Town of Fort Erie, the following documents outline documentation of heritage resources within the Municipal scope.

Town of Fort Erie Official Plan (2009)

2.3.10. CULTURAL HERITAGE

Goal:

- ▶ a. To preserve and/or rehabilitate, research, interpret and promote, where feasible, those resources of built historic and architectural merit, archaeological significance, and movable and intangible heritage importance for the enhancement of community life and contribution to economic health.

Objectives:

- ▶ a. To designate individual properties of heritage value or areas of similar value, and to identify sites of architectural, historical or archaeological potential;
- ▶ b. To encourage the owners of heritage properties to conserve those aspects of their property deemed to be of heritage value;
- ▶ c. To encourage new development to be sympathetic to existing heritage, particularly on lands adjacent to property of heritage value;

- ▶ d. To encourage the retention or inclusion of heritage property in new development;
- ▶ e. To support the collection, preservation, research and interpretation of cultural heritage through artifacts, archives, and intangible resources;
- ▶ f. To encourage the promotion and participation in cultural heritage activities as a means to enhancing the quality of life for Town residents; and
- ▶ g. To celebrate the diversity of our cultural heritage and recognize the contributions of First Nations people.

Niagara Escarpment Plan, Niagara Escarpment Commission (2017)

2.10 Cultural Heritage

The objective is to conserve the Escarpment's cultural heritage resources, including significant built heritage resources, cultural heritage landscapes, and archaeological resources.

- ▶ 1. Development shall not be permitted on lands containing archaeological resources or areas of archaeological potential unless significant archaeological resources are conserved.
- ▶ 2. Where proposed development is likely to impact cultural heritage resources or areas of archaeological potential, the proponent shall undertake a heritage impact assessment and/or archaeological assessment. The proponent must demonstrate that heritage attributes will be conserved through implementation of proposed mitigative measures and/or alternative development approaches.
- ▶ 3. Reconstruction, alterations and consideration of a second dwelling under Part 2.2.7 should be compatible with the area's community character.
- ▶ 4. Where the implementing authority has approved the construction of a second single dwelling on an existing lot where the existing dwelling has heritage attributes and is subject to a heritage conservation easement agreement, the property and details regarding its size and location shall be recorded and listed in Appendix 3.
- ▶ 5. Removal of the property from the list on Appendix 3 shall require an amendment to the Niagara Escarpment Plan.

Niagara Region Official Plan (2014)

10.C.2 Policies

10.C.2.1 Built Heritage Resources, Cultural Heritage Landscapes and Archaeological Resources

- ▶ Policy 10.C.2.1.1
 - Significant built heritage resources and cultural heritage landscapes shall be conserved using the provisions of the Heritage Act, the Planning Act, the Environmental Assessment Act, the Funeral, Burial and Cremations Act and the Municipal Act.
- ▶ Policy 10.C.2.1.2

- The Region shares an interest in the protection and conservation of significant built heritage resources and encourages local municipalities to develop policies to protect and conserve locally significant built heritage resources and to utilize its authority under the Ontario Heritage Act to designate individual properties, cultural heritage landscapes and heritage conservation districts that are of cultural heritage value or interest.
- ▶ Policy 10.C.2.1.3
 - Municipalities are encouraged to establish a Municipal Heritage Committee (MHC) to advise and assist Council on matters related to Parts IV and V of the Ontario Heritage Act. Local Councils may expand the role of this committee to advise and assist Local Councils on other matters of cultural heritage conservation.
- ▶ Policy 10.C.2.1.4
 - Public works projects and plans undertaken or reviewed by the Region, where in the vicinity of significant built and/ or cultural heritage landscapes will be designed in a sensitive manner and will provide appropriate mitigation measures in both design and location to conserve, enhance and complement the existing significant built and/ or cultural heritage resources.
- ▶ Policy 10.C.2.1.5
 - Where development, site alteration and/ or a public works project is proposed on or adjacent to a significant built heritage resource(s) or cultural heritage landscapes, a heritage impact assessment will be required. The findings of the assessment shall include recommendations for design alternatives and satisfactory measures to mitigate any negative impacts on identified significant heritage resources.
- ▶ Policy 10.C.2.1.6
 - The Region encourages local municipalities to establish Cultural Heritage Landscapes policies in their official plans and identify Significant Cultural Heritage Landscapes for designation. The purpose of this designation is to conserve groupings of features (buildings, structures, spaces, archaeological sites and natural elements) with heritage attributes that, together form a significant type of heritage form, distinctive from that of its constituent elements or parts.
- ▶ Policy 10.C.2.1.7
 - The local municipalities shall adopt official plan policies to conserve significant cultural heritage resources and ensure that development and site alteration on adjacent lands to protected properties will conserve the heritage attributes of the protected heritage property.
- ▶ Policy 10.C.2.1.8

- The Region will assist local municipalities with the preparation of Cultural Heritage Landscape Conservation Plans for Significant Cultural Heritage Landscapes that cross municipal boundaries or are of Regional interest.
- ▶ Policy 10.C.2.1.9
 - The Region, in collaboration with local municipalities, will prepare and maintain a Regional Implementation Guideline for Significant Cultural Heritage Landscape Conservation.
- ▶ Policy 10.C.2.1.10
 - The Region will assist local municipalities in preparing Archaeological Management Plans where desirable, that include information mapping, and an associated Implementation Guideline. The Master Plans will contain information on the methods used to determine areas of archaeological potential and confirm the archaeological review process. Areas of archaeological potential will be determined through the use of provincial screening criteria, or criteria developed by a licensed consultant archaeologist based on the known archaeological record of the municipality and its surrounding region. Such criteria may include a range of environmental, physiographic and historical features, information from local stakeholders and the effects of past land use.
- ▶ Policy 10.C.2.1.11
 - Where an Archaeological Management Plan has not been completed the Region and local municipalities will require applicants to submit an archaeological assessment, should it be determined that the site meets the provincial and federal criteria for determining areas of archaeological potential. Archaeological assessment reports prepared by licensed consultant archaeologists based on clear, reasonable and attainable standards and guidelines as set out by the Ministry of Tourism, Culture and Sport, as well as the terms and conditions of an archaeological license under the Ontario Heritage Act.
- ▶ Policy 10.C.2.1.12
 - A marine archaeological assessment shall be conducted by a licensed marine archaeologist pursuant to the Ontario Heritage Act if partially or fully submerged marine features such as ships, boats, vessels, artifacts from the contents of boats, old piers, docks, wharfs, fords, fishing traps, dwellings, aircraft and other items of cultural heritage value are identified and impacted by shoreline and waterfront developments.
- ▶ Policy 10.C.2.1.13
 - Development and site alteration shall only be permitted on lands containing archaeological resources or areas of archaeological potential if the significant archaeological resources have been

conserved by removal and documentation, or by preservation on site. Where significant archaeological resources must be preserved on site, only development and site alteration which maintain the heritage integrity of the site will be permitted.

5. Built Heritage and Cultural Heritage Landscape Assessment

5.1 The Niagara Peninsula

The Niagara Peninsula is a historically significant area due to the presence of the Canada-US frontier, along the Niagara River. The border was drawn in 1783, following the Treaty of Versailles, which ended the American Revolutionary War. The region had a role to play in the following War of 1812, the Upper Canada Rebellion of 1837, and the Fenian raids of 1866 (Higgins 1996). Beginning in 1820, the landscape of the Niagara Peninsula was shaped by the building of shipping infrastructure, both on water and on land. The most significant feature is the Welland Canal, built to facilitate shipping between Lake Ontario and Lake Erie (Fram 1984).

5.2 Bertie Township Settlement History

Originally, Bertie Township was comprised of lands between the Niagara River to the east, Holloway Bay Road to the west, Netherby Road to the north, and Lake Erie to the south. Over time, many communities broke away and incorporated separately. Between 1931 and 1970, Bertie Township represented the communities of Ridgeway, Stevensville, Point Abino, Snyder, Windmill Point, Erie Beach, Mulgrave, Ridgemount and Shipyards. In 1970, Bertie became a part of the Greater Fort Erie (Davies 2004: 32-33).

The lands that belong to Bertie Township today were settled by United Empire Loyalists, mainly members of Butler's Rangers and their families, who came from the Mohawk and Susquehanna valleys following the American Revolution. The land survey was completed in 1789, and the township was named in 1793 after Willoughby Bertie, the Fourth Earl of Abingdon, through an Act of Parliament. The township was then formally incorporated in 1850 (Davies 2004: 33; Morgan 2004: 45).

In 1784, the first 10 families were granted 200 acre lots in Bertie Township. Among them are the names Benner, House, Platow, Riselay and Wintermute. Before the end of the 18th century, more settlers arrived in the area. The names Bowen, Haun, Hershey, Laur, Miller, Sherk, Troop and Zavitz are among the earliest arrivals (Niagara Settlers 2019a).

Early settlement did not cluster in any one particular area. According to an 1808 military map consulted by Morgan (2004), low-density settlement and isolated dwellings were scattered between the shores of Niagara River and Lake Erie, and along the early roads, Garrison Road and Ridge Road. The only cluster of habitation was found around military Fort Erie, which was built in 1764 (Morgan 2004: 45).

Bertie was one of the most productive agricultural townships in the Niagara Peninsula in the 19th century. Farming and related industries, such as grist, saw and planning mills, led to the development of communities in the region (Morgan 2004: 45). During the pioneer era, the region specialized in wheat production. At the end of the 19th century, mixed farming with a focus on dairy and livestock production took the lead (Morgan 2004: 48-49). Farming has been steadily declining since the early 20th century, with few full-time farmers present in the Greater Fort Erie region today (Morgan 2004: 52).

5.3 Site Alternatives

The history of Euro-Canadian settlement for Site Alternatives 1, 2, and 3 has been determined through the consultation of historical maps and aerial imagery. Names of property owners were cross-referenced with the *Niagara Settlers Land Records* (Niagara Settlers 2019b), where dates for the purchase and sale of lands are available.

An 1828 map of the Municipality of Niagara, reproduced from the *Mini Atlas of Early Settlers in the District of Niagara, 1782-1876* (Taylor 1986: 44) (Image 1) shows present-day Garrison Road, which is labelled “well opened”. No settlement is depicted within the boundaries of Bertie Township.

The *Mini Atlas of Early Settlers in the District of Niagara, 1782-1876* (Taylor 1986: 43) also contains an undated map, labelled map no. A2, Bertie Township (Image 2). The image is a reproduction of the original, the legend reads “received this plan from the clerk of the Council as having belonged to the Land Board of Lincoln, drawn by M.A.P. 1983”. Alternative 1 is depicted within the boundaries of a property owned by Henry Putnam. Lots 7, Concession 3 and 4 are also depicted under the ownership of Henry Putnam. According to a list of early pioneers provided by Davies (2004), Henry Putnam was granted the land in 1798; however, the name could not be located in the *Niagara Settlers Land Records* (Niagara Settlers 2019b). Alternatives 2 and 3 are depicted within the boundaries of the property of Augustus Anchor, who owned Lots 9, Concession 6 and 5. According to the *Niagara Settlers Land Records* (Niagara Settlers 2019b), Augustus Anger was granted Lot 9, Concession 5 in the Bertie Township on 6 May 1796. Augustus Anger was also granted Lot 9, Concession 6 on 12 March 1797. The record refers to Augustus alternately as Anger and Anchor, likely a misspelling of the name.

Based on the dates when Anger, or Anchor, acquired his properties, as well as the year when Putnam was granted his, the map from Image 2 likely dates between 1797 and 1815, and indicates the first families to settle in Bertie Township. This also suggests that the 1828 map (Image 1) may have not reproduced the Lots and Concessions that were already being occupied in Bertie Township, its focus being on military interests in the region, such as the location of forts and access routes.

Tremaine Map (1862)

Alternative 1 is depicted within the property of Peter E. Miller. The *Niagara Settlers Land Records* (Niagara Settlers 2019b) did not provide any information on Peter E. Miller. A structure is depicted within the boundaries of Alternative 1, close to the intersection of the two concession roads that define the eastern and southern boundaries of the property.

Alternative 2 is depicted within the boundaries of properties owned by H. and Rob. Bowen. The *Niagara Settlers Land Records* (Niagara Settlers 2019b) indicate that Henry and Robert Bowen were willed the west and east halves of Lot 9, Concession 5, in equal shares, on 27 March 1856 by their father, William Bowen.

Alternative 3 is within the properties owned by H. Laur and J. Boyer. The *Niagara Settlers Land Records* (Niagara Settlers 2019b) recorded transactions between Augustus Anger and several members of the Laur and Boyer families during the decades that precede the map. On 27 May 1815, 100 acres from Lot 9, Concession 5 were sold to a William Bowen, while 50 acres in the west end of Lot 9, Concession 5 and Lot 10, Concession 5 were sold to a John Laur. The *Niagara Settlers Land Records* (Niagara Settlers 2019b) also indicate that H. Laur bought Part Lots 9 and 10, Concession 6 from Augustus Anger on 30 January 1819, which may refer to additional land purchased adjacent to the existing property. John Boyer's-alternately spelled Byer-son Jacob Byer was willed his property on 25 February 1831.

The Illustrated Historical Atlas (1876)

The Illustrated Historical Atlas of the Counties of Lincoln and Welland (Paige & Co. 1876) (Image 4) suggests little change in property ownership since the Tremaine Map (1862) was made. Alternative 1 is depicted within the property of Peter E. Miller. A structure is again depicted within the boundaries of Alternative 1; this structure is positioned further from the intersection of the two concession roads, and may represent a second structure, in addition to the one reproduced in the *Tremaine Map* (1862). Alternative 2 is depicted within the boundaries of the property of Robert Bowen; a structure is depicted in the southeastern extremity of Alternative 2. Alternative 3 is depicted within the properties of Henry Laur and Jacob Boyer, likely transected by a north to south pathway that served as a property boundary. The *Illustrated Historical Atlas* also indicates the use of these properties for agricultural purposes, orchards or crops are depicted on all properties. The designation of lands could not be confidently determined up until 1876, but it is likely that the site alternatives were part of agricultural properties that were mostly willed to descendants.

Railways are also depicted in the *Illustrated Historical Atlas of the Counties of Lincoln and Welland* (Paige & Co. 1876) (Image 4). One of the lines is the Grand Trunk Railway, built in the 1870s; the second is the Conrail or Michigan Centre line (Fram 1984: 34-37). Only one of the lines is in use today. A line running east of the study areas on a northwest to southeast trajectory could not be confidently

identified. This region has seen prolific railway building and differing objectives in the 19th century. While some lines were built in an attempt to consolidate travel across Canada, others connected to US lines. These objectives were not consistent with each other, since the gauges of early US and Canadian railway tracks differed (Fram 1984). At present, many defunct lines bear evidence of the history of railway building in Southern Ontario.

For the period spanning the 20th century, land use and development has been determined through the review of aerial photography. Aerial imagery has been consulted for the period between 1934 and 2011. Later imagery has been included to show the recent date when the properties cease to be used and the existing buildings on these properties are demolished.

Aerial Imagery

The first available aerial imagery dates to 1934 (Images 5, 6, and 7). Alternative 1 is shown to contain a wooded lot with a narrow, rectangular structure in the northern portion of the property. The structure does not appear to be residential and is more likely an outbuilding for storage or for housing animals. Alternatives 2 and 3 are ploughed fields with no structures present.

Aerial imagery dating to 1954 (Images 8, 9 and 10) reveals Alternative 1 continuing to contain a woodlot, however a small roadway is depicted entering the northern portion of the property. The outline of the same structure identified in the 1934 imagery is visible, but it does not appear to be in use. Alternative 2 is shown to be in use as a ploughed field, with structures observed in the southeastern corner of the property, at the intersection of Bowen Rd and Sunset Drive. Alternative 3 continues to be a ploughed field without any structures on the premises.

Aerial photography for this region does not exist for the years between 1954 and 1995, and aerial imagery from 1995 is only available for Alternative 3 (Image 11). The imagery depicts Alternative 3 as an agricultural field, with a farmhouse and outbuildings to the north of the Alternative 3.

Aerial imagery from 2002 (Image 13 and 14) shows Alternative 2 as an agricultural field. Structures are depicted in the southeastern extremity of the property, at the intersection of Bowen Road and Sunset Drive. Image quality permits their identification as a farmhouse with potential outbuilding and landscaping. Two structures are depicted just outside the boundaries of Alternative 2, connected by a roadway to ground alterations immediately to the northeast. The feature has been identified as a borrow pit by the *Stage 1 Archaeological and Heritage Background Study for the Ambassador Niagara Signature Bridge*, discussed in more detail below. As such, Alternative 2 appears to have a primarily industrial designation. Light industrial development is also depicted to the south of Alternative 2. For Alternative 1, aerial imagery from 2002 shows the presence of a

farmhouse and associated outbuildings, driveway, and landscaping. The location of the outbuilding matches that of a structure seen in the 1954 aerial photograph. Development of light industry (Town of Fort Erie municipal services) is depicted immediately to the east and to the south of Alternative 1. For Alternative 3, aerial imagery shows the development of light industry on the property immediately adjacent to the east of Alternative 3; however, Alternative 3 itself continues to be used for agriculture.

Aerial imagery from 2006 (Images 15, 16, and 17) reveals that the structures present on Alternative 1 have been demolished, however the landscaped area and driveways can still be observed. Light industrial development continues to the east and south of Alternative 1. There is little change in Alternative 2, which sees continued use as an agricultural field, with the same structures located in the southeastern corner, at the intersection of Bowen Road and Sunset Drive. Alternative 3 continues to be a ploughed agricultural field; there is a minor expansion of farm outbuildings to the north of the property and continued use of the property immediately to the east of Alternative 3 for light industry.

Aerial imagery from 2009 (Image 18) has been included in this report for Alternative 2, to date the demolition of the farmhouse depicted within Alternative 2 to sometime between 1954 and 2002.

Aerial imagery from 2011 (Images 19, 20, 21) depicts little change across all alternatives. Light industrial development continues in their vicinity.

5.4 Past and Current Land Uses

Bertie Township has historically been used for agriculture and light industry. The site alternatives were granted to settlers at the end of the 18th century and were used for agricultural purposes through the 19th century. Agricultural use continues at Alternative 3 until the present. No structures were observed on any maps or aerial images of this alternative. Alternative 2 was also in use as an agricultural property through the 19th century. A structure, likely a farmhouse, was noted within the boundaries of this property, as early as 1876. Alternative 3 was also in use as an agricultural property with associated farmhouse, outbuildings and landscaping between 1954, when the structures present in the southeastern corner of the property are first observed, and 2002 when aerial imagery suggests that the buildings were demolished. Alternative 1 was also an agricultural property through the 19th century. Both the Tremaine map (1862) and *The Illustrated Historical Atlas of the Counties of Lincoln and Welland* (Paige & Co. 1876) indicated the presence of historical structures on the property. The locations of these structures do not overlap, and they may, in fact, represent two different buildings. In the 20th century, Alternative 1 sees continued use for agricultural purposes. The property appears as a wooded lot in 20th century aerial photography, but the presence of a large and narrow rectangular outbuilding and a pond suggest the keeping of livestock. This

structure first appears in 1934 aerial imagery and appears to have been out of use by 1954. A different outbuilding and a farmhouse are also depicted within Alternative 1 as of 2006. All the buildings were demolished before 2006. Light industrial development is consistent in the vicinity of all site alternatives through the 20th century.

5.5 Existing Conditions

As mentioned in the previous section this area of Fort Erie has traditionally been used for agricultural and light industrial purposes – this continues to present day. A site inspection was conducted on September 12 and 16, 2019 and found the area to be a mix of agricultural lands and those dedicated to light industry, primarily transportation related services due to its proximity to the Queen Elizabeth Way. Detailed descriptions of the existing conditions for each Alternative within the greater study area will be discussed below; however, generally Alternatives 2 and 3 are currently situated within more agricultural landscapes than Alternative 1.

Alternative 1

Alternative 1 is located at the northeast corner of Bridge Street and Pettit Road in the Town of Fort Erie. This property currently consists of a mature forest, and overgrown disused agricultural/scrubland. The areas immediately east and south of this property are used as a public waste transfer station for the Municipality, as well as a public works yard with several large buildings, salt and sand storage domes, a landfill, and numerous paved asphalt parking areas throughout the property. The industrial nature of this area further extends south of these municipal buildings and includes several private trucking companies, as well as a Flying J Gas Bar specializing in tractor trailer business (Image 24) Immediately adjacent to the western edge of Alternative 1 is a campground/nature park known as Lily Valley Nudist Park (Image 25), however large protective fencing along its frontage along Pettit Road obscures any view of what structures may be on its property. Located at the Southwest corner of Pettit Road and Bridge Street is a small column made out of concrete and stone (Image 26) which appears to be an old farmhouse lane indicator, perhaps relating to the farmhouse visible in that area on the *1876 Illustrated Atlas* (Image 4). While there are no standing historical structures present within Alternative 1, there are two older houses on Pettit Road, northwest of Alternative 1 that indicate this area's mixed residential/commercial past; their addresses are 2005 and 2021 Pettit Road:

- ▶ 2005 Pettit Road (Image 27) is a 1.5 storey house with a concrete foundation, and modern vinyl siding. It does not appear to have been designed using any distinctive historical architectural style and does also include a 2 storey, barn-like garage outbuilding.
- ▶ 2021 Pettit Road (Image 28) is a 2-storey house with angel stone and wood siding on its exterior. The house appears to be an adapted "Ontario cottage" with a large dormer on the centre of its roof. There are also two small, barn-

like outbuildings that appear to be constructed of the same materials as the house itself.

Neither property is adjacent to or abuts Alternative 1.

Alternative 2

Alternative 2 is situated on the northwest corner of Bowen Road and Sunset Road in the Town of Fort Erie. The property currently consists of a scrub-lot surrounded by forest to the north and west. There is another Highway Maintenance yard immediately south of this Alternative consisting of an unpaved gravel lot with a large (75m long) barn-shaped building and various signs and roadwork vehicles throughout the premises.

Alternative 3

This area currently encompasses an agricultural field directly north of Bowen Road in the Town of Fort Erie. Examination of historical mapping did not show the presence of any historical structures on the property, and indeed none are present today. However, historic farmhouses are located immediately to the west and south of Alternative 1; these are clearly identified on the 1876 *Illustrated Atlas* for the county (Image 4), and their present day street addresses are: 2154 Laur Road, and 1899 Bowen Road.

- ▶ 2154 Laur Road (Image 22) appears to be a significantly altered “Ontario cottage” style house that is approximately a 1.5 stories tall, with a stone foundation and wooden siding. There is also a more recently built 1.5 storey outbuilding/garage to the southeast of the main house. The rest of the property is agricultural in nature and directly abuts Alternative 3 on its western side.
- ▶ 1899 Bowen Road (Image 23) is a traditional, 2.5 storey L-shaped “Victorian” farmhouse which has also undergone external alterations (i.e. siding has been applied over brick, modern windows installed). There is also a small garage outbuilding south of the main house, though it is unclear as to its date of origin. The rest of the property remains agricultural in nature.

Immediately east of Alternative 3 is a Ministry of Transportation highway maintenance depot consisting of a large paved parking lot, truck depot, and several salt storage domes.

6. Conclusions

The results of background historical research and a review of secondary source material, including historical mapping, revealed that since European settlement of the area in the late 18th - early 19th century, the greater study area for these three Alternatives has been dominated by primarily rural agricultural landscapes, with major roadways running through it connecting various settlements within Bertie Township. These agricultural landscapes prevailed until the development of light industry started reshaping the landscape in the latter 19th, early 20th century; this mix of agricultural and light industrial landscapes remains until present day.

Of the three alternatives, Alternative 1 is the most impacted by light industrialization of the area, with a large portion of previous agricultural lands having been developed into municipal services yards, or transportation centres. Although Pettit Road is an important historical transportation route throughout the Township, significant industrial development to the south and east of Alternative 1, as well as improvements to Pettit Road itself have removed this portion of Pettit Road from its historical context. The only remnant of a heritage landscape around Alternative 1 is the stone farmhouse laneway pillar located at the southwest intersection of Pettit Road and Bridge Street (Image 26); however with the surrounding context removed it no longer retains significant cultural heritage value.

Similarly, while Bowen Road maintains its rural agricultural significance due to the continued presence of farms along it, the portions of the roadscape around Alternatives 2 and 3 have both undergone significant enough industrialization that has removed the historical rural landscapes of the area, albeit to a lesser degree than the area surrounding Alternative 1.

There are no previously identified, listed and/or designated cultural heritage resources within or adjacent to the greater study area.

7. Recommendations

The background research, data collection, and field review conducted for the greater study area determined that no cultural heritage resources are located within or adjacent to the Fort Erie Elevated Water Tank study area. Based on the results of the assessment, the following recommendations have been developed:

Should future work require an expansion of the greater study area then a qualified heritage consultant should be contacted in order to confirm the impacts of the proposed work on potential heritage resources.

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2019b Niagara Settlers Land Records. Electronic document, <https://sites.google.com/site/niagarasettlers2/home?authuser=0>, accessed July 29, 2019.

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1876 Illustrated Historical Atlas of the Counties of Lincoln and Welland, Ontario, Toronto.

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1986 The Mini Atlas of Early Settlers in the District of Niagara, 1782-1876. 3rd Edition. Historical Society of St. Catharines, St. Catharines, Ontario.

Image 2: Part of a drawing of an undated map, reproduced in *The Mini Atlas of Early Settlers in the District of Niagara, 1782-1876* (Taylor 1986: 43). The undated map is labelled map no. A2, Bertie Township. Legend reads: “received this plan from the clerk of the Council as having belonged to the Land Board of Lincoln, drawn by M.A.P. 1983”. Approximate locations of Site Alternatives are depicted in red.

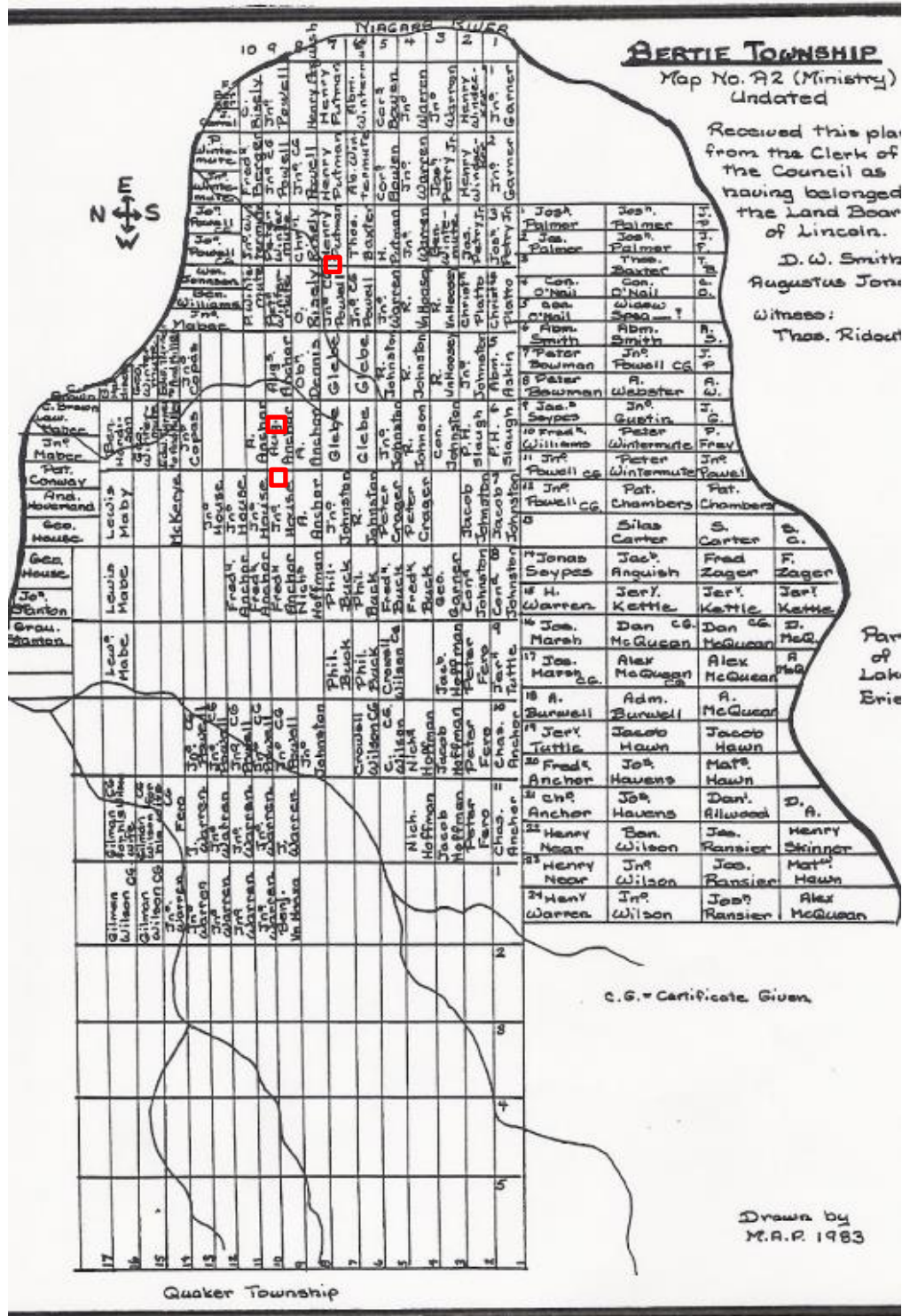


Image 3: Tremain's Map of the Counties of Lincoln and Welland (Geo R. and G.M. Tremain 1862) approximate locations of the Site Alternatives are depicted in red.



Image 4: *Illustrated Historical Atlas of the Counties of Lincoln and Welland* (Paige & Co. 1876), approximate locations of the Site Alternatives are depicted in red.



Image 5: 1934 aerial image of Alternative 1, approximate boundaries are depicted in red.



Image 6: 1934 aerial image of Alternative 2, approximate boundaries are depicted in red.



Image 7: 1934 aerial image of Alternative 1, approximate boundaries are depicted in red.



Image 8: 1954 aerial image of Alternative 1, approximate boundaries are depicted in red.



Image 9: 1954 aerial image of Alternative 2, approximate boundaries are depicted in red.



Image 10: 1954 aerial image of Alternative 3, approximate boundaries are depicted in red.



Image 11: 1995 aerial image of Alternative 3, approximate boundaries are depicted in red.



Image 12: 2002 aerial image of Alternative 3, approximate boundaries are depicted in red.



Image 13: 2002 aerial image of Alternative 2, approximate boundaries are depicted in red.



Image 14: 2002 aerial image of Alternative 3, approximate boundaries are depicted in red.



Image 15: 2006 aerial image of Alternative 1, approximate boundaries are depicted in red.



Image 16: 2006 aerial image of Alternative 2 approximate boundaries are depicted in red.



Image 17: 2006 aerial image of Alternative 3, approximate boundaries are depicted in red.



Image 18: 2009 aerial image of Alternative 2, approximate boundaries are depicted in red.



Image 19: 2011 aerial image of Alternative 1, approximate boundaries are depicted in red.



Image 20: 2011 aerial image of Alternative 2 approximate boundaries are depicted in red.



Image 21: 2011 aerial image of Alternative 3, approximate boundaries are depicted in red.



Image 22 – 2154 Laur Road, Fort Erie. Facing Northeast.



Image 23: 1899 Bowen Road, Fort Erie. Facing South.



Image 24: Industrial nature of area surrounding Alternative 3. Flying J Gas Bar located south of Alternative 3 on Pettit Road



Image 25: Privacy fencing outside of Little Valley Nudist Park on the Western side of Alternative 3



Image 26: Stone and concrete pillar located at SW corner of Bridge Street and Pettit Road, Fort Erie



Image 27: 2005 Pettit Road. Facing Northwest



Image 28: 2021 Pettit Road. Facing Northwest.



Image 29: Town of Fort Erie waste management compound immediately south of Alternative 3. Facing Southeast.



Image 30: Alternative 3 with Bridge St in foreground. Facing Northeast.



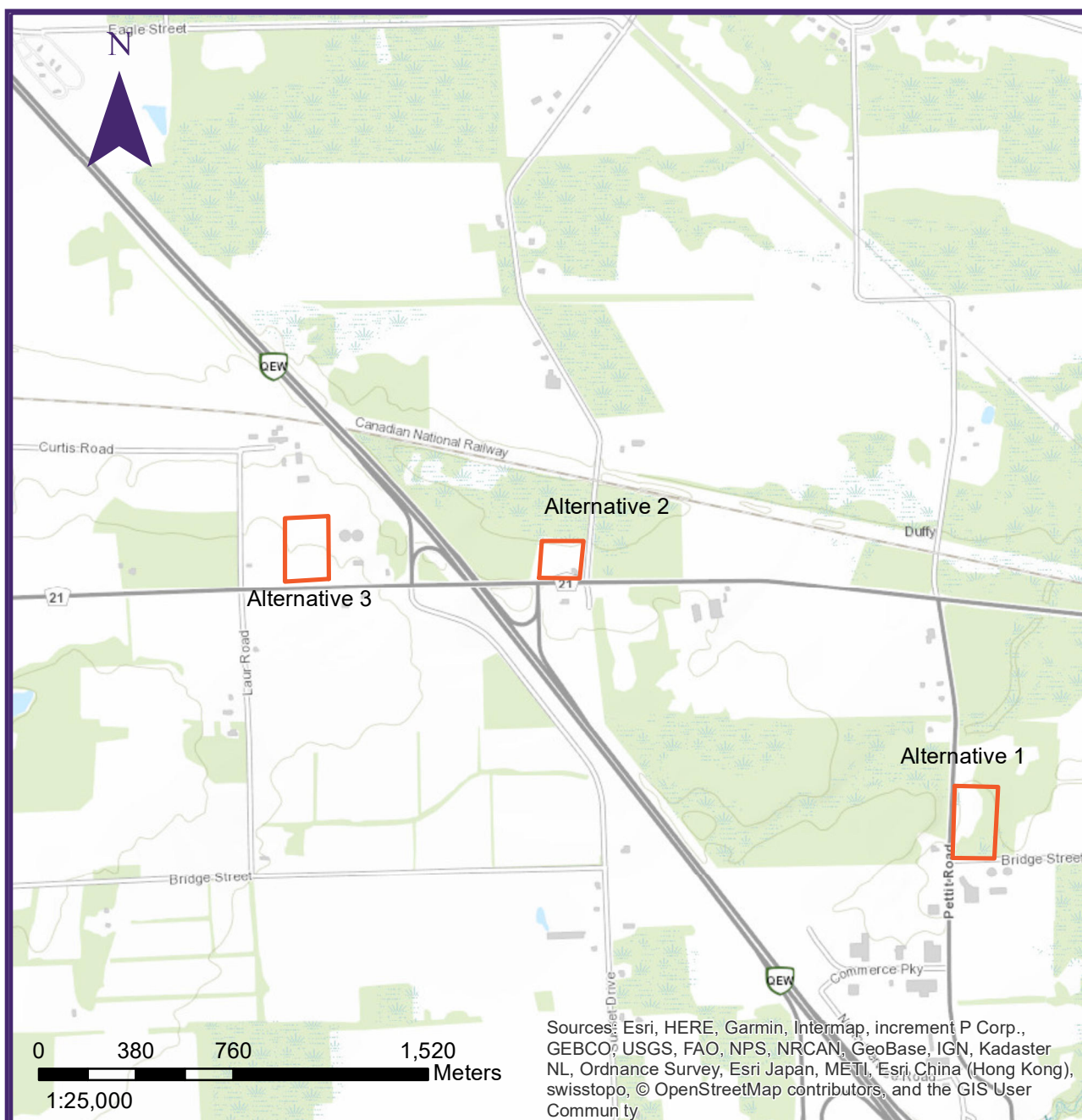
Image 31: Waste management facility immediately east of Alternative 3. Facing Northeast.



10. Maps

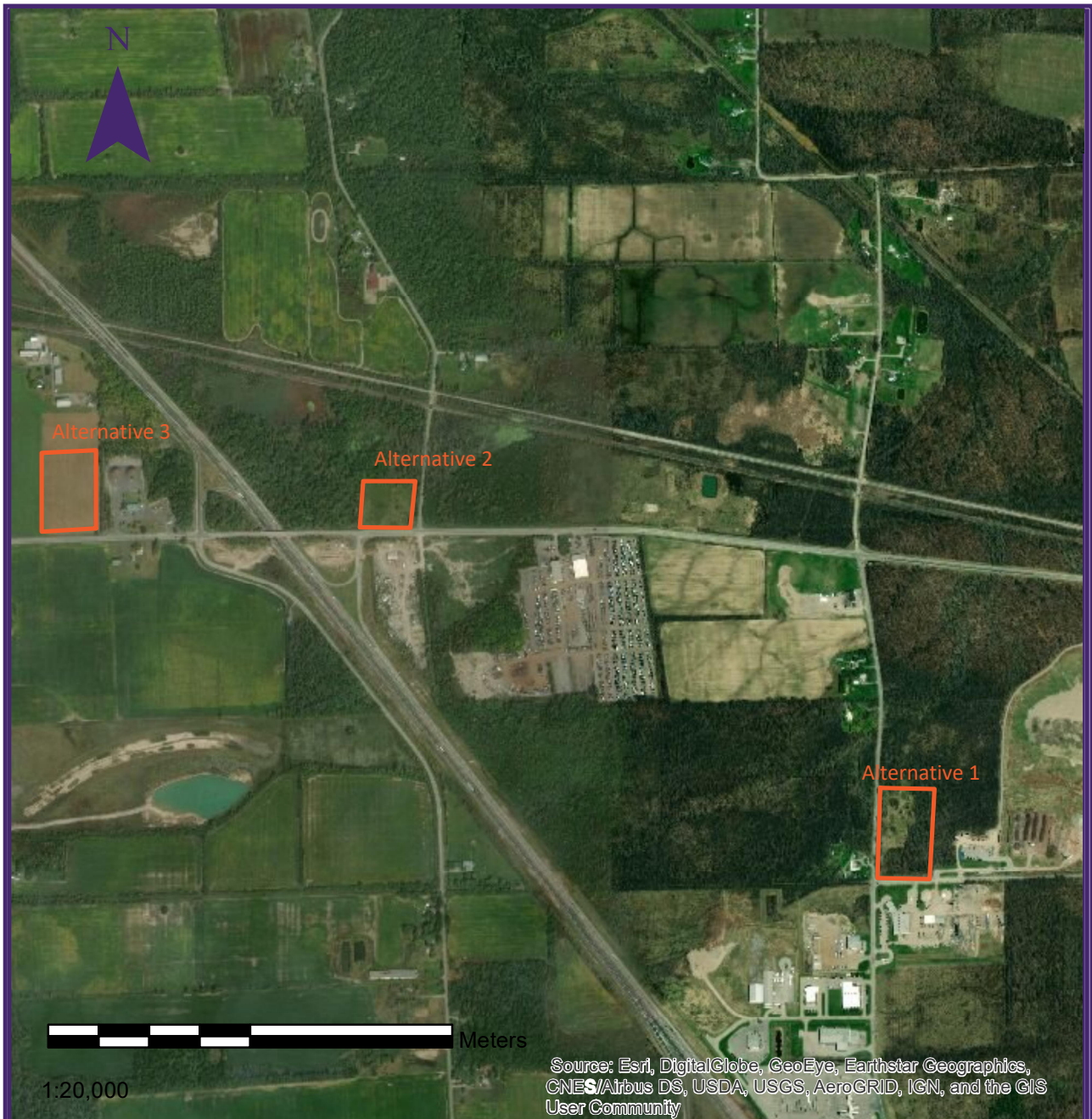
ALL MAPS ON FOLLOWING PAGES.

Map 1 - Alternatives on Topographic Map



Fort Erie Elevated Tank Municipal Class Environmental Assessment Cultural Heritage Evaluation Report

Map 2 - Alternatives on Ortho Imagery

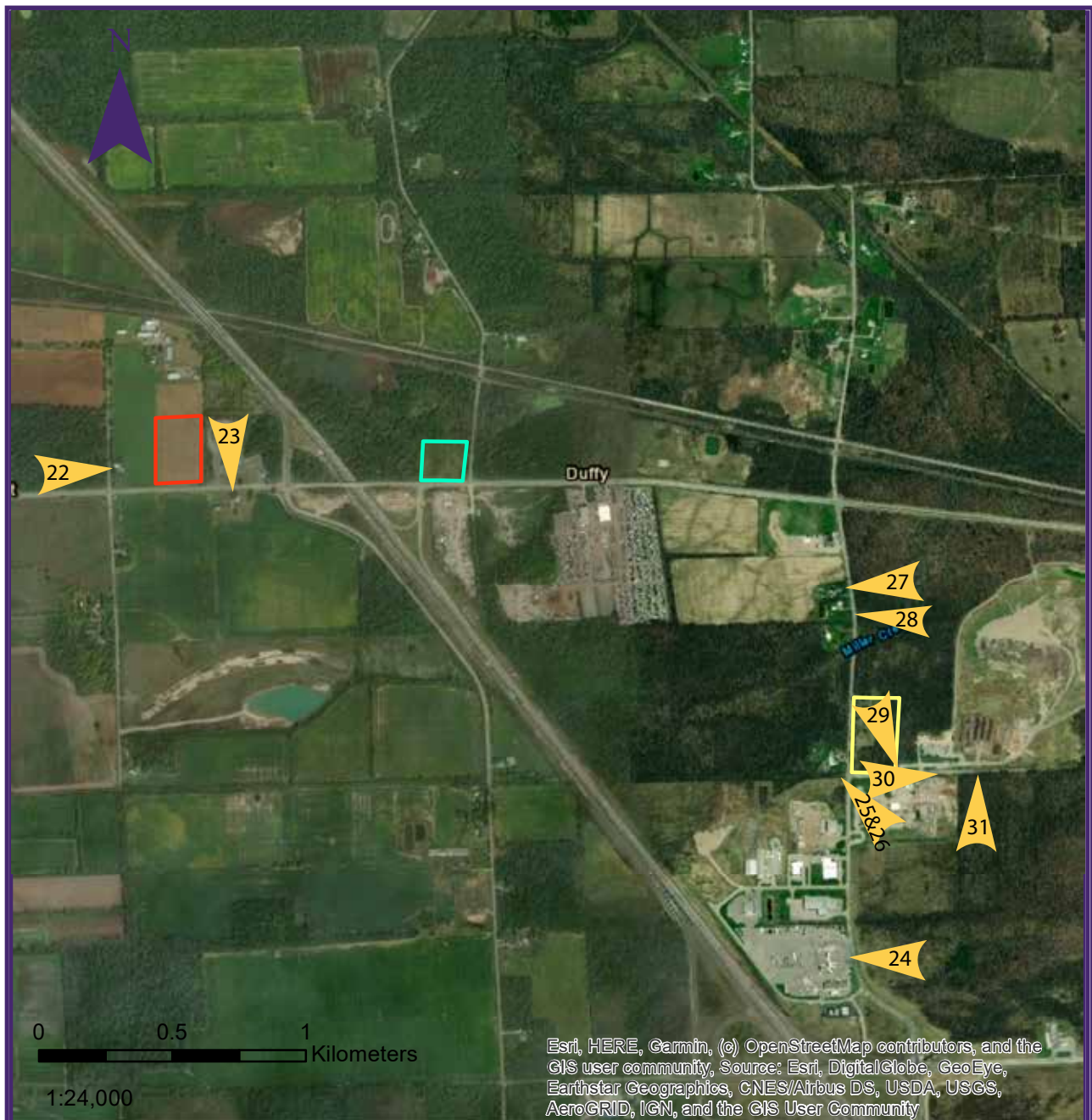


Fort Erie Elevated Tank Municipal Class Environmental Assessment Cultural Heritage Evaluation Report

Legend

— Alternatives

Map 3 - Locations of Existing Conditions Photos



Fort Erie Elevated Tank Municipal Class Environmental Assessment Cultural Heritage Evaluation Report

Legend

SymbolID, Name

- Alternative 1
- Alternative 2
- Alternative 3



Photo Number and Location

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